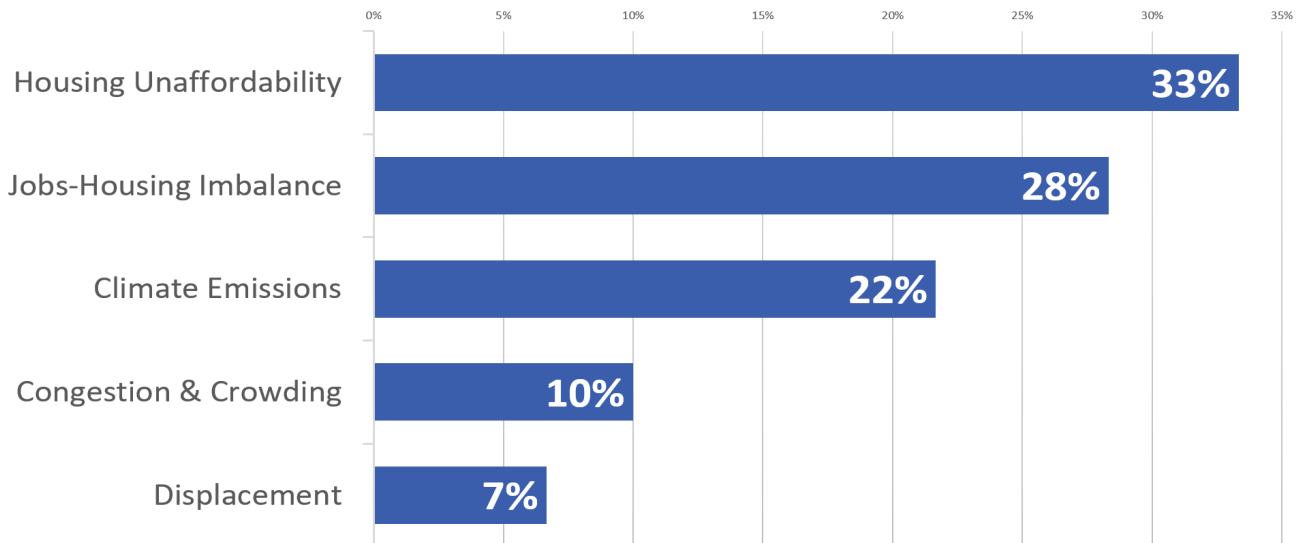
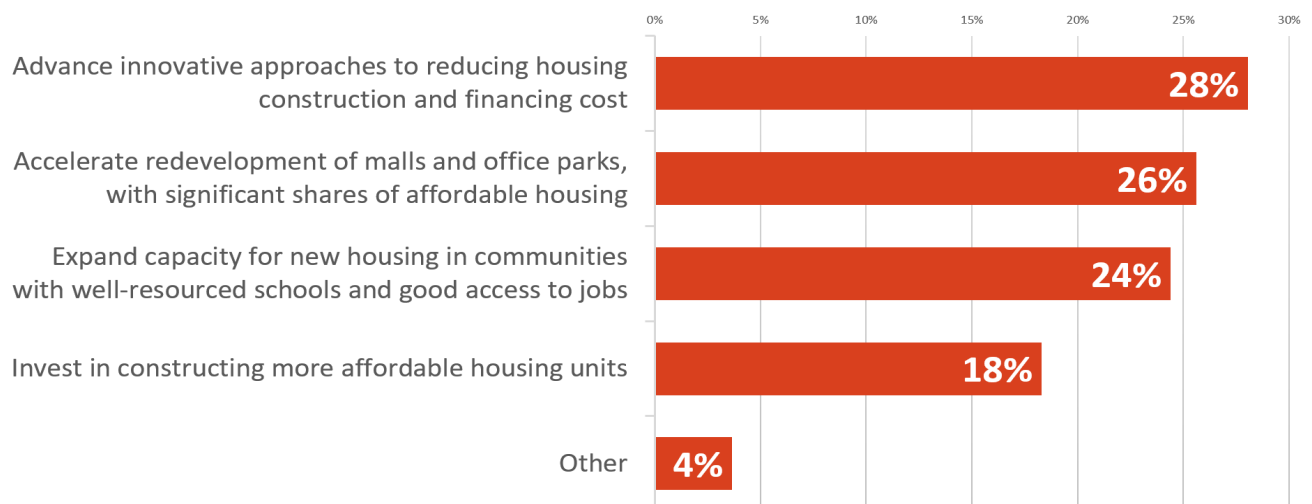


Participant responses to a series of questions.

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?

