



Consortium Committee Meeting

Thursday, February 10, 2011, 1:30 P.M. to 3:30 P.M.
COMPASS, Conference Room
800 S. Industry Way, Suite 100
Meridian, Idaho

AGENDA

I. Consent Agenda

Page 2 *a. Approve March 11, 2010, Meeting Minutes

II. Action Items

a. Election of Consortium Officers

b. Approve 2011 Consortium Meeting Dates

- June 9, 2011, at COMPASS from 1:30 pm - 3:30 pm
- September 8, 2011, at COMPASS from 1:30 pm - 3:30 pm
- December 8, 2011, at COMPASS from 1:30 pm - 3:30 pm

Page 7 *c. Review of Cumulative Impact Analysis

d. Discuss Direction on Next Steps for BGG Steering Committee

Justin Lucas

III. Other Items

IV. Adjournment

* Attachments

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Consortium Committee Meeting

Thursday, March 11, 2010, 1:30 P.M. to 3:30 P.M.

COMPASS Conference Room

800 S. Industry Way, Suite 100

Meridian, Idaho 83642

Minutes

I. **Consent Agenda**

a. Approve December 10, 2009 Meeting Minutes

Carol McKee moved and John Evans seconded approval of the Consent Agenda as presented. Motion passed unanimously.

II. **Information/Discussion Items**

a. Status Report – Transportation Adequate Public Facilities Accounting Work Group

Sally Goodell stated that staff provided an example of how reporting to the communities would be done for cumulative impacts for comprehensive plans changes and developments at the December 2009 Consortium meeting. The Consortium directed staff to move forward with a test run.

After review, staff concluded it would be better to wait until COMPASS completed the updated demographics and forecast model, which will be within the next month. An approved development between Kuna and Meridian has been identified to use for the test run.

Sally stated staff recommends not moving forward with an Adequate Public Facilities Ordinance, but to focus on strengthening the communication protocols around area of influence that will be developed in the traffic impact studies. Sally said that an impact to an area of influence is defined by a projected change in traffic volumes by 10 percent or more. Under the traffic impact studies requirements, each major development is required to analyze its traffic impacts. ACHD staff will work with the cities on the communication protocols for development review, outside of the Blueprint process.

The definition of mitigation is the next area that needs work, but not necessarily within the Blueprint process. If an Adequate Public Facilities Ordinance or some other tool is not going to be implemented, mitigation is the tool that is left to assign responsibility for the financial impacts of changes outside of the planned transportation system.

John Evans stated that there could be a fairly dramatic difference in the baseline in just a couple of years because of fuel prices, the economy, or if the percentage of traffic travel dropped off, etc. A new norm would then become the measurement point, which is counterintuitive as we are growing. We don't know if we are now in the new norm or not. There is motivation to see if there is a mitigation that is different in the context of incentivizing development.

Sally replied if the baseline has dropped off, the mitigation would be less because there would be more capacity on the existing road. If the improvement is envisioned in the CIP, it would not necessarily be mitigated. It could be that an intersection already in the CIP needs to be widened and impact fees are already paying for that. If the impact is not in the CIP, the developer would be required to improve the intersection to manage the impacts, which is how it is done today. Currently, impacts are not looked at countywide, but if we are successful with the strategy being tested, we will have a baseline condition that will capture the approved un-built throughout the county.

There will be instances where road mitigation may not be practical in the traditional sense, putting us into alternative mitigation, which was envisioned in the Adequate Public Facilities Ordinance concept. At this point, there is not a method for determining an appropriate and equivalent alternative mitigation, and that is outside of ACHD's authority. If the communities are going to propose alternative mitigation, they will need to determine how to quantify an impact and translate that into some sort of fair mitigation that has an appropriate nexus that is justifiable as an exaction.

John Evans asked what happens if an alternative mitigation is not wanted because the development is wanted in the downtown core.

Sally replied there are three options: deny the development, approve an alternative mitigation, or approve the development with no extra mitigation. If the development is approved without extra mitigation, then the transportation plan has been adversely impacted. There are some transactions that are under ACHD's approval authority and some that are under the land use agencies' authority and ACHD only advises. Any mitigation that goes beyond road mitigation is under the land use jurisdictions' authority. ACHD does not have a level of service standard for pedestrians or bicycles.

