# PLAN BAY AREA 2050+

PLAN BAY AREA 2050+

METROPOLITAN TRANSPORTATION COMMISSION

ASSOCIATION OF BAY AREA GOVERNMENTS

**PROPOSED FINAL**
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March 6, 2026

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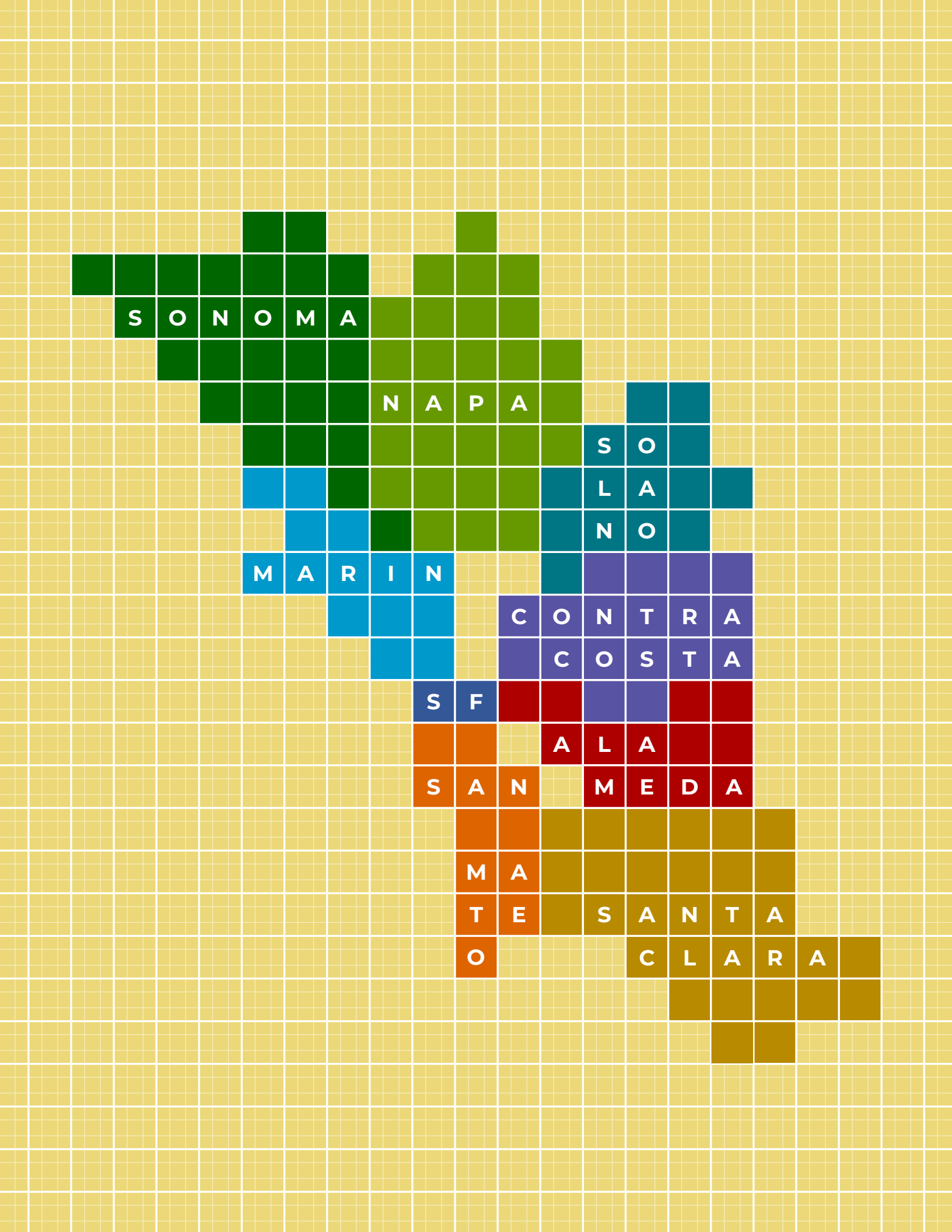
ASSOCIATION OF BAY AREA GOVERNMENTS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**March 2026**

**To the residents of the Bay Area,**

For generations, the San Francisco Bay Area has been defined by residents who engage deeply in their communities. The Bay Area's legacy of innovation, inclusion and leadership has led to hard-won successes in regional transit investment, environmental protection, human rights, public health, global technological advancement and so much more. Past accomplishments, however, do not guarantee future success; instead, we must continually innovate to create the region we want to see.

Plan Bay Area 2050+ is the Bay Area's long-range regional plan to create a more affordable, connected, diverse, healthy and vibrant Bay Area for all. Today, Bay Area residents face rising costs, widening inequality, and persistent housing shortages. Our public finances have shrunk at a time when our transportation, housing and environmental needs have grown significantly.

Meeting this moment will require strong regional leadership and a willingness to make difficult, time-sensitive choices and long-term plans, together. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) worked closely with cities, counties and regional partners to ensure that Plan Bay Area charts a bold path for the region that is grounded in local priorities.

Since the adoption of Plan Bay Area 2050 in 2021, new data have reshaped our understanding of regional challenges. Informed by input from over 17,000 residents, community organizations, advocacy groups and public-sector partners, Plan Bay Area 2050+ clarifies how the Bay Area can advance transportation, land use and environmental goals in a time of constrained resources.

The plan also highlights concrete progress already underway. Programs such as Clipper BayPass and the MTC Mapping and Wayfinding Project are improving access to transit, while major investments in Caltrain electrification, BART's Silicon Valley extension, AC Transit's Tempo bus rapid transit, and new Express Lanes on US-101 and I-80 are strengthening regional mobility and positioning the Bay Area for future growth.

In housing, the Bay Area Housing Finance Authority is advancing long-term, stable funding for affordable housing through a potential regional housing revenue measure, while helping Bay Area residents find existing affordable units through the Doorway Housing Portal. In resilience, the plan includes the most robust assessment yet of what it will take to address the region's sea level rise adaptation needs.

To jump-start progress that delivers the bold and inclusive vision of Plan Bay Area 2050+, the plan describes 65 concrete, near-term actions to be taken over the next five years. No single organization can do this work alone. MTC and ABAG look forward to partnering with all levels of government, along with private and nonprofit partners, to deliver the bold future envisioned in this plan.

With gratitude,

**Andrew B. Fremier**
Executive Director

# Executive Summary

Photos (L to R): Top - City of San Leandro, Joey Kotfica

Photos (L to R): Bottom - Karl Nielsen

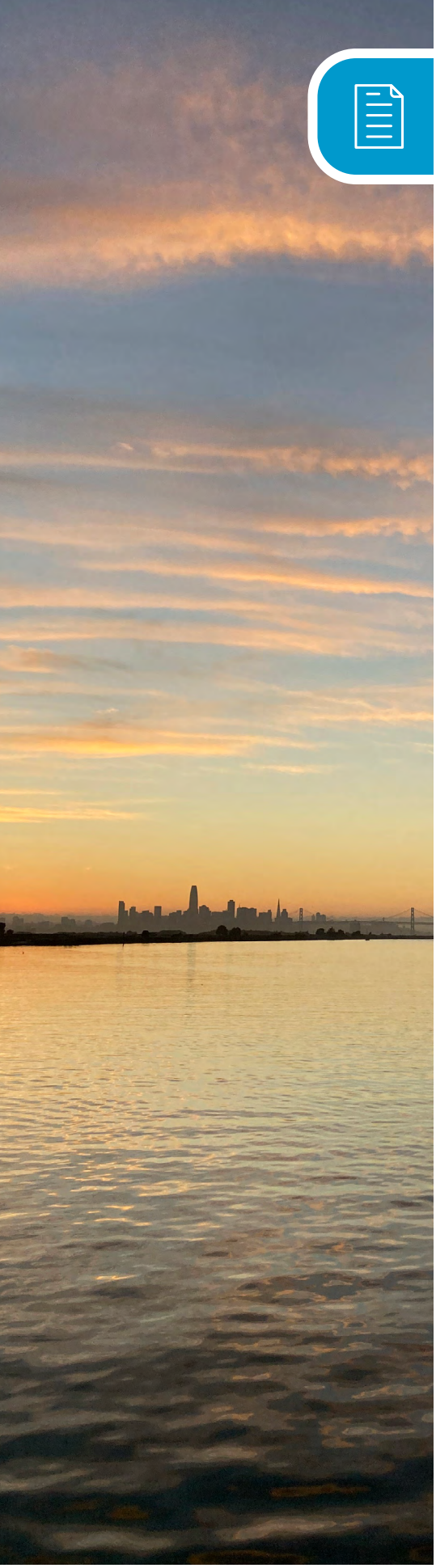


Photo: Joey Kotfica

# Plan Bay Area 2050+: Executive Summary

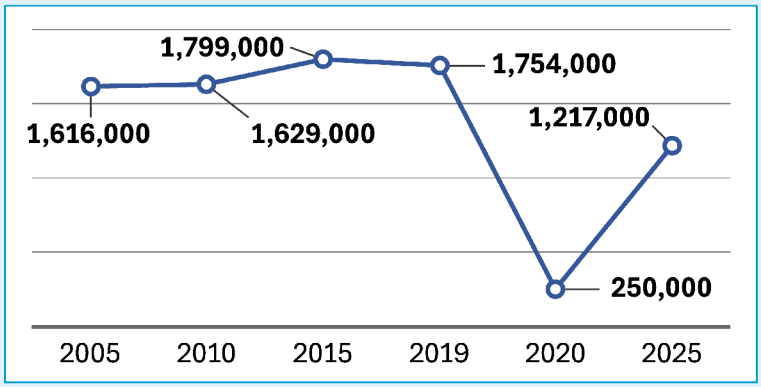
## The Bay Area Today and Tomorrow

Home to over 7.5 million people, the Bay Area is known for its natural beauty, diversity and innovation. Yet the region faces mounting challenges, from the lingering economic effects of the COVID-19 pandemic to rising housing costs, struggling transit systems, persistent inequality and growing climate threats. Changing work patterns, technological advancements and climate change have all transformed the region in recent years, and by 2050, the Bay Area could see steady work-from-home rates, less demand for new office space, more autonomous vehicles and two feet of permanent sea level rise. The decisions the Bay Area makes today can strengthen the region for the decades ahead, and Plan Bay Area 2050+ is a step toward a shared vision of a stronger, more resilient future.

# Regional Conditions in 2025

The pandemic disrupted Bay Area residents' travel, work and living patterns, and the long-term effects are still emerging. Transit ridership plummeted in 2020, falling from nearly 2 million to just 250,000 daily riders as many more residents worked from home. The remote work trend has persisted, with the Bay Area seeing nearly 27% of the workforce work from home in 2023, compared to 11% in 2011, leading to more commercial vacancies. Housing prices remain a top issue for Bay Area residents, as affordable homes continue to be out of reach for many with low and even moderate incomes.

## Average Total Daily Bay Area Transit Boardings[1]

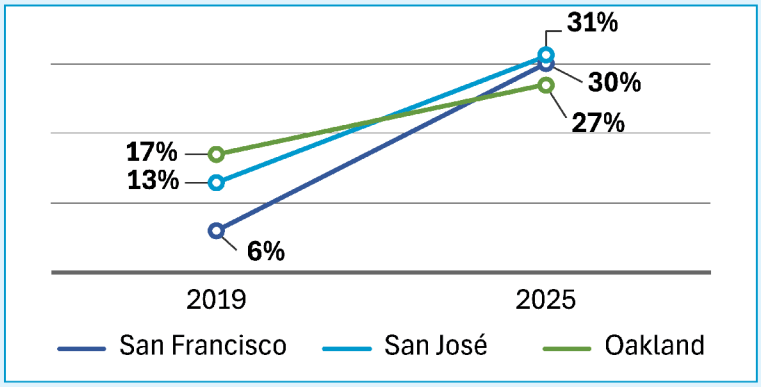



> *"Transit frequency is important, as well as higher densities around transit. More seamless transfers and fare/schedule coordination between agencies would be welcome."*
> *— San Francisco Resident*

**11% Rate** at which the Bay Area's workforce worked from home **in 2015**[2]

**27%** Work-from-home **rate in 2023**

## Downtown Commercial Vacancy Rates, 2019-2025[3, 4]




> *"Remote work does not seem to be going away. How are we getting downtown office buildings filled again?"*
> *— Santa Clara County Resident*

**59% of Bay Area households** with incomes between $50,000 and $75,000 **did not live in an affordable home** (spent more than 35% of income on housing) in 2023[5]

1. MTC and ABAG. (February 2026). San Francisco Bay Area - National Transit Database: Demand: Average Daily Table 2005-2025. (Figures in this chart represent average daily trips in the month of April for a given year.) https://public.tableau.com/app/profile/bayareametro/viz/SanFranciscoBayArea-NationalTransitDatabase/Navigation
2. MTC. (2023). Bay Area Travel Survey.
3. Cushman & Wakefield. (2019). Market Beat: Silicon Valley Q4 2019: https://www.cushmanwakefield.com/-/media/cw/marketbeat-pdfs/2019/q4/siliconvalley_americas_marketbeat_office_q42019.pdf
4. Avalos, G. (May 2025). Downtown San Jose, Oakland, San Francisco combat empty office spaces. Mercury News. https://www.mercurynews.com/2025/05/21/economy-tech-san-jose-oakland-bay-area-office-property-jobs-develop/
5. MTC, ABAG and Partners. (June 2025). Vital Signs: Housing Affordability. https://vitalsigns.mtc.ca.gov/indicators/housing-affordability

## What Is Plan Bay Area 2050+?

Informed by these trends, Plan Bay Area 2050+ aims to improve transportation, housing, the economy and the environment across the Bay Area by 2050. This long-range regional plan is a joint effort by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to guide growth and investment across the region's nine counties and 101 cities and towns.

This updated plan builds on Plan Bay Area 2050, adopted in 2021, to reflect new data about external forces and integrate input from thousands of residents. It identifies the policy and financial commitments needed to make meaningful progress on shared long-term planning goals, and introduces new initiatives like Transit 2050+ to confront the deep transportation and land use issues the region faces today.

## Vision Statement

Plan Bay Area 2050+ maintains a bold, integrated vision for a Bay Area that is affordable, connected, diverse, healthy and vibrant for all by 2050 and takes a realistic look at how MTC and ABAG can help achieve this vision, working together with many partners in the public, private and non-profit sectors.

### WHAT IS THE VISION?

#### AFFORDABLE

All Bay Area residents and workers have sufficient access to housing options they can afford.

#### CONNECTED

An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area.

#### DIVERSE

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

#### HEALTHY

The region's natural resources, open space, clean water and clean air are conserved, and residents can live and travel safely.

#### VIBRANT

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

Photo: Karl Nielsen

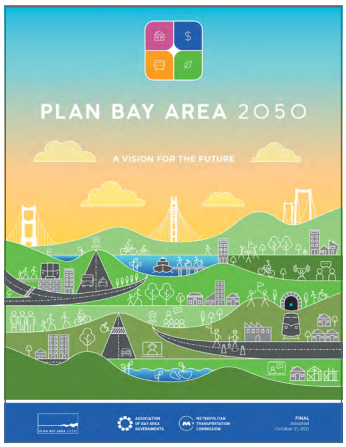
## Plan Bay Area's Evolution Over Time

### Plan Bay Area Adopted 2013

The first plan integrated climate, transportation and land use planning and established a shared regional emphasis on sustainability.

### Plan Bay Area Adopted 2017

The second plan highlighted the regional housing crisis and emphasized inequality and disaster vulnerability.




### Plan Bay Area Adopted 2021

The most recent plan expanded in scope to include four elements, 35 strategies and a detailed Implementation Plan, with a strong focus on resilience and advancing equity.

## How Is the Plan Used?

Plan Bay Area 2050+ also offers practical resources for local governments and community partners, including data and mapping tools, growth forecasts and planning assumptions, and transportation and resilience project priorities. While the plan fulfills state and federal requirements as the Bay Area's official Regional Transportation Plan and Sustainable Communities Strategy, it goes beyond what's required in those plans and addresses shared challenges and opportunities that matter to residents and decision-makers alike.

| Topic Area | State and Federal Requirements[6] | How Plan Bay Area 2050+ Meets and Exceeds Requirements |
|---|---|---|
| **Regional Coordination and Timing** | Update every four years. Coordinate long-range transportation, housing and land use for the region. | Transportation, housing, economy and environment together in a cohesive plan. |
| **Community Engagement** | Robust, collaborative community engagement process. | Residents from all nine counties invited to in-person and virtual events, public comment opportunities, digital platforms and surveys; focus on Equity Priority Communities. |
| **Transportation** | Produce fiscally constrained transportation network to service regional needs. | Extensive transportation strategies for all modes, including new post-pandemic transit vision via parallel Transit 2050+ effort. |
| **Housing** | Accommodate future growth at all income levels. | Comprehensive housing strategies for production, preservation and protection of the region's affordable housing stock, including funding needs and revenues to deliver housing for all. |
| **Environment** | Meet per capita greenhouse gas reduction target.<br>Achieve air quality goals under the Clean Air Act. | Wide range of environmental strategies addressing natural hazards, open space, clean air and climate emissions. |

### What the Plan Does and Does Not Do

Plan Bay Area 2050+ is a long-range vision and not a financial programming document. While it does not allocate money to specific projects or strategies, it does enable transportation projects to move toward funding and construction phases. The plan does not override local land use decisions like zoning or development, and the strategies are intended to guide future planning efforts, not to impose mandates or propose legislation.

6. For California Regional Transportation Plan requirements, see Government Code Section 65080. For California Air Resources Board (CARB) Sustainable Communities Strategy requirements, see the SB 375 Regional Targets page on the CARB website. For full federal requirements, see federal statute Title 23 U.S.C. Section 134.

Photo: Karl Nielsen

## Public Engagement to Inform the Plan

This plan is guided by input from thousands of Bay Area residents who shared their priorities for the future in all nine Bay Area counties. These impromptu conversations, combined with online surveys, webinars, and in-person meetings and workshops, allowed residents and many technical partners — from local governments to federal land management agencies — to provide input and help shape the plan.

**17,600+**
Bay Area Residents Engaged

**3**
Multilingual Online Surveys

**1.4M+**
Residents Reached through Digital Promotion

**22**
Community-Based Organization Partnerships

**120+**
Engagement Events

## How Is the Plan Organized?

The plan includes 35 strategies, organized into 11 themes, under four elements: transportation, housing, economy and environment.

### What is a Strategy?

In Plan Bay Area 2050+, a **strategy** is a public policy or set of investments that can be implemented in the Bay Area at the city, county, regional or state level over the next 25 years. Strategies are how the plan aims to move from vision to reality.

Implementing these strategies will require significant funding. For transportation, federal law requires that projected investments (expenditures) match expected revenues through 2050, an approach that is referred to as "fiscally constrained." In contrast, the Housing, Economy, and Environment Elements use unconstrained forecasts.

### Elements, Themes, Strategies

**HOW DO WE GET THERE?**

Plan strategies guide growth and deliver on shared regional and local priorities through 2050.

**TRANSPORTATION**

Operate and maintain the existing system ("Fix It First"), create healthy and safe streets, and expand and enhance transit.

**HOUSING**

Produce, preserve and protect housing at all price points, especially affordable housing.

**ECONOMY**

Create economic mobility for all residents and improve job locations.

**ENVIRONMENT**

Mitigate hazards, create more parks and open spaces, and reduce climate emissions.

| Theme | Transportation Strategies |
|---|---|
| Maintain and Optimize the Existing System | **T1** - Operate and Maintain the Existing System. |
| | **T2** - Improve the Rider Experience through Transit Network Integration. |
| | **T3** - Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs. |
| | **T4** - Enhance Security Measures and Improve Safety and Cleanliness on Transit. |
| | **T5** - Implement Pricing Strategies to Manage Demand. |
| | **T6** - Modernize Freeways and Interchanges. |
| | **T7** - Expand Freeways and Mitigate Impacts. |
| | **T8** - Advance Other Regional Programs and Local Priorities. |
| Create Healthy and Safe Streets | **T9** - Build a Complete Streets Network. |
| | **T10** - Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. |
| Build a Next-Generation Transit Network | **T11** - Enhance Transit Frequency, Capacity and Reliability. |
| | **T12** - Expand Transit Services throughout the Region. |

| Theme | Housing Strategies |
|---|---|
| Protect and Preserve Affordable Housing | **H1** - Strengthen Renter Protections. |
| | **H2** - Preserve Existing Affordable Housing. |
| Spur Housing Production for Residents of All Income Levels | **H3** - Allow a Greater Mix of Housing Densities and Types in Growth Geographies. |
| | **H4** - Build Adequate Affordable Housing to Ensure Homes for All. |
| | **H5** - Integrate Affordable Housing into All Major Housing Projects. |
| | **H6** - Transform Aging Malls and Office Parks into Neighborhoods. |
| Create Inclusive Communities | **H7** - Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities. |
| | **H8** - Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. |

| Theme | Economy Strategies |
|---|---|
| Improve Economic Mobility | **EC1** - Implement a Statewide Guaranteed Income. |
| | **EC2** - Expand Job Training and Incubator Programs. |
| | **EC3** - Invest in High-Speed Internet in Underserved Low-Income Communities. |
| Shift the Location of Jobs | **EC4** - Allow a Greater Mix of Land Uses and Densities in Growth Geographies. |
| | **EC5** - Provide Incentives to Employers to Locate in Low-VMT Areas. |
| | **EC6** - Retain and Invest in Key Industrial Lands. |

| Theme | Environment Strategies |
|---|---|
| Reduce Risks from Hazards | **EN1** - Adapt to Sea Level Rise. |
| | **EN2** - Provide Means-Based Financial Support for Seismic, Wildfire, and Accessibility Home Retrofits. |
| | **EN3** - Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings. |
| Expand Access to Parks and Open Space | **EN4** - Maintain Urban Growth Boundaries. |
| | **EN5** - Protect and Manage High-Value Conservation Lands. |
| | **EN6** - Expand Urban Greening in Communities. |
| Reduce Climate Emissions | **EN7** - Expand Commute Trip Reduction Programs at Major Employers. |
| | **EN8** - Expand Clean Vehicle Initiatives. |
| | **EN9** - Expand Transportation Demand Management Initiatives. |

> *"Bad air affects my asthmatic condition, and the wildfires generate a lot of airborne pollution. As a result, I don't walk and hike as much." — Alameda County Resident*

Photo: Karl Nielsen

## Growth Geographies and Growth Pattern

Plan Bay Area 2050+ anticipates the nine counties will have nearly 1 million new households and 1.4 million new jobs by 2050. Growth Geographies are the places where the vast majority of new housing and jobs would be located under this plan. MTC and ABAG encourage growth in these locations by supporting local planning efforts, advancing regional policies and funding infrastructure investments to support infill development. Growth Geographies include:

- **Priority Development Areas (PDAs)** — Areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.
- **Priority Production Areas (PPAs)** — Industrial areas that are important to the regional economy and local middle-wage job growth. Like PDAs, PPAs are identified by local governments.
- **Transit-Rich Areas** — Places near rail, ferry or frequent bus service that were not already identified as PDAs, including all areas outside PDAs subject to MTC's Transit-Oriented Communities Policy.[7]
- **High-Resource Areas** — State-identified places with well-resourced schools, transit service and access to jobs, among other criteria.[8]

Plan Bay Area 2050+ anticipates that Growth Geographies will contain 96% of new households and 72% of new jobs. Less than 1% of new development is anticipated to occur outside local urban growth boundaries.

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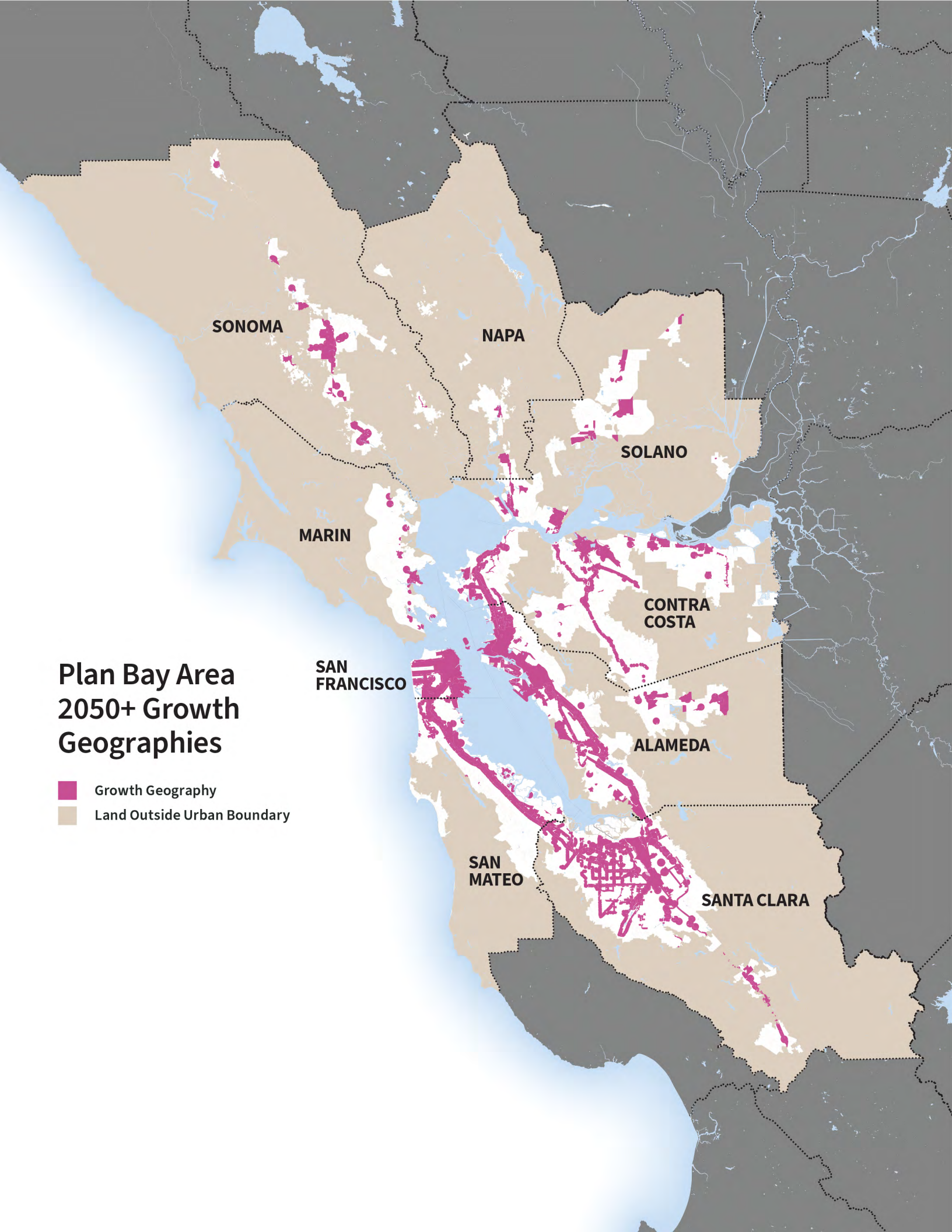
7. In jurisdictions where local governments have nominated PDAs on less than 50% of the land eligible for nomination, this also includes areas within 1/2 mile of a bus stop with peak service frequency of 15 minutes or less as defined during Plan Bay Area 2050.
8. This designation only includes places that meet a baseline transit service threshold of bus service with peak headways of 30 minutes or better as defined during Plan Bay Area 2050. In addition, High-Resource Areas are only included if less than 50% of land eligible for Priority Development Area designation has been nominated by the local jurisdiction in question. Plan Bay Area 2050+ High-Resource Areas are a subset of high-opportunity areas identified statewide by the California Department of Housing and Community Development that meet a minimum transit service threshold and are located in the Bay Area. See more at: https://www.treasurer.ca.gov/ctcac/opportunity.asp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Plan Bay Area 2050+ Growth Geographies
Growth Geography
Land Outside Urban Boundary

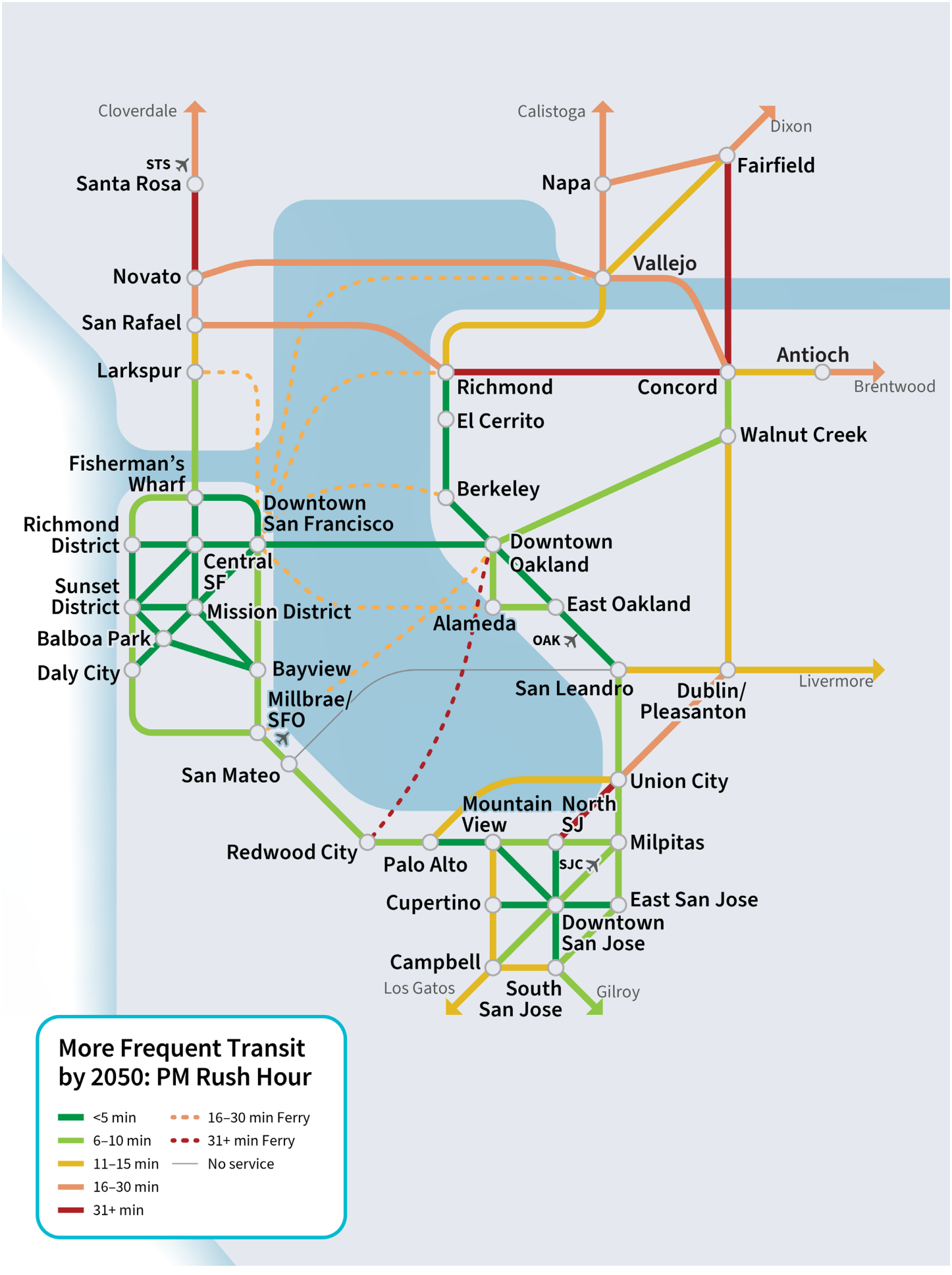
Photo: Karl Nielsen

## Visualizing Strategy Benefits

The plan's 35 strategies work together to provide residents greater access to transportation, housing and jobs throughout the nine counties, while protecting the Bay Area's natural resources. The strategies support a more connected, prosperous and climate-resilient region, and maps help to visualize where, geographically, benefits would be seen by 2050 under the strategies. The following maps show how select transit and environmental strategies could benefit the Bay Area. Chapter 4 provides a comprehensive overview of all plan strategies.

- Transit 2050+ was a parallel effort to reimagine regional transit, resulting in revamped transit strategies for this plan, including enhanced frequency, capacity, and reliability (Strategy T11) and expanded service (Strategy T12). The More Frequent Transit by 2050: PM Rush Hour map shows popular bus, train and ferry routes around the Bay Area, highlighting potential evening rush hour frequency improvements if these strategies are implemented.
- A strategy to adapt to sea level rise (EN1) identifies shoreline areas prioritized for protection and restoration. The Sea Level Rise Resilience Investments Map highlights planned infrastructure projects that aim to safeguard communities throughout the Bay Area.

> *"Buying a house seems completely unrealistic."*
> *— San Francisco Resident*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El Cerrito
Walnut Creek
Fisherman's Wharf
Berkeley
Downtown San Francisco
Richmond District
Downtown Oakland
Central SF
Sunset District
East Oakland
Mission District
Alameda
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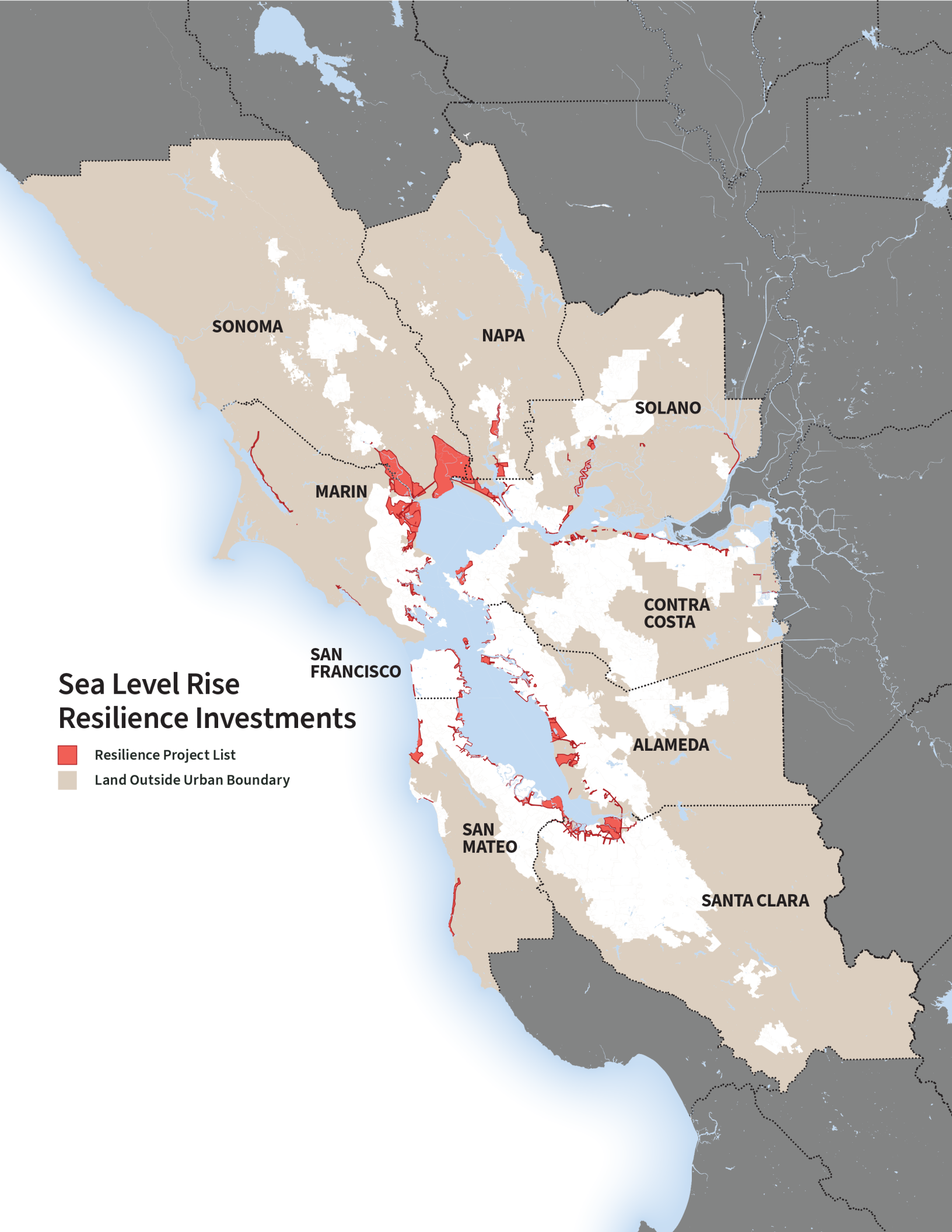
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SANTA CLARA
Sea Level Rise Resilience Investments
Resilience Project List
Land Outside Urban Boundary

## Outcomes by 2050

The plan promotes more housing, faster commutes, vibrant downtowns and access to nature. It supports safety, economic opportunity and secure housing for those most in need, and better connects people through transit, roads and trails. If fully implemented, it would make the Bay Area more affordable, connected, diverse, healthy and vibrant.

### AFFORDABLE

By 2050, the combined housing and transportation cost burden for all Bay Area households could decrease by 25%, while for low-income households, this cost-burden reduction could reach 50%.

### CONNECTED

The share of households near frequent transit across the Bay Area could increase by 45% under plan strategies, and the number of jobs accessible via transit, biking or walking is projected to increase by 40%.

### DIVERSE

The plan could increase the rate of homeownership for low-income households by 30% by 2050.

