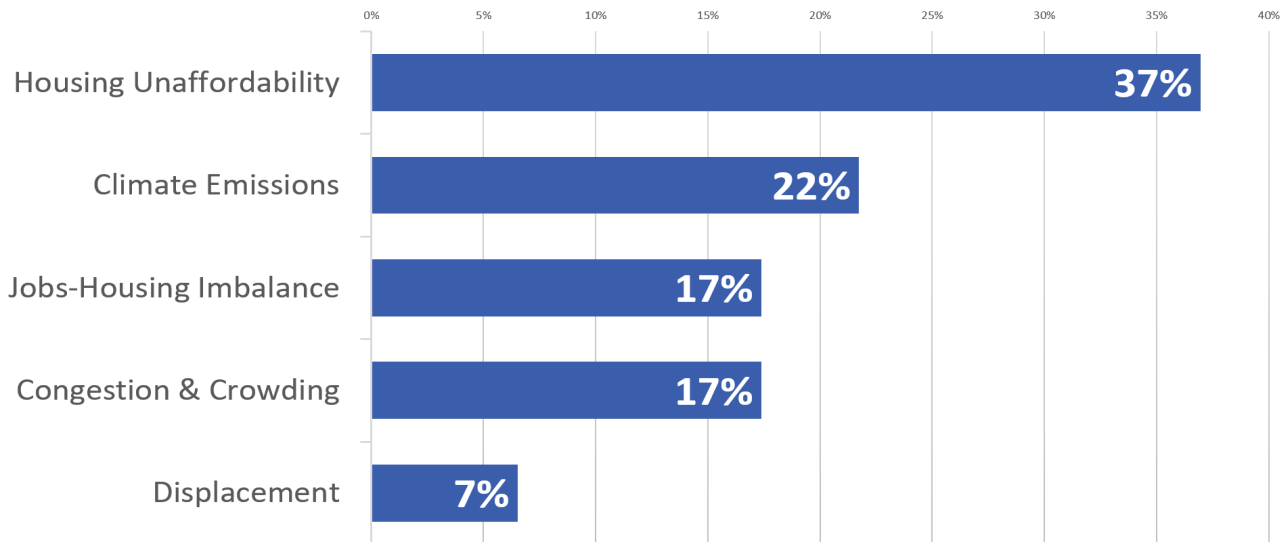
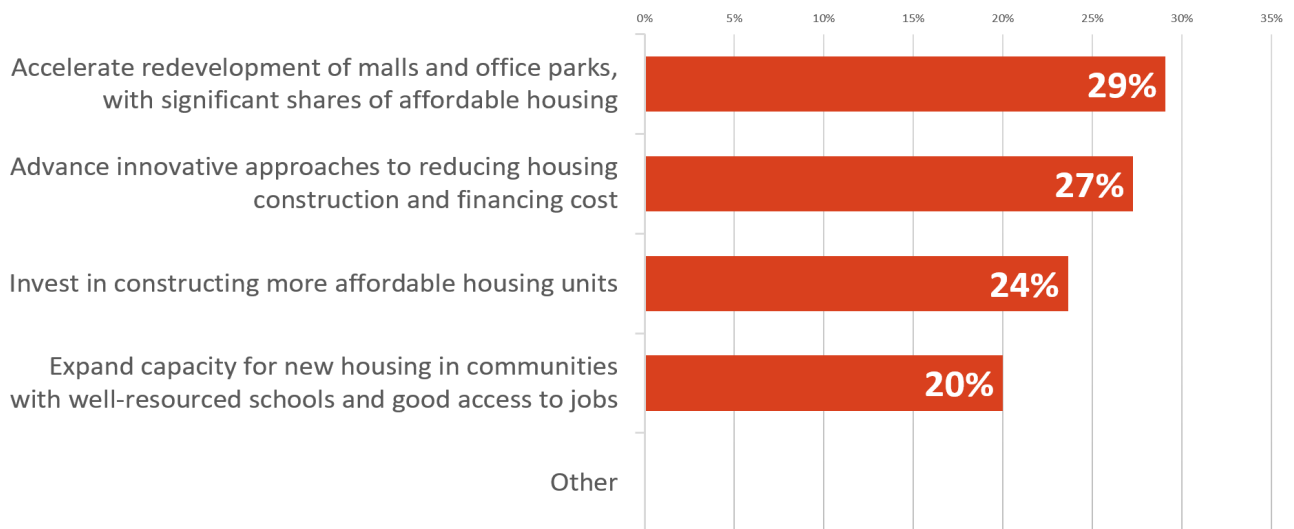


Participant responses to a series of questions.