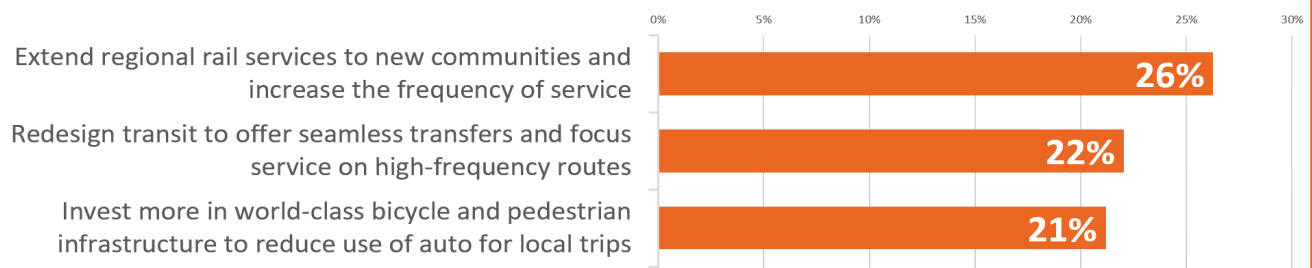
Upzone housing height limits

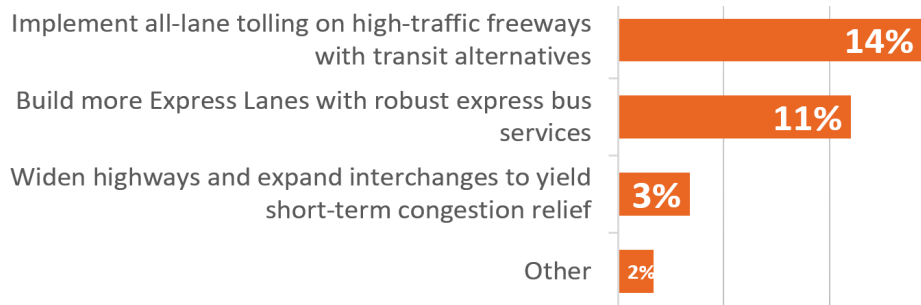
Force wealthy cities to allow apartments

Eliminate single-family zoning,
Identify public parking lots and replace them with affordable housing,
Upzone Palo Alto. Upzone Cupertino,
Streamline projects and reduce public hearings. Ministerial review for apartments. No ministerial review if net loss of housing
Diversify public participation during the project review process
Tax the rich/big businesses. Require development fees from any big corporations building offices in the region.
Education -> Good jobs -> Good pay -> no affordability problems. Don't create a pool of dependable population. Give them education & jobs!
Remove Prop. 13
Address NIMBY groups who block housing developments such as in Cupertino, Los Altos. Strengthen SB,
Increase zoning for taller buildings for mid rises and high rises,
Address prop 13 for residential housing property tax limits. Upzone all of Santa Clara county
We need to force cities to build more housing. It is not in an individual homeowner's interest to build more high-density housing (cough, Cupertino, cough). Milpitas/San Jose are doing great. It seems very prejudiced that wealthy cities prevent housing construction to keep lower-income folk out of those cities.
Remove Prop. 13
Seems like everyone is saying the same thing. I'll say it loud and clear for those in the back: BUILD MORE HIGH DENSITY HOUSING
Work on statewide plan to up zone single family neighborhoods to slightly more density.
Get additional funds for assistance to tenant organizations so they can create co-ops.
Financial support for development of community development corporations that want to preserve smaller buildings.,
It's all about financial resources to do more restricted affordable development. Need many times more resources than we have.
Reducing the complexity of the funding packages necessary to prepare to build affordable housing
Support local land use agencies in revising policies and codes to promote more residential development and densities
More mid and higher density zoning options .. San Jose has 94% single family zoning according to the NYT in 2019
Challenging requirements such as minimum parking.
Expanding the definition of housing for such things like transitional housing like SROs.
Singapore-model of 99-year leases of Public Housing (with being able to sell lease after 5 years),
Affordable units that are 2-3+ bedrooms so that people can have families and lead to long-term stay.,
Streamline permitting for modular construction high-rises
Remove or reduce inefficient entitlement and building plans approvals. Shorten time!
By right development of affordable housing
Streamline the development process for housing.
Need to address school funding in order to meaningfully increase housing supply
Encourage development of ADUs and smart growth such as increasing density near transit and infill density of Single Family Housing neighborhoods within biking of transit is important.
Furthering rent control and tenant protection programs will only disincentivize housing development and feasibly financing projects, worsening the housing crisis. Rent control will also squeeze small property providers into selling property and eliminating naturally affordable units.
Community land trusts that buy houses
Address the legislative roadblocks to developing housing

Expand telecommuting options to reduce pressure on Bay Area homes since the problem can't be solved by PBA
Substantial charges to job-creating businesses for housing
Encourage the development of in-law units. A great deal of capacity within neighborhoods that are primarily single-family homes
Public housing clusters through regional tax based funds,
Redevelopment funding needs to come back
Developer incentives to build rental units in affluent communities.
1. Partner with corporations contributing money for affordable housing. Partner with Moms for Housing and other groups to buy unoccupied homes for rentals for affordable housing organizations (Mid Pen etc.)
Get away from single family housing everywhere.
Getting companies providing ADUs fast tracked within all the planning offices in city governments
Housing is also about education. Strategies should include school funding for areas that are transit accessible.
Addressing Prop 13.
Address issues related to fiscal zoning, which discourages housing development
Bring back Redevelopment funding.
The state should help to improve the regulatory environment to make housing more affordable by design (building code changes, zoning law for ADUs, parking maximums, etc.)
Create deed restricted housing affordability. Make is more accessible to under served members of the community (they know where they can find the restricted affordable housing).
Provide public housing for homeless population.
Land value capture for construction of affordable housing
Unless you put more job growth near existing lower-cost housing, your entire plan is impossible to meet. Sorry, just math here.
Increase housing and provide transportation to more affordable areas
More funding.
Community land trusts
Try to identify sites for true affordable housing. Try not to simply allow market rate housing.
Protecting existing affordable housing,
Add additional housing to really job rich/cities that have grown tremendously in the last decade
How about limiting the amount of office developments in cities with a large jobs to housing disparity?
We need a plan to address a population of people who do not need or want a car. For example, how someone living near a light rail or BART station could do everything they need to do at the station or a nearby station.

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?

No highway widening,

Don't build more lanes for buses: Convert existing lanes to bus only. El Camino Real needs a bus-only lane,

Abolish free parking. Tax parking spots on commercial land.

Charge for parking on public land,

Invest in bus operations and housing for transit operators. Build housing on VTA land for transit operators

Parking taxes to fund public transit.