Elaine Clegg suggested developing an alternative mitigation agreement jointly instead of each jurisdiction developing one.

Matt stated that, with direction from the Consortium, the Steering Committee can explore an approach for developing joint mitigation strategies using an example corridor, such as State Street, and bring back the results for discussion at the June 10, 2010, Consortium meeting.

Dave Bieter asked if the scenario stating, "If you don't have the capacity under the commitments that have been made, then the recommendation would be to deny the development for a term of five year intervals," is still being considered.

Sally replied that absent the Adequate Public Facilities Ordinance, ACHD can only require mitigation within certain boundaries, but cannot require a deferral.

John Evans asked what the mechanism would be for a cross jurisdictional mitigation policy.

Charles Trainor replied that the tool would be the area of influence developed by the traffic impact studies, which would show the issues up front and determine the jurisdictions that need to be at the table.

Nate Mitchell asked without an Adequate Public Facilities Ordinance, how are the other land use jurisdictions brought into the conversation. They can't be forced to participate.

Elaine replied that the land use jurisdictions need to agree up front to the process and agree to participate.

Caleb Hood said in his opinion Canyon County needs to be on board as well. Developers say that if there is extra mitigation added, they will go to Canyon County because it is cheaper and they don't require mitigation.

After discussion, **it was agreed by consensus that the Steering Committee will explore an approach for developing a menu of joint mitigation strategies using an example corridor, such as State Street, and bring the results back to the Consortium for discussion at the June 10, 2010, Consortium meeting.**

b. Status Report – “Incentivizing Downtown Development “Delegation Discussions

Matt Stoll stated that at the December 2009 Consortium meeting, based on Clay Carley's request to speak to the Consortium about how to incentivize downtown development, Matt was directed to invite Ed Miller with the ULI Mayors' Forum and Elaine Clegg on behalf of Idaho Smart Growth's infill effort, to address the Consortium.

After discussion, **it was unanimously decided the forum for the discussion should be the May 17, 2010, COMPASS Board retreat.**

III. Action Items

a. Elect Consortium Officers

Matt Stoll stated that this meeting is the annual meeting of the Consortium and was properly noticed at the December 2009 meeting. Matt requested nominations for Consortium officers.

After discussion, **Elaine Clegg moved and Nate Mitchell seconded the election of the following slate of officers: Dave Bieter, President; Carol McKee, Vice President; Nate Mitchell, Secretary; and John Evans, Treasurer. Motion passed unanimously.**

b. Direction on Next Steps for BGG Steering Committee

Direction was provided to staff by unanimous consent under Agenda Item II-a.

IV. Other Items
None

V. Adjournment

Carol McKee moved and Fred Tilman seconded adjournment. Motion passed unanimously.

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**BGG Consortium Meeting
SIGN-IN SHEET**

Date: March 11, 2010

Name	Representing	Substituting For	Phone #
1. Nate Mitchell	Star		941-2688
2. ELAINE CLEGG	Boise		384-4410
3. Carol Mikel	ACHD		
4. Fred Tilman	Ada County		
5. John Evans	Garden City		
6. Matt Bell	COMPASS		
7. JUSTIN LUCAS	ACHD		
8. MaryAnn Wettinger	COMPASS		
9. Charles Trainor	COMPASS		855-2558
10. Tricia Nilsson	Boise		384-3842
11. CALIB HOOD	Meridian	Mayor de Weerd	884-5533
12. Lisa Bachman	Kuna		577-8752
13. Nancy Borch	COMPASS		
14. Sally Goodell	ACHD		387-6129
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Cumulative Development for Development Review