**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?**



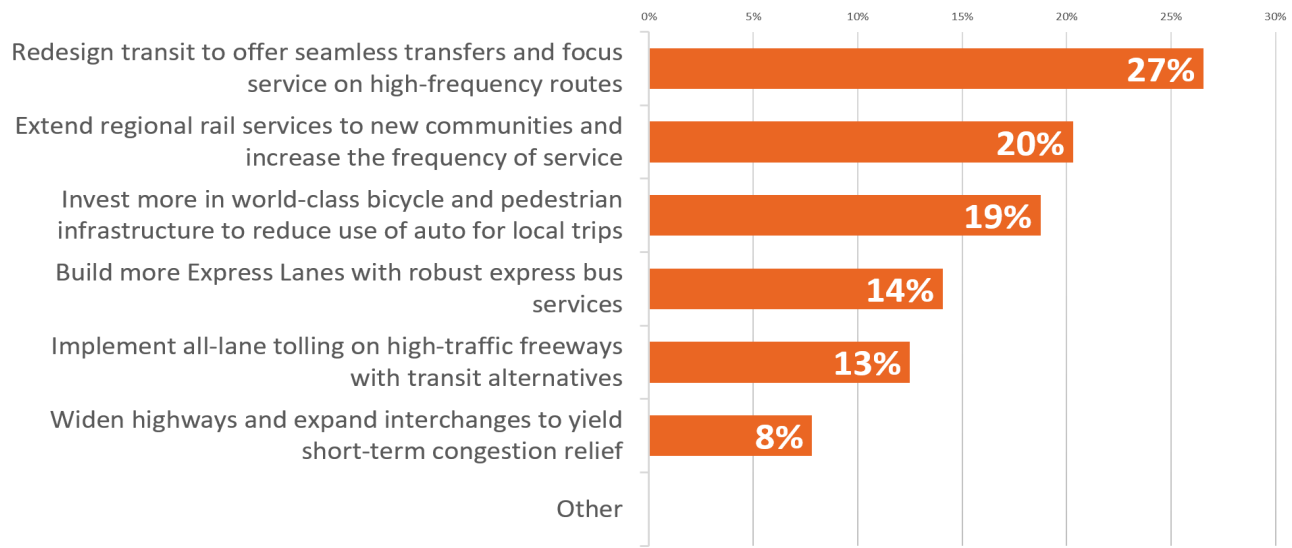
Is there anything else we should take into consideration to address the challenge of affordability?

Create more ownership opportunities for low income housing, so people can build equity and wealth. This is the path to long-term, inter-generational success.

Reduce jobs demand. We're packing too many jobs into areas that have no intention of meeting housing needs.



## 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?

Incentives to employers who support staggered or alternative work week schedules

Set up more car share locations (Zipcar)

Merge Caltrain governance with BART to enable a more regional approach to their service

Increase broadband internet accessibility to help enable telecommuting. Subsidize low-income communities to enable remote learning

BRT on the ECR!!

More bikes or scooter share at Caltrain stops to enable last mile

Require employers to join TMAs

Free transit passes for youth

Time of use pricing for tolls on major corridors (e.g. US 101)

Align transit schedules to facilitate good connections.

Extend BART or include more Caltrain stations?

Consider implementing on-demand or demand sampling bus services?

Help with policies to provide more flexibility in scheduling with employers so employees can take the extra time (and often, uncertainty) associated with arriving via transit.

Include more bike racks on buses. The risk of the only two bike spaces being unavailable makes bike/bus linkage risky.

Ensuring reliable funding for transit systems, such as Caltrain

Take away spaces for cars. Shift culture away from prioritizing cars. Streets should be for other forms of transportation FIRST

Invest in useable midday, off-peak, night and weekend/holiday service ... transit, particularly commuter rail is only really useful for peak period "white collar" commuters working very traditional hours.

Transit vehicle signal priority!

Regional fare coordination with one regional tariff & branding. Having two dozen agencies with differing policies, fares, schedules is nuts. (Compare to cars/roads!) Europe urban areas have all done this decades ago!

Mandate large employers to implement robust TDM programs

What is happening with homeless people who travel to SMC via BART and Caltrain and then are pushed off transit when the trains stop running at night? And how many of these people don't want to engage with SMC and want to keep their e.g., San Francisco residency so they can get SF services?

Why does the plan ignore the regional airports and impacts on communities?

Does this plan recognize counties that have large percentage of open space, i.e. San Mateo County is 70% open space.

How is the plan enhancing inter-connectivity between transportation agencies and seamless transportation?

Reduce crime on BART and eliminate fare evasions. Transit like BART has not been serving homeless. That is the problem. SF needs to stop giving out needles that end up on BART

Protected bike lanes. Protected bike lanes \*everywhere\*. Specifically, an integrated network across SMC of protected bike lanes.

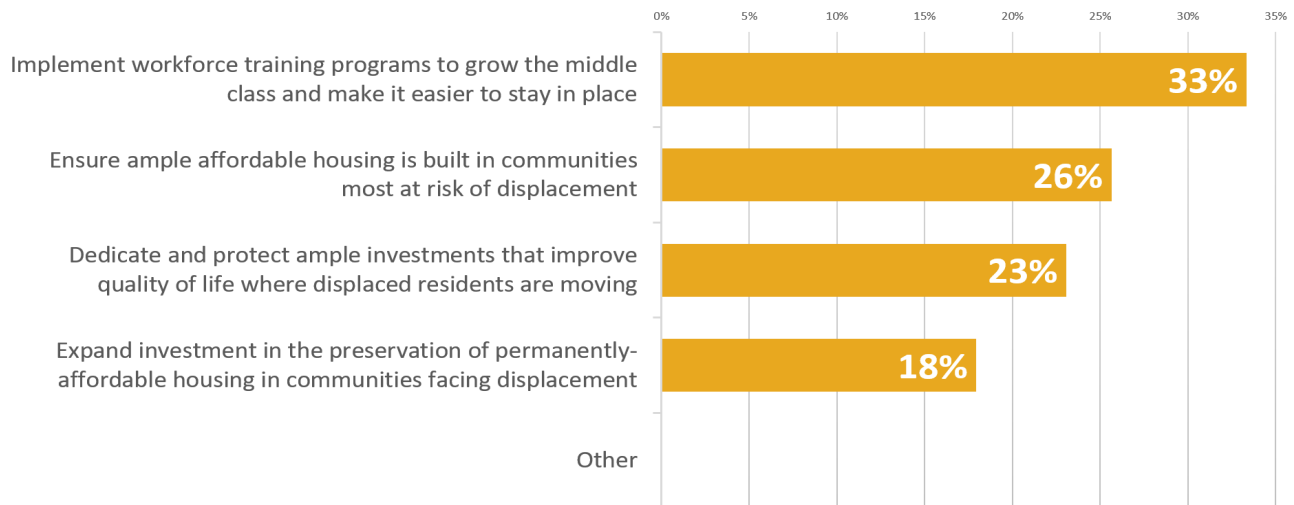
Dedicated bus lanes on El Camino Real and the San Mateo Bridge

Yes! Ubiquitous broadband and development of "live work" multi-family housing areas

The installation of bicycle lanes by removing travel lanes is causing congestion by taking away needed travel lanes to efficiently convey traffic. The vast majority of people that are low/mid income are unable to use their bike to get their work. Biking is impractical for those people.

We need to implement the "Seamless Bay Area" strategy, getting a true Metropolitan Transit Authority that can control routes through the whole region. It's amazing that we do not have a single express bus line (ideally Bus Rapid Transit with dedicated lanes, where it's physically possible) all the way along El Camino.

### 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?

Require that any new development projects - particularly TOD - include an actionable community benefits plan

Landlords and property owners should be required to find similar housing for tenants they displace.

