

**MEMORANDUM OF UNDERSTANDING  
STATE STREET CORRIDOR STUDY PROGRAM COORDINATION**

**Between  
ADA COUNTY HIGHWAY DISTRICT  
VALLEY REGIONAL TRANSIT  
BOISE CITY  
GARDEN CITY  
ADA COUNTY**

This Memorandum of Understanding ("MOU") is entered into this 27th day of September, 2005, by and between Ada County Highway District ("ACHD"), Valley Regional Transit ("VRT"), Boise City, Garden City, and Ada County.

The purpose of this MOU is to delineate the responsibilities and specific assignments between each of the signing agencies in their joint and cooperative actions regarding the continued planning and eventual implementation of State Street Corridor improvements.

**1. DEFINITIONS.**

The following words and phrases when used in this MOU shall have the meanings respectively given herein.

"**State Street Corridor**" (sometimes referred to herein as the ("**Corridor**")) means the portion of State Street from 23<sup>rd</sup> Street to Highway 55 – with the State Street Corridor west of Glenwood Boulevard to Highway 55 being designated State Highway 44.

"**State Street Corridor Strategic Plan Study**" (referred to herein as the ("**Study**")) means the Study sponsored by ACHD and Boise City, and prepared by Meyer, Mohaddes Associates, dated February 2004, that defines State Street's future vision (transit corridor).

"**Long Range Transportation Plan (Communities in Motion)**" means the six county transportation planning activity currently being conducted by the Community Planning Association of Southwest Idaho – expected to be complete in early calendar year 2006.

"**Transportation Improvement Program**" means an approved and fiscally constrained 5-year Program listing programmed transportation projects for the Treasure Valley region identified by agency responsibility with associated funding by year. Potential future projects that are unfunded or scheduled are identified in a category called "Preliminary Development."

**“State Street Corridor Master Plan”** refers to a planned future project that will provide a comprehensive framework for understanding, designing, and implementing the land use details associated with all planned transit improvements in the State Street Corridor. Achieving the transit corridor will require land use agencies to write appropriate ordinances and other implementation tools to ensure the integration of transit with current and future land uses within the Corridor.

**“Transit Oriented Development Plan”** refers to a planned future project that will:

- determine where to encourage transit-oriented neighborhoods and communities adjacent to the State Street Corridor and when those developments might occur; and,
- list required revisions in zoning, design requirements, parking and other development guidelines required to achieve density and livability, provide for housing variety; and,
- encourage integrated commercial development to support local services and jobs; and,
- assure an integrated transportation network for pedestrian and bicycle travel as well as various modes of transit and vehicles.

**“Transit Corridor and Traffic Operations Plan”** refers to a planned future project that will:

- identify and purchase additional Corridor right-of-way to accommodate multi-modal transportation; and,
- dedicate funds to achieve a priority transit corridor; and,
- recommend timing for transit phasing; and,
- install Intelligent Transportation Systems (ITS) to enhance transit priority; and,
- assure dependable transit vehicles, transit timing and transit amenities; and,
- integrate all roadway construction and operations with amenities for multi-modal transportation.

**“Transportation Demand Management”** (referred to herein as the (“TDM”)) is a term for strategies that result in more efficient use of transportation resources by impacting the traffic demand on the transportation network including strategies such as, but not limited to, improved transit options, incentives for car/van pooling, improved bicycle/walking facilities, employer assistance programs, alternate work schedules, and telecommuting.

**“Overlay District/Interim Dual Zone District”** means specialized requirements imposed over existing zoning districts to address special land use needs. Design standards ensure compatibility with the existing development and the designated purpose of a district. A **“Dual Zone”** concept provides for two zoning options which may be applied to particular areas which allow the developer a zoning choice depending on the type of development proposed.

## 2. RECITALS.

**Whereas**, the State Street Corridor Strategic Plan Study was completed in February 2004 and defines short-term and long-term implementation strategies. Agency actions included:

- ACHD adopted the Study on February 11, 2004,
- Boise City approved the Study on January 20, 2004,
- VRT endorsed the Study on March 17, 2004,
- Garden City reviewed the Study on February 3, 2004, requesting additional information and expressing its desire to participate in future activities; and,

**Whereas**, short-term improvements (10-years) include primarily operations enhancements in the Corridor to be implemented by ACHD and are not addressed in this MOU; and,

