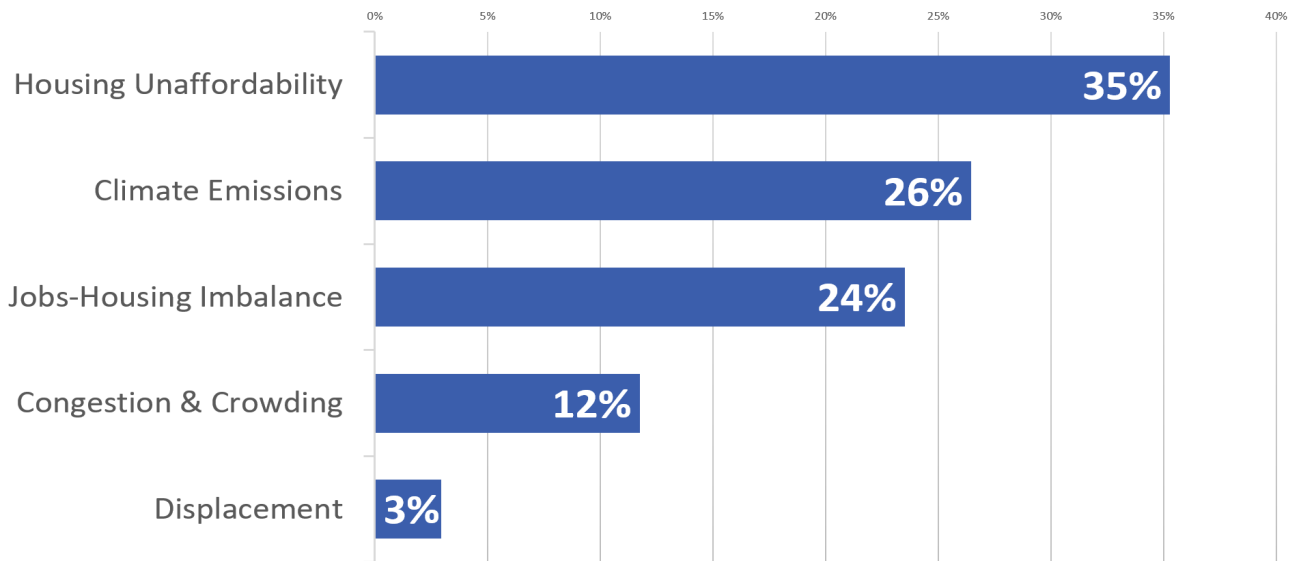
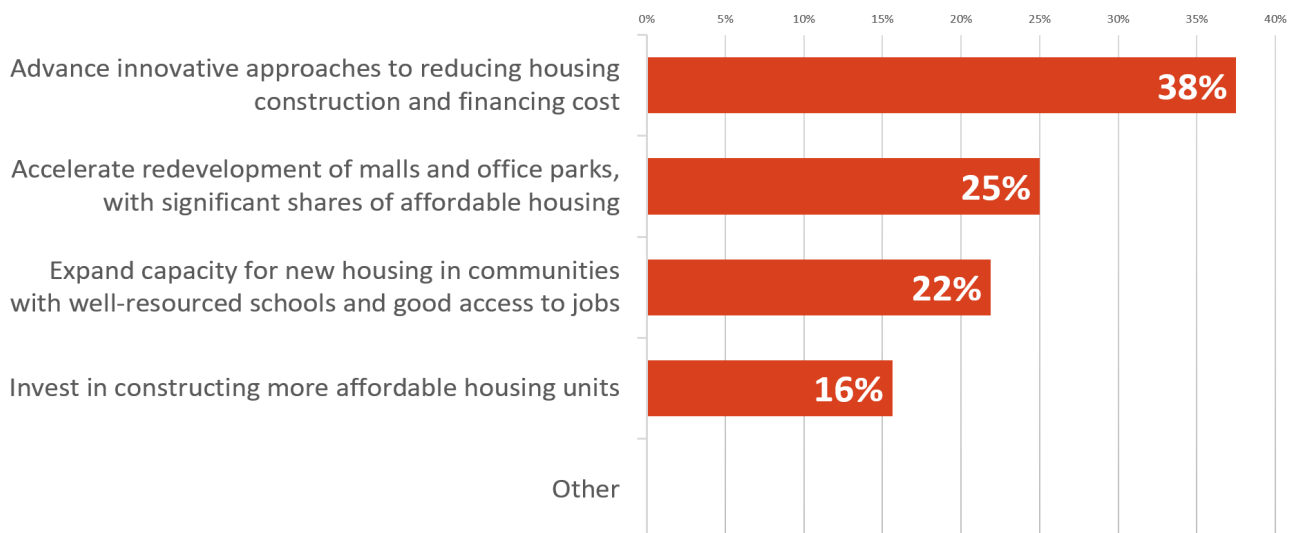