### HEALTHY

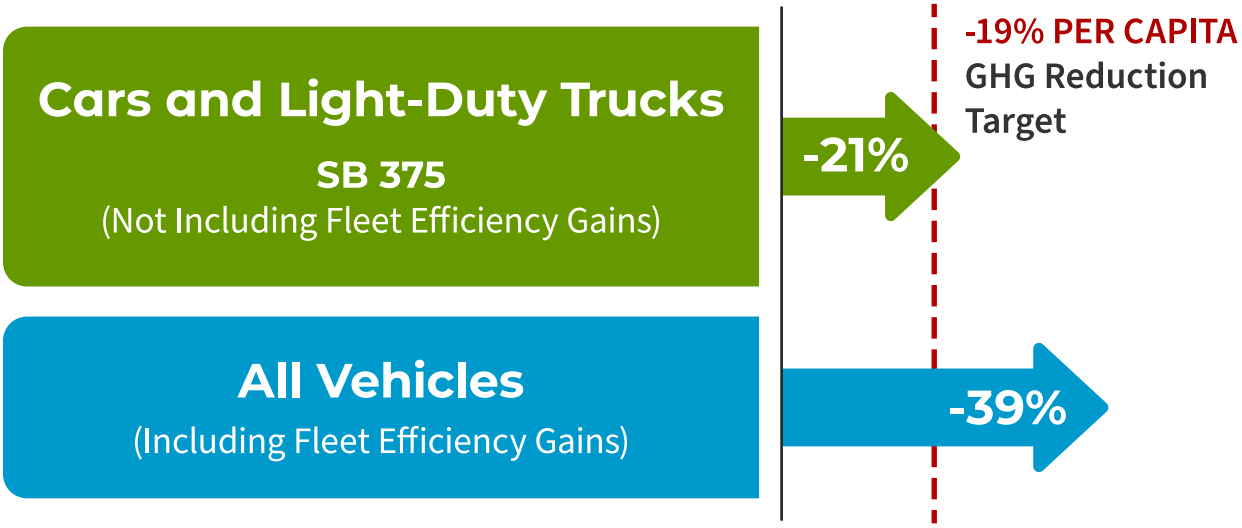
More than twice as many people could commute via transit, biking or walking if the plan's strategies are implemented, leading to a 110% increase in the share of people taking more sustainable commutes by 2050. Fatalities and injuries could go down, while publicly available open space could increase by 25%.

### VIBRANT

The plan could lead to stronger economic growth and recovery regionwide and a projected 60% increase in gross regional product.

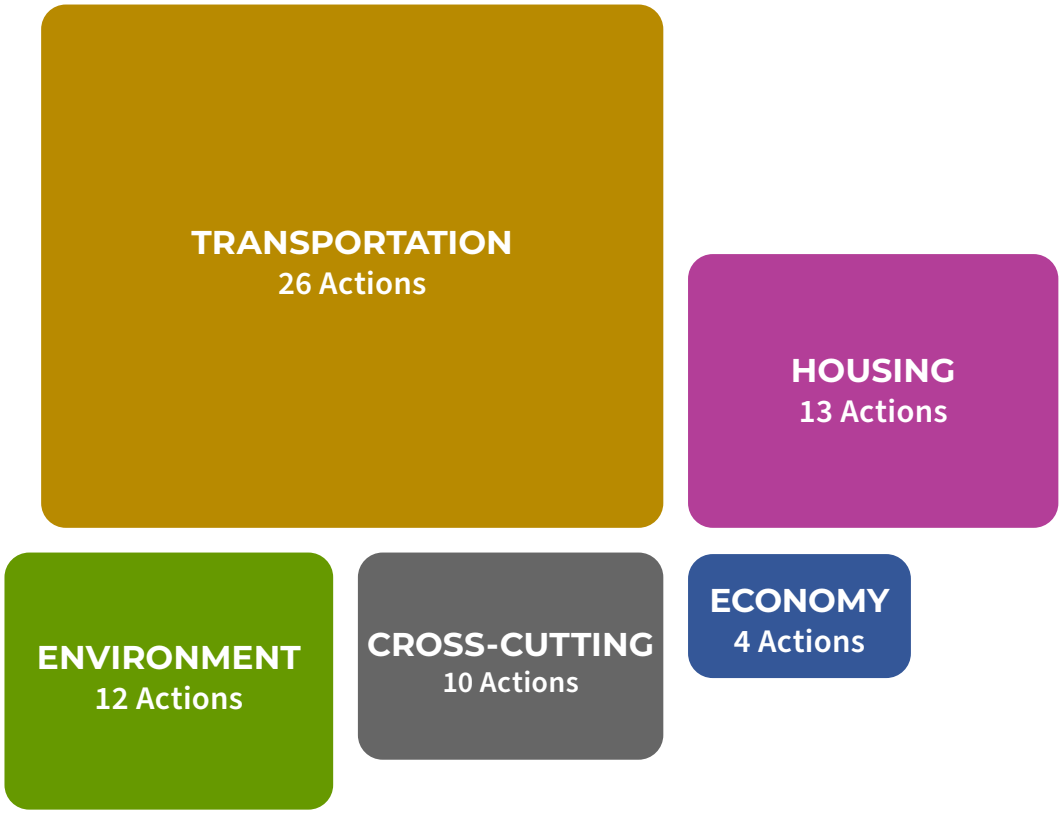
## GHG Emissions Target

The plan achieves a 21% per capita reduction of greenhouse gas emissions by 2035, exceeding the 19% target set by the California Air Resources Board.




## Pivoting to Implementation

The Implementation Plan focuses on concrete actions that MTC and ABAG can advance in partnership with other organizations and policymakers by 2030. **Implementation actions** are the steps to be taken in the next four years to make progress on the strategies. They identify the ***who***, ***what***, ***where***, ***when*** and ***how***; include **65 actions** for MTC and ABAG through 2030; and aim to address equity in various ways.



# Action Highlights

Key MTC and ABAG implementation priorities through 2030 include securing resources to sustain progress, delivering on existing commitments and transitioning pilot programs into long-term initiatives. MTC and ABAG are involved in funding, planning, coordinating, assisting with, delivering on and advocating for these 65 actions to various degrees.

## Fund and Advocate

To secure new financial resources, MTC supported Senate Bill 63 (Wiener/Arreguín), which authorizes a regional measure on the November 2026 ballot to sustain and improve Bay Area transit. MTC and ABAG are also preparing for a potential 2028 housing revenue measure — through the Bay Area Housing Finance Authority (BAHFA) — to address the Bay Area's ongoing housing affordability crisis. This measure would expand the reach and impact of already successful BAHFA pilot programs, allowing more residents to access stable, affordable homes. The agencies will also pursue near-term funding to sustain existing regional housing programs and respond to local needs.

## Plan and Coordinate

MTC and ABAG play essential planning and coordination roles in many actions. In transportation, MTC plans to support easier, more seamless transit use regionwide by expanding both the Clipper BayPass program for commuters and the Regional Mapping and Wayfinding Project for regular and new riders. By 2030, MTC also intends to support the planning and design of active transportation projects that accommodate all ages and abilities, contributing to healthier communities where people can walk and bike more. Other planning and coordination priorities include analyzing post-COVID shifts in travel, work and development patterns; updating the San Francisco Bay Area Goods Movement Plan to reflect these post-pandemic trends; and refreshing the Equity Priority Communities framework.

## Deliver and Assist

These implementation actions also help MTC and ABAG to deliver on previous commitments and assist other organizations with work that supports plan strategies. The agencies commit to enhancing and expanding the Doorway Housing Portal to help residents find affordable housing. To support housing and business development near transportation, MTC and ABAG will monitor implementation of MTC's Transit-Oriented Communities (TOC) Policy by 2030.

MTC and ABAG also partner with the San Francisco Estuary Partnership and the San Francisco Bay Conservation and Development Commission to help communities deliver on initiatives that address sea level rise and climate impacts. The Bay Area Regional Energy Network is also building energy efficiency and resilience programs for both renters and property owners.

Photo: Karl Nielsen

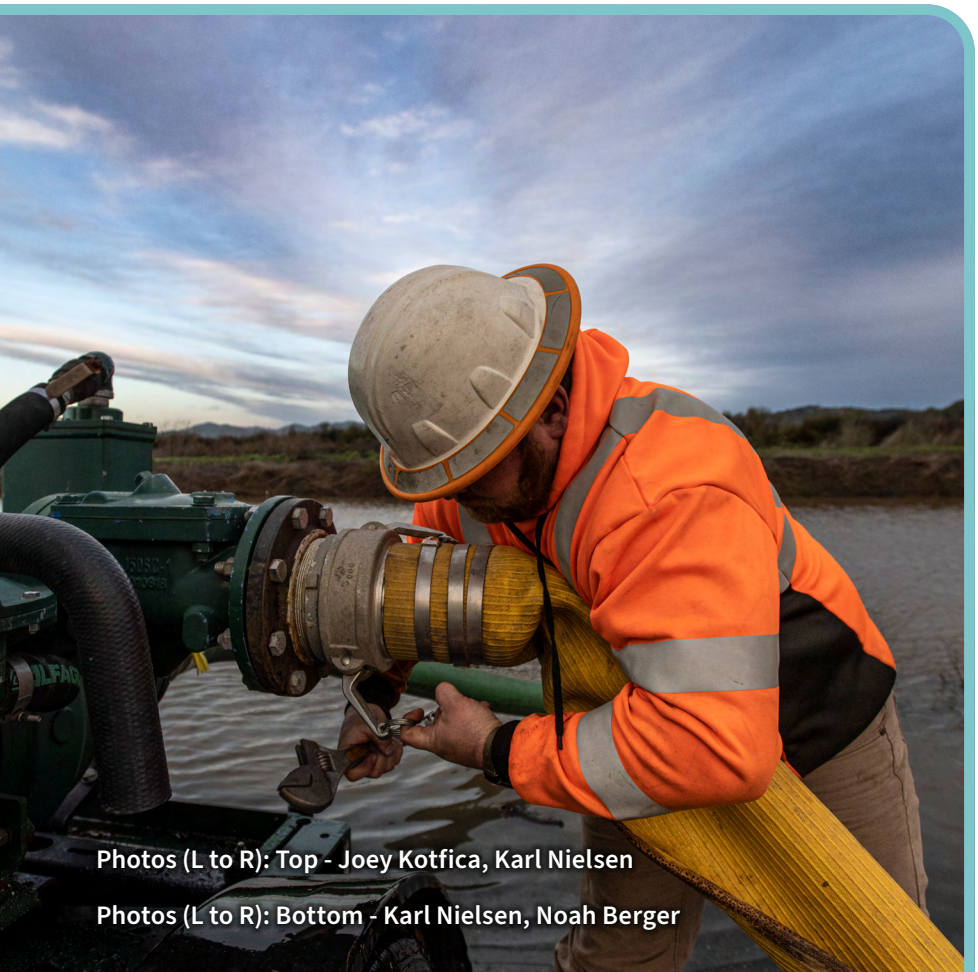
## 2060 and Beyond

Regional agencies cannot implement the plan alone. Progress will depend on strong partnerships and ongoing collaboration with local governments, community organizations and other stakeholders. Together, the region can advance shared priorities in transportation, housing, the economy and the environment to build a more affordable, connected, diverse, healthy and vibrant Bay Area for future generations. Work is already underway on Plan Bay Area 2060, the next major plan update, which will wrestle with urgent and emerging policy issues, including different funding and growth trajectories for the region, changing demographics and the impact of technological advances in artificial intelligence and autonomous vehicles, among other areas.

### Stay Involved

Opportunities to stay involved are ongoing throughout the plan development process. All interested members of the public can sign up to receive newsletter updates and other announcements by visiting: **https://planbayarea.org/get-involved/mailing-list**.

# 1 | Meeting the Moment



Photos (L to R): Top - Joey Kotfica, Karl Nielsen

Photos (L to R): Bottom - Karl Nielsen, Noah Berger

Photo: Joey Kotfica

# Stronger Together: The San Francisco Bay Area

With over 7.5 million people calling the San Francisco Bay Area home, our region is celebrated worldwide for its stunning vistas and thriving cultures. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties have attracted residents and visitors alike for centuries with natural beauty, good weather, and a legacy of progress. Industry leadership, environmental stewardship, thriving arts and cultures, and social justice movements are all hallmarks of Bay Area life, with residents consistently stepping up to tackle challenges and advocate for change.

Today's Bay Area, however, stands at a crossroads. Housing is unaffordable to many residents — and especially to those with low incomes. Traffic conditions are getting worse as transit struggles to regain ridership. Income inequality persists, and once vibrant downtowns face slow economic recovery in the wake of a global pandemic.[1] The impacts of climate change threaten our communities; sea level rise poses risks to housing, businesses and infrastructure; and natural disasters such as wildfires are expected to become more frequent and unpredictable.

1. Thorman, T., & Payares-Montoya, D. (2023). Income inequality in California. https://www.ppic.org/publication/income-inequality-in-california/

## Advancing Shared Local and Regional Priorities

The policy decisions made today can strengthen the region for decades to come, but Bay Area governments must rebuild trust with residents through clear communication of priorities. By acknowledging past successes and shortcomings and engaging with communities to inform priorities, the Bay Area's public agencies can cultivate common goals between and across the region's diverse local communities. Long-range plans, such as this document, serve to articulate these shared, regional goals and, ultimately, influence strategic policy decisions and action.

As regional government agencies, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) aim to foster a shared long-range vision for the Bay Area's future that meets the needs of 101 different cities and towns and nine counties. Plan Bay Area 2050 was developed as the region's long-range plan during the pandemic and was adopted by MTC and the ABAG Executive Board in 2021. It was a major plan update that established a bold new vision for the region and outlined 35 strategies, all stress-tested against a number of future scenarios, to achieve a vision of a more equitable and resilient Bay Area.

Plan Bay Area 2050+, a limited and focused update to the current plan, builds on Plan Bay Area 2050's analysis, integrates recent data on societal trends since 2021, and helps us better understand how the Bay Area could change through 2050. Also included in this plan update is new analysis about the money needed and available to support long-term strategies in the coming decades. The plan's 35 strategies have been updated and, in some cases, completely redesigned. This plan looks to the future while also striving to meet a difficult present moment with hope and resilience.

## State of the Region: Where Are We Now?

Plan Bay Area 2050 established a vision for the region by listening to Bay Area communities about their long-term priorities across four areas, or **elements: transportation, housing, the economy and the environment**. For Plan Bay Area 2050+, we maintain these elements and Plan Bay Area 2050's adopted vision statement:

> To ensure that by the year 2050 the Bay Area is more **affordable**, **connected**, **diverse**, **healthy** and **vibrant**.

During public engagement in 2023, Bay Area residents expressed an overall sense of concern, hopelessness and helplessness across the four elements. The uphill battle the region faces in the four areas is borne out by the data explored in this chapter and by community members' comments. More recent community engagement in 2024 and 2025, however, suggests that residents are feeling slightly more optimistic and willing to support bold strategies. More specifically, many communities prioritized improving transit, increasing the Bay Area's supply of affordable housing, creating middle-class job opportunities near transit, and spearheading multi-jurisdictional collaboration to address sea level rise.

The five dashboards that follow provide a snapshot of the Bay Area today, while community members' words provide examples of how residents feel. After describing where the region stands today, subsequent chapters explain what the plan is and why it was developed; outline major assumptions; recommend 35 strategies to make the Bay Area more affordable, connected, diverse, healthy and vibrant; and detail potential outcomes if strategies are implemented by 2050. A final chapter delves into the actions and partnerships required to enact these strategies.

## AFFORDABLE

Housing affordability persists as one of the Bay Area's biggest regional concerns, with San José and San Francisco routinely ranked among the most expensive cities in the country. In 2022, national mortgage and inflation rates both hit multi-decade highs, putting homeownership and market-rate rentals out of reach for many Bay Area residents, especially those with low incomes.[2,3] At the regional scale, MTC and ABAG in 2024 proposed a historic $20 billion ballot measure intended to generate funding to build and secure more affordable housing throughout the Bay Area's nine counties. Anticipated public support was not high enough before the election, so the measure was ultimately withdrawn with the intention to reconsider its placement on the ballot in a future election year. Nonetheless, MTC and ABAG laid important groundwork on collaborative momentum toward a future housing measure.

In the absence of committed housing funding at the regional, state or federal levels, individual jurisdictions have been levying their own taxes in recent decades. Several Bay Area cities and counties brought their own "self-help" housing funding measures to voters, including San Mateo County's passage of a countywide 1/2-cent sales tax to contribute to affordable housing funding in 2016, and Alameda County's and San Francisco's passage of general obligation bonds to address the issue.

Communities are also meeting state and local requirements connected to the Regional Housing Need Allocation (RHNA) process. Every eight years, ABAG per state law allocates a specific housing target to each Bay Area city and county, requiring them to create more housing opportunities through revised Housing Elements and local rezoning efforts. Berkeley, for example, has densified as its population continues to grow; San Francisco has built new housing on Treasure Island; and Redwood City has built out a vibrant downtown.

**59% of Bay Area households** with incomes between $50,000 and $75,000 did not live in an affordable home (spent more than 35% of income on housing) in 2023[4]

**$817,000**
**Average development cost** per affordable housing unit across the nine Bay Area counties[5]

**55,147**
Number of **housing units** (across all income levels) needed per year across the nine Bay Area counties, 2023-2031[6]

**25,735**
**Average housing units** permitted per year in the region from 2018-2023[7]

2. Freddie Mac. (2025, May 19). Primary Mortgage Market Survey® U.S. weekly averages as of 05/15/2025: All. https://www.freddiemac.com/pmms
3. U.S. Bureau of Labor Statistics. (2025, May 19). 12-month percentage change, Consumer Price Index, selected categories (past 20 years). https://www.bls.gov/charts/consumer-price-index/consumer-price-index-by-category-line-chart.htm
4. MTC, ABAG and Partners. (2025, June 13). Vital Signs: Housing Affordability. https://vitalsigns.mtc.ca.gov/indicators/housing-affordability
5. Bay Area Housing Finance Authority and Enterprise Community Partners. (2024). Bay Area Affordable Housing Pipeline, May 2024: Ready to Build an Affordable Future. https://mtc.ca.gov/sites/default/files/meetings/attachments/6021/09a_3_Attachment_B_Bay_Area_Affordable_Housing_Pipeline_Brief_v2.pdf
6. ABAG. (2021). Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031. https://abag.ca.gov/sites/default/files/documents/2021-12/Final_RHNA_Allocation_Report_2023-2031-approved_0.pdf
7. California Department of Housing & Community Development. (2025, June 13). Housing Element Implementation and APR Dashboard. https://www.hcd.ca.gov/planning-and-community-development/housing-element-implementation-and-apr-dashboard

Photo: Joey Kotfica

## What We Heard From Community Members

Conversations with Bay Area residents in randomized polls and workshops reveal profound frustration about the cost of housing, with many residents saying they are considering leaving the region due to housing unaffordability. People noted that more affordable housing needs to be built and expressed hopelessness about being able to buy a home.

*"Bay Area is no longer affordable and I will probably move away within two years, although I was born and raised in the city of San Francisco." — San Mateo County Resident*

*"There is far too little affordable housing for the people who work in Sonoma County. Without housing we won't have workers, and without workers the economy will wither and the population will decline." — Sonoma County Resident*

*"Most of the homeless population in California came from California. Many of those people even have jobs. The cost of housing is too high. I see many luxury condo buildings sitting empty for months and months. We need more affordable housing." — Alameda County Resident*

*"Buying a house seems completely unrealistic." — San Francisco Resident*

The Bay Area's buses, trains and ferries, as well as our iconic cable cars and streetcars, form one of the most robust transit systems in the United States. This system offers a congestion-reducing, environmentally friendly alternative to driving for hundreds of thousands of residents per day. The pandemic dealt a serious and unprecedented blow to transit operations in the Bay Area, resulting in a steep decline in transit ridership that has yet to rebound from long-term work-from-home trends following initial stay-at-home orders.

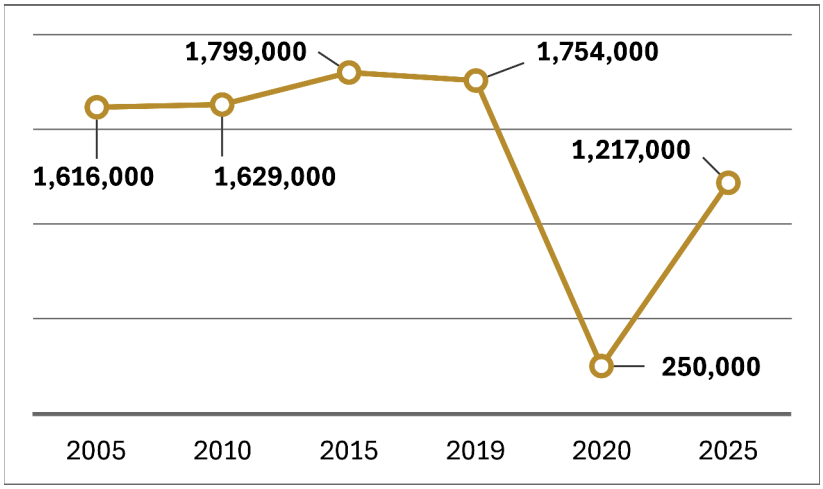
As of 2025, the region's transit systems continue to struggle financially, with an estimated deficit of $3.7 billion across five of the largest transit agencies from 2026 through 2030. Although non-commute transit patterns have nearly reached pre-pandemic levels, commute transit patterns have not rebounded as quickly. Many workers now connect to their jobs and coworkers virtually, and when traveling to a place of employment, workers across sectors choose to drive, particularly if they must travel long distances. According to MTC's 2023 Bay Area Travel Study,[8] residents who work outside their homes use transit for both commute and non-commute trips at a higher rate than those who work from home. Additionally, residents with low incomes rely more heavily on transit.

To address transit affordability, which contributes to commuters' decisions and long-term patterns, MTC in partnership with Bay Area transit agencies launched two recent Clipper programs. Clipper® START, launched June 2020, provides a 50% fare discount to low-income transit riders, while Clipper® BayPass, launched in 2022, allows employers to provide their employees with a pass for unlimited travel on all Bay Area buses, trains and ferries.

For most Bay Area drivers, freeways are becoming increasingly congested and at different times of day. Traffic congestion is no longer limited to rush hour, as delays worsen outside of traditional commute times and on weekends; in fact, weekday morning commute congestion is down, but traffic has grown enough at midday and evenings to make up for overall congestion levels. Despite more congested roadways, both commute and non-commute trips have declined with the rise in remote work since the pandemic.

With greater road usage, Bay Area residents want to see better road and freeway maintenance. Beyond cars, Bay Area roads are also important sites for other transportation and recreation needs, as residents of all ages and abilities walk, roll and bike on their neighborhood streets. Pedestrian- and bike-friendly infrastructure, which currently make up a network of over 3,200 miles of active transportation paths and roads regionwide, are crucial components for connectivity.

**Figure 1-1.** Average Total Daily Bay Area Transit Ridership Boardings[9]




8. Metropolitan Transportation Commission. (2026). Bay Area Travel Study Dashboard: 2019–2023.
9. MTC and ABAG. (February 2026). San Francisco Bay Area - National Transit Database: Demand: Average Daily Table 2005-2025. (Figures in this chart represent average daily trips in the month of April for a given year.) https://public.tableau.com/app/profile/bayareametro/viz/SanFranciscoBayArea-NationalTransitDatabase/Navigation

**49%**
**Decrease** in weekday morning commute freeway delays in the Bay Area between January 2020 and June 2025[10]

**17%**
**Increase** in weekend freeway delays in the Bay Area between January 2020 and June 2025[11]

**27%** of the **Bay Area's workforce** worked from home in 2023, as compared to 11% of the workforce in 2015[12]

**19,000** Number of **Clipper START enrollees** as of March 2023

## What We Heard From Community Members

In speaking with Bay Area residents through community engagement, transit improvements — especially frequency — were a central theme of transportation-related comments. Participants also talked about their changes in travel behavior since 2020 and wanted to see bike- and pedestrian-focused improvements.

*"We need more public transportation that is frequent, safe, dependable and fast enough that people decide not to drive." — Santa Clara County Resident*

*"I like our local buses and the ferry, but the buses are inefficient for anything but neighborhood trips." — Napa County Resident*

*"Walkable neighborhoods would be great in Solano County." — Solano County Resident*

*"Bikes and walking paths need to be better. Wider, cleaner and the people that design them need to USE them." — Marin County Resident*

*"I am required to drive for work. I invested in an EV." — San Francisco Resident*

*"I ride BART. I have to drive to the station and park, because the options to get there via other modes are impractical." — San Joaquin County Resident Working in San Francisco*

10. Caltrans. (2025). Performance Measurement System (PEMs) Data https://dot.ca.gov/programs/traffic-operations/mpr/pems-source
11. Ibid.
12. Ibid.

## DIVERSE

The Bay Area is lauded for the diversity of its people and cultures. For generations, the region has been a place where people of different identities, backgrounds and incomes could build a life for themselves and their loved ones. Increasingly, however, persistent income inequality is making the Bay Area a more difficult place to live. Between 1970 and 2021, the Bay Area's median income increased by 25%, but this period also saw low incomes shrink while the highest incomes grew. With fewer people earning a middle-class income, many Bay Area residents are leaving their longtime neighborhoods. Pandemic-related population shifts starting in 2020 exacerbated displacement of residents with low incomes and people of color from the region's major cities (Oakland, San Francisco and San José) into more affordable suburban or out-of-region communities.

Across the region, major cities, suburbs and rural areas are changing as income inequality grows. Urban centers are increasingly home to both the lowest- and highest-income residents, and homelessness is growing across all nine Bay Area counties. Homeownership continues to be out of reach for many residents, with financial barriers differing starkly across racial and ethnic lines. The region's population is also aging at a rate faster than any other U.S. metro, with over half of residents in 2050 expected to be 50 and older. As younger residents leave the Bay Area, communities will need to address the livability and economic concerns of an aging population.

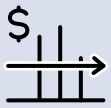
**34%** **Rate** at which inflation-adjusted **incomes grew** for the Bay Area's highest-earning households, 1970-2021[13]

**14%** **Rate** at which inflation-adjusted **incomes decreased** for the Bay Area's lowest-earning households, 1970-2021[14]

**38,000+**

Number of **unhoused people** in the Bay Area in 2024[15]

**2X** **Per capita median income** of white Bay Area residents compared to the median incomes of Hispanic/Latino, Indigenous and Black residents[16]



**3rd**

The Bay Area is **the third oldest metro area** in the U.S., with a median age of 41, with its population aging faster than any other metro area[17]

13. MTC, ABAG and Partners. (June 2025). Vital Signs: Income. https://vitalsigns.mtc.ca.gov/indicators/income#
14. Ibid.
15. Varian, E. (January 2025). Bay Area homeless population rose to a record 38,891 people in 2024. The Mercury News. https://www.mercurynews.com/2025/01/05/bay-area-homeless-population-2024/
16. Bay Area Council Economic Institute. (2024). Racial Equity in the Bay Area: How closing racial gaps can result in broad economic gain for the region. https://www.bayareaeconomy.org/files/pdf/RacialEquityInBayArea-Mar2024-Web.pdf
17. Kopf, D., Li, R., Sumida, N. (2025, July 14). This is the real doom loop. It will change everything about life in the Bay Area. San Francisco Chronicle. https://www.sfchronicle.com/projects/2025/sf-bay-area-aging-demographics/

Photo: Dan Krauss

## Equity and Equity Priority Communities

MTC and ABAG strive to advance equity, defining it as "just inclusion in a Bay Area where everyone can participate, prosper and reach their full potential." This requires careful consideration of investments and policies that affect historically and systemically marginalized, disadvantaged and excluded groups, including people with low incomes, people with disabilities and communities of color.

MTC and ABAG's Equity Platform, adopted in 2023, is grounded in a commitment to meaningfully reverse disparities in access and dismantle systemic exclusion. In 2024, the agencies adopted a mission statement to advance shared local and regional priorities for transportation, housing and the environment, along with its vision and values to get there. Values include:

- **Collaboration:** Commitment to partnership and valuing all voices and perspectives.
- **Equity:** Advancing a fair, just and inclusive Bay Area through policies, actions and investments.
- **Excellence:** Commitment to high-quality work products and services.
- **Innovation:** Commitment to continuous improvement through the exploration of new tools, technologies and approaches.
- **Integrity:** Be transparent, accountable and responsible in providing information and making decisions.

MTC and ABAG use Equity Priority Communities to focus and assess equity investments across several planning, analysis and funding programs in the region. Equity Priority Communities are geographic areas that have a concentration of both residents of color and residents with low incomes, or that have a concentration of residents with low incomes and other factors such as limited English proficiency, older people or people with disabilities. **Equity Priority Communities are further explained in Chapters 4 and 5.**

## HEALTHY

While one of the Bay Area's primary draws is its beautiful open spaces, access to parks and open space is not evenly distributed throughout the region, as wealthier residents often enjoy more parks and urban green spaces that contribute to healthier lifestyles. Car-oriented communities also affect residents' health and safety through car crashes and sedentary lifestyles, while housing near refineries or freeways makes certain communities more vulnerable to health-threatening climate emissions than others.

Extreme weather events and natural hazards also threaten the safety of entire communities. Wildfires, drought and earthquakes are frequent events in northern California, raising questions about whether residents can stay in their homes. As the Bay Area grapples with these natural events and their consequences, new practices, policies and investments can strengthen the resilience of homes, neighborhoods and the entire region.

**48%**

**Increase** in the number of Bay Area fatalities from car crashes, 2010-2020[18]

**5 / 100**

The region has lost **5 homes to wildfires for every 100 homes built** over the past decade[19]

**20%**

**Reduction** in carbon dioxide emissions per capita from all vehicles between 2005 and 2023[20]

**50 million Tons of greenhouse gas emissions**

attributable to transportation and energy consumption by Bay Area residents in 2015[21]

**60%**

Percentage of the region's **shoreline at risk from sea level rise that has early stage, locally identified adaptation approaches**, while the remaining 40% still requires preliminary planning[22]

18. MTC, ABAG and Partners. (2025). Vital Signs: Fatalities from Crashes. https://vitalsigns.mtc.ca.gov/indicators/fatalities-from-crashes
19. MTC and ABAG internal research; unpublished. (2025).
20. MTC and ABAG. (2025). Final Blueprint Compendium. https://planbayarea.org/digital-library/7aiii-25-0589-attachment-b-final-blueprint-compendiumpdf
21. MTC, ABAG and Partners. (2025). Vital Signs: Greenhouse Gas Emissions. https://vitalsigns.mtc.ca.gov/indicators/greenhouse-gas-emissions
22. MTC and ABAG. (2025). Resilience Project List Report. https://planbayarea.org/finalplan

Photo: Karl Nielsen

## What We Heard From Community Members

Feedback from Bay Area residents highlighted that health and safety are still top of mind in the post-pandemic period. While individuals recognized the health benefits of being outside during the pandemic, the environment also can be a source of health risks — both on an individual and regional scale.

*"The temperature gets higher every year and there's a higher chance for wildfires."*
*— Contra Costa County Resident*

*"Nature/parks/open spaces is a climate strategy that helps to reduce GHG emissions."*
*— San Francisco Resident*

*"I spent a lot more time outside my house (in the yard) and saw a lot more of my neighbors than before. Some of those connections have persisted. During the lockdown stages of the pandemic, it was really easy and safe to get around my neighborhood walking or on my bike. Now that the traffic is back, it's difficult again. I saw so many people out walking around; it was great." — Contra Costa County Resident*

*"Bad air affects my asthmatic condition, and the wildfires generate a lot of airborne pollution. As a result I don't walk and hike as much." — Alameda County Resident*

## VIBRANT

Despite a generally strong economy and a global reputation for technological innovation, the Bay Area's economic vibrancy has dimmed in many downtowns and commercial areas since the onset of the COVID-19 pandemic. Beyond the immediate impacts of shelter-in-place orders in the early 2020s, the lasting economic effects of the pandemic continue to affect workers and employers across the nine counties, leading to persistently high commercial vacancy rates.

Pandemic-related population and job declines from 2020 through 2023 greatly affected the regional economy, but since 2023, every Bay Area county except San Francisco has gained people. Amid changes at the federal level and continued high interest rates, the Bay Area lost thousands of jobs across the nine counties as of spring 2025, creating more uncertainty for its economic future . Although the region largely recovered from pandemic-related job losses by 2022, data from 2024 shows that the Bay Area is not yet back to its peak average employment level of 2019.

The Bay Area's vibrancy depends on its people and whether they can build a quality life in the region. As people leave the region due to unaffordability, the Bay Area may not continue to be the economic powerhouse of the past. Stable jobs with livable wages are needed for people to remain in the area, with full physical and digital access to job opportunities.

**18,500**

**Number of people** gained in the Bay Area, **2023-2025**[23]

**80+**

Hours per week required for someone making **minimum wage** to afford an average one-bedroom unit in the Bay Area[24]

**1.5%**

**Fewer jobs** in 2024 compared to the 2019 peak of annual average employment[25]

**12%**

Average combined vacancy **rate for office space in downtown** San Francisco (6%), San José (13%) and Oakland (17%), Fourth Quarter, **2019**[26]

**29%**

Average combined vacancy **rate for office space in downtown** San Francisco (30%), San José (31%) and Oakland (27%), First Quarter, **2025**[27]

23. State of California, Department of Finance. (May 2025). E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2024 and 2025. https://dof.ca.gov/forecasting/demographics/estimates-e1/
24. National Low Income Housing Coalition. (2025). Out of Reach: The High Cost of Living. https://nlihc.org/oor
25. U.S. Bureau of Labor Statistics. (2025). Quarterly Census of Employment and Wages. https://www.bls.gov/cew/
26. Cushman & Wakefield. (2019). Market Beat: Silicon Valley Q4 2019: https://www.cushmanwakefield.com/-/media/cw/marketbeat-pdfs/2019/q4/siliconvalley_americas_marketbeat_office_q42019.pdf
27. Avalos, G. (May 2025). Downtown San José, Oakland, San Francisco combat empty office spaces. Mercury News. https://www.mercurynews.com/2025/05/21/economy-tech-san-jose-oakland-bay-area-office-property-jobs-develop/

Photo: Joey Kotfica

## What We Heard From Community Members

The overwhelming majority of public comments related to economic vibrancy focused on the negative impacts of inflation and the high cost of living in the Bay Area. Residents also commented on low or stagnant wages, the job market and income inequality.

*"The prices of everything are going up, and we are students working multiple jobs and cannot afford the necessities." — Alameda County Resident*

*"Food will be more and more expensive under climate change, and increasing income inequality will make this issue harder to handle." — San Francisco Resident*

*"Remote work does not seem to be going away. How are we getting downtown office buildings filled again?" — Santa Clara County Resident*

Photo: Karl Nielsen

## Looking to 2050: Strategies for Today and the Decades Ahead

MTC and ABAG envision a future that is responsive to, and inspired by, the needs and desires of Bay Area residents. Plan Bay Area 2050+ lays out 35 strategies to address the deep, longstanding issues affecting the Bay Area today and tomorrow — fully detailed in Chapter 4.

This plan aims to balance ambitious goals with appropriate consideration for political and financial realities, offering a roadmap for progress on residents' top priorities. Working together, the Bay Area can navigate this transient, challenging period by focusing on core, long-term priorities and delivering on shorter-term implementation actions that meet the moment, incrementally bringing us closer to a shared vision of 2050.

While housing may be unaffordable to many who live in the region now, MTC and ABAG are working on policies and investments in affordable housing protection, preservation and production so that households of all backgrounds can afford to live, work and raise their families in the Bay Area. When it comes to transportation, Plan Bay Area 2050+ lays out a path to optimize and enhance the existing transportation system while also investing in new transit and active transportation options.

To address the disproportionate rates of poverty and displacement facing people of color in the Bay Area today, Plan Bay Area 2050+ crafts policies and investments meant to help socially and economically disadvantaged areas, called Equity Priority Communities. To support conservation and access to nature, this plan advocates for more parks and open spaces by 2050 for residents to enjoy.

To promote job growth and economic opportunity, Plan Bay Area 2050+ envisions revitalized clusters of job training and employment opportunities, with employers incentivized to locate in-person jobs near these regional economic hubs and boost downtown activity by 2050.

Success will depend on sustained regional collaboration, community engagement and a shared commitment to the guiding principles of the plan. With continued focus and collective action, the Bay Area can realize a future where everyone has the opportunity to thrive. The following chapters explain more about what this plan is and does, and what kind of partnerships and actions will help us reach the shared vision of a more affordable, connected, diverse, healthy and vibrant Bay Area.

Photo: Karl Nielsen

## Where We've Been, Where We're Going: Milestones in Bay Area Regional Collaboration

Since 1961 and 1970, respectively, ABAG and MTC have worked to improve quality of life for residents across the Bay Area's nine counties and 101 cities and towns.

In 2026, the Bay Area faces historic financial and political challenges that jeopardize the region's wellbeing and pose risks to its future, but the Bay Area has come together many times in the past to respond to change. As we look to 2050 and beyond, we can reflect on regional successes of the recent years to better understand what worked, how we can improve and how best to support residents.

# Milestones in Regional Collaboration Since 2008

## Investing in Programs for Focused Growth

## Expanding Reach for Integrated Planning

2008 - MTC begins the **FOCUS program** to provide financial assistance to local governments that plan for more housing and jobs near transit, establishing the Priority Development Areas framework.

2008 - The California Legislature enacts **Senate Bill 375**, requiring regional transportation plans to more directly integrate land use and achieve climate goals.

**2008**

**2012**

2012 - MTC establishes the **One Bay Area Grant (OBAG)** funding program to integrate the Bay Area's federal transportation program with state climate laws.

2013 - MTC and ABAG Executive Board adopt **Plan Bay Area**, the region's first integrated plan connecting transportation, land use and climate goals.

**2013**

2018 - Voters approve **Regional Measure 3**, authorizing $4.45 billion for **highway and transit improvements** including BART, Caltrain and ferry expansions.

**2017**

**2018**

2017-18 - MTC and ABAG convene the **Committee to House the Bay Area (CASA)** for regional leaders in public, private and nonprofit sectors to address housing affordability and displacement.

