CONNECTING TREASURE VALLEY COMMUNITIES

COMMUNITIES IN MOTION 2040

Scenario Workshop Guidebook

REGIONAL LONG - RANGE TRANSPORTATION
AND SUSTAINABILITY PLAN

WORKSHOP DATES:

February 29, 2012, Nampa
March 1, 2012, Boise
March 2, 2012, Meridian

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

COMMUNITIES IN MOTION

Report No. 04-2012

www.compassidaho.org

Contents

Workshop Agenda

9:00 a.m.	Check-In / Refreshments	
9:30 a.m.	Opening ▪ Welcome and introductions ▪ Workshop purpose and agenda overview	Matt Stoll, Executive Director, COMPASS Susan Hayman, EnviroIssues Doug Walker, Placeways
9:45 a.m.	*Communities in Motion* and scenario planning ▪ Where we have been –2006, 2010 ▪ Where we are going – 2014 ▪ Introduction to scenario planning	Liisa Itkonen, COMPASS Doug Walker
10:00 a.m.	Setting the Context ▪ State of the region o What are the existing conditions? o What are the strengths, weaknesses, opportunities, and threats? o What are the workshop participants' key issues? ▪ Demographic Targets ▪ Preliminary alternative scenarios o Alternative 1: Trend o Alternative 2: Community Choices o Alternative 3: Transit, Trails, and Transit-Oriented Development ▪ Introduction to table mapping activity	Doug Walker Carl Miller, COMPASS Amy Anderson, Placeways
10:45 a.m.	Break (participants move to tables)	
11:00 a.m.	**Session 1: Creating Your Own Scenario** ▪ Table introductions and mapping demonstration ▪ Mapping o Where will people live and work? o What infrastructure will be needed to support them?	Table Work Groups
12:30 p.m.	Hosted Lunch	

1:15 p.m.	**Session 2: Refining Your Scenario**
	▪ Review pre-lunch mapping (15 minutes)
	▪ How might the scenarios change when other choices are applied? (30 minutes)
	▪ Scenario evaluation (15 minutes)
	  o What do you like about your scenario?
	  o What do you not like about your scenario?
		Table Work Groups

2:15 p.m.	Break (return to full group seating at the end of the break)	
2:30 p.m.	**Session 3: Regional Priorities** ▪ What are other aspects that, if considered, would influence the scenario outcomes? ▪ How do workshop participants feel about the relative importance/priority of these?	Doug Walker

3:00 p.m.	**Wrapping Up**
	▪ Compare and contrast table scenarios
	  o What is similar?
	  o What is distinctly different?
	  o Other observations
	▪ Participant observations of their table experiences
		Amy Anderson

3:45 p.m.	Next steps and closing remarks	Doug Walker Liisa Itkonen
4:00 p.m.	Adjourn	

Introduction

You plan your weekends, your next vacation, and you've probably planned for retirement; now the Community Planning Association of Southwest Idaho (COMPASS) is asking for your help in planning the future of the Treasure Valley by participating in a scenario planning workshop. COMPASS is an association of local governments established to plan for long-term transportation needs for Ada and Canyon counties.

COMPASS is hosting three identical scenario planning workshops to develop a regional, long-range plan that addresses transportation systems, land uses, housing, economic development, health, open space, farmland, and community infrastructure.

A scenario, as used in these workshops, represents a "picture" of a possible future and helps us understand how future growth might unfold. Scenario planning allows us to think about what we want for the future and what choices we can make today. This process allows us to think about many different paths we could take as the region grows and changes over the next 30 years. We are inviting you to these workshops and asking you to provide input on what type of future you might want for your community.

These workshops will engage community leaders, elected officials, and other stakeholders in a collaborative process designed to develop a common set of goals and principles to guide future plans. The results will be used to create several distinct future scenarios for the region that will be published for public review in late spring 2012. Ultimately, the ideas and feedback we receive will be incorporated into the regional long-range plan, *Communities in Motion 2040,* and will guide our long-term plans for investment in highways, infrastructure, and development of the Treasure Valley for the next 30 years.

You can learn more about COMPASS and *Communities in Motion* online at www.compassidaho.org.

Purpose and Use of this Guidebook

COMPASS has developed this guidebook for your use prior to and during the workshops. The guidebook will help you prepare for your workshop by providing some background information about the current state of our region and describing what you will do in your workshop.

Unlike most books, this one doesn't require cover-to-cover reading. It is intended to provoke thought, be a how-to manual and a reference guide. The information provided here is not intended to change opinions but merely to whet your appetite for the dialogue that will be taking place at the workshops. Your opinion matters and your voice needs to be heard.

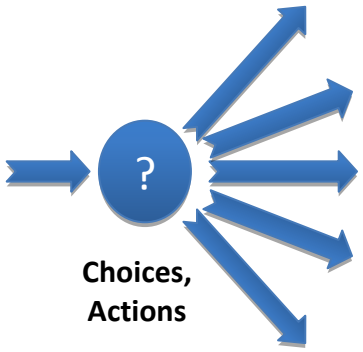
The guidebook is organized into four parts:

Part 1: What can I expect in the workshop? (p. 6-22)

During the workshops, participants will share their views and opinions, participate in long-range planning exercises, and help shape a future for the Treasure Valley. The main focus will be a "Paint the Future" exercise that enables participants to draw future growth scenarios and receive immediate feedback about the effects of their choices (see indicators page 14).

Scenario Planning

Some of the questions we need to ask to help us prepare *Communities in Motion 2040* are:



- How many more people and jobs can we expect in this region in the next 30 years?
- What types of changes will we see to the transportation system and location of development?
- How will these changes affect the region?
- What actions can we take today that can change the path we are on currently?
- How can we best meet the needs of everyone who lives here?

The scenario planning process we are using will help us as we think about questions such as these and consider how the Treasure Valley will grow.

This section also includes a description of three "start-up" scenarios. These examples illustrate what the future could look like. You can use one of these as a starting point for your table work group's scenario or you can start with a clean slate to "Paint the Future."

Part 2: What can I do to prepare? (p. 23-40)

This section describes the area we are planning for and provides an analysis of some of the strengths, weaknesses, opportunities, and threats that the Treasure Valley faces. We acknowledge participants may have different views. This analysis is meant to inform and encourage discussion as you work with your table partners to create your vision for the future.

Part 3: What happens next? (p. 41-42)

This section explains what will happen after the workshops, including steps to get to a preferred scenario, develop the rest of *Communities in Motion 2040*, and to implement the vision.

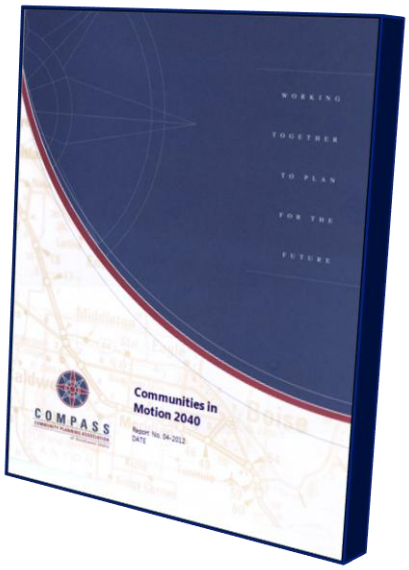
Attachments (p. i-xxi)

These attachments provide background information about the workshops and helpful information. Attachments include: Workshop Participants, Workshop Land Use Types, Bibliography, Glossary of Terms, and Contact Information.

Please note that many terms that may be unfamiliar are included in the glossary on page xi.

If you have any questions about the workshop ahead of time, please feel free to contact Susan Hayman, Workshop Facilitator, at scenarioworkshop@enviroissues.com or 208.385.0128.

Part 1: What can I expect in the workshop?



The name of the plan we are creating is *Communities in Motion 2040* (CIM 2040). Technically, it is a "regional long-range transportation plan," which every region with over 50,000 people must have to receive federal funding for transportation investments. CIM 2040 will outline a vision for how transportation investments relate to land use, housing, and community infrastructure in the future, and how those in turn may relate to people's health. The plan will discuss projected population, household and employment numbers, current and future transportation needs (air, bicycle, bus, pedestrian, rail, road, etc.), maintenance of transportation facilities, projected available funding, and other issues that affect quality of life in the Treasure Valley.

CIM 2040 is an update to previous plans, which are reviewed every four years. COMPASS is looking to build upon the successes of previous CIM plans by re-engaging stakeholders and revisiting the current preferred scenario "Community Choices" to address the changes the region has undergone in the last decade. In 2004, COMPASS held a series of scenario planning workshops, similar to the workshop you will be attending. The "Community Choices" scenario grew from the input provided at those workshops.

Information about CIM is available on the COMPASS Website.

- CIM 2040: http://www.compassidaho.org/prodserv/cim2040.htm
- CIM 2035: http://www.compassidaho.org/prodserv/cim2035.htm
- CIM 2030: http://www.compassidaho.org/prodserv/reg-archives.htm

Since the original scenario planning workshops in 2004:

- The region's economy has endured an entire economic boom and bust cycle.
- One out of every five homes in the region has been built.
- Increased use of technology has facilitated transportation efficiency and changed workplace logistics.
- The financial outlook for transportation has become less certain due to changes in government funding and no new transportation bill.
- The construction industry has changed, as may have residential consumer preferences.
- An increased focus on sustainable communities and more holistic planning approaches has emerged.
- Many stakeholders have changed, including public agencies, non-profits, and elected officials.

Previously, our planning has focused on transportation and land use. These two aspects of regional planning are crucial—transportation infrastructure cannot be planned effectively unless there is a picture of where housing and jobs will be located, and likewise transportation improvements often encourage growth in an area. However, during the workshops and throughout the plan development we also want to look at economic development, open space, farmland, health, and community infrastructure. Looking at all these elements in a coordinated, comprehensive, and collaborative way will help plan a region that reduces public expenditures, provides adequate and affordable housing, encourages jobs and businesses, and promotes a sustainable future.

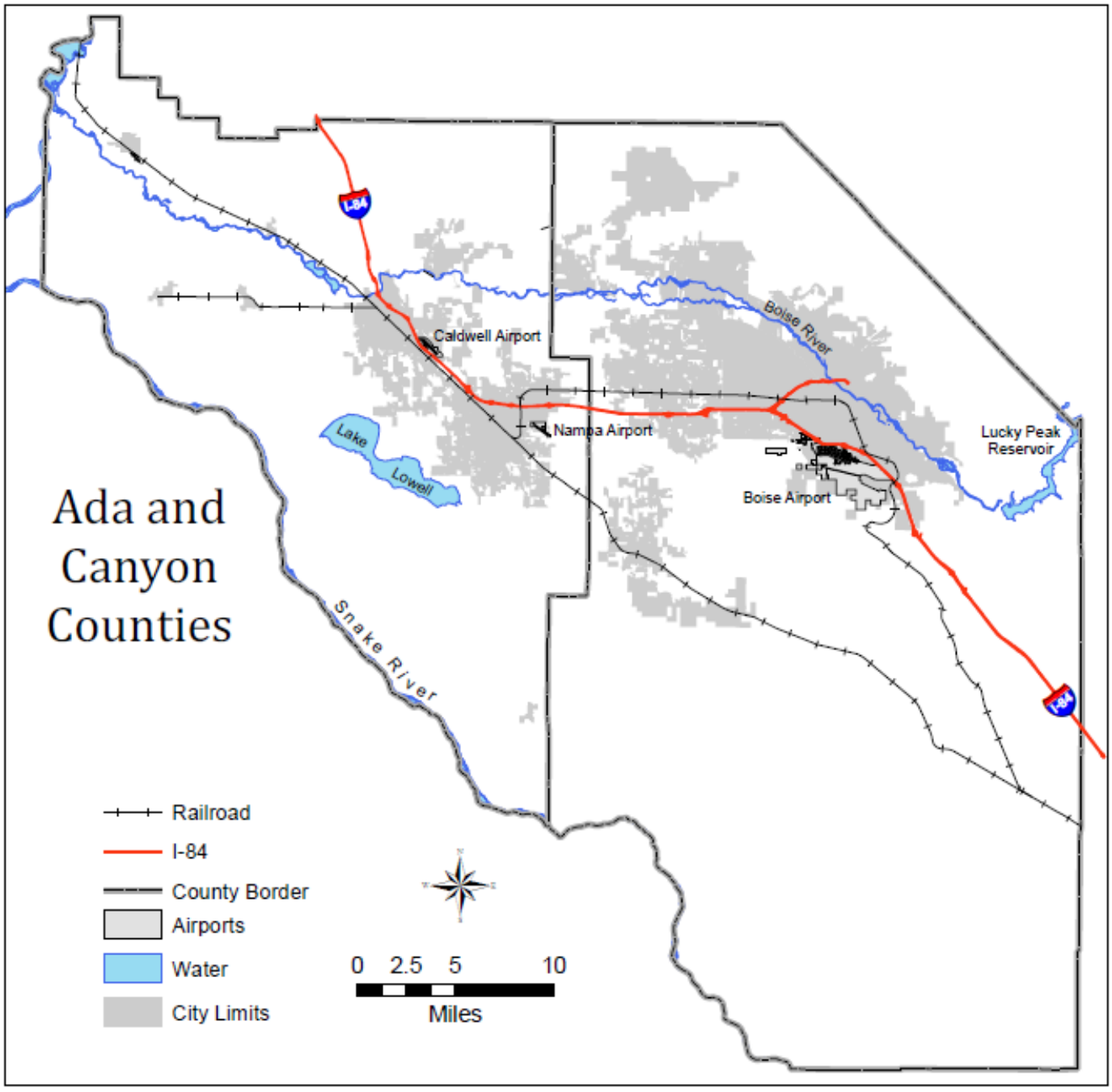
The 30-year outlook of CIM 2040 is longer than that of most local plans, so it can serve as a guide for local jurisdictions and other entities in their planning. Local entities – cities, counties, highway districts, housing agencies, and others – will be asked to adopt or officially recognize the plan and use it as they make individual planning decisions. This is voluntary – CIM 2040 does not "trump" other plans. However, it does directly affect other transportation plans: transportation projects can receive federal funding only if they are included in the CIM plan. From a transportation perspective, the regional plan will be implemented as projects in the plan are prioritized, budgeted, funded, and ultimately completed. Other plan elements – land use, housing, health, and community infrastructure - will help guide which transportation projects will be included in the plan so that transportation investments will help achieve non-transportation related goals as well.

CIM 2040 will offer a vision for future growth and aim to link various interconnected elements. The CIM 2040 plan will consider:

- **Economic Development**
- **Housing**
- **Land Use**
- **Transportation**
- **Health**
- **Open Space**
- **Farmland**
- **Community Infrastructure**

Planning Area

The COMPASS planning area encompasses Ada and Canyon Counties, Idaho. This region is often referred to as the Treasure Valley.



Workshops

A brief description of the workshops is provided below, including the purpose of each session, the information that will be available, and the general session process. A detailed agenda can be found on page 1.

Setting the Context

Information to help get you thinking about issues that will be discussed in the workshops is provided in Part 2 of this guidebook. The purpose of the information is to set the stage for the workshop exercises. Please take a few minutes to scan pages 23-40 to become familiar with the issues.

We will begin the workshop with a brief description of our current conditions. We'll also review "state of the region" information to help form a basis for your work on scenarios. You will have the opportunity to identify which issues you feel are the most pressing for the region. You'll be able to see the results right away and reference them throughout the day.

We will also introduce the concepts of scenario planning using CommunityViz® software.

Session 1: Creating Your Own Scenario

Purpose: Each table work group of six to nine participants will create a scenario that reflects its interests and perspectives, using information common to all table work groups. See Land Use Types in Attachment 3.

This guidebook includes three sample scenarios to give you an idea of what a scenario is, what scenarios look like as maps and how scenarios can be compared using different "indicators." You will "paint" a scenario that may, or may not, look like one of the samples. See pages 14-22 for more information about scenarios and indiactors.

General Process: *At each table, you will have an electronic map of the Treasure Valley with many pieces of data and geographic information that you can reference as needed. This information will include things such as parks, roads, city boundaries, etc. Using live mapping technology and electronic pens, you will be able to:*

- *Navigate the map*
- *Access mapping layers*
- *Bring up charts with data about the region*
- *Create a new scenario*
- ***Paint the Future*** *using the Land Use Types*

Paint the Future:

Trained volunteer facilitators will walk you through specific exercises and assist with the technology. Each group will be tasked with finding places on the map to accommodate the population growth and job needs that are expected between now and 2040 (see Attachment 2: Workshop Land Use Types, page ii-vii).

When you have reached your growth targets for population and jobs, the software will calculate indicators describing your scenario's impact on the topics we are studying.

You will spend some time looking over the indicators and discussing, "Did you get what you expected?"

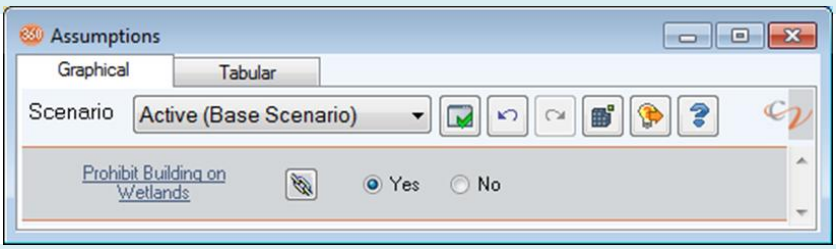
Targets:

- Projected new population: 400,000
- Projected total population: 1,022,000
- Projected new jobs: 214,000
- Projected total jobs: 466,000

Session 2: Refining Your Scenario

Purpose: Each table work group will be able to refine its scenario based on additional optional choices.

General Process: *Continuing to use the live mapping technology, each table work group can adjust certain aspects of its scenario through choosing to include (or not) additional sets of elements. You will then spend some time looking over the results and discussing, "Did our additional choices create a scenario that would be more or less desirable for our region?"*



Before leaving Session 2, table works groups will identify what they like about their scenario, and what they don't like (there may be some issues that you just couldn't resolve, or some choices that you would prefer you didn't have to make). We will note these for further discussion in Session 3 and after the workshop.

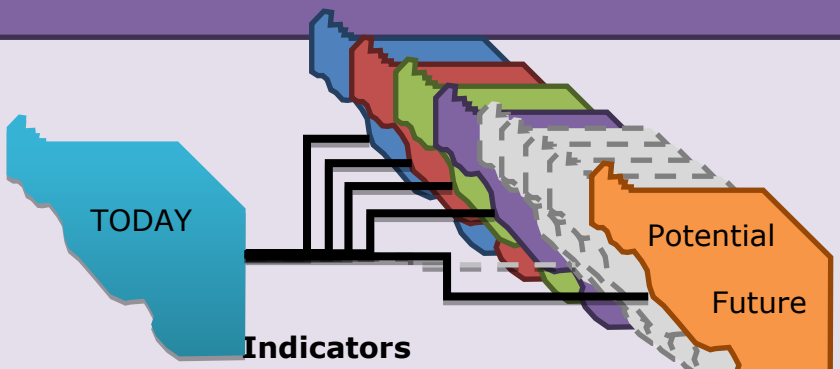
Session 3: Regional Priorities

Purpose: All workshop participants have an opportunity to identify and prioritize general aspects or considerations that cannot be pointed to on a map or are not easily measured, but that you believe should have a bearing in the CIM 2040 plan. For example, keypad polling will be used to highlight and prioritize investments in regional transit alternatives such as bus or carpools.

General Process: *We will invite workshop participants to identify the aspects important to them, and then use keypads to identify general priorities for these aspects among all participants.*

Wrapping Up

Because we will be using electronic mapping and electronic pens, we will be able to provide a preliminary comparison of the results from each table at the end of the workshop. Were there any common threads among all work groups? Any distinct differences? We will also invite you to share your observations from the table work groups.



Indicators

A	B	C	D	E
+	-	=	++	+
=	-	+	+	-
+	+	-	=	-
-	-	+	++	-
…	…	…	…	…
++	=	-	+	=

Indicators

"Indicators" are ways of measuring or quantifying how different choices play out in various scenarios. One scenario, for example, based on dedicated money for widening roads may generate very low traffic congestion but increase roadway maintenance costs and use up a lot of farmland. Another might have few housing choices but excellent transit options.

Indicators allow us to assign a numeric score to a variety of factors so that it is easier to compare scenarios. Think of indicators as gauges on your car dashboard, *not* like grades on a report card. They tell you *about* a scenario, but they don't *judge* the scenario. Chances are, every scenario will have some pros and cons, and there will always be trade-offs to be considered. You and the other workshop participants will choose what trade-offs to make, what the priorities should be, and what principles to follow in the scenario you'll develop during the day.

Indicators that will be used in the workshops are below:[1]

Economic Development

- Jobs/housing balance
- Population near major activity centers

Housing

- Housing affordability
- Housing + transportation affordability
- Housing mix

Land Use

- Day and night population
- Land use mix
- Population density
- Employment density

Transportation

- Average distance from housing to transit
- Transit service coverage area
- Walkability
- Vehicle miles traveled (VMT)

Health

- Number of buildings in environmentally sensitive areas
- Population near transit routes
- Buildiings in floodplain
- Population near parks and population near public schools

Open Space

- Acres of open space by type
- Recreation space per capita

Farmland

- Working agricultural acres
- Agricultural loss

Community Infrastructure

- Cost of new residential infrastructure
- Water use
- Wastewater use
- Waste generation

Preliminary Alternative Scenarios

COMPASS has developed the workshops to help you understand how scenarios work and show how much variability we can expect depending on the choices we make. These preliminary scenarios are:

1. **Trend** – "Trend" looks at development, transportation, and housing patterns that have occurred over the last several decades and projects the same trend into the year 2040. This maintains the status-quo of the area with characteristics including low density housing, single-occupancy vehicle-dominated transportation infrastructure, and use of agricultural land for development.
2. **Community Choices** – "Community Choices" is the official, approved growth scenario of *Communities in Motion 2030* and *2035* plans. This scenario is different from "Trend" in that new homes and jobs are more evenly balanced in the region, and it provides more choices in housing types, additional choices in transportation modes, higher housing densities and preservation of open space and farmland. Some principles of Community Choices have been implemented since the original CIM plan and some have not yet been realized.
3. **Transit, Trails, and Transit-Oriented Development (TOD)** - This model is similar to "Community Choices" but adapts it by allocating a larger portion of development to be near public transportation. It expands the transportation system with a robust public transportation, complete streets, and trail network. High density housing and employment centers are close to high capacity transit stations. Land uses provide a variety of housing choices, including large-lot and suburban houses, condominiums, and apartments, and allow for development in most areas of the region.

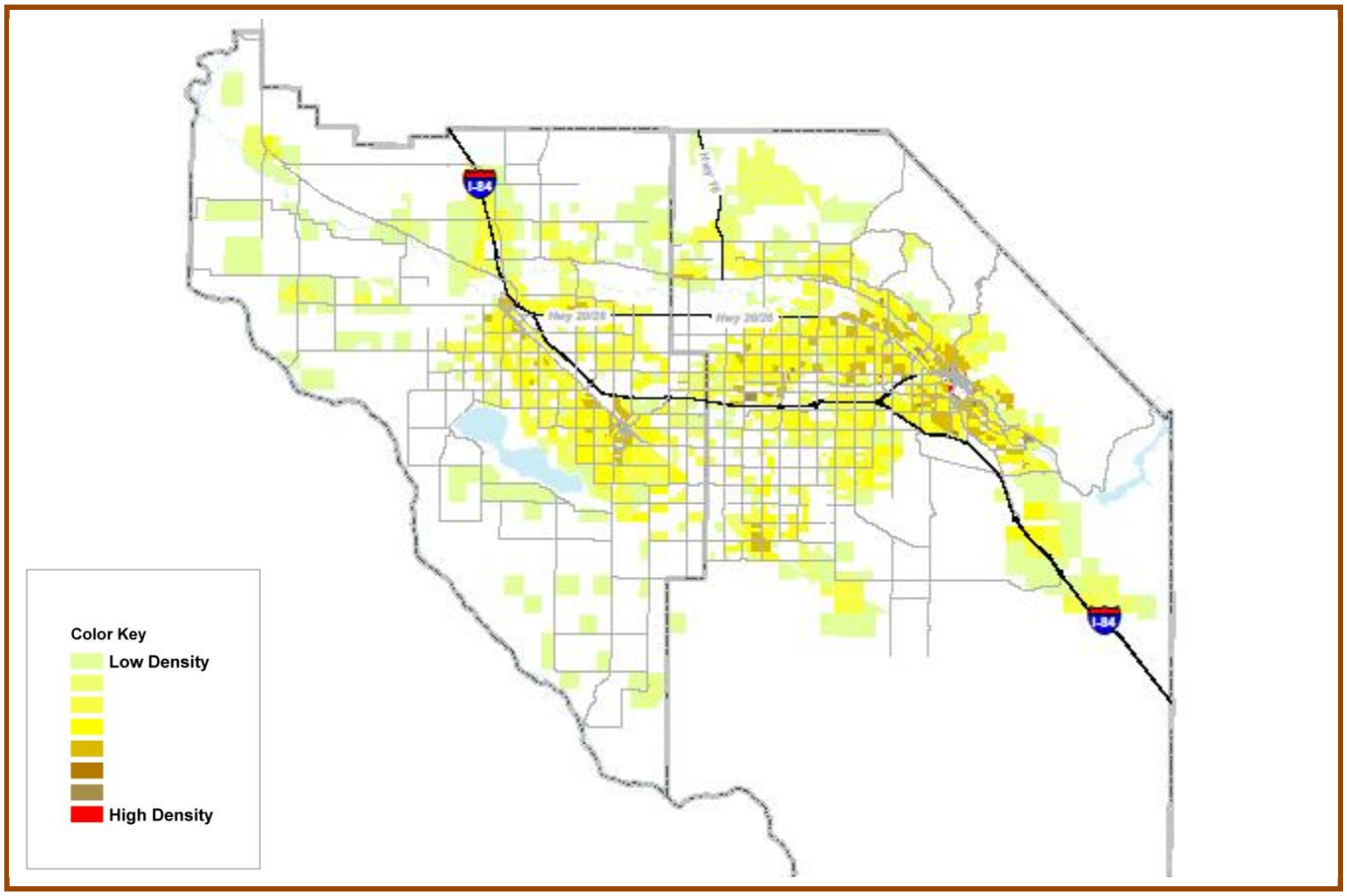
The following are a few of the many examples of different indicators reflecting land use, transportation infrastructure and other trade-offs in the scenarios:

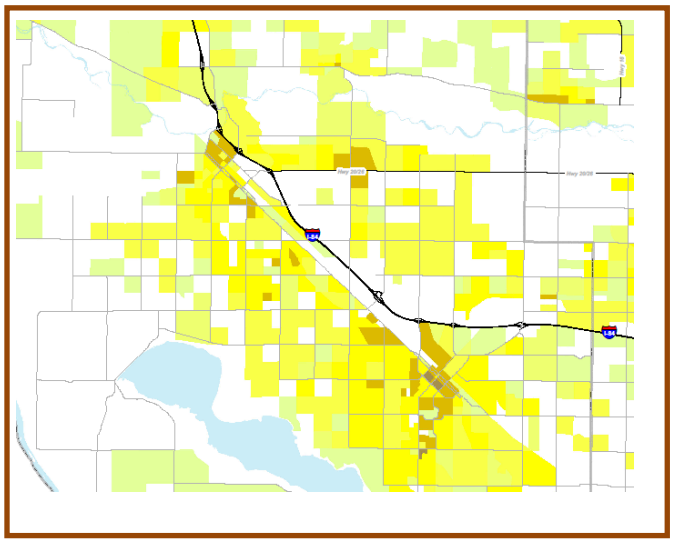
	Trend	Community Choices	Transit, Trails, and TODs
New multifamily housing	○	●	O
Preserved agricultural land	○	●	O
Population near major destinations	○	O	●

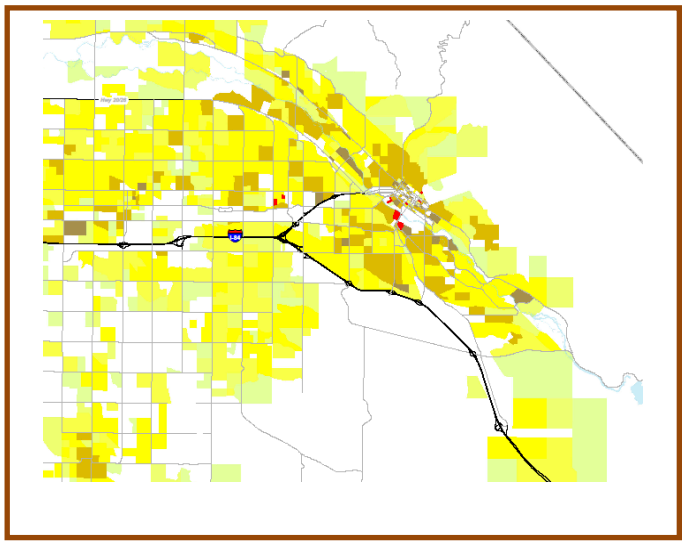
○ Minimal
O Somewhat
● Promoted

COMPASS has been monitoring and reporting on the implementation of the CIM plan and the Community Choices scenario since 2006. "Performance monitoring reports" can be found at the COMPASS website atwww.compassidaho.org/prodserv/gtsm-perfmonitoring.htm

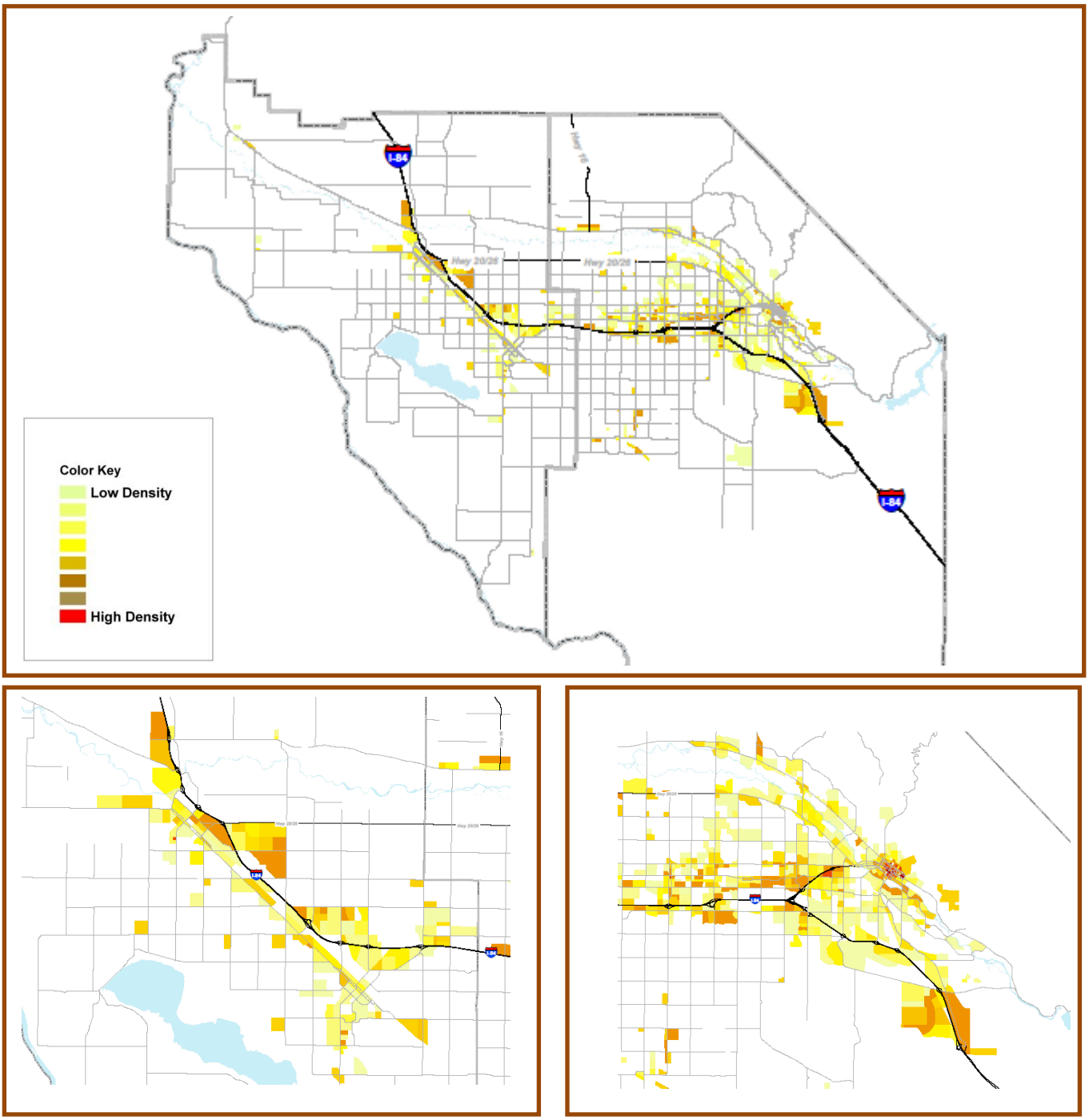
Trend Scenario
Household Density



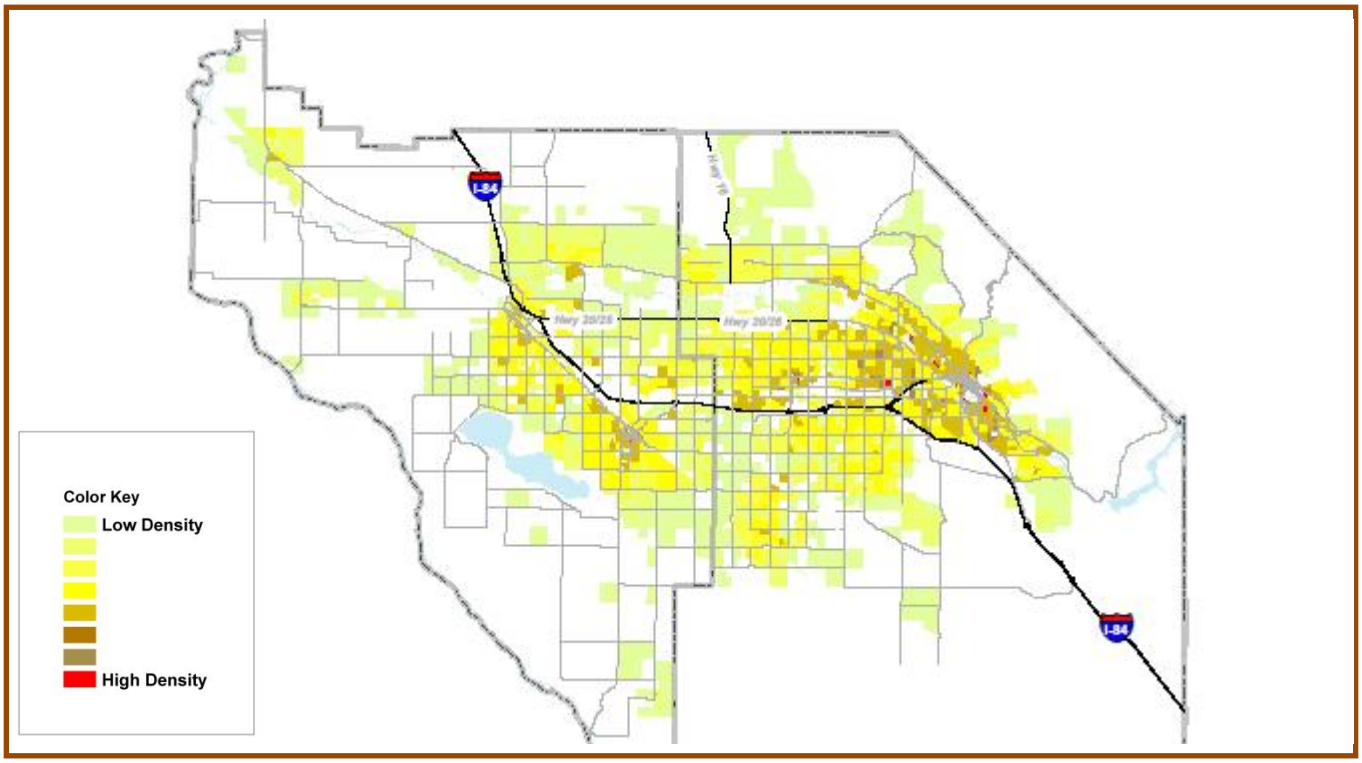


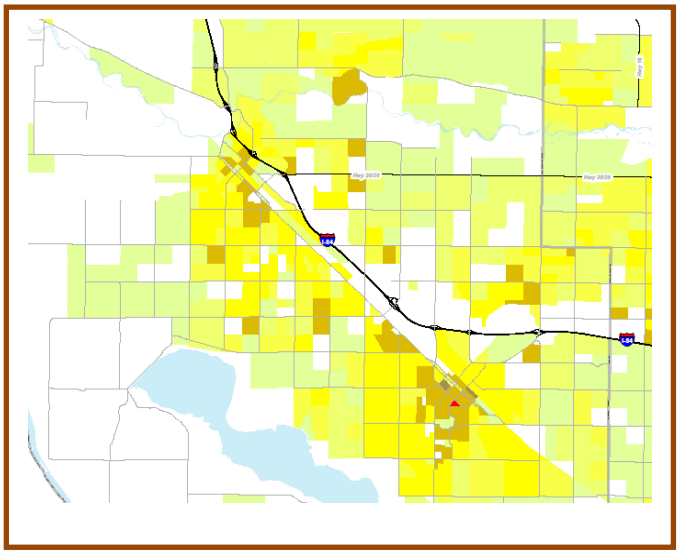


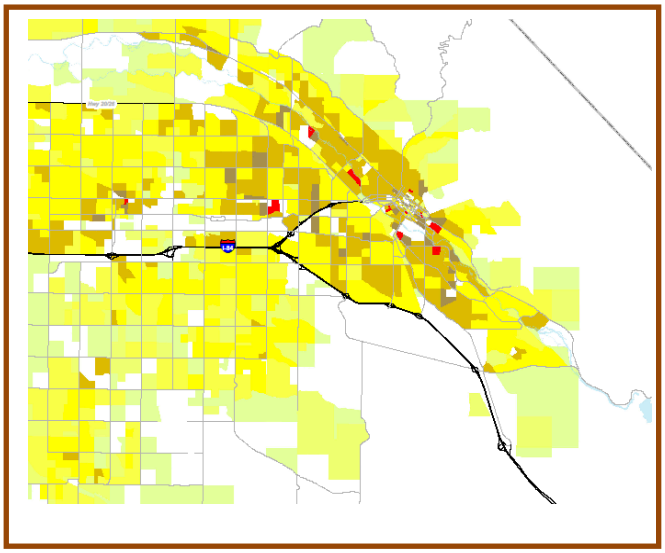
Trend Scenario
Employment Density



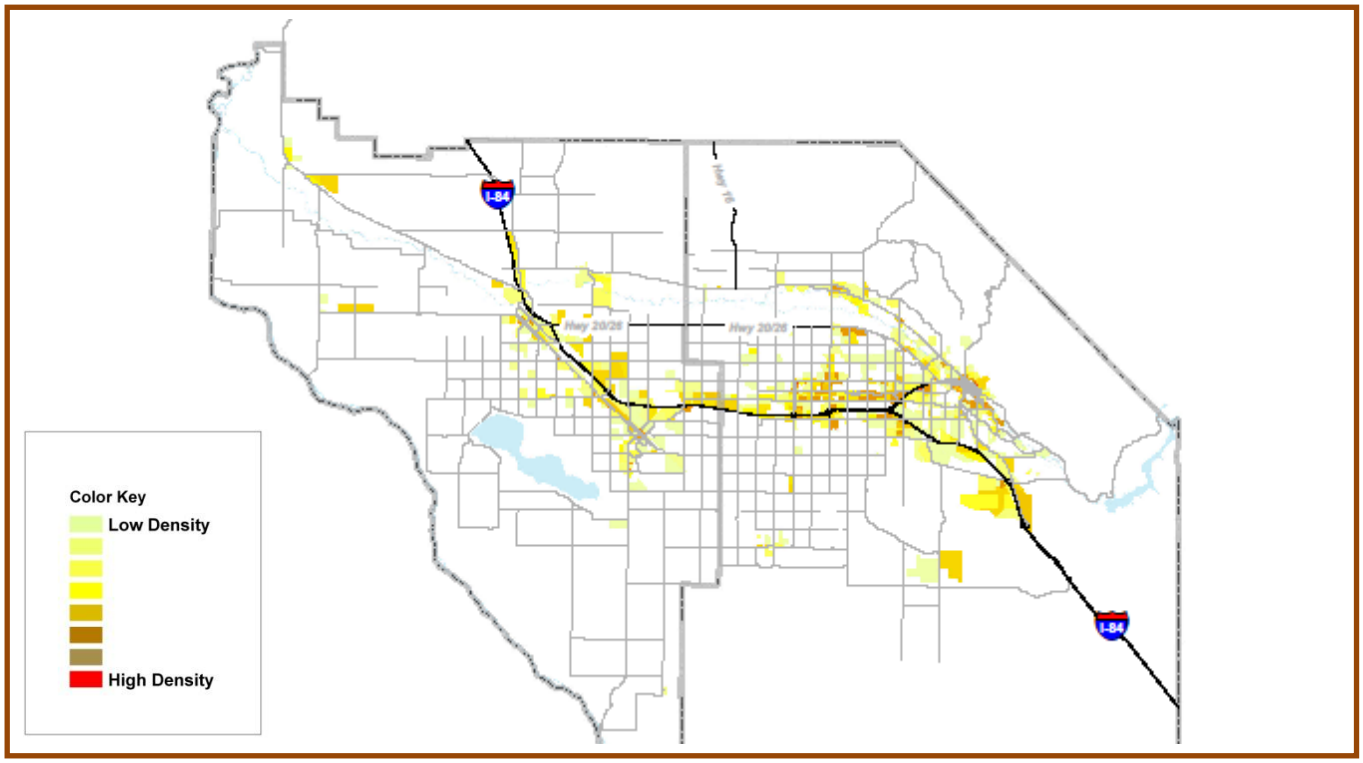
Community Choices Scenario
Household Density

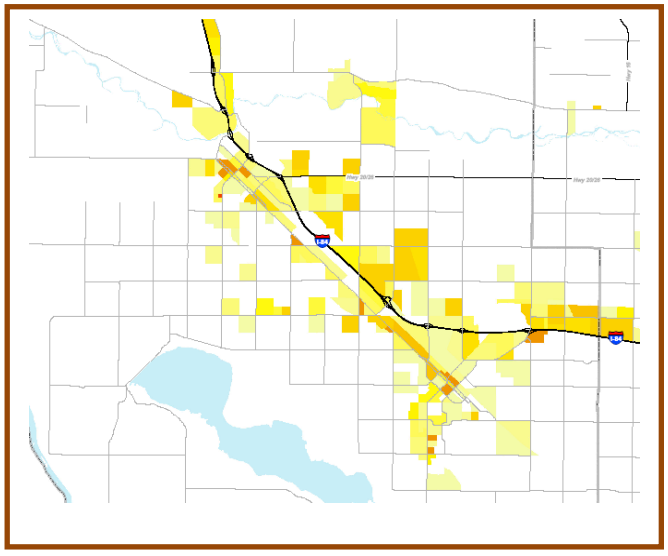


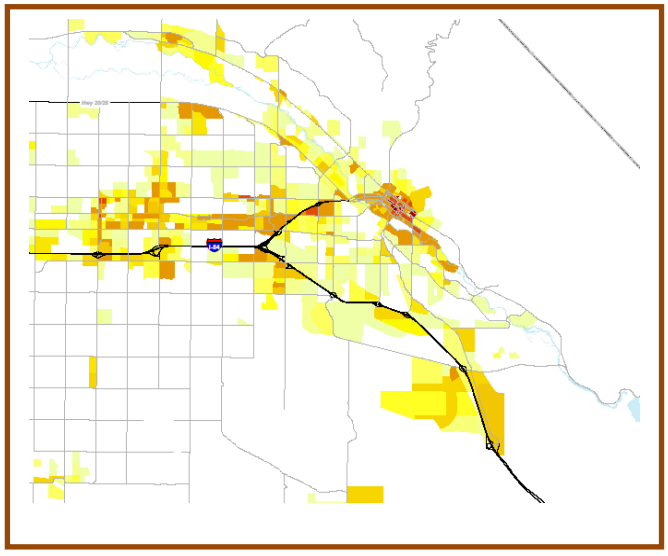




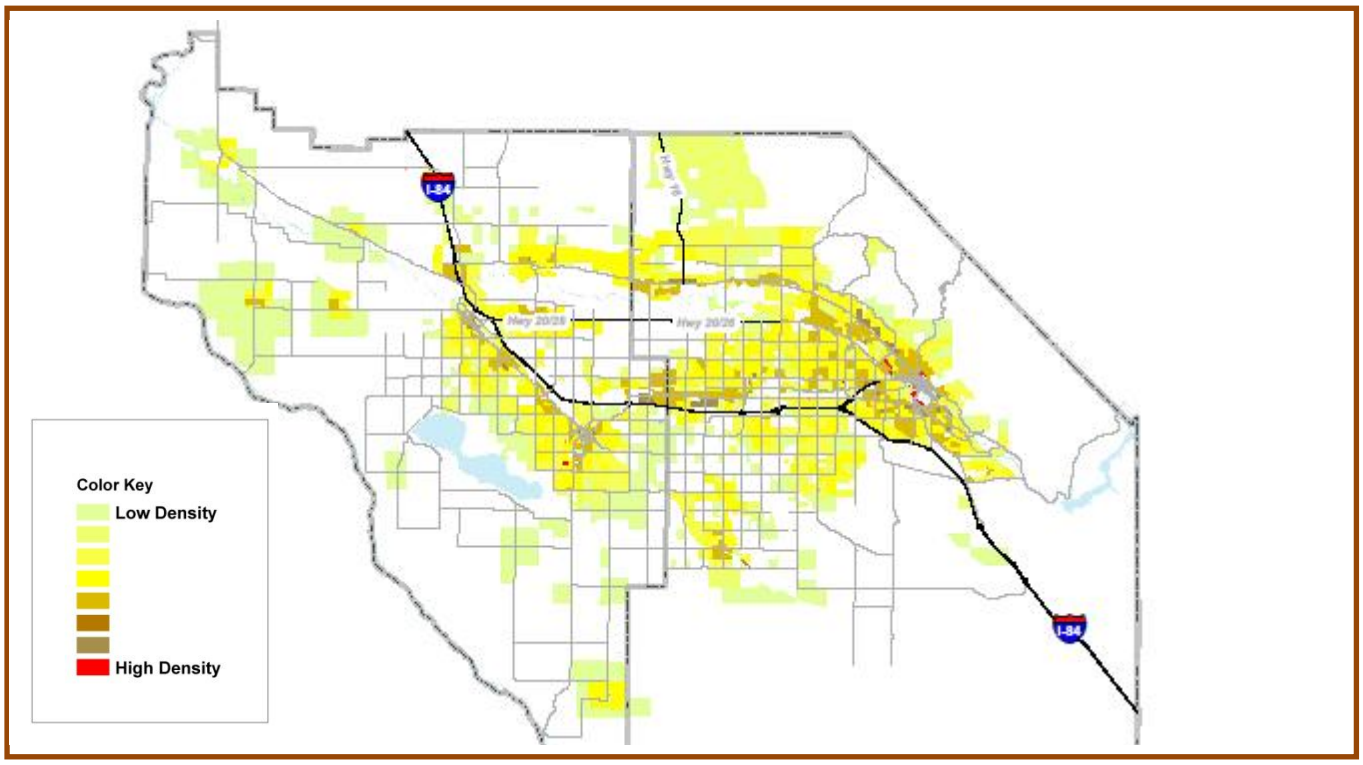
Community Choices Scenario
Employment Density

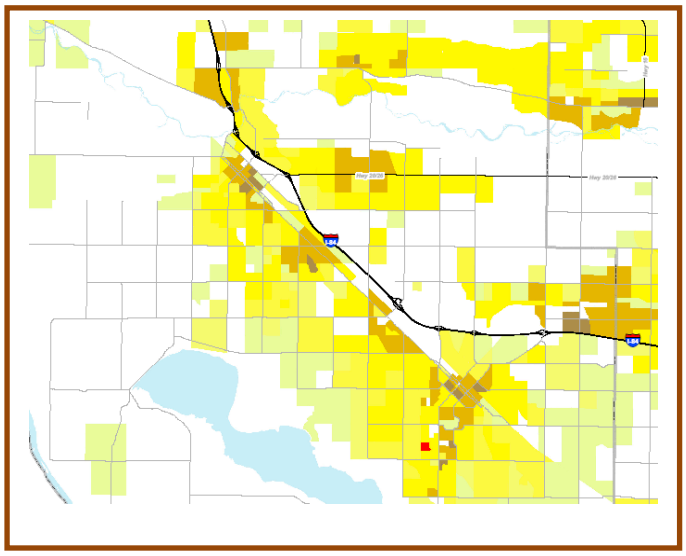


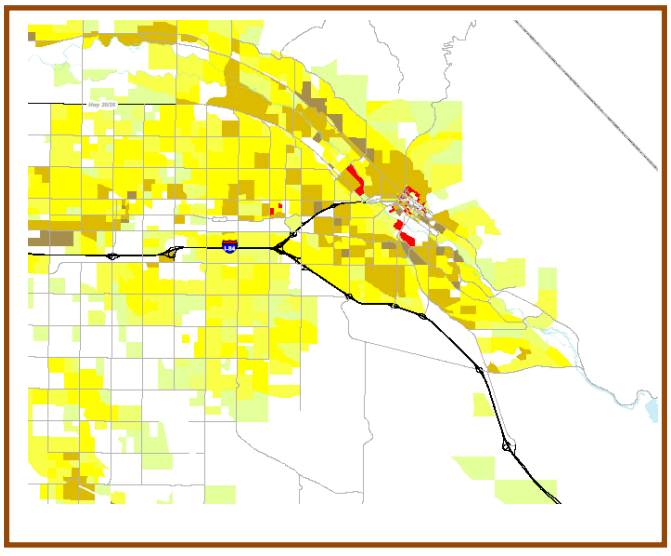




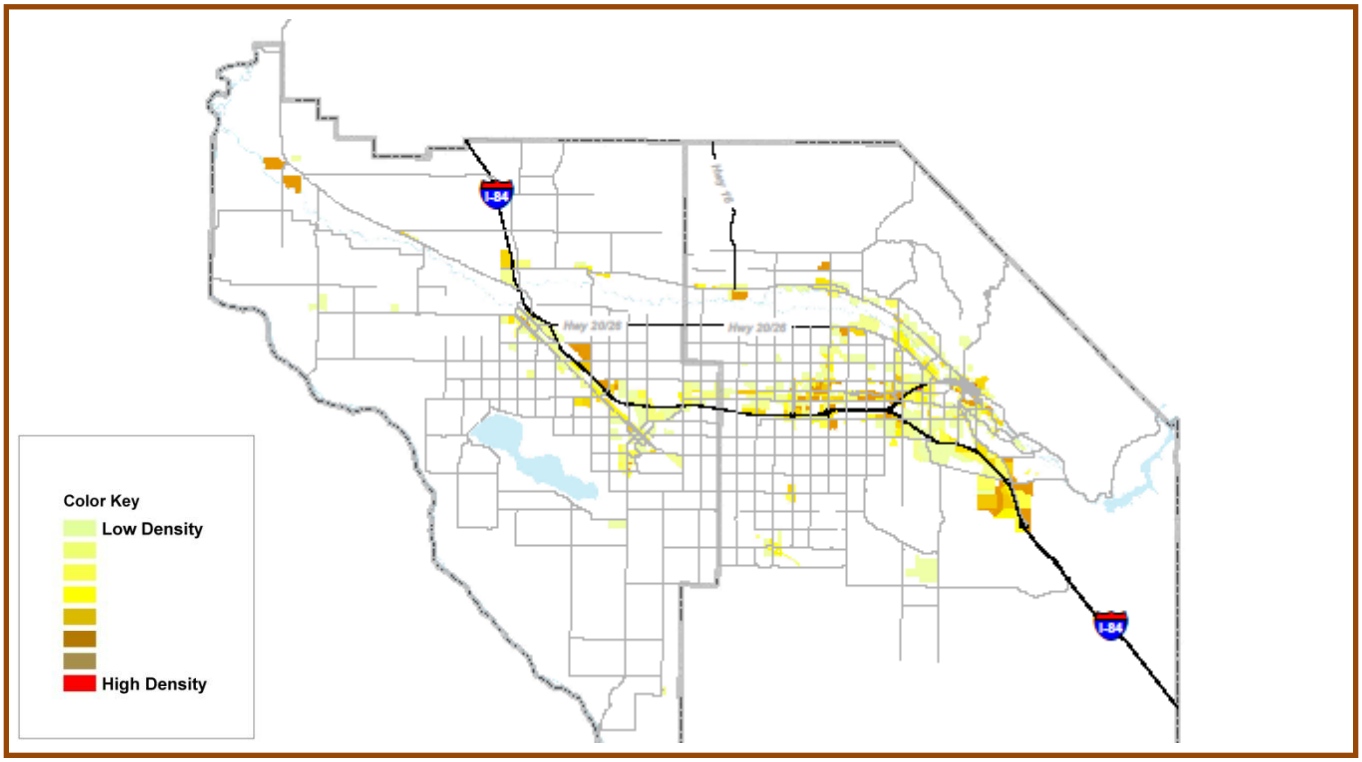
Transit Trails and TODs Scenario
Household Density

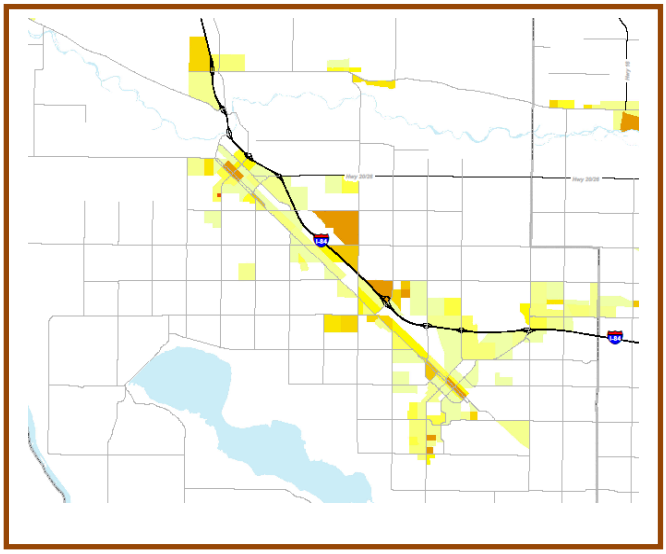


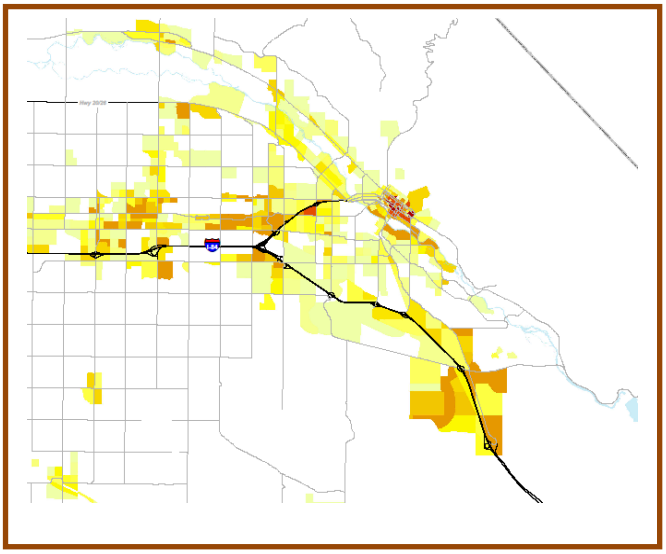




Transit Trails and TODs Scenario
Employment Density







Part 2: What can I do to prepare?

Regional Strengths, Weaknesses, Opportunities, and Threats

The strengths, weaknesses, opportunities, and threats (SWOT) entries presented here are just a starting point for thought and discussion as you design your vision for the region. Therefore, each section also lists some "Things to Consider" to prompt additional discussion. You are not expected to have "answers" for those "Things to Consider." Please also bring your own ideas based on your background and experiences and try to address them as you develop your scenarios.

A SWOT analysis is a commonly used tool for strategic planning. It is a way of giving ourselves a look at the current state of the Treasure Valley and helping us establish a vision and priorities for the future. The SWOT will be further discussed during the workshops as we set the context at the beginning of the day (see Agenda on page 1). Workshop participants will be able to provide additional input into regional strengths, weaknesses, opportunities, and threats.

The SWOT is not a comprehensive view of every aspect of the region, but a starting point for discussions in the workshops. A strength for one aspect of the plan may be a weakness for another. **If you disagree with the SWOT analysis, good!** It means you've considered the material and are ready for the dialogue and to share your opinion.

We have grouped the SWOT entries by the main elements (housing, transportation, etc.) of the CIM 2040 plan to help with organization. However, we recognize that some entries apply to multiple elements.

- Strengths and weaknesses are based on current characteristics of the region's quality of life.
- Opportunities are potential ways the Treasure Valley can improve and strengthen in the coming years.
- Threats are issues that have the potential to degrade quality of life in the region.

The endnotes referenced in the SWOT entries are in Attachment 6.

Economic Development

Description: *Promoting a strong regional economy that includes successful businesses, high employment, and economic diversity to protect against boom and bust cycles.*

Strengths

- The **cost of living** index in the region is lower than the national average.[2]
- There is a strong **creative class**, a key driving force for economic development.[3]
- Land and capital improvements for incoming or expanding businesses are affordable, contributing to overall below-average **business costs**.[4]
- Idaho has **low income inequality**, one determinant of a healthy economy.[5]
- An **entrepreneurial spirit** has made the region a leader in innovation and patents.[6]
- **Low power costs** allow businesses to maximize efficiency and promote growth.[7]

Weaknesses

- The area experienced **high unemployment** during and after the 2007-2009 recession.[8]
- Idaho is near the bottom of all states in the proportion of high school graduates completing a four-year **college degree** program.[9]
- **Vacancy rates** for all categories of commercial space are very high.[10]
- A **skills gap** exists between labor force and current market employment demands.[11]

Opportunities

- The area is **attractive to employers** needing immediate access to existing space and a large and available workforce.
- There are opportunities to maximize **alternative energy** production to decrease energy costs.
- Local colleges and universities can provide additional **educational alternatives** for post-secondary education.[12]
- There is community support to expand direct business-support **tax incentives**.

Threats

- A few very **large employers** exist in the Treasure Valley – losing any one of them would have a far-reaching multiplier effect.
- The **construction jobs** lost in the housing bust may be slow to come back.
- Additional reductions in **education funding** for K-12 and colleges may take place.

Things to Consider:

- How long will the effects of the recession be felt on the local economy?
- What will be the post-recession ramifications on the ability of the region to recruit, retain, and grow businesses?
- What changes will we see in employment based on baby boomers retiring and the millennial generation joining the workforce?
- Which industries or business sectors will grow the valley's economy in the future?

Housing

Description: *Providing a variety of safe, affordable, and attractive housing types and mechanisms for providing rental housing and financing public and privately-owned housing. This includes policies that encourage or enable the development of fair and efficient housing*.

Strengths

- Housing prices are down, increasing **housing affordability**[13] especially for middle-class incomes.[14]
- **Low interest rates** give current buyers greater buying power.[15]
- Idaho has one of the lowest **residential electricity costs** in the nation.[16]

Weaknesses

- High rates of **housing foreclosures** weigh upon household net worth, depress the housing market, and restrict free-market housing migration.[17]
- The drop in housing prices parallels **losses in home equity** for many families reducing household net worth and pinching discretionary incomes.[18]
- There is a lack of **affordable housing incentives**.[19]
- There is insufficient **adequate rental housing** to meet projected demand.[20]
- Many locations in the region have high combined **housing + transportation costs.**[21]
- There are few emergency shelters and a **high rate of homelessness**.[22]

Opportunities

- Displaced homeowners from foreclosure and changing demographics may create new demand for more **housing choices**, and housing that matches transportation, economic development, and other regional goals.[23]
- Increasing preference for **"green" buildings and neighborhoods** by area residents may influence housing decisions, including more efficient homes and housing near employment, open space, and transit.
- Foreclosure filings have dropped off and the housing **market is stabilizing** providing equity for homeowners and confidence for builders.[24]

Threats

- **"Shadow inventory"** held by banks and government institutions will continue to come onto the market over several years continuing to depress the market.[25]
- Existing housing stock may not match future demands, causing **vacancy and disinvestment** in neighborhoods and place demands on the tax base.
- The region has **insufficient housing**, neighborhoods, and communities for an aging population.[26]
- Subsidies and other **financial support** for affordable housing may be curtailed given the current political landscape, having unknown effects upon the housing sector.
- Area low-to-moderate income families find it difficult to **qualify for financing**, which may become even more restricted by proposed housing legislation.

Things to Consider:

- What will the impact of the housing crash be on consumer choices for housing location, type, size, amenities, and neighborhood characteristics? How will changing demographics affect housing choices?
- How will gas prices, automobile technology, energy technology**,** and employment dynamics affect housing location choices?
- What will change in national, state, and local housing policies, administration of programs, and access to household resources (such as employment, fresh food, transportation, etc.)? How will this affect the local market?
- What kind of land use policy and regulatory changes are needed to support projected changes in housing demand?
- When will housing appreciate in value again? How will that affect in and out-migration from neighboring states and regions?

Land Use

Description: *Developing land with different types and locations of buildings and activities, including housing, commercial buildings, industry, civic buildings, parks and agriculture. Patterns of land use at the regional, city, and neighborhood scale affect every other element of the plan including traffic, house prices, health, and the economy.*

Strengths

- Existing city "areas of impact" can accommodate forecasted population growth while enabling development near **existing city infrastructure** services.[27]
- Downtown Boise is a **strong central business district**; a strong location for employment, housing, and "third places."[28]
- Most cities and counties have adopted CIM and new **comprehensive plans** have been recently adopted that are consistent with regional plans.[29]

Weaknesses

- City **areas of impact** do not limit future development leaving infrastructure and service providers to handle growth outside of urban areas at typically higher costs.[30]
- Inspite of **"Right to Farm"** regulations, encroaching development can have a "cascade effect" by promoting additional development and reducing a farmer's ability to produce crops and livestock.[31]
- Not all local governments have development codes (zoning) that encourage **mixed use or transit-supportive development.**

Opportunities

- The desire for **higher densities and a mix of uses** is increasing, enabling transit options and reducing household discretionary spending by reducing transportation costs.
- Cities have **vacant and underdeveloped land** within existing city limits that can be used to accommodate future growth.
- Many aging strip commercial areas are ripe for **walkable, mixed use redevelopment**.
- New **work dynamics** (flexible shifts, telecommuting, e-commerce) have potential to improve quality of life.
- Policies that **coordinate transportation and land use** have potential to improve efficiency and reduce public expenditures.

Threats

- Affordable housing is far from existing employment areas, resulting in a **jobs-to-housing imbalance** and expensive and lengthy commutes.
- **Sewer capacity** may not be readily available to serve desired land uses in some cities.
- **Developing transit supportive land use patterns** will be difficult without changes to existing suburban development patterns.
- Productive farmland is being **consumed at high rate.**

Things to Consider:

- Where do you want to see new development go?
- Could the cost of new infrastructure affect local land development decisions?
- What steps need to be taken to integrate land development, transportation, housing, and infrastructure planning in decision making?
- What kind of land development policy and regulatory changes are needed to support projected changes in housing demand?

Transportation

Description: *Providing and maintaining the infrastructure for daily travel in the region, including roads, transit, freight, carpools, biking and walking. Typical goals include reducing congestion, travel times, and the costs of travel, and often promoting active modes of travel like biking and walking.*

Strengths

- The area has **short commute times** compared to similar regions.[32]
- **Interstate 84 improvements** in the last five years have resulted in improved travel on Idaho's primary commuter and freight route.[33]
- The local **van pool program** (Commuteride) is popular, fast growing and supported by both public and private employers.[34]
- There has been increasing demand for **inter-county transit services.**[35]
- The Treasure Valley is a bike-friendly area and has many **public pathways** including the Boise River Trail System and Rails to Trails.[36]
- The region has adopted **Complete Streets** policies to improve quality of services for all roadway users.[37]

Weaknesses

- The region has **minimal transit services,** especially after traditional work hours and on weekends.[38]
- There is **no dedicated transit funding source** (for example, a local option tax).[39]
- **Roads and bridges are aging** and funding is not keeping up with the need for maintenance and expansion.[40]
- Bicycle and sidewalk networks are incomplete and many streets **lack sidewalks** altogether, especially in neighborhoods built after World War II and prior to the 1990s.[41]
- There is a lack of **north and south road corridors** that traverse the valley. Building additional river crossings is often cost-prohibitive.[42]

Opportunities

- Redevelopment and **adaptive use of shopping centers** can create more transportation choices and complete streets infrastructure.
- **Better awareness** of existing transportation facilities and services can lead to increased transit ridership and reduced peak hour car trips.
- The region can prepare now to take advantage of new **funding opportunities and tools**, should they become available in the future. **Intelligent Transportation Systems** will provide better **information about routes,** and transit and traffic flow in the future.
- There **is potential to reduce infrastructure** costs by **preserving corridors** for future transportation improvements.
- **Public Private Partnerships** in transit and transportation improvements can help leverage public funding.
- Improvements in technology can reduce traffic through expanded **telecommuting and e-commerce**.
- The region has a series of irrigation canals that could provide the backbone of a valley-wide **multi-use pathway network.**

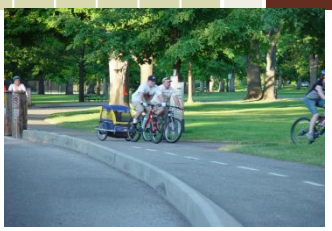
Threats

- Roadway and transit systems are degrading due to **limited funding.**
- Failure of efforts to secure a **dedicated funding source** for transit will hamper expansion of transit.
- Continued expansion of a **auto-centric roadway** system without introducing complete streets design makes it difficult and unsafe to use by pedestrians and bicyclists.
- **Land use decisions** that are inconsistent with transportation plans can increased traffic congestion.
- Continued **reliance on federal funding** for infrastructure may be insufficient and lengthen project development and review process.

Things to Consider:

- Is there sufficient demand for public transportation options such as a bus rapid transit (BRT), streetcar, light rail, or other transit? How will changing demographics, economics, and land use affect transit demand?
- Can new transportation systems and networks support local health, land use, housing, economic development, and other community goals?
- What is the potential for increasing transportation revenue sources?
- How can we best use technology to improve transportation networks?

Health



Description: *Maintaining and improving general health in the community, particularly with respect to chronic health problems like obesity, diabetes, and heart disease.*

Strengths

- Good schools and low child-to-teacher ratios in the Treasure Valley[43] make it a **good place to raise a family**.[44]
- The region has high use of **clinical care**[45] leading to **long lives** and low numbers of premature death.[46]
- Treasure Valley is home to two national **Top-100 hospitals**.[47]
- **There is good access to outdoor recreation** and parks, greenbelt, and trails in many parts of the region.[48]

Weaknesses

- The number of residents under 65 without **medical insurance** is higher than national standard.[49]
- The Treasure Valley has a **shortage of some health care providers**, including primary care, mental health care, and dental care.[50]
- **The obesity rate** in Idaho is increasing[51] and many residents do not participate in any active recreational activity[52] leading to high annual obesity costs.[53]
- A large majority of adults don't eat the recommended minimum amounts of fruits and vegetables daily.[54]
- The percentage of adults reporting poor **mental health** is higher than the national average.[55]
- There is a **discrepancy between Ada and Canyon Counties** in health behaviors.[56]

Opportunities

- **Neighborhood design** can improve the physical, social, and mental health of residents by providing outdoor recreation areas, "third places," and places to relax.
- The area can expand regional **bicycle and pedestrian trails**, connect to existing systems, and create more walkable communities.
- **Community gardens** can be included in neighborhood design to promote local foods and agricultural awareness and grow **local, fresh produce** that meet the USDA requirements to reduce obesity and diabetes.
- **Heart disease, cancer, stroke, and diabetes** are prevalent, costly and the most avoidable of all health problems.[57]

Threats

- The **aging population** will require additional services including preventative and clinical care and health, social, and transportation services.[58]
- **Obesity** continues to increase in adults and children in Idaho annually, leading to health costs, absenteeism and premature death.
- The region is currently below but near the threshold for **air quality nonattainment** which would have an adverse impact on health and economic development.

Things to Consider:

- What infrastructure, services, and facilities will the aging population in the area need to support an active, healthy lifestyle?
- What changes do we need to make to promote healthier lifestyles for everyone?
- How can the built environment impact physical, mental, and emotional health?
- What is the impact of air quality on health, economic development and other sustainability issues?

Open Space

Description: *Preserving areas that provide a sense of openness with varying degrees of human activity. It is land that is preserved as undeveloped and may include natural resource areas, greenways or recreation areas.*

Strengths

- The region has large tracts of continuous **natural open space** providing a wide variety of **recreational amenities.**[59]
- Idaho has more wilderness than any other state in the contiguous United States[60] offering **scenery, active living and tourism.**
- Most jurisdictions have **parks and open space plans** (park plans, trail plans, bike plans, etc.). [61]
- There is open space in the **Boise Foothills** as a result of a voter initiative and extensive **Ridge to Rivers trails system**.[62]

Weaknesses

- There is a lack of regional **connectivity** between trails and open space areas.
- There are **minimal region-wide funding** resources to improve upon or expand the existing open space network.
- Open space is **unequally distributed** in the region, with many areas void of open space and recreational area access.

Opportunities

- Enhancement of municipal and statewide **regulatory provisions** could better protect open space.
- **Funding for open space** acquisition could help preserve more active and passive outdoor space.
- Access to open space can be built into future **neighborhood designs.**
- Access to open space amenities for **underserved populations** can be improved.
- A comprehensive **regional open space plan** could prioritize open space efforts and access.
- Preservation of open space can also provide natural **corridors for wildlife.**

Threats

- Future **development pressures** could reduce the amount of open space.
- The valley could experience a continued **reduction in funding** open space opportunities.

Things to Consider:

- What is the interest and resources to preserve open space? What policies do we need to protect and conserve open space?
- How can open space be optimized for residents and for tourism opportunities?
- How can additional open space and access to existing open space be encouraged in community design?

Farmland

Description: *Cultivating or protecting land that produces, or has the potential to produce, food for humans or for livestock, or to be used for other forms of agriculture.*

Strengths

- The valley's farmland (including **soil, climate, and water**) has created one of best agricultural areas in the western United States. [63]
- Strong, diverse and high value **agriculture economy** supports economic development.[64] Farmland supports a basic industry with strong economic multipliers.[65]
- **Agri-tourism** is a growing industry and brings in visitors and dollars from out of state.[66]
- Local food and farmer's markets are becoming more popular to support the **demand for local food**.[67]

Weaknesses

- Farmland has not been protected by **public policy** or there is lack of strong community support to protect it.[68]
- There is **lack of understanding** regarding the role that farming plays in the region's economic engine.[69]
- Most of the food we eat is imported and most of the food we grow locally is exported. This **food import/export imbalance** reduces long-term sustainability and food security.[70]

Opportunities

- The valley's farmland can support **more local food production** to enhance and diversify the present export-focused agriculture.
- The valley can support a vibrant **urban agriculture** of backyard, rooftop, and community gardens.
- The valley's farmland can produce food crops that can support processing jobs and **food-related businesses.**

Threats

- Development on farmland eliminates a **finite soil resource** and the land characteristics that are best for agriculture are also what is most desired for development.[71]
- Loss of farmland reduces **economic opportunities** for farmers.
- Loss of farmland **reduces the number of farmers and the skills** needed to grow food.
- Development on or near farmland **impairs farming operations**, by reducing normal farming practices and hours, increasing traffic hazards of farm machinery on roadways, and changing irrigation patterns.

Things to Consider:

- What is the role in agriculture in the Treasure Valley's future? How can agriculture be a future land use?
- What policies, regulations, and practice changes are necessary for urban agriculture to be compatible within our towns and cities?
- What land use or other policies or other public support are needed to help sustain agriculture as part of the valley's economy?

Community Infrastructure

Description: *Maintaining the communities infrastructure especially water and wastewater facilities, internet and phone networks, energy networks and other buildings and structures (except transportation) used by the entire community.*

Strengths

- **Proactive electrical planning** aims to reduce utility changes, coordinate infrastructure improvements, and ensure adequate power supply for present and future demands.[72]
- Recent installation of **"smart" electric meters** enables customers to have more information about their energy use.[73]
- Large community investment since early 1900s established a **robust irrigation, canal and drainage system** in the valley.[74]
- **Water** is not a constraint to growth in the region as net increases in residential and industrial water demand is likely to be offset by agricultural decreases in water demand.[75]
- Communities have made a long-term investment in **solid waste disposal and management.**

Weaknesses

- Idaho's **internet is the slowest** in the nation and there is a lack of competitive market for broadband.[76]
- **Maintenance costs** for community infrastructure are increasing.
- The area does not provide enough local electrical power and **electricity is imported** from other states.[77]
- Idaho **consumes more electricity** per capita than the national average. [78]

Opportunities

- **Water conservation** through xeriscaping and use of native landscaping and **wastewater reuse** for irrigating lawns and common areas can reduce water demand.
- There is interest in more **aquifer/groundwater recharge** and injection wells.
- Boosting and expanding **recycling programs** can increase the lifespan of existing landfills.
- There is potential to develop and expand energy supply through **solar, wind, and geothermal utilities**.
- Increased implementation of **LEED building**, home automation tools, other green building principles could conserve energy.
- **Composting** will divert green waste from landfills.

Threats

- Future availability and over apportionment of **groundwater resources** could be an issue in the region.
- There is potential to overburden the Boise River with **wastewater discharge** permit limitations.
- Limits on **phosphorus** in wastewater discharge could increase the cost of wastewater treatment and management.
- There could be conflict between demand for development and **available infrastructure capacity**.

Things to Consider:

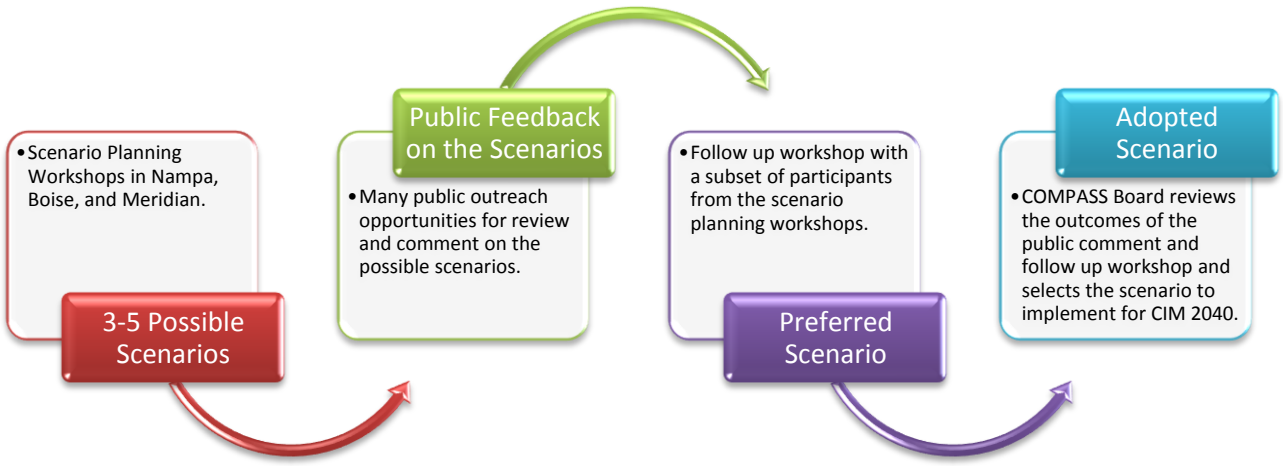
- How can communities best leverage their existing infrastructure and sustain it into the future?
- How, and by whom, should the cost of infrastructure be paid?
- What new technologies could local communities implement to update and expand their infrastructure and/or increase efficiency?
- Could new energy sources be used to meet local needs?

Part 3: What Happens Next?

Following the workshops, our team will spend some time consolidating the scenarios, preferences, and insights from the three workshops into three to five scenarios that illustrate the range of possibilities that have emerged. In late spring, all Treasure Valley residents will be invited to review and comment on these scenarios.

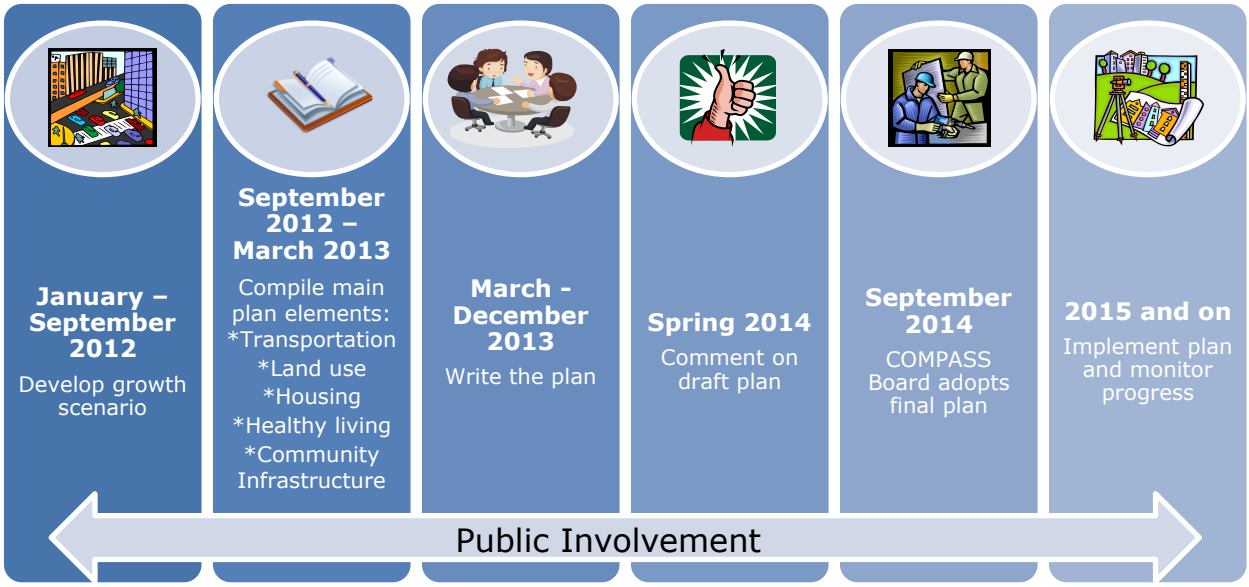
- **Public participation and comment (May and June 2012).** After the workshops, the potential scenarios will be presented for broad review and comment by the public. Everyone will be invited to weigh in on which scenario best represents their vision for the future of the valley and why.
- **COMPASS Board adoption of preferred scenario (August and September 2012).** The COMPASS Board will be presented with the results of the process and asked to approve a preferred scenario upon which to base the CIM 2040 plan. Visit the COMPASS web site at www.compassidaho.org/people/boardmemberslist.htm for a list of COMPASS Board members.

Scenario Planning Process Map



Next Steps

The scenario planning process is the first step of the CIM 2040 plan preparation. After adoption of the preferred scenario, work on the rest of the plan will begin in earnest. There will be many opportunities for continued public involvement in the coming years. The following graphic shows the general steps moving forward.



CIM lays out a vision of what we want the future to be, along with goals and strategies to get there. When it comes to making CIM a reality, every stakeholder has a role. Local municipalities, transportation agencies, neighborhood groups, developers, financial institutions, and the public will be involved in generating the policies, programs, and projects to implement the future vision of the plan. Decisions, such as identifying future roadways, transit routes, paths and trails; infrastructure service areas; land use and development choices; and, other policies and programs will be based on the preferred scenario.

COMPASS will also be developing a grant program to assist COMPASS member agencies to develop and implement policies and projects that help meet the goals of CIM 2040.

Attachments

Attachment 1: Workshop Invitees

To convene a diverse group of participants, representatives from each of the following stakeholder groups were invited to participate in the workshops.

- Agriculture interests
- Bankers/lenders
- Bike/pedestrian advocates
- Business community/chambers of commerce
- Cities, counties, and highway districts in Ada and Canyon Counties (COMPASS members and non-members)
- Community groups/service clubs
- *Communities in Motion 2040* Leadership Team
- COMPASS Board
- COMPASS member agency staff
- Developers and builders
- Economic development interests
- Elderly
- Elected officials
- Emergency management
- Environmental interests
- Faith-based organizations
- First responders
- General public
- Government "watchdogs"
- Health interests
- Healthy/local food interests
- Housing agencies/authorities
- Individuals with disabilities and advocates
- Low income (individuals and advocates)
- Major employers
- Military
- Minorities
- Neighborhood/homeowner associations
- News media
- Property managers
- Real estate agents/brokers
- Recreation interests
- Refugees/refugee agencies
- School districts
- Schools
- Special districts
- State/federal agencies
- Tourism/hospitality
- Transit (providers and users)
- Transportation/land use professionals
- Universities/trade schools
- University students
- Utilities
- Vanpool users
- Youth

Attachment 2: Workshop Land Use Types

Single Family Rural
Very low density rural residential and agricultural uses

Houses: 3 acres per house minimum

Jobs: None

Single Family Rural Cluster
Very low density rural residential clustered for agriculture and open space preservation

Houses: 3 acre lots with open space

Jobs: None

Planned Community
Low Density single family lots and minimal service retail employment

Houses: 1 per acre

Jobs: 0.2 per acre

Single Family Low
Low Density single family lots

Houses: 2 per acre

Jobs: None

Single Family Medium
Medium density single family lots

Houses: 4 per acre

Jobs: 0.3 per acre

Single Family High
High density single family lots

Houses: 7 per acre

Jobs: 0.5 per acre

Townhomes
High density Townhomes & Multifamily Buildings

Houses: 12 per acre

Jobs: 2.5 jobs per acre

Downtown Lofts
Multifamily

Houses: 28 per acre

Jobs: 6 jobs per acre

Neighborhood Center
Mixed use, townhomes, and 1-3 floor commercial, office buildings.

Houses: 6.5 per acre

Jobs: 2 jobs per acre

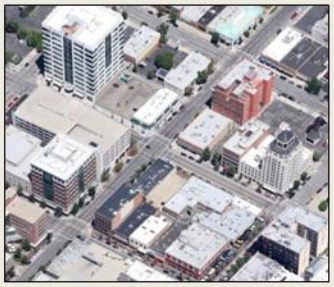
Houses: 8 per acre

Jobs: 9 jobs per acre

Community Center
Mixed use, condos, and 1-3 floor commercial, office buildings.

Houses: 10 per acre

Jobs: 68 jobs per acre



City Center/Central Business District
Mixed use, townhomes, lofts, and 3-15 floor commercial, office buildings.

Houses: None

Jobs: 25 jobs per acre

Office Park
Single Use Office Park

Shopping Center
Single Use Commercial

Houses: None

Jobs: 11 jobs per acre

Industrial Park
Single Use Industrial

Houses: None

Jobs: 22 jobs per acre

Park
Single Use
Conservation/Recreation

Houses: None

Jobs: None

Houses: None

Jobs: None

Public/Quasi-Public or Open Space
Single Use publicly or quasi-owned property

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Attachment 4: Glossary of Terms

Access: The ability of a person or household to receive the resources in a community, including but not limited to sufficient employment, safe and affordable housing, transportation modes including transit and safe pedestrian travel, fresh food, open space and recreational facilities.

Affordability: The ability to pay for necessary goods and services. For housing the generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. Families who pay more than 30 percent of their income for housing may have difficulty affording necessities such as food, clothing, transportation, and medical care.

Agri-tourism: Any commercial enterprise at a farm, ranch or vineyard that provides enjoyment or education to visitors and generates supplemental income to growers. These enterprises also provide opportunities for urban populations to experience a farm experience.

Air Quality Nonattainment Area: An area that does not meet the requirements for clean air as set out in the Clean Air Act Amendment of 1990.

Amenity: A feature of the home, property, or community that serves as a benefit to but that is not necessary; may be natural (like location, woods, water) or man-made (like a parks, services, or cultural facilities).

Arterial Street: A class of street serving major traffic not designated as a highway.

Basic Industry: An industry that exports all or nearly all of its production. Basic industries create new incomes and additional spending power in their location's economy. Therefore any drastic or inordinate change in a basic industry's output or earnings will produce correspondingly widespread and deep effect on the entire local economy.

***Blueprint for Good Growth*:** A partnership of governments in Ada County in charge of local land use and roadway planning: Ada County, Ada County Highway District, Boise, Eagle, Garden City, Meridian, Kuna, Star, and the Idaho Transportation Department. The partners want to better coordinate land use and transportation planning in Ada County to ensure that growth is orderly and beneficial for the community's continued prosperity and sustainability.

Boise Cut-off: The section of the rail line between the City of Nampa and the City of Boise north of I-84.

Bus Rapid Transit (BRT): A transit system that looks and feels like a rail system, but operates like a bus system with rubber tires and no rail. BRT often operates on its own Right-of-Way or in a dedicated lane.

City Area of Impact: Also known as the city's planning area. It is the land area surrounding the limits of each city, negotiated between each individual city and the county in which it lies. Each city has comprehensive planning authority for its area of impact, but until annexation occurs, zoning and development entitlement is handled by the county.

***Communities in Motion* (CIM):** The regional long-range transportation plan for Ada and Canyon Counties. The plan serves as the defining vision for the Treasure Valley's transportation systems and services and indicates the transportation improvements scheduled for funding over the next 20 years. CIM was adopted in 2006 and updated in 2010.

Community Choices: A vision of land use for the Treasure Valley that encourages growth inside city "areas of impact," and emphasizes higher densities and mixed-uses with jobs, shopping, and services closer to housing.

Community Planning Association of Southwest Idaho (COMPASS): The Metropolitan Planning Organization for Ada and Canyon Counties.

Complete Streets: A concept in transportation design that considers the adjoining land use, site access, community character, pedestrians, multi-modal needs, environmental, and other community interests and considerations when developing transportation system improvements. Also known as Context Sensitive Design.

Condominium: A form of ownership in which individuals purchase and own a unit of housing in a multi-unit complex. The owner also shares financial responsibility for common areas.

Cost of Living: The cost of purchasing those goods and services which are included in an accepted standard level of consumption. A low cost of living enables local household and public money to buy more than in areas with higher costs of living.

Creative Class: The creative class is a socioeconomic class that is considered by some to be a key driving force for economic development of post-industrial cities in the States. The creative class is comprised of professional working in the fields of science, engineering, education, computer programming, research, healthcare, business, finance, and the legal sector.

Density: The amount of development that exists in a given area. It is typically used to measure dwelling units per acre

E-commerce: The buying and selling of goods and services on the Internet.

Expressway: A divided highway for through traffic with controlled access; intersections usually separated from other roadways by differing grades.

Federal Housing Administration (FHA): FHA provides mortgage insurance on loans made by FHA-approved lenders throughout the United States and its territories. FHA is the largest insurer of mortgages in the world.

Federal Highway Administration (FHWA): FHWA is an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to state and local governments, the Federal Highway Administration is responsible for ensuring that America's roads and highways are safe and technologically sound.

Federal Transit Administration (FTA): Agency within the United States Department of Transportation (DOT). The FTA provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems.

Floor Area Ratio: The arithmetic relationship of the total square feet of a building to the square footage of the land area (building area/land area).

Geographic Information System (GIS): Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

High Occupancy Vehicle (HOV): A vehicle carrying two or more people.

Intelligent Transportation System (ITS): The application of advanced technologies to improve the efficiency and safety of transportation systems. Timing traffic signals is an example of using ITS.

Jobs/Housing Imbalance: The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute. When people do not live near where they work, the impacts to the transportation system increase proportionally.

Land Use: Refers to the manner in which portions of land or the structures on it are developed and used (i.e., commercial, residential, retail, industrial, etc.).

Light Rail: An urban rail public transportation system that generally has a lower capacity and lower speed than heavy rail and metro systems, but higher capacity and higher speed than traditional street-running tram systems. Light rail typically features electric rail cars separated from other traffic but sometimes, if necessary, is mixed with other traffic in city streets.

Local Option Sales Tax: A special-purpose tax implemented and levied at the city or county level. A local option sales tax is often used as a means of raising funds for specific local or area projects, such as improving area streets and roads, or refurbishing a community's downtown area. Requires a passing vote by the general public before they can be implemented and are typically levied for temporary time period. Currently, Local Option Sales Taxes are only allowed in Idaho in resort communities.

Long-Range Transportation Plan (LRTP): A document resulting from regional or statewide collaboration and consensus on a region's or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all the transportation improvements scheduled for funding over the next 20 years. *Communities in Motion* is the LRTP for Ada and Canyon Counties.

Major Destinations: Destinations or places that attract many traffic trips such as shopping centers, major employment centers, large educational facilities, regional parks, large entertainment areas, or downtown centers.

Median Housing Price: The home price that falls in the middle of the total number of homes for sale in an area.

Mixed-Use: A development or building that includes a combination of residential and commercial or office uses. Typically, office or retail uses would be found on the street level, with residential uses on the upper floors. A mixed-use development can reduce the dependency on the single-occupant automobile as basic goods and services are locating within walking distance or even within the same building.

Metropolitan Planning Organization (MPO): A regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible, in cooperation with the state and other transportation providers, for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. COMPASS is the MPO for Ada and Canyon Counties.

Mode: A specific form of transportation, such as automobile, subway, bus, rail, or airplane.

Multimodal: A system involving more than one mode of transport, which may include automobile, bus, rail, carpooling, van-pooling, bicycling, and walking.

Multiplier or Multiplier Effect: An effect in economics in which an increase in spending produces an increase in income and consumption greater than the initial amount spent. For example, if a corporation builds a factory, it will employ construction workers and their suppliers as well as those who work in the factory. Indirectly, the new factory will stimulate employment in the factory's vicinity.

Paint the Future: A workshop exercise the will enable participants to sketch or paint land use types on a map and instantly see associated socioeconomic and environmental impacts. Participants can use or modified pre-defined land-use models or create their own (see page 10).

Preferred Scenario: The land use and growth model that is adopted as the official growth scenario of the *Communities in Motion* plan. This scenario guides decisions and policy making for COMPASS and its member agencies. The preferred scenario for *Communities in Motion 2035* is "Community Choices" (see page XX). The workshops will be used to develop a preferred scenario for *Communities in Motion 2040*.

Public Private Partnerships: A contractual agreement between a public agency (federal, state or local) and a private sector entity.

Quality of Life: Personal satisfaction (or dissatisfaction) with the conditions in society.

Right-of-Way (ROW): The strip of land, often public property, used for moving goods, services and utilities, such as a street, highway, sidewalk, or railroad.

Smart Growth: A set of policies and programs designed to protect, preserve, and economically develop established communities and valuable natural and cultural resources.

Sprawl: Urban form that connotatively depicts the movement of people from the central city to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.

Stakeholders: Individuals, organizations, and agencies with an interest in, or who are affected by, an issue.

Streetcar: A passenger rail vehicle that runs on tracks along public urban streets and also sometimes on separate rights of way.

Sustainability: Sustainability is the capacity to endure.

Telecommuting: The practice of working from home and communicating with the employer via the phone and/or internet.

Third Place: Social surroundings separate from home and the workplace. Third places are important for civil society, democracy, civic engagement, and establishing feelings of a sense of place.

Transit: A transportation mode such as a bus or train that moves larger numbers of people than does a single automobile.

Transit Oriented Development: The amount of development, including housing, jobs, and other attractions, needed to support a transit system. Transit supportive densities are typically only expected within one-quarter mile of transit stops.

Trend: The term used to describe the current, low density development pattern in the Treasure Valley.

Urban Agriculture: The practice of cultivating, processing, and distributing food in, or around, an urban area. Urban agriculture contributes to food security and by increasing the amount of food available to people living in cities and by allowing fresh vegetables and fruits and meat products to be made available to urban consumers.

Walkability: The measure of the overall walking conditions in an area. Factors commonly used to define or measure walkability include land use mix, street connectivity, medium to high residential density, ground-level retail, access to mass transit, presence and quality sidewalks and pedestrian crossings, aesthetics, nearby local destinations, air quality, street furniture, and traffic flow. Walkability has been found to correlate with physical activity and has also been found to have economic benefits for an area.

Zoning: Local laws established to control the uses of land within a particular area. Zoning laws are used to separate residential land from areas of non-residential use, such as industry or businesses. Zoning ordinances include many provisions governing such things as type of structure, setbacks, lot size, and uses of a building.

Attachment 5: Contact Information and Useful Links

COMPASS:
Carl Miller
Principal Planner—Demographics
Community Planning Association (COMPASS)
700 N. East 2nd Street, Suite 200
Meridian, Idaho 83642
Main office: 208-855-2558
Direct line: 208-475-2239
cmiller@compassidaho.org
www.compassidaho.org
www.facebook.com/COMPASSIdaho
www.compassidaho.blogspot.com

We hope you will find the information in the guidebook useful. If you have any questions about the workshop ahead of time, please feel free to contact Susan Hayman, Workshop Facilitator, at scenarioworkshop@enviroissues.comor 208.385.0128.

For more information on scenario planning with CommunityViz, please contact Placeways or visit the website:

Amy Anderson
1.866.953.1400
info@placeways.com
http://placeways.com/communityviz/index.php

Attachment 6: Endnotes

[1] Additional information about the indicators will be available at the workshops.
[2] Locally the cost of living is 96.6, below the national average of 100. Kiplinger's Magazine (http://www.kiplinger.com/tools/bestcities_sort/#ixzz1jIp060DT)
[3] Boise has 35% of workforce in the creative class, ranking 45th out of 350 metropolitan areas according to Kiplinger's Magazine
[4] Boise ranks #19 in CNN Money.com, 2008 -- Top 100 best places to live and launch.
[5] U.S. Census Bureau, U.S. Neighborhood Income Inequality in the 2005–2009 Period. October 2011.
[6] In 2010 there were 430 approved patents per 100,000 residents in the City of Boise, ranking 8th among cities over 200,000 population according to the The Daily Beast.
[7] The region has some of the lowest commercial and industrial power rates. Edison Electric Institute. 2011.
[8] Canyon County had a 2010 unemployment rate of 11.3% and Ada County had a rate of 8.9%, while the U.S. 2010 unemployment rate fluctuated between 9.5% and 9.9% (University of Idaho 2011 & TradingEconomics.com).
[9] Of 12 comparable regions the Boise-Nampa region ranks 8th and 9th in percent of population with a high school diploma and a bachelor's degree and last in post-secondary degrees granted (Greater Spokane Incorporated 2010).
[10]Office vacancy rates are over 14% and retail rates are almost 10% according to the Thornton Oliver Keller Market Report, December 2011
[11] 33% of employers surveyed in Idaho indicated difficulty finding qualified hires. Idaho Department of Labor. Press Release. November 2011.
[12] By 2018, Idaho will rank third in the nation for the number of jobs requiring some post-secondary education, either a degree or certification. Georgetown University.
[13] In 2008, the Boise-Nampa region ranked 4th of 12 regions in housing affordability according to *Greater Spokane Incorporated 2010* report.
[14] Boise ranks 71st out of 225 metropolitan areas with 84% of housing being affordable to households making the median income. NAHB/Wells Fargo Housing Opportunity Index (HOI).
[15] In January 2012 the Prime Rate was 0.75.
[16] Treasure Valley residential rates are 6.76 cents per kilowatt hour. U.S. Energy Information Administration.
[17] RealtyTract data indicates foreclosure filings in Idaho fell 40% in 2010, according to a housing-market research company. In 2011, 11,482 properties had foreclosure filings, down from 19,088 properties in 2010. Approximately 1.8% of Idaho homes, or 1 in 56, had at least one filing in 2011, a drop from 1 in 34 in 2010.
[18] See endnote #13.
[19] Idaho state case law (*Mountain Central Board of Realtors v. City of McCall*) has invalidated inclusionary housing ordinances typically employed by most states, holding that they exceed local governments' police powers.
[20] Household Growth by Households without Children is expected to grow to 80% of the Treasure Valley by 2020. It's Not Your Parent's Housing Market. Arthur C. Nelson. COMPASS Education Series. January 2012.
[21] Center for Neighborhood Technology. 2011. http://htaindex.cnt.org/index.php
[22] Ada County has a higher homeless population than any other county in the state. The largest percentage of homeless students in one district is found in the Nampa School District. The United Way of Treasure Valley, 2011 Community Assessment Background and Executive Summary. The Public Policy Center, Boise State University. 2011
[23] According to Neighborhood Housing Services, vacancies have shrunk to 2%, stimulating new growth in the apartment sector.

[24] See note 17.
[25] CoreLogic Reports Shadow Inventory report indicates that For Every Two Homes Available for Sale, There Is One in the "Shadows." December 2011.
[26] The existing supply of conventional subdivision lots exceeds current demand, and will continue to do for at least the next 23 years, even if no new supply is created during that time. Arthur C. Nelson, The New California Dream: How Demographic and Economic Changes May Shape the Housing Market.
[27] There were 240,869 acres of unincorporated land within the Areas of Impact in 2010 providing cities room to grow. COMPASS 2011 *Performance Monitoring Report*.
[28] Downtown Boise office vacancy rates were at 7.4%, the lowest rate in the region. Thornton Oliver Keller. 2011.
[29] Nine of 16 cities and counties have adopted 2010 *Communities in Motion.*
[30] Brookings Institute. Holding the Line: Urban Containment in the United States.
[31] Sustaining Agriculture, Urban Land Institute.
[32] Average travel time to work in the Boise-Nampa region is the second lowest of 12 regions (Greater Spokane Incorporated 2010).
[33] New construction has included Karcher Road and Ten Mile Road interchanges and widening between Caldwell and Boise,
[34] In 1977, the ACHD Commuteride van-pool program began with two rented vans from Sun Valley Transportation. Today the program has grown to 900 people sharing the commute to and from work on 94 vans. In 2010 the program saved 13.8 million vehicle miles travel. Commuteride vans are purchased with a combination of 80 percent federal money and 20 percent ACHD funds.
[35] Valley Regional Transit reported 124,990 riders in fiscal year 2011 on the inter-county route, a 147% increase in ridership from 50,658 riders in fiscal year 2005. Valley Regional Transit.
[36] Boise ranks #32 in Bicycling's magazine's Top 50 cities.
[37] COMPASS and Ada County Highway District have adopted Complete Streets policies.
[38] Transit covers only 6% of population. COMPASS 2011 *Performance Monitoring Report*.
[39] The Boise-Nampa region invests $29.17 per capita in transit compared to $102.46 in 22 similar regions (COMPASS 2010).
[40] Governor's Task Force on Modernizing Transportation Funding, p. 6. Approximately 35% of Idaho's bridges were built in the 1950s and 1960s during the interstate construction era. Almost 370 bridges were built prior to World War II.
[41] In 2010, approximately 38% of roadway miles were accompanied by a sidewalk. COMPASS 2011 *Performance Monitoring Report*.
[42] There are only 11 river crossings in the Boise/Nampa urban areas.
[43] The United Way of Treasure Valley, 2011 Community Assessment Background and Executive Summary. The Public Policy Center, Boise State University. 2011
[44] Boise #28 in 2011 Best Cities for Families, according to *Parenting* magazine.
[45] Ada County is 1st and Canyon County is 22nd out of 42 Idaho counties in receiving clinical care (2 counties were not rated). Countyhealth Rankings.org
[46] Ada County is 5th and Canyon County is 19th out of 42 Idaho counties. Countyhealth Rankings.org
[47] St. Luke's Boise Medical Center and St. Luke's Meridian. Thomson Reuters 100 Top Hospitals 2009
[48] Boise Greenbelt extends more than 20 miles beginning at Lucky Peak Dam in the east to beyond Eagle Road. Ridge-to-Rivers connects approximately 130 miles of trail in the foothills.
[49] Ada County had 16% uninsured and Canyon county 23% uninsured; both higher than the national benchmark of 13% for uninsured adults less than 65 years old.
[50] Ada County has 94.5 active physicians per 100,000 residents; Canyon County has 35.3. Ada County has 78.5 dentists per 100,000 residents: Canyon County has 35.3.
[51] More than half of Idaho adults are overweight or obese (62.1%). Centers for Disease Control and Prevention, Behavioral Risk Factor Surveillance System Survey Data, 2010.

[52] Ada County has 12 recreational facilities per 100,000 population Canyon County has 2 recreational facilities per 100,000, which puts both counties in the bottom 10% nationally according to countyhealthrankings.org. Ibid.
[53] $399 Million is currently spent on treating diabetes in the Treasure Valley. Sustaining Agriculture, Urban Land Institute.
[54] 75.4% of Idaho adults did not eat the minimum recommended 5+ servings. The United Way of Treasure Valley, 2011 Community Assessment Background and Executive Summary. The Public Policy Center, Boise State University. 2011
[55] 36.3% of Idaho adults report to have had poor mental health lasting between 1-30 days in the past 30 days in 2010. Centers for Disease Control and Prevention, Behavioral Risk Factor Surveillance System Survey Data, 2010.
[56] Health rankings show large discrepancies between Ada County and Canyon County in smoking, Access to Care, Education, Income, Family and Social Support, Air Quality. Ibid.
[57] Centers for Disease Control and Prevention. Healthy Weight: Caloric Balance
[58] 25% of Idaho's population is baby boomers. U.S. Census Bureau. 2010.
[59] Boise Greenbelt extends more than 20 miles beginning at Lucky Peak Dam in the east to beyond Eagle Road. Ridge-to-Rivers connects approximately 130 miles of trail in the foothills.
[60] *Quick Reference: Idaho's Taxes*. Idaho Department of Commerce
[61] In 2010, the region had 13 open space acres per 1,000 people (COMPASS *2011 Performance Monitoring Report*).
[62] The Boise Foothills Conservation Advisory Committee has protected 10,300 acres of undeveloped foothills property as public open space through acquisition, donation, conservation easement, or land exchange using $10.6 million from the Foothills levy funds. City of Boise. http://www.cityofboise.org/Departments/Parks/Foothills/Conservation/page11820.aspx
[63] Idaho is the 16th largest agricultural producer in the nation, and 5th in dairy products and vegetables. Canyon County is the fourth largest agricultural producer in the state. Agriculture was 32.4% of Canyon County's 2007 economic base according to *The Impacts of Irrigated Agriculture and the Economic Base of Canyon County*, University of Idaho, Agricultural Economics Research Series No. 01-2010, December 31, 2010.
[64] Agriculture was 32.4% of Canyon County's 2007 economic base and from 2004 to 2008 Idaho overseas exports increased from $885 million to $1.778 billion according to *The Impacts of Irrigated Agriculture and the Economic Base of Canyon County*, University of Idaho, Agricultural Economics Research Series No. 01-2010, December 31, 2010.
[65] For each agricultural acre developed, the Canyon County economy has the potential to decline $16,000. Ibid.
[66] There are 99 agri-tourism businesses and the Idaho Department of Commerce announced a statewide tourism promotion initiative beginning in 2013. Sustaining Agriculture, Urban Land Institute, January 2012.
[67] 19,297 people attended farmer's markets in July 2011. Sustaining Agriculture, Urban Land Institute, January 2012.
[68] During the real estate boom between 2002 and 2007, Ada County lost 14% of its farmland, and Canyon County 4% according to the USDA's Agricultural Census of 2007. Over the same period, Ada County's population increased 14% and Canyon County's 19%. Sustaining Agriculture, Urban Land Institute.
[69] Sustaining Agriculture, Urban Land Institute.
[70] 2% of local grown food is consumed locally. Sustaining Agriculture, Urban Land Institute.
[71] Sustaining Agriculture, Urban Land Institute.
[72] Idaho Power electrical plans can be found at: http://www.idahopower.com/AboutUs/PlanningForFuture/RegionalElectricalPlans/default.cfm
[73] More information about Idaho Power smart meters is at: http://www.idahopower.com/NewsCommunity/News/upClose/showupClose.cfm?prID=2636
[74] Sustaining Agriculture, Urban Land Institute.

[75] Total Water Demand for the Treasure Valley increases from 1.72 million acre feet/year in 2010 to 1.73 million acre feet/year in 2040. Treasure Valley Future Water Demand. Idaho Department of Water Resources. 2010

[76] Idaho ranks last in internet speeds. *For Idaho and the Internet, Life in the Slow Lane, New York Times, 2011.* (http://www.nytimes.com/2011/09/14/us/downloads-are-slowest-in-idaho-study-finds.html?pagewanted=all)

[77] Idaho imports about half its electricity and nearly half of the electricity consumed in Idaho comes from coal. Idaho's Dangerous Dalliance with King Coal. Snake River Alliance.

[78] The Snake River Alliance "Idaho's Dangerous Dalliance with King Coal" report notes that "Idaho's 15,700kilowatt-hours per capita annual electricity consumption is far above the national average of 12,000 kWh per year, a statistic that may be partly attributable to Idaho's comparatively cheap electric rates."

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Community Planning Association of Southwest Idaho
208.855.2558
www.compassidaho.org

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