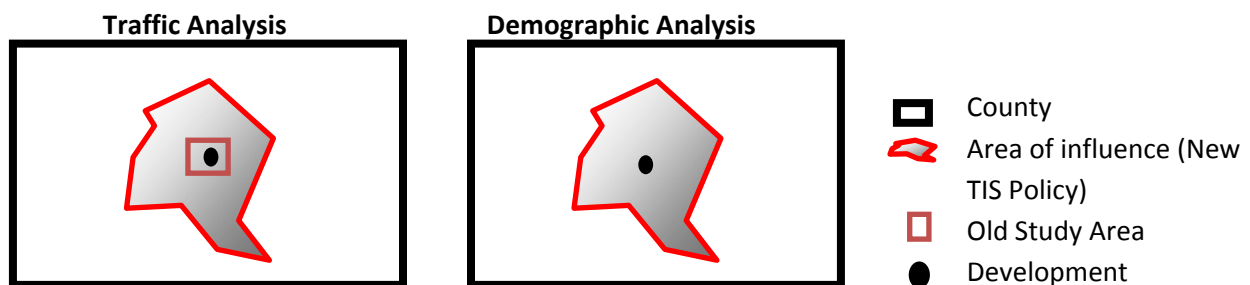
January 17, 2011

Question for Consortium: What level of cumulative development analysis does the Consortium want staff to undertake for development review?

Staff was asked to run some scenarios for this effort and estimate the amount of work and possible issues resulting from a cumulative impacts analysis during development review. Staff has developed three options for cumulative impacts analysis and reporting. The following options have different levels of detail and require different amounts of staff work. Each option described below has two elements: Traffic Analysis and Demographic Analysis.

Option #1: New Traffic Impact Study (TIS) Policy (Adopted August 2009)

Use ACHD’s new TIS Policy for cumulative impacts reporting. ACHD’s new policy significantly increases the area for cumulative impacts analysis (area of influence). The TIS uses demographics in the 20 year transportation plan plus any known developments (underway or un-built), plus the proposed development. Demographics are prepared independently for each development application (no countywide ongoing tracking). Traffic volumes and Levels of Service are estimated from this information.



Additional Staff Time Required

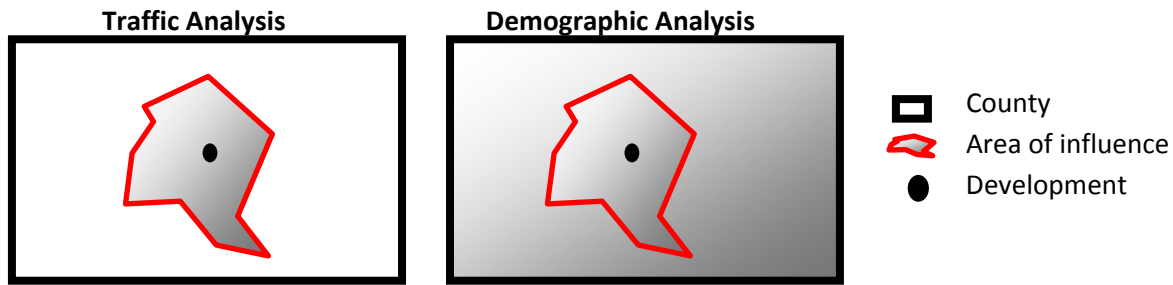
	One Time	Annual	Per Development
ACHD	-	-	-
COMPASS	-	-	1-5 days

Key Points

- Cumulative traffic impacts include only developments within the area of influence.
- Analysis is for an area of influence calculated by tracing the development’s impacts out to 10% of intersection volume. Size of development typically determines size of analysis area.
- No cumulative countywide tracking. Case by case analysis.

Option #2: New TIS Policy + County Wide Demographic Tracking

Use ACHD’s new TIS Policy to estimate cumulative impacts for traffic (same as Option 1). COMPASS would prepare estimate of jobs and housing for existing and approved developments county wide (committed development), and would compare cumulative jobs and housing, including the proposed development, to the demographics used to plan the transportation system (Communities in Motion).



Additional Staff Time Required

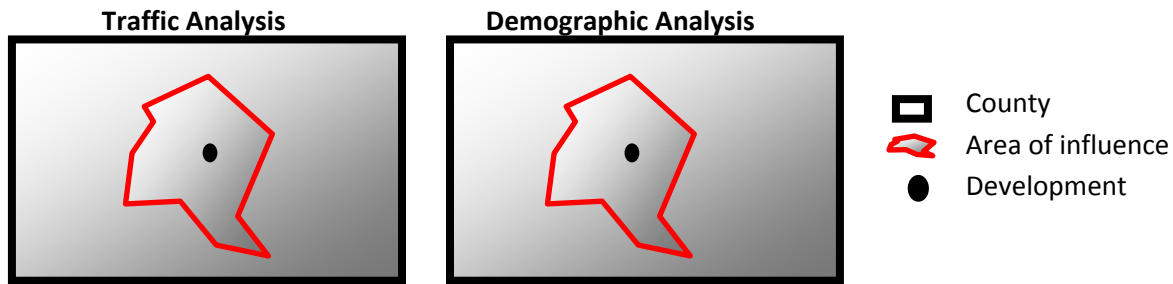
	One Time	Annual	Per Development
ACHD	-	-	-
COMPASS	-	32	1-5 days

Key Points

- Cumulative traffic impact analysis includes only developments within the area of influence.
- Report includes demographics of proposed development compared to the approved long range transportation plan (CIM 2035) demographics.
- Data Issues:
 - Requires ongoing cleanup of parcel file which has several inconsistencies that require attention.
 - Must estimate jobs and housing for some lots in preliminary plats and vacant commercial lots (data unavailable).
 - Data quality will differ among cities. They collect and share different information.

Option #3: Countywide Tracking and Reporting for All Development

ACHD would undertake county wide tracking and reporting of traffic impacts from existing, approved un-built and proposed developments. COMPASS would estimate jobs and housing countywide as described in Option 2.



Additional Staff Time Required

	One Time	Annual	Per Development
ACHD		1-2 FTEs*	Included in annual
COMPASS	4 days	32 days	1-5 days

*Depends on level of development activity

Key Points

- Cumulative traffic impacts include all developments county wide.
- Requires detailed traffic and development tracking across the entire county (ACHD annual work).
- Need to further develop methods.
- Due to the complexity this method is not common in states that do not have concurrency requirements.
- Data Issues
 - Requires more communication among agencies.
 - Must estimate jobs and housing for some lots in preliminary plats and vacant commercial lots (data unavailable).
- Data and products can be used for other purposes. (For example, will have a LOS map for road segments with approved, un-built development).

Cumulative Development for Comprehensive Plan Changes

January 17, 2011

Question of the Consortium: Does the Consortium want COMPASS to direct staff resources to prepare demographics analysis for review of comprehensive plan changes?

COMPASS could prepare an analysis of proposed comprehensive plan changes, specifically, changes to future land use maps, comparing the changed demographics (jobs and households) to those used to prepare the transportation plan. There are three possible levels of detail:

Option A: Super Lite

COMPASS would compare the approved demographics for the horizon year to the demographics estimated for the proposed change. There would be no analysis of what has already been built or approved but un-built.

Staff Time Required

	One Time	Annual	Per Development
ACHD	-	-	-
COMPASS	-	-	1-2 days

Key Points

- Provides a limited analysis of the long term implications of the comprehensive plan change

Option B: Lite

COMPASS would compare demographics and traffic volumes from the approved transportation plan to demographic s and traffic volumes for built, plus approved un-built, plus proposed change and report on traffic impacts for segments only.

Staff Time Required

	One Time	Annual	Per Proposed Change
ACHD	-	6 days	-
COMPASS	-	32 days	1-2 days

Key Points

- Provides analysis of the long term implications of the comprehensive plan change and additional information about current conditions.
- Provides estimated change in LOS for segments only
- Data Issues
 - Requires ongoing cleanup of parcel file which has several inconsistencies that require attention.
 - Must estimate jobs and housing for some lots in preliminary plats and vacant commercial lots (data unavailable).
 - Data quality will differ among cities. They collect and share different information.

Option C: Full

COMPASS would compare demographics and traffic volumes from the approved transportation plan to demographic s and traffic volumes for built, plus approved un-built, plus proposed change and report on traffic impacts for segments and intersections.

Staff Time Required

	One Time	Annual	Per Proposed Change
ACHD	305	87 days	-
COMPASS	-	32 days	1-2 days

Key Points

- Provides analysis of the long term implications of the comprehensive plan change and additional information about current conditions.
- Provides estimated change in LOS for segments and intersections.
- Data Issues
 - Requires ongoing cleanup of parcel file which has several inconsistencies that require attention.
 - Must estimate jobs and housing for some lots in preliminary plats and vacant commercial lots (data unavailable).
 - Requires significant resources to determine baseline intersection conditions.