Metropolitan Transportation Commission
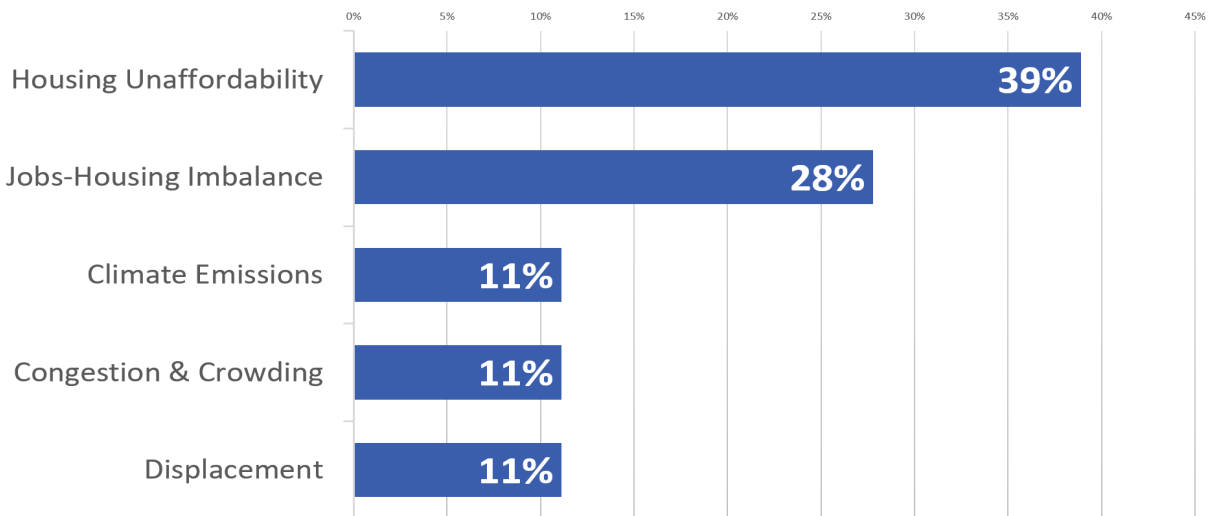**Association of Bay Area Governments**

Plan Bay Area 2050
Public Engagement on Draft Blueprint
Telephone Town Halls: Held in English, Cantonese, Mandarin and Spanish
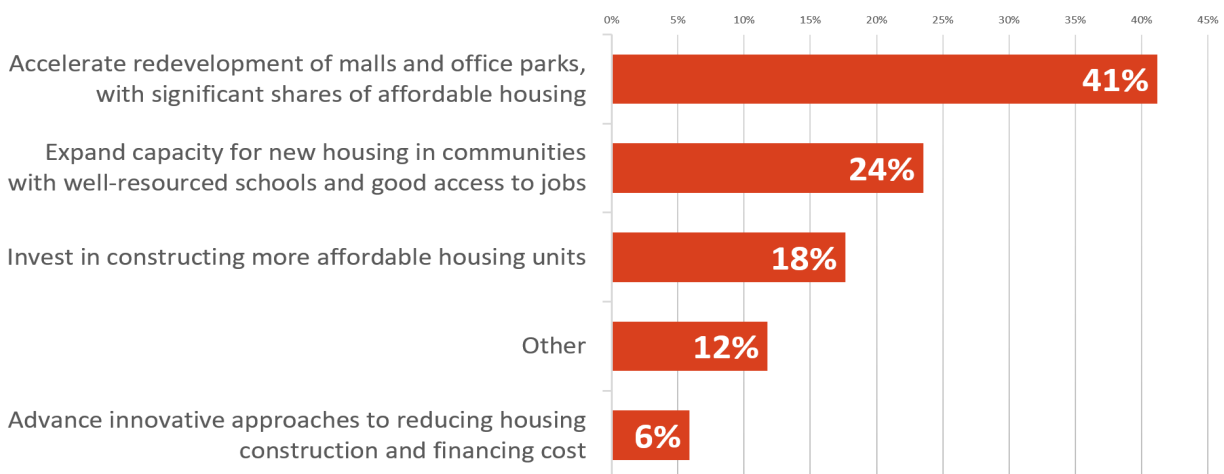Dates: July 24 (11:30 a.m. to 1:30 p.m.); July 25 (10 a.m. to 12 p.m.); July 25 (2 p.m. to 4 p.m.);
Aug. 1 (2 p.m. to 4 p.m.); and Aug. 6 (4 p.m. to 6 p.m.)

Participant responses to a series of poll questions, followed by comments from interactive discussion.
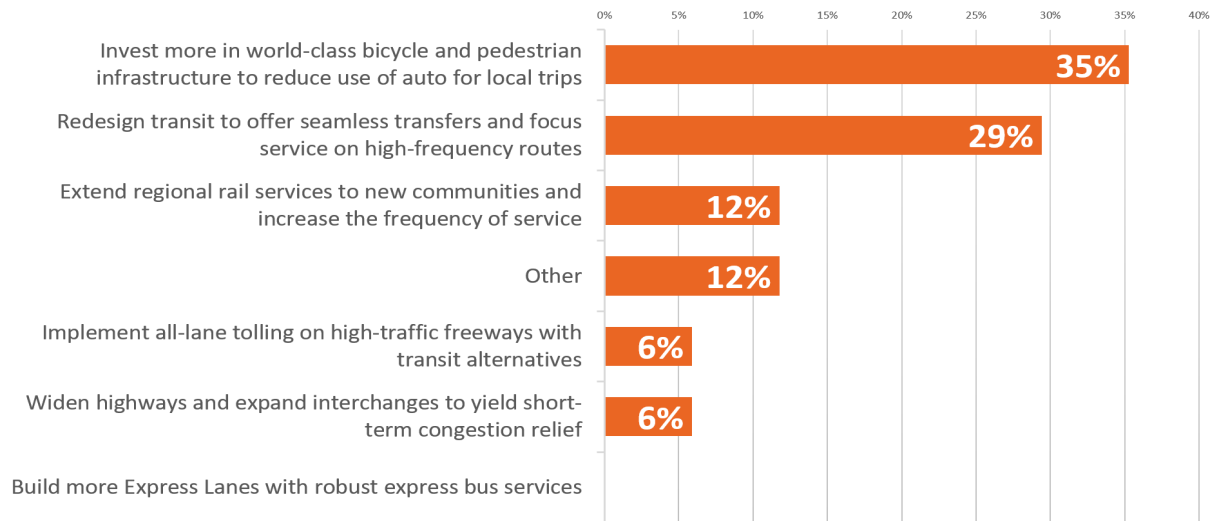
PLAN BAY AREA 2050

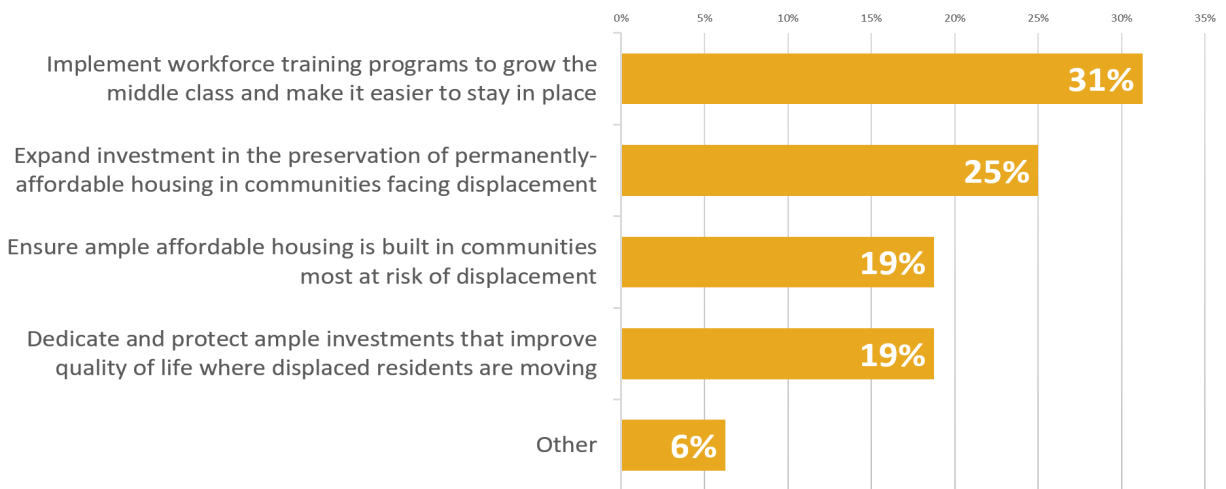## Of the following challenges, which two should be our top priority in the Final Blueprint?

Challenge	Percentage
Housing Unaffordability	39%
Jobs-Housing Imbalance	28%
Climate Emissions	11%
Congestion & Crowding	11%
Displacement	11%

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

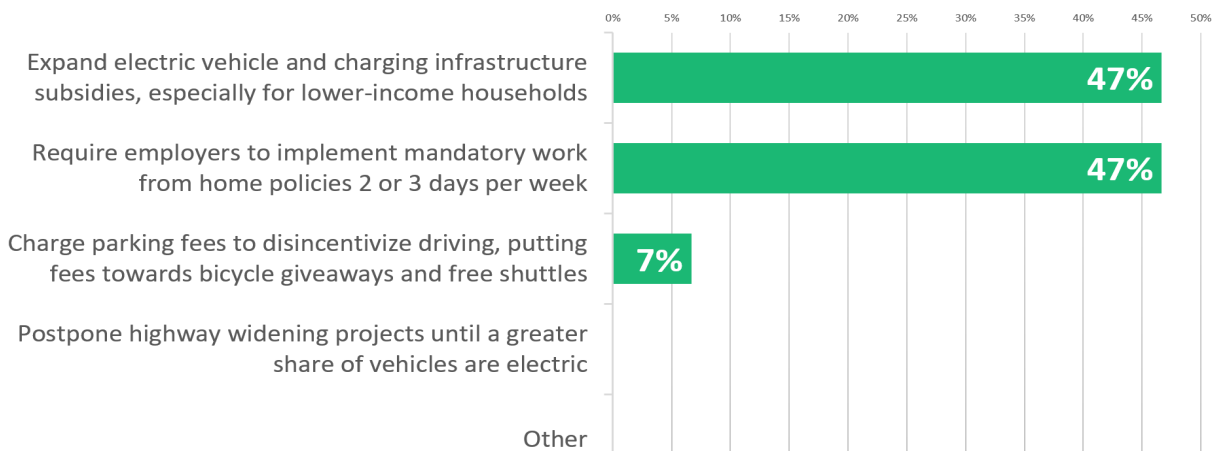| Strategy	Percentage
Accelerate redevelopment of malls and office parks, with significant shares of affordable housing	41%
Expand capacity for new housing in communities with well-resourced schools and good access to jobs	24%
Invest in constructing more affordable housing units	18%
Other	12%
Advance innovative approaches to reducing housing construction and financing cost	6%

Challenge #2 — What should be included in our strategies to alleviate traffic congestion and reduce overcrowding on transit in the Bay Area?
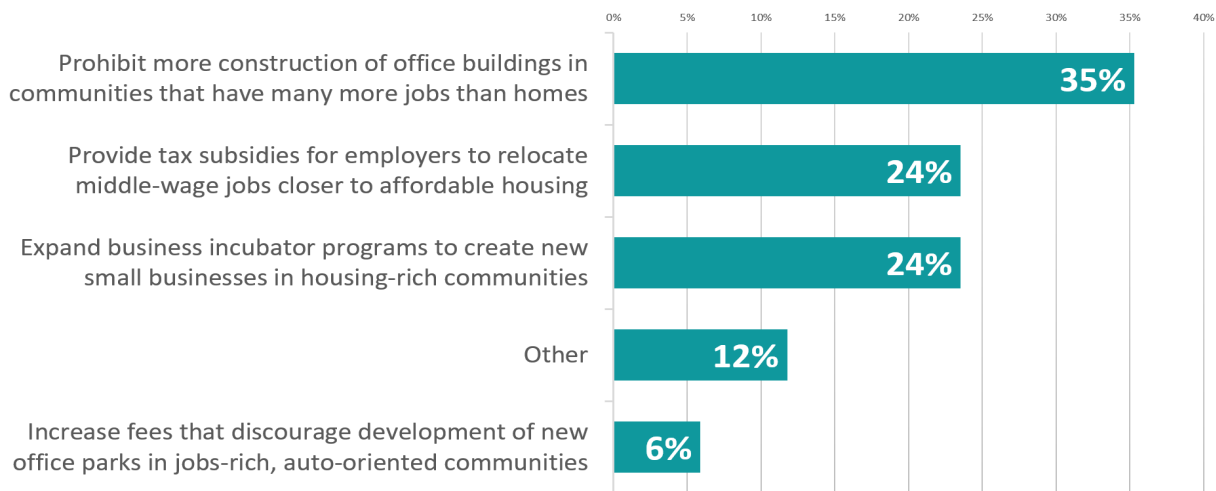
Strategy	Percentage
Invest more in world-class bicycle and pedestrian infrastructure to reduce use of auto for local trips	35%
Redesign transit to offer seamless transfers and focus service on high-frequency routes	29%
Extend regional rail services to new communities and increase the frequency of service	12%
Other	12%
Implement all-lane tolling on high-traffic freeways with transit alternatives	6%
Widen highways and expand interchanges to yield short-term congestion relief	6%
Build more Express Lanes with robust express bus services	

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

Strategy	Percentage
Implement workforce training programs to grow the middle class and make it easier to stay in place	31%
Expand investment in the preservation of permanently-affordable housing in communities facing displacement	25%
Ensure ample affordable housing is built in communities most at risk of displacement	19%
Dedicate and protect ample investments that improve quality of life where displaced residents are moving	19%
Other	6%

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

Strategy	Percentage
Expand electric vehicle and charging infrastructure subsidies, especially for lower-income households	47%
Require employers to implement mandatory work from home policies 2 or 3 days per week	47%
Charge parking fees to disincentivize driving, putting fees towards bicycle giveaways and free shuttles	7%
Postpone highway widening projects until a greater share of vehicles are electric	
Other	

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

Strategy	Percentage
Prohibit more construction of office buildings in communities that have many more jobs than homes	35%
Provide tax subsidies for employers to relocate middle-wage jobs closer to affordable housing	24%
Expand business incubator programs to create new small businesses in housing-rich communities	24%
Other	12%
Increase fees that discourage development of new office parks in jobs-rich, auto-oriented communities	6%

Oral comments from interactive discussion with participants via telephone.

Comments

Why aren't the planning goals to meet sea level rise instead of putting levees, which make the problem more expensive and kick the can down the road when the sea level gets even higher. You can't keep going up with levees.

Why isn't the approach to remove development buildings from low lying areas so that we can gradually shift out of low lying areas so that it's less expensive in the future once sea level rises 10, 20, 30, 40, or 50 feet higher than it is now? Then can anything be done at this time to modify the plan so that we do get closer to meeting the needs of the future in both reducing carbon and solving sea level rise problems? The right approach to long term development dealing with sea-level rise isn't higher and higher levees. It's moving development out and making space to the sea with buffers, as you said, with marshes -- restoring low lying areas to natural marshlands.

Why isn't the planning to meet the carbon goals, especially of the state, more aggressive?

I'd like to make the suggestion that we need to be more aggressive, especially transitioning to renewable energy transportation, both public transportation and private transportation, with more incentives for faster transition to electrification.

Need help with new development. Like here in San Leandro, the city council got sold an idea to build brand new hotels right on the shoreline, and brand-new housing right on our shoreline in San Leandro. We should have laws and regulations in place where there is no new development in areas that will be affected by rising seas.

Acknowledge the damage that the coronavirus is doing to the economy, the impact that it's having on our tax space, the fact that even though we've received a one-time infusion of funds through Congress to help our transit systems, we're already seeing tremendous ridership decreases through all of the public transit. As long as the coronavirus is projected to be in our society, and no one knows how long that will be, that itself is a concern in terms of the viability of the public transit.

When I was looking over your website, I did not see any discussion of the unknowns, let alone any discussion of the current impact of the tax revenue loss that our state, let alone the local regional areas, will be experiencing. You're saying that overall you are looking at a direction or a theory of what may happen, but based on the facts from the ground today, I wonder what kind of planning process you're going through because you're saying that this is something that you're planning to adopt in 2021, I believe.

The projections for state and local tax revenues are dreadful, and I would have thought that you would have at least made an acknowledgment that some of the expectations for funding may well be radically changed. Are there any plans to do that or how does that work? On an ongoing basis, how are you going to be looking at that and updating your projections? I understand it's hard to plan for the future 2050, but with so much change already, it just seemed a very glaring oversight on your website.

I appreciate the direction of the Draft Blueprint. This is all relatively new to me. Thank you for sharing the plan details. When it comes specifically to the housing plans.

A lot of the items that were mentioned with affordable housing and in relation to high upside school districts and near transportation has all seemed to be long-term plans. Of course, we're talking about planning for 2050. I'd like a little bit of help, please, trying to tie that to what we have going on today with the homelessness crisis in the Bay Area. As a resident of Oakland, this is a humanitarian crisis that I see every day. While I appreciate the long-term strategy, I would love a little bit of clarity on the short-term strategy to help get roofs over people's heads who don't currently have them, and what your thoughts are on that topic. And I'll stop there.

I think our mitigation strategies, like rental protection and affordability, don't necessarily address the 4,000 people in Oakland that are without homes today on the streets. But you did make a good point as well about efforts happening at the local level, which I have seen in my own community. I guess I've got a lot of interest in learning more about what's going on at the local level to address the humanitarian crisis today. Also, how normal citizens can get involved, but perhaps that's a different town hall meeting. I really do appreciate you having a listen. Thank you.

This is an excellent forum. I really appreciate the opportunity to participate. I live in Vallejo and hearing about the different strategies you're discussing, all of those I see happening around me -- transportation, economics, environment, housing. I was curious if you could speak briefly to how the plan you're talking about and the strategies interface with the plan development on Mare Island? Could you speak briefly to ecosystem or environment related to Mare Island, if there's anything in the plan related to that?

First of all, I'm a frequent rider of VTA public transit. My first-hand observation is that people are afraid to ride transit right now because of the pandemic. Being in a crowded train car or in a crowded Bus is not something anybody wants to spend any time doing. 'm wondering what future plans we have to address the design of our transit around this particular and very complicated problem.

I think what I'm hearing you say is that we don't have anything in the plan right now to address the design of our transit system, so that people will feel safe knowing what we know now about the effects of the pandemic.

Use Slack as a way to keep citizen engagement and participation in solutions. Have you considered something like that, or do you have something like that already? I hope that you continue to use Nextdoor because that's a great venue for letting a lot of people know what's going on and if they have interests, a way to engage them.

In reviewing the documents online, I noticed that as with most government agencies or planning documents, they are very difficult for the ordinary citizen to understand and so they tend to give up rather than to read through and gain anything from it. I was wondering whether there was a way to make either a synopsis or readability of all of the plans that you're coming up with, [would be] more valuable for the average citizen.

Are you monitoring the push to use delivery drones and will you oppose them on the basis of noise pollution and the environmental health of our own bird, insect, and wildlife populations? I'm concerned about the delivery drones because I know that things tend to happen without -- .They tend to happen gradually, and when it becomes enough of an issue, it's really too late for people to protest. I do see that delivery drones are going to be like the wave of the future, or the push is going to be through delivery drones, particularly since we're having so many more people shop online, for example. I was just wondering whether there was-- If you're an entity or agency that's watching that or that might be approving that. Who would it be to stay on top of what's going on with that and make any concerns known?

One thing that I think we've learned from this COVID situation, and I understand that not everyone can work from home, but a big percentage of the Bay Area population can work from home and we've seen it happening in response because of the high tech industries around here, et cetera. With the pandemic, we're seeing positive impacts from that. We saw better air quality for a certain period of time, lower traffic, and this is something that I think is going to continue. The downside is, of course, revenues may shift in terms of which cities can gain more revenue based on increasing housing density and all that kind of stuff. I honestly think this is going to happen regardless of whether local governments actively support it or not for fear of losing revenues and wanting to just build-up certain areas. I think it's going to happen; we're going to see it.

It's not just a matter of fact coming in how much telecommuting might occur going into the future, but actively promoting telecommuting. It solves all the areas that you're trying to address, or it impacts all the areas.

Affordable housing. If people can telecommute, they can move to more affordable locations and live and work from their home, not have to increase traffic, air pollution is improved. It touches on everything.

A lot of what you're saying, I don't want this to sound as a criticism in your plan, but it is just like been there done that. These have been the strategies for the last 10 years. I know it's hard, you're restrained and I'm not criticizing, but promoting something like this more innovative I think would help move things along faster instead of just the same problems, but actually making things more expensive to live here. I'm sorry for a long-winded comment but thank you for being open and listening.

I got to tour Facebook; the new Facebook complex is massive -- and inside it's just little places where everybody is on their computer. I imagine all those people are working at home. That whole Facebook complex could be a place to house the unhoused with wraparound services for mental health. That's how fast things are changing. Of course, that's what homeless people need. They don't just need housing. A lot of the homeless need wraparound services and especially mental health. For the highest functioning, is your plan including innovative and radical zoning changes to allow for very inexpensive, very high density, tiny homes and apartments?

Also, for matching housing with jobs, are you considering innovative housing and housing requirements tied to jobs that pay similar salaries that match the housing costs, because that's critical? When people are looking for a job, they find a job wherever they can find one, and then they often can't afford to live near those houses. I hate to separate communities from fancy rich housing and the poor working-class housing, but the housing shift must be close to where people live and then that the salaries must match the cost of the housing.

Well, I think the Bay Area should be at the cutting edge and maybe we can come up with our own ideas--It's so hard to match up where people live and where they work. If you are living somewhere already that you can afford, you just have to find a job that will continue to let you live there. It's really hard to be able -- in the Bay Area, virtually impossible -- to find a house in the price range nearby where you work, especially if you're working class.

Maybe some kind of innovative programs that give credits or have requirements that help match up people's homes to where they live. I'm not sure how that would work, but I think you guys as planners could come up with something really innovative.

Are you taking into account that we need to have accessible housing for people over 60 years old? Right now in the Bay Area it's already very difficult to find this type of housing for seniors. In the future it's going to be even more difficult, because I don't know if social security will exist when my kids and grandkids are that age. What are you planning to do for these people so that they don't have to leave the region when they are no longer able to work?

Regarding public transit, because there will be a lot of people who are retired and won't be able to drive any more but they need to keep traveling to work, volunteering, recreation activities or something else; what are you doing related to public transit to help seniors?

My main concern is to know, more or less, what are you doing so that communities that are getting displaced have access to quality education?

Thank you so much for talking about these topics and for including the public's opinion in this process.

What are some of the Plan elements that can be implemented sooner and benefit the entire Bay Area?
I was just wondering if there is anything in the draft blueprint that has to do with making public transit more affordable or more connected? I feel like I pay a lot of money to jump on Muni and then have to jump on BART.
This is a plan for a year 2050, and 2050 seems very, very far away. We're here now in 2020, what parts of Plan Bay Area can be implemented soon to start to improve our lives here in the Bay Area?
I am wondering a little bit more about the timeline or the schedules for the Plan Bay Area release. You said that the draft will be released in fall of 2020, and then you said it's slated for adoption in mid-2021. I'm wondering what is the timeline then of the implementation plan in relation to that whole schedule?