



Housing Strategies — Cost: \$468 Billion

Protect and Preserve Affordable Housing	H1. Further strengthen renter protections beyond state law. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$2 BILLION
	H2. Preserve existing affordable housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	\$237 BILLION
Spur Housing Production for Residents of All Income Levels	H3. Allow a greater mix of housing densities and types in Growth Geographies. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas and select High-Resource Areas.	N/A
	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.	\$219 BILLION
	H5. Integrate affordable housing into all major housing projects. Require a baseline of 10-20% of new market-rate housing developments of five units or more to be affordable to low-income households.	N/A
	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.	N/A
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.	\$10 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 mixed-income affordable housing.	N/A

NOTE: Numbers may not sum due to rounding.



Economic Strategies — Cost: \$234 Billion

Improve Economic Mobility	EC1. Implement a statewide universal basic income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 BILLION
	EC2. Expand job training and incubator programs. Fund assistance programs for establishing new businesses, as well as job training programs, primarily in historically disinvested communities.	\$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.	\$10 BILLION
Shift the Location of Jobs	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.	N/A
	EC5. Provide incentives to employers to shift jobs to housing-rich areas well served by transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.	\$10 BILLION
	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.	\$4 BILLION

NOTE: Numbers may not sum due to rounding.



Transportation Strategies — Cost: \$578 Billion

Maintain and Optimize the Existing System	T1. Restore, operate and maintain the existing system. Commit to operate and maintain the Bay Area’s roads and transit infrastructure while reversing pandemic-related cuts to total transit service hours.	\$389 BILLION
	T2. Support community-led transportation enhancements in Equity Priority Communities. Provide direct funding to historically marginalized communities for locally identified transportation needs.	\$8 BILLION
	T3. Enable a seamless mobility experience. Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning while requiring schedule coordination at timed transfer hubs.	\$3 BILLION
	T4. Reform regional transit fare policy. Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.	\$10 BILLION
	T5. Implement per-mile tolling on congested freeways with transit alternatives. Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel; and reinvest excess revenues into transit alternatives in the corridor.	\$1 BILLION
	T6. Improve interchanges and address highway bottlenecks. Rebuild interchanges and widen key highway bottlenecks to achieve short- to medium-term congestion relief.	\$12 BILLION
	T7. Advance other regional programs and local priorities. Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials and local streets.	\$17 BILLION
Create Healthy and Safe Streets	T8. Build a Complete Streets network. Enhance streets to promote walking, biking and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.	\$13 BILLION
	T9. Advance regional Vision Zero policy through street design and reduced speeds. Reduce speed limits to between 20 and 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.	\$4 BILLION
Build a Next-Generation Transit Network	T10. Enhance local transit frequency, capacity and reliability. Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions, and frequency increases focused in lower-income communities.	\$32 BILLION
	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.	\$81 BILLION
	T12. Build an integrated regional express lanes and express bus network. Complete the buildout of the regional express lanes network to provide uncongested freeway lanes for new and improved express bus services, carpools and toll-paying solo drivers.	\$9 BILLION

NOTE: Numbers may not sum due to rounding.



Environmental Strategies — Cost: \$103 Billion

Reduce Risks From Hazards	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.	\$19 BILLION
	EN2. Provide means-based financial support to retrofit existing residential buildings. Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.	\$15 BILLION
	EN3. Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings. Support electrification and resilient power system upgrades in all public and commercial buildings.	\$18 BILLION
Expand Access to Parks and Open Space	EN4. Maintain urban growth boundaries. Using urban growth boundaries and other existing environmental protections, focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.	N/A
	EN5. Protect and manage high-value conservation lands. Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including but not limited to, Priority Conservation Areas and wildland-urban interface areas.	\$15 BILLION
	EN6. Modernize and expand parks, trails and recreation facilities. Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people of all backgrounds, abilities and ages to enjoy.	\$30 BILLION
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 telecommuting, transit, walking and/or bicycling.	N/A
	EN8. Expand clean vehicle initiatives. Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.	\$5 BILLION
	EN9. Expand transportation demand management initiatives. Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.	\$1 BILLION

NOTE: Numbers may not sum due to rounding.

Plan Bay Area 2050+ Draft Blueprint Strategy

Refinements

Transportation Element: Proposed Strategy Refinements

As part of a limited and focused update, many of the Plan Bay Area 2050+ Transportation Element strategies are likely to remain similar to the prior plan. The table below describes the potential changes for each strategy as well as relevant feedback received during the first round of engagement with the public and stakeholders. Note that Strategies T3, T4, T10, T11, and T12 are being updated as part of Transit 2050+ and will be integrated as part of Final Blueprint phase in 2024; they are therefore omitted from this table.

