



Consortium Committee Annual Meeting

Thursday, February 28, 2013, 1:30 P.M. to 3:00 P.M.

COMPASS, 2nd Floor Large Conference Room

700 NE 2nd Street, Suite 200

Meridian, Idaho

AGENDA

I. Consent Agenda

Page 2 *A. Approve December 11, 2012, Consortium Meeting Minutes

II. Action Item

A. Election of Officers

Page 4 * B. Direction on Next Steps in Identifying Transportation Needs Charles Trainor

III. Information/Discussion Item

A. Status Report – Option 2, New TIS Policy + Countywide Demographic Tracking/Option B: Lite

Mary Ann Waldinger/
Justin Lucas

IV. Other

A. Next Consortium Meeting Date

V. Adjournment

* Attachments





BGG CONSORTIUM MEETING
December 11, 2012
COMPASS, 2nd Floor Large Conference Room
700 NE 2nd Street, Suite 200
Meridian, Idaho

**** MINUTES ****

Attendees: Dave Bieter, Mayor, City of Boise, **President**
Nancy Brecks, COMPASS
Tammy de Weerd, Mayor, City of Meridian
John Evans, Mayor, Garden City, **Treasurer**
Meg Leatherman, Ada County
Carol McKee, Commissioner, Ada County Highway District, **Vice President**
Nate Mitchell, Mayor, City of Star, **Secretary**
Amar Pillai, Ada County Highway District
Jim Reynolds, Mayor, City of Eagle
Matt Stoll, COMPASS
MaryAnn Waldinger, COMPASS
Rick Yzaguirre, Commissioner, Ada County

I. Consent Agenda
A. Approve July 30, 2012, Consortium Meeting Minutes

Rick Yzaguirre moved and Nate Mitchell seconded approval of the Consent Agenda as presented. Motion passed unanimously.

II. Information/Discussion Item
A. Status Report – Option 2, New Traffic Impact Statement (TIS) Policy + Countywide Demographic Tracking/Option B: Lite

Mary Ann Waldinger provided a status report on Option 2, New TIS Policy + Countywide Demographic Tracking/Option B: Lite.

MaryAnn said the system is in place, receiving feedback, and staff from the various agencies are talking to each other. But because development has been slow, a new proposal has yet to be taken through the entire process.

Next steps:

- ACHD and COMPASS staff will file comments with a development application and/or an accepted TIS. Note: As of December 2012, 4 developments have been submitted, 2 of the 4 have a TIS.
- COMPASS staff will continue to work with available data, refine and document the process.

III. Other

A. Next Consortium Committee Meeting Date

The next Consortium meeting will be the annual meeting and will be scheduled in February 2013.

Next Agenda Items:

- Election of Officers
- Status Report on Option 2, New Traffic Impact Statement (TIS) Policy + Countywide Demographic Tracking/Option B: Lite
- Status Report on Adequate Public Facilities; Impact Fees; Cumulative impact

IV. Adjournment

Chair Bieter adjourned the meeting at 2:10 pm.

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MEMORANDUM

TO: Blueprint for Good Growth Consortium

FROM: Charles Trainor, Principal Planner

DATE: February 19, 2013

RE: **Next Steps in Identifying Transportation Needs**

Action Requested:

Review and recommend next steps to identify transportation needs tied to comprehensive plans and zoning.

Background:

At the December 11, 2012, Consortium meeting, Mary Ann Waldinger provided information on the committed development inventory tracking process and development review process. The Consortium requested some next steps to integrate land use and transportation in terms of adequate public facilities. What are the issues in comprehensive plan changes? How can infrastructure planning and programming be tied better to comprehensive plans? How are impact fees related to these needs?

Status:

Attached is a two page assessment of what has been done to date and potential next steps. The next steps are broken into two phases. The first phase could be done in FY2014 as part of member services under Task 701. The second phase would entail more staff time and has options to integrate the findings into comprehensive plans. This would likely need to occur in FY2015 following adoption of *Communities in Motion 2040*. Findings could be used to supplement *Communities in Motion 2040*.

Attachment – 1

pc: File 761

CT:nb T:\FY13\700 Services\761 Blueprint for Good Growth\Consortium\packets\Feb 28\buildout evaluation.docx

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What has been done to date?