Better interchange between transit lines

Shift investment from highways to transit/bike/ped.

Tax big business/rich individuals to create fare-free transit.

No more free parking, and parking maximums NOT minimums

Cancel AB5. Cancel AB5. I don't believe in public transit in the USA. Good intention though

By increasing housing where jobs are, people won't need to be on highways or public transit for as long.

Fix 880 to 680 junction. Make an overpass above Mission Blvd.

Have high speed direct buses from San Jose, Fremont and Pleasanton all the way to Palo Alto, Mountain View and San Francisco

BART Transbay tunnels parallel to highways 84 and 92

Fix the 880 South to 101 South junction. That is one of the worst bottlenecks in the Bay area.

Transportation issues will be alleviated once people can afford to live within a couple miles of their jobs!!,

Express lanes for buses is a great idea. I second that. We need some bus "arteries" on the freeways,

No, don't discriminate against gasoline drivers. That is indirectly a tax on the less well-off

Transit cleanliness per COVID,

Reliability is critical. if I can't pick up my son at daycare no matter what, I won't take transit.

Make investments in creating a bigger bay area transit and bicycle culture -

Potentially fund an alternative transit mode concierge service/personal assistant pilot program - I know that my friend helped me find my routes and make things easier for me.

Produce regional reports on how eliminating free parking could work to help this become more a part of the discussion

Transit needs funding! Capital and operations

Ensure transit planning address the first mile, last mile pedestrian/bicycle connections for residents to walk/bike to transit systems.,

Prioritize transit to parks and open space priorities so that residents can access parks, trails and open space.

More express service (= "baby bullet") and frequency on Caltrain, capitol corridor, and BART

Agree about expanding frequency outside commute hours!

Transit needs to be designed by transit riders.. so the routes are more direct between A and B (e.g., VTA light rail is very circuitous, the new BART tunnel is very far below grade.. and will take a very long time to get from platform to street)

First-mile/Last-mile transport
Density of housing and jobs close enough (within 15 minute walk) to eliminate the need for transit,
Transportation hubs for Public (buses) and ride-share (carpool and Uber/Lyft),
Smaller-scale transportation (cars vs buses) to and from suburban areas,
Development of suburban -> downtown core transportation options. Network of villages - downtown - villages to maximize routes,
If you have to have parking in dense areas, then emphasize structures and underground vs. surface level. They can be adapted or demolished afterwards.
Encourage culture shift for work from home or different hours.
Require office-based companies to have employees work from home specified amount of time per week. Require 25-30% of office workers to work from home each day would greatly improve livability, air quality, congestion of the region.
VMT pricing
Mandatory region-wide TDM programs,
Need to address intracity, non job transportation,
Remember that much of the driving is not related to going to work. It's taking family members to activities, medical appointments, stores, etc. So even if you fix "public transit" you will miss the many other trips.
Land use drives transportation needs. We can't build our way out of congestion if we continue sprawl. More housing near jobs and services
Increase water transit. INCREASE WATER TRANSIT
Combining telecommuting with more robust transit and strong messaging to discourage single occupancy driving.
Signal prioritization for transit; must compete competitively with automobile.
Invest in Caltrain!!!
I love the idea that bus, rail, muni etc. will be every 10 - 15 minutes so one doesn't have to waste time or focus on schedules. I take three different modes of public transportation to my son's house in the city and right now, it would be untenable if I was commuting like this for work.
I love that a new electric ferry is being planned for the Bay.
Drivers of gas vehicles could be charged more through fees than electric vehicles.
All buses need to be electric by a certain date, say 2030.
We need a transit priority network including BRT/queue jumps/signal priority along key routes
Stable funding source for transit services like VTA and Caltrain
Remove parking minimums, encourage shared parking strategies, parking pricing etc. Caltrain had an overcrowding issue pre-COVID.
Consider public-private partnerships and how to shift people from corporate shuttles to publicly accessible services,
Consider the walk/bike shed of transit lines. We need coverage as well as frequency
Putting housing closer to jobs is the core strategy.
Frequency of buses and trains. A new BART tunnel.
Working from home!
Parking and VMT pricing
Santa Clara does not have transit overcrowding problem.
Change local government processes to be more visionary and less reliant on traditional engineering principles in the lane allocation of streets
Encourage job growth near existing mass transportation infrastructure and lower-cost housing (San Jose ...), instead to retrofit transit into the expensive areas where it doesn't exist now, and trying to mandate affordable housing in expensive areas where no developer can afford to build it without massive subsidies.,

Make tech companies invest in transportation if they want to keep expanding in high cost areas

Encourage flexible working hours to flatten the morning and evening peak curves

More family friendly housing near jobs,

Addressing residential displacement can reduce trips of families to their jobs, churches, family, and friends.

Entry level home ownership.

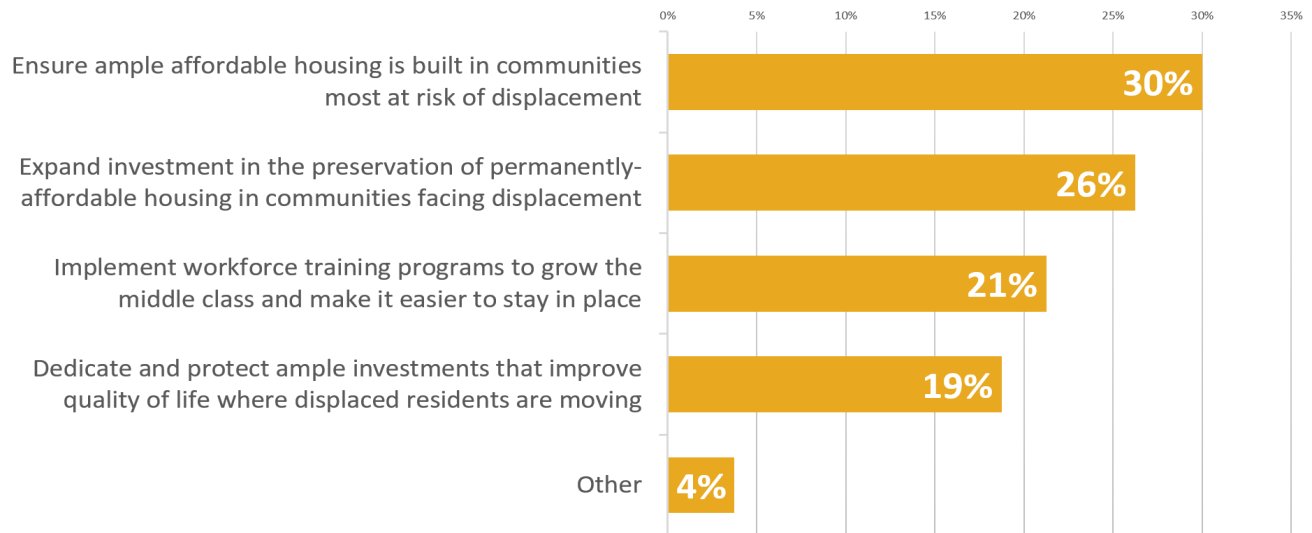
Poor people try to stay close their jobs. Middle income people that can afford multiple cars and would like to buy a larger home are probably most of those congesting the freeways.

Provide more public transit as soon as possible. Santa Clara County is expected to grow 44% in the next 8 years. The infrastructure just does not exist at this time. Particularly on the west side.. Try getting on public transit from San Jose to Saratoga 😂

Lane conversion from mixed to HOT lanes, instead of new build HOT lanes. Use the savings for rail and BRT projects.,

Regional action and construction authority to get cost of projects down to rest of world costs

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?

Build more housing. Dramatically more affordable housing,

Invest in preserving existing affordable housing,

Tenant protections, including rent control, relocation assistance, and right of return (in the case of redevelopment),

Make Palo Alto and other wealthy cities build their fair share

Tenant right to purchase. Renter subsidies and legal counsel in evictions.

Require employers to pay living wages.

New policies needed to prevent real estate investors in buying and holding multiple properties.

Agree with supporting childcare and renter protections.

Supporting childcare is a great idea,

NO RENT CONTROL please!!!!,

Good schools. Children are important community member. If schools are good, the parents will stay

Build more housing so rent and housing prices won't skyrocket and displace people in the first place.

Double every city's housing. Upzone all city's zoning and height limits so more people can stay in the same city. Double height limits or minimum of 5 to 8 story apartment and condominium buildings in every city in Santa Clara County,
Force Cupertino, Saratoga, Palo Alto, Los Altos, Mountain View to build more housing
Financial support for eviction defense and mediation on back rents owed is critical,
Support low-cost childcare - people can't afford both rent and childcare,
Allow state law to give targeted help to populations that need it, like certain minority groups that are suffering more than others, and undocumented residents,
Allow local government to help educate on and enforce AB 1482, the new state law on anti-rent spiking and just cause eviction protection,
Work on regional or state development and administration of tenant preferences.
Create more funding for preservation
The region is a world destination, so it's hard to figure out how to address displacement when people in our economy are competing for space with the elite's of the world and their incomes.
Perhaps having a regional funding pool for first time homebuyers that can be used regionally with priority for people who have been in the bay area for over x years....
Build more housing .. overcrowding is the big COVID story. Build more market rate housing too.. this improves the supply of market rate affordable housing (aka non-controlled, but cheaper).
Don't let little cities like palo alto and Cupertino take all of the employee based tax revenue .. keeps cities like san jose that have more residents to support from being able to spend on housing and other support services
Mechanism for fairly building new housing by shifting renters into new housing to free-up lots.
BIPOC community members in the decision-making process.
New models for affordable ownership. Locals as stake-holders in development - land trusts. Co-op dense housing buildings. Community Building Trusts. SROs/microunits for transitional housing.
Flexibility for cottage industries (more work at home).
Community Agriculture to reduce "food deserts"
Political engagement
Displacement will continue as it is more lucrative to sell property than hold it. Banks play a part with the types of loans they make on multifamily project.
Furthering rent control will only force small housing providers to a breaking point and remove naturally affordable rental units
Encourage homeowners to build ADUs
BUILD a... We have rent control already. SF Style Rent Control has been a disaster
Higher minimum wages.
Workforce housing
Need to create more social services to help eliminate displacement. Child care, mental health services, affordable elder care.
Encourage corporations to move to less costly areas not only in California but the US.
Encourage homeowners to rent rooms by showcasing the plusses of doing so or by offering subsidies.
Social safety net and public health care,
Training on ADUs,
Agency consolidation, reducing regulatory confusion
Increased housing densities
Some sort of restriction on the land that it needs to be affordable so developers can't buy it and turn it into market rate housing

You need Affordable Housing, but it can't be built without subsidies - the more expensive the area, the bigger the necessary subsidies.

Once again -- you need to encourage job growth where housing costs less and transportation is better, otherwise the economics do not work. Or, spend a ton on BMI housing, and tax tech companies for it if they insist on expanding in Menlo Park.

Sure, everybody wants zoning fixes because they don't cost money, but that fails economics. Under your proposed Public Policies, your plan cannot succeed. Default will status quo, only more/worse. You need to go back to job-growth geography.

Increase the minimum wage. People who work full-time should not live in poverty. Grocery store workers is an important job. Delivery drivers have an important job. Hourly pay and salaries are not based on importance merit and skill.,,,

Provide incentives for community members than have been displaced to relocate back to their hometowns to benefit from new affordable housing,

Government contracts with local businesses owned by women and people of color,

Plan proactively - assuming that displacement will happen without mitigation. Displacement mitigation and prevention planning.

Equitable COVID recovery - housing supports for excluded workers so they don't get displaced

Increase funding for preservation of existing Affordable Housing

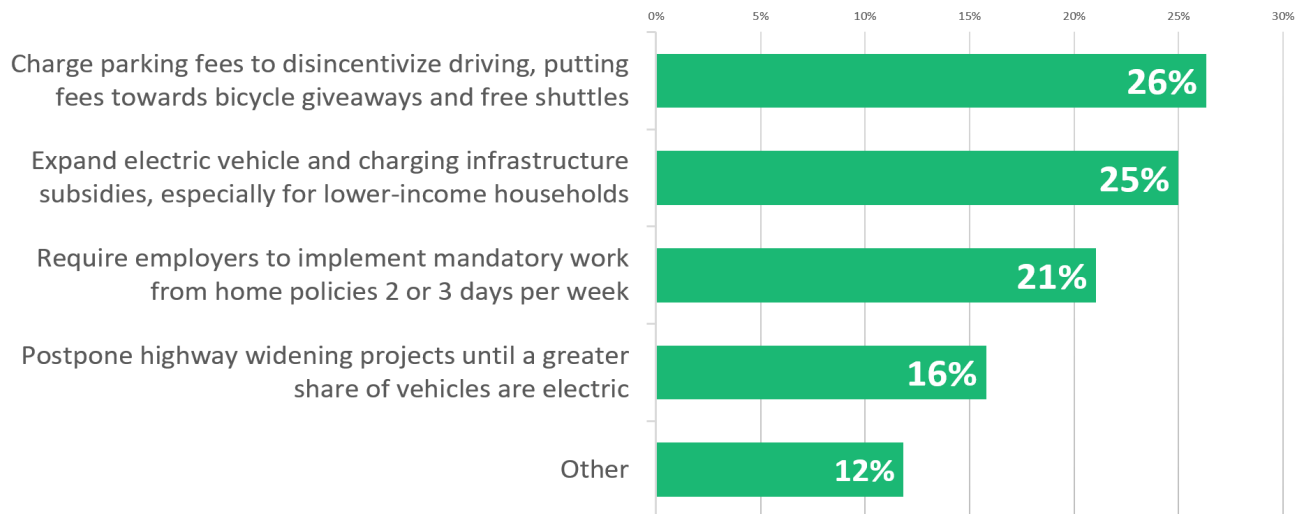
Try to regulate ownership vs. rental housing. Some communities don't want rental housing even though they have a 3:1 ratio on owner vs. rental housing

Policies to make missing middle housing construction legal and to pencil

It's already addressed enough. Just BUILD the housing.

Talk to those at risk of displacement and ask them what they need. Don't assume that regional planners know what is needed on the ground.

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?

Learn from history: never widen highways ever again. Stop subsidizing cars. Change land use so that people don't need to drive to live their life. Cars kill

Infill is the #1 way to reduce emissions. We need to rezone our cities and redevelop to eliminate car dependence,

Convert office parks to mixed-use walkable neighborhoods. Build offices densely near transit instead. Don't build office parks with massive parking lots/garages.
Transportation management associations to get people out of cars
Conversion of existing buildings to use more efficient tech (e.g. brownouts)
Provide additional funding sources to transit agencies with bus service to convert diesel buses to electric.
No more highway expansion.
Policies needed to restrict GHG emissions on top corporate emitters/require cleaner production.
California is already very green compared to most other places on the planet. We shouldn't waste time and money on this, it's just silly.,
Electric cars are not that clean. Lithium batteries are toxic and require a lot of energy to make.
Repeal AB 5
I would focus on water pollution more, not the cars,
Plant more trees. We had many trees once in Bay Area. Where are they? Bring them back. It would be really nice to bring the green color back to the map of Santa Clara.
More housing in the cities with the highest jobs,
More direct buses from farther residential communities to their jobs. Direct buses from San Jose and Milpitas to Cupertino, Mountain View, Palo Alto,
More housing is the answer to all these questions,
Rooftop gardens and parks on top of office buildings and malls. Build a beautiful rose garden on top of Valley Fair Mall similar to the Transbay Salesforce center park in San Francisco
These are all band aids alleviating the symptoms. We need to solve the root cause: lack of housing!!! If you have more housing close to jobs, people will walk and bike to work! Any other secondary solutions are just cash grabs under the guise of "being environmentally friendly".
Ability to work from home of course only applies to some jobs - should perhaps not be a mandate but an incentive,
Buildings are huge contributors - reach code for the whole Bay Area would make sense, rather than by each jurisdiction
More protected bike highways
Please let us know how emissions are estimated for the shift to delivery services etc. All of the trips that are just switched from personal trips to get supplies/services to delivery trips,+ complete streets
Vision zero
Perhaps promote local monitoring through purple air or other services that engage residents in outcomes.
Funding for local jurisdiction's energy retrofit of city owned buildings - so cities can show leadership on this front,
Model local jurisdiction's sustainability and climate action plans to show local/regional partnerships
Tax all emissions and fund transit,
Make 50% of all highways and expressways only available to zero emissions vehicles.
Work with open space and park agencies on how open space areas provide vital carbon sequestration opportunities
Option A is like poor people should be able to use Teslas in the HOV lane too.. but it's still a bunch of cars.. higher density development would be better than all of that continuing the car culture growth.
Reduce single occupancy vehicle use.. even EV SOVs are still bad,
Increase transit frequency and quality
.. denser cities.. not just expand out,
Dave -- yes -- how can we densify the post-war city growth found in Santa Clara Co? Better car sharing and rental infrastructure in Santa Clara County
Mandatory LEEDS ratings for large buildings,