Participant responses to a series of questions.

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?

Approaches to rolling out affordable housing across a more rural county, especially housing that is close to transit

Providing funding for partnerships between non-profits and cities, especially if it can be done on a smaller scale.,

Provide funding for Housing Land Trusts - the units are affordable in perpetuity!

In rural areas, the funding needs to be able to support small scale projects if it is going to work in rural areas (where skyscrapers aren't appropriate) - think Habitat for Humanity, etc.

Policies that reduce NIMBY

It's about putting that housing near transit areas

Find ways to reduce opposition to locating affordable housing in existing communities.

Programs for outreach to disadvantaged groups

How to message to NIMBYS

The zoning and planning is there. Cities need help to attract developers and help housing projects pencil out or be profitable.

In Sebastopol, where I live (I'm currently the mayor), there are not many sites available to build large numbers of new units, and the community would not support large new developments. We have many older property owners who own their houses outright. A housing-land-trust-type reverse mortgage might be a tool that could be used to embed younger families into well-established neighborhoods.

This is a statewide issue that is why folks are moving out of the state

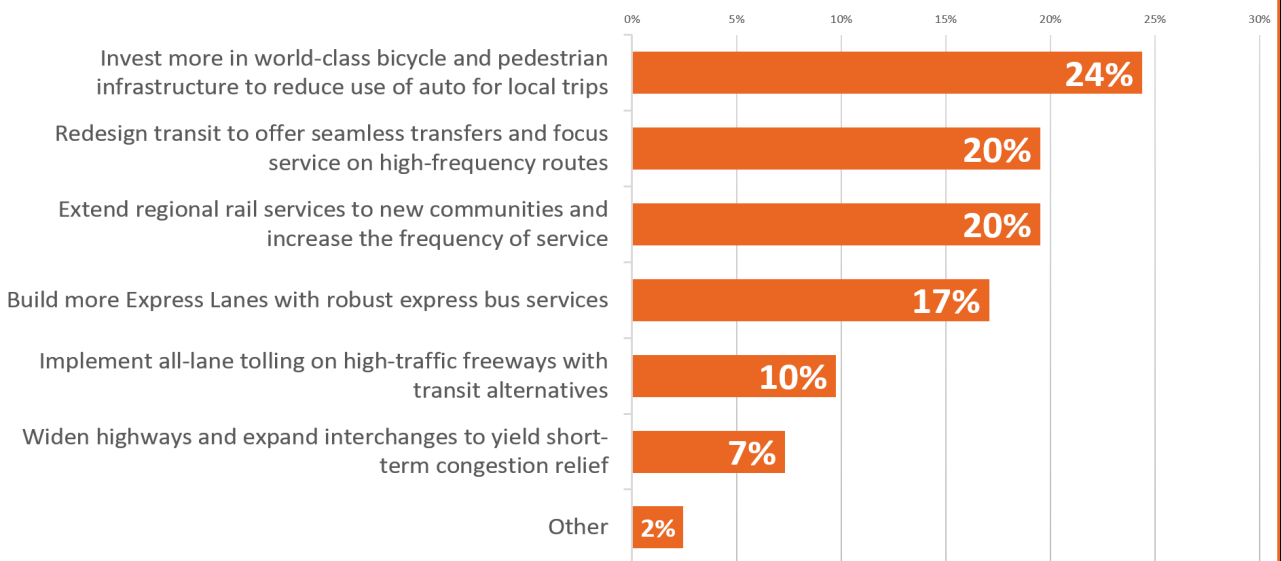
Create Non Profit Housing Trusts which have a mix of housing by age group.

