

Plan Bay Area 2050 Implementation Plan Engagement – Winter 2021

Community Focus Groups with Community-Based Organizations

Below is the feedback received from focus group meetings held in partnership with community-based organizations.

Sacred Heart Community Service

Wednesday, January 20, 2021, 10:00 a.m.-noon (English)

Reduce Climate Emissions

1. Expand bikeshare, carshare, and vanpool programs. 63%

Hazards & Open Space

1. Protect and manage natural and agricultural lands. 56%
2. Adapt to expected sea level rise by protecting shoreline communities and supporting vulnerable populations. 25%

Maintain & Optimize the Existing System

1. Support community-led transportation improvements in communities with low incomes. 50%
2. Streamline transit fare payment and trip planning across the region. 38%

Safe Streets & Next Generation Transit

1. Enhance local transit frequency, capacity and reliability. 50%
2. Build a safe streets network that serves all users—pedestrians, cyclists and drivers. 44%

Affordable Housing & Inclusive Communities

1. Strengthen renter protections. 89%

Produce Housing for All Income Levels

1. Integrate affordable housing into all major housing projects. 56%

Shift Jobs & Improve Economic Mobility

1. Provide a monthly payment of approximately \$500 to all Bay Area households. 50%
2. Invest in high-speed internet in underserved communities with low incomes. 29%

Key takeaways:

- The bikeshare strategy sounds like the community I wants to live in: people are sharing, using resources.
- The push toward electric vehicles is already happening. Bikes are cool but not during the winter in the rain; vehicles can be used year-round.
- Bikeshare lanes offer protections for teens and bikes and can motivate people to bike.
- Expanding share programs and having that transportation accessible would be helpful.
- Expand clean vehicle initiatives. Think of families in our community whose transportation options are incredibly limited. For many families, taking public transportation can be difficult

to plan with multiple children. Electric vehicles can be made accessible to low-income community members.

- Most important: "supporting vulnerable populations," including all under-resourced communities that are affected by climate change, including urban communities where health impacts due to pollution are high.
- Worry about further ways of displacing people and further concentrating low-income housing in certain areas. We're going to give money to corporations to upgrade their buildings and they're going to use that as an excuse to jack up the rent and price people out.
- Hazard mitigation strategies would exacerbate displacement in the name of climate change.
- Regarding the wording of hazard mitigation strategies, it would be helpful to include language if the priority of the plan is to mitigate displacement.
- Support community-led transportation improvements. Whenever transportation improvements need to happen, it should be centered around those most affected by the transit system, giving them the opportunity to speak and strategize about improvements.
- Transportation dollars are funneled toward improving commutes for high earners and cuts to bus service that lower-income people and seniors depend on.
- Streamlining the transit fare and trip planning across the region speaks to the rising prices in the Bay area and the need for super-low fares for folks.

Rose Foundation

Wednesday, January 20, 2021, 5:00-7:00 p.m. (English)

Reduce Climate Emissions

1. Expand clean vehicle initiatives, including electric vehicles and chargers. 75%

Hazards & Open Space

1. Adapt to expected sea level rise by protecting shoreline communities and supporting vulnerable populations. 38%
2. Provide financial subsidies to retrofit existing residential buildings. 19%
2. Fund energy upgrades in commercial and public buildings. 19%

Maintain & Optimize the Existing System

1. Reform regional fare policy across Bay Area transit operators. 47%
2. Prioritize restoring, operating and maintaining the existing transportation system (roads and transit). 33%

Safe Streets & Next Generation Transit

1. Enhance local transit frequency, capacity and reliability. 50%
2. Build a safe streets network that serves all users—pedestrians, cyclists and drivers. 38%

Affordable Housing & Inclusive Communities

1. Provide targeted mortgage, rental and small business assistance to communities with low incomes. 88%

Produce Housing for All Income Levels

1. Build adequate affordable housing. 75%

Shift Jobs & Improve Economic Mobility

1. Provide a monthly payment of approximately \$500 to all Bay Area households. 43%
2. Expand job training and programs that grow new small businesses primarily in historically disinvested communities. 43%

Key takeaways:

- Because cars are most appealing and convenient for most people, electrifying would be better for the environment.
- EV initiatives would reduce the amount of emissions we put out, if clean vehicles are not just more available but affordable.
- Big fan of public transit and hope that at some point we all feel that we can get on a bus or train. Support public transit.
- If people could afford to move out of areas affected by sea level rise - which is inevitable - the people left behind will be people of color and people with low incomes. Supporting vulnerable populations should be a priority over the next few years.
- Hazards like wildfire smoke is something we are experiencing constantly, almost every year. Providing folks with air purifiers would make a big difference in people's lives.
- There is a lot of not good development, specifically in Oakland, that has been happening for a while and will continue. There is no housing shortage, just that people cannot afford the houses that are available.
- BART is so expensive; it is more convenient to pay a freeway toll.
- Being a woman on public transportation sucks. Because fares are so expensive, you are less likely to see young people on public transit. Instead, there are older, creepy people and younger women do not feel safe.
- Given how expensive BART is, people are criminalized for not paying fares. There should be an initiative to make BART/public transit less expensive or free because people cannot afford the luxury of a car or Uber.
- Street design is crucial and an integral first step. If streets are hard to navigate, it impacts the frequency of buses. If working on streets is a priority, it will impact other factors.
- I love the train.
- More frequent, reliable transit could mean less crowded transit.
- I took a class in suburban politics and learned how important home ownership is in America. Home ownership would completely change wealth. If home ownership was an easier process, it would make a big difference in the incomes we see in America.
- With the evictions people are experiencing in Oakland and throughout the Bay Area, we need renter protections as well.
- Seeing people try to move anywhere in Oakland but it's extremely expensive.
- UBI would most effectively end poverty but it would have to be enough money.
- Re affordable housing: is there any conversation to have corporations pay a tax or fee to help fund these strategies?
- What does "affordable" mean to the CA government? Is there a specific threshold?
- Building adequate housing resonated with me. I would like to see a stronger word that speaks to the quality of the housing and the quality of life people can have living in it/the neighborhood. Just because people are poor or low-income that doesn't mean they need to be given cheap housing filled with problems!
- Really calculate to provide an adequate level of affordable housing including deeply affordable housing.
- Do we need to build more housing? There are so many adequate empty homes that no one can afford. It seems like a better strategy would be to lower the cost of those homes.
- In Oakland there are 4 times as many homes as there are people without homes.

- The fate of Covid has a big impact of the strategies I would choose.
- How might the monthly payment affect the economy? If every Bay Area household is getting money, wouldn't people make things a little more expensive to capitalize on that?
- UBI payments should probably be more than \$500.
- It's hard for me to think about what economic mobility means when there are still billionaires and those big tech companies.

Community Resources for Independent Living

Thursday, January 21, 2021, 1:00-3:00 p.m. (English)

Polling was not conducted for this meeting due to accessibility limitations.

Key takeaways:

- Carshare programs are most engaging for people with disabilities and more achievable for their communities.
- They are individuals who unfortunately are unable to take advantage of the second strategy—some of them do not have cars at all. They use public transit more than they use cars. Include paratransit vehicles in the share strategy.
- There are various members of the community—some folks can drive, some folks can't. Car sharing would be valuable, more private, and safer than being on a bus during Covid.
- Disabilities were not considered in any of the strategies. If we don't turn things around by 2025, it'll be too late—we need to see people with disabilities, elders, and the transit-dependent in this.
- Parks should be accessible as required by the ADA. Local parks and restrooms aren't done properly; picnic tables cannot be accessed when located next to gravel; some public transit accessibility stops at these parks lack pads for wheelchairs or benches and stools.
- The ultimate challenge we will face is sea level rise.
- Transit-dependent riders use the sidewalks and cannot use bikes, scooters and e-bikes. Buses don't go to the parks and the wayfinding in parks is challenging or not accessible.
- Not every agency provides accessible stops near parks.
- If a place is not accessible, she won't go back to see if things have improved.
- Accessibility conflicts with what pedestrian groups want.
- We really need operating funds for transit—this impacts paratransit and fixed route transit, especially with the challenges we're facing with Covid.
- Operators need the funds.
- Improve communities with low incomes so they can afford to use transit.
- Streamlining fare payment has already started with the Clipper card.
- Fares should be streamlined.
- Trains should be modernized—this would help the community and be less of a hassle for transit users.
- Streamline fares.
- Often communities with low incomes do not have access to bus lines that take them where they need to go.
- Hybrid: sidewalks, potholes, modernize BART. ACCESSIBILITY EVERYWHERE!
- The history of public transit means people with disabilities would have to leave hours before needing to be somewhere.
- Even in downtown Hayward, there are accessibility issues, e.g., no curb cuts.

- Drivers don't always pay attention.
- Have drivers pay the consequence to control traffic.
- Build a safe street network that serves all users, including people with disabilities, more specifically, people in wheelchairs.
- It all connects to the regional transit network to make it more accessible.
- We need rent control.
- We need rent control. When house hunting, applications are only in print which is against federal and state law. We need a regionwide database that indicates where applicants are eligible. Management companies are not dealing with accessibility in the application process, e.g., application fees of \$35. We need to make housing very affordable and incentivize landlords to upgrade their energy systems.
- Preserving existing affordable housing is insufficient for what this area needs—there is not enough affordable housing to be preserved.
- All of the housing production strategies are great places to start but they need to be broadened because they are insufficient for the problem.
- Definitely need more housing for ELI persons.
- Old malls, old hotels, old schools—this is the best possible idea with people moving to shopping online.
- Bayfair mall is $\frac{3}{4}$ empty. All of the housing production strategies are a necessity—you can't really prioritize these.
- Agree that old buildings and malls should be replaced for new neighborhoods if they're unused.
- They should be renovated, not totally replaced; it would cut costs to be able to renovate them rather than tear down and rebuild.
- Encourage work from home.
- One should be able to work where they live, not have to go work somewhere.
- UBI should be federal.
- Not everyone wants to travel to work.
- Internet has become a major issue now.
- Focused on high-speed internet in underserved communities first. High-speed internet is the way people work and apply for work, housing, benefits. It should be prioritized to be paid for, i.e., free wi-fi especially at places where people will be, e.g., BART.

Green Hive

Thursday, January 21, 2021, 5:00-7:00 p.m. (English)

Reduce Climate Emissions

1. Expand bikeshare, carshare, and vanpool programs. 67%

Hazards & Open Space

1. Adapt to expected sea level rise by protecting shoreline communities and supporting vulnerable populations. 43%
2. Provide financial subsidies to retrofit existing residential buildings. 21%

Maintain & Optimize the Existing System

1. Support community-led transportation improvements in communities with low incomes. 36%
2. Reform regional fare policy across Bay Area transit operators. 29%

Safe Streets & Next Generation Transit

1. Build a safe streets network that serves all users—pedestrians, cyclists and drivers. 36%
2. Build an integrated regional Express Lane and Express Bus network. 29%

Affordable Housing & Inclusive Communities

1. Preserve existing affordable housing. 43%

Produce Housing for All Income Levels

1. Transform aging malls and office parks into new neighborhoods. 71%

Shift Jobs & Improve Economic Mobility

1. Provide incentives to employers to shift jobs to housing-rich areas well-served by transit. 46%
2. Expand job training and programs that grow new small businesses primarily in historically disinvested communities. 31%

Key takeaways:

- The reality is that most people will not be able to afford an electric vehicle over the next five years, but within five years we will be out of our COVID transit rut. Before that can happen, carsharing and vanpools will be more beneficial in the long run.
- The pandemic has shown how society behaves: not everyone has been cooperative with the pandemic guidelines. This is unlike Japan and Korea where they have been able to manage the pandemic even with people continuing to ride mass transit. The next best option regarding transportation is electric vehicles. The early days of the pandemic showed us that we have clean air when we don't have the typical cars on the road. Biking is ideal but jobs are not close to where people live; only those able to afford to live close to where they work can take advantage of that.
- Would like to see cities become smaller and walkable. Reducing asphalt would be a positive step. I have an electric bike, which is the best of both worlds.
- Assuming that all the vehicles in the carsharing strategy would be clean, green-friendly vehicles. Otherwise, it would not make sense for emissions reductions.
- Strong supporter of public transportation. Even if we go back to the so-called normal, we will still need to look into using the shares program in order to reduce solo commute trips. If people are not on public transit, then we need shares (and people cannot afford electric vehicles).
- Given that Vallejo is a coastal community and with glaciers crashing and melting, this is a primary concern.
- If we could get more financial support, we could preserve the architectural history of the area.
- Sea level rise is real and addressing it is not cheap. Look at the Netherlands and how much money they have put into preserving their infrastructure. We can start improving our wetlands and places to allow water to move.
- We have funding for energy upgrades for decades but unfortunately, from a commercial perspective only the large expensive projects take advantage of this; otherwise, without funding it is not financially feasible for the medium and smaller commercial developments.
- Financial subsidies to retrofit existing residential buildings would create more opportunity with people working on the retrofits.
- With COVID, the carpool tolls were changed but the cars remained. It is important to have a regional fare policy.
- Community-led transportation improvements are important. Low-income communities have the least amount of service and the most need and their commutes are longer. This goes hand-in-hand with fares. Other countries with excellent transit systems all have in common

low fares. This is an incentive not to use cars. We should have a system available to those who need it the most with fares that are affordable to those who need it the most—then you will have a system that is used a lot. BART fares are almost three times the cost of the NYC subway.

- Having more rail would only serve us; having a SMART train in the Vallejo corridor would benefit the area and reduces points of connection.
- The Sunday Streets program in San Francisco is a very welcoming environment that encourages outdoor activity and offers more opportunities for local businesses on those streets.
- The low-income community depends on public transportation. People are refusing shifts because buses do not run late.
- Cities, counties, and the state have a lot of vacant property that can be reused. The government has the capacity to provide this land below market value with the condition that it be used for mixed-market value housing, accessible to different income levels. This would provide an additional incentive to increase the housing stock in the Bay Area.
- It is important that we support small businesses, especially businesses in low-income areas that are suffering with no help. They need more assistance to help them survive.
- Repurpose old malls. These are buildings that have already met building codes and could meet immediate needs; other options would take years.
- Repurposing aging malls would be the low-hanging fruit. Even before the pandemic, much commerce was going online; the pandemic accelerated this. Retail malls are overbuilt in some urban areas; most were designed in the 1970s or earlier with immense parking because everyone was using cars.
- More people are working remotely; this is a trend that will grow faster. The people who provide services to maintain these office buildings need to be retrained.
- Companies like incentives, which would help shift jobs.
- UBI is an essential aspect that should be implemented by all governments. It would help impoverished communities. The stimulus payments were a good test to see what people spent the money on; people had the opportunity to improve their financial stance.
- Some communities are far behind with respect to wi-fi. The image of two Latinas doing their homework outside a Taco Bell comes to mind. Investing in high-speed internet would go a long way.
- The job training strategy would grow new small businesses. The incentives to employers would be a good combination with the job training strategy, but look at how companies will use the incentives and treat small businesses.

Sound of Hope Radio Network

Friday, January 22, 2021, 10:00 a.m.-noon (Mandarin & English)

Reduce Climate Emissions

1. Expand bikeshare, carshare, and vanpool programs. 50%

Hazards & Open Space

1. Fund energy upgrades in commercial and public buildings. 38%
2. Protect and manage natural and agricultural lands. 25%

Maintain & Optimize the Existing System

1. Improve freeway interchanges and address highway bottlenecks. 50%

2. Prioritize restoring, operating and maintaining the existing transportation system (roads and transit). 36%

Safe Streets & Next Generation Transit

1. Build an integrated regional Express Lane and Express Bus network. 43%
2. Expand and modernize the regional rail network. 21%

Affordable Housing & Inclusive Communities

1. Accelerate reuse of public and community land for mixed-income housing and essential services. 63%

Produce Housing for All Income Levels

1. Transform aging malls and office parks into new neighborhoods. 57%

Shift Jobs & Improve Economic Mobility

1. Expand job training and programs that grow new small businesses primarily in historically disinvested communities. 31%
2. Protect key industrial lands and fund infrastructure improvements in these areas. 31%

Key takeaways:

- I plan to buy an electric vehicle, but only hesitancy is the availability of chargers. Expanding the network of chargers would help.
- Expanding bikeshare, carshare, and vanpool programs is the easiest strategy to implement in a short time and would provide more convenience to more people.
- Because some of the batteries needed for electric vehicles produce carbon, bikesharing is the best option.
- The bikeshare/carshare/vanpool option is better than expanding clean vehicle initiatives in San Francisco because of two issues: 1) security in San Francisco with car windows frequently broken; and 2) parking is scarce in San Francisco. If those two issues could be resolved, expanding clean air initiatives would be the preferred strategy.
- Because the main purpose of the plan is to reduce emissions and because most emissions are caused by commuting, expanding employer programs to reduce commute trips is the quickest strategy. Most people do not bike to work.
- Because there are a lot of commercial buildings and public buildings, funding energy upgrades is a good way to start.
- We need to do something to protect natural and agricultural spaces.
- We need to protect people from the dangers of rising sea levels.
- Providing financial subsidies to retrofit residential buildings is necessary because San Francisco is prone to earthquakes.
- Funding backup energy systems will make us better prepared during emergencies.
- It is necessary to retrofit existing buildings because a lot of residential buildings in San Francisco are old and San Francisco has a lot of earthquakes.
- The solar industry has become more mature; using this energy would reduce carbon emissions.
- Lived in the United Kingdom where there are roundabouts at highway intersections making it easy to turn back, here there is havoc on highways.
- Some of the roads are in poor condition and need to be restored.
- With the pandemic, people have safety concerns about public transit and still prefer to drive. Traffic bottlenecks need to be addressed.

- There are safety issues that need to be resolved; it is a problem when drivers can still turn while pedestrians are trying to cross the street.
- Living in the South Bay, expanded Caltrain service would make it a more viable option rather than driving to San Francisco.
- In San Francisco, most places have good public transit but not like New York where public transit can go anywhere. If that type of network were available, more people would choose it.
- After the pandemic, a good subway system would be the solution for San Francisco because transportation is so congested. See how Hong Kong and Taiwan have resolved transportation with good subway systems.
- It is so congested, especially at peak time and for cross region traffic. To resolve highway congestion, we need a good public transportation network.
- Reusing public and community land is about reutilizing something underused and is fair to all kinds of families, unlike providing targeted assistance to communities with low incomes.
- Housing prices in the Bay Area are still very high, except for high tech employees. This is why it is important to keep below market rate housing to allow people to recognize their dream of home ownership.
- It is a good idea to build housing based on need, but do not like the idea of raising taxes to do so.
- Affordable housing should not be integrated in all major housing projects; it should be based on need.
- Below market rate housing only benefits certain people. Most people are middle class with different needs and abilities. Allowing a greater mix of housing types would benefit more people.
- Transforming aging malls and office parks is less of a burden to the neighborhood and most cost effective.
- For those communities with aging malls and office parks, having such buildings can expand the source of housing to address the need.
- Removing regulations for potential development (of more retail and office space near public transit) might work.
- The infrastructure is always very important for our economic development; then things can flourish.

Hamilton Families

Monday, January 25, 2021, 5:00-7:00 p.m. (English)

Reduce Climate Emissions

- Expand clean vehicle initiatives, including electric vehicles and chargers.

Hazards & Open Space

- Provide financial subsidies to retrofit existing residential buildings.
- Protect and manage natural and agricultural lands.

Maintain & Optimize the Existing System

- Prioritize restoring, operating and maintaining the existing transportation system (roads and transit).
- Reform regional fare policy across Bay Area transit operators.

Safe Streets & Next Generation Transit

- Enhance local transit frequency, capacity and reliability.
- Expand and modernize the regional rail network.

Affordable Housing & Inclusive Communities

- Strengthen renter protections.

Produce Housing for All Income Levels

- Integrate affordable housing into all major housing projects.

Shift Jobs & Improve Economic Mobility

- Provide a monthly payment of approximately \$500 to all Bay Area households.
- Expand job training and programs that grow new small businesses primarily in historically disinvested communities.

Key takeaways:

- Because a lot of people commute by car and use cars after work (e.g., shopping, picking up children), expanding clean vehicle initiatives would create a bigger impact. There is not an extensive public transportation system in the Bay Area; it is not sufficient to accommodate these needs.
- Concerned about earthquakes.
- Because we have had a lot of fires lately, wildfires are a more immediate danger than sea level rise.
- The more you invest in the public transit system, the more people will use it. This would also be good for the environment.
- Hamilton Families' participants use a lot of public transportation and a big barrier is the price of fares. Reforming the regional fare policy would help their stabilization.
- Enhancing transit is related to the expanding the rail network: The better the system is, the more people will use it.
- Expanding rail: it depends on the social class you're in and how privileged you are. This strategy is important for Hamilton Families' participants and people who live far from where they work because they cannot afford to live closer—with the stresses of a long commute. This strategy would provide economic and overall wellbeing improvements.
- Many families fall into homelessness because of rent increases that they cannot afford. Strengthening renter protections is a great step to prevent homelessness.
- Like the idea of all kinds of people being able to live in all areas, no matter their income. Those who are building in San Francisco need to have social responsibility and address the social challenges we face.
- I'm from Spain, which has a UBI for the unemployed. It really helps but she does not like the idea of people relying on this and not trying to be independent financially—but it provides security, whether for food or childcare.
- It is important to invest in training, jobs and workforce development. It is important to empower people. Empower families and individuals with job readiness programs and in starting small businesses.

Community Resources for Independent Living

Tuesday, January 26, 2021, 10:30 a.m.-noon (Spanish)

Reduce Climate Emissions

1. Expand bikeshare, carshare, and vanpool programs. 100%

Hazards & Open Space

1. Provide financial subsidies to retrofit existing residential buildings. 40%
2. Modernize and expand parks, trails and recreation facilities. 30%

Maintain & Optimize the Existing System

1. Prioritize restoring, operating and maintaining the existing transportation system (roads and transit). 37.5%
2. Reform regional fare policy across Bay Area transit operators. 25%

Safe Streets & Next Generation Transit

1. Build a safe streets network that serves all users—pedestrians, cyclists and drivers. 50%
2. Implement a regional road safety policy that includes reducing speed limits and safer street design. 30%

Affordable Housing & Inclusive Communities

1. Strengthen renter protections. 40%
2. Provide targeted mortgage, rental and small business assistance to communities with low incomes. 40%

Produce Housing for All Income Levels

1. Build adequate affordable housing. 40%
2. Transform aging malls and office parks into new neighborhoods. 40%

Shift Jobs & Improve Economic Mobility

1. Expand job training and programs that grow new small businesses primarily in historically disinvested communities. 37.5%
2. Provide incentives to employers to shift jobs to housing-rich areas well-served by transit. 37.5%

Key takeaways:

- Expanding bikeshare, carshare, and vanpool programs is the easiest strategy to implement in a short time and would provide more convenience to more people.
- It would help if employers could also provide vehicles to support carpooling and employee's finances. Preferred option is clean vehicle initiatives, but carshare/vanpool programs during this current health crisis would be dangerous and should be implemented at a future date.
- Expanding share programs is important to take care of the environment and teach children the importance of it.
- Companies like Facebook offer buses, but people still drive to work because of inconvenient schedules, expanding schedules and being more flexible will help the environment.
- Housing is needed, but more importantly is having affordable prices.
- We must think about protecting people and sea life from the dangers of rising sea levels.
- Maintenance and retrofitting of existing buildings will be more affordable, will improve the looks of the community and as a result it will feel safer.

- It is important to expand parks, better planning and infrastructure must be part of the investment to consider all age groups' enjoyment.
- Retrofitting existing buildings will be more cost efficient than demolition, and many only need cosmetic upgrades to make a community feel safer.
- If parks and open areas are kept clean and nice-looking it incites the community to use them.
- Energy efficiency upgrades will benefit the community's health and economy.
- Improve and maintain roads and traffic signals to minimize accidents, it will also help to provide additional funding to resources like traffic officers or technology to avoid speeding and keep communities safe.
- Invest in keeping public transit clean. It will make users feel safer and will result in less vehicles on the road.
- Biking is dangerous, if it was safer more people will bike, and it will reduce pollution.
- Building a safe streets network helps more people.
- Updating crosswalks and traffic lights should be a priority.
- Low-income people want to own a house, but banks' requirements make it very hard to get loans, there should be programs to help the process be less burdensome.
- Renters need support because it's hard to get landlords to respond to maintenance requests without living in constant fear of rent prices increasing or even evictions.
- Housing for all, including seniors. Resources should also be invested in meaningful ways to support people who are eligible.

Acterra

Tuesday, January 26, 2021, 5:00-7:00 p.m. (English)

Reduce Climate Emissions

1. Expand programs that reduce auto commute trips at major employers. 45%
1. Expand clean vehicle initiatives, including electric vehicles and chargers. 45%

Hazards & Open Space

1. Provide financial subsidies to retrofit existing residential buildings. 29%
2. Adapt to expected sea level rise by protecting shoreline communities and supporting vulnerable populations. 24%

Maintain & Optimize the Existing System

1. Support community-led transportation improvements in communities with low incomes. 35%
2. Reform regional fare policy across Bay Area transit operators. 30%

Safe Streets & Next Generation Transit

1. Enhance local transit frequency, capacity and reliability. 39%
2. Build a safe streets network that serves all users—pedestrians, cyclists and drivers. 22%
2. Expand and modernize the regional rail network. 22%

Affordable Housing & Inclusive Communities

1. Accelerate reuse of public and community land for mixed-income housing and essential services. 55%

Produce Housing for All Income Levels

1. Allow a greater mix of housing types like multi-unit apartments and single-family homes at select locations. 36%

Shift Jobs & Improve Economic Mobility

1. Invest in high-speed internet in underserved communities with low incomes. 32%
2. Expand job training and programs that grow new small businesses primarily in historically disinvested communities. 21%
2. Provide incentives to employers to shift jobs to housing-rich areas well-served by transit. 21%

Key takeaways:

- This is an automobile-centric region. Any effort to change people's behaviors to get cars off the road is critical.
- This is a tough choice: Getting cars off the road is ideal but there is such a need for the transition to electric vehicles. But that won't happen without getting that infrastructure in place.
- Thinking of people in the Central Valley and rural areas, it will be a hard sell for them to go electric, so you have to present a compelling argument for them to do so.
- What we're hearing from President Biden, Senator Schumer, and Governor Newsom is that we will put in the infrastructure to drive everywhere in electric vehicles. Concerned, especially after Covid, that people will get electric vehicles and keep driving; there will be all these single occupancy vehicles driving electric cars. Driving electric cars is good but it is also important to get people out of cars. It is important to get employers to further incentivize people to not drive their cars to work.
- We need to move to clean vehicles in the next ten years. It's a huge challenge and part of that challenge is providing the charging infrastructure, particularly in underserved communities and multi-unit buildings.
- Regarding expanding employer programs, we are not going to return to the old world that we knew. A lot of the tech industry has shifted and we're not going to see everyone returning to the office unless it's mandated by the employer.
- Concern about these long-term plans is that things change very quickly. Part of the planning should incorporate a re-plan on a regular basis, e.g., does this strategy still make sense because the world has changed.
- Regarding the remote work/working from home phenomenon, maybe a lot of companies will want to return to the old style of work commute so the more they can be encouraged to stick to the remote work, you'll get the side benefit of having less pollution. To accomplish something in one to five years, this might be the easiest way to go.
- If the goal is to reduce climate emissions, not reduce traffic, we need to get into electric vehicles.
- Because commercial building owners have more financial resources for the most part, but for residential building owners, it's the classic "asset rich, cash poor," which would hamper any large-scale retrofitting projects.
- A lot of the issues we see with the climate are because people are moving to outlying areas e.g., in Livermore; it's easy to develop there because it's flat, there is no opposition from existing residents. But it ties into a lot of questions: transit, water use, wildfires, flooding.
- Don't believe that subsidies will get us very far but retrofitting existing buildings is a huge need and should be for all building types. We need to de-gassify our existing buildings in a 10-15-year period. This will require tremendous amounts of capital and financing will play a key role in that. It will cost \$240 million a year just to replace the failing water heaters in the Bay Area. Where will that money come from? It screams for bonds or help from the state.

- There has been a huge push to get natural gas out of existing buildings. The big concern is about imposing a burden on individual homeowners. Subsidies will entice people to do that.
- Did not vote addressing sea level rise, not because there is not a need for something to be done to protect these communities, but because do not support shoring up the shoreline and building levees as being the only solution. Seriously consider managed retreat.
- Protecting open space is a huge quality of life issue. People need open space for their physical health, their mental health, for environmental quality, and we need those lands to help combat climate change. We need to put them into regenerative agriculture and restore the native ecosystems. This gets overlooked with the incredible push we have to build in the Bay Area.
- It is important to capture that this category is about open space. Very passionate about the retrofitting of existing buildings to get rid of natural gas.
- Having successfully not owned a car for five years, having lots of different tickets and cards is annoying and makes you not want to take certain kinds of transit. Transit fees for people who don't have cars is a big expense when they're taking public transit a lot of the time. Any kind of discount goes a long way.
- Although maintaining the existing system has both roads and transit, it needs to be more focused on transit. VTA controls both transit and congestion control; congestion control means more roads. Concerned about how much VTA spends on maintaining road projects.
- Likes fixed rail, big proponent of Caltrain but in terms of cost and flexibility, express bus networks and express bus lanes are more adaptable, more easily changed, moved and modified.
- Lived here for more than 30 years and before that, lived in the D.C. area for years without a car. Could go anywhere in the D.C. area on public transit; it was pretty seamless. Stunned at how hard it is to get around the Bay Area. To go to meetings in the East Bay would sometimes take two hours to get there. Even to get to the train station, the bus didn't go when I needed it and took a roundabout route. Nothing is working together; Caltrain operates in isolation.
- Most trips people make are local, probably less than ten miles. If you can't have a bus that gets you anywhere, you're not going to take the bus. People prioritize: How fast can I get there?
- Palo Alto has had several fatalities with cyclists. The number one thing people talk about with biking is safety. If you can't cross El Camino Real without a chance of death, that's not great for a bikeable, walkable path for people to use instead of cars.
- At Genentech, there was a huge bike club but the last mile to get to the campus was treacherous. Everyone kept asking, "Why can't we have safer bike lanes?"
- Used to live in D.C. and Boston where it was so easy to connect to a bus in and around the city. Make it as easy as possible to make trips that are worthwhile so people can get to work within an hour, not two hours.
- A lot of the buildings along El Camino are sitting unused and there's no update on their status, whether mixed-use or otherwise. Can we be more responsive to the needs of our community with what we currently have? Re-use is so much a part of Acterra's history.
- Accelerated reuse is important but not sure how much land is available, e.g., because San Jose's policy is to sell off land. If you want to prevent displacement, the easiest thing is to make it hard to displace people.
- Initially voted for preserving existing affordable housing because we don't want to lose what we have and displace people who are established in affordable housing. But instead support accelerated reuse based on previous comments—as long as we are talking about infill development and not green spaces on the fringes of communities. We need to preserve open space as much as possible.

- The situation is so dire. The critical issue is building capacity. We need different elected officials to make these decisions. It's the local land use decisions and the cost of land and the incredible pressures to try to produce it—all these things conspire against us.
- After the pandemic, people may not return to the office and a lot of commercial real estate may become available. Making affordable housing out of office parks is an obvious response to our current situation.
- Transforming aging malls and office parks is appealing because it is a reuse of existing facilities and disturbed land, but it would depend where those malls and office parks are. In many cases they could be nowhere near transit or other useful services.
- There have been a lot of cases where developers paid in-lieu fees, but not much affordable housing was built. It's important to have affordable housing located with other housing. We need to have some diversity in our communities.
- Want to point out that if the malls/office parks are not located near public transit, then we are just creating more issues.
- Providing stimulus checks during the pandemic; giving money to folks, especially on a consistent basis, gives people agency over how they need to improve their lives.
- Would like for the focus to be new internet businesses and more tech job training in disinvested communities.
- With people working from home and students trying to learn from the internet, there have been problems with poor internet, which makes education impossible. This is a cheap investment cost.
- Internet accessibility opens so many possibilities to people.
- Shifting jobs could also address some transportation issues and help promote working from home.
- This is one of the biggest problems for people with low incomes: not being able to work from home because of trouble with their internet connection. This investment would help quite a bit.
- In a lot of low-income areas, people can't work from home because they work in face-to-face industries. However, addressing the digital literacy gap means that students need to have access to internet and devices in their homes because so much student learning happens at home, even pre-Covid.
- This is another example of the benefit of the UBI strategy. Buying a high-speed modem can fix a lot of internet issues in one's home. A lot of people might not have access to the internet simply because they can't afford to pay for a good internet plan. People can fix the issues that are hardest hitting in their lives.