Planted runoff filtration,
Renewable energy production - Solar, Wind, etc..
Distributed urban greenery, tower-podium gardens and parks, elevated street-covering gardens (high-line)
All-electric city vehicles
Local incentives for local neighborhood businesses to create walkable neighborhoods.
Improve public transportation in Santa Clara County, please.
Please make transportation options accessible for everyone, no matter their physical abilities. Not everyone can ride a bike...
While advocating for telework, include strategies to discourage sprawl (many move farther away when they don't need to commute every day) and examine increases in non-work travel closer to home.
Forest management
Prioritize public and private school builds in areas well served by bike paths and transit as well as walkable areas.
New development might have higher requirements enforced for trees being planted per acre. Town budgets for planting trees in parks could be increased. Volunteers could identify places that could accommodate a street tree where there is none and have the city plant in that empty space.,
The emphasis now is on a fifteen minute neighborhood so each town could have shopping areas in more than just their downtown area and develop those.,
Convert office buildings to apartments.,
Change zoning to allow the construction of multiplexes (10 and more units) in more areas.,
Encourage the churches to build homeless shelters or affordable housing on their land.
We need a connected transit network. We have a couple of lines in Santa Clara County, but not a network. That means that you can't get from most places to most other places by transit.,
Yes, we need a complete streets network. Specifically, we need to have a low-stress bikeway network. Currently we just have fragments of low-stress bikeways so they are not useful.,
We need to plan for AV transit.,
We need more beautiful examples of higher density housing to help reduce the negative reaction to upzoning.,
We should consider species loss, not just climate change. Plant more trees and introduce regulations to require that a proportion of them are native species.,
Expand awareness of green infrastructure, not just for public rights-of-way but even for residential land uses,
Carbon tax
Shorten commutes by putting housing closer to jobs
Local incentives to use renewable energy sources for new development.
More work from home days to lessen commutes.
Tree planting
Lower VMT's by encouraging job growth near less-expensive housing and good transportation.
Need a workable business model for EV chargers in apartments and condo buildings.
You need an alternate scenario with job growth distributed more to the South and East Bay. The numbers will be obvious.
Incentivize working from home in transit-poor commute sheds
Housing close to jobs,
Giveaway bicycles,
More frequent and reliable transit to and from communities where displaced families are moving to - Stockton, Sacramento, Gilroy, Morgan Hill,

Also - do engagement in low-income communities. These communities are already resourceful and less polluting. Find out what would benefit them and the percentage of the benefits of "greening" which go to high-income households versus low-income.,

Tax credit to households with less than 2 cars

More \$ for, More \$ for transit infrastructure on existing freeways. Public transit is needed to increase housing growth

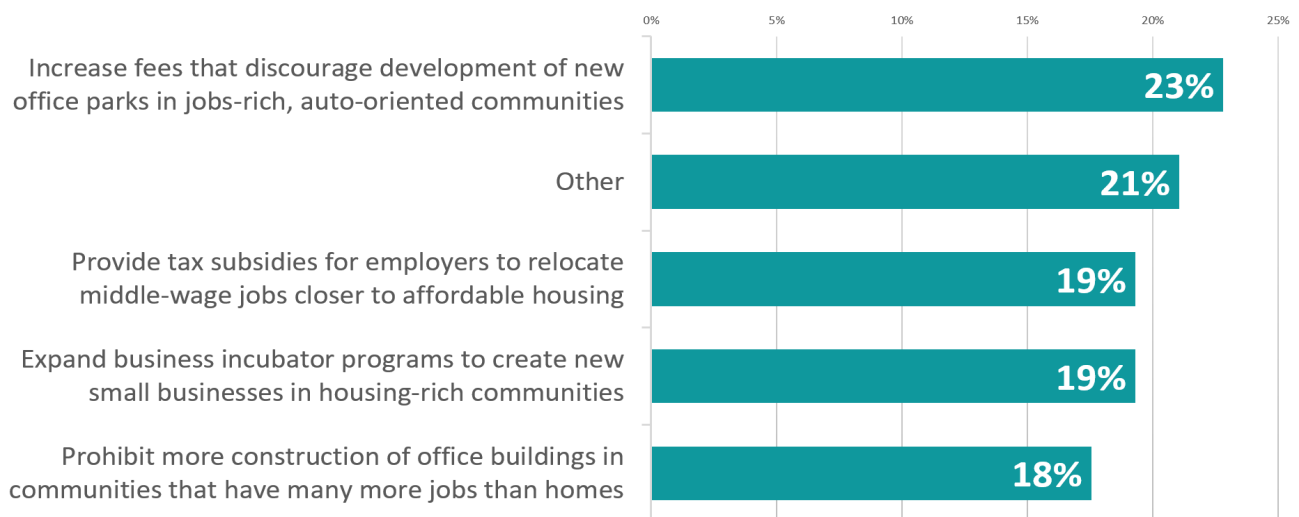
Require cities to repeal minimum parking mandates as a condition of receiving regional funds,

Program to build protected bike lanes and promote/subsidize e-bikes, e-cargo bike, etc. These expand the demographics that can ride with way lower cost than electric cars.,

Bolder funding of improvements for Caltrain

GHG impact fees on development that has high VMT that would then be used to fund sustainable multi-modal transportation projects

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?