# Milestones in Regional Collaboration Since 2008 (continued)

## Expanding Reach for Integrated Planning

## Navigating the COVID-19 Pandemic and Recovery Efforts

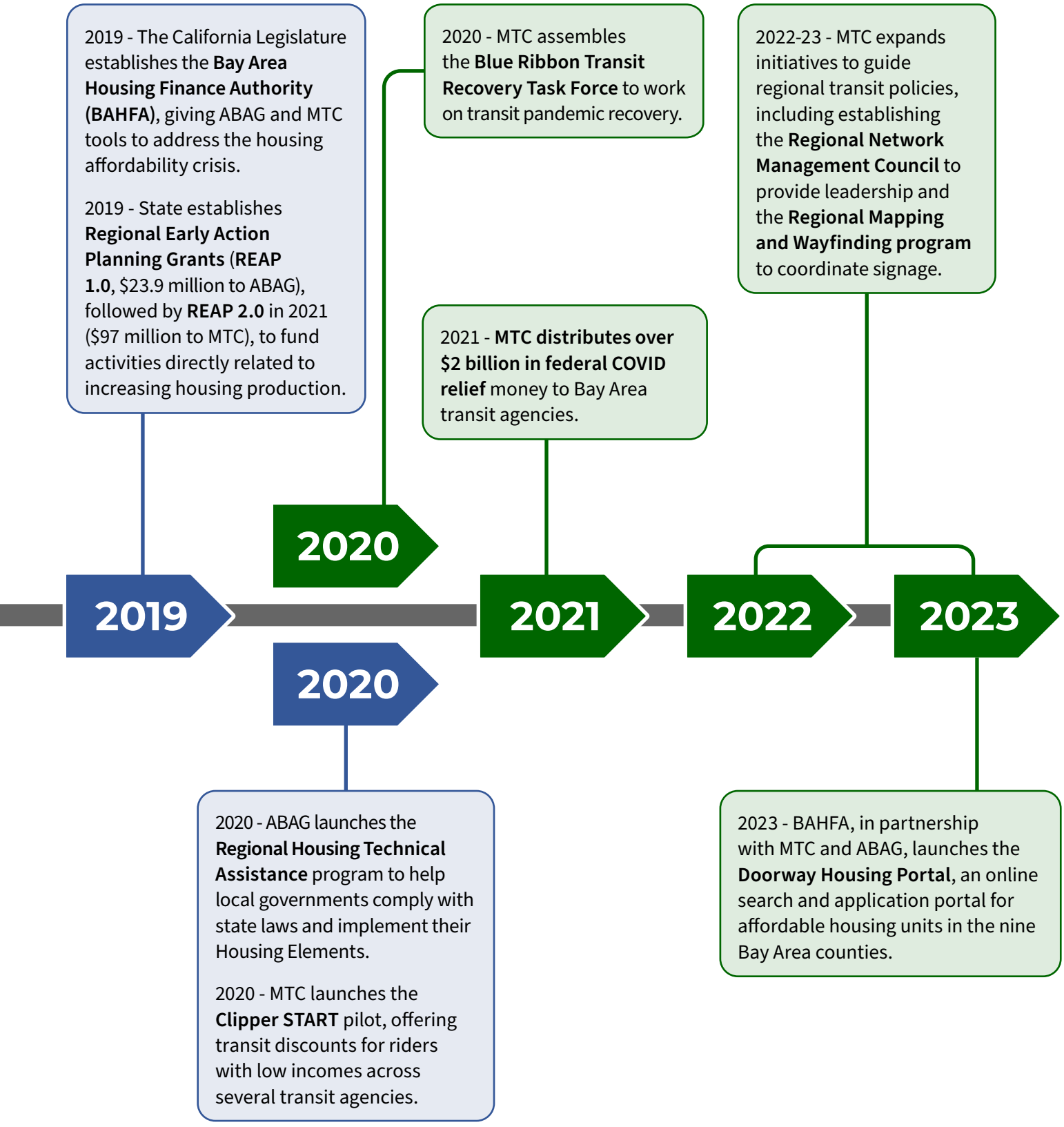


Photo: Karl Nielsen

## From Planning to Reality: Looking Back at Progress in Regional Investments

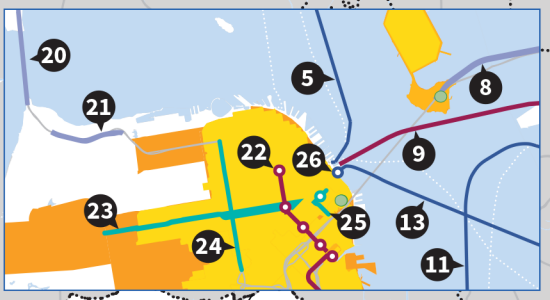
In the last two decades, regional investments have significantly improved connectivity across the Bay Area's transportation network, while also creating more housing opportunities and protecting open spaces. The Progress in Regional Investments Map shows where improvements, growth and conservation have occurred from 2010 to 2025.

Impactful capital projects (long-term investments in physical infrastructure) have transformed the Bay Area's passenger rail lines, bus and ferry routes, freeways, tunnels, and bridges. Alongside these transportation investments, land use investments have assisted Priority Development Areas (PDAs), which are places near public transit designated to accommodate new homes, jobs and community amenities. From 2010 to 2020, 58% of new Bay Area homes were built in PDAs. This concentration of housing growth has increased over time, with 66% of new homes built in PDAs between 2018 and 2023.

Along with assisting new development, MTC, ABAG and other regional partners have protected and improved the Bay Area's open space, farmlands, recreation areas and natural habitats as Priority Conservation Areas. Coordination across transportation, land use and the environment will be essential to reaching regional sustainability and mobility goals through 2050 and beyond.

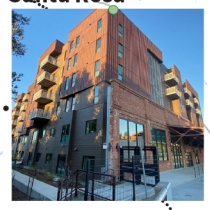
MAP 1-1

# 2010-2025: Looking Back at Progress in Regional Investments



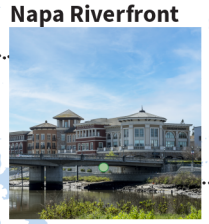

San Francisco Inset

**Downtown Santa Rosa**



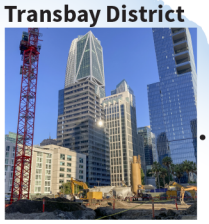
**I-80 Express Lanes**

**Napa Riverfront**

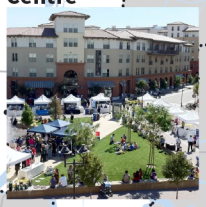


**SMART**

**Transbay District**



**Contra Costa Centre**



**East Bay BRT**

**Caltrain Electrification**

**BART to Silicon Valley Phase I**

SONOMA
Santa Rosa
Petaluma
Novato
San Rafael
MARIN
NAPA
Napa
Vacaville
SOLANO
Fairfield
Vallejo
Richmond
CONTRA COSTA
Pittsburg
Antioch
Concord
Walnut Creek
Brentwood
Berkeley
Alameda
Daly City
San Leandro
Dublin
Pleasanton
Livermore
ALAMEDA
Union City
San Mateo
Hayward
Redwood City
Mountain View
Palo Alto
Sunnyvale
Santa Clara
Cupertino
SAN MATEO
SANTA CLARA
SANTA CRUZ

## TRANSPORTATION PROJECTS

- Highway
- Highway (existing)
- Bus Rapid Transit
- Express Lane
- Ferry
- Rail
- Rail (existing)
- Rail Station
- Ferry Terminal
- Bus Station

## ENVIRONMENTAL PROJECTS

- Priority Conservation Area Grant

## PRIORITY DEVELOPMENT AREAS

- Plan Bay Area (2013)
- Plan Bay Area 2040 (2017)
- Plan Bay Area 2050 (2021)

Source: TomTom North America (2019); mtc_transportation_project_lines_v4_2025
Map Author: PB, 01/26

Previously designated areas no longer within Priority Development Area boundary not shown.

## Notable Transportation and Land Use Projects

**I-80 Express Lanes**
The I-80 Express Lanes between Vacaville and Fairfield, launched in late 2025, feature two 18-mile lanes in central Solano County.

**BART to Silicon Valley Phase I**
BART to Silicon Valley Phase I opened in 2020, adding two new stations and extending service 10 miles from Warm Springs/South Fremont to Milpitas and Berryessa/North San José.

**Caltrain Electrification**
Caltrain Electrification began service in 2024, converting the corridor between San Francisco and San José to electric rail operations.

**Contra Costa Centre**
Contra Costa Centre serves as a new public gathering space surrounded by homes, local shops and a connection to the Iron Horse Trail.

**Downtown Santa Rosa**
New homes, workplaces and safe street connections to SMART rail have solidified Downtown Santa Rosa's role as a key regional center.

**East Bay BRT**
East Bay BRT, branded as Tempo, launched in 2020 as a 9.5-mile bus rapid transit corridor between downtown Oakland and the San Leandro BART station.

**Napa Riverfront**
A major flood mitigation project created the opportunity to expand public access to the Napa River and create vibrant mixed-use riverfront development.

**SMART**
SMART launched in 2017 as a 48-mile commuter rail and pathway system connecting 14 stations between Larkspur and Windsor in the North Bay.

**Transbay District**
San Francisco's Transbay District serves as a hub for the Bay Area's transit network, a neighborhood with housing at all levels of affordability and a center for more than 25,000 downtown workers.

## Key for Notable Transportation Projects

1. **SMART to Windsor**
2. **Marin-Sonoma Narrows**
3. **SMART Initial Operating Segment**
4. **SMART to Larkspur**
5. **SF Bay Ferry to Richmond**
6. **eBART to Antioch**
7. **Caldecott Tunnel Fourth Bore**
8. **Bay Bridge East Span Replacement**
9. **BART Transbay Tube Seismic Retrofit**
10. **Express Lanes**
    - I-80 Express Lanes
    - I-680 Express Lanes
    - I-580 Express Lanes
    - I-880 Express Lanes
    - U.S. 101 Express Lanes
    - SR-85 Express Lanes
    - SR-237 Express Lanes
11. **South San Francisco Ferry Service**
12. **AC Transit Tempo BRT**
13. **SF Bay Ferry to Alameda Seaplane Lagoon**
14. **BART Oakland Airport Connector**
15. **Devil's Slide Tunnel**
16. **Caltrain Electrification**
17. **BART Silicon Valley Phase 1 (to Warm Springs)**
18. **BART Silicon Valley Phase 1 (to Berryessa)**
19. **VTA Alum Rock BRT**
20. **Golden Gate Bridge-Suicide Deterrent Safety Barrier**
21. **Presidio Parkway (Doyle Drive Replacement)**
22. **SFMTA Central Subway**
23. **SFMTA Geary BRT**
24. **SFMTA Van Ness BRT**
25. **Salesforce Transit Center**
26. **SF Bay Ferry-Downtown San Francisco Terminal**

## 2 | Using the Plan

Photos (L to R): Top - Karl Nielsen

Photos (L to R): Bottom - Ben Botkin, Joey Kotfica

Photo: Joey Kotfica

# Defining and Leveraging the Components

## What Is This Document, and How Is It Used?

Plan Bay Area 2050+ is a joint project of the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), regional government agencies that work with Bay Area cities and counties to plan for a more equitable, sustainable and prosperous region. This plan is a long-range regional vision for the Bay Area that seeks to address deep, longstanding — but solvable — issues that affect all Bay Area communities, from big cities to rural towns.

This plan is a limited and focused update of Plan Bay Area 2050, MTC and ABAG's 30-year vision for the Bay Area, that was adopted in 2021. Thirty-five strategies, made up of policies and investments, comprise the heart of the plan to improve transportation, housing, the economy and the environment across the Bay Area's nine counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma).

As both as an ambitious vision and a practical resource for local partners, Plan Bay Area 2050+ asks what political and financial commitments would be required to make progress on long-range goals. At the same time, it offers tools that cities, counties, state agencies and other partners can use to align their local efforts with regional priorities, including predictions, maps and data tools.

Photo: Karl Nielsen

## Definitions

**Partners:** A partner in the plan context may include local jurisdictions; public agencies at the city, county or regional levels; the federal and state government; non-profit and civic organizations; the business community; and labor, among many others.

**Capital Costs:** Long-term investment in physical infrastructure.

**Operating Costs:** Recurring investment to keep existing infrastructure in working order.

**Needs:** For the Transportation Element, due to regulatory requirements, needs refer to the cost of operating and maintaining the existing transportation system (Strategy T1 only). For the Housing, Economy and Environment Elements, however, needs refer to the total combined cost of enacting all strategies within that element.

**Revenues:** The money from all sources that, combined, would fund all strategies. In transportation, again due to regulatory requirements, revenues refer to an inventory of existing funding, as well as funding reasonably expected to be available through 2050. For the Housing and Environment Elements, the plan inventories existing revenues and relies on new revenues (from any future regional, state, federal or other sources) to make up the difference between estimated strategy costs and existing revenues. Economy revenues have not been inventoried for this plan due to MTC and ABAG's lack of authority, financial resources and technical capacity. Chapter 3 discusses the forecasted needs and revenues for each element.

# What Does This Plan Achieve?

This plan serves as the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy and meets certain state and federal requirements, while also going beyond them to address local priorities.

| Topic Area | State/Federal Requirements[1] | How Plan Bay Area 2050+ Meets and Exceeds Requirements |
|---|---|---|
| **Regional Coordination and Timing** | Update every four years.<br>Must coordinate long-range transportation, housing and land use for the region. | Integrates four elements (transportation, housing, the economy and environment) into a cohesive plan, held together with the vision "to ensure that by the year 2050 the Bay Area is more affordable, connected, diverse, healthy and vibrant for all." |
| **Community Engagement** | Robust, collaborative community engagement process. | Engages residents of all nine counties on all four elements, in multiple languages, through in-person events, online discussions, surveys and more, with a focus on Equity Priority Communities. |
| **Transportation** | Produce fiscally constrained Transportation Project List.<br>Identify transportation network to service regional needs. | Develops extensive transportation strategies for all modes of transportation and engages in more robust transit network planning via Transit 2050+. |
| **Housing** | Accommodate future growth at all income levels. | Designs comprehensive housing strategies that address the production, preservation and protection of the region's affordable housing stock; quantifies fiscal needs; and identifies future revenues. |
| **Environment** | Meet per capita greenhouse gas reduction target.<br>Achieve air quality goals under the Clean Air Act. | Identifies a wide range of environmental strategies from natural hazards and open space to clean air and climate emissions; generates a Resilience Project List; quantifies fiscal needs; and identifies future revenues. |

This plan contains practical resources that local agencies can use, and it also explores the broader question, "What would it take to achieve key regional goals?" Financial and political support are particularly important dimensions of this big-picture question in a long-range plan. On the practical side, city, county and state agency partners can align their local plans with regional priorities using the plan's Growth Geographies and growth pattern via maps, data layers and other data tools.

Importantly, Plan Bay Area 2050+ does not supersede local land use authority. Bay Area cities and counties retain control over their land use decisions, such as zoning, general planning and development projects. This document is also a long-range planning document and not a near-term financial programming document. The plan does not represent a commitment of funding by any level of government for any particular strategy or project.

1. For California Regional Transportation Plan requirements, see Cal. Gov't Code § 65080. (n.d.). https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65080. For California Air Resources Board (CARB) Sustainable Communities Strategy requirements, see the California Air Resources Board. (2026). SB 375 regional targets. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets. For full federal requirements, see federal statute 23 U.S.C. § 134. (n.d.). Metropolitan transportation planning. https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section134&num=0&edition=prelim.

# Vision and Guiding Principles

Plan Bay Area 2050+ envisions a Bay Area that is more affordable, connected, diverse, healthy and vibrant for all residents through 2050 and beyond. These five principles were created through an extensive community engagement process conducted in 2018 at the start of Plan Bay Area 2050, and they continue to serve as a guiding structure for the updated plan.

## Plan Bay Area 2050+ Five Guiding Principles

### AFFORDABLE

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

### CONNECTED

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

### DIVERSE

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

### HEALTHY

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

### VIBRANT

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

Photo: Josh Edelson

## Elements, Themes and Strategies

Plan Bay Area 2050+ is organized into four interrelated **elements**: transportation, housing, economy and environment. The elements are further built out by 11 **themes**, under which **strategies** are nested. The themes aim to clarify MTC and ABAG's priorities within each element and guide strategies to the outcomes most important to Bay Area communities.

This plan updates Plan Bay Area 2050's 35 strategies to better meet the current moment with refreshed data and assumptions about post-pandemic societal trends. Most strategies have been modified, some are new, and just a handful remain the same since 2021. Changes that respond to engagement feedback and reflect progress since the last long-range plan are noted alongside the new strategy descriptions in Chapter 4.

### Strategy Definition

A plan strategy is a public policy or set of investments that can be implemented in the Bay Area by 2050. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. Strategies can be advanced at the city, county, regional or state level.

# Elements and Themes

## TRANSPORTATION THEMES

- Maintain and Optimize the Existing System
- Create Healthy and Safe Streets
- Build a Next-Generation Transit Network

## HOUSING THEMES

- Protect and Preserve Affordable Housing
- Spur Housing Production for Residents of All Income Levels
- Create Inclusive Communities

## ECONOMY THEMES

- Improve Economic Mobility
- Shift the Location of Jobs

## ENVIRONMENT THEMES

- Reduce Risks from Hazards
- Expand Access to Parks and Open Space
- Reduce Climate Emissions

The elements, themes and strategies are interrelated, working together to improve transportation options, housing affordability, and economic access while protecting the Bay Area's natural resources. Transportation and housing strategies aim to first protect residents' current housing options and travel connections and to expand them responsibly, aligned with identified growth areas. Housing and environment strategies protect areas outside urban growth boundaries and at high risk of climate impacts from new development while supporting new urban parks. Economic strategies guide job growth toward places near transit, while housing strategies encourage affordable developments near existing and future job centers, allowing more people to better access both transit and jobs throughout the region.

## Project Lists: Transportation and Sea Level Rise Resilience

Nested under the plan's Transportation Element strategies and select Environment Element strategies are the Transportation Project List and Sea Level Rise Resilience Project List. These project lists both support Plan Bay Area 2050+ goals, but they have key distinctions. As a federally mandated, long-range regional transportation plan, Plan Bay Area 2050+ is required to contain a fiscally constrained Transportation Project List. Any major transportation project hoping to advance to construction in the Bay Area must be included first in the Transportation Project List to receive funding.

In addition to the Transportation Project List, the Sea Level Rise Resilience Project List is a new plan component and a proactive step toward regional climate adaptation efforts. Developed in partnership with the San Francisco Bay Conservation and Development Commission, the Resilience Project List is fiscally unconstrained and can serve as a future advocacy resource.

Photo: Karl Nielsen

## Implementation Plan and Actions

Plan Bay Area 2050+ includes an **Implementation Plan** that outlines the steps to realize plan strategies. **Implementation actions** are core components of the Implementation Plan and include concrete steps that can be taken to advance each strategy through 2030. Implementation requires partnership between various levels of government and the private and non-profit sectors across the region. The Implementation Plan includes suggestions for where MTC and ABAG can lead and where they can better serve in a partner or support role. See more Implementation Plan information in Chapter 6 and the Implementation Plan Report.

## Engaging the Community, Incorporating Feedback – Public Engagement Highlights

While Plan Bay Area 2050+ is a limited and focused update, MTC and ABAG conducted robust and extensive community engagement activities to guide it. Pop-up workshops at festivals, farmers markets, stores, colleges and other community gathering spaces in all nine Bay Area counties allowed MTC and ABAG staff to present information, take structured input and welcome impromptu conversations with residents about the plan's four elements. Multilingual online surveys, webinars, and in-person meetings and workshops also allowed residents and many technical partners, from local governments to federal land management agencies, to provide input and express their concerns about the plan. The Public Engagement Report provides more details on these engagement opportunities and the many stakeholders who attended events, wrote letters and gave thoughtful feedback through conversation.

### Types of Engagement for Plan Bay Area 2050+

- "Pop-up" workshops across the nine Bay Area counties
- Online surveys
- Partnerships with community-based organizations
- Webinars
- In-person workshops for technical partners
- Public hearings

**1.4 million Bay Area residents** reached through digital promotion and electronic communications

**17,600+**
**Participants Overall**

**5,000+**
**Survey Responses**

**300 Participants**
In four technical workshops

**1,300**
**Comments**
Collected as part of 41 pop-up events

**16,000+**
**Additional comments**
Collected through an online survey

**500+**
**Participants**
In online webinars

**22 Community-based Organizations**
Partnerships with community-based organizations that serve historically excluded groups, including residents with low incomes, Tribal communities and non-English speakers

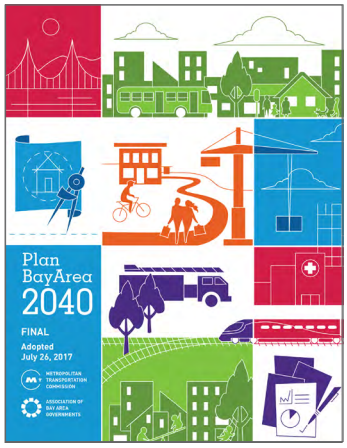
# Plan Evolution: What's Changed?

## Plan Bay Area Over Time

Plan Bay Area 2050+ is the fourth iteration of the Bay Area's integrated regional plan since the adoption of Senate Bill 375 in 2008, which linked land use, transportation and housing planning to state climate goals. It mandated regional targets for greenhouse gas emission reductions, which Metropolitan Planning Organizations (like MTC) must meet through Sustainable Communities Strategies (like Plan Bay Area).

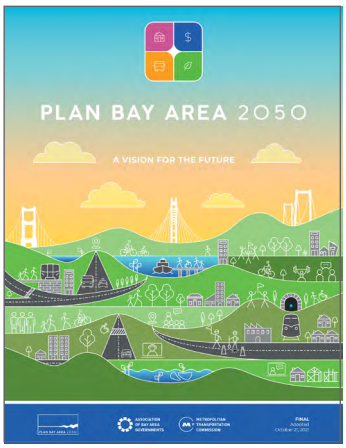
### Plan Bay Area, adopted 2013

- Brought MTC and ABAG together in a shared vision for the nine-county Bay Area.
- Included shared regional performance targets and newly introduced programs — such as Priority Development Areas and Priority Conservation Areas — that continue to support cities and counties to this day.




### Plan Bay Area 2040, adopted 2017

- Opened with a call to action to address the regional housing crisis and identified the "3Ps of housing" framework: produce more new housing, preserve existing affordable housing and protect tenants from the unique pressures of the Bay Area housing market.




### Plan Bay Area 2050, adopted 2021

- Evolved beyond federal and state requirements to include more strategic planning and comprehensive visioning.
- Pivoted from predicting the future to incorporating scenario planning and an exploration of how strategies fare within uncertain futures, resulting in the four elements and 35 strategies.
- In response to the COVID-19 pandemic and national calls for racial justice, met the moment with a focus on equity and resilience.

## What's Changed From Plan Bay Area 2050?

As a limited and focused update to Plan Bay Area 2050, this plan leverages the vision and guiding principles from the previous plan and maintains its strategic framework. The updated plan focuses on three core priorities: updating assumptions about the trajectory of societal trends through 2050 (such as regional population and job growth), revising the Implementation Plan, and emphasizing public engagement.

This plan forecasts lower near-term revenues and slower population growth regionwide, reflecting bigger financial and political challenges following the pandemic and the 2020 economic recession. This plan has been refined to address persistent post-pandemic trends, including ongoing barriers to downtown recovery and steadfast work-from-home levels; high housing construction costs; transit ridership levels that have not returned to pre-pandemic rates; and growing resilience needs to address natural disasters. The Implementation Plan (Chapter 6) also has been revised to reflect progress made since 2021 and emerging priorities through 2030.

Photo: Flor Haus

## Transit 2050+

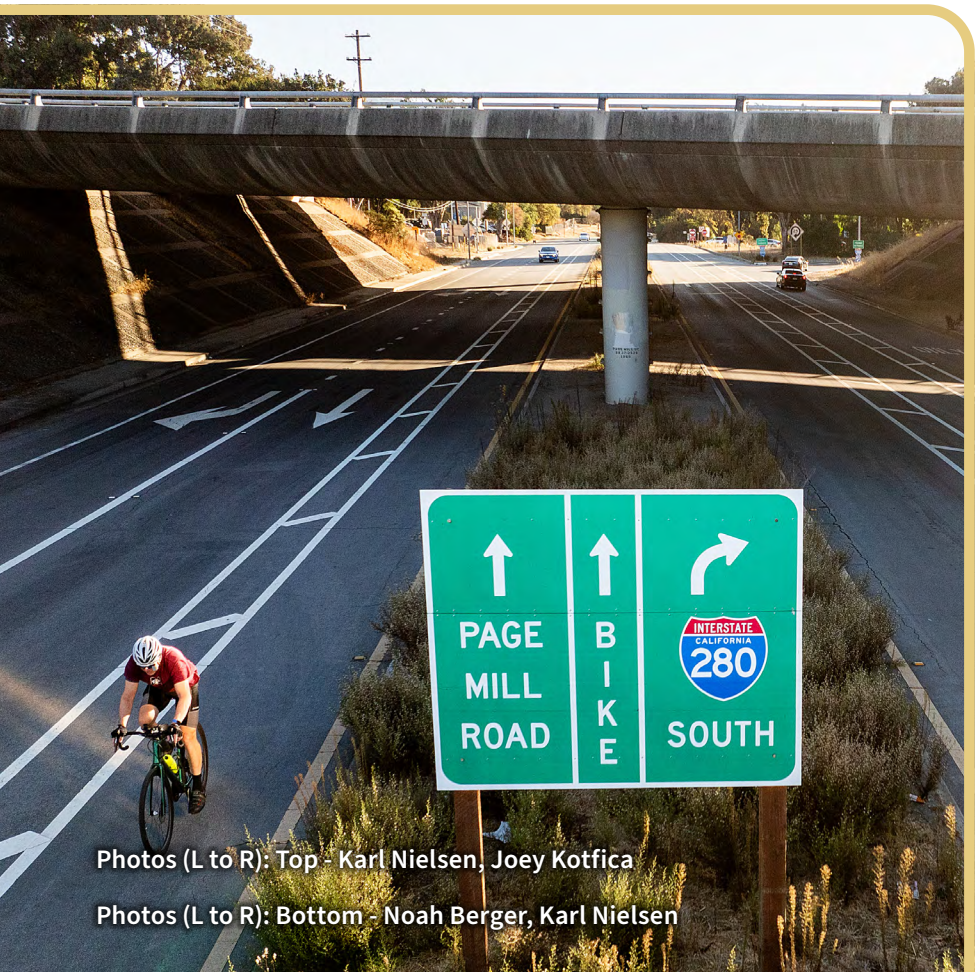
Transit 2050+ represents one of the most significant changes between this plan and the previous one. As a parallel long-range planning process, Transit 2050+ was a collaboration between MTC and Bay Area transit agencies to re-envision the future of the region's public transit network. The impetus for Transit 2050+ was the 2021 Bay Area Transit Transformation Action Plan, borne out of the regional Blue Ribbon Transit Recovery Task Force, which was convened in 2020 to spur transit recovery during the COVID-19 pandemic.[2] The 2021 Transit Transformation Action Plan emphasized near-term actions to transform the Bay Area transit rider experience, focusing on fares, payments, accessibility and customer information.

While Plan Bay Area 2050 envisioned a robust, connected transit network, current financial and political conditions necessitated a comprehensive transit strategy overhaul. Pandemic-induced commute pattern changes, loss of anticipated fare revenues and adjustments to a potential multi-county transportation measure all contributed to strategy revisions. MTC worked with a transit agency-led project management team composed of planners and other staff from 12 of the Bay Area's large and small transit agencies. The team developed a data-driven approach that incorporated local feedback from across the region, exploring needs and gaps, evaluating projects, and shaping refined strategies to regrow transit ridership.

Ultimately, Transit 2050+ championed a service-based, fiscally responsible transit network, with projects that would improve existing services; enhance the passenger experience; and incorporate new bus, rail and ferry capital projects. The process resulted in five revamped, transit-oriented strategies in the Transportation Element that support the final network vision. For more information on specific strategy changes and early implementation actions, see Chapter 4 and the Transit 2050+ Report, respectively.

2. MTC (2021, September). Bay Area Transit Transformation Action Plan. https://mtc.ca.gov/TransitActionPlan

## 3 | Understanding the Context



Photos (L to R): Top - Karl Nielsen, Joey Kotfica

Photos (L to R): Bottom - Noah Berger, Karl Nielsen

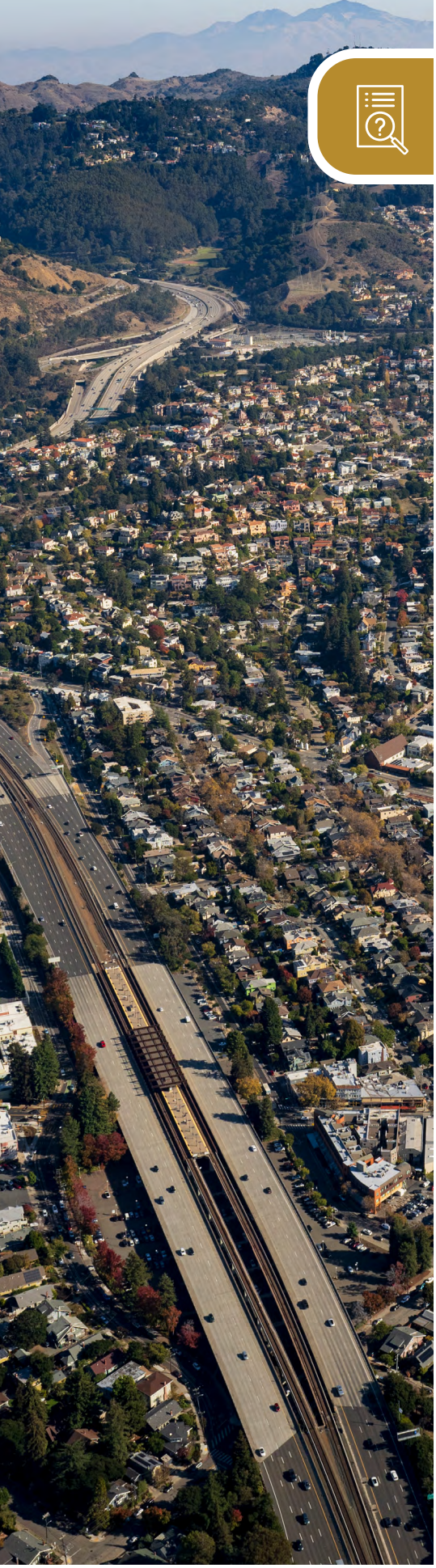


Photo: Karl Nielsen

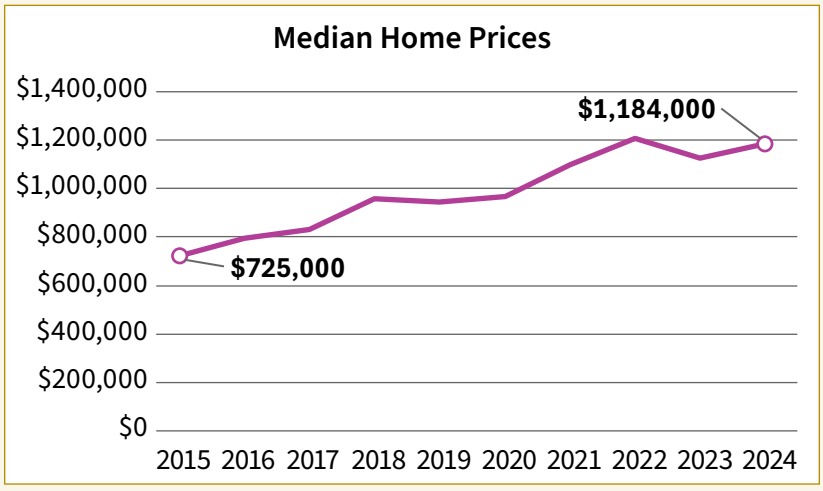
# Trends, Assumptions, Needs and Revenues

## Where Is the Bay Area Now?

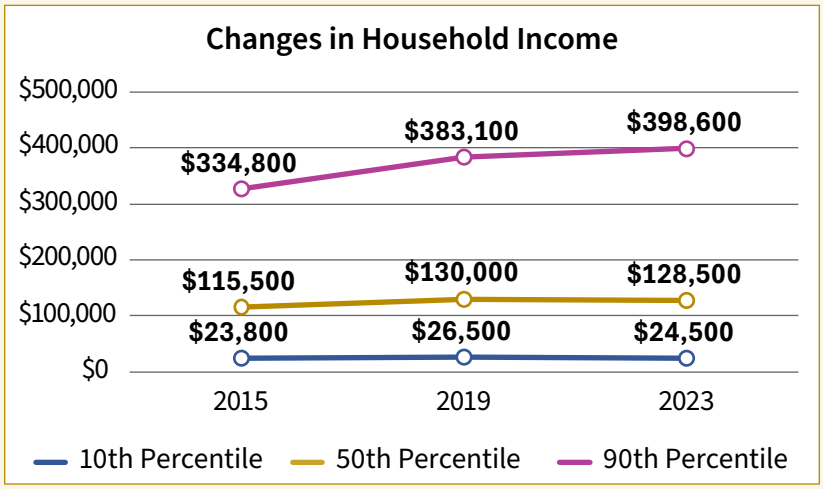
As explored in Chapter 1, the early 2020s marked a historic shift in the way people in the Bay Area and across the world live, travel, work and relate to one another. Looking back from the mid-2020s, a number of pandemic-related patterns affect the Bay Area's ability to ensure that its residents can live in a fully affordable, connected, diverse, healthy and vibrant region. These trends inform the data used as the foundation of this plan, helping to anchor the strategies to the real world and to residents' priorities.

In 2025, the people of the Bay Area face rising costs, persistent housing shortages and widening inequality, making it difficult for many residents — especially low- and moderate-income households — to find stable housing or achieve homeownership. Transit ridership remains lower than before the pandemic, while freeway traffic has rebounded. Income and racial disparities persist, homelessness is growing, and both the wealthiest and poorest residents reside in urban centers in close proximity but lead starkly separate lives. The population is aging rapidly, commercial vacancies remain high and job growth is uncertain following losses in early 2025. Environmental risks, from wildfires to sea level rise, compound these challenges, while unequal access to parks and the ongoing effects of climate change threaten long-term regional health.

**Figure 3-1.** Snapshot of Trends Since 2015



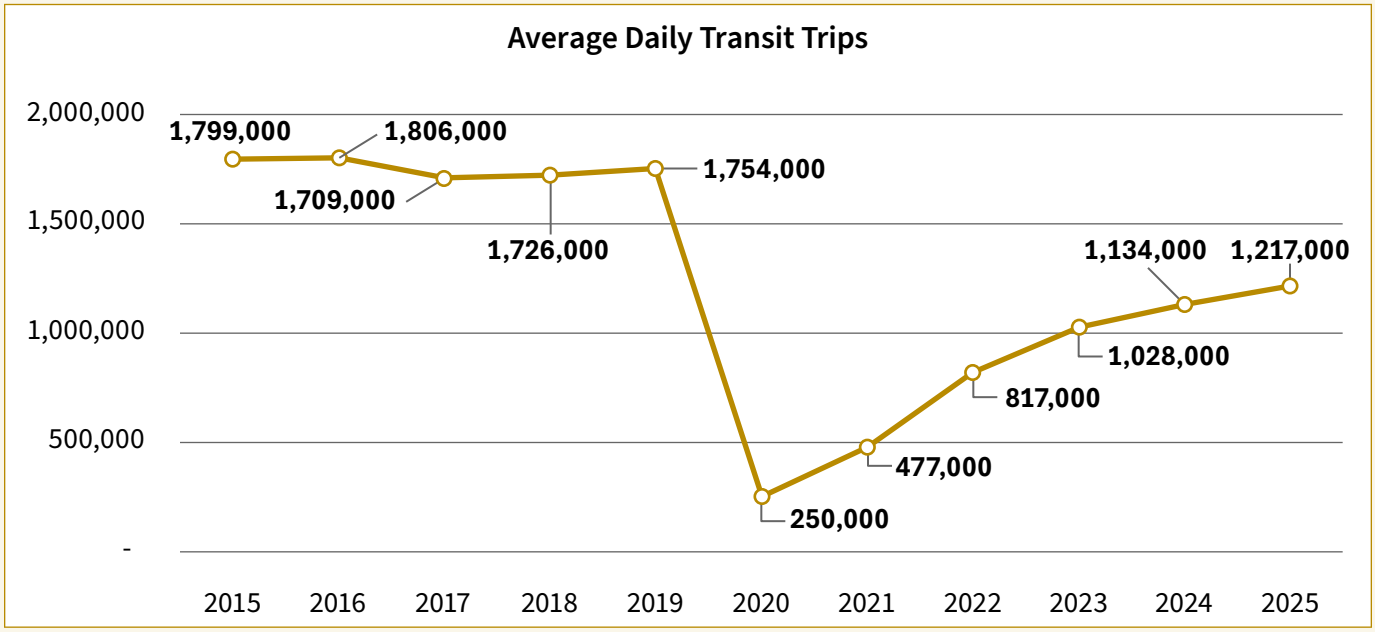

**Bay Area median home prices have risen steadily over the past 10 years,** from about $725,000 in 2015 to nearly $1.2 million in 2024.[1]




**Median household incomes in the Bay Area reflect growing inequality,** with the 50th percentile holding fairly steady while the 90th percentile's incomes grew by $64,000, and the 10th percentile lost roughly $1,000, from 2015-2023.[2]

1. Zillow. (2024). Zillow Home Value Index (ZHVI) 2000-2024. https://www.zillow.com/research/data/
2. U.S. Census Bureau. (2025). Contemporatenous income estimates adjusted to constant 2023 dollars using the Consumer Price Index for All Urban Consumers: All Items (CPIAUCSL). American Community Survey 1-Year Estimates, Public Use Microdata Sample.