Table 1: Proposed Strategy Changes and Engagement Feedback for Transportation Strategies

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
<p>Strategy T1 Restore, Operate and Maintain the Existing System</p>	<p>Same as Plan Bay Area 2050. No changes proposed to the investment strategy; however, revised system needs lead to a higher strategy financial need.</p>	<p><i>The public noted the challenge of maintaining transit services and systems amidst decreased ridership. Stakeholders discussed the necessity of identifying funding and operational strategies. Few comments were made regarding the condition of roadways.</i></p>

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
<p>Strategy T2</p> <p>Support Community-Led Transportation Enhancements in Equity Priority Communities</p>	<p>Same as Plan Bay Area 2050.</p> <p>No changes proposed. Subject to fiscal constraint.</p>	<p><i>No significant comments.</i></p>
<p>Strategy T5</p> <p>Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p>	<p>Significant Change from Plan Bay Area 2050.</p> <p>This strategy previously only focused on per-mile all-lane freeway tolling. A refined approach will weave together other user-based pricing strategies, including parking pricing from Strategy EN9 and cordon pricing from Strategy T10, into a broadened pricing strategy alongside all-lane tolling. Key updates from the <i>Next Generation Bay Area Freeways Study</i>, including expanded equity considerations will be woven in as well.</p> <p>A proposed expansion of the strategy would also incorporate a regional mileage-based user fee to reduce</p>	<p><i>There was recognition that more people are driving post-pandemic, and congestion has gotten worse. Equity emerged as a central concern when considering transportation pricing strategies. There was a recognized need around reducing driving and increasing funding, and a recognized challenge that the current transit and active transportation networks may not be sufficiently robust to provide alternatives for individuals who might be priced out of driving.</i></p>

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
	<p>vehicle miles traveled while supplementing traditional revenue streams, augmenting the revenue-neutral statewide mileage-based user fee.</p>	<p><i>There was also apprehension about continued inclusion of parking and cordon pricing strategies and their potential impacts on already vulnerable downtown areas.</i></p>
<p>Strategy T6 Improve Interchanges and Address Highway Bottlenecks</p>	<p><i>Excluded from Draft Blueprint – to be developed prior to Final Blueprint phase, consistent with Plan Bay Area 2050, and subject to fiscal constraints.</i></p>	<p><i>No significant comments.</i></p>
<p>Strategy T7 Advance Other Regional Programs and Local Priorities</p>	<p><i>Excluded from Draft Blueprint – to be developed prior to Final Blueprint phase, consistent with Plan Bay Area 2050, and subject to fiscal constraints.</i></p>	<p><i>No significant comments.</i></p>
<p>Strategy T8 Build a Complete Streets Network</p>	<p>Slight Change from Plan Bay Area 2050. Proposed refinements include emphasis on building out the Regional Active Transportation Network and ensuring the facilities are suitable for all ages and abilities.</p>	<p><i>The public recognized an increasing number of biking trips, especially when not commuting. Stakeholders pointed out potential conflicts between active transportation networks and public transit corridors. Stakeholders agreed that</i></p>

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
		<i>active transportation networks needed more proactive designs to make systems accessible and to make users of the systems feel safe.</i>
Strategy T9 Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.	Slight Change from Plan Bay Area 2050. Proposed refinements include emphasis on creating safe transportation facilities on the High Injury Network.	<i>Stakeholders emphasized the importance of also emphasizing safety on the regional Active Transportation Network, and areas near community spaces, such as schools, parks, libraries, and senior centers. Stakeholders called attention to the importance of design elements versus relying on enforcement of slower streets.</i>

Housing Element Proposed Strategy Refinements

As part of a limited and focused update, many of the Plan Bay Area 2050+ Housing Element strategies are likely to remain similar to the prior plan. The table below describes the potential changes for each strategy as well as relevant feedback received during the first round of engagement with the public and stakeholders.

Table 2: Proposed Strategy Changes and Engagement Feedback for Housing Strategies

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
<p>Strategy H1 Further Strengthen Renter Protections Beyond State Law</p>	<p>Similar to Plan Bay Area 2050. Update maximum rent increase at 4% annually when inflation is higher than this figure, while emphasizing protecting vulnerable residents from homelessness.</p>	<p><i>Increased cost of living tied to inflation and economic inequality were top concerns at pop-ups and in surveys, and stakeholders recommended setting a ceiling on maximum rent increases to mitigate impact of inflation.</i></p>
<p>Strategy H2 Preserve Existing Affordable Housing</p>	<p>Similar to Plan Bay Area 2050. Integrate a wider range of financing and ownership models into strategy description.</p>	<p><i>Multiple comments at pop-ups promoted new ownership models and the importance of increasing tenant security in existing homes—an approach embraced by the Bay Area Housing Finance Authority (BAHFA).</i></p>

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
<p>Strategy H3 Allow a Greater Mix of Housing Densities and Types in Growth Geographies</p>	<p>Slight Change from Plan Bay Area 2050. Expand definition of Transit-Rich Areas to include places subject to the Transit Oriented Communities Policy if not already included (e.g., as part of a PDA).</p>	<p><i>Pop-up and survey comments emphasized the importance of removing barriers to affordable regionwide—particularly in higher resource and transit-rich areas.</i></p>
<p>Strategy H4 Build Adequate Affordable Housing to Ensure Homes for All</p>	<p>Similar to Plan Bay Area 2050. Add emphasis on innovative finance and construction approaches, and reflect any resulting reductions in subsidies required to build adequate affordable housing.</p>	<p><i>Stakeholders recommended pursuing innovative approaches to financing and construction to reduce development cost and increase feasibility of affordable housing—echoing lessons learned from BAHFA analysis and pilots.</i></p>
<p>Strategy H5 Integrate Affordable Housing into All Major Housing Projects</p>	<p>Same as Plan Bay Area 2050.</p>	<p><i>No significant comments.</i></p>

Strategy H6	Similar to Plan Bay Area 2050.	<i>No significant comments.</i>
Transform Aging Malls and Office Parks into Neighborhoods	Integrate locally identified Priority Sites on aging commercial sites, and reflect the anticipated investments in these sites envisioned by the Priority Sites program.	
Strategy H7	Same as Plan Bay Area 2050.	<i>No significant comments.</i>
Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities		
Strategy H8	Similar to Plan Bay Area 2050.	<i>No significant comments.</i>
Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services	Integrate locally identified Priority Sites on public land, and reflect the anticipated investments in these sites envisioned by the Priority Sites program.	

Economy Element Proposed Strategy Refinements

As part of a limited and focused update, many of the Plan Bay Area 2050+ Economy Element strategies are likely to remain similar to the prior plan. The table below describes the potential changes for each strategy as well as relevant feedback received during the first round of engagement with the public and stakeholders.

Table 3: Proposed Strategy Changes and Engagement Feedback for Economy Strategies

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
Strategy EC1 Implement a Statewide Guaranteed Income	Similar to Plan Bay Area 2050. Modify strategy title for greater consistency with active local implementation efforts (e.g., City of Oakland pilot).	<i>Increased cost of living tied to inflation and economic inequality were top concerns at pop-ups and in surveys.</i>
Strategy EC2 Expand Job Training and Incubator Programs	Similar to Plan Bay Area 2050. Clarify geographic focus of strategy by also prioritizing places within, or accessible by frequent transit, from Equity Priority Communities.	<i>At stakeholder workshops, participants recommended focusing job training and incubator programs in Transit-Rich areas easily accessible to lower-income residents.</i>
Strategy EC3 Invest in High-Speed Internet in Underserved Low-Income Communities	Same as Plan Bay Area 2050. No changes proposed.	<i>No significant comments.</i>

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
<p>Strategy EC4 Allow a Greater Mix of Commercial Land Uses and Densities in Growth Geographies</p>	<p>Slight Change from Plan Bay Area 2050. Expand strategy to promote a full range of active land uses, stimulate the growth of new and emerging businesses in vacant office space and ground floor retail, and integrate all areas subject to the Transit-Oriented Communities - Policy as part of a minor refresh to the Growth Geographies.</p>	<p><i>Echoing comments at pop-ups and online, stakeholders called for creative, multi-benefit approaches to revitalizing regional downtowns and main streets.</i></p>
<p>Strategy EC5 Provide Incentives to Employers to Locate in Transit- and Housing-Rich Areas</p>	<p>Significant Change from Plan Bay Area 2050. Complement the strategy’s focus in Plan Bay Area 2050 — shifting office jobs to housing-rich areas — by also prioritizing transit-rich downtowns and main streets regionwide, and by adding incentives for essential services and industries that offer middle-wage jobs and rely on in-person work.</p>	<p><i>A common theme across stakeholder workshops, pop-ups and surveys was the urgency of addressing the impacts of COVID-19 on regional downtowns, as well as creating a more equitable economy.</i></p>

Strategy EC6	Similar to Plan Bay Area 2050.	<i>No significant comments, but</i>
Retain and Invest in	Clarify the set of critical	<i>updated based on insights</i>
Key Industrial Lands	investments to include renewable	<i>from Priority Production Area</i>
	energy and building retrofits.	<i>Pilot Program.</i>

Environment Element Proposed Strategy Refinements

As part of a limited and focused update, many of the Plan Bay Area 2050+ Environment Element strategies are likely to remain similar to the prior plan. The table below describes the potential changes for each strategy as well as relevant feedback received during the first round of engagement with the public and stakeholders.

Table 4: Proposed Strategy Changes and Engagement Feedback for Environment Strategies

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
<p>Strategy EN1 Adapt to Sea Level Rise</p>	<p>Significant Change from Plan Bay Area 2050. Areas that flood up to 4.9-feet, up from 3-feet in Plan Bay Area 2050, are proposed for protection in Plan Bay Area 2050+. This change, as well as higher adaptation cost estimates, lead to a higher strategy financial need. Further categorization and prioritization of sea level rise projects with partner support is envisioned.</p>	<p><i>At public pop-ups, addressing the impacts of climate change was a top concern for the environment.</i></p>
<p>Strategy EN2 Provide Means-Based Financial Support for Seismic & Wildfire Home Retrofits</p>	<p>Similar to Plan Bay Area 2050. The strategy previously included energy and water efficiency upgrades for residential buildings which are now proposed to move to Strategy EN3.</p>	<p><i>No significant comments.</i></p>

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
<p>Strategy EN3 Fund Energy Decarbonization and Water Efficiency Upgrades in All Buildings</p>	<p>Slight Change from Plan Bay Area 2050. In addition to absorbing residential upgrades, the strategy could increase in scale to decarbonize all buildings.</p>	<p><i>At public pop-ups, there was significant support for greener and cleaner buildings (e.g., “electrify everything!”).</i></p>
<p>Strategy EN4 Maintain Urban Growth Boundaries</p>	<p>Same as Plan Bay Area 2050. No changes proposed.</p>	<p><i>No significant comments.</i></p>
<p>Strategy EN5 Protect and Manage High-Value Conservation Lands</p>	<p>Similar to Plan Bay Area 2050. A new approach to develop the financial needs for the strategy is proposed, but the scale and focus of the strategy remains the same.</p>	<p><i>At public pop-ups, the public shared the region’s open spaces were part of what makes the region special.</i></p>
<p>Strategy EN6 Expand Urban Greening Initiatives with Improved Urban Parks, Trails, and Tree Canopy</p>	<p>Slight Change from Plan Bay Area 2050. Potential refinements include additional emphasis on urban greening, including tree canopy investments based on stakeholder and public input.</p>	<p><i>Stakeholders called out the need for more trees within cities to address heat and pollution. Street and park cleanliness was also a top issue – expanding the funding needs for EN6 are being considered to reflect more cleaning programs.</i></p>

Strategy Title	Potential Changes Between Plan Bay Area 2050 and 2050+	Stakeholder & Public Feedback
Strategy EN7 Expand Commute Trip Reduction Programs at Major Employers	Same as Plan Bay Area 2050. No changes proposed.	<i>Tele- and hybrid-work were described as a positive especially for caretakers.</i>
Strategy EN8 Expand Clean Vehicle Initiatives	Slight Change from Plan Bay Area 2050. This strategy anticipates bolder targets for charging station buildout and vehicle buyback, alongside potential for scope additions including subsidy or shared programs for e-bikes.	<i>Both the public and stakeholders shared that electric vehicles still feel out of reach for many.</i>

**Slight Change from Plan Bay Area
2050.**

Strategy EN9

Expand Transportation
Demand Management
Initiatives

The investment level in this strategy may increase to achieve a greater greenhouse gas emission reduction impact, while still retaining most of the existing climate initiatives within Strategy EN9. The parking pricing components previously included in the strategy are proposed to be shifted to Strategy T5 for clarity purposes.

Many at the pop-ups shared a desire to get out of their vehicles but wanted better alternatives.