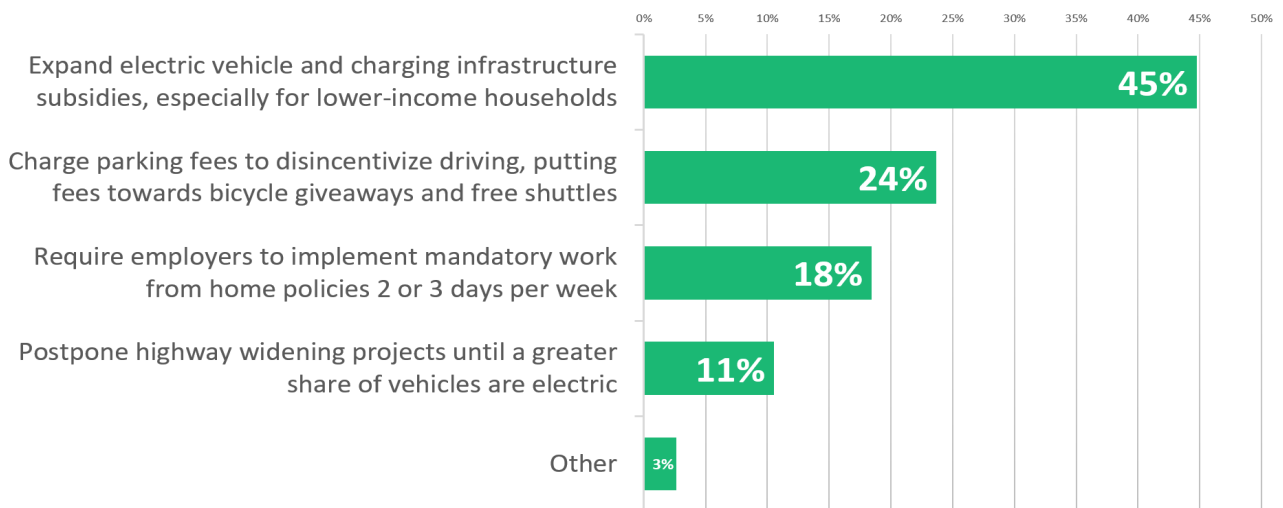
More tenant protections - tighter rent stabilization and less no cause evictions,

Create an "academic impact fee" for high performing school districts. Parents will sell their right arm to get in which impacts home prices

Commercial rent stabilization,

Spread out jobs across the bay area
Tax on residential speculation
Regional revenue sharing, so cities are so focused on revenue generated jobs,
Prop 13 is rent control for homeowners, why shouldn't tenants have it too! Minimum lease terms.
Consider a program to assist potentially displaced residents in remaining in their communities, regardless of whether the rents in an individual building rise.
Repeal prop 13
Tax employers that hire employees from far communities
Impose a high income tax on income gained from selling low cost-basis real estate (possibly of four units or larger). This may discourage such sales to enable redevelopment into luxury housing. Or, when sales do occur, it may help to fund other housing programs. It may also help to cause more frequent property sales which will help local governments increase tax revenue by avoiding the Proposition 13 "lock-up" from low cost-basis properties.
Open up exclusionary communities. Every community needs to open up to low-income residents, even Atherton. Eminent domain properties in cities that won't allow housing to build affordable housing
Repeal prop 13
Build, build, build ... the jobs/housing imbalance is driving up unaffordability & displacement. Econ 101. Even market rate housing helps relieve pressure on existing / more-affordable housing stock.
Why are you using SF as a model - SF has 30,000 rent control units that are vacant. SF is the most gentrified city around. What stats do you have that rent control is helping prevent displacement. How does SF get to build the high rise housing but no affordable units.
Vacancy fees are interesting
Limiting Air-B and Bs
Incentive for property owners. Renters are always protected but not the property owner
Rent control doesn't work. Sf has highest rents. Great for long term tenant worse for new renters
Keep prop 13
Regional rent control, very surprised that wasn't a choice
Massively expanding housing production in affluent suburbs so wealthy newcomers don't drive up the cost of naturally affordable housing
Land value taxation which could be funneled into BAHFA
Provide low interest financing opportunities for property owners that commit to build and rehab lower income housing options.
Eliminate rent control, this will make it so that housing costs go down long term
Public/private investment in housing for low-income household
Make it easier and faster to build housing of any type. Increase the housing supply.
Unify transportation systems into a single Bay Area transportation agency.
Eliminate rent control to increase housing supply. Do everything we can to increase housing supply, especially high density.
Side effect of rent control is that it makes housing less affordable.
Make it legal to build with higher density everywhere in the Bay Area.
Allow homeowners in SFH (single family housing) neighborhoods to convert their properties to small multifamily scale, producing naturally-affordable units. "Preserving" existing stock often means ensuring that you can never densify the total units in an area by increasing from 1-2 floor scale to 3-5, and retains housing that's cheap because it's old and run-down, rather than producing new units that can then age and get cheaper.
Drastically scale back prop 13, make it a protection for retirees only, no inheritance, no second homes
Limit rent as a % of assessed value.

### 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?

Examining the carbon emissions from Lyft and Uber cars - is there significant impact?

Insource our low-income workforce!

Reduce VMTs

Implement regional carbon sequestration offset market

Tighter regulation of ports and their emissions

Implement regional TDR system to encourage urban infill

Concentrate affordable housing in TOD

Mandatory inclusionary housing in all communities

Yes! Delivery trucks and rideshare services should be EV!

More by-right development near transit

Incentivize employers to organize employees for carpooling

Tax employers that hire super commuters

Update building codes and inspection for existing buildings to improve energy efficiencies

Increase car taxes relative to car weight and MPG

Facilitate shared micromobility for last mile transit

While more politically palatable, don't limit EV and charging infrastructure subsidies based on income. There is no such thing as a low income or high income GHG particle. Every reduction, no matter the income of the generator, is important. If the focus is on lower income persons, target apartment owners where lower income persons may be more likely to live.

Make biking more comfortable, invest heavily in bike lanes and deprioritize road widening of all sorts.

Infill housing: It's the most impactful thing many cities in Silicon Valley could do to reduce GHGs

Don't postpone highway widening--we should never do this again

EV promotion won't fix traffic. We need to move away from cars

Agree with the comment about subsidies for e-bikes being preferable

Replace gas tax with pay as you drive mileage tax. Per-mile tax rates can be adjusted based on vehicle size/weight. Carbon tax! Pay as you drive auto insurance, too.

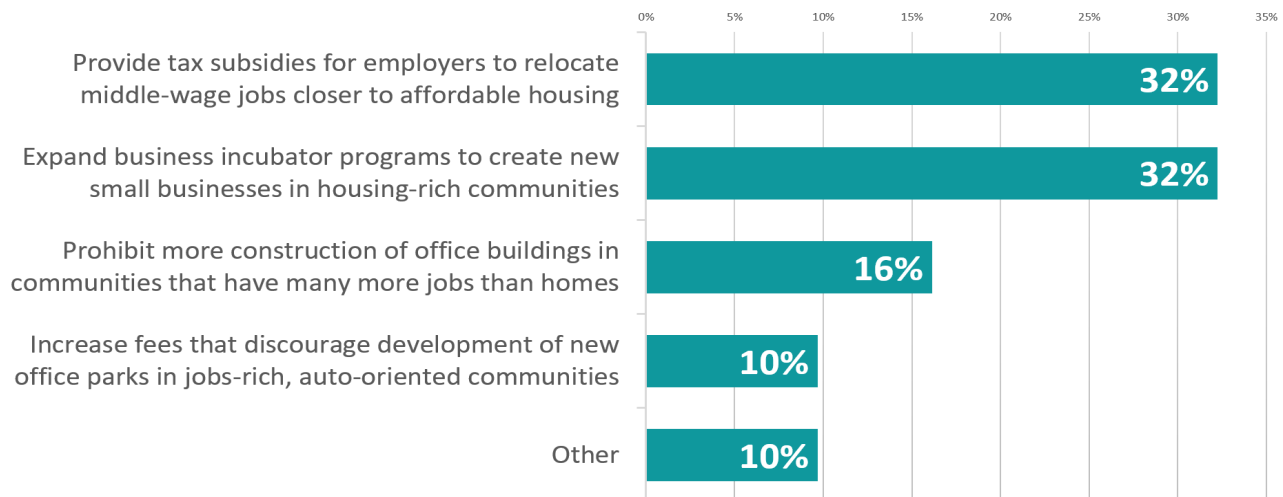
Enhance access to public transportation, seamless transportation

Recognize regional airports in the plan

Congestion pricing does not seem to help equity.

- Maintain and optimize existing infrastructure - means forced inter-connectivity .
- Consolidation of the 27 different transit agencies would reduce costs
- Incentives to purchase electric vehicles
- Lower single person driving by using carpools
- Don't forget some communities are hills and people really cant walk or ride bikes in most places over hills
- Bus lanes so lower-income folks can more easily get to their jobs
- Subsidies for e-bikes, not just cars!
- Require delivery trucks to be electric (Amazon, UPS)
- Removing travel lanes ends up creating additional emissions by creating more idling traffic.
- Only the able body can use bicycles, creating bicycle lanes and remove travel lanes does nothing for them. It just adds more traffic congestion and worsens the climate emissions.
- Need bike dedicated lanes to workplaces
- Riding buses depends on cost and convenience.
- All buses and taxis in Shenzhen are electric
- Does the draft talk about replacing dirty energy sources with renewable sources like nuclear? Make it easier and cheaper to build renewable energy. Give R&D credits for companies investing in newer technologies like mini nuclear reactors.
- Make it easier and cheaper to build denser neighborhoods. Make it harder and more expensive to build single family houses.
- Congestion pricing everywhere.
- Massively expanded and unified public transport.
- Dense, walkable neighborhoods let people live a drastically lower carbon lifestyle.
- Housing production is a top priority, far beyond even electrification of transport, heating, etc.
- Another reason to avoid getting hung up on "preserving" affordable units is that those units tend to be less efficient (poorly insulated, older appliances, etc.). We need to produce "new" affordable units that use modern tech to lower carbon output.

**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?

Redevelop and rezone

Develop suburban downtowns to serve WFH (work from home) white collar workers

Regional revenue sharing, so cities don't only focus on creating jobs, rather than housing,
Head tax on large corporations and invest in affordable housing
Downzone commercial zoning in jobs-rich areas,
Focus on jobs-housing fit, instead of jobs-housing balance
Assess job density fees on companies in high job to bed imbalance communities,
Expand fiber-optic internet access across the Bay Area to allow more locations to be eligible for tech related jobs.
Require new office developments to be constructed in "modular" layouts, to increase utilization of individual buildings/floors
Redevelop old office parks into mixed-use neighborhoods.
Don't do job sprawl! Stanford is still going to be here no matter what MTC does.
Creating policies to get rid of jobs seems like a difficult to impossible task
I like regional revenue sharing idea!
I do not want to live in a company town. Tech companies shouldn't be building housing.
We need to zone to allow for housing.
Managed lanes, express buses, increased access to transportation modes, seamless transit, mega region transportation.
Shift more jobs to coastal areas where 80% drive out of town daily
Very larger employers should provide nearby housing
Create more jobs in bedroom communities and more housing in job rich cities
I'm concerned about job-shifting resulting in sprawl and displacement in lower-income communities across the Bay.
Create tax incentives for employers that allow employees to work from home
Like carbon offset payments, how about affordable housing offset payments to communities where workers live and commute from?
Make it easier and cheaper to build dense housing and more expensive and harder to build single family houses.
Reduce administrative burden (licensing, permits, etc.) when creating small and medium enterprises.
Build community run fiber optic internet to all households.
This is a waste of money, fighting world-historical forces. With people not working their whole careers at one company, they want to live somewhere that they will be very close to many possible employers. So the pressure toward urbanization / "economic clustering" is higher than ever.
Comments from Participants, via Zoom's Q&A Feature -- most questions answered live during workshop
What if your area has no jobs, no transportation, high risk areas and no land to build on? (coast)
Is there the possibility to create "rent to own" style property arrangements similar to what exists in other countries (e.g. UK)? This is where the tenant could purchase a portion of the equity of their dwelling, rather than having to mortgage the entire amount.
Does the predicted increase takes COVID19 into consideration?
Why is there so little housing growth in Central San Mateo County?
63% of workers in San Mateo County live outside of the county. Why is housing growth so small in San Mateo County? We need to also make up for current deficits.



When the CA economy first took off in the post-war boom, average workers weren't living in deed-restricted housing, the market rate was just naturally affordable because housing was allowed to keep up with supply. Is ABAG going to pursue the goal of producing the ~800k-1M housing units that would be required to bring the median rent down to the point it would not overburden the median income, and to make it possible to save up in a reasonable number of years for the 20% down on the median house or condo available purchase while living on the median income and paying the median rent? In particular, will you support giving homeowners, especially near transit, the right to convert their SFH properties into small multi-family configurations (duplex or triplex, adding ADUs), preventing cities from regulating naturally affordable housing out of existence?

Are the ##s for working from home going to be modified based on the COVID experience?

So if we successfully execute this plan, the average Bay Area resident will still be spending 48% of income on housing and transportation in 2050? How can we set more aggressive goals to reduce housing cost burdens more significantly?

We're still anticipating ~60% of workers to commute via auto? Seems like traffic and transit might actually still get worse. Any reason the plan didn't strive to have fewer cars on the road?

No mention of Sea Level Rise on the Coast?

Why was this draft released without addressing the full state ghg reduction requirement?

The City of Millbrae has approved and entitled 488 housing units that include low income, next to the Millbrae Transit Center serving BART, Caltrain, Samtrans and other agencies. CHSR's recently released EIR shows only one alternative that would eminent domain the housing units to build a 300 space surface parking lot. CHSR's only alternative for a station in Millbrae per their draft EIR is in conflict with PBA2050 draft plan and all smart growth transit oriented development best practices. This needs to be addressed in MTC's plan.

Can we access the slides afterwards?

Based on materials provided by ABAG at the last Housing Methodology Committee meeting, it looks like the PBA modeling will push units down to Silicon Valley. Is that correct?

The mothballed Dumbarton Rail Bridge corridor — the first Bay Crossing ever built — was purchased for a mere \$7m about 25 years ago by Samtrans for future transit use. But because this obvious high-value, relatively low-cost project to link Union City BART with Caltrain in Redwood City and allowing for a one-seat ride aboard ACE trains for Central and Tri-Valley “supercommuters” to Peninsula & Silicon Valley employers (FB, Google, Stanford University & Research Park, Oracle, etc., etc., etc.) has been a multi-jurisdictional political “orphan” ... this corridor has been allowed to grow weeds instead of provide sustainable relief to the jammed Altamont Pass and Hwy 84 Dumbarton auto bridge corridors. Instead of relying on or waiting companies like Facebook to step up, how can ABAG/MTC show regional leadership and advance this obvious high-value and long-overdue project instead of allowing MTC appointees to continue to ignore it while advancing more far more costly and more politically-sexy “vanity” projects?

Can you show that chart again?

I was surprised to see that a majority of Bay Area households would still be outside the half mile transit walkshed in 2050. What would need to change in the blueprint to achieve a majority of Bay Area households having access to quality transit?

High Speed Rail has just released their draft EIR/EIS for the San Francisco to San Jose reach. In this plan they ignored local Specific Plans and approved plans for housing and mixed use next to the Millbrae Intermodal Station. They claim they are working with the City but in reality they are not. They are killing 488 units of housing 15% low affordable, and commercial and retail that is vital to Millbrae's economy. It is really difficult to listen to politicians and regional housing / transportation agencies talk about the importance of housing and then let HSR turn Millbrae into a surface parking lot. Will MTC and other regional agencies especially transportation agency be held accountable for housing shortages and well just plain arrogance. Will MTC help Millbrae and tell HSR to work with the approved project that can give them what they want, parking and station without turning Millbrae into a rail yard.

While the vast majority of San Mateo County residents live on the Peninsula, within a half mile of major transit systems, it is important to include the needs of coastal residents and the opportunities to produce affordable housing, and the need to protect existing naturally affordable housing in areas such as Pacifica.

How does the strategy impact RHNA requirements?

I'm glad that the PBA 2050 numbers are greater than PBA 2040, but there's still an historic imbalance that remains unaddressed. San Mateo County added more than 100k jobs in the last decade alone. The housing numbers seem insufficient to come close to bridging that gap.

To clarify, we need 800k-1M units \_in the next housing element cycle\_, not in thirty years. This is based on using ABAG's own projections, I'm happy to point you to a spreadsheet. Will you support by-right production of triplexes and ADUs on lots zoned for single-family only, to help close that gap?

Deed restricted purchase units are glorified rentals. The owners can't collect more than 10% equity. The county used to have a program where they provided very low/ no interest down payments so that lower income people were able to purchase homes just like anyone else. They were not separate than any other house. If that owner sold the funds were repaid and able to be used by others as a new down payment. So the funds are revolving and continue to get used.

It's great to hear Plan Bay Area care about climate change but what about particulate pollution including micro particulates that come from airplanes. And how will the plan work on noise pollution. Will funding agencies fund improvements like rubberized asphalt that can reduce the sound produced by vehicular traffic and thick vegetation that can absorb rather than bounce low frequency noise and not bounce that noise to a different area. Instead we see managed lanes come in and remove vegetation and berms and do no noise mitigation at all.

Hello? My Dumbarton Rail Bridge question is not being read or answered? Why is it being overlooked or deliberately ignored?

With the severe imbalance of jobs and housing in San Mateo County, have you looked at either slowing down job growth here and incentivizing job growth in the East Bay. If we can meet our supply needs, let's reduce demand!

How do you propose to better integrate green infrastructure not just at the Bayshore, but also the upper watershed? Wildfire risks are significant and it is a significant source of water.

It isn't just vehicles new data shows airplane micro particulates are significant. Those of us who live near or under flight paths need to be part of Plan Bay Area too. Sadly SFO Noise Roundtable chartered initially for noise and didn't include emissions like many of the airport roundtables around the US and the world. We have many airports in the Bay Area, we rely on them for economic growth but some communities bear the greatest burden of the pollution from airflights. Isn't it the regional planning agencies roll to look out for people? Why are airports given carte blanche to do as they seem fit.

Can you comment on this housing conflict in Millbrae? Millbrae approved a significant number of housing units and continues to try and meet RHNA numbers but California High Speed Rail is blocking the City's ability to proceed. Thoughts?