Proximity to Stanford means Palo Alto and the mid-peninsula are going to continue being job centers. Its silly to think you can just export that elsewhere. We need to build more homes and stop wasting time talking about how to make the jobs go away. Sending jobs to "housing rich" areas is job sprawl and works against our climate goals,

Change the financial incentives for cities such that cities with lots of jobs (Palo Alto/Mountain View/Cupertino) need to share that revenue with places that house their workforce (San Jose)

Regional coordination to prevent cities fighting a "to the bottom" strategies.

Better job training so companies hire locally (esp. tech)

It's good when you work in one place and live in another. Don't change that! It is a nightmare when you work and live nearby. It feels like you live in your office cubicle. Quality lifestyle requires different environments for work and for life

Build housing in a 1:1 ratio to all existing jobs and future jobs up to 2050,

Give tax breaks and incentives so offices can expand in less job rich areas of Santa Clara county and the rest of the Bay Area,

Remove Prop 13 for residential and commercial properties,

Encourage city councils to approve a housing plan every time they approve a new office and expansion of existing offices,
Build taller, denser housing within a mile of offices,
Build more housing in job rich areas like Palo Alto, Mountain View and Cupertino
To the first comment - that is different for everyone. Housing follows jobs, not the other way around. Best to remember that.
Maybe communities with very high jobs/housing ratios should have to approve housing with each commercial project, which would really slow down that commercial growth.,
Higher regional fees should be charged to jurisdictions with high jobs/housing ratios, and be given to housing/rich communities to develop if near transit and amenities
Split roll for Prop 13 - take revenues and use for affordable housing developments in communities with large RHNA goals,
Allow dense housing right near offices
Promote home occupations and live/work scenarios. Potentially make home occupation rules and live/work scenarios more flexible/performance standard oriented.
Make sure that jobs that are distributed (like those that are home visit based) are not counted in headquarters jurisdiction. Have flexibility about what jobs are counted in x jurisdiction.
A transfer of payroll and other taxes that come to communities with more jobs than housing should be made to jobs poor areas. The region should spread the wealth evenly.
Invest in public schools and vocational training at high school and college so that residents can develop job skills early on
Incentivize employers building near high density housing stock (regardless of whether they are high auto use.. short commutes are good regardless of existing mode),
Large employers should be in populous/high density cities that are still building housing, Job rich/housing poor cities are stealing tax revenue from housing rich cities/still building housing. Can abag/mtc have a role in approving large employer sites?
Cluster commercial around suburban parks to turn them into neighborhood squares.
Encourage large companies to move remote workers to established "remote offices" in housing areas.
Rebuild "main street" in housing-dense neighborhoods, ratio between office-square-feet and housing square-feet
ADUs that are both housing and office/retail,
Small "village square" of commercial in suburban areas,
Reduce regulations for encouraging "cottage industries" to encourage makers and small-scale crafts industries,
Spaces for cultural uses: theater, entertainment, etc. in suburban areas
San Jose is also trying to keep lower-wage jobs in the city for many of the residents, so they don't have to commute out of the area or be forced to move out of the area.
Limit fees for commercial and residential development, it only stifles growth.
Density incentives on mixed-used development near transit is the best solution.
ADUs and in-fill density continues to solve housing crisis without limiting commercial opportunities.
Encourage Stanford, Berkeley, and or UCSF to establish satellites in the East Bay and/or North Bay. That's what creates the companies and then the jobs.
Find creative ways to get retirees to leave Silicon Valley for other areas to open up their units for people who work here!
Corporations need to pay much more money to the cities when they add office space to those cities.,
Keep people from building new homes or offices near the Bay where the sea level will rise and keep them from replacing old ones in those locations.

Address Prop 13. Prop 13 discourages people from using the housing stock efficiently and downsizing when they get to a different life stage and family size.
Don't encourage leap frog development further out beyond the urban growth boundary.,
Education to highlight the value of modest housing sizes and more community oriented lifestyles
Incentivize short commutes
If the commercial space is cheaper (through public subsidies or something) that could encourage development near residential areas
Stringent implementation beyond what SB743 requires,
VMT bank and exchange
Require (or tax) balance between commercial-vs-residential development approvals. Cities have power to do this. Until commercial expansion covers the costs of "externalities" (long commutes, GHG's ...) you will not solve this problem.,
Shift job growth, not jobs -- it's the future that counts. Trying to put adequate housing near jobs in expensive areas is doomed to fail without massive subsidies, which have never been forthcoming. Politics will not solve this problem; it's economics.
Prop 13 fix
Why only new office campuses? It should be applied to all offices. SF has grown exponentially in the last decade. But the plan shows less residential growth in SF.
Ferry service can be improved with Marin county and housing can be built across the bay to serve SF jobs
Policies to shift jobs to regional transit hubs, instead of auto-oriented areas, couple with investment in regional transit hubs
Improve transit access to job centers, rather than subsidizing job sprawl
Consider limits on commercial development in jobs rich cities unless a commensurate amount of housing also being built
Condition regional dollars on cities allowing more housing near jobs
Comments from Participants, via Zoom's Q&A Feature -- most questions answered live during workshop
I do not find among the poll items the topics that seem important to me. These are traffic, streets cleanliness, and quality of education. The survey is designed so that it imposes a choice from pre-selected options, none of which seems important to me.
Can MTC/ABAG extend the August 10 deadline for comments on the Blueprint?
Improving childcare for 0-5 kids is great(!) idea. Multi-story housing near transport hubs is a good idea.
Improving childcare for 0-5 kids is great(!) idea. Multi-story housing near transport hubs is a good idea.
Bold moves in housing, "affordable" housing, "rent control" sound scary. You cannot and should not cancel out the market reality. We should not spend time/\$ to build utopia.
Does the strategy guide take into possibility of different public-private housing production and ownership models (see: Singapore Model for "ownership").
If we do this plan, Bay Area residents will still be spending 48% of their income on housing and transportation in 2050. Why aren't we striving for a more ambitious goal?
What in the strategy addresses re-zoning to more mixed-use? In addition to residential and floor-level retail, there is residential-light industrial? The idea is that you provide a full spectrum of economic opportunity near people.
What mechanisms are in the strategy plan to urge compliance from all of the different governing bodies (County Supervisors, City Councils, Mayors)? Coordinated growth is key, so that affluent cities don't shirk duties (such as housing) onto smaller towns or struggling cities.
Key case: Santa Clara vs. San Jose in housing/job arguments