**Whereas**, the implementation phase is set to begin upon the execution of this MOU; and,

**Whereas**, the Study recommends a long-term vision for the Corridor that includes State Street as a heavily emphasized "transit" corridor with dedicated transit lanes in a seven lane cross section; and,

**Whereas**, this long term vision will require significant changes in land use policies to accommodate development and redevelopment within the Corridor to support higher use transit operations; and,

**Whereas**, development will occur in phases with all recommended development/transit "nodes" considered as candidates; and,

**Whereas**, this MOU focuses on those agency actions that need to occur in the next five years to support the long-term vision (transit corridor) of State Street; and,

**Whereas**, the directly involved agencies support the transit vision, but realize that it cannot be achieved without close cooperation by all the agencies working together; and,

**Whereas**, it is the primary purpose of this document to ensure the agencies party to this agreement continue to collaborate efforts in support of the long-range vision of State Street; and,

**Whereas**, other agencies and stakeholder groups are interested in actively participating in the process as the implementation phase begins.

**NOW THEREFORE**, the signing agencies, in consideration of the foregoing and the terms and conditions set forth below, agree as follows:

### 3. RESPONSIBILITIES.

Each member of this MOU has specific roles and responsibilities, as follows:

Agency	Lead Role	Responsible For
ACHD	Roadway improvements (Glenwood Blvd east to 23 <sup>rd</sup> Street)	<ul style="list-style-type: none"> <li>• Planning, design and construction of roadway improvements</li> <li>• Working with other agencies, integrate roadway design and transit enhancing features with adjacent land uses and adopted design standards</li> <li>• Right of way determination and acquisition</li> <li>• Siting of Park and Ride lots and coordination with transit stops</li> <li>• Public involvement process for roadway improvements</li> <li>• Signal systems and system operation (including access issues)</li> <li>• Primary contact with businesses</li> <li>• Coordinate TDM approaches and education with other agencies</li> </ul>
VRT	Transit improvements	<ul style="list-style-type: none"> <li>• Support transit operations planning</li> <li>• Coordination of siting of Park and Ride lots with transit stops</li> <li>• Project programming</li> <li>• Coordinate TDM approaches and education with other agencies</li> <li>• Lead transit education and marketing efforts</li> </ul>
Boise City	Land use and zoning (within Boise City limits)	<ul style="list-style-type: none"> <li>• Leadership in land use issues</li> <li>• Establish land use and zoning changes within Boise City jurisdiction</li> <li>• Explore interim "Dual zoning" concept</li> <li>• Public involvement and neighborhood outreach</li> <li>• Coordination with Parks and Rec. (Boise City)</li> <li>• Coordinate TDM approaches and education with other agencies</li> <li>• Support needed state code changes</li> </ul>
Garden City	Land use and zoning (within Garden City limits)	<ul style="list-style-type: none"> <li>• Establish land use and zoning changes within Garden City jurisdiction</li> <li>• Coordinate TDM approaches and education with other agencies</li> <li>• Support planning process</li> </ul>
Ada County	Land use and zoning (within Ada County limits)	<ul style="list-style-type: none"> <li>• Establish land use and zoning changes within Ada County jurisdiction to comply with existing cities comprehensive plans</li> <li>• Coordinate TDM approaches and education with other agencies</li> <li>• Support planning process</li> <li>• Support other agencies funding requests for roadway improvements</li> </ul>

#### 4. SPECIFIC ASSIGNMENTS.

A. The following actions are divided into those that ACHD will be leading and has responsibility to accomplish and those actions it will support others in accomplishing.

##### *Lead*

- Perform an alignment and right-of-way (ROW) study to identify the needed ROW, locate the seven-lane section, and evaluate and manage access to State Street. This effort does not include roadway design (which will occur closer to roadway widening project). ACHD will work closely with the other agencies to perform this study for the State Street Corridor section from Glenwood Blvd east to 23<sup>rd</sup> Street. ACHD, in conjunction with other agencies, will conduct a public involvement process during this effort.
- Jointly prepare the Transit Corridor and Traffic Operations Plan with VRT, in coordination with the other agencies. Close coordination between ACHD and VRT on this plan is essential to ensure transit operations are properly integrated with traffic operations. The Plan will include alternatives for location of transit facilities (all north side, north and south sides (recommended in original plan), middle of street, or all on south side), traffic operations plans (with transit operations), access constraints and allowances, and most appropriate transit operations. This activity will also be jointly funded by ACHD and VRT, with the funding balance yet to be determined. ACHD and VRT will conduct a public involvement process during this effort.
- