

ABAG-MTC Joint Policy Committee

Minutes of the Meeting of September 24, 2004  
Held at 10:00 a.m. in MetroCenter Room 171

Attendance:

ABAG members:

Jane Brunner  
Mark Green  
Scott Haggerty (Chair)  
Rose Jacobs Gibson  
Steve Rabinowitsh

MTC members:

Sue Lempert  
John McLemore  
Shelia Young

ABAG staff:

Alex Amoroso  
Patricia Jones  
Kenneth Moy  
Christy Riviere

MTC staff:

Betty Cecchini  
James Corless  
Valerie Knepper  
Therese McMillan

JPC staff:

Ted Droettboom

Other:

Linda Craig, League of Women Voters  
Yvonne Koshland, League of Women Voters  
Peter Lydon, SPUR  
Andrew Michael, Bay Area Council  
Shelley Poticha, Center for Transit-Oriented Development  
Leslie Stewart, Bay Area Monitor

1. Welcome and Opening Remarks  
The chair opened the meeting with a welcome, and those in attendance introduced themselves.
2. Approval of Joint Policy Committee Meeting Minutes of June 18, 2004 and August 11, 2004  
The Minutes of the June 18, 2004 and August 11, 2004 meetings were approved.
3. Proposed Work Program for October, 2004 – March, 2005  
The proposed six-month work program was approved.
4. Proposed JPC Agenda for 2005-2006 Session of California Legislature  
The recommendations in the memorandum from the Regional Planning Program Director were approved. Committee members also suggested that staff try to pursue initiatives on fiscal reform and construction defect

litigation to the extent possible, noting that the Bay Area ought to take a leadership role.

5. Projections 2005

Paul Fassinger, ABAG Research Director, presented an overview of Projections 2005 and the monitoring of smart-growth initiatives relative to the projections. A copy of Mr. Fassinger's PowerPoint presentation is available on the JPC website ([abag.ca.gov/jointpolicy/meetings](http://abag.ca.gov/jointpolicy/meetings)).

Comments concentrated on the difficulty of defining and measuring smart-growth concepts and their implementation:

- Measuring jobs/housing balance as a simple ratio within local jurisdictions misses the fact that jobs in an adjacent jurisdiction may be closer than jobs within a resident's own jurisdiction;
- Housing near a work site may not be affordable to the people working at that site;
- The volatility of the job market may mean that someone starts out living close to their job, but later must find work in an entirely different part of the region while maintaining a stable residence;
- Telecommuting could have a profound influence on the importance of jobs/housing balance;
- Simple proximity may not be the best measure of a smart community; we may need to look at other factors like walkability;
- The age of general plans is an imperfect measure of their currency and relevancy; they can be amended and are written purposely to cover long periods.

Members also expressed a frustration that, in spite of tremendous efforts to change development patterns, commuting requirements may continue to worsen. MTC volunteered a presentation on travel forecasts to help better understand future transportation implications of the smart-growth projections.

The importance of monitoring relative to explicit objectives was emphasized. We need to know regularly whether we are getting any closer to where we want to be.

6. Transit Oriented Development

MTC Senior Planner, James Corless, presented a progress report on the regional initiatives to pursue supportive development in transit corridors

and at transit stations. A copy of Mr. Corless' PowerPoint presentation is available on the JPC website ([abag.ca.gov/jointpolicy/meetings](http://abag.ca.gov/jointpolicy/meetings)).

Committee members commented:

- Outreach is essential to persuade communities that TOD is the right thing to do and that the impacts are positive and manageable. Their needs to be wide buy-in at all levels.
- The outreach effort needs to occur through and involve a number of partners, including County CMAs, sub-regional coalitions of counties, conferences of mayors, local League of Cities chapters, transit providers, and local elected officials generally.
- New local elected officials need to be oriented to the concept and its benefits.
- Good examples and good statistics are required, particularly to demonstrate that higher density, transit-oriented development does not produce unacceptable traffic impacts.
- Planning needs to occur among multiple jurisdictions, impacts and implications extend beyond the boundaries of single municipalities.
- In addition to pursuing infill in existing corridors, we need to plan to prevent preemptive land uses along future alignments, i.e., uses which prevent supportive development in the future.
- Transit-oriented development needs to emphasize a diversity of land uses so that complete communities, not just dense residential enclaves, are created. Good design is also required to overcome preconceptions that density is evil.
- Regional monitoring will be required to assess how well local governments are delivering transit-supportive development.

## 7. Legislative Update

It was noted that legislation amending the housing needs determination process and the General Plan Housing Element requirement was signed into law the day before. Staff will report back on the implications of this legislation.

8. Public Comment

All public comment occurred within the context of specific agenda items and is summarized within the discussion of those items.

9. Other Business

There was none.