Does the strategy address State/Federal incentives such as "Opportunity Zones"?
What happened to the MASSIVE housing growth in San Benito, Santa Cruz and Monterey???
when does Phase 2 for transportation projects happen?
What happened to Capitol Corridor between Alviso and San Jose?
I think education is the key to healthy growth. Education, even in the "good areas", is pretty average. I don't know why this is so. I think school unions are one of the reasons. I know terrible teachers, for whom parents complained for 25 years, still work. Please add "EDUCATION" as an item to your strategy.
Why was 2 feet of sea level rise chosen for this plan? While most models may predict that level at mid-century, any new buildings near the shoreline will have a life expectancy towards the end of the century, when models predict upwards of 3 feet.
Is MTC required to close the 7% gap for GHG? How does MTC propose to do so?
You mentioned that all the strategies works as a packet, does that mean that the strategies are set or can they be added or removed?
The last statewide GHG goal for PBA is 15% reduction by 2020, and the last PBA showed it would achieve 18% reduction. Any reasons why this forthcoming PBA appears to underachieve (12%reduction?) compared to the last PBA?
Is there any legally binding heft behind this plan? What is being done to hold cities accountable for building the housing that we desperately need?
Plus-one for Nam Nguyen
I want to reiterate that City staff have been redeployed on COVID-19 response, and that an extension of time to comment would be consistent with extensions from other public agencies such as HUD. Thank you!
Totally agree with Nam, some cities shirk from their duties of building housing. They don't build their fair share of new housing
Why did you schedule Santa Clara County at the end leaving only 5 days before end of comment period. Do we have highest % of growth?
Did you mean Stevens Creek Light Rail or Stevens Creek BRT?
Does the Blueprint account for maintaining industrial lands, especially for construction materials that will be needed for growth?
1-1 Housing Job production doesn't seem to take into account the current disparities, as seen by long commutes. How will the current deficit be made up?
Why the aversion to high rises in the Santa Clara county? When I go hiking, I see SO MUCH flatland. Building up will help with housing costs
How do we encourage cities with higher job density to build as much housing as the new jobs they add?
We just spent \$3.5B on the 10-mile BART extension which carries 350 passengers/day (\$10M.passenger). Would it not be responsible to pause and reconsider priorities before spending another \$7B on the next six miles?
How are the transportation expenditures being matched up with the proposed distribution of housing growth regionally?
Appreciate the strategies for promoting more safe pedestrian and bicycle infrastructure. Caltrans has an approved Bicycle Plan and is currently working on a Pedestrian Plan in District 4, and local jurisdictions are working on Complete Streets policies and programs. How do you envision Caltrans, regional transportation agencies and local agencies coordinate on future planning and improvements to bicycle and pedestrian infrastructure systems in the Bay Area?
How does this plan tie into BART and Caltrain? How do we encourage trains that are faster, have more capacity and are more frequent so that residents in farther, less affluent areas commute to their jobs efficiently?

Is part of the strategy plan creating illustrations or diagrams of what parts COULD look like? Like examples of "complete streets" with "dense, affordable housing" adjacent to transportation, with environmental climate change protections? I find that they really do help people have a better understanding of the vision.
How much is the budget for this plan and who oversees it?
The tax increases you referenced to pay for the strategies, have those been passed or are they yet to be proposed?
Who will oversee the different transport projects so they connect seamlessly once they are completed?
An SF Chronicle story on this plan showed a map of 44% job growth in Santa Clara county (2015-2050), by far the highest of any Bay Area county. How does that match existing jobs by county (i.e. what counties currently have the most existing jobs)?
A second question - how does the plan work to link transportation investment in places like Santa Clara County that will see so much job growth?
PBA calls for 57% of new housing to be BMI. Santa Clara County experience has been much lower than that, maybe 15-16%. How does the region get to your target of 57% without large investments in BMI housing subsidies?
Is your work on this blueprint in response to a mandate by the State?
More community oversight to local government decisions
Will this survey be placed on line so that others may be able to participate?
Encourage and leverage the direction for emerging modes and technologies (e.g. AV) to be shared and clean
Local government policy to require higher density and more diverse land uses in close proximity to high quality transit
@Dave: the proposed express bus service with stops in Cupertino and Mountain View is in the 85 corridor, not 101.
Turn freeway barriers to open space on top or under to improve connectivity
If displacement has consistently ranked last in all of your workshops, why is there so much focus on it
Shouldn't you focus the resources on matters that have higher rankings
Where is the transportation plan that will allocate funding for PBA 2050? You went through that slide very quickly.
You claim you will be working with the councils of the cities involved. When will that begin?
Do you distinguish between Santa Clara County and San Jose which have very different housing/jobs ratio?
why did the RHNA numbers go down over last three eight year periods and now is almost x2.5 of the previous eight year period.
Considering Work From Home is getting accepted why do Santa Clara county cities have high RHNA numbers.
How a house can be "below market rate"??? Who will pay the difference?