



**Consortium Member Agency Meeting**  
**Thursday, March 15, 2007 12:00 P.M. to 1:00 P.M.**  
**COMPASS**  
Lunch will be provided

**AGENDA**

**Transportation Adequate Public Facilities**

The attached memo was initially presented at the March 1, 2007 Consortium meeting. It details Michael Lauer's prerequisite that all jurisdictions commit to using their full authority to implement transportation Adequate Public Facilities.

Michael will be at this luncheon to discuss the risks associated with non-uniform transportation Adequate Public Facilities adoption as well as responsibility for determination of adequacy and mitigation measures. He will also be available to field questions from the Consortium members.

Action Requested by the Consortium: Commitment from all jurisdictions to implement transportation Adequate Public Facilities.

**Upcoming Consortium Meetings**

April 5, 2007, 1:30 – 3:30 pm, ACHD Auditorium  
April 25, 2007, 11:30 – 1:30 pm, ACHD Auditorium

# Memo

To: Blueprint for Good Growth Consortium  
From: Michael Lauer, AICP – Principal  
Date: February 23, 2007  
Re: Adequate Public Facilities

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I recently submitted a scope of services to assist member jurisdictions in the development of Adequate Public Facilities (APF) requirements. I've received numerous comments that can easily be addressed with minor amendments to the scope. The most significant comment focuses on the viability of my proposed approach to transportation system adequacy. This is a cornerstone of BGG and it is essential that we approach this with several common understandings.

**Each jurisdiction is committed to using its full authority to implement APF.** Local governments clearly have the authority to require adequate road capacity as a condition of subdivision approval and the ability to delegate review of adequacy to ACHD. However, if there isn't a commitment from every jurisdiction to pursue this approach, it would be more effective to pursue the implementation of transportation APF through ACHD.

**Each jurisdiction must be firmly committed to the implementation of APF or the results will be counter-productive.** In simple terms, if APF limits development in urban centers, but not in rural areas, growth will be drawn to rural areas. If some communities fail to adopt or uniformly implement transportation APF requirements, we will create incentives for sprawl development that undermines the intent of Communities in Motion, BGG and most local comprehensive plans. APF standards will create incentives to develop where adequate capacity is available because they require mitigation in areas where adequate capacity is lacking. As I've previously mentioned to the Consortium, ACHD is in the process of developing level of service standards that will allow for more congestion in urban centers than in rural or suburban areas in collaboration with each local government. The Transportation/Land Use Integration Program (TLIP) will provide the transportation standards that are essential to APF implementation. If a local government ignores these level of service standards or fails to require mitigation, the resulting development will overburden existing streets and result in the overcrowded streets or the shifting of limited funds from other projects to remedy the resulting problems.

**To demonstrate the commitment necessary to make transportation APF work, each member agency should agree to the following:**

1. Each local government pledges to adopt transportation APF standards that are consistent with BGG policies and the level of service standards established through TLIP.
2. Each local government pledges to execute and honor agreements<sup>1</sup> to:

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<sup>1</sup> Note: The APF ordinances will include appeals processes and maximum delay provisions that are sufficient to minimize risks of takings or delegation of authority claims, but these must have very

- a. assign responsibility for the determination of transportation system adequacy to ACHD; and
- b. assign responsibility for determining the acceptability of necessary mitigation measures to ACHD.

If these conditions are not acceptable to each local government in Ada County, I recommend that the BGG Consortium reconsider its priorities for implementation. While I could assist members in developing APF standards for the other essential public facilities, I do not believe that this would be the most effective use of the Consortium's funds. Each local government is, through a variety of means, checking for adequacy of water, sewer and stormwater management facilities. Several jurisdictions review for adequacy of fire protection facilities. No jurisdiction has standards for school APF; and I suspect that it will be more difficult to get firm commitments from every jurisdiction to implement APF for schools than for transportation.

I remain optimistic that together we can better manage growth throughout Ada County. However, my experience here has taught me that it is essential to be pragmatic and to ensure that everyone fully understands the implications of our actions before moving forward. I cannot attend the March 1 Consortium meeting, but look forward to discussing my concerns with you at your earliest convenience.

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narrow applicability and be subject to mutually agreeable review criteria to provide adequate assurances that APF standards will be applied uniformly and consistently.