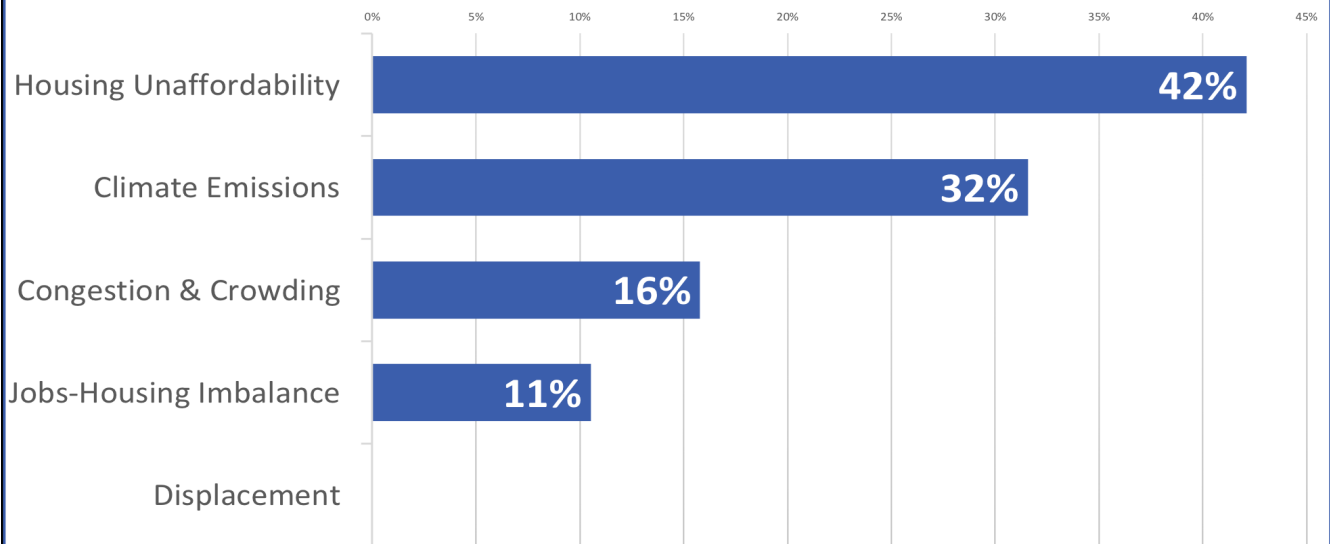


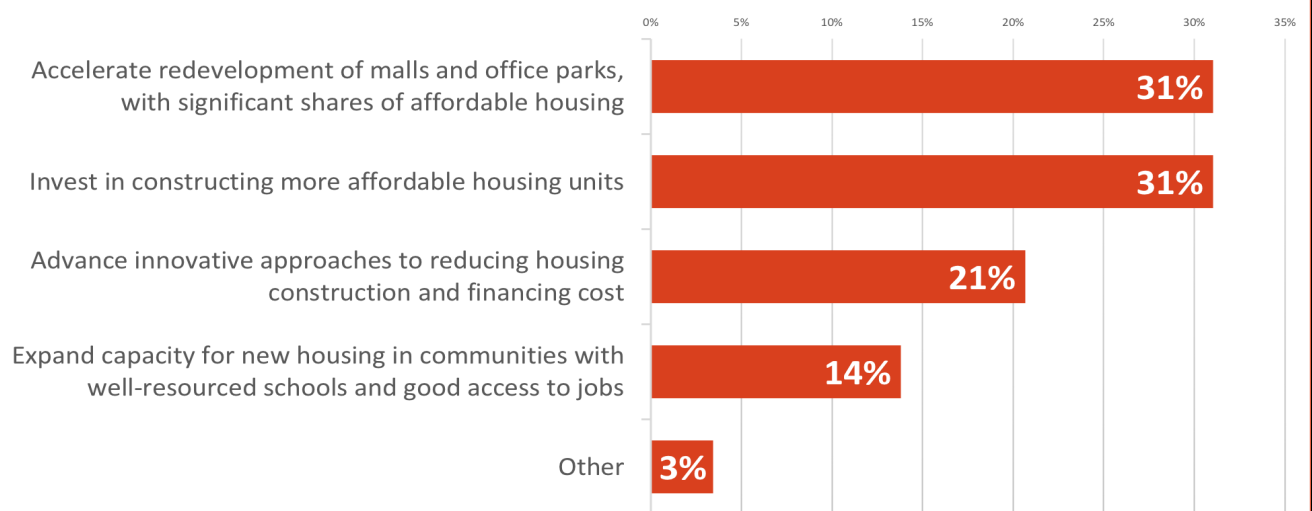


Participant responses to a series of questions.

**Of the following challenges, which two should be our top priority in the Final Blueprint?**



**Challenge #1 — What should be included in our strategies to make the Bay Area even more affordable?