Trips to San Mateo County's open space requires driving and incurs VMT. Can you encourage investment in EV infrastructure out there so electric vehicles can better access these remote locations?

Hobbling the Dumbarton Rail bridge with LRT or "group rapid transit" (aka gadgetbahn) is a huge mistake ... this precludes through-running and inter-lining of Amtrak California (CapCor & San Joaquins and/or ACE trains)! It needs to be FRA-compatible standard rail, as Southern Pacific RR originally built it.

The HNTB consultants being used by CBTP ("Cross Bay Transit Partnership = FB + Plenary Group + Samtrans) should not be allowed to hobble that rail corridor that way. The rail bridge can be rebuilt as a much cheaper low openable bridge (as it originally was) because there is nearly ZERO maritime traffic which would necessitate a lift- or swing-span bridge to be opened.

"Do ALL the things!"

Can you please be more specific on where slides will be posted? The website has a lot of information to navigate.

Plan Bay Area should review where past BPAC monies have gone to see if it is spread to all communities or do the majority of the grants go to larger cities who have larger staffs that can include grant writers or because their elected officials sit on the committees that give the grants. Equity isn't just something for low income communities. If grant funding seems to find itself going to the same cities it disadvantages the other smaller less politically powerful cities to provide bike and pedestrian/safe streets and implementation of active transportation plans and green infrastructure plans. You need look no farther than if the COVID funding goes to cities, 70% of the funds will go to cities greater than 50,000 people and yet in San Mateo County more than 50% of the population lives in communities under 50,000 people so smaller cities will have less money than larger cities. I'd really like to see the region dive into how money flows to cities/towns and the financial disparity it creates.

Adding to the funding inequalities, there are Cities that people drive through to get to regional facilities like airports or bridges. Yet funding for road repairs are based on per capita. When these drivers are from outside that community but cut through, think Foster City with drivers trying to avoid the 92 interchange so they use FC streets to avoid it (or 3rd Ave in San Mateo). Another cut through community is Millbrae where drivers cut between 101 or 280 as they leave or try to get to SFO or the terminal BART station. Many people from Santa Clara County and SF as well as other parts of San Mateo County use small residential streets to get to SFO / BART with no consideration of the residents of Millbrae and since they spend no money there is no money to repair the roads their driving contributes to running the roads down (bad pun intended).

Can we hear a tape if we have to leave but want to see how you answer questions. BTW, very hard to read the texted in comments. on my screen they are blurry. So the ability to read them later would be nice.

Set minimum per employee square footage standards, so employees can't be squeezed in so densely.

Please provide the results by county at board meetings. Thank you

To save Caltrain, stop HSR trains from SF to SJO and use the electrification of Caltrain's Baby Bullets to run the line will only take 4 minutes longer. Then save those billions of dollars for actually building housing and east west or north south connecting transit. It makes no sense for HSR to spend tens of billions to run a train that can not go to the speeds they claim, when the baby bullet will work just as well. It just won't be as sexy as saying HSR runs to SF. But truly who cares about sexy when we can't get people down from the hills (even with electric bicycles) to connect with El Camino, BART, Caltrain, RTA or other transit options. Stop HSR's complete waste of money with what they want to do to the peninsula but worst to Brisbane and Millbrae, Oh the horrors.

Why is the RHNA number so much lower than the MTC calculator tool, which pegged the number at ~600k homes?

Given that people only work a few years at a time in particular jobs, why would they want to move out to some exurb where there will be at best a small number of employers. The pressure toward economic clustering is stronger than ever. We need to build radically more housing in SF and Silicon Valley.

The Plan Bay Area 2050 preaches but doesn't support and yet will they support them by giving money to transit without transit being accountable for killing housing? That is bureaucratic doublespeak.

Funding for not just acquisition, but also stewardship and wildlife corridors is important too to maintain healthy and resilient green infrastructure

Dave - Its not a design issue or an individual project issue. The question is how can MTC help local cities implement your goals at MTC when the very transit projects are poorly planned and prohibit the production of housing? Should the transit agencies be subordinate to local city land use plans?

Yes agree with comment on how the money is spread out. Smaller cities often need it more.

So again, Plan Bay Area leaves some communities like those that are bombarded by noise, helpless.

We need CEQA streamlining in TOD areas

Are you working to speed up the development of dense housing, like speeding up approval process, reducing administrative burden and moving control away from counties and cities?

+1 on building massively more in Silicon Valley and SF.

Great workshop! Thank you. Liked the format and exercises