- A proposed adequate public facilities ordinance (APFO) was developed for BGG by consultant Michael Lauer during 2006-2008. It was not endorsed by the BGG Steering Committee, which recommended a re-evaluation of the APFO process, with the intent to start with the comprehensive plans as the primary level of evaluation. This was presented to the Consortium in September 2008, and the Consortium directed additional work on the issues in conjunction with the Transportation Land Use Integration Project.
- A buildout analysis of comprehensive plans was initiated in 2009 and completed in early 2010. (See discussion below.) The buildout calculation was revised in June 2012 in coordination with the scenario planning process.
- An existing and approved development inventory process was reviewed and improved during 2011-12.
- A transportation influence area process was developed for use in traffic impact studies. This helps address interjurisdictional issues.

A recent development review by COMPASS generated a comment by the local agency staff person that, if the development proposal was consistent with the comprehensive plan and zoning, then approval was very likely. Lack of road capacity may not be a major factor in the agency's decision. This dovetails with comments made by participants on the BGG Steering Committee during the APFO development in late 2008 that initiating the APFO process during a specific development application is too late in the process. The developers may acquire land (options) and make investments based on the comprehensive plan and zoning. It also echoes the concerns voiced by the BGG Steering Committee that comprehensive plans should be an integral part of any consideration.

The current Capital Improvements Plan (CIP) process for the Ada County Highway District is based on growth forecasts developed by COMPASS for a 20-25 year horizon. Note that under Idaho law impact fees must be based on a maximum 20-year forecast of growth. (Idaho Code 67-8208(h)) The most recent forecast was for 2040, with a two county population of 1.05 million and employment of 462,000.

But land use plans are not necessarily calculated for a 20 year horizon. In 2009-10 COMPASS conducted a quantitative analysis of the buildout of collective comprehensive plans in consultation with local agencies to interpret each comprehensive plan in terms of density by proposed use. This process resulted in a buildout population of 2.7 million, with no target date for when that growth would occur. Buildout employment was estimated at 1.7 million. The buildout for comprehensive plans was not tested for detailed transportation implications, however. No estimate of buildout was done for zoning.

Next steps – 1st Stage

The disparity between COMPASS' 2040 forecast and buildout under comprehensive plans creates challenges for land use and transportation agencies when considering "unplanned growth" and extraordinary impact fees. Next steps could be:

1. Update the comprehensive plan buildout to reflect recent development approvals and comprehensive plan revisions.
2. Create a zoning buildout in consultation with land use agencies to provide densities for each zoning category,
3. Evaluate effects of these buildout estimates on arterial and higher transportation facilities in the region, with the following transportation scenarios:
 - a. Existing and committed (including road and transit services funding under the Transportation Improvement Program)
 - b. ACHD programmed improvements under its CIP
 - c. VRT Valleyconnect
 - d. Full implementation of *Communities in Motion 2040* (CIM2040).
4. Given the extent of potential growth in areas lacking a well-defined roadway network, it may be necessary to create additional networks to obtain more reasonable results. This is of special concern in areas in southern Ada and Canyon counties and foothills areas in the northern part of the region.
5. Compare traffic volumes for buildouts with the 2040 forecast.
6. Evaluate the identified deficiencies in terms of where funded improvements are planned (TIP, CIPs, etc.).

Workday estimate: 45 workdays (Could be done under Task 701 or defer to FY2015.)

Next steps – 2nd Stage

7. Develop costs for facilities and services needed to address deficiencies.
8. Work with cities and counties to include these buildout estimates and transportation implications in their comprehensive plans. Cities and counties could expand the buildout implications to include other services such as water, sewer, solid waste, etc.
9. Cities and counties could categorize their land use plans in terms of:
 - a. Within 20 years (growth limit for impact fee calculation)
 - b. 21+ years (Not in impact fee calculation)
10. Include the buildout system as long-term preservation needs in CIM2040.

Due to complexity of cost evaluations and specification of appropriate investments, the 2nd Stage would be initiated in FY2015.

All work would be reviewed through existing COMPASS committees, notably the Regional Technical Advisory Committee (RTAC) and the Demographic Advisory Committee (DAC).