**



Is there anything else we should take into consideration to address the challenge of affordability?

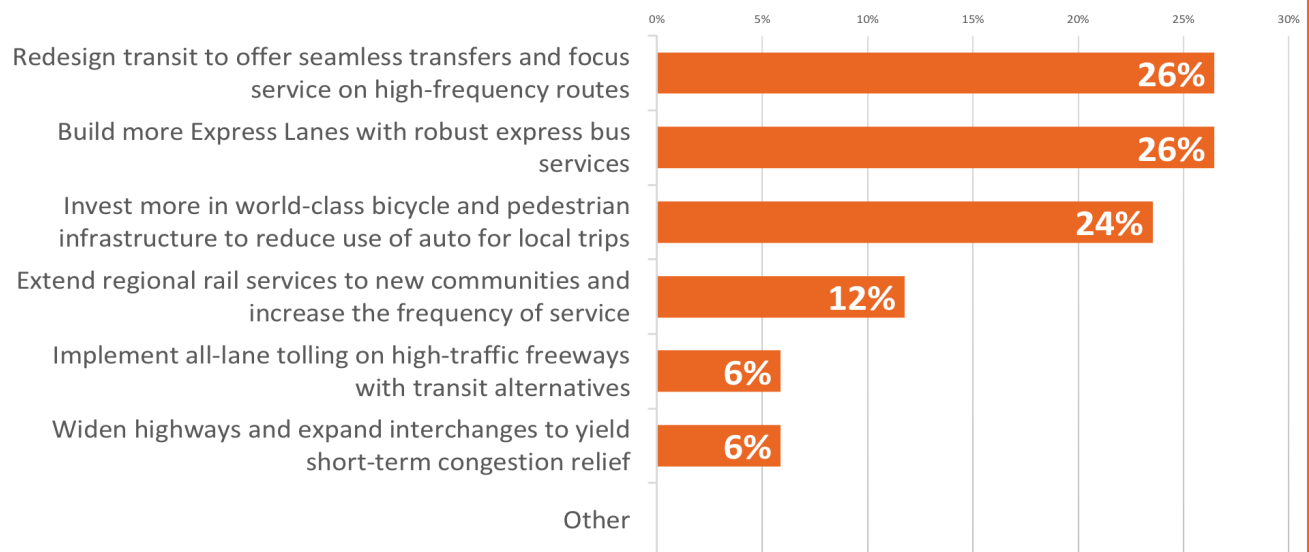
Require top 10 or 10% employers in each county to support affordable housing

Large employers with high VMT should pay into affordable housing close to site

Teleworking allows for people to work from other locations that are more affordable.

Subsidized transit costs for low income residents
We need more public housing!! I want to emphasize the option for increasing housing availability in high-resource communities - AKA upzone and desegregate the suburbs,
Access to transit as well as higher density housing
Tiny homes
Lower prices for permits and construction of in law units
Access to affordable transit, reduce transit cost. Bay Area has most expensive transit so we should lower fares,Zm,./
Look at incentives to bring jobs to more affordable areas...Hacienda Business Park was built in Pleasanton in the 1980's to bring businesses to more affordable area.
Don't allow 6 jobs to be added to the South Bay for every one unit of housing.
Provide jobs near housing
Easy access to transit
Child care
Senior living options to free up existing housing

### Challenge #2 — What should be included in our strategies to alleviate traffic congestion and reduce overcrowding on transit in the Bay Area?



Is there anything else we should take into consideration to address the challenge of congestion and transit crowding?
Provide shuttles for essential workers to get to their jobs after they get off of transit
Look at last mile options to public transit
City Congestion charges at peak times for SOV
Replace the gas tax with the vehicle mile charge or vehicle time usage charge! Charge according to equity measures so we don't punish low-income mega commuters
Improved bicycle facilities in all BART stations and other transit locations
Expand regional rail, also, in Los Angeles on express lanes (the El Monte Busway) has a good BRT system and it's cheap to build - just use express lanes and add on-freeway stations. County Connection 92 and 95 X goes through residential neighborhood on freeway. Should build stations near freeway so bus doesn't need to leave freeway and serve underserved communities - they removed route 36, need better access to public transit, use existing rail and build commuter rail

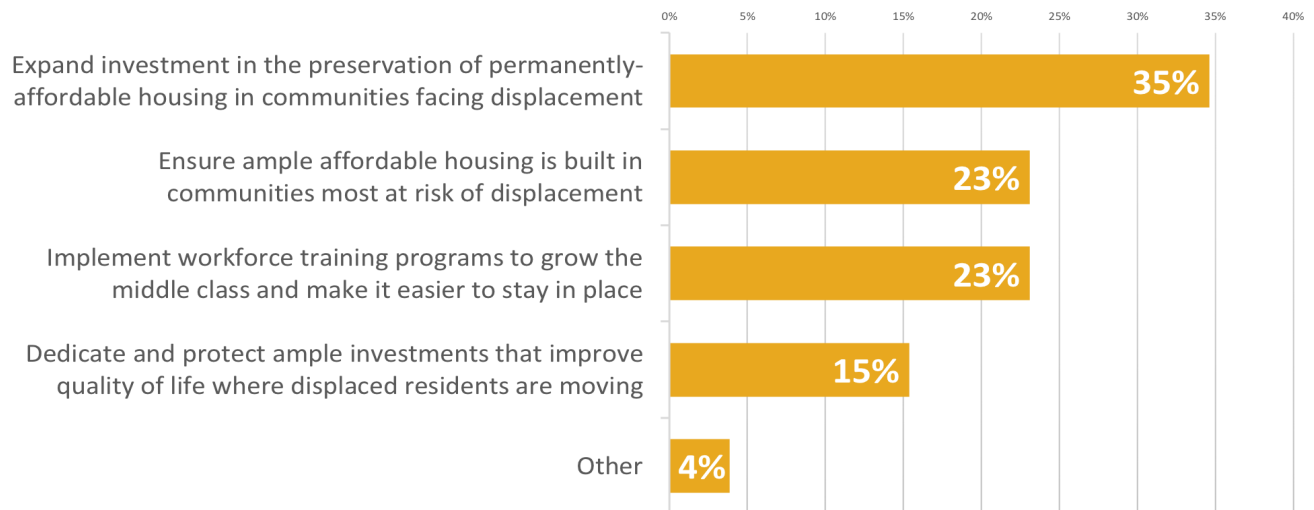
Many of those were great suggestions I voted for, but I'd also say that all lane tolling should apply to solo drivers. Carpools should be free. Work at reversing the commute. Send a check each month to carpoolers.

Congestion wouldn't exist if jobs balance was the goal for every city.

Provide safe bicycle access to BART

Create job centers closer to housing

### Challenge #3 — What should be included in our strategies to address displacement in the Bay Area?



Is there anything else we should take into consideration to address displacement in the Bay Area?

Provide tax breaks and incentives to employers who retain or hire employees within 10 miles of employer

Create a grant or funding program for communities to invest in Community Land Trust to ensure that permanently affordable housing is owned by the residents themselves

Also rental assistance and repeal Costa Hawkins

Fund programs that assist with deposits, \*deposits for rental units. Continue to support renter rights policies and advocacy

Financial education for low income residents

Affordable housing and transit

Concentrate on jobs allocation from jobs rich areas to jobs poor areas... Demand will decrease in jobs rich areas and those areas will become more affordable. Less dispersement will occur. Collaboration with venture capital and developers to brainstorm jobs allocation to jobs poor areas

Don't allow the Bay Area to grow

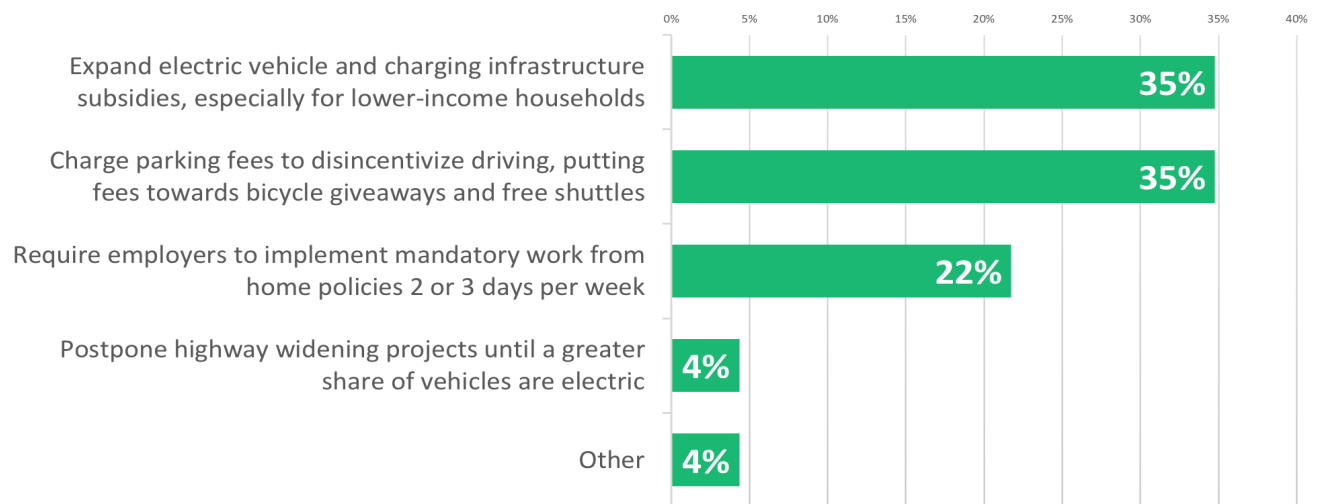
Require counties to permit/produce workforce housing to accommodate all workers within their county

Home ownership assistance; low/no-interest loans

Increased developer incentives for mixed income housing projects that include very low/low income units

Encourage more ADUs.

### Challenge #4 — What should be included in our strategies to reduce climate emissions in the Bay Area?



Is there anything else we should take into consideration to address climate emissions in the Bay Area?

Employer incentives to bike, walk or another alternative to driving alone

Ride Share companies move to use of EV cars only

Carbon tax

Incentives for Work from Home- maybe tax benefits. In addition to work from home, there could be local drop in offices for people to use

Community Solar projects

Oil refineries are the top contributor to GHG in the County, we need to reign in their operations through BAAQMD and after that tackle personal driving GHG through express lanes, VMT fees, and EVs

Disincentivize driving by imposing carbon tax and parking fees, using this revenue to invest in more transit alternatives

More transit, especially rail transit. If places don't have transit, people can't take transit. County Connection has lack of bus and incentives for Uber and Lyft. We need to stop it and build transit, more bus lanes

Also, more energy efficient buses are good (i.e. hybrid, electric). Even if trains are DMU's or non-electric, still less emissions than cars. New research into new ideas like solar buses, etc. Also transit should go fully green energy when possible

Better trails, better bike/ped access to transit, more bike parking at transit stations

Green freeway electronic signs

Bring jobs to housing rich areas

Commute cards that require payment for solo driving and will provide \$\$ for carpool and public transit/biking

Require companies to pay for each employee's VMT

Require counties to produce/supply workforce housing for all workers within their own county.

More parking at BART stations so parking lot is not full by 8:00 am, requiring driving to work.

Rather than making work from home mandatory, incentivizing would be a better strategy to avoid penalties to small businesses/maintain choice for businesses where it really is not a suitable option

Avoid charging parking fees unless transit is made more accessible to lower income/further out areas; perhaps a tiered system so the fees are not an additional burden on low income households

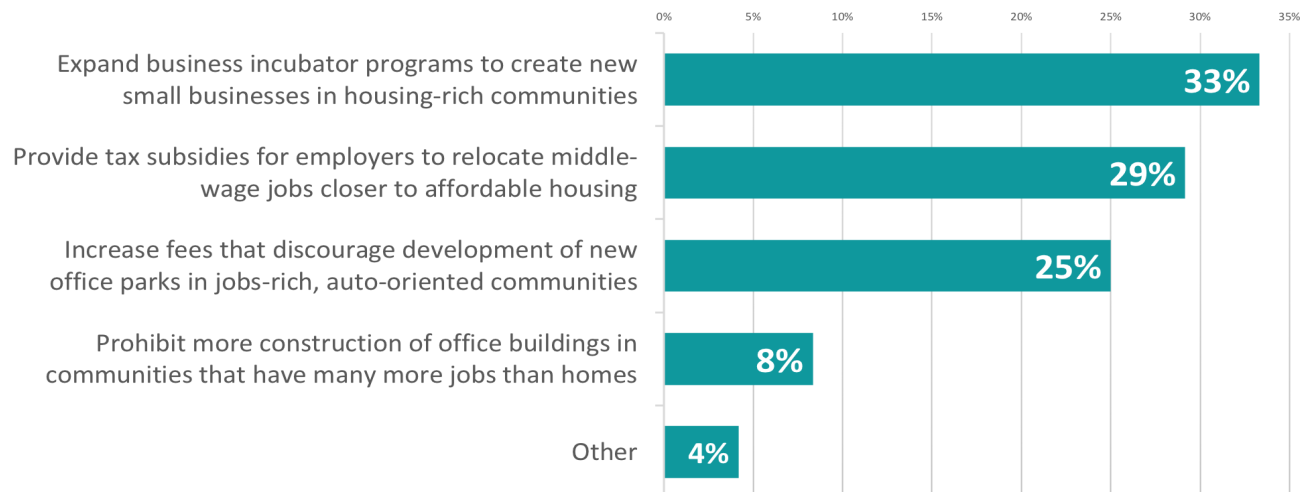
Impose a carbon tax

Expand rail -- local and regional

All deliveries should be electric vehicles

No more natural gas connections to residential use

### Challenge #5 — What should be included in our strategies to address the jobs-housing imbalance in the Bay Area?



Is there anything else we should take into consideration to address jobs-housing imbalance in the Bay Area?

Balance across the entire region and budget for region vs just in one county or city

Also there should be an overall view of how jobs in new areas impact the increase in GHG's in the region.

Ultimately this hinges on zoning changes; we need to increase density and the mix of uses in the burbs, which is out of MTC's scope; we need more productive dialogue between MTC and the cities about this

Since we already have so much jobs in Silicon Valley, we must build better connectivity to it.

Give BART more capacity, so people can go into SF more easily, instead of building new jobs in the suburbs, more jobs in tri valley

All of the above!!!! MTC needs to tackle this! A collaboration with Silicon Valley CEO's, Venture Capital needs to address this. MTC should start the trend and move headquarters to Antioch. No joke.

Adopt RHNA to require workforce housing in jobs-rich/ housing-poor areas

Additional employer and employee tax in job rich areas

Comments from Participants, via Zoom's Q&A Feature -- most questions answered live during workshop

Is MTC thinking and collaborating futuristically about rail and considering options to replace or augment BART with innovative options like Elon Musk's Hyperloop? Why or Why not?

Why is there no RJNA (Reginal Jobs Needs Allocation) established to bring economic viability to low income areas and reverse the commute? Why is MTC only trying to solve the commute problems with more housing versus better dispersement of jobs?

What are the plans to connect bikeways city to city?

What are the suggested fees for new office uses?

On Bollinger Canyon Road, the median says reserved for future light rail. Is that in planning?

What other strategies do you see being options for the further reduction of GHG's to the minimum of 19% per capita? This should be the minimum not the target. The IPCC Goals are to eliminate GHGs by 2050!

For example - Teleworking has become more prominent - this should be encouraged more/incentives etc.

The move to Automated Cars should ensure they are EV's. More investment to EV stations.

How high must the area airports be raised for SLR?
Requiring cities with BART, but without employment, to build dense housing is very tough from a local congestion standpoint. I live in Lafayette and trips to the grocery store, to kids activities and schools, still require car trips by the folks living in multi-family. Shouldn't the goal be to create the same # of housing units as there are jobs in a particular city?
I sent you a compiled list of my comments, and information about our technologies and allies/network, a few minutes ago, via email.
A key feature of my transportation proposals is that they have such a high benefit-to-cost ratio (and such low absolute cost) that they can be funded within the region and /or California, and they can repay that funding out of revenues and the value of the social benefit provided.
That means you don't have to rely on the Feds.
The same goes for housing and other infrastructure proposals.
Are there any plans to increase ped safety? e.g. ped bridges
I could not understand why you did not use the State's goals for carbon reduction as a floor, above which or in compliance with which you could align your positions.
Can you explain the TIP again, it went too quick.
Great idea's. For the 441k new housing units, maybe there can be policies to implement housing that has no gas infrastructure and Electric only
The business and technology capabilities described in the information I emailed to you are deliberately disruptive of incumbent industries, a la Tesla's goals. We can expand on the power of the market, once we get funded to complete development. I have analyzed how fast we can expand, and it is absolutely possible to eliminate the use of fossil fuels by 2030.
Congestion will be gone at the same time.
Why aren't places like Atherton, Woodside and Portola Valley not required to have density/multifamily when so many jobs are located down there?
The transportation goals are the key here.
You can force the issue to meet or exceed the State's goals.
California just won a Circuit Court decision permitting requirements for medium and heavy duty trucking. You could at least say that the Bay Area must comply with the targets adopted by the State in all transportation.
Can you explain how once you get a final plan, you measure success against the plan and how do you enforce the plan with local jurisdictions... sorry big question.
COVID has dramatically changed public transit funding. Will the plan be changed because of this?
... And must comply with any acceleration of compliance enacted at the State level, based on observed increases of demand and reductions in cost below price parity with ICE vehicles, which we will bring about within 2 years or so.
The stacks of GRT and active transit that I propose are capable of attracting people out of their cars, especially if that choice is supported from the bully pulpits of leadership of communities and the region, and through the schools.
Why is there discussion of bringing density to affluent areas with good schools versus to jobs rich areas? Wouldn't bringing jobs to less affluent areas have a positive impact on poorer performing schools? And wouldn't bringing density to high achieving districts possibly have a negative impact (financially) when parcel taxes make up so much of the funding?