Application process must be made do-able

C, Put affordable housing on State owned land, esp. Sonoma Developmental Center

Consider live/work

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?

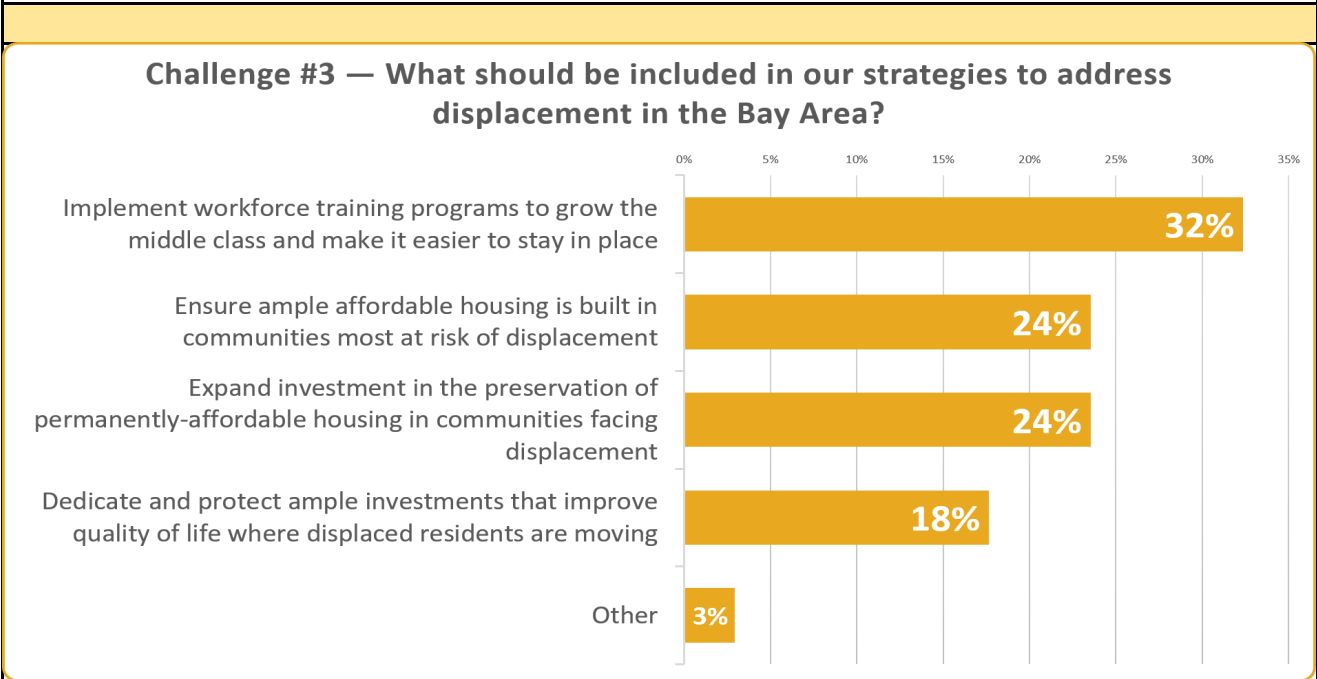
Expansion of key regional transit combined with last mile/active modes

Focus on Jobs/housing balances - need to create housing where jobs are (SF added 6000 dwellings during the same time they added 60,000 jobs)

Employer benefit programs

VMT tax

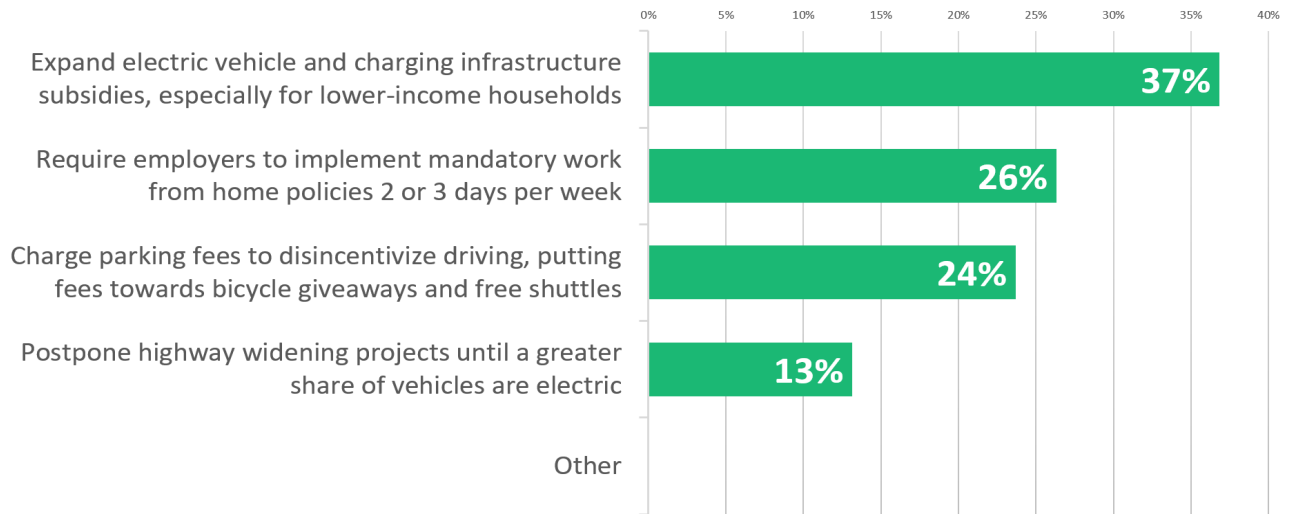
- Combine rideshare/Uber/Lyft services with trunk line transit.
- Look at how Uber and Lyft traffic can be reduced so more people will use public transit,
- Extend and expand public transit to areas outside of main corridors
- Extend the Clipper START program indefinitely to allow for more users to access transit,
- Enhance first/last mile connections
- Continue to focus on city centered growth and improve jobs housing balance.
- Direct more funding to local transit in Sonoma County.
- In-town light electric vehicles to reduce fossil fuel vehicle use
- Make every street a safe street to entice bike and ped users. Vision zero.
- Road use charges are highly cost effective. Should be piloted ASAP and scaled up as a "contingency" if GHG goals are not being met
- More funds to bike and pedestrian facilities



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

- Ensure that there is a range of housing types and tenure in all communities across the county,
- When looking at the communities - ensure they provide the services and cultural assets that existing residents need and want within easy access
- Tax 2nd homes (and 3rd/4th residences) and stop allowing those homes to be converted to vacation rentals.
- Increase minimum wage..again.
- Regulations to prevent gentrification while encouraging funds for development of affordable housing,
- Prevent discrimination in housing, whether for purchase or rent,
- Improve county engagement/outreach to better partner with communities
- Housing costs. Housing costs. Housing costs. ADU construction costs can range easily into \$200k, this is a major impediment to these units being built.
- No ideas just hope.
- Require higher minimums for deed-restricted units,
- Require new Jobs/Housing linkages
- Make sure people are earning a living wage

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



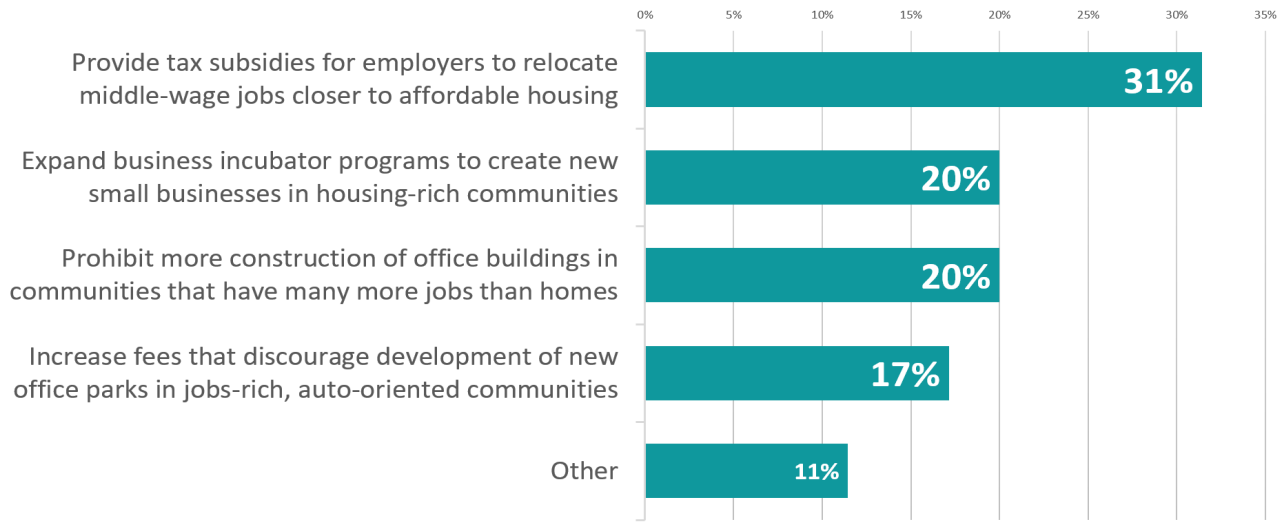
Is there anything else we should take into consideration to address climate emissions in the Bay Area?

- Find ways to reduce air travel - this not only reduces GHG but also reduces noise pollution!
- Incentives companies to allow remote work - some work doesn't allow, but as we are finding, a lot do, this seems like a significant opportunity.,
- Focus housing growth where quality, reliable transit exists.
- Ride share app like RideAmigos
- Reduce parking requirements and build housing on the parking lots.
- Concern for parking fees hitting people without good options to driving personal auto to work, shopping or recreation,
- Study how Uber/Lyft impacts emissions,
- Incentives for electric and hybrid autos,
- Incentives for delivery trucks to be electric
- Funding for SMART to enhance their new freight dispatch capabilities. More freight trains = less trucks on the road
- Public transportation is currently underused in parts of Sonoma County. Locating affordable housing with easy access to frequent convenient public transportation
- Programs to help residential property owners retrofit existing homes with energy-efficient upgrades; battery storage, heat pumps, etc.,
- PV carports over exiting parking lots and on the roofs of large commercial buildings.,
- USPS needs to implement EV neighborhood delivery trucks
- Ensuring transit areas are car free i.e. no through vehicle travel in bus and train areas.
- Implement "Shop-proven" parking fees policies with proceeds targeted to block-level amenities (to help ensure retailers see direct benefits), Augment parking fees with equity offsets for low-income drivers who truly have no other suitable alternatives,
- Link low-income offsets to Clipper Card
- Build more bike and pedestrian facilities
- Incentivize companies to reduce employee driving like shared bus rides, discounted bus rides, and I think it would be hard to make it mandatory to work at home but you could incentivize that as well

Encourage electric vehicle purchase by initiating a subsidized large-scale installation of rooftop solar panels - a solar array on EVERY housing roof!

Support SMART Train & Buses 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?

DYNAMICALLY ALLOCATE HOUSING QUOTAS TO CITIES BASED ON THEIR COMMERCIAL DEVELOPMENT APPROVALS, IE AS CITIES ISSUE NEW COMMERCIAL DEVELOPMENT PERMITS, THEIR HOUSING TARGET GROWS. ASSUME 250SF PER JOB AND USE YOUR 1-1 RATIO. NO, DEVELOPERS WON'T LIKE IT. BUT IT'S THE ONLY REALISTIC WAY TO HIT YOUR EQUITY OBJECTIVES – AND YOU'D SAVE THE BAY AREA IN THE PROCESS.

I like the idea of requiring housing targets to be issued based on job growth. Many areas do not want to be bedroom communities to San Francisco/Silicon Valley etc. - this contributes to sprawl, GHG, etc.

Require new high-impact job buildings to build housing. Healdsburg requires hotels to build housing to address this as an example.

It would be great if Silicon Valley would invest in satellite offices on affordable areas of the state

Telecommuters are generally not in the affordable housing market.

Provide grant information for new job opportunities, especially for new college grads looking for employment in their desired area.

Very important to understand that most Sonoma County workers live within Sonoma County. Not feasible to expect South /East Bay job growth to be accommodated

Augment telecommuting with express buses to employment centers

Jobs focus on certain areas because of the attractiveness of that area. Thus make suburban areas similarly more attractive: better schools, academic institutions nearby, a full panoply of businesses, more parks and restaurants.

Offer tax breaks for businesses that also build housing and child care

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

Why aren't you "planning" to meet the GHG goals?

Is Sonoma county's growth proportional to it's share of the bay area population?
Do you have further breakdown of the geography vs housing and job growth? The breakdown of the geography isn't quite how most Sonoma's identify with different parts of the county.
COVID has shown that working from home is possible. Public Transit use has declined. Why are we going to spend \$\$\$ on widening highways and Public Transit.
Convince SCTA to increase frequency of buses on existing lines and try FREE buses.
Work WITH communities to identify and design affordable housing in old existing communities. Sonoma County has a history of covertly adding such affordable units without notice to the community.
How can concerns about specific PDA proposal be addressed, specifically Sonoma's Springs Specific Plan?
Will you be answering the questions submitted in advance?
MTC relies upon the Counties to provide notice to include areas, such as PDAs, in submission for PBA2050. Why does MTC feel no responsibility if such notice was ever given to communities in Sonoma County?
If no public discussion or notice was given prior to County nominating an area, what recourse do residents and homeowners have, other than litigation, to NOT have their homes and land included in a PDA?
Are there any plans to financially support or assist the SMART Train or Golden Gate Transit or other mass transit?
Any vetting procedure MTC uses to make sure the County followed a Democratic inclusive process in their process?
I would encourage MTC/ABAG to increase accountability of counties, specifically Sonoma County, to act responsibly in PDA proposals, to improve outreach and partnership with communities.
Is there anyone at MTC who is responsible for making sure nominated areas meet MTC's criteria to qualify as a PDA? Who, in particular?
That never happened for the SSP...no public meeting.
Our PDAs were approved under a Consent Calendar with NO allowance for public input! What do you think of that?
Have you considered adding "contingency" measures (or sets of measures) that would spring into action if initial progress on GHG, jobs/housing, displacement was not occurring?
How much is the western part of the county included in the long range plans for things like housing, transportation, jobs, sea level rise?
How does Plan Bay Area address hazards? As you know, Sonoma, Napa counties have been greatly impacted in recent years that will take the better part of a decade to recover from. We are working locally on how to plan better for hazards - but how is PBA incorporating these strategies?
As we look at developing affordable housing, how does MTC decouple the problem of increased GHGs from the need to produce higher density, lower cost housing?
For future: Recommend PDA reform... How does MTC expect to meet its REGIONAL goals if local jurisdiction PDA nominations are not held to certain minimum TOD criteria standards?
I don't understand why MTC doesn't care when a County isn't following its own guidelines on public discussion and inclusiveness. If not you or them, then who?
How will the fires figure in to future development to make sure some areas don't experience over housing development.
Has MTC considered creating carrots (or sticks) to motivate small jurisdictions (i.e., those that would never be able to incorporate today) to require annexation of their immediately adjacent "sprawl" communities that function as de facto metro-areas (e.g., Sonoma Valley)?
I don't understand why MTC doesn't care when a County isn't following its own guidelines on public discussion and inclusiveness. If not you or them, then who?

For instance in Butte County Chico experienced a high population growth, more than predicted.

Is water supply and emergency water shortage factored into where housing is being promoted?

Is MTC satisfied using current software tools designed for LOS traffic engineering analysis, e.g. CalEEMod, for GHG analysis? Or are new methods under development?