



photo: Noah Berger

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

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

Transformative infrastructure projects are nested within the plan’s 35 strategies. In San Mateo County, these investments include expanding and modernizing the regional rail network and protecting against the impacts of sea level rise, which threatens 5,000 households and tens of thousands of jobs in San Mateo County. More information on a selection of strategies and infrastructure investments relevant to San Mateo County are included on the following pages. To learn about the plan’s Growth Geographies or to read the plan, visit [planbayarea.org/finalplan2050](http://planbayarea.org/finalplan2050).

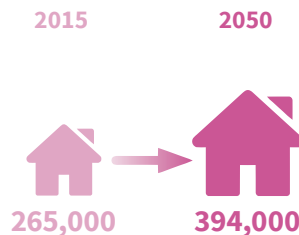


## Growth Pattern

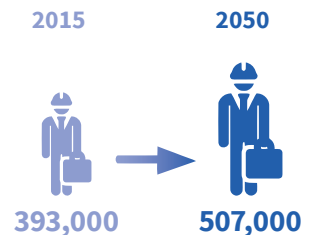
Plan Bay Area 2050 focuses new San Mateo County households and jobs primarily in the northern portion of the county. Between 2015 and 2050, 9% of all new households and 8% of all new jobs in the Bay Area are anticipated to be located in San Mateo County.

Both household and job growth would be focused along rail corridors, including BART and Caltrain station areas. Strategies to allow greater commercial densities in Transit-Rich Areas and other Growth Geographies contribute to a larger share of job growth in northern parts of the county, where BART and Caltrain are most accessible. Job growth is well balanced with housing growth, with roughly one new job for each new home.

### HOUSEHOLD GROWTH



### JOB GROWTH



# SPOTLIGHT STRATEGIES



## HOUSING

**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.

**Local Context:** San Mateo County is among the most income-stratified counties in the region, with pockets of extreme wealth and poverty. More affordable housing would address the needs of the more than 20,000 low-income renter households in the county who currently do not have access to an affordable home.



## ECONOMY

**EC4. Allow greater commercial densities in Growth Geographies.** Allow greater densities for new commercial development in select Priority Development Areas and Transit-Rich Areas to encourage more jobs to locate near public transit.

**Local Context:** Allowing greater commercial densities in Growth Geographies would increase the share of jobs within walking distance of transit. This strategy is designed to shift jobs away from large suburban office parks that currently characterize the county. This strategy would enable higher levels of environmentally friendly job growth to occur in Transit-Rich Areas along the BART and Caltrain corridors.



## TRANSPORTATION

**T11. Expand and modernize the regional rail network.** Better connect communities while increasing frequencies by advancing the Link21 new transbay rail crossing, BART to Silicon Valley Phase 2, Valley Link, Caltrain Downtown Rail Extension and Caltrain/High-Speed Rail grade separations, among other projects.

**Local Context:** This strategy would provide nearly \$20 billion in new infrastructure investments across multiple providers, including BART, Caltrain and rapid transit service on the Dumbarton rail bridge. Investments in Caltrain would boost frequencies to alleviate the crowding common during peak hour commutes pre-COVID-19. These investments, complemented by full electrification of the fleet and completion of the Caltrain Downtown Extension in San Francisco, bring the region closer to a future with high-quality transit.



## ENVIRONMENT

**EN1. Adapt to sea level rise.** Protect shoreline communities affected by sea level rise, prioritizing low-cost, high-benefit solutions and providing additional support to vulnerable populations.

**Local Context:** Shoreline adaptation in San Mateo County could ensure a more resilient community for over 5,000 households and allow tens of thousands of employees to remain in their current workplaces. This strategy is especially important, as homes are densely located in vulnerable fill areas. This strategy also addresses equity concerns about the impacts of climate change in low-lying vulnerable communities like East Palo Alto. Moreover, San Mateo County offers many locations for strategic green adaptation solutions that can expand and improve wetland ecosystems.

# SPOTLIGHT INFRASTRUCTURE PROJECTS

## T11. Expand and modernize the regional rail network:

### Caltrain Service Frequency Boost



With this project, peak hours would see eight trains per hour per direction, with increased off-peak services, advancing equity goals by meeting the needs of residents who use the system outside of traditional commuting hours. The increased frequencies would be complemented by the full electrification of Caltrain's mainline fleet; the implementation of seven-car train sets to increase capacity; and the improvement of platforms at Caltrain stations to achieve level platform boarding and expediting boarding and alighting.

## T11. Expand and modernize the regional rail network:

### Dumbarton Group Rapid Transit



Group Rapid Transit (GRT), a transit technology not common in the Bay Area today, would enable automated small-vehicle transit shuttles with up to 50 passengers per car. The Dumbarton GRT project would restore rail service to the 20-mile Dumbarton rail corridor between Redwood City and the East Bay. The Dumbarton GRT is an opportunity to connect Caltrain with BART and Capitol Corridor, providing important regional linkages to major tech campuses in Menlo Park, Redwood City and Silicon Valley.

## EN1. Adapt to sea level rise:

### U.S. Route 101 Peninsula Sea Level Rise Resilience Project



Plan Bay Area 2050 makes a number of investments along the US-101 corridor in San Mateo County to protect this critical thoroughfare and, just as importantly, the communities along it. In and near East Palo Alto and Redwood City, gently sloped horizontal levees could provide both protection and habitat, as well as connect to marshland restoration. These elements would also protect low-income communities from flooding. Traditional levees, which are narrower and better suited for semi-urbanized areas, could be placed along the bay shoreline in San Mateo and Burlingame, accompanied in some areas of Burlingame by tidal gates. Marsh restoration, combined with a potential tidal gate, could protect the vulnerable roadway, as well as bayside industrial zones in South San Francisco.