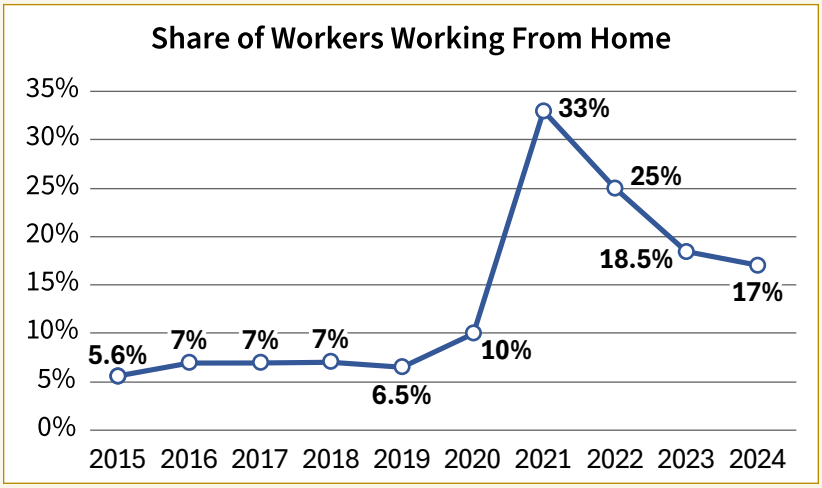
**Figure 3-1.** Snapshot of Trends Since 2015 (continued)



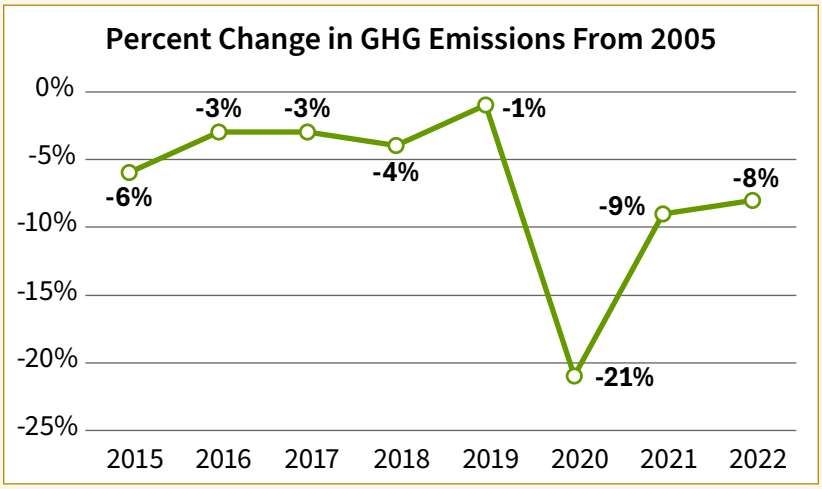

**Average daily transit trips in the Bay Area held fairly steady from 2015 to 2020,** between 1.7 million and 2 million. The number plummeted to just 250,000 in 2020 as many more people worked from home, returning to approximately 1.2 million by 2025.[3]

3. MTC and ABAG. (February 2026). San Francisco Bay Area - National Transit Database: Demand: Average Daily Table 2015-2025. (Figures in this chart represent average daily trips in the month of April for a given year.) https://public.tableau.com/app/profile/bayareametro/viz/SanFranciscoBayArea-NationalTransitDatabase/Navigation

**Figure 3-1.** Snapshot of Trends Since 2015 (continued)




Work-from-home rates in the Bay Area remained fairly steady from 2015-2019, before rising sharply in 2020 during the pandemic. In 2024, **about 17% of Bay Area workers were primarily working from home in a given week.**[4]




**GHG emissions dropped nearly 20% during the pandemic** before returning to a level just under pre-pandemic.[5]

4. U.S. Census Bureau. (2025). Table B08301 Means of Transportation to Work. 2024 American Community Survey 1-Year Estimates. Work from home definition refers to "worked at home as primary 'mode' in the reference week." This figure includes workers 16 years and over, filtered to Bay Area counties who worked in the reference week.
5. California Air Resources Board. (October 2024). SB 150 Dashboard, GHG and VMT Compared to SB 375 Targets. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-150-dashboard-tracking-progress-sustainable

Photo: Karl Nielsen

## Understanding Assumptions: What Might Happen in the Future?

Current societal trends are used as context to assess how well policies and investments may meet both current and future residents' needs. This plan includes a variety of planning assumptions about the trajectory of societal trends. While Chapter 1 gives a big-picture snapshot to set the scene of the region in 2025, this chapter delves into the specific assumptions used as inputs to build the plan strategies.

Rather than firm predictions of the future, these inputs seek to turn societal trends into usable, current data to help us understand where the Bay Area is now and where it could and should be heading. This analysis of trends is a foundation for MTC and ABAG's planning work, and the inputs remain constant for each scenario analysis of a future Bay Area explored throughout the plan, including a future where no plan strategies are implemented (explored more in Chapter 5: Improving Outcomes). Updating these assumptions is one of three core priorities for the plan, along with revising the Implementation Plan and emphasizing public engagement.

### Definitions

Plan Bay Area 2050+ **Assumptions** include predictions about external forces; projections of regional growth patterns (such as population, household and job growth); and forecasts of funding needs and revenues.

**External forces** include estimates about future conditions beyond the Bay Area's control, such as work-from-home rates or sea level rise predictions.

The **Regional Growth Forecast** represents MTC and ABAG's estimate of population, household and job growth across the Bay Area through 2050.[6]

6. For further discussion of the Regional Growth Forecast, its planning requirements, relationship to the Regional Housing Needs Allocation (RHNA), differences with California Department of Finance projections and obligations under a 2014 legal settlement with the Building Industry Association, please see https://planbayarea.org/draftplan.

# External Forces: Factors Beyond Government Control

Since the adoption of Plan Bay Area 2050 in 2021, pandemic-induced work patterns, technological advancements and climate change have all transformed the region. Without knowing how other future forces may impact the plan's policies and investments, Plan Bay Area 2050+ leverages the previous plan's analysis of **external forces** and makes targeted updates based on evolving trends of the last five years.

**Work From Home**

The COVID-19 pandemic ushered in a new trend of remote work for office workers. Plan Bay Area 2050 assumed work-from-home rates would be temporary and, without implemented strategies, would reach 12% in 2050.

By 2023, 27% of the Bay Area's workforce worked from home, signaling that the trend has lasted longer than expected. **Plan Bay Area 2050+ predicts that 25% of all workers could be working from home on a typical workday by 2050.**[7]

If this prediction becomes a reality, the Bay Area could continue to face slow economic recovery in downtowns and commercial corridors, as well as more limited growth in weekday transit ridership.

---

**Space per Worker in Office Buildings**

As of 2025, many downtowns continue to experience commercial vacancy rates at the highest level seen in decades. **Plan Bay Area 2050+ predicts that average space per worker could decrease by 15% in 2050, as a result of assumed work-from-home levels.**

If this prediction becomes a reality, office spaces may be more efficiently used compared to pre-pandemic trends, and fewer new office buildings may be built relative to anticipated job growth.

---

**Autonomous Vehicles**

As a center of the technology industry, the Bay Area has a higher share of autonomous vehicles (AVs) on the road compared to other regions in the country. **Plan Bay Area 2050 predicted that the region could see AVs grow to 20% of the regional passenger vehicle fleet by 2050. Plan Bay Area 2050+ maintains this prediction**, suggesting continued improvements in AV technology, greater comfort among the general population and more AV availability beyond initial testing areas.

---

**Sea Level Rise**

Climate change has resulted in rising sea levels in the Bay Area. This ongoing trend could cause disastrous damage to buildings, infrastructure and habitats across the region. Plan Bay Area 2050 planned for two feet of permanent inundation by 2050.

**Plan Bay Area 2050+ also assumes 2 feet of permanent sea level rise by 2050 and includes an adaptation strategy that protects against annual king tide events and major storms up to 4.9 feet.** For more background, see the Resilience Project List Report.

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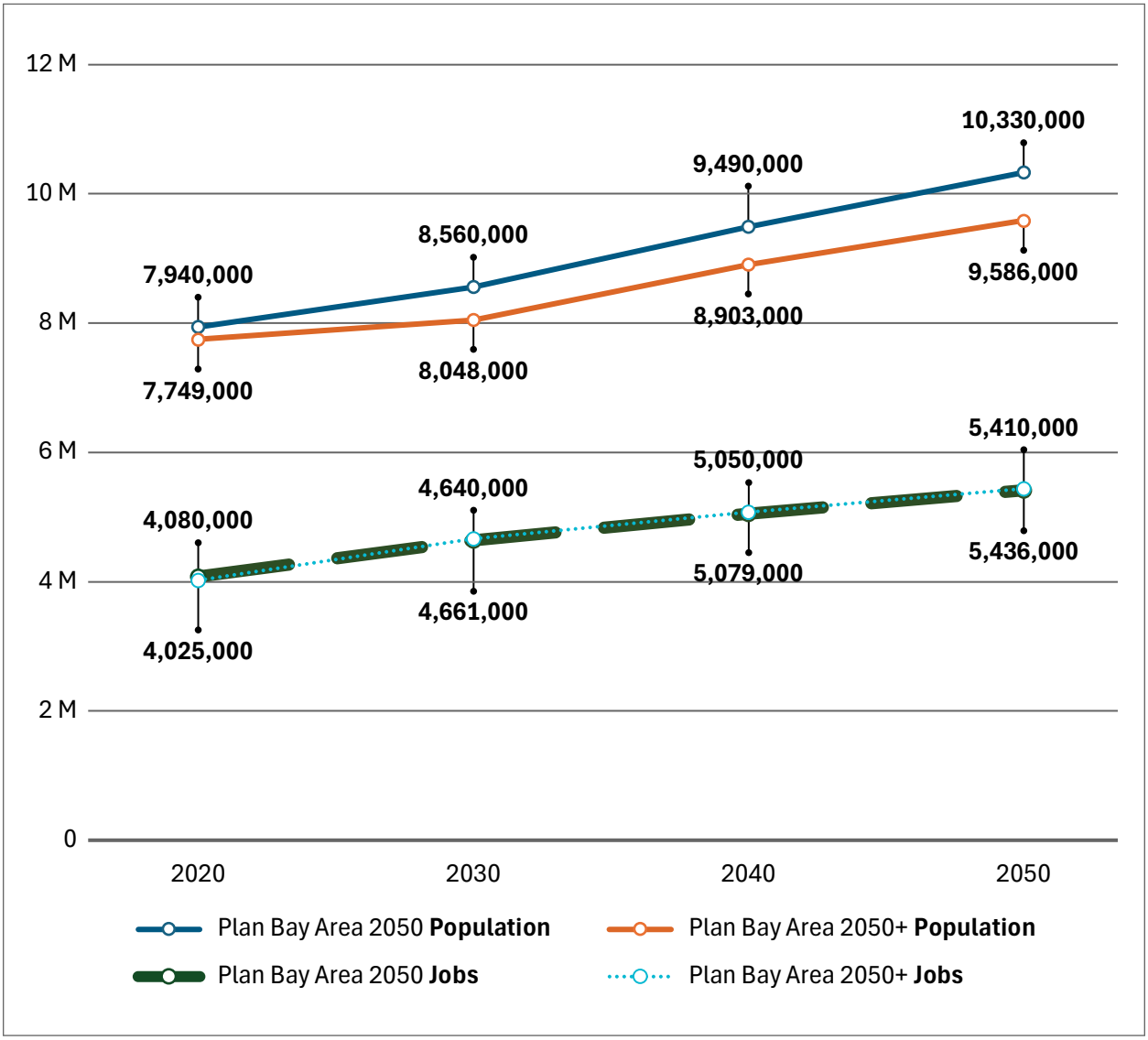
7. The work-from-home on a typical workday rate represents the daily pattern for an average weekday in the MTC-ABAG travel model (Tuesday through Thursday). It differs from the share of workers who work from home as their primary work mode, which reflects a weekly pattern. For example, a person who works from home for a few days per week will not be captured as having work from home as their primary work mode; however, their work-from-home activity is captured in the daily pattern.

# Regional Growth Forecast

MTC and ABAG's **Regional Growth Forecast** is another key long-range planning input that estimates how much the Bay Area might grow between 2020 and 2050 across population, jobs and households.

For this estimate, the plan carries over the same methodological approach as Plan Bay Area 2050; however, the updated forecast accounts for key changes since the previous forecast was released. Notably, Plan Bay Area 2050+ uses more recent data, such as the 2020 Decennial Census, that reflect COVID-related impacts and reveal the region's 2020 baseline population to be nearly 200,000 persons lower than previously estimated.

**Figure 3-2.** Forecasted Population Between Plan Bay Area 2050 and Plan Bay Area 2050+




Looking ahead, Plan Bay Area 2050+ predicts that the Bay Area could grow and change in a number of ways by 2050, informed by the trends above. For more information on the Regional Growth Forecast, please see the Forecasting and Modeling Report.

## Population

Plan Bay Area 2050+ plans for **9.6 million people and 3.8 million households** for the Bay Area in 2050. This represents a drop of 750,000 people and 250,000 households compared to Plan Bay Area 2050 forecasts.

This drop is driven by declines in fertility and immigration rates, as well as pandemic-related out-migration to other counties and states.

## Household and Age

The Bay Area's population is predicted to experience a **decreasing birth rate** and a **declining average household size**. As a result, the **population could age faster** than new generations are born, while still driving strong demand for housing.

Baby Boomers (born between 1946 and 1964) and Millennials (born between 1981 and 1996) would make up the greatest shares of population.

## Racial and Ethnic Diversity

The Bay Area's population is predicted to become more **diverse by race and ethnicity** by 2050. This projection is based on estimated rates of migration into the region and estimated new births.

## Jobs

Plan Bay Area 2050+ anticipates there being **5.4 million jobs** in the Bay Area in 2050, similar to the forecast in Plan Bay Area 2050. This figure is influenced by a projected increase in "gig work," second jobs and non-traditional employment.

The Bay Area will remain economically competitive thanks to a skilled labor force, innovative industries, and unique natural and cultural amenities.

## Income

The region's **middle class is predicted to shrink** through 2050. Under this trend, the shares of both low- and high-income earners are predicted to grow.

## Industry Composition

The Bay Area is likely to continue to be a **center for innovation, technology and services**. Sectors expected to grow include professional and managerial, arts and recreation, and health and educational services.

## Needs and Revenues: How Much Money Is Available, and Where Are the Gaps?

The big-picture, long-term strategies in this plan will require billions of dollars to enact. **Needs and revenues** are financial forecasts that support plan strategies. Federal law requires the Transportation Element to be fiscally constrained, meaning that investment levels proposed to operate, maintain and enhance the system must not exceed reasonably anticipated transportation revenues. Transportation needs are separated between needs to operate and maintain the existing system (consistent with MTC's "Fix It First" Policy) and funding for transportation enhancement, expansion and restoration. Projected revenues include federal, state, regional and local sources, as shown in Figure 3-3.

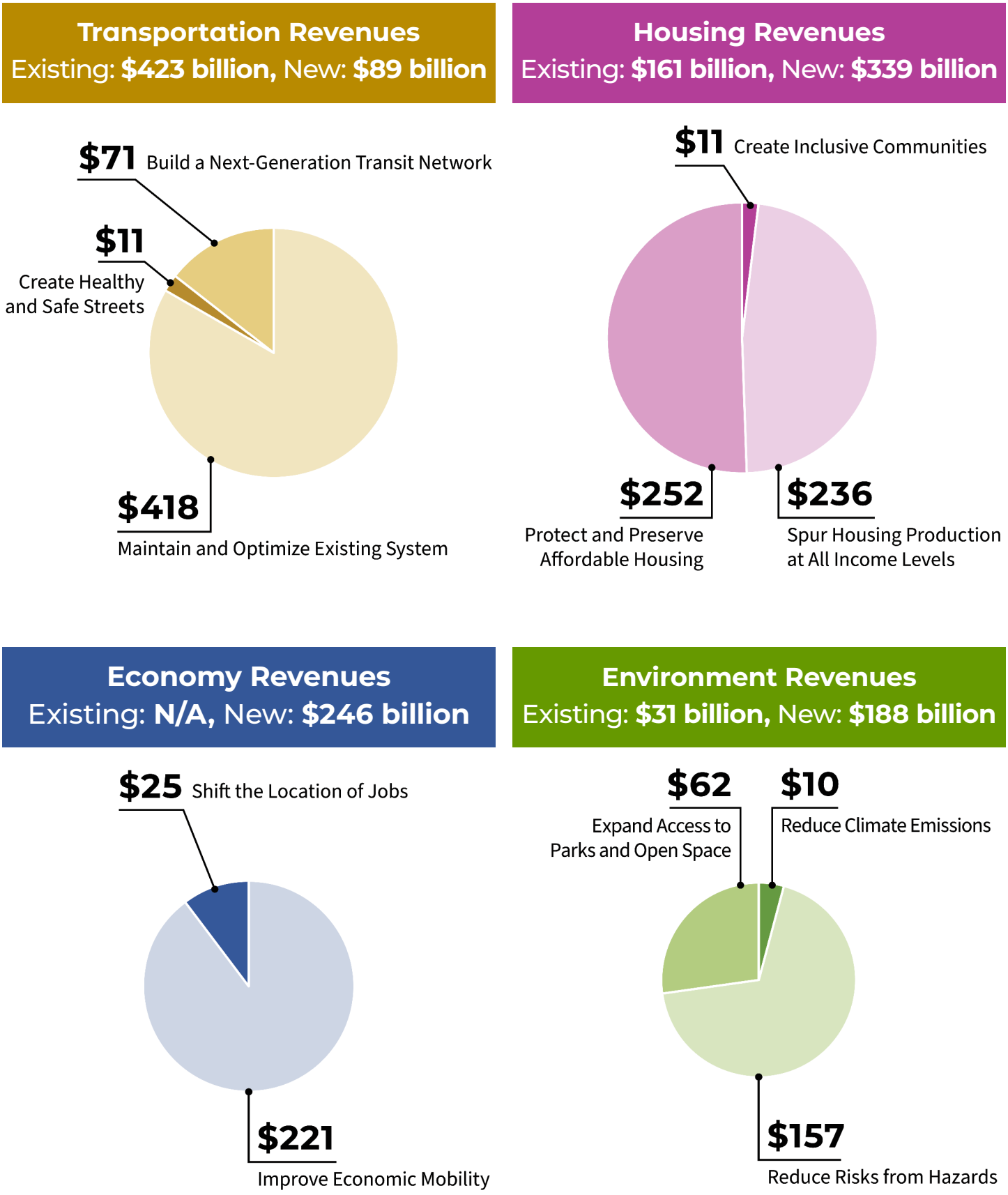
The plan's other elements — housing, economy and environment — are not subject to the same statutory requirements in terms of forecasting financial needs or available revenues. Unlike the Transportation Element, these forecasts estimate needs and revenues required to achieve regional goals. For these elements, needs and estimated strategy costs are synonymous. However, both the Housing and Environment Elements forecast existing revenues over the planning period as a best practice, as shown in Figure 3-3. Economic development revenues are not inventoried due to the agencies' lack of authority, financial resources and technical capacity. Figure 3-4 highlights existing and new revenues by element and shows how the needs in each element break down by theme.

**Figure 3-3.** Forecasted Revenue by Plan Element (in billions)

| Revenue Source | Transportation | Housing | Environment |
|---|---|---|---|
| Federal | $50 | $74 | $9 |
| State | $103 | $35 | $4 |
| Regional | $54 | — | — |
| Local | $199 | $51 | $18 |
| New | $89 | $339 | $188 |
| Secured | $17 | — | — |
| **Total** | **$512** | **$499** | **$219** |

**NOTE:** The Transportation Element includes new revenues, such as a potential regional revenue measure and strategy-based revenues, as well as anticipated revenues reasonably expected to be available over the plan horizon. For the Housing and Environment Elements, new revenues could reflect a mix of state, regional and local sources implemented in a phased manner over the coming decades.

**Figure 3-4.** Revenues and Investments (in billions)




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

## Transportation Needs and Revenues

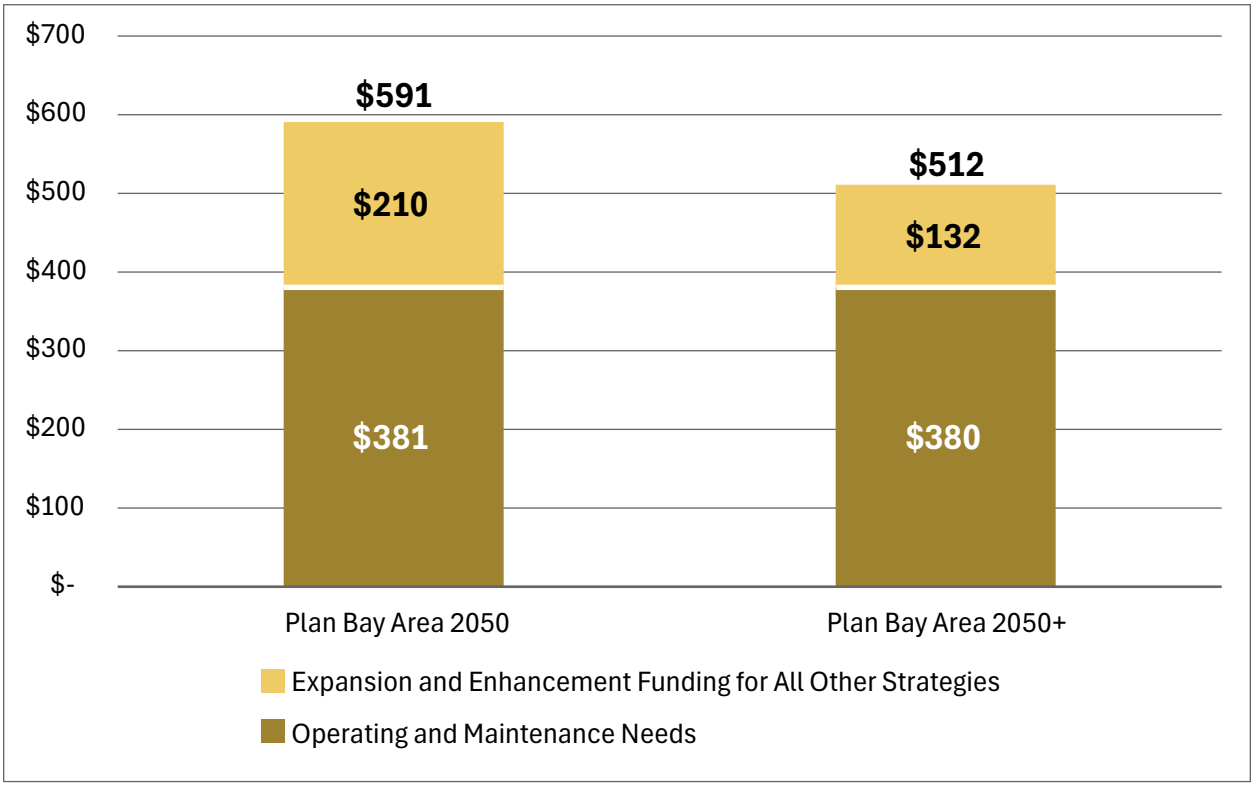
For the Transportation Element, the plan forecasts higher costs and lower revenues compared to Plan Bay Area 2050. At $380 billion, the costs to operate and preserve the existing transportation network through 2050 are roughly equivalent to those in Plan Bay Area 2050, despite a shorter timeline. Moving forward, rising capital costs — particularly for major expansion projects — will pose a significant funding challenge.

This plan projects the total revenue available to support the Transportation Element by 2050 to be $512 billion.[8] This forecasted revenue is nearly $80 billion less than the revenue projected in the prior plan. This shortfall is primarily driven by reductions in two key areas:

- $31 billion less in local sources, including transit fare revenues.
- $41 billion less in new and anticipated sources, including lower assumed revenues from Plan Bay Area 2050+ parking and road pricing strategies and a more narrowly scoped regional transportation funding measure.

Compared to Plan Bay Area 2050, the overall cost to operate and preserve the existing network decreased by only $1 billion, at $380 billion. After fully covering this cost, consistent with MTC's "Fix it First" Policy, the projected funding available to expand and enhance the region's transportation system is $132 billion, significantly lower than the $210 billion available in Plan Bay Area 2050.

**Figure 3-5.** Transportation Revenues, Needs and Expansion Funding ($ in billions)




8. The Transportation Element contains $11 billion in revenues that support select Environment Element strategies that reduce climate emissions.

Photo: Karl Nielsen

## Housing Needs and Revenues

The housing forecast projects what it would take to financially support Plan Bay Area 2050+ Housing Element strategies. Since the previous plan, the projected cost to ensure that all Bay Area residents are secure in their housing has increased to $500 billion from $458 billion. Rising development costs (including construction costs and interest rates) and income inequality both play a role in this projection, as the need for low-income housing units is projected to increase. Although the plan forecasts an increase in housing revenue compared to the previous plan, needs dwarf existing revenues by $339 billion. Potential revenues to support the Housing Element could include any mix of federal, state, regional and local sources.

Photo: Karl Nielsen

## Environment Needs and Revenues

The plan's Environment Element includes $229 billion in needs, more than doubling the $103 billion in needs included in Plan Bay Area 2050. The most significant increase is associated with updated cost estimates for mitigating sea level rise, informed by the Sea Level Rise Funding and Investment Framework effort co-led by the San Francisco Bay Conservation and Development Commission and MTC.

The revenues forecasted to support the Environment Element total $31 billion, representing a significant shortfall of $187 billion. Approximately $11 billion in transportation revenues support climate-related Environment Element strategies. Current revenues include the 2024 California State Climate Bond, among many other sources, while future revenues could include any mix of federal, state, regional and local sources.

Photo: Karl Nielsen

## Strategies Toward a Brighter, More Equitable Future

The next chapter uses these trends, assumptions, needs and revenues to inform 35 strategies across the elements of transportation, housing, the economy and the environment. Long-term planning requires both practical realities and imaginative possibilities, and the strategies aim to balance an ambitious approach within a difficult political and financial moment.

## 4 | Developing the Plan

Photos (L to R): Top - Flor Haus, City of Vacaville

Photos (L to R): Bottom - Noah Berger, Karl Nielsen

Photo: Karl Nielsen

# Strategies for the Bay Area

The building blocks for realizing Plan Bay Area 2050+'s vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all residents by 2050 are its 35 strategies. Together, the strategies could help the entire region to build more homes, reduce travel times, and create vibrant downtowns and natural areas for everyone to enjoy. The strategies also aim to keep people safe from natural hazards, support a strong economy and provide stable housing for those who need it most, all while improving how residents get around the Bay Area using public transit, roads and trails.

In Plan Bay Area 2050+, a **strategy** is a public policy or set of investments that can be implemented in the Bay Area by 2050. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. Strategies can be advanced at the city, county, regional or state level.

This plan makes targeted refinements to Plan Bay Area 2050's strategies based on new data and insights into residents' experiences over the last four years. Strategies are organized by the plan's four elements (transportation, housing, economy and environment) and further grouped into 11 themes. Drawing on public engagement feedback, the themes create broad goals within each element and clarify the plan's objectives. Strategies within the themes then lay out how to make regional progress on these issues. This chapter outlines the 35 strategies and includes the estimated costs to implement each. Project lists, which detail more specific investments within the Transportation and Environment Elements, nest within multiple strategies.

All levels of government — as well as non-profit advocacy groups, the private sector and Bay Area residents — have a role to play in implementing the strategies. Specific actions and roles for MTC and ABAG are identified in Chapter 6: Implementation Plan.

This chapter also describes Bay Area locations where the plan proposes future job and housing growth, known as Growth Geographies. Finally, this chapter provides additional context on Transit 2050+, a parallel transportation planning effort that generated a proposed network of transit policies and investments, and ultimately informed this plan's five transit-related strategies.

## What's Changed Since the Prior Plan?

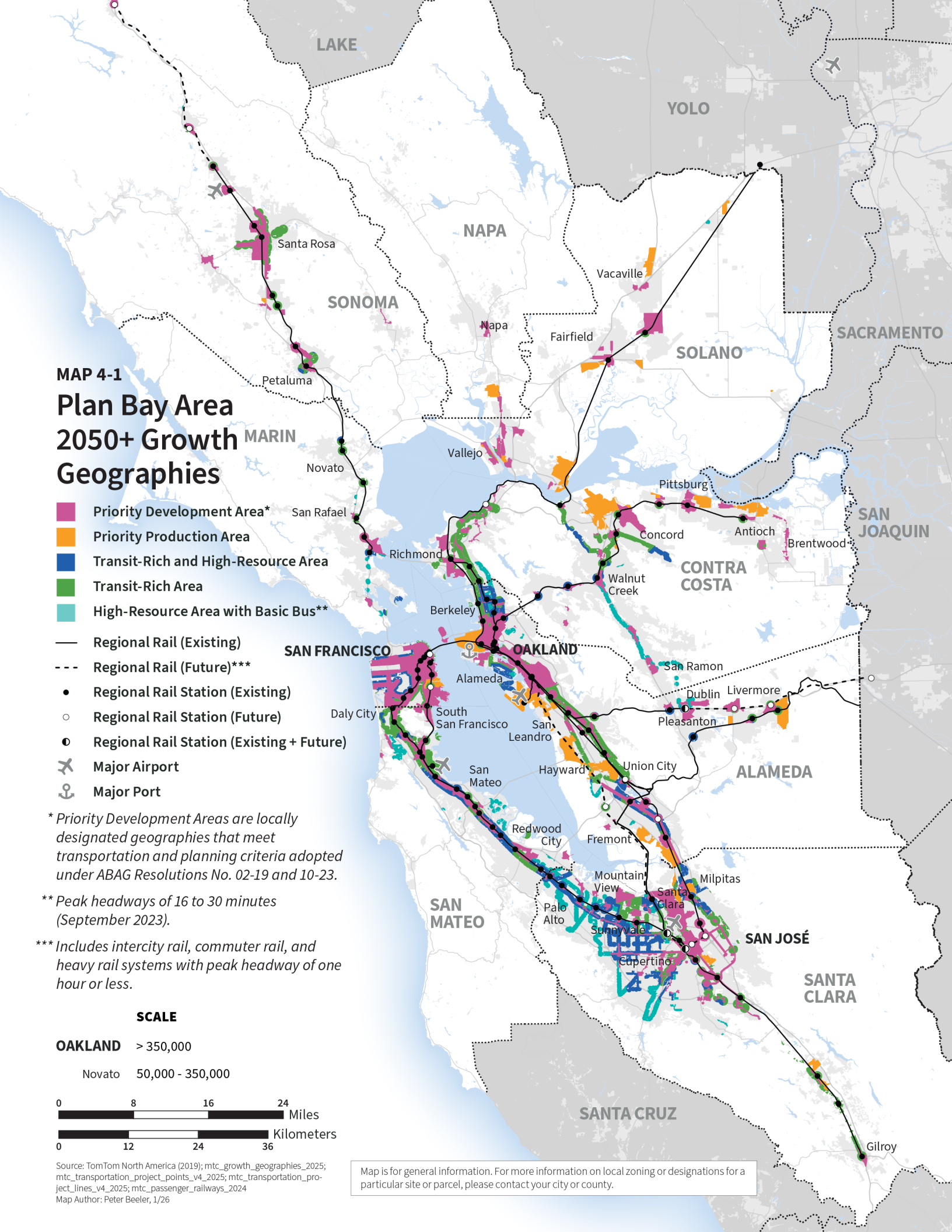
Plan Bay Area 2050+ is a focused update to Plan Bay Area 2050 that better accounts for post-pandemic impacts, especially the more significant financial and political constraints that result in lower revenues for transportation strategies. This plan also incorporates new analysis done since 2021, leveraging the foundation of the past plan with updated data and findings. Many strategies have been refreshed to reflect shifting societal conditions or incorporate progress on Plan Bay Area 2050 strategy implementation since 2021. The tables that follow detail the 35 strategies and specific changes since the last plan, including what public feedback or policy context led to those changes.

## Focusing Jobs and Housing in Growth Geographies

Growth Geographies are the places where the vast majority of new housing and jobs would be located through 2050 under this plan. MTC and ABAG encourage growth in these locations by supporting local planning efforts, advancing regional policies, and funding infrastructure investments to support infill development. The Growth Geographies, shown on Map 4-1, include:

- **Priority Development Areas (PDAs)** — Areas generally near existing job centers or frequent transit that are locally proposed (i.e., identified by towns, cities or counties) for housing and job growth.
- **Priority Production Areas (PPAs)** — Industrial areas that are important to the regional economy and local middle-wage job growth. Like PDAs, PPAs are identified by local governments.
- **Transit-Rich Areas** — Places near rail, ferry or frequent bus service that were not already identified as PDAs, including all areas outside PDAs subject to MTC's Transit-Oriented Communities Policy.[1]
- **High-Resource Areas** — State-identified places with well-resourced schools, transit service and access to jobs, among other criteria.[2]

1. In jurisdictions where local governments have nominated PDAs on less than 50% of the land eligible for nomination, this also includes areas within 1/2 mile of a bus stop with peak service frequency of 15 minutes or less as defined during Plan Bay Area 2050.
2. This designation only includes places that meet a baseline transit service threshold of bus service with peak headways of 30 minutes or better as defined during Plan Bay Area 2050. In addition, High-Resource Areas are only included if less than 50% of land eligible for Priority Development Area designation has been nominated by the local jurisdiction in question. Plan Bay Area 2050+ High-Resource Areas are a subset of high-opportunity areas identified statewide by the California Department of Housing and Community Development that meet a minimum transit service threshold and are located in the Bay Area. See more at: https://www.treasurer.ca.gov/ctcac/opportunity.asp




**MAP 4-1**

# Plan Bay Area 2050+ Growth Geographies

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

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

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

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

**SCALE**

**OAKLAND** > 350,000

Novato 50,000 - 350,000

0 8 16 24 Miles

0 12 24 36 Kilometers

Source: TomTom North America (2019); mtc_growth_geographies_2025; mtc_transportation_project_points_v4_2025; mtc_transportation_project_lines_v4_2025; mtc_passenger_railways_2024

Map Author: Peter Beeler, 1/26

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

Photo: Noah Berger

## Identifying Key Strategies for the Region's Future

This plan's 35 strategies work together across all four elements to provide residents greater access to transportation, housing and jobs while protecting the Bay Area's natural resources. These interconnected elements and strategies overlap and work together to guide growth and address residents' priorities.

Transportation strategies support the plan's housing, economic and environmental sustainability goals by providing residents with more affordable, sustainable travel choices for commuting and beyond — especially more frequent, reliable local transit. The plan works toward transit-oriented, mixed-use communities in vibrant, recovered downtowns and main streets.

Housing, economic and environmental strategies together help protect important areas from new development — especially industrial and agricultural lands — while enhancing urban and residential areas with new parks and decarbonized buildings. Abundant affordable housing could be built while still protecting land and homes from wildfire and sea level rise. All together, these strategies can guide the Bay Area to a more affordable, connected, diverse, healthy and vibrant future.

### Equity Priority Communities

Many of the plan's strategies in this chapter prioritize **Equity Priority Communities** — geographic areas that have a concentration of both residents of color and residents with low incomes, or that have a concentration of residents with low incomes and other factors such as limited English proficiency, older people or people with disabilities. See Chapter 5: Improving Outcomes and the Performance and Equity Analysis Reports for the full list of factors and the data used to identify these communities.

Photo: VTA Archive

# Transportation Element

## Element Description

Twelve transportation strategies work together toward creating a Bay Area where everyone gets to their destinations easily, safely and on time — whether by transit, by car or without a vehicle. First, strategies that maintain and enhance the Bay Area's current transportation system ensure that drivers and transit riders can rely on, and look forward to improvements in, their present options. Strategies geared toward active transportation like walking and biking also aim to make roads safer and residents healthier. Finally, a new vision for transit in the region is laid out through Transit 2050+ and its related strategies (with full details available in the separate Transit 2050+ Report).

The Transportation Element also has a unique federal funding component that differs from the housing, economy and environment elements. Each long-range plan in the U.S. must contain a fiscally constrained Transportation Project List, which spells out the capital, operating and total costs for each transportation strategy. Any major project hoping to advance to construction in the Bay Area must first be included on the list to receive funding. The Transportation Project List is nested within the Transportation Strategies (with a few projects nesting under Environment Element strategies too), and the full list is available as a separate report.

### What We Heard: Transportation

At in-person workshops and through online surveys, Bay Area residents told MTC and ABAG about changes in their travel behavior since the onset of the pandemic and their transportation priorities for the future. They wanted to see transit improvements regionwide — especially related to frequency, convenience, safety and cleanliness. Residents also expressed that they do not feel safe choosing healthier, more active transportation options in a system designed primarily for driving, while others said they prefer driving and would like to to see road improvements.

## Theme: Maintain and Optimize the Existing System

| | |
|---|---|
| **Theme Description** | Fully funding the Bay Area's existing transportation system remains a top priority under MTC's longstanding "Fix It First" Policy, reflected in Strategy T1. First and foremost, the plan identifies funding to operate and maintain our existing network of transit routes, roads and bridges. Transit and road optimization strategies then build on this foundation, addressing conditions for riders and drivers that would save time, money and peace of mind. |
| **Strategy Revisions** | Strategy T4, which addresses safety and cleanliness on transit, was added as a new strategy in response to community and partner feedback. Strategy T5 was significantly informed and refined by the Next Generation Bay Area Freeways Study, weaving together regionwide road pricing, expanded parking pricing and cordon pricing with expanded equity considerations. Strategies T6 and T7 were split to better clarify capacity and non-capacity road projects and to integrate mitigation costs. |

## Transportation Strategies: Maintain and Optimize the Existing System

| | |
|---|---|
| **T1: Operate and Maintain the Existing System.** Commit to operate and maintain the Bay Area's roads and transit infrastructure while transitioning to zero-emission transit vehicles. | **$380 Billion** |
| **T2: Improve the Rider Experience through Transit Network Integration.** Deliver regionwide efforts to improve the rider experience, including an integrated fare structure, unified mapping and wayfinding, and improved paratransit services. | **$6 Billion** |
| **T3: Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs.** Deliver regionwide efforts to improve the coordination of inter-agency schedules, refine transfer timing at key regional hubs, and upgrade facilities to encourage easier transfers. | **$1 Billion** |
| **T4: Enhance Security Measures and Improve Safety and Cleanliness on Transit.** Improve infrastructure and operations around safety, personal security, and cleanliness in the transit environment. | **$4 Billion** |
| **T5: Implement Pricing Strategies to Manage Demand.** Implement a series of usage-based pricing strategies to ease traffic, reduce vehicle mileage, and support climate goals; reinvest fees and charges towards corridor and transit improvements. | **$5 Billion** |
| **T6: Modernize Freeways and Interchanges.** Implement projects designed to improve the quality of existing freeway assets by rebuilding interchanges and implementing advanced technologies. | **$7 Billion** |
| **T7: Expand Freeways and Mitigate Impacts.** Implement a targeted set of freeway widening to reduce bottlenecks, while supporting complementary actions to mitigate VMT impacts. | **$4 Billion** |
| **T8: Advance Other Regional Programs and Local Priorities.** Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials, local streets, and in Equity Priority Communities. | **$12 Billion** |

Photo: Noah Berger

## The Future of Freeways: The Next Generation Bay Area Freeways Study

MTC launched the Next Generation Bay Area Freeways Study (Next Generation Study) in 2022 to address the longstanding complaint about Bay Area traffic and explore whether tolls on select freeways across the region could reduce congestion and greenhouse gas emissions. The study aimed to develop equitable, politically viable pathways toward a priced, modern and multi-modal freeway network that is reliable, efficient, affordable, reparative and safe for all, while advancing outcomes that support Equity Priority Communities.

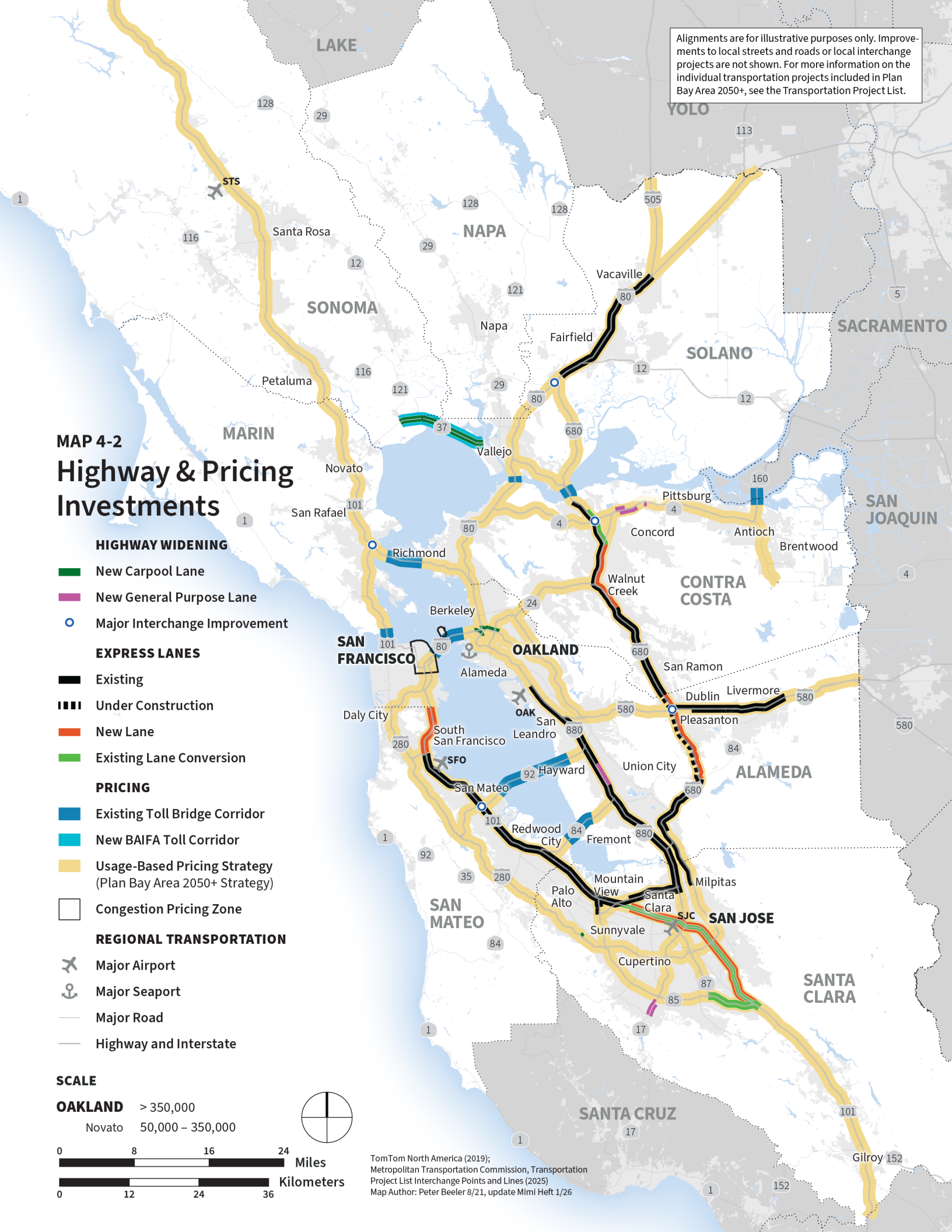
The study was developed in collaboration with the California Department of Transportation (Caltrans), county transportation agencies, the MTC Policy Advisory Council and a project Advisory Group. The Advisory Group included members of low-income communities; communities of color; business organizations; labor unions; freight, agriculture and non-profit sectors; youth; academia; and local and state agencies.

By first focusing on freeway corridors that also are served by reliable public transit service, the study examined the potential for new tolls to increase drivers' use of transit or shift them to carpooling rather than driving solo. To maximize emissions reduction and promote geographic equity, the focus eventually expanded to all freeway corridors. Following rigorous analysis, the study identified two potential pathways for further examination: first, all-lane, per-mile tolling on all freeways during peak weekday driving hours; and second, a regional, mileage-based, all-hours user fee for all Bay Area roads. In either case, the role of Express Lanes, and their ability to operate alongside these tolls or fees, would need to be carefully evaluated. A third pathway, centered on two priced lanes on all freeways, was ultimately deemed unable to advance the study's goals, but could still be explored as an interim step.

While the Next Generation Study did not ultimately recommend a singular pricing strategy, it informed significant revisions to Strategy T5: Implement Pricing Strategies to Manage Demand. This strategy previously focused only on all-lane freeway tolling, but it now weaves together all-lane freeway tolling with policies to minimize impacts on low-income households, while acknowledging that the approach will need to be revisited in the next plan.

The "other pricing options" referenced in Strategy T5 refer to the strategy scope now encompassing cordon pricing, specifically in San Francisco and Treasure Island, and parking pricing in areas targeted for housing and job growth.

***MAP 4-2** shows Plan Bay Area 2050+ investments in highway widening and express lanes, alongside pricing initiatives like toll bridges, user-based pricing and congestion pricing. Together these highway-focused strategies would ease travel times throughout the Bay Area by 2050.*


Alignments are for illustrative purposes only. Improvements to local streets and roads or local interchange projects are not shown. For more information on the individual transportation projects included in Plan Bay Area 2050+, see the Transportation Project List.
MAP 4-2
Highway & Pricing Investments
HIGHWAY WIDENING
New Carpool Lane
New General Purpose Lane
Major Interchange Improvement
EXPRESS LANES
Existing
Under Construction
New Lane
Existing Lane Conversion
PRICING
Existing Toll Bridge Corridor
New BAIFA Toll Corridor
Usage-Based Pricing Strategy (Plan Bay Area 2050+ Strategy)
Congestion Pricing Zone
REGIONAL TRANSPORTATION
Major Airport
Major Seaport
Major Road
Highway and Interstate
SCALE
OAKLAND > 350,000
Novato 50,000 – 350,000
0 8 16 24 Miles
0 12 24 36 Kilometers
TomTom North America (2019);
Metropolitan Transportation Commission, Transportation Project List Interchange Points and Lines (2025)
Map Author: Peter Beeler 8/21, update Mimi Heft 1/26
LAKE
YOLO
NAPA
SONOMA
MARIN
SOLANO
SACRAMENTO
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Antioch
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Walnut Creek
Berkeley
Alameda
Daly City
South San Francisco
San Leandro
San Ramon
Dublin
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Pleasanton
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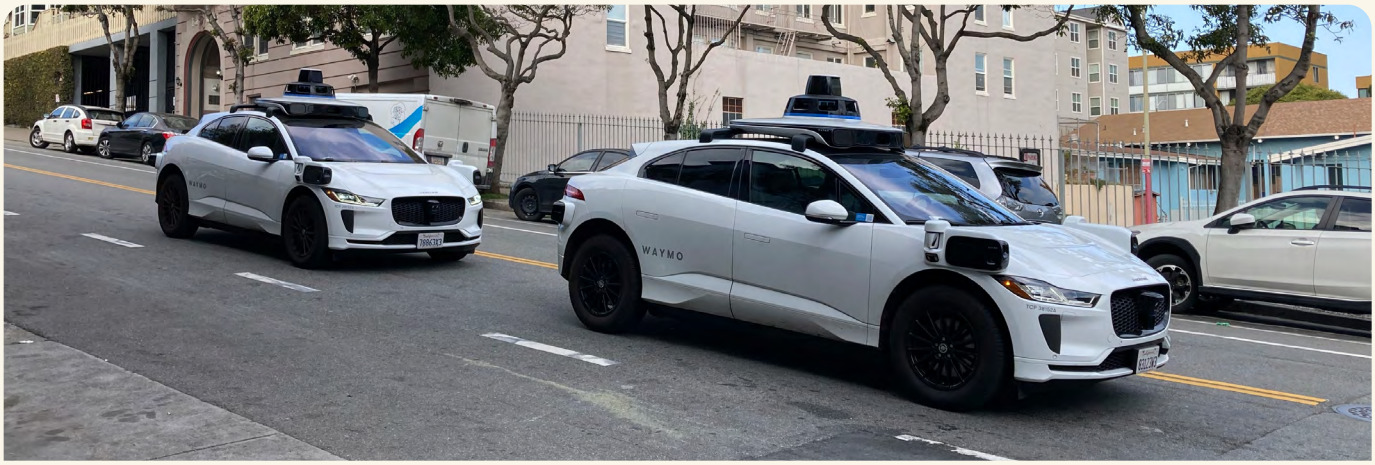


Photo: Joey Kotfica

## Autonomous Vehicles in the Bay Area

Autonomous vehicles (AVs) span a range of technologies, from widely used driver-assistance features to fully driverless systems that remain tightly regulated. California's 2025 AV regulations introduce phased permits, enhance safety oversight and expand reporting requirements, reflecting continued public uncertainty about large-scale deployment even as technological progress accelerates.[3] Local and state agencies also are strengthening governance frameworks to prepare for AV adoption. The San Francisco County Transportation Authority has adopted a safety-focused approach to AV permitting, and the California Public Utilities Commission has expanded incident and stoppage reporting to improve transparency and oversight.[4,5]

Meanwhile, in the Bay Area, AV activity continues to evolve unevenly. In San Francisco, hundreds of Waymo driverless robotaxis currently navigate the streets, and the company in late 2025 received authorization to expand service to freeways in all nine Bay Area counties.[6] Other companies, including Uber, are testing AV services with safety drivers. In many parts of the region, however, no AV companies are operating at all. Another AV company, Cruise, concluded public Bay Area operations following safety and financial challenges.[7] These mixed outcomes underscore both the potential and volatility of AV deployment in the near term.

Plan Bay Area 2050+ acknowledges both the benefits and risks of autonomous vehicles: they could improve safety, expand mobility for people who cannot drive and increase system efficiency, but they may also increase traffic, weaken transit or reshape land use and labor markets in ways that could undermine other regional priorities. The plan does not ignore this emerging technology; instead, it incorporates AVs into its modeling, assuming conservative adoption rates of about 5% of the passenger vehicle fleet by 2035 and 20% by 2050, primarily through AV-centric transportation network companies. Given the high uncertainty around the pace and form of deployment, the plan pairs this modeling approach with policies designed to protect transit ridership, manage travel demand, promote equitable access, and ensure that AVs, if they scale, advance the region's affordability, mobility, climate and equity goals.

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3. California Department of Motor Vehicles. (2025). California Autonomous Vehicle Regulations. https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/california-autonomous-vehicle-regulations/
4. San Francisco County Transportation Authority. (2025). Conceptual Safety-Focused AV Permitting Framework. https://www.sfcta.org/reports/conceptual-safety-focused-av-permitting-framework
5. California Public Utilities Commission. (2024). CPUC Enhances Autonomous Vehicle Reporting Requirements to Boost Safety Standards. https://www.cpuc.ca.gov/news-and-updates/all-news/cpuc-enhances-autonomous-vehicle-reporting-requirements-to-boost-safety-standards
6. Goard, Alyssa. (2025, Nov 22). Waymo moves toward expanding service across Bay Area, Sacramento, SoCal. NBC Bay Area. https://www.nbcbayarea.com/news/dmv-waymo-expansion-nort-east-bay/3985806/
7. Vaziri, Aidin. (2025, July 8). Cruise lays off 101 Bay Area employees as GM winds down robotaxi program. San Francisco Chronicle. https://www.sfchronicle.com/bayarea/article/cruise-layoffs-gm-bay-area-20761394.php

## Theme: Create Healthy and Safe Streets

| | |
|---|---|
| **Theme Description** | Two transportation strategies focus on creating safer roads for all, especially for those who use active transportation modes like walking, biking, wheelchairs or scooters. |
| **Strategy Revisions** | Strategy refinements focused on making roads safer for all users. The scope of the Complete Streets Network was expanded to include the entire regional Active Transportation Network and to ensure that facilities accommodate all ages and abilities. While Plan Bay Area 2050 aligned its efforts with Vision Zero (an international road traffic safety project that aims to eliminate all fatalities and serious injuries on roadways), this plan has shifted to emphasize safer transportation along the Bay Area's "High Injury Network," where injuries are highest, along with more effective street design elements. |

## Transportation Strategies: Create Healthy and Safe Streets

**T9: Build a Complete Streets Network.** Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network.

**$9 Billion**

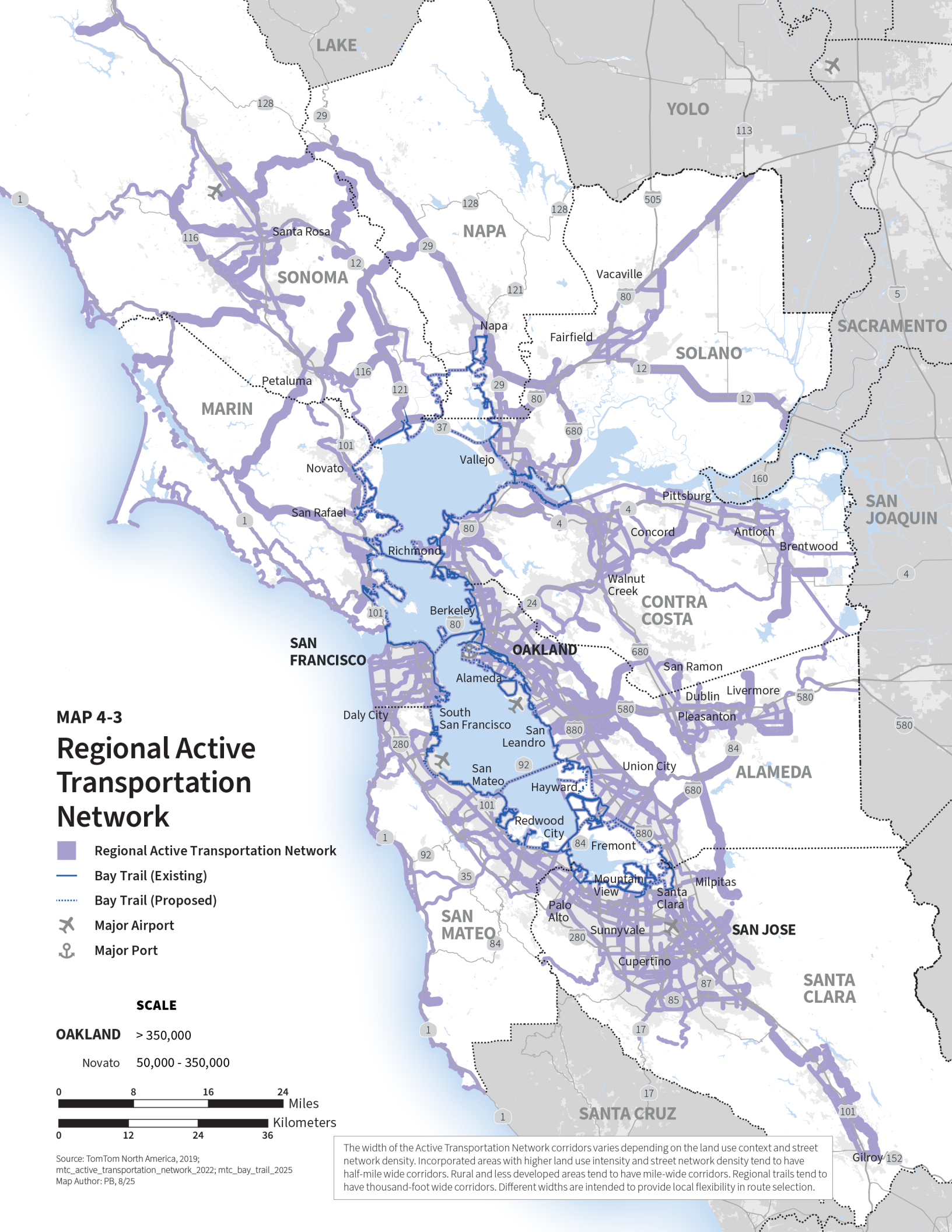
**T10: Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.** Implement street design elements on local streets and automated speed enforcement on freeways to reduce speed limits to between 20 and 35 miles per hour on local streets, especially those within the High Injury Network, and to 55 miles per hour on freeways.

**$1 Billion**

***MAP 4-3** shows the Regional Active Transportation Network throughout the Bay Area, established by MTC's Regional Active Transportation Plan in 2023. This network focuses the plan's efforts to provide safe connections for all ages and abilities by selecting areas in the region with three factors:*

1. *The highest potential for shifting auto trips to biking and walking trips*
2. *The greatest need for affordable transportation options*
3. *The highest potential to connect active trips with transit*

*The network supports strategies to build a Complete Streets network (T9) and advance regional Vision Zero policy through street design and reduced speeds (T10).*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Fairfield
Vacaville
Pittsburg
Concord
Antioch
Brentwood
Walnut Creek
Richmond
Berkeley
Alameda
Daly City
South San Francisco
San Leandro
San Mateo
Hayward
Union City
Redwood City
Fremont
San Ramon
Dublin
Livermore
Pleasanton
Mountain View
Palo Alto
Sunnyvale
Santa Clara
Milpitas
Cupertino
Gilroy
MAP 4-3
Regional Active Transportation Network
Regional Active Transportation Network
Bay Trail (Existing)
Bay Trail (Proposed)
Major Airport
Major Port
SCALE
OAKLAND > 350,000
Novato 50,000 - 350,000
0 8 16 24 Miles
0 12 24 36 Kilometers
Source: TomTom North America, 2019; mtc_active_transportation_network_2022; mtc_bay_trail_2025
Map Author: PB, 8/25
The width of the Active Transportation Network corridors varies depending on the land use context and street network density. Incorporated areas with higher land use intensity and street network density tend to have half-mile wide corridors. Rural and less developed areas tend to have mile-wide corridors. Regional trails tend to have thousand-foot wide corridors. Different widths are intended to provide local flexibility in route selection.

## Theme: Build a Next-Generation Transit Network

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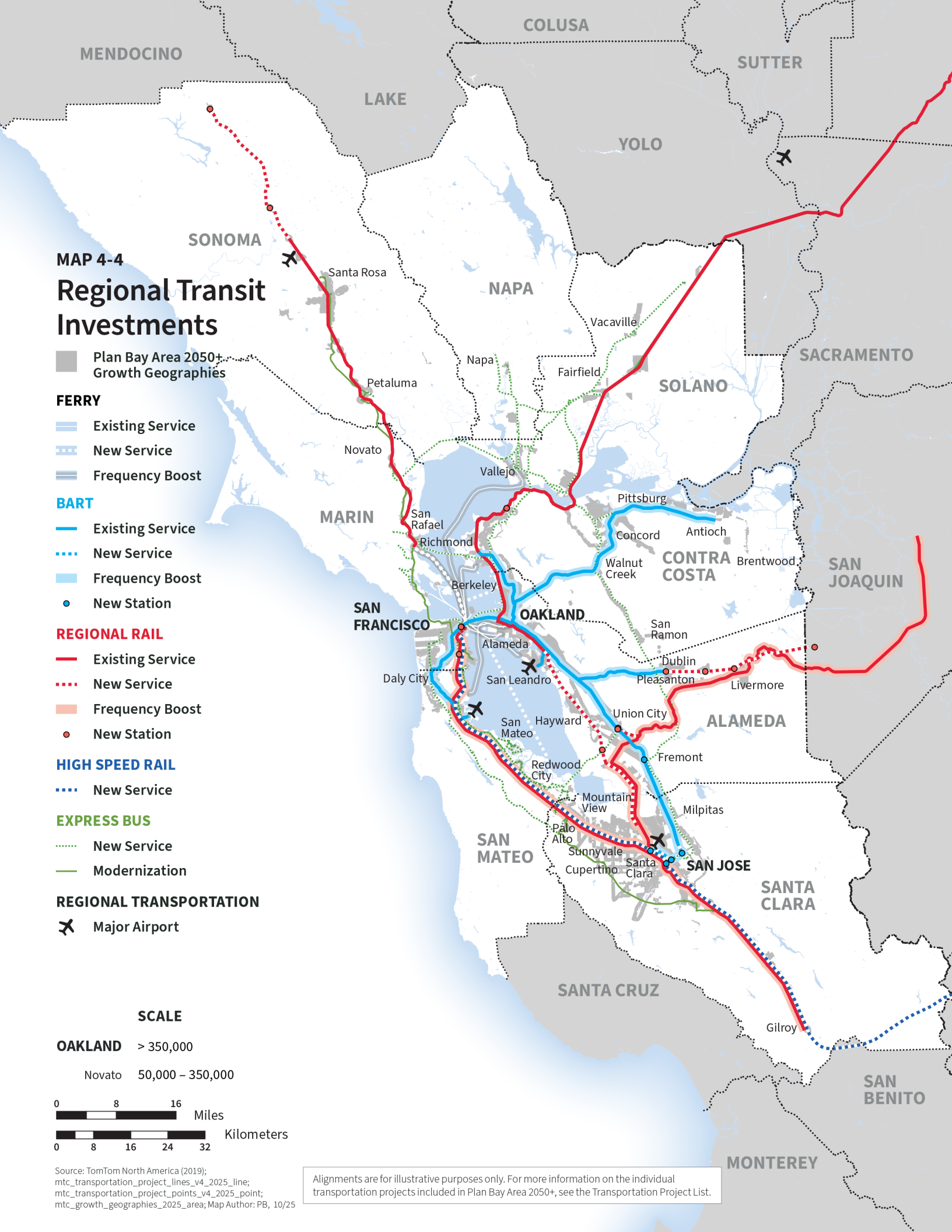
|---|---|
| **Theme Description** | Two strategies outline a slate of transit investments through 2050 that would steer the Bay Area toward a 21st century system that meets the needs of a growing population by providing fast, frequent and reliable transit service throughout the region. Strategy T11 includes expansive yet cost-effective transit service and facility enhancement investments, while Strategy T12 includes a smaller number of high-cost capital investments to expand the physical reach of transit services. |
| **Strategy Revisions** | The parallel Transit 2050+ process completely overhauled these two strategies to develop a service-based and fiscally responsible transit system in the Bay Area. These strategies aim to make transit more reliable, frequent, convenient and expansive throughout the Bay Area. However, less money is available overall for transit projects relative to the last long-range plan, so Transit 2050+ had to lean into lower-cost investments rather than megaprojects. |

## Transportation Strategies: Build a Next-Generation Transit Network

| | |
|---|---|
| **T11: Enhance Transit Frequency, Capacity and Reliability.** Improve the quality and availability of existing transit services, including improvements for equity priority populations. | **$44 Billion** |
| **T12: Expand Transit Services throughout the Region.** Better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, including the addition of new infrastructure. | **$28 Billion** |

***MAP 4-4 outlines the regional impact of Transit 2050+ Strategies T11 and T12, showing new and existing service, along with frequency improvements, across BART and other rail, buses, and ferries for a more connected 2050.***




Source: TomTom North America (2019); mtc_transportation_project_lines_v4_2025_line; mtc_transportation_project_points_v4_2025_point; mtc_growth_geographies_2025_area; Map Author: PB, 10/25

Alignments are for illustrative purposes only. For more information on the individual transportation projects included in Plan Bay Area 2050+, see the Transportation Project List.

Photo: Joey Kotfica

# Creating a Vision for a Robust, Connected Bay Area Transit Network Through Transit 2050+

The outsized impact of the pandemic on the Bay Area's public transit system cannot be overstated. MTC and local transit agencies worked together on a new approach to transit strategies in light of lasting post-pandemic trends that changed travel patterns, including higher work-from-home rates. While much of Plan Bay Area 2050+ represents a limited and focused update to the region's previous long-range plan, transit strategies have been fully reenvisioned.

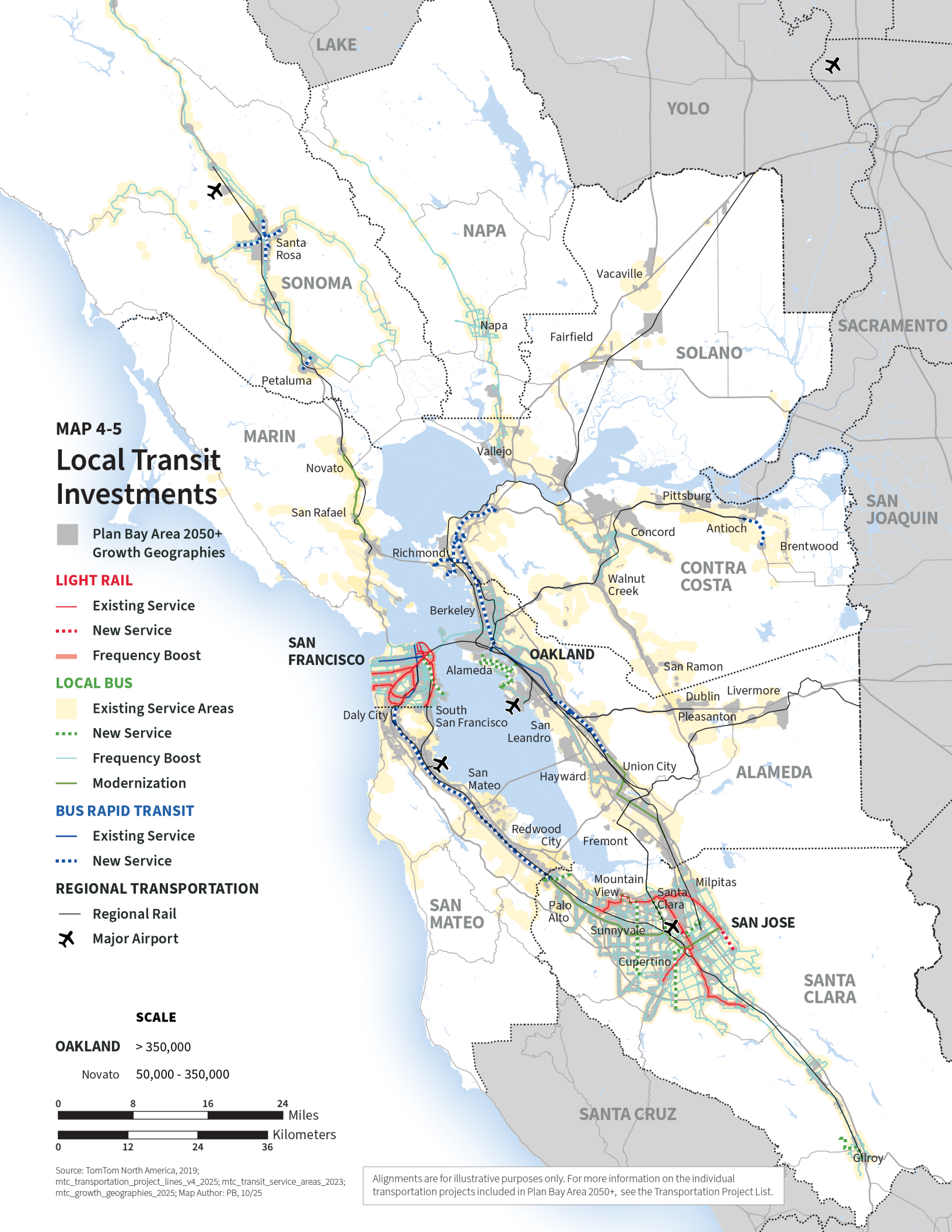
MTC convened the Blue Ribbon Transit Recovery Task Force in 2020 to initiate transit recovery work at a regional scale. The group ultimately developed the Bay Area Transit Transformation Action Plan in 2021, which identified a suite of near-term actions focused on improving transit customers' experiences and increasing transit ridership. One of these actions called for development of a connected network plan for Bay Area transit. Collaboration among the Bay Area's 27 independent transit agencies, along with support from MTC and the nine county transportation authorities, would be needed to develop this regional, interconnected plan for future transit services.

Informed by the Transit Transformation Action Plan, MTC convened 12 Bay Area transit agencies — large to small, representing geographies across all nine Bay Area counties — for Transit 2050+. This group evaluated existing conditions in order to integrate post-pandemic data about transit service, looking at land use and regional travel patterns since 2020. Post-pandemic transit service needs and gaps were analyzed and used to identify and prioritize transit service and capital projects.

To understand projects' potential cost-effectiveness and equity impacts, as well as inform the fiscally constrained Transit 2050+ Draft Network, MTC and the transit agency team conducted a project performance assessment. Importantly, projects did not just consist of capital projects; rather, they primarily included operational improvements to boost service. Last but not least, a network performance assessment estimated how, if implemented, the Transit 2050+ Final Network could improve access to jobs and other destinations, enhance transit operating speeds, and increase transit ridership throughout the region.

Ultimately, a Transit 2050+ Final Network recommendation, informed and refined by performance findings, public input and technical expertise, was brought before MTC in late 2024. To ensure that a singular vision for transit was reflected in the more comprehensive regional plan, the Final Network was woven into Plan Bay Area 2050+ through its five transit-related strategies. More information about the Transit 2050+ process, the development of the transit strategies, and maps that highlight specific improvements to the network can be found in the Transit 2050+ Report.

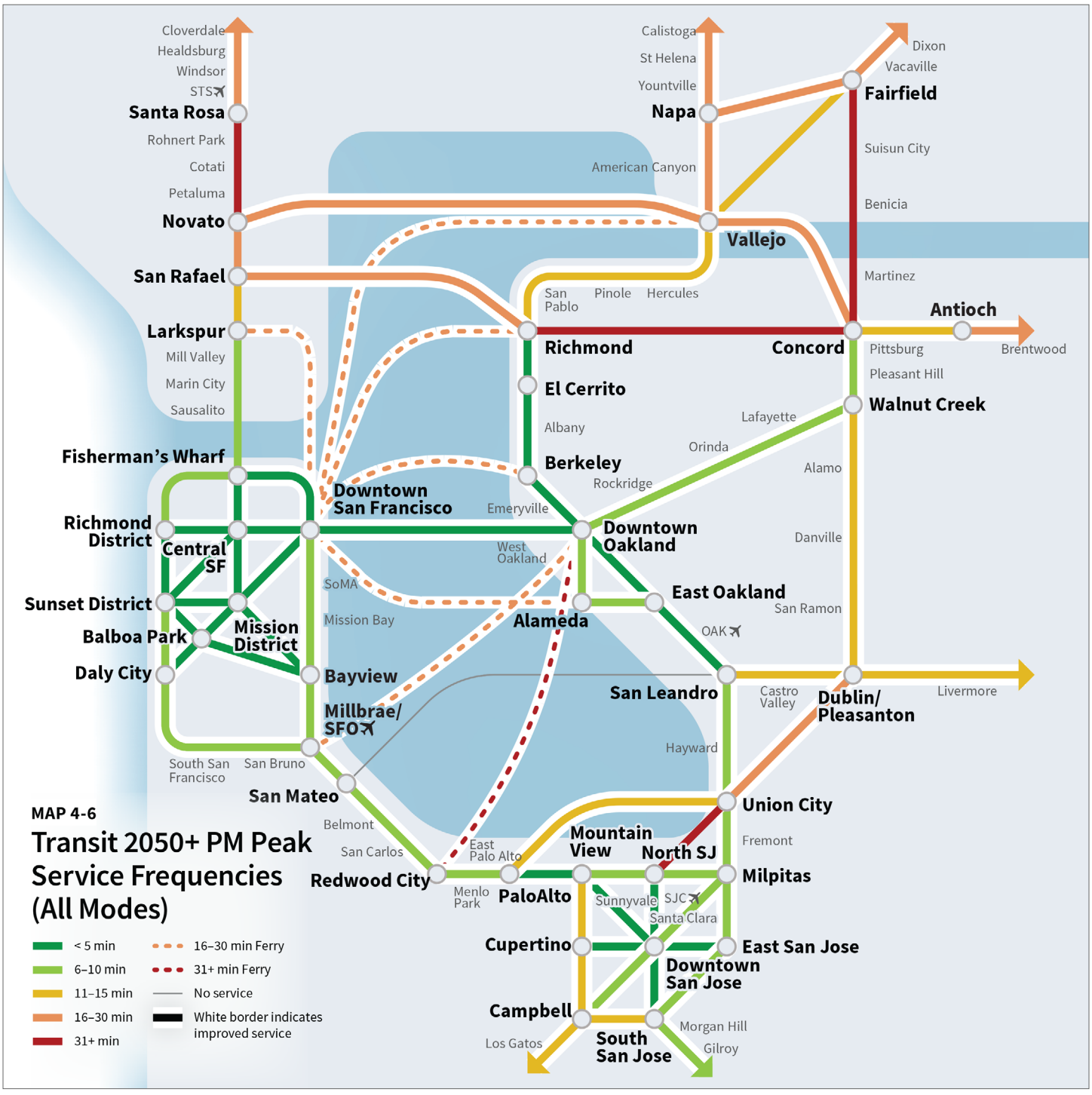
> ***MAP 4-5** focuses on local investments under Transit 2050+ strategies (T11 and T12), showing new and existing service, plus frequency boosts, across local light rail, bus and bus rapid transit networks.*




Source: TomTom North America, 2019; mtc_transportation_project_lines_v4_2025; mtc_transit_service_areas_2023; mtc_growth_geographies_2025; Map Author: PB, 10/25

Alignments are for illustrative purposes only. For more information on the individual transportation projects included in Plan Bay Area 2050+, see the Transportation Project List.

**Map 4-6:** Transit 2050+ PM Peak Service Frequencies (All Modes)




***MAP 4-6** shows popular bus, train and ferry routes around the Bay Area, highlighting potential evening rush hour frequency improvements if Transit 2050+ strategies are implemented. Dark green lines show transit that arrives every 5 minutes or less; light green lines show transit that arrives every 6-10 minutes; yellow lines show arrivals every 11-15 minutes; orange shows transit arrivals every 16-30 minutes; and red shows more than 31 minutes.*

# Housing Element

## Element Description

Plan Bay Area 2050+ prioritizes affordable housing options for all Bay Area residents, particularly for residents with the lowest incomes and highest needs. The eight housing strategies focus on producing more housing at all affordability levels, preserving the region's existing affordable housing and protecting renters from the effects of the Bay Area's high housing costs.

### What We Heard: Housing

Bay Area residents consistently cite housing affordability as their top regional concern, and public feedback gathered for this plan revealed the same lasting problem: Not enough housing is affordable even to those with moderate or high incomes, and those with lower incomes all too often face displacement and homelessness.

| | **Theme: Protect and Preserve Affordable Housing** |
|---|---|
| **Theme Description** | Two strategies focus on expanding housing security and homeownership pathways for those most in need by strengthening renter protections and preserving existing affordable housing. |
| **Strategy Revisions** | Strategy H2 was expanded to integrate a wider range of housing financing and ownership models available to residents with low and middle incomes. |

## Housing Strategies: Protect and Preserve Affordable Housing

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|---|---|
| **H1: Strengthen Renter Protections.** Expand measures to increase housing security for renters, including tenant support services, enforcement of tenant legal protections, and limits on rent increases that exempt new construction. | **$2 Billion** |
| **H2: Preserve Existing Affordable Housing.** Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing, including opportunities for resident ownership. | **$250 Billion** |

## Theme: Spur Housing Production at All Income Levels

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|---|---|
| **Theme Description** | Four strategies work together to encourage more diverse types of housing production at all affordability levels in all Bay Area counties. Housing production is prioritized in Growth Geographies near jobs, existing housing and other resources, where more housing types and densities could grow in the future. These strategies prioritize creative solutions such as new affordable housing financing methods and reuse of existing sites, like malls and office parks, for housing. |
| **Strategy Revisions** | Strategy refinements within this theme respond to policymaker and public concerns about high Bay Area housing prices and construction costs. Most significantly, Strategy H4: Build Adequate Affordable Housing to Ensure Homes for All integrates expanded cost-saving measures for projects receiving affordable housing funding as well as more financial support for innovative housing types.<br><br>Strategy H3, which would allow a greater mix of housing densities and types in Growth Geographies, was revised to ensure all Transit-Oriented Communities are identified as Transit-Rich Areas. It also now emphasizes streamlining review, updating building codes to enable a wider range of residential building types, and making targeted parking reductions to reduce the costs and timelines for new construction.<br><br>Strategy H6, which would transform malls and offices into neighborhoods, was revised to align with the new cost-saving measures included in Strategy H4, which would fund affordable housing projects built on these mall and office sites. The scope of Strategy H6 was also expanded to include MTC-ABAG Priority Sites — specific sites that local communities identify to meet housing needs through redevelopment.[8] |

## Housing Strategies: Spur Housing Production at All Income Levels

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|---|---|
| **H3: Allow a Greater Mix of Housing Densities and Types in Growth Geographies.** Allow a mix of housing types at a range of densities and in a variety of building configurations to be built in Priority Development Areas, select High-Resource Areas, and select Transit-Rich Areas, including areas where the Transit-Oriented Communities Policy applies, augmented by streamlined review and reduced parking requirements for affordable homes, as well as building code updates. | **<$1 Billion** |
| **H4: Build Adequate Affordable Housing to Ensure Homes for All.** Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households; provide easy-to-access funding for projects that leverage public or discounted private land, utilize streamlined entitlement, commit to efficient design and delivery measures; support a greater variety of building types, construction technologies and ownership models. | **$236 Billion** |
| **H5: Integrate Affordable Housing into All Major Housing Projects.** Require a baseline of 10% to 20% of new market-rate housing developments of five units or more to be affordable to low-income households. | **<$1 Billion** |
| **H6: Transform Aging Malls and Office Parks into Neighborhoods.** Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels, including locally-designated Priority Sites. | **<$1 Billion** |

8. Compared to PDAs and PPAs, which cover sections of a given jurisdiction, Priority Sites are specific sites that may be located within a broader Growth Geography.

## Creating a Bay Area With Affordable Housing for All Residents: Joint Efforts Between BAHFA, MTC and ABAG

Plan Bay Area 2050+ envisions housing as a human right, and its Housing Element works toward securing a safe, affordable home for every Bay Area resident. Plan Bay Area 2050 (approved in 2021) introduced this framework and suggested collaboration between MTC, ABAG and the Bay Area Housing Finance Authority (BAHFA), a regional public agency created by state legislators in 2019 with the goal of finding better solutions for the Bay Area's affordable housing needs. BAHFA, MTC and ABAG currently offer a set of housing pilot programs that follow the 3Ps of housing framework to *protect* existing residents from housing insecurity, *preserve* today's affordable housing, and *produce* enough affordable homes to meet future needs. The pilots offer solutions for current residents while also informing important lessons for future regional housing efforts.

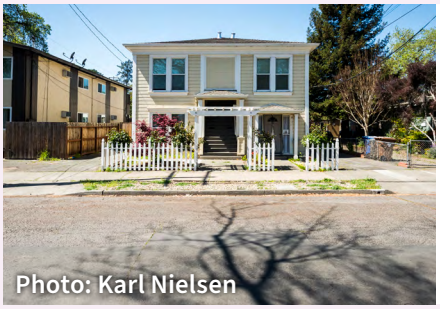

Photo: Karl Nielsen

The **Homelessness Prevention Pilot** works toward Strategy H1 by combining regionwide research to improve the design of local policies and programs. The pilot program provides rent subsidies for up to four years to extremely low-income seniors and people with disabilities at risk of displacement. As of June 2025, the program is serving 74 seniors in Napa County.

Photo: Joey Kotfica

The **Housing Preservation Loan Pilot** advances Strategy H2 by helping mission-driven housing developers buy and rehabilitate residential properties, which are then converted to permanently affordable housing. As of spring 2025, the pilot has preserved 34 homes in neighborhoods greatly impacted by rising rents and longtime-resident displacement in San José, San Francisco and Sonoma County.

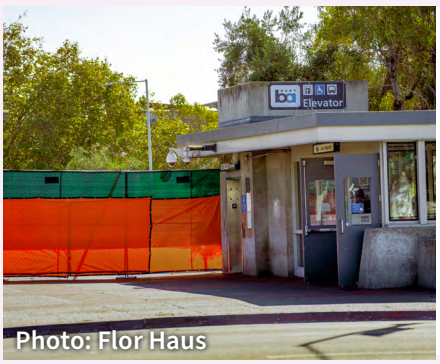


Photo: Flor Haus

The **Priority Sites Pilot** combines guidance for more than 200 locally nominated sites capable of driving future housing innovation across the region. The pilot provides funding and technical assistance for select sites, working toward Strategies H6 and H8. Together, the sites have capacity to add 171,000 new homes. As of 2025, the pilot's predevelopment loans have already enabled senior housing to break ground atop the Lake Merritt BART station and 800 units of much-needed, mixed-income housing to advance on publicly owned land in South San Francisco.

Ultimately, realizing a shared vision for housing will require a substantial influx of public and private dollars, but the innovations that emerge through these pilot programs can help point the way forward. In 2024, MTC and ABAG explored taking a historic $20 billion regional housing bond measure to Bay Area voters, but public support was not high enough before the election to be assured of passage. While the measure was ultimately withdrawn, it provided a strong foundation for further legislative advocacy efforts that could work toward large-scale affordable housing funding.

Photo: Joey Kotfica

## Solutions for Reducing Housing Production Costs

The Bay Area needs to build much more housing for households with low incomes. An uncertain near-term outlook on housing funding means that regional leaders and residents alike share concerns about the best path forward to create new housing in the region.

Rents in deed-restricted affordable housing units can only rise so high, and rents alone cannot fully pay back affordable building development costs. Public subsidies (tax credits, loans and bonds) make up development cost shortfalls, but current public funding is highly competitive, reaching just a subset of permitted affordable housing developments regionwide. In lieu of fully reforming the funding process, Plan Bay Area 2050+ considered policies that could deliver affordable housing more economically and efficiently, analyzing potential approaches alongside industry specialists like developers, designers, economists and real estate finance professionals.

This analysis informed revisions to Strategy H4: Build Adequate Affordable Housing to Ensure Homes for All. The highest-impact approaches include:

- Establishing a single, predictable source of affordable housing financing
- Encouraging low-cost development on public or discounted land
- Pursuing efficient project design and construction methods
- Expanding provisions that streamline 100% affordable housing projects more quickly through the permitting process

Combining these approaches into a single pathway could result in cost savings greater than 40% per unit in the future compared to costs today. Strategy H4 — which assumed more conservative cost savings regionwide and removed approaches with potential negative fiscal impacts to local governments like fee exemptions — integrates a cost reduction per unit of approximately 20%.

## Theme: Create Inclusive Communities

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|---|---|
| **Theme Description** | Plan Bay Area 2050+ promotes inclusive communities where many different types of people can work, live and interact together. These two housing strategies work toward this goal by first, providing targeted mortgage, rental and small business assistance to communities with low incomes and communities of color; and second, accelerating the reuse of public and community-owned land for mixed-income housing. |
| **Strategy Revisions** | Strategy H8, which would accelerate reuse of public and community-owned land for housing, and Strategy H4, which would fund affordable housing projects built on these sites, work together to reduce per-unit housing costs through innovative financing options. Strategy H8 also was revised to integrate locally identified Priority Sites into eligible public land. |

## Housing Strategies: Create Inclusive Communities

**H7: Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities.** Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.

**$11 Billion**

**H8: Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services.** Help public agencies, community land trusts and other non-profit landowners accelerate the development of 100% affordable and mixed-income housing, supportive services, and public spaces, including on locally designated Priority Sites; offer easy-to-access funding to projects that commit to streamlined entitlement and innovative design and delivery.

**<$1 Billion**

# Economy Element

## Element Description

Plan Bay Area 2050+ envisions a Bay Area where all residents are secure in their finances and live in economically vibrant cities and towns where they can reach their jobs easily. Six economy strategies would help people to meet their basic needs and prepare for the future job market while also shifting more jobs and economic activity to places near housing and transit, with less traffic, throughout the region.

### What We Heard: Economy

The overwhelming majority of economy-related comments focused on the negative impacts of inflation and the high cost of living in the Bay Area, followed by low or stagnant wages and the job market, and income inequality. While most residents were focused on immediate economic needs rather than the location of job opportunities, some also expressed that they value shorter commutes; more middle-wage jobs; and a better balance of jobs, housing and transit across the region.

| | **Theme: Improve Economic Mobility** |
|---|---|
| **Theme Description** | These three strategies aim to reduce poverty and bolster the middle class by investing in a guaranteed income program and a suite of job training initiatives that prepare Bay Area residents for the future economic landscape. Relatedly, the plan would make targeted investments to ensure that every resident has high-speed internet to take advantage of job and education opportunities. |
| **Strategy Revisions** | As the only updated strategy within this theme, Strategy EC2 was modified to center Equity Priority Communities and prioritize key transit hubs as potential locations for job training centers in alignment with Strategy T3 (Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs). |

## Economy Strategies: Improve Economic Mobility

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|---|---|
| **EC1: Implement a Statewide Guaranteed Income.** Provide an income-based monthly payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending. | **$205 Billion** |
| **EC2: Expand Job Training and Incubator Programs.** Establish job training and business incubation hubs in Transit-Rich Areas easily accessible to residents of Equity Priority Communities, focusing on areas co-located with jobs in key sectors that are served by major regional transit investments, including Key Regional Hubs. | **$5 Billion** |
| **EC3: Invest in High-Speed Internet in Underserved Low-Income Communities.** Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet. | **$11 Billion** |

## Theme: Shift the Location of Jobs

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|---|---|
| **Theme Description** | Plan Bay Area 2050+ encourages more jobs and economic activity in traditional downtowns and long-standing industrial areas. These three strategies focus on locating jobs in places that strengthen the Bay Area's economy while also prioritizing access to public transit. |
| **Strategy Revisions** | Strategy EC4 was expanded to promote a full range of active land uses and to integrate areas subject to MTC's Transit-Oriented Communities Policy, similar to the plan's Housing Element.<br><br>Strategy EC5 shifted to incentivize employers to locate jobs in areas with low vehicle miles traveled (i.e., areas that require less driving) and key regional transit hubs. Strategy EC5 also now more explicitly identifies policies and incentives to help employers shift in-person jobs to these hubs, emphasizing transit-rich downtowns and main streets throughout the Bay Area.<br><br>Infrastructure improvement categories in Strategy EC6 were expanded to include renewable energy and building retrofits. |

### Connecting Homes and Workplaces Through the Transit-Oriented Communities Policy

MTC's Transit-Oriented Communities (TOC) Policy supports financially sustainable, convenient transit and transit-supportive development by establishing minimum standards for local land use, housing and transportation policies near rail stations, ferry terminals and bus rapid transit stops.[9]

The policy supports two high-impact strategies: Strategy EC4: Allow a Greater Mix of Land Uses and Densities in Growth Geographies, and Strategy H3: Allow a Greater Mix of Housing Densities and Types in Growth Geographies. By aligning local planning with these strategies, the TOC Policy encourages a more balanced mix of homes, jobs and services in areas currently served by transit and near planned transit stations. This helps create communities where people of all ages, abilities, income levels and backgrounds can live, work and thrive — making it easier to take transit not just to work but also for daily needs and activities. While the Bay Area is still grappling with post-pandemic effects on commercial vacancy rates and transit ridership levels, the policy looks ahead to a more flexible, resilient land use future — one that creates commercial areas near transit, centers housing growth in transit-rich areas, and supports long-term environmental and mobility goals.

By expanding housing choices and increasing opportunities for jobs and services near major transit hubs, the TOC Policy encourages walkable, mixed-use neighborhoods that reduce car trips, lower greenhouse gas emissions, and support thriving communities.

9. A map of transit stations where the TOC Policy is applicable can be accessed online: https://experience.arcgis.com/experience/01311260043f4bd689907c9df577bfff

## Economy Strategies: Shift the Location of Jobs

| | |
|---|---|
| **EC4: Allow a Greater Mix of Land Uses and Densities in Growth Geographies.** Allow a greater mix of commercial, civic, cultural, and other active land uses in select Priority Development Areas and Transit-Rich Areas to revitalize downtowns and main streets, and to support transit recovery. | **<$1 Billion** |
| **EC5: Provide Incentives to Employers to Locate in Low-VMT Areas.** Provide targeted investments and incentives to encourage employers that offer middle-wage, in-person jobs to locate in low-VMT areas, prioritizing those that are transit-rich and/or housing-rich, including Key Regional Hubs. | **$20 Billion** |
| **EC6: Retain and Invest in Key Industrial Lands.** Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas. | **$5 Billion** |

Photo: City of Benicia

### Industrial Lands as a Foundation for Regional Prosperity and Sustainability

The Bay Area's industrial lands support a diverse range of industries that power the regional economy. Strategy EC6: Retain and Invest in Key Industrial Lands supports these districts of advanced manufacturing, research and development, logistics, and traditional production, which create accessible, middle-wage jobs across sectors. Far more than isolated work zones, industrial lands function as interconnected nodes within a broader regional ecosystem, contributing to economic resilience and shared prosperity. Industrial lands also play a strategic role in supporting broader state climate goals. By enabling local production and shorter supply chains, these areas reduce reliance on long-haul shipping, lower greenhouse gas emissions and support more sustainable goods movement.

To strengthen and future-proof these assets, the plan's Growth Geographies include Priority Production Areas. These locally nominated industrial districts are already well-integrated with the regional goods movement network. Local governments prioritize Priority Production Areas for targeted economic development and protect them from incompatible land uses. To connect planning to real-world implementation, MTC and ABAG's Priority Production Area Pilot Program has provided $2 million in funding to advance a range of efforts from analyzing critical infrastructure needs to exploring design standards and financing strategies for industrial growth.

# Environment Element

## Element Description

Nine environment strategies work not just to protect the Bay Area's land, air, water and people from natural hazards, but also to proactively improve residents' health and enhance their living spaces. First, strategies focus on the effects of sea level rise, earthquakes, wildfire and other natural hazards to make Bay Area communities more resilient to climate change. These strategies also promote accessibility upgrades for homes and improve access to parks and open spaces, supporting a healthier, more equitable region for people of all ages and abilities. Finally, the link between transportation and environmental quality is explored in strategies that reduce greenhouse gas emissions from passenger vehicles.

### What We Heard: Environment

People expressed anxiety and fear about climate change, pollution and future generations' environmental conditions. Amidst a sense of frustration regarding climate policy that fails to meet the moment, residents also called for more investment in adaptation planning and preparation for intensifying climate disruptions. Since the start of the pandemic, people have also wanted more open spaces near their homes.

| | **Theme: Reduce Risks from Hazards** |
|---|---|
| **Theme Description** | These strategies identify adaptation measures for sea level rise, climate change and other natural hazards, investing in critical improvements that make Bay Area communities safer and more environmentally resilient. |
| **Strategy Revisions** | Strategy EN1 was changed to incorporate sea level rise adaptation project details provided by local jurisdictions, and its price tag was raised to reflect protection for up to 4.9 feet, compared to the previous plan's 3 feet. Strategy EN2 was expanded to include accessibility improvements to existing residences. Strategy EN3 was also updated, increasing in scale to decarbonize all buildings rather than just residential structures. |

## Environment Strategies: Reduce Risks from Hazard

| | |
|---|---|
| **EN1: Adapt to Sea Level Rise.** Adapt shoreline communities, infrastructure, and ecosystems affected by sea level rise. | **$96 Billion** |
| **EN2: Provide Means-Based Financial Support for Seismic, Wildfire, and Accessibility Home Retrofits.** Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic, wildfire, and ADA accessibility standards, providing means-based subsidies to offset associated costs. | **$9 Billion** |
| **EN3: Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings.** Provide financial support to reduce barriers to the conversion of Bay Area buildings to electric, energy efficient, and water efficient properties. | **$52 Billion** |

> ***MAP 4-7** highlights planned infrastructure projects that aim to safeguard communities from sea level rise throughout the Bay Area. Shoreline areas are prioritized for protection and restoration under Strategy EN1: Adapt to Sea Level Rise.*

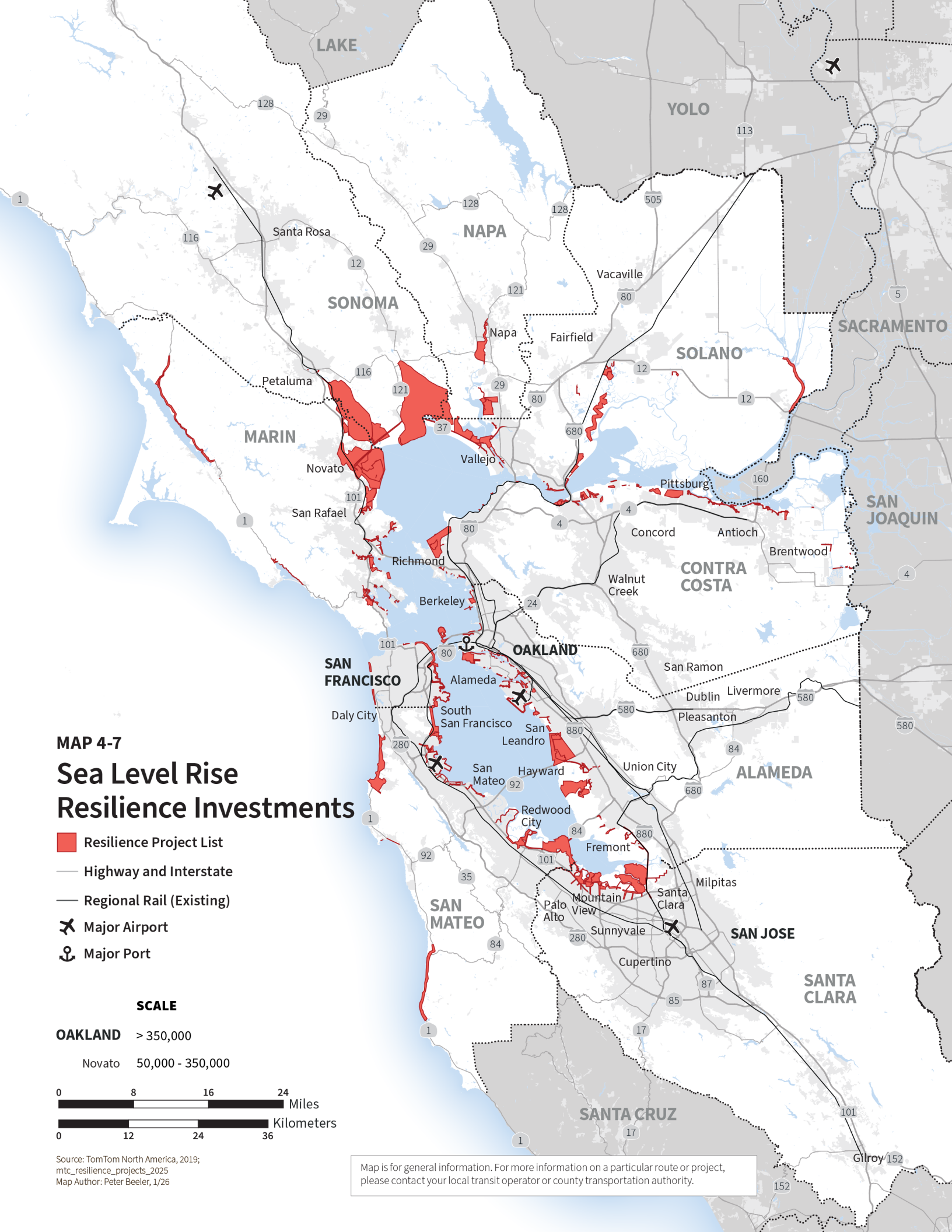

LAKE
YOLO
NAPA
SONOMA
SACRAMENTO
SOLANO
MARIN
CONTRA COSTA
SAN JOAQUIN
ALAMEDA
SAN MATEO
SAN JOSE
SANTA CLARA
SANTA CRUZ
Santa Rosa
Petaluma
Novato
San Rafael
Napa
Vacaville
Fairfield
Vallejo
Pittsburg
Concord
Antioch
Brentwood
Walnut Creek
Richmond
Berkeley
OAKLAND
SAN FRANCISCO
Alameda
Daly City
South San Francisco
San Leandro
San Mateo
Hayward
Union City
Redwood City
Fremont
San Ramon
Dublin
Livermore
Pleasanton
Milpitas
Santa Clara
Mountain View
Palo Alto
Sunnyvale
Cupertino
Gilroy
MAP 4-7
Sea Level Rise Resilience Investments
Resilience Project List
Highway and Interstate
Regional Rail (Existing)
Major Airport
Major Port
SCALE
OAKLAND > 350,000
Novato 50,000 - 350,000
0 8 16 24 Miles
0 12 24 36 Kilometers
Source: TomTom North America, 2019; mtc_resilience_projects_2025
Map Author: Peter Beeler, 1/26
Map is for general information. For more information on a particular route or project, please contact your local transit operator or county transportation authority.

Photo: Noah Berger

## Regional Sea Level Rise Coordination and Resilience Project List

Sea level rise adaptation in the Bay Area will require a vivid reimagining of residents' relationship with the Bay, the Pacific Coast and the Delta. MTC, ABAG and the San Francisco Estuary Partnership (which is housed within MTC and ABAG) work with the San Francisco Bay Conservation and Development Commission (BCDC), the California Coastal Commission, the State Coastal Conservancy, and the Delta Conservancy to address regional environmental issues explored by Strategy EN1: Adapt to Sea Level Rise. This strategy and the Resilience Project List nested within it represent two important products of this collaboration, and together they envision a Bay Area that can adapt to one of the most serious climate threats facing the region.

The Resilience Project List catalogs projects that adapt the nine-county Bay Area shoreline to sea level rise in the decades ahead. The list includes the specific scope of proposed adaptation work as well as the current status, expected timeline, counties affected and estimated cost for each project. Locally developed projects account for over 50% of projects on the list, and the projects are divided into two bins according to the expected amount of sea level rise and timeline. It also includes placeholder projects to recognize adaptation needs for segments of shoreline that have not yet planned for sea level rise.

Another recent collaborative effort is the Regional Shoreline Adaptation Plan, developed as a result of Senate Bill 272 (Laird, 2023), which required BCDC to create guidelines for local governments to follow when planning for the impacts of sea level rise along the San Francisco Bay shoreline. The plan aims to provide coordinated, actionable steps for the Bay Area to adapt to rising seas and ensure the long-term resilience of its communities, infrastructure and ecosystems, including setting a deadline of 2034 for local governments to submit their own sea level rise plans to BCDC.

Adapting successfully to an uncertain future will require significant funding — funding that is limited in the years ahead. Unlike the Transportation Project List, the Resilience Project List is fiscally unconstrained, meaning that it can be more expansive in its projects and recommendations without being limited by projected revenues from specific, anticipated sources. In addition to this aspirational list, however, regional leaders also have been realistically assessing what financial resources would be needed to protect the Bay Area from climate threats. Building on the work of the Sea Level Rise Adaptation Funding and Investment Framework (2023), Plan Bay Area 2050+ updated the region's estimated funding need to $96 billion, with only $6 billion forecasted via existing programs.

While the number is large, lawmakers, voters and government agencies have made promising commitments to adaptation work. Statewide, a $10 billion climate bond passed in 2024 to support environmental, energy and water projects, and there remains potential for federal investments in this space.

Photo: Noah Berger

## Powering Progress: BayREN's Role in a Healthier, Greener Bay Area

As a coalition of the region's nine counties, the Bay Area Regional Energy Network (BayREN) helps homeowners, renters, small businesses and cities make essential energy-reducing, emissions-lowering building upgrades. As of spring 2025, BayREN has improved over 76,000 homes and businesses, distributed more than $88 million in incentives, and helped the Bay Area avoid over 166 million tons of carbon emissions. This work furthers Strategy EN3 to reduce the carbon footprint of existing buildings and offers a roadmap of how to decarbonize as building components reach the end of their useful life.

BayREN prioritizes support for moderate-income households, renters and small businesses with aging infrastructure while helping local governments achieve their climate goals. BayREN also supports local governments through tools and services such as the Existing Buildings Dashboard and Bay Area Energy Atlas, which provide public, countywide energy use data to guide decarbonization strategies and foster regional collaboration.[10] BayREN also now offers three key services:

- **Energy Concierge:** Expert tailored support to help local governments and special districts in the nine Bay Area counties navigate the complex world of energy programs, including funding and financing.
- **Energy Roadmapping:** Technical and engineering support to create energy roadmaps for public buildings and Community Resilience Centers.
- **Decarbonization Showcase:** A select group of public buildings are receiving hands-on support to implement real-world decarbonization strategies and serve as models for others.

10. The BayREN Existing Buildings Dashboard can be accessed online: https://bayren-existing-buildings.mtcanalytics.org/
The Bay Area Energy Atlas can be accessed online: https://bayarea.energyatlas.ucla.edu/

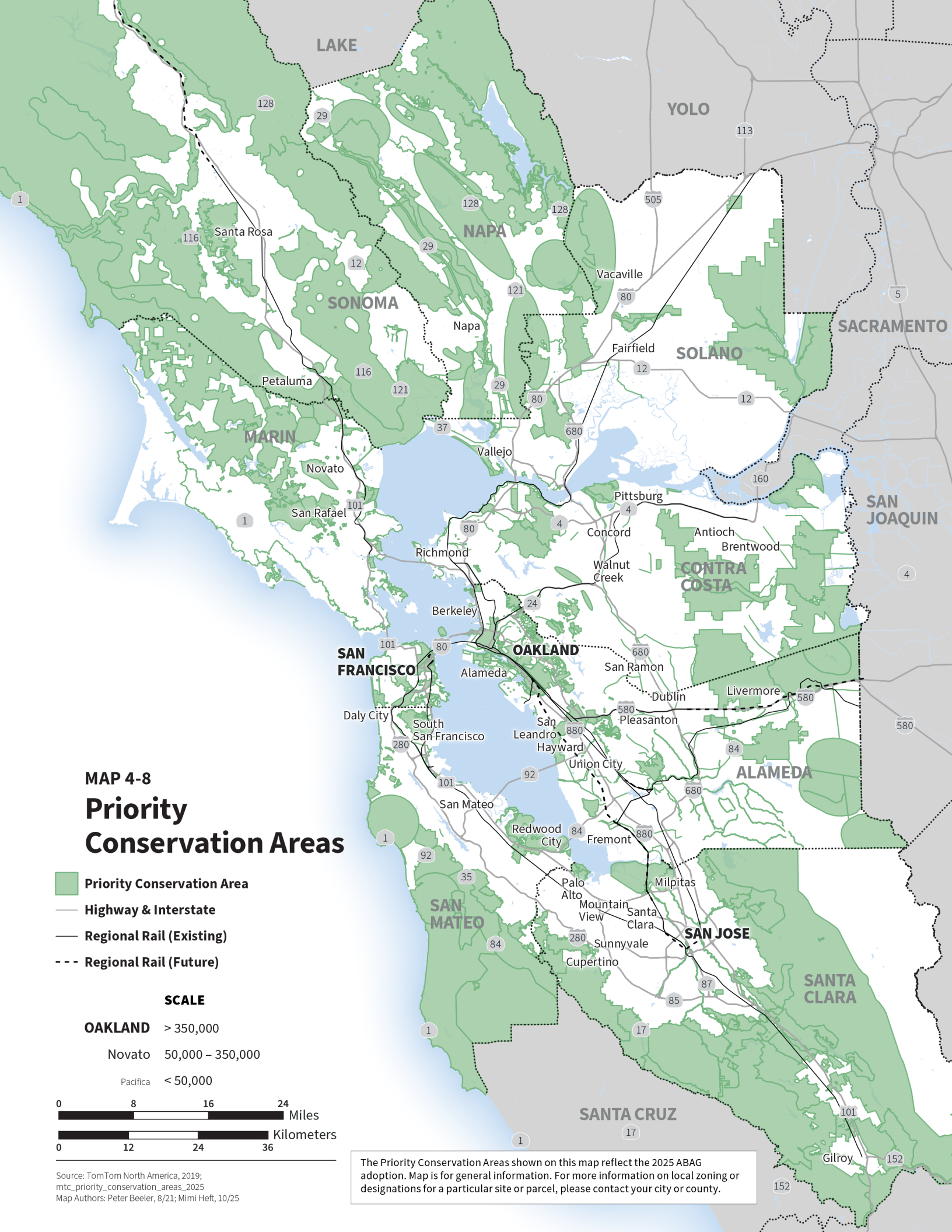
## Theme: Expand Access to Parks and Open Space

| | |
|---|---|
| **Theme Description** | These three strategies work together to protect existing agricultural and natural lands and enhance urban parks and open spaces accessible to all residents, from ecosystem-critical conservation lands to community-building gathering spaces like parks, trails and city recreation facilities. |
| **Strategy Revisions** | Since the last plan, Strategy EN6 was modified to specifically focus on urban greening efforts, with a $7 billion increase for new urban park development. This modification ensures that access to urban parks in Equity Priority Communities and other disadvantaged areas is maintained, even as the region's population is projected to grow. Finally, the strategy description also now incorporates Americans with Disabilities Act standards for all new and upgraded parks. |

## Environment Strategies: Expand Access to Parks and Open Space

| | |
|---|---|
| **EN4: Maintain Urban Growth Boundaries.** Use urban growth boundaries to focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions. | **<$1 Billion** |
| **EN5: Protect and Manage High-Value Conservation Lands.** Protect and preserve high-priority natural and working lands, improving the resilience and connectivity of the region's biodiversity and the sustainability and vibrance of the agricultural sector. | **$35 Billion** |
| **EN6: Expand Urban Greening in Communities.** Invest in quality parks, trails, tree canopy, and urban greening, providing recreation opportunities for people from all backgrounds, abilities, and ages to enjoy. | **$27 Billion** |

> ***Map 4-8 highlights locations that cities and counties have nominated to be protected and improved as Priority Conservation Areas, thanks to their regional significance. These areas include parks, farmlands, open space and natural habitats.***




MAP 4-8

# Priority Conservation Areas

**Priority Conservation Area**

**Highway & Interstate**

**Regional Rail (Existing)**

**Regional Rail (Future)**

**SCALE**

| | |
|---|---|
| **OAKLAND** | > 350,000 |
| Novato | 50,000 – 350,000 |
| Pacifica | < 50,000 |

0 8 16 24 Miles

0 12 24 36 Kilometers

Source: TomTom North America, 2019; mtc_priority_conservation_areas_2025
Map Authors: Peter Beeler, 8/21; Mimi Heft, 10/25

The Priority Conservation Areas shown on this map reflect the 2025 ABAG adoption. Map is for general information. For more information on local zoning or designations for a particular site or parcel, please contact your city or county.

## Theme: Reduce Climate Emissions

| | |
|---|---|
| **Theme Description** | Climate strategies and transportation strategies work hand in hand. Under these three strategies, clean vehicle initiatives would help people purchase and power more environmentally friendly cars; transportation demand management initiatives would encourage Bay Area residents to drive less; and employers would expand commute trip reduction programs to encourage their workers to drive less. |
| **Strategy Revisions** | Strategy EN8 was expanded to include e-bike incentives and reflect the latest state estimates for electric vehicle charger demand, while the transportation demand management strategy clarifies that shared mobility options will be prioritized for co-location at mobility hubs.<br><br>The parking pricing components of transportation demand management, previously included in Strategy EN9, have been shifted to Strategy T5, which now integrates all pricing-related initiatives in Plan Bay Area 2050+. |

## Environment Strategies: Reduce Climate Emissions

| | |
|---|---|
| **EN7: Expand Commute Trip Reduction Programs at Major Employers.** Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of work-from-home, transit, walking and/or bicycling. | **<$1 Billion** |
| **EN8: Expand Clean Vehicle Initiatives.** Expand investments in clean vehicles, including electric vehicles and electric mobility options, and charging infrastructure subsidies, to accelerate the transition from conventional vehicles. | **$8 Billion** |
| **EN9: Expand Transportation Demand Management Initiatives.** Expand investments in transportation demand management programs to reduce driving demand and encourage active and shared transportation choices, such as vanpools, bikeshare, carshare and transit. | **$2 Billion** |

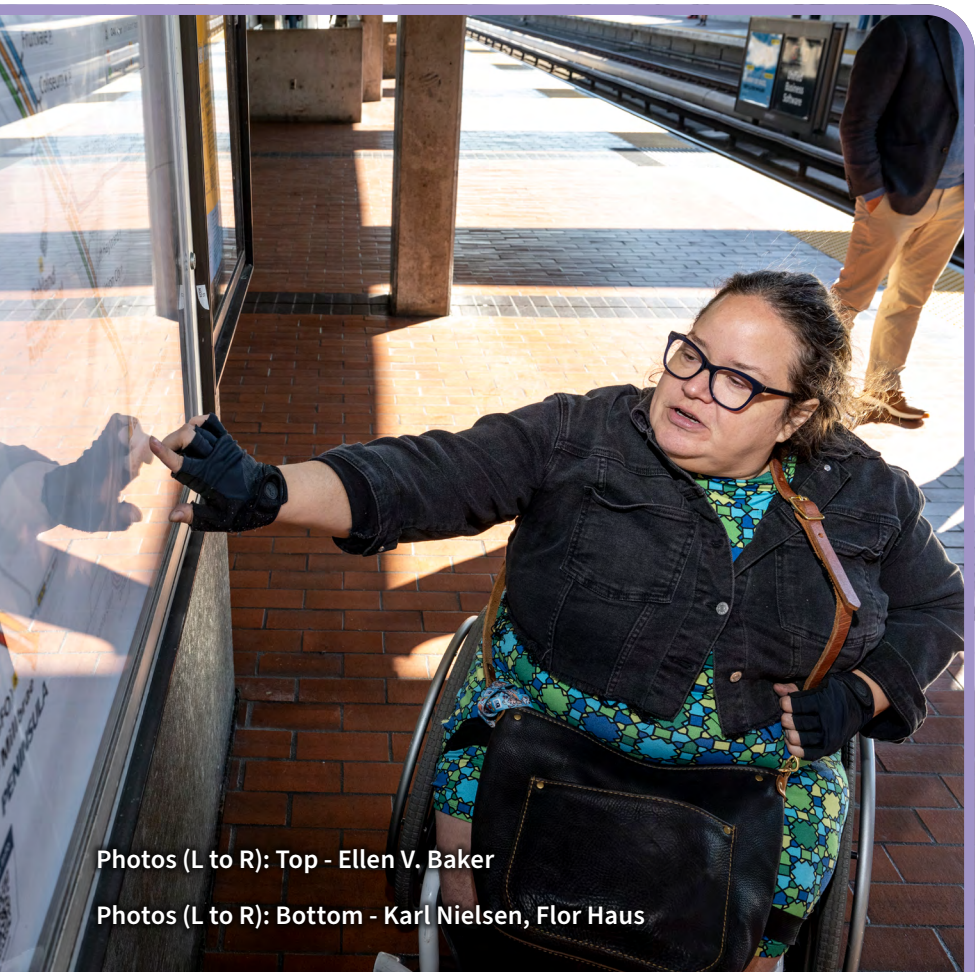
Photo: Ellen V. Baker

## Transportation Electrification for a Healthier Bay Area

Transportation electrification represents a shift in how we power our transportation options, changing the energy source from fossil fuels to electricity. A suite of MTC transportation electrification initiatives offers grant funding and direct technical assistance to local agencies looking to invest in electrification. Offerings range from awarding capital grants to installing public charging stations for electric vehicles (EVs) and micromobility options like electric bikes or scooters. MTC also offers planning assistance to transition public fleets to zero-emission vehicles and to expand electric bikeshare systems. As of spring 2025, MTC has invested $65 million into transportation electrification initiatives, with over 50 public agencies receiving MTC assistance.

Electrification initiatives advance Strategy EN8 to help towns, cities and counties transition to clean vehicles. Strategy EN8 includes incentives that replace over 800,000 gas vehicles with EVs and increase e-bike ridership. The strategy also invests in 250,000 EV charging ports across the region to narrow the gap in inequitable charging infrastructure availability between neighborhoods. Strategy EN8 plays a crucial role in accelerating the Bay Area's transition to EVs ahead of the state goal to transition to zero-emission vehicles by 2035. Together, these initiatives account for more than one-third of all climate emissions reductions in the plan and help to achieve the Bay Area's state-mandated 19% per capita GHG emissions reduction target by 2035.

## 5 | Improving Outcomes



Photos (L to R): Top - Ellen V. Baker

Photos (L to R): Bottom - Karl Nielsen, Flor Haus

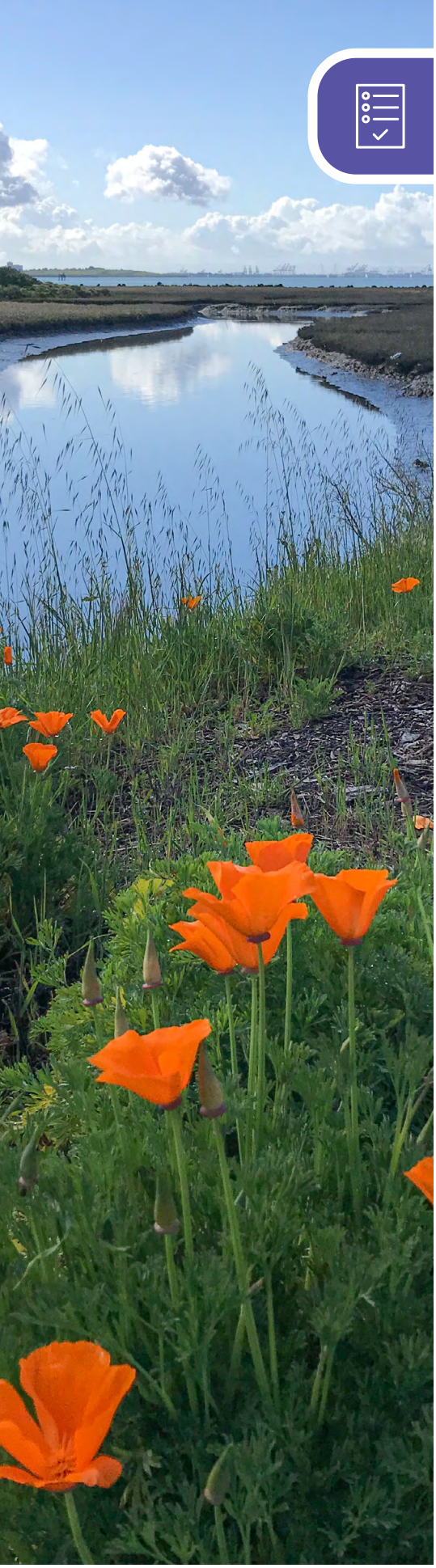


Photo: Ben Botkin

# Equity and Performance Under Plan Bay Area 2050+

This chapter explores how Plan Bay Area 2050+ strategies could improve life in the Bay Area by 2050, including where jobs and housing are anticipated to grow across the region. Using the five guiding principles — affordable, connected, diverse, healthy and vibrant — as a framework, select plan outcomes across the four elements show how the 35 strategies together could benefit Bay Area residents, especially residents with low incomes and those living in Equity Priority Communities. For a deeper discussion of the full performance outcomes and equity implications, please refer to the Plan Bay Area 2050+ Performance and Equity Analysis Reports.

Photo: Karl Nielsen

## Focusing Bay Area Growth Through 2050

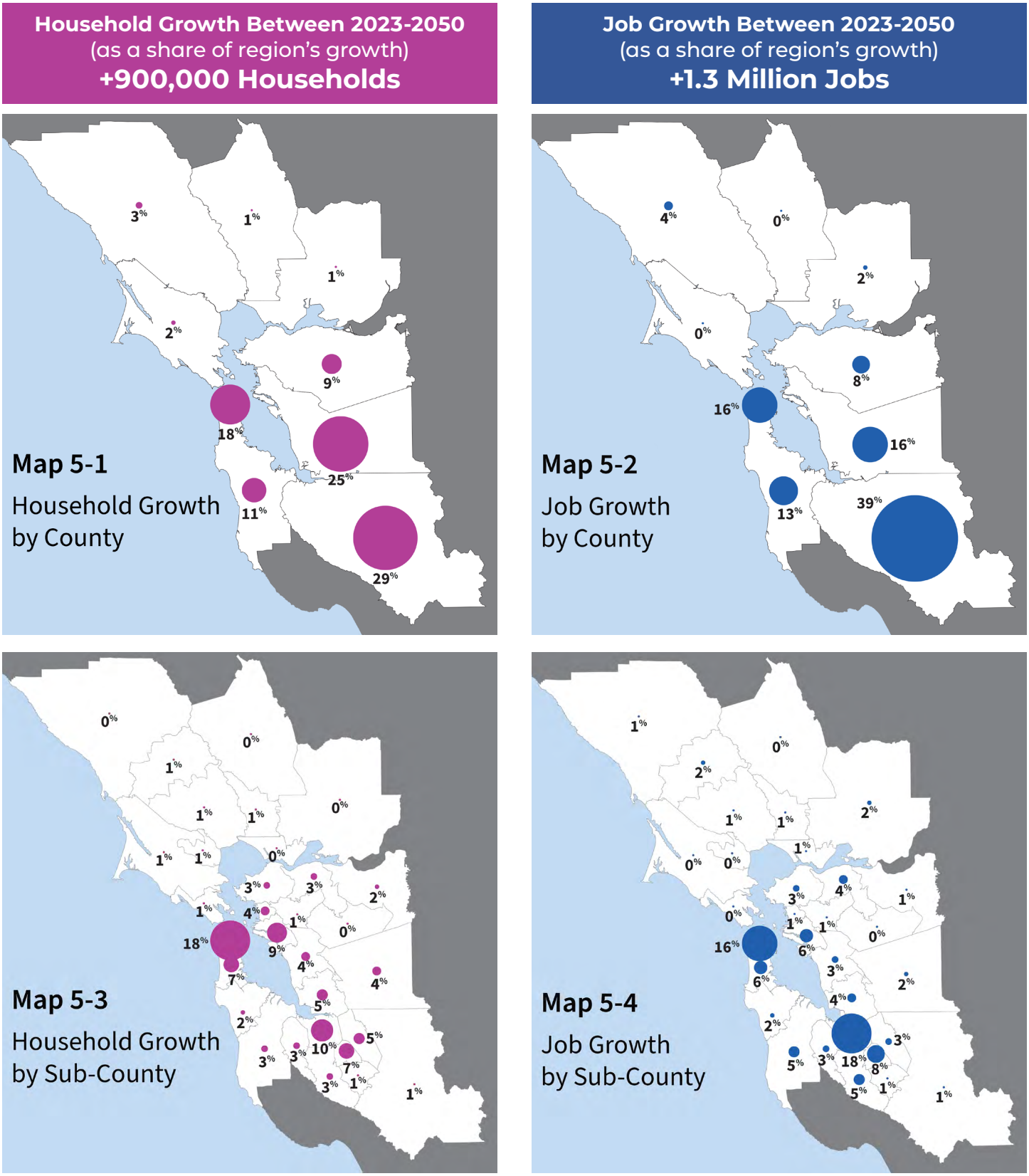
In 2020, after decades of steady growth, the Bay Area experienced a dip in the overall number of both people and jobs regionwide as the COVID-19 pandemic hit. These numbers continue to fluctuate in 2025, but this plan assumes a strong recovered regional economy by 2050, even though near-term economic volatility related to pandemic recovery indicates slower near-term economic growth.

By 2050, MTC and ABAG's Regional Growth Forecast predicts about 1.3 million new jobs and more than 900,000 new households in the Bay Area between 2023 and 2050. Growth under plan strategies would be concentrated in Growth Geographies that are close to transit and other resources. Ninety-six percent of new Bay Area households and over 70% of new jobs are anticipated to be in Growth Geographies throughout the region if all strategies are implemented, with nearly all growth happening within today's urban growth boundaries.[1]

The vast majority of growth is anticipated in the South Bay, the East Bay, San Francisco and the Peninsula, with the North Bay seeing more modest growth in both households and jobs. High office vacancies within high-growth industries in these areas (especially the South Bay) will allow more jobs in existing spaces, while areas with strong housing markets may see more residential development near transit, rather than new commercial development. Work-from-home trends are expected to be similar to today, with roughly one in four jobs home-based in 2050.

1. Growth Geographies include Priority Development Areas, Priority Production Areas, High-Resource Areas and Transit-Rich Areas. See Chapter 4 to learn more about these areas.

**Figure 5-1.** Household and Job Growth by County and Sub-County




**NOTE:** Plan Bay Area 2050+ divides the nine-county Bay Area into 34 sub-county 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+. Superdistricts within San Francisco have been combined to show the total city share. More information on the superdistricts can be found in the layer documentation.[2]

2. Layer documentation for superdistricts can be found at https://opendata.mtc.ca.gov/datasets/travel-model-super-districts

# Equity Priority Communities: Focusing and Refining Equity Efforts

## What Are Equity Priority Communities?

By identifying which Bay Area communities are socially or economically disadvantaged, MTC and ABAG can direct funding toward projects and programs that enable more equitable access to transportation, housing and more. Equity Priority Communities (EPCs) are U.S. Census tracts that have a significant concentration of disadvantaged populations, such as households with low incomes and people of color, among other factors.

### MTC Equity Priority Community Disadvantage Factors

**Low Income**

**People of Color**

**People With Disabilities**

**Limited English Proficiency**

**Zero-Vehicle Household**

**Seniors 75 Years and Over**

**Single-Parent Family**

**Severely Rent-Burdened Household**

MTC and ABAG used two sets of data from the American Community Survey to identify areas with large numbers of residents affected by these factors. The first set reflects conditions before the COVID-19 pandemic (2014–18), while the second captures more recent changes (2018–22), including impacts from the pandemic. Across both sets of data, about one in five census tracts continue to qualify as EPCs. By using both sets of data, Plan Bay Area 2050+ can rely on the most up-to-date information for planning decisions, as required by state and federal guidelines, while still integrating geographic areas identified in the previous long-range plan (Plan Bay Area 2050).

## Why Does This Matter for Planning?

Equity Priority Communities play a major role in guiding transportation, housing and environmental investments across the Bay Area. Equity Priority Community status can influence access to transportation and housing grants at both the regional and state levels, including programs like the One Bay Area Grant Program, the State Active Transportation Program and others. MTC and ABAG, in partnership with the Policy Advisory Council, also are looking at ways to better align funding with the needs of disadvantaged communities over the next few years and engage with these communities directly while exploring new data tools and planning frameworks.

Photo: Joey Kotfica

## Planning for Accessible Futures

### How Does This Plan Work Toward Equity?

Equitable access to housing, transportation, open space and emergency services are essential to a more inclusive Bay Area. Plan strategies prioritize accessibility and inclusion for all, and if implemented, Plan Bay Area 2050+ could reduce housing and transportation cost burdens, increase the share of affordable housing, and improve access to jobs and services for all people in the Bay Area. Low-income households, where people with disabilities are unfortunately overrepresented as a share of the population, would benefit from plan strategies that address affordability and accessibility.

The plan prioritizes building and preserving affordable, accessible housing through strategies like Strategy H4, which aims to build enough affordable housing to ensure homes for all; and Strategy EN2, which provides means-based retrofits for seismic, wildfire and accessibility needs. Transportation strategies include significant investments in both fixed-route and paratransit services, including one-seat ride pilots and Americans with Disabilities Act integration with Next Generation Clipper. Strategy T9 ensures that sidewalks, streets and trails suit all ages and abilities, while strategies that improve transit frequency and coverage would increase regional mobility, particularly for transit-dependent people. The plan also expands access to parks for people of all abilities via urban greening in Strategy EN6 and promotes economic mobility through job training opportunities (Strategy EC2) and a statewide guaranteed income (Strategy EC1).

### Beyond This Plan: Accessible Futures Conference

On June 16-17, 2025, MTC and ABAG hosted Accessible Futures: Sharing. Listening. Learning., a regional conference bringing together the Bay Area disability community to address unmet needs and policy gaps in transportation, housing, the environment and other key areas that overlap with Plan Bay Area 2050+. The event aimed to build a strong regional network of advocates and organizations, create a conference report to guide future action, and foster collaboration among participants. Attendees engaged with leaders and policymakers, shared lived experiences, and explored opportunities for future partnerships in a fully accessible setting.

Photo: Ellen V. Baker

## Outcomes by Guiding Principle

This plan's strategies encourage housing production, faster commutes, thriving downtowns and open spaces to enjoy nature. They advocate for protection from hazards, economic prosperity and secure housing for those most in need, with better connections to each other through the Bay Area's system of transit, roads and trails. Overall, if implemented, this plan would succeed at making the Bay Area more affordable, connected, diverse, healthy and vibrant along several cross-cutting metrics.

Figure 5-2 shows select outcomes by guiding principle with and without plan strategies in place. Arrows indicate whether the Bay Area would be on a better (upward arrow), worse (downward arrow) or mixed (crossing arrows) trajectory for each goal.

**Figure 5-2.** Outcome Trajectories by Guiding Principle

| Guiding Principle | Performance Measure | Outcomes Without Plan Bay Area 2050+ | Plan Bay Area 2050+ Outcomes |
|---|---|---|---|
| Affordable | Housing and Transportation Affordabillity | ⤮ | ↗ |
| | Affordable Housing Production and Preservation | ⤮ | ↗ |
| Connected | Improved Access to Destinations | ⤮ | ↗ |
| | Reliable Transportation System | ↘ | ↗ |
| Diverse | Inclusive Communities | ⤮ | ↗ |
| | Ability to Remain in Place | ⤮ | ⤮ |
| Healthy | Health and Safety for Residents | ↘ | ↗ |
| | Health and Safety for the Environment | ⤮ | ↗ |
| Vibrant | Thriving Economy | ↗ | ↗ |
| | Downtown Recovery | — | ↗ |

↗ Outcomes in positive direction

↘ Outcomes in negative direction

⤮ Mixed outcomes

— Limited data and/or unknown outcomes

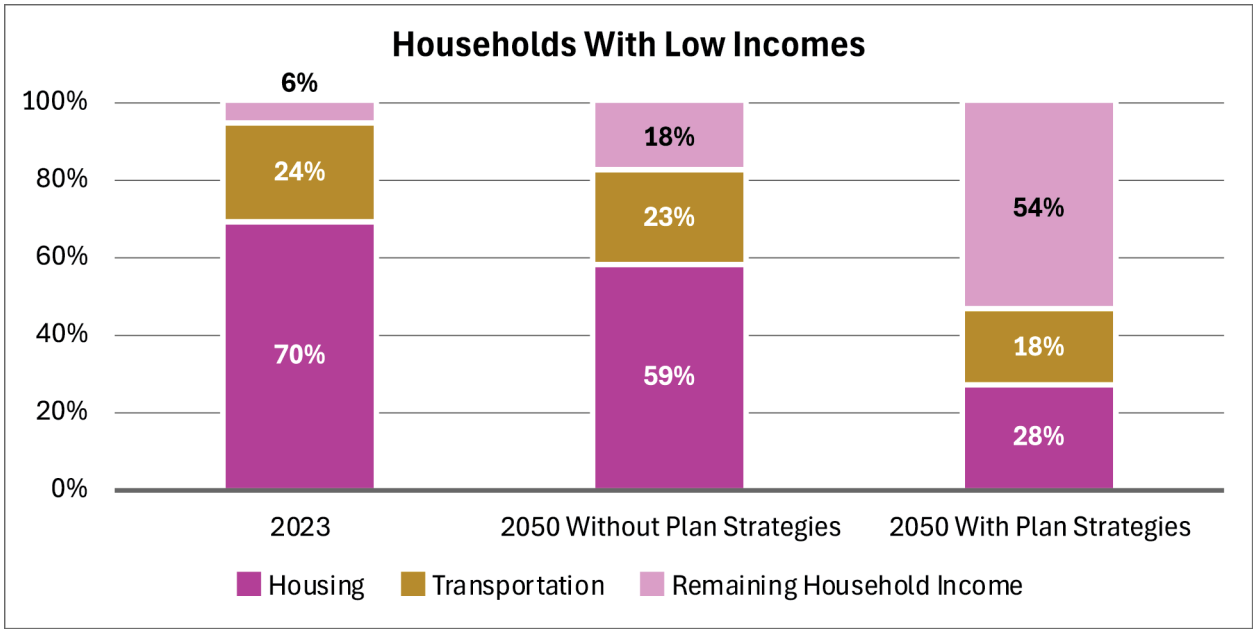
## Improving Affordable Outcomes

Despite its wealth of attractions, the Bay Area is also known for being one of the most expensive places to live in the world. Many households with low and even moderate incomes struggle to find adequate housing in their preferred locations across the Bay Area, and transportation costs rise as people seek housing further from urban cores and jobs. In 2023, households with low incomes were spending about 94% of their incomes just on housing and transportation combined.

Transportation and housing costs for all households could decrease by 2050 under plan strategies, and households with low incomes would benefit most. The share of deed-restricted affordable housing regionwide could increase by seven times under strategies that protect and produce affordable housing. Households with low incomes would see reductions in transportation costs thanks to expanded income-based discount programs for tolls and transit fares.

Figure 5-3 shows the share of income spent on housing and transportation costs in 2023 and the projections of these costs in 2050 with and without plan strategies, first for households with low incomes and then for all households. Without the plan, households with low incomes could spend 82% of their incomes on combined housing and transportation costs in 2050, but the plan could reduce those costs to 46%.

**Figure 5-3.** Share of Income Spent on Housing and Transportation Costs



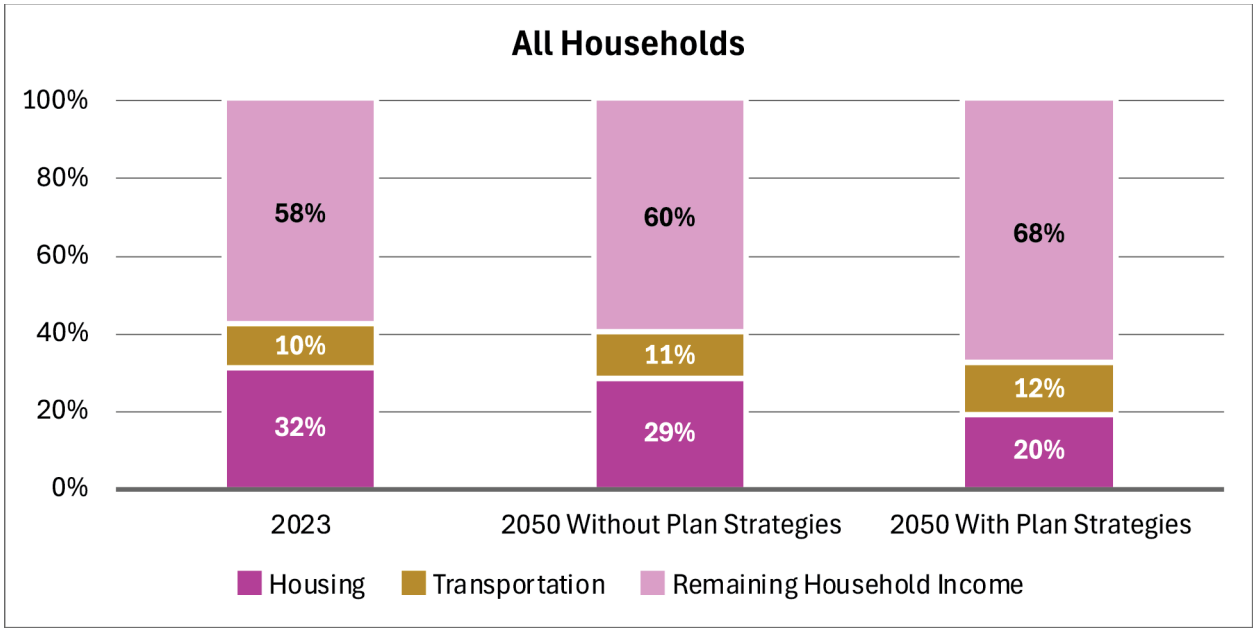



Photo: Karl Nielsen

## Improving Connected Outcomes

In addition to high housing costs, Bay Area residents are struggling with congested freeways, inequitable access to transit and auto-oriented lifestyles that affect health. Even as transit systems struggle financially, residents still want to see better, more frequent transit service and more active routes that allow them to enjoy the beauty and great weather of the region.

Plan Bay Area 2050+ transportation strategies, paired with the plan's land use strategies, envision a fully funded transit system that improves access, mobility and more types of travel for all residents. Specific strategies emphasize access and connections to transit, and the plan's overarching growth strategy that locates housing near transit further promotes residents' first- and last-mile transit connections. By 2050, the share of people commuting via transit, biking or walking is projected to more than double under strategies that invest in transit and active transportation, coupled with pricing strategies to manage driving demand. The Bay Area could also more than double its share of jobs easily accessible via transit, biking or walking under the strategies. Without the plan in place, 56% of Bay Area commuters are likely to drive to work, whereas the plan could reduce that number to 48%, with 23% of commuters taking transit, walking or biking.

Figure 5-4 shows the share of Bay Area commuters driving; taking transit, biking or walking; and working from home for 2023, for 2050 without the plan, and for 2050 with the plan strategies in place.

**Figure 5-4.** Commute Mode Share

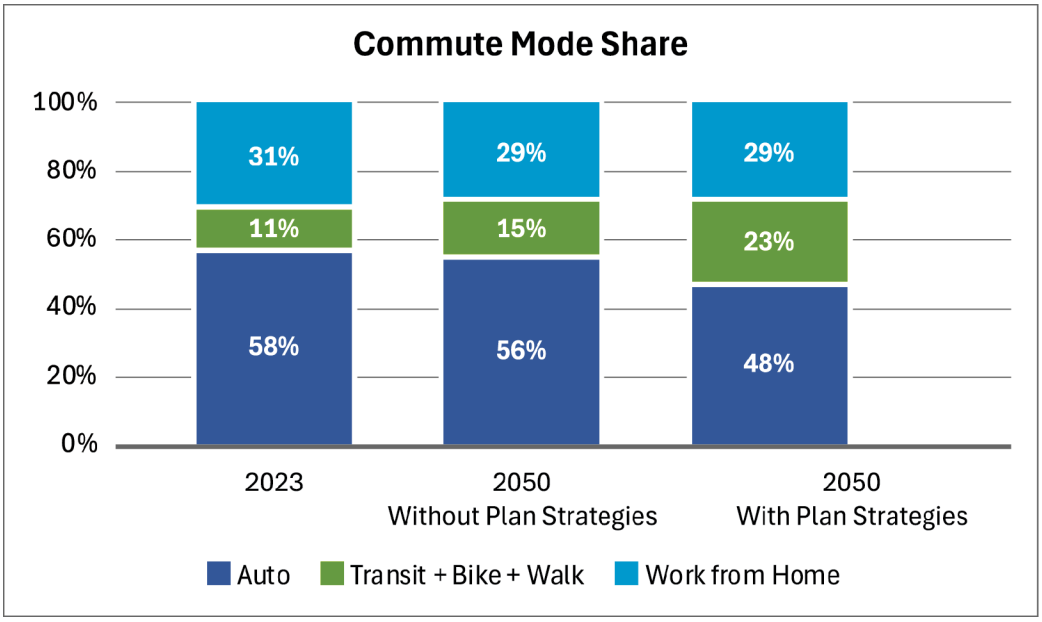


Photo: Karl Nielsen

Nearly two-thirds of all Bay Area households — and the vast majority of its low-income households — could be located within a half-mile of frequent transit by 2050, thanks to strategies that expand transit service and promote both affordable and market-rate housing at a range of densities. Malls, offices and publicly owned lands could be transformed into mixed-income neighborhoods with plentiful transit — a stark contrast to the future without the plan, in which less than half of all households could access transit within a half-mile of their homes.

Figure 5-5 highlights the increase in households within a half-mile of transit between 2023 and 2050, both with and without plan strategies in place. Without the plan, just 54% of low-income households would be within a half-mile to transit. With the plan, this rate rises to 83%. Gains are more modest for all households with nearly 62% of all households near transit.

**Figure 5-5.** Households Within One-Half Mile of High-Quality Transit

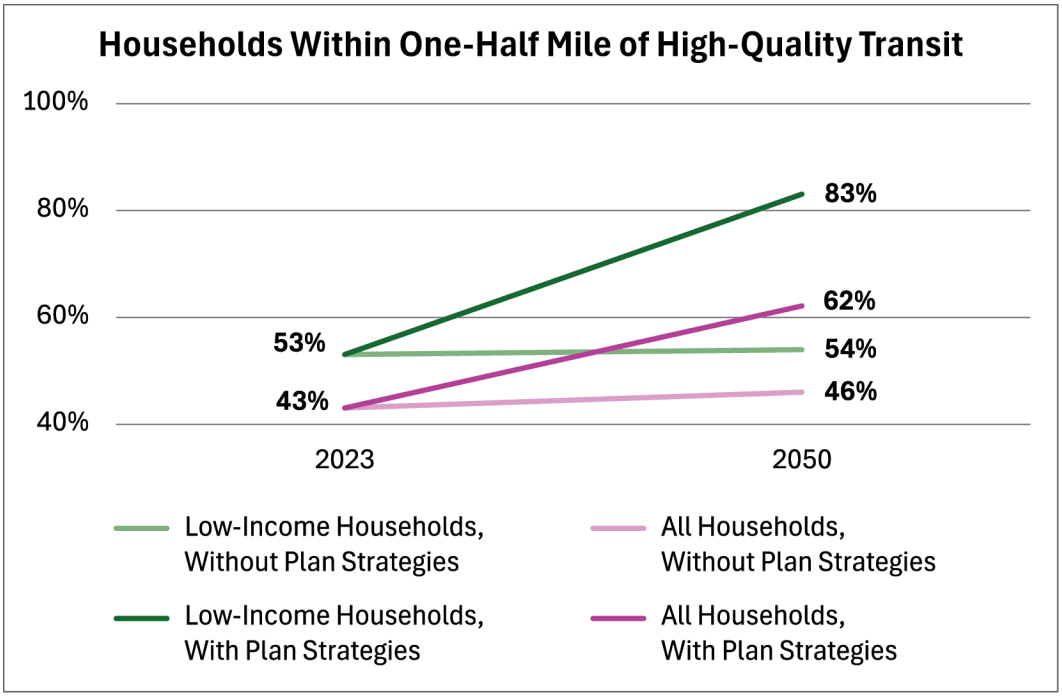


Photo: iStock, People Images

## Improving Diverse Outcomes

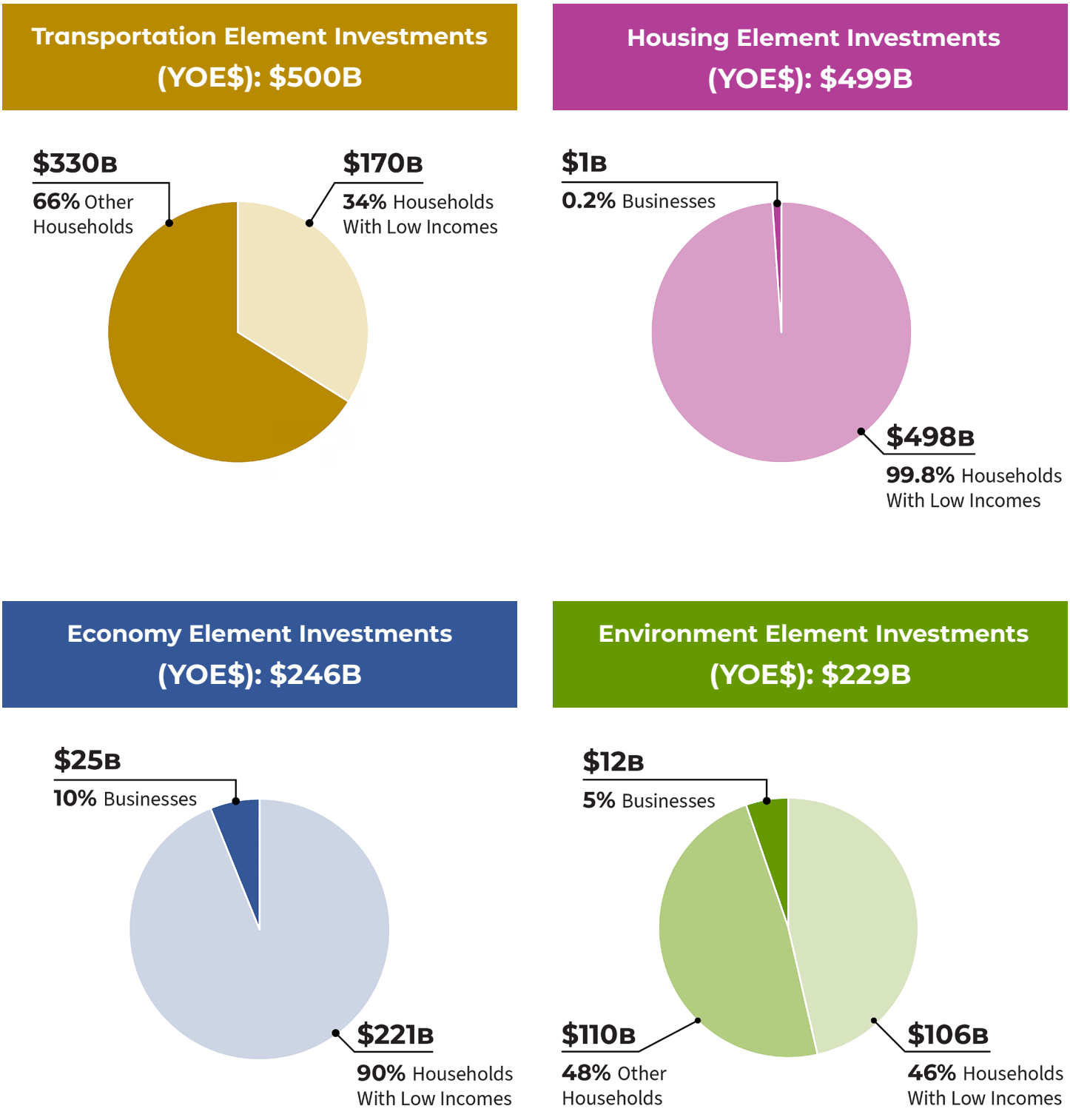
Unaffordability and income inequality threaten the diversity of the Bay Area as longtime residents are pushed out. Access to resources is uneven throughout the region, with some neighborhoods experiencing displacement and gentrification while others are struggling to attract new residents.

To advance equity, this plan directs investments both toward households with low incomes (roughly a quarter of all Bay Area households) and Equity Priority Communities. In 2050, low-income households could access many more housing choices around the Bay Area than today, improving the region's inclusivity by making homeownership more feasible for households with low incomes. Affordable housing initiatives in affluent neighborhoods and Transit-Rich Areas also could improve opportunities for those with limited financial means.

The plan could achieve a 11% increase in the homeownership rate for low-income households, providing vital intergenerational wealth-building opportunities. This growth is driven by strategies aimed at addressing systemic injustices and inequalities that have historically limited housing access and homeownership, particularly for communities of color. Without these strategies in place, homeownership rates for low-income households will remain stagnant, with no projected change between 2023 and 2050.

Figure 5-6 shows what percentage and dollar figure of Plan Bay Area 2050+ investment would go toward households with low incomes, for each element.

**Figure 5-6.** Equitable Investments Across Plan Bay Area 2050+ Elements (Year of Estimate Dollars)




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

Photo: Karl Nielsen

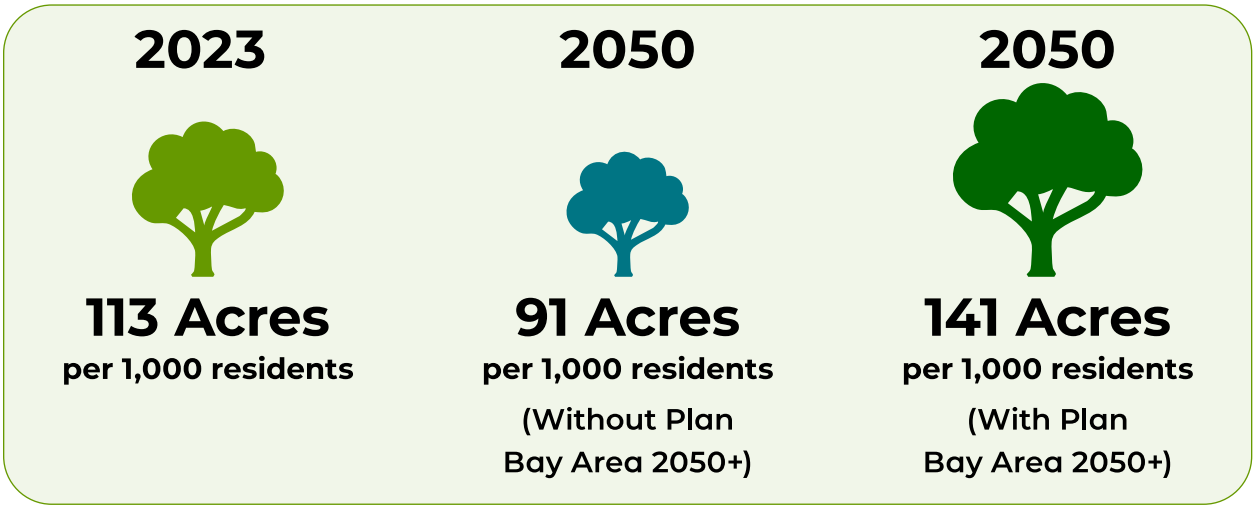
## Improving Healthy Outcomes

Though the Bay Area is known for its beauty and open spaces, most residents need a car to fully access opportunities around the Bay, and not all neighborhoods have quality parks or other green spaces. Car dependence can harm health through crashes and inactivity, while living near refineries or freeways exposes some residents to more pollution. Natural hazards like wildfires, drought and earthquakes also threaten entire communities, especially as climate change intensifies.

The plan proposes transportation investments that could shift the entire Bay Area toward more sustainable travel patterns by 2050. In addition to transit connectivity improvements, investments in pedestrian and bicycle infrastructure could help not only commuters to walk and bike to work more easily, but also all residents enjoy the outdoors in their own Bay Area neighborhoods. The Bay Area also could see over a 20% increase in publicly accessible open space acres per capita by 2050, thanks to strategies that protect conservation lands and expand green spaces in urban neighborhoods.

Figure 5-7 shows that in 2023, there were 113 acres of open space (such as parks, forests, or wetlands) for every 1,000 people living in the Bay Area. Without Plan Bay Area 2050+, this number could go down to 91 acres, but plan strategies could raise this rate to 141 acres per 1,000 residents.

**Figure 5-7.** Open Space Acres per 1,000 Residents




By 2050, nearly all Bay Area homes vulnerable to sea level rise, earthquakes and wildfires could be protected. Strategies focused on adapting to these natural hazards could protect nearly all households in risk-prone areas. Retrofit strategies are expected to reduce buildings' risk exposure to earthquake or wildfire damage by 25% to 50%, compared to a future without plan strategies in place.

## State Climate Goals

The California Air Resources Board has set a state-mandated greenhouse gas (GHG) reduction target of 19% that Plan Bay Area 2050+ must meet by 2035. Most notably, the plan's climate strategies, including investments in electric vehicles, charging stations and travel demand management programs, generate the largest reduction in emissions. Pricing strategies and reduced speed limits would further reduce emissions by encouraging more drivers to choose transit or to frequent businesses closer to home. By building more housing near increasingly frequent transit lines, while minimizing highway expansion projects, the region could meet this ambitious goal over the next decade. With all Plan Bay Area 2050+ strategies in place, the Bay Area could reduce GHG emissions by 21% in 2035, exceeding the state target.

Figure 5-8 shows that Plan Bay Area 2050+ meets the state target of a 19% per capita reduction in GHGs for cars and light-duty trucks. For all vehicles, the reduction (including fuel efficiency gains) reaches 39%.

**Figure 5-8.** Plan Bay Area 2050+ GHG Reduction by 2035

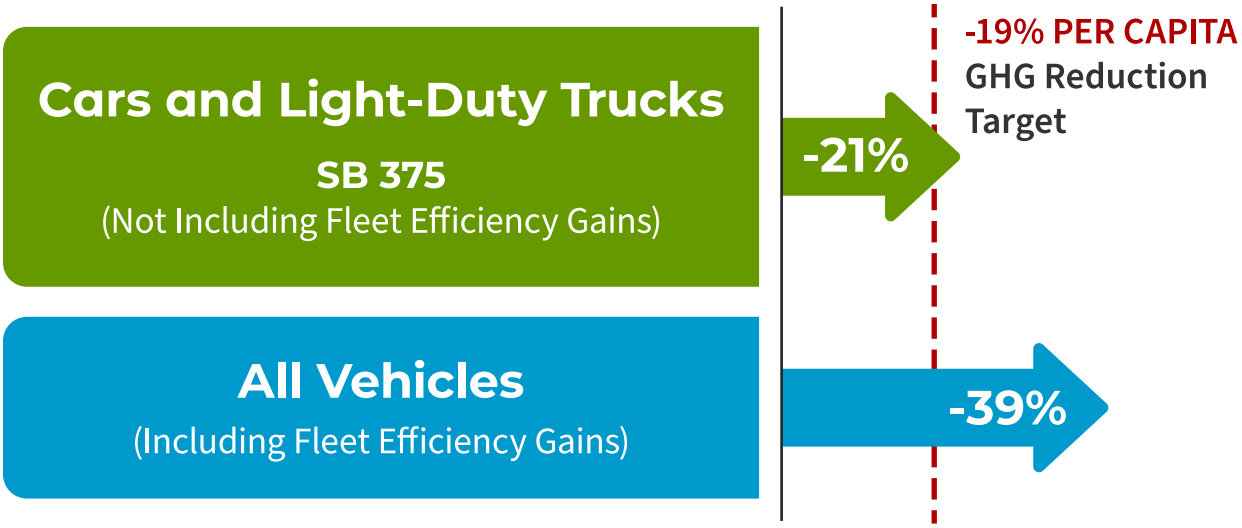


Photo: Flor Haus

## Improving Vibrant Outcomes

Since the pandemic, the Bay Area has experienced the lasting effects of sparse foot traffic in downtowns, high commercial vacancies and job losses across all nine counties. While most counties are seeing population growth again, challenges like high costs and limited access to stable, well-paying jobs threaten the region's ability to retain residents and maintain its economic strength.

With this plan's strategies in place, the Bay Area could see a 66% increase in economic output per person, as measured by the region's gross regional product, from $127,000 today to $206,000 in 2050. This change would be driven by a dynamic, productive and recovered Bay Area economy, bolstered by strategies that improve economic mobility for residents. The plan's strategies could also increase the number of workers, visitors and residents in the region's three largest downtowns — Oakland, San Francisco and San José.

Photos (Top to Bottom): Oakland, Karl Nielsen; San Francisco, Joey Kotfica; San José, Flor Haus

## The Future Without Plan Bay Area 2050+

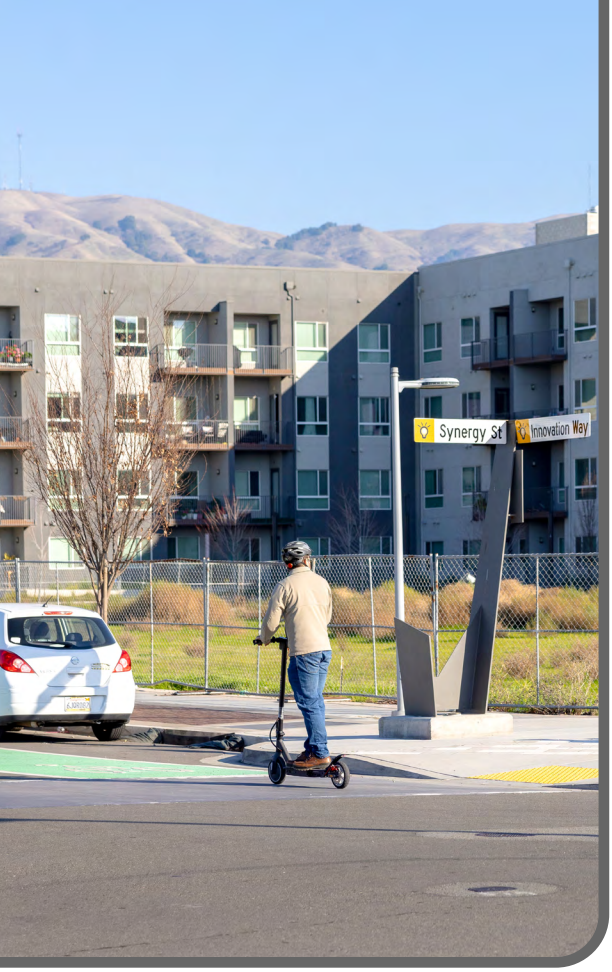
Core planning assumptions guide these predictions for the Bay Area under the strategies and for a future in which no proposed investments or policies are implemented. The following outcomes give a glimpse of what a future Bay Area with no long-range plan could look like — a reminder that if we take no action as a region in the decades ahead, the Bay Area's challenges will likely get even worse. Residents with low incomes would face much higher costs and have access to fewer transportation choices, while the entire Bay Area would feel the environmental effects of higher carbon emissions, more injuries and fatalities, and fewer parks and trails.

**Figure 5-9.** Future Outcomes, With and Without Plan Bay Area 2050+

| Outcomes | 2023 | 2050 Without Plan Strategies Implemented | 2050 Plan Strategies Implemented |
|---|---|---|---|
| Share of income spent on combined housing and transportation costs for households with low incomes | 94% | 82% | 47% ☑ |
| Share of income spent on combined housing and transportation costs for all households | 42% | 40% | 32% ☑ |
| Share of all Bay Area households within one-half mile of frequent transit | 43% | 46% | 62% ☑ |
| Home ownership rate for households with low incomes | 38% | 38% | 49% ☑ |
| Share of people commuting via transit, biking or walking | 11% | 15% | 23% ☑ |
| Urban park acres per resident in Equity Priority Communities | 2.9 | 2.2 | 3.2 ☑ |

## Looking Ahead

Plan Bay Area 2050+ holds significant potential to address many of the region's long-standing challenges, particularly for those most in need and for communities that have been socially and economically disadvantaged. However, realizing this potential will require sustained collaboration across government agencies, private industry and all of the Bay Area's diverse communities. MTC and ABAG cannot implement any of these strategies without thoughtful partnership and collaboration. The following chapter expands on this theme of collective action, outlining the steps necessary to begin implementing Plan Bay Area 2050+ strategies over the next five years.



## 6 | Starting the Work

Photos (L to R): Top - Ellen V. Baker, Ben Botkin

Photos (L to R): Bottom - Noah Berger, Ben Botkin

Photo: Joey Kotfica

# Implementation Plan

## Short-Term Steps for Long-Term Change

This Implementation Plan identifies concrete, near-term actions for which MTC and ABAG can take responsibility. While many partners are involved in implementing the plan, to maintain clarity, transparency and accountability, the Implementation Plan highlights only those efforts with direct MTC and ABAG involvement.

The Plan Bay Area 2050 Implementation Plan identified actions to prioritize between 2021 and 2025. This chapter highlights those actions and identifies new implementation actions for 2026 through 2030, aiming to be more focused on achievable priorities, responsive to feedback and measurable in its delivery.

# Implementation Progress So Far

In 2021, the Plan Bay Area 2050 Implementation Plan proposed more than 80 actions to make the Bay Area more affordable, diverse, connected, healthy and vibrant. MTC, ABAG and many other partners have made progress on nearly 70% the actions, as of the last analysis done in fall 2024. New housing and transit programs, as well as new frameworks for sea level rise adaptation funding and conservation, were all included as part of the 2021 Plan Bay Area 2050 Implementation Plan. Implementation highlights that follow show how the actions supported the plan's vision.

To make the region more **AFFORDABLE** and **DIVERSE**, MTC, ABAG and the Bay Area Housing Finance Authority (BAHFA) have supported regional housing access through:

- Doorway Housing Portal, a website for Bay Area residents to **find and apply for affordable housing** through a centralized application portal.
- A Housing Preservation Loan Pilot, which **provided millions in low-interest loans** to mission-driven housing developers and community land trusts to acquire and rehabilitate residential properties in order **to preserve their affordability and to curb displacement**.
- More than 300 technical assistance resources developed by the Regional Housing Technical Assistance (RHTA) Program, **helping all cities and counties to update their Housing Elements**.
- The Transit-Oriented Communities (TOC) Policy, to **assist communities in creating more opportunities for housing** near high-quality transit lines.

To make the region more **CONNECTED** and **VIBRANT**, MTC's transit highlights include:

- Completed the Regional Network Management Framework for implementation of the Bay Area Transit Transformation Action Plan to **spur Bay Area transit recovery**.
- Launched Clipper BayPass, **a single transit pass that offers unlimited access** to all bus, ferry and rail services in the nine-county region to institutions, schools and residents of affordable housing.
- Installed and evaluated test **signs and maps** aimed at **easier navigation of Bay Area transit**, deployed at key transit hubs, El Cerrito del Norte and Downtown Santa Rosa.
- Made **accessibility investments** in transit priority and network coordination.
- Supported Senate Bill 63 (Wiener/Arreguín, 2025), aimed at **securing funding to preserve and improve transit** service in the Bay Area.

For the **HEALTHY** guiding principle, MTC and ABAG have:

- Published the Sea Level Rise Funding and Investment Framework to **address near-term sea level rise adaptation needs** and long-term funding in partnership with the San Francisco Bay Conservation and Development Commission.
- **Preserved parks, farmland, open spaces and ecosystems** through refreshing the MTC-ABAG Priority Conservation Area program framework.
- Completed BayREN's Business Plan, which **allocates millions to energy efficiency and electrification programs**, with 60% allocated to **equity programs**.

Photo: Flor Haus

## Leveraging Partnerships and Prioritizing Actions

Successful implementation of the Plan Bay Area 2050+ strategies will require collaboration with a range of partners, including local jurisdictions, community-based organizations and transit agencies, as well as complementary implementation efforts led by others. MTC and ABAG gathered feedback through in-person workshops, an online survey for partners and a series of internal cross-agency sessions to align its implementation work with other stakeholders' efforts. The Implementation Plan Report further details key partnerships, explains the plan development process, and includes MTC and ABAG roles for each action. Also included in the report are strategy assessments that evaluate agency authority, financial resources, public and political support, and technical capacity to implement actions that respond to current conditions.

Changes between the Final and the Draft Implementation Plan were guided by public comments received in fall 2025. The draft actions did not change substantially, but refinements were made to clarify language, improve usability and incorporate additional references and examples. The revisions reflect a collaborative process of integrating public and stakeholder feedback while striving for a clear, practical and actionable roadmap for advancing the Plan Bay Area 2050+ vision.

# Implementation Actions

Over the past five years, MTC and ABAG launched initiatives to address the Bay Area's most urgent challenges, from modernizing transit and scaling affordable housing programs to advancing climate resilience. With this foundation in place, the focus for the next five years turns to ***delivering***, not launching. Pilot programs can become ongoing solutions, securing the resources needed to sustain progress. By staying the course on commitments already showing results, MTC and ABAG can ensure that the work already underway translates into tangible benefits for communities across the region. Across transportation, housing, the economy and the environment, regional agencies are prioritizing implementation and impact.

The following tables present 65 actions for MTC and ABAG to implement through 2030. To maintain transparency about where MTC has a direct implementation role, the Implementation Plan highlights efforts with MTC and ABAG involvement, rather than attempting to catalog all activities across the Bay Area. Actions are organized by plan element and theme, with actions that touch all themes listed first. A fifth and final section includes cross-cutting actions that span multiple elements. In addition to being sorted by element and theme, actions are categorized as follows:

**Plan**

**Assist**

**Coordinate**

**Advocate**

**Fund**

**Deliver**

The tables provide a high-level overview of the 65 actions MTC and ABAG plan to undertake by 2030. More detailed descriptions are available in the Implementation Plan Report. The additional report also outlines the timeline for each action and identifies whether MTC and/or ABAG will serve in a Lead, Partner or Support role in its implementation.

Photo: Joey Kotfica

## Transportation Element Implementation Actions

Key implementation actions for the Plan Bay Area 2050+ Transportation Element focus on strengthening the financial foundation of the region's transit network. MTC will continue to provide impartial information related to a new regional transit measure, advance priorities in the upcoming federal surface transportation reauthorization, and seek additional state and federal funding to support system improvements. Continued investment in existing assets through "Fix It First" funding decisions and asset management initiatives will remain a priority. The plan also emphasizes equity and accessibility, with actions to expand discounted fare programs, address paratransit service needs, and co-design infrastructure and technologies with the disability community. Additional efforts include working with state and local agencies to evolve congestion management efforts along the Bay Area's freeways.

# Spotlight: Transportation

Photo: Noah Berger

## Securing a Stable Transit Future With a Regional Revenue Measure

Since 2020, MTC and the Bay Area's transit agencies have successfully advocated for stopgap funding from Congress and the state Legislature to keep the Bay Area connected with reliable bus, train and ferry service, despite much lower fare revenue due to post-pandemic travel patterns. As of 2025, five of the region's largest transit agencies face an estimated $3.7 billion deficit through 2030. To secure the reliable financial resources to sustain and improve Bay Area transit into the future, MTC supported Senate Bill 63 (Wiener/Arreguín, 2025), which authorizes a 14-year regional transportation sales tax on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties.

Approximately 60% of the revenue that would be raised by the measure, if approved by voters, would be dedicated to BART, Muni, Caltrain, AC Transit, San Francisco Bay Ferry and smaller transit agencies providing service in the five counties to keep buses, trains and ferries moving. About one-third is guaranteed to Santa Clara VTA, SamTrans, the Alameda County Transportation Commission and the Contra Costa Transportation Authority, with flexibility to use funds for transit capital, operations, or road paving projects on roads with regular bus service. A final 5% is reserved to advance popular rider-focused improvements like Clipper START to make transit more affordable, accessible and easy to use.

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **All Transportation Strategies** | **FUND** | **1. Prepare for a new regional transit revenue measure for 2026 and beyond.**<br>Provide impartial information in response to requests for information about the measure's impact. |
| | | **2. Advance MTC's priorities in the next federal surface transportation reauthorization.**<br>Develop and advance a reauthorization platform grounded in the 2025 MTC-ABAG Joint Advocacy Program, engaging partners at all levels to build support ahead of anticipated expiration in September 2026. |
| | | **3. Identify and pursue other diverse funding sources to accelerate transportation system enhancements.**<br>Seek new partnerships and advocate for additional or more flexible federal and state funding to sustain critical services and support a reliable, safe, easy-to-navigate and integrated transit network. |
| | **DELIVER** | **4. Expand and align affordability and equity programs across roadway tolling and transit fare strategies.**<br>Evaluate existing and potential discount and reinvestment programs (e.g., Express Lanes START, Clipper START, SR-37 tolling and local programs such as the US-101 Go Card Program) for gaps and scalability and, where appropriate, expand program reach by leveraging partnerships. Explore implementing successful, scalable programs consistently and regionally. |

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Maintain and Operate the Existing System:** ***Fix It First***<br><br>T1. Operate and Maintain the Existing System | **DELIVER** | **5. Coordinate existing funding for Fix It First initiatives while sustaining and enhancing asset management programs.**<br>Maintain support for existing programs, including StreetSaver, Pavement Technical Assistance Program, and Regional Transit Capital Inventory, and develop detailed asset management plans for each BATA toll bridge as outlined in the BATA Recovery Action Plan. |
| | | **6. Deliver projects and advocate for policies that sustain and improve the operation, efficiency, effectiveness and customer experience of the Bay Area's transportation system**<br>Implement near-term projects through MTC programs like Bay Area Toll Authority (BATA) toll bridge operations, FasTrak®, Clipper®, Freeway Service Patrol and Express Lanes among others. |
| | | **7. Improve effectiveness of existing transit service with low-cost and cost-neutral coordinated improvements between transit agencies.**<br>Coordinate with sub-regional groups of transit agencies to plan and implement low-cost or cost-neutral service effectiveness improvements to reduce redundancies and better align services with ridership types (similar to the Marin-Sonoma Coordinated Transit Service Plan). |
| | **COORDINATE** | **8. Collaborate with transit agencies and other partners, including the state, to attract and retain transit workers.**<br>Support regional and statewide workforce development initiatives to ensure sufficient staffing levels, such as training and certification programs and other initiatives to facilitate career entry, development and retention for transit operations and maintenance as well as skilled construction trades. |
| | **ADVOCATE** | **9. Address challenges with the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) implementation timeline.**<br>Coordinate with transit agencies, the California Transit Association, the Bay Area Air District and state legislators to modify the implementation timeline established by CARB or seek exemptions from CARB as necessary and permitted in regulation, given significant costs and limited availability of zero-emission buses. |

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Maintain and Operate the Existing System:** ***Improve the Rider Experience***<br><br>T2. Improve the Rider Experience through Transit Network Integration<br><br>T3. Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs<br><br>T4. Enhance Security Measures and Improve Safety and Cleanliness on Transit | **PLAN** | **10. Update the 2021 Transit Transformation Action Plan (TAP) and continue collaboration with transit agencies and stakeholders to implement TAP initiatives.**<br>Review and revise timelines, prioritize new actions, and refine performance metrics to evaluate transit network integration efforts. |
| | **DELIVER** | **11. Collaborate with transit agencies and other partners to transition the current Regional Mapping and Wayfinding pilot project into an ongoing program.***<br>Partner with transit agencies to expand physical and electronic mapping information and assets across Bay Area transit stations. |
| | | **12. Advance integration of regional fare programs through Clipper improvements and policy implementation.***<br>Expand Next Generation Clipper fare enhancements and interagency transfer discounts and build on the successes of the Clipper BayPass pilot to provide permanent, equitable fare options and seamless regional transit access for low-income riders and the broader public. |
| | **COORDINATE** | **13. Streamline and improve paratransit services and fixed-route transit to enhance access and mobility for seniors and people with disabilities.***<br>Collaborate with transit agencies and other transportation service providers to secure funding and implement the recommendations of the Coordinated Plan, including mobility management, travel training programs, expanded fixed-route physical accessibility, and cost-effective alternatives for paratransit riders. |
| | | **14. Partner with transit agencies to analyze existing transit transfers, implement key improvements at transit hubs, support subregional coordinated service planning, and improve quality and accuracy of real-time rider information.***<br>Identify service enhancements to transfer hubs, facilitate schedule coordination, promote collaborative subregional service planning, and improve real-time performance monitoring tools to strengthen regional transit connectivity and operational effectiveness. |
| | | **15. Explore opportunities to align regional standards for transit safety, security and cleanliness.**<br>Coordinate with transit agency staff and other partners to identify strategies to improve transit safety, security and cleanliness, including innovative cleanliness and maintenance programs such as an "Adopt-a-Stop/Station" program. |

* ***The forthcoming update to the Transit Transformation Action Plan (TAP) will further detail and prioritize these implementation actions.***

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Maintain and Operate the Existing System:** ***Manage Freeways and Advance Programs***<br><br>T5. Implement Pricing Strategies to Manage Demand<br><br>T6. Modernize Freeways and Interchanges<br><br>T7. Expand Freeways and Mitigate Impacts<br><br>T8. Advance Other Regional Programs and Local Priorities | **ASSIST** | **16. Provide support to local jurisdictions in adopting parking management and pricing strategies.**<br>Maintain and update technical assistance that helps local jurisdictions adopt demand-based parking management and pricing, as well as best practice resources like the Parking Playbook. |
| | **PLAN** | **17. Update guidance for Community-Based Transportation Planning (CBTP) and Countywide Transportation Plans (CTPs) to strengthen equity and maximize local impact.**<br>Refine program criteria and explore funding strategies to better support CBO partnerships and community-driven outcomes. |
| | | **18. Monitor statewide changes to road pricing and freeway modernization policy and complete a second-stage road pricing planning study.**<br>Coordinate with regional partners to track the State Roadway Pricing Working Group, the Caltrans Statewide Express Mobility Action Plan, the Caltrans District 4 Managed Lane System Plan and efforts by other major Metropolitan Planning Organizations. |
| | | **19. Leverage advanced technologies to improve the operations and safety of the major travel corridors in the Bay Area.**<br>Optimize corridor performance by integrating key traffic management systems such as adaptive ramp metering, managed lanes, and incident management. |
| | | **20. Update how MTC works with partners to manage congestion and reduce vehicle miles traveled, including by reviewing the approach to future Express Lanes and how they operate within a changing regulatory context.**<br>Revisit MTC's Express Lanes Strategic Plan within the post-SB 743 regulatory environment to inform strategic refinements in line with state goals. |

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Create Healthy and Safe Streets**<br><br>T9. Build a Complete Streets Network<br><br>T10. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds | **ASSIST** | **21. Improve street safety and expand active transportation through a package of technical assistance offerings.**<br>Offer a suite of technical assistance to advance active transportation, Vision Zero, complete streets, and overall street safety improvements through knowledge-sharing events, training, best practice guidance, data tools, coordination, grant-writing, design funding assistance, and aligned investments. |
| | | **22. Support automated speed enforcement and policy development.**<br>Work with state and local partners to expand automated speed enforcement in targeted locations, particularly along high-risk corridors and freeways. |
| **Build a Next Generation Transit Network**<br><br>T11. Enhance Transit Frequency, Capacity, and Reliability<br><br>T12. Expand Transit Services throughout the Region | **DELIVER** | **23. Advance Regional Transit Priority policies, infrastructure and enforcement.***<br>Implement the Bay Area Transit Priority Policy for Roadways and establish support programs for transit priority infrastructure improvements. |
| | **COORDINATE** | **24. Explore approaches to improve the efficiency and cost-effectiveness of transportation project delivery with partners.**<br>Convene project sponsors, industry experts and other stakeholders to recommend actions that accelerate megaproject delivery and manage risk. |
| | **PLAN** | **25. Update how MTC prioritizes and sequences large transportation capital projects following Plan Bay Area 2050+ adoption.**<br>Collaborate with stakeholders to refine the Major Project Advancement Policy, which was first developed in 2022 following Plan Bay Area 2050 adoption. |
| | **ADVOCATE** | **26. Advocate for maintaining existing federal funding commitments to major rail investments in the region.**<br>Partner with stakeholders to advocate that large regional rail projects currently receiving or earmarked to receive Federal Transit Administration New Starts funding do not have those funds removed or delayed. |

** The forthcoming update to the Transit Transformation Action Plan (TAP) will further detail and prioritize these implementation actions.*

## Housing Implementation Actions

Key implementation actions for the Plan Bay Area 2050+ Housing Element focus on addressing the region's ongoing affordable housing funding gap and supporting local governments in meeting their housing goals. Over the next several years, MTC, ABAG and BAHFA will pursue new funding sources — including a potential 2028 regional housing revenue measure — and seek near-term funding to sustain core production, preservation and tenant protection programs. Additional efforts include expanding the Doorway Housing Portal, supporting implementation of adopted Housing Elements and continuing to advance the Transit-Oriented Communities Policy. The 3Ps of protection, production and preservation guide BAHFA's work. Technical assistance will follow this 3Ps framework by focusing on local efforts — particularly those on public land and other priority sites — to protect tenants, address homelessness, streamline housing production and preserve currently affordable housing.

## Spotlight: Housing

Photo: Joey Kotfica

### Revenue Measure, Scaling Proven Housing Solutions With Local Commitment

In recent years, short-term state funding has jump-started critical housing initiatives through BAHFA that protect tenants, preserve affordable housing and support new development. The next phase is about building a foundation to deliver at scale. MTC, ABAG and BAHFA are committed to working with local, regional and state partners to lay the groundwork for a potential 2028 regional housing revenue measure and expand the reach and impact of successful BAHFA pilot programs. With federal housing support uncertain, the Bay Area must take ownership of its housing future. This effort is key to addressing the region's long-standing housing affordability crisis and supporting both residents and the regional workforce by increasing access to stable, affordable homes across all communities.

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **All Housing Strategies** | **FUND** | **27. Coordinate with local, regional and state partners on potential near-term ballot measure(s) to expand affordable housing funding, including a potential regional housing revenue measure as early as 2028.**<br>Convene stakeholders regionwide to gather input and shape regional investment and policy priorities. |
| | | **28. Pursue near-term funding to sustain existing regional housing programs and respond to local needs.**<br>Seek grant and philanthropic support and state funding to maintain BAHFA and RHTA initiatives, ensuring assistance for local jurisdictions and continuity of production, preservation, and tenant protection efforts. |
| **Protect and Preserve Affordable Housing**<br><br>H1. Strengthen Renter Protections<br><br>H2. Preserve Existing Affordable Housing | **DELIVER** | **29. Sustain, enhance and expand the Doorway Housing Portal to help residents find and apply for affordable housing.**<br>Collaborate with partners including jurisdictions, affordable housing property managers, service providers, policymakers, community groups, and residents to simplify and streamline the affordable housing application process. |
| | **ADVOCATE** | **30. Continue to support state policies that improve housing affordability and tenant protections.**<br>Monitor and engage in relevant state policy discussions to support efforts that promote housing stability and affordability across the region. |
| | **ASSIST** | **31. Strengthen technical assistance for renter protections and homelessness prevention.**<br>Through the Regional Housing Technical Assistance (RHTA) program and other initiatives, support Bay Area jurisdictions in implementing effective local strategies. |

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Spur Housing Production for People of All Income Levels**<br><br>H3. Allow a Greater Mix of Housing Densities and Types in Growth Geographies<br><br>H4. Build Adequate Affordable Housing to Ensure Homes for All<br><br>H5. Integrate Affordable Housing into All Major Housing Projects<br><br>H6. Transform Aging Malls and Office Parks into Neighborhoods | **ASSIST** | **32. Evaluate the effectiveness of the Priority Sites Pilot Program and explore long-term funding options.**<br>Assess the program's success in supporting the reuse of underutilized properties — such as malls, office parks, and public land near key regional transit hubs — to guide future investments. |
| | | **33. Support local jurisdictions in implementing Housing Elements that promote inclusive communities and prepare for the next Regional Housing Needs Allocation (RHNA).**<br>Provide technical assistance, data tools and regional coordination, and begin research and robust engagement efforts to support the development of the next RHNA methodology. |
| | | **34. Assist local jurisdictions in implementing state housing laws to accelerate residential development while maintaining consistency with local planning goals.**<br>Update Regional Housing Technical Assistance (RHTA) guidance documents for single family residential zones to reflect current legislation on objective design standards. |
| | | **35. Implement and monitor the Transit-Oriented Communities (TOC) Policy to foster transit-supportive development and high-quality urban design.**<br>Provide additional planning grants and technical assistance to help jurisdictions comply with TOC Policy requirements. |
| | | **36. Improve the feasibility of affordable housing production through local development streamlining and funding alignment.**<br>Offer templates and technical assistance to local governments to expedite production and reduce financing complexity to further lower per-unit costs. |
| | **ADVOCATE** | **37. Support state policies to increase the production of housing, including housing affordable to people at all income levels.**<br>Advocate for policies that reduce the cost of developing housing, including exploration of changes to state building regulations and streamlined state funding applications. |

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Create Inclusive Communities**<br><br>H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities<br><br>H8. Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services | **ASSIST** | **38. Expand and improve technical assistance for plan-aligned housing projects on public lands.**<br>Develop guidance, templates and case studies to support local governments in leveraging public land for affordable housing and demonstrating innovative practices. |
| | **COORDINATE** | **39. Partner with organizations that promote disability-inclusive design to raise awareness of disability standards.**<br>Foster collaboration by inviting housing planners into disability-focused spaces and including disability professionals in housing conversations. Support design practices that align with and advance ADA and universal design standards at both the building and neighborhood scale. |

## Economy Implementation Actions

Key implementation actions for the Plan Bay Area 2050+ Economy Element acknowledge the importance of economic resilience while recognizing the limited authority, funding and capacity of MTC and ABAG in this space. Staff will support regional partners through participation in efforts like the California Jobs First Bay Area Collaborative, which is working to implement the 2025 Comprehensive Economic Development Strategy. Additional work includes coordinating with stakeholders on goods movement and industrial land planning, with a focus on balancing freight efficiency with equity and environmental goals. Looking ahead, MTC and ABAG will engage partners to explore how economic priorities could be further integrated into future long-range planning for transportation, housing and the environment.

## Spotlight: Economy

Photo: Noah Berger

### Grounding Economic Progress in Core Regional Actions

The economy remains elemental to Plan Bay Area 2050+, and as implementation moves forward, the emphasis is on deepening the economic impact of transportation, housing and environmental actions. By concentrating on these foundational priorities, the agencies aim to unlock broader economic mobility and resilience. Over the next four years, MTC and ABAG will explore how economic priorities can be more intentionally integrated across the plan, possibly mirroring the way equity has become a cross-cutting theme.

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Improve Economic Mobility and Shift the Location of Jobs**<br><br>EC1. Implement a Statewide Guaranteed Income<br><br>EC2. Expand Job Training and Incubator Programs<br><br>EC3. Invest in High-Speed Internet in Underserved Low-Income Communities<br><br>EC4. Allow a Greater Mix of Land Uses and Densities in Growth Geographies<br><br>EC5. Provide Incentives to Employers to Locate in Low-VMT Areas<br><br>EC6. Retain and Invest in Key Industrial Lands | **COORDINATE** | **40. Support regional economic development planning by collaborating with partners and providing industry-specific insights.**<br>Continue participating in the California Jobs First Bay Area Collaborative, providing input on economic development implementation initiatives and contributing ideas to a future Comprehensive Economic Development Strategy update. |
| | **PLAN** | **41. Update the Regional Goods Movement Plan, while integrating industrial land use considerations to support economic resilience and sustainability.**<br>Coordinate with partners to assess freight trends, port activity and industrial land needs and identify priority actions that enhance goods movement efficiency while supporting equity, environmental goals and freight mode shift. |
| | | **42. Assess the efficacy of the Priority Production Area Pilot Program in strengthening the viability of industrial lands.**<br>Evaluate the PPA program's work supporting local jurisdictions in retaining and investing in their key industrial lands. |
| | | **43. Determine how best to incorporate economic priorities into Plan Bay Area 2060 in alignment with MTC-ABAG core responsibilities.**<br>Engage stakeholders to explore ways to embed economic considerations holistically into all plan elements, mirroring the integrated approach used for topics such as equity and resilience. |

## Environment Implementation Actions

Key implementation actions for the Plan Bay Area 2050+ Environment Element reflect strong public and regional support for climate resilience, abundant parks and open space, and emissions reduction efforts. Through entities like BayREN and the San Francisco Estuary Partnership (SFEP), staff will support programs that reduce energy use, expand electrification, and build local capacity for conservation and sea level rise adaptation. MTC will also continue to partner on efforts to reduce transportation-related emissions by refreshing, modernizing and potentially expanding transportation demand management initiatives. Additional coordination will focus on addressing grid interconnection barriers for building electrification and EV charging, and piloting tools to accelerate conservation and project delivery.

## Spotlight: Environment

Photo: Ben Botkin

### Environmental Assistance, From Planning to Projects: Delivering Climate Adaptation Where It Is Needed Most

As the Bay Area accelerates its efforts to reduce greenhouse gas emissions, the urgency of adapting to a changing climate has come into sharp focus, especially along the Bay Area's vulnerable shorelines. While state agencies and local jurisdictions lead the charge, MTC, ABAG and SFEP are focused on enabling implementation, bridging the gap between planning and on-the-ground resilience projects. Building on prior work, the agencies will expand technical and project delivery assistance to local communities facing sea level rise, especially those with fewer resources. This assistance includes support for nature-based infrastructure like horizontal levees, research coordination on green infrastructure, and critical investments in the State Route 37 Corridor that protect against flooding while enhancing ecological health and public access. This work is closely coordinated with the San Francisco Bay Conservation and Development Commission (BCDC), which leads shoreline adaptation planning, and Caltrans, to ensure state highways and toll bridges remain safe and reliable for moving people and goods. In 2020, Caltrans released the Adaptation Priorities Report for the Bay Area, identifying key segments of the state highway system most vulnerable to climate impacts. MTC will continue working with Caltrans and other partners to integrate resilience into infrastructure planning and future investments.

Together, local, regional and state agencies are working to ensure that climate adaptation moves beyond plans on paper and becomes a resilient reality for the Bay Area.

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| All Environment Strategies | **FUND** | **44. Pursue a variety of new funding sources to advance Environment Element actions.**<br>Build new partnerships, seek competitive grants bolstered by state Climate Bond funds, and advocate for expanded or more flexible federal and state funding. |
| | **ADVOCATE** | **45. Defend climate action and adaptation policies and existing funding programs.**<br>Support efforts to protect California's authority to exceed federal clean vehicle standards, and support Bay Area efforts to reduce greenhouse gas emissions and improve air quality in vulnerable communities. |
| | **COORDINATE** | **46. Track and coordinate electrification working groups to address common grid barriers.**<br>Share knowledge and align strategies among regional and state initiatives to address grid interconnection barriers for building electrification, on- and off-road EV infrastructure and electric fleets. |

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Reduce Risks From Hazards**<br><br>EN1. Adapt to Sea Level Rise<br><br>EN2. Provide Means-Based Financial Support for Seismic, Wildfire, and Accessibility Home Retrofits<br><br>EN3. Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings | **DELIVER** | **47. Enhance BayREN's building energy programs for residential and commercial renters and property owners, including local governments, with a focus on health and resilience.**<br>Deliver education, technical assistance and incentives for building improvements that reduce energy use, greenhouse gas emissions and grid impacts. |
| | **ASSIST** | **48. Expand planning, funding and project delivery technical assistance for sea level rise adaptation.**<br>Coordinate with partners to deliver more streamlined and unified sea level rise technical assistance, making it easier to identify and track available opportunities, as described in the Sea Level Rise Interagency MOU. |
| | | **49. Support BCDC in advancing efforts to strategically plan for and fund climate adaptation.**<br>Partner with the Bay Conservation and Development Commission (BCDC) to continue inventorying and evaluating sea level rise adaptation projects across the region in coordination with local project sponsors. Coordinate efforts with other regional and state partners such as Caltrans, State Coastal Conservancy, State Coastal Commission and Delta Stewardship Council. |
| | | **50. Strengthen resources that support resilient housing.**<br>Update guidance for soft-story retrofits and home hardening to help jurisdictions adopt stronger seismic and wildfire safety policies and programs. |

| Theme and Strategies | Implementation Vehicle | Implementation Actions |
|---|---|---|
| **Expand Access to Parks and Open Space**<br><br>EN4. Maintain Urban Growth Boundaries<br><br>EN5. Protect and Manage High-Value Conservation Lands<br><br>EN6. Expand Urban Greening in Communities | **DELIVER** | **51. Pilot methods to accelerate conservation and transportation project delivery.**<br>Promote the protection and restoration of priority habitats by piloting a new funding tool. |
| | **ASSIST** | **52. Help local governments advance conservation, trails integration and green infrastructure.**<br>Offer technical support and resources to assist Open Space and Conservation General Plan Element updates, advance the Bay Trail, and promote trails in developed areas. |
| **Reduce Climate Emissions**<br><br>EN7.Expand Commute Trip Reduction Programs at Major Employers<br><br>EN8. Expand Clean Vehicle Initiatives<br><br>EN9. Expand Transportation Demand Management Initiatives | **FUND** | **53. Support local efforts to expand electric mobility options.**<br>Leverage MTC's transportation electrification initiative to scale clean transportation, including EV incentives, electric bikeshare, e-bikes, carshare and charging stations. |
| | **PLAN** | **54. Assess and optimize transportation demand management (TDM) initiatives based on recent travel trends.**<br>Collaborate with local agencies, employers and transit partners to reduce traffic by providing alternatives to driving. |
| | | **55. Review and evolve the Commuter Benefits Program that incentivizes commuters to not drive to work alone to reduce traffic congestion and greenhouse gas emissions.**<br>Collaborate with the Air District and other partners to assess impacts and explore expanded program coverage, leveraging recent improvements to the employer database and upcoming market research. |

Photo: Karl Nielsen

## Cross-Cutting Implementation Actions

In addition to the strategy-specific implementation actions identified in this chapter, several cross-cutting actions have been identified that reflect the deeply interconnected nature of this plan's elements. These actions span multiple elements and support many plan strategies. Together, they aim to strengthen the foundation of regional planning through targeted work on funding, policy reform, technical assistance and data. MTC and ABAG will advocate for continued funding to support local implementation and will collaborate with state partners to modernize planning laws, such as Senate Bill 375. Staff aim to improve the cohesiveness of varied technical assistance offerings by applying user-centered design principles and leveraging existing agency tools to better serve local governments. Additional priorities include updating the Regional Growth Framework and Equity Priority Communities methodology, launching enhanced progress metrics through the Vital Signs dashboard, and analyzing post-COVID shifts in travel and land use to guide future planning.

| Cross-Cutting | | |
|---|---|---|
| **Theme and Strategies** | **Implementation Vehicle** | **Implementation Actions** |
| **All Plan Elements and Strategies** | **FUND** | **56. Advocate for continued state Regional Early Action Planning (REAP) funding to support Plan Bay Area 2050+ implementation.**<br>Work with the state to build on the success of REAP 1.0 and 2.0, which supported enhanced regional technical assistance and local grant programs that advance housing, climate, sustainability, equity and mobility goals. |
| | **ASSIST** | **57. Develop resource offerings that are easy to find, clearly presented and tailored to local priorities — making engagement with regional programs more efficient and worthwhile.**<br>Strengthen and streamline technical assistance using a user-centered approach to better serve local governments and partners. |
| | **COORDINATE** | **58. Increase engagement with the disability community to collaboratively and comprehensively meet needs.**<br>Establish ongoing forums and partnerships to include the voices and leadership of people with disabilities in planning. |
| | **ADVOCATE** | **59. Advocate for reforms to Senate Bill 375 and related state guidelines.**<br>Coordinate with stakeholders, including state and local partners, to support reforms that improve cross-government collaboration toward shared climate goals. |

| Cross-Cutting | | |
|---|---|---|
| **Theme and Strategies** | **Implementation Vehicle** | **Implementation Actions** |
| **All Plan Elements and Strategies** | **PLAN** | **60. Develop and maintain metrics to monitor progress toward key Plan Bay Area 2050+ goals.**<br>Launch a new dashboard on MTC's Vital Signs webpage that tracks regional indicators to visualize key regional trends, updating the metrics as new data becomes available. |
| | | **61. Convene a technical advisory committee to review and update the Regional Growth Forecast Methodology.**<br>Invite subject matter experts to join a technical advisory committee to discuss demographic and economic trends that affect the region's growth trajectory. |
| | | **62. Update the Regional Growth Framework (MTC and ABAG's planning framework that aims to guide the growth of future households and jobs) to support local implementation and align more closely with regional goals and investments.**<br>Integrate evolving data around equity, climate, and the economy; and simplify and clarify the framework to help local governments more effectively apply it in planning, funding, and implementation efforts. |
| | | **63. Strengthen the Equity Priority Communities (EPC) framework to more effectively guide equitable regional planning.**<br>Reevaluate and update the EPC methodology by incorporating quantitative and qualitative data, exploring alternative equity analysis approaches, addressing current limitations, and prioritizing meaningful engagement with communities and other stakeholders. |
| | | **64. Analyze post-COVID shifts in regional travel behavior, remote work and land use preferences to inform future planning, technical assistance and investment.**<br>Conduct targeted research on emerging travel patterns, technologies such as artificial intelligence and autonomous vehicles and lifestyle trends to assess their impact on regional growth, mobility and sustainability outcomes. |
| | **DELIVER** | **65. Build and maintain robust regional databases to support models, maps and analytics.**<br>Develop an agency-wide data strategy that provides a roadmap to deliver open data and offer new forms of data visualization and analysis. |

Photo: Noah Berger

## Charting the Course Forward: 2060 and Beyond

MTC and ABAG can provide strong regional leadership on some of the most pressing transportation, housing, economic and environmental challenges facing the Bay Area. But regional government alone cannot achieve any of this plan's ideas. The agencies rely on partners throughout the planning and implementation process, and continued collaboration will be required to move all strategies forward.

As a limited and focused update, Plan Bay Area 2050+ did not thoroughly explore alternative scenarios, defined by more pessimistic or optimistic conditions. Plan Bay Area 2060 will be the next iteration of the Bay Area's long-range plan, and work already has begun. Exploration of a range of potential trajectories for the Bay Area's future will be an important next step to plan for the long-term success of the region. New or revised strategies, as well as related implementation actions, may emerge from this effort over the coming years.

The current document, as well as its predecessor Plan Bay Area 2050 (released in 2021), took an aspirational approach to regional planning by analyzing what resources truly would be needed to make meaningful progress on key performance and equity goals. MTC and ABAG began by asking, "What would it take to achieve the plan's long-range vision?" and determined that extensive new public investments, including both existing and new revenues, would be necessary to achieve the vision of a more affordable, connected, diverse, healthy and vibrant Bay Area.

In a deeply uncertain world in which MTC and ABAG can act as regional leaders but not necessarily enact any strategy alone, the agencies acknowledge that this approach may require reconsideration in the next plan. Different funding and policy scenarios could unlock new ideas and initiatives, and more conversations and partnerships will be crucial to these efforts. Through current implementation actions that feed into thoughtful future planning, the Bay Area's nine counties can prepare themselves for a better Bay Area, together.

Photo: Peter Beeler

## Metropolitan Transportation Commission and Association of Bay Area Governments

### Executive Leadership

**Andrew B. Fremier**
Executive Director

**Alix Bockelman**
Chief Deputy Executive Director

**Derek Hansel**
Chief Financial Officer

**Kathleen Kane**
General Counsel

**Lisa Klein**
Deputy Executive Director, Mobility

**Matt Maloney**
Deputy Executive Director, Metro Planning and Policy

**Nick Roethel**
Chief Operating Officer

**Daniel Saver**
Deputy Executive Director, Housing and Energy

### Plan Bay Area 2050+ Lead Staff

Chirag Rabari
**Project Manager**

Yuqi Wang
**Deputy Project Manager**

Hannah Diaz and Julie Teglovic
**Plan Document Leads**

Adam Noelting
**Environmental Impact Report Lead**

Michael Germeraad
**Implementation Plan Lead**

Veronica Cummings
**Public Engagement Lead**

Miguel Osorio
**Graphic Design Lead**

Dave Vautin
**Regional Planning Program Director**

Rebecca Long
**Legislative and Public Affairs Director**

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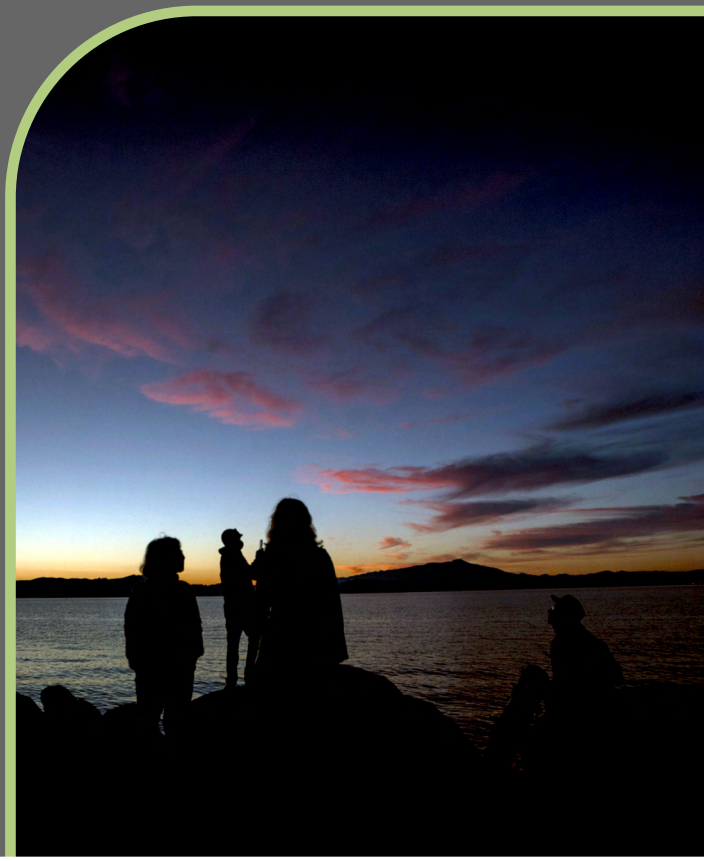

Plan Bay Area
info@PlanBayArea.org
415.778.6757

Metropolitan Transportation Commission
Association of Bay Area Governments
Bay Area Metro Center
375 Beale Street, Suite 800, San Francisco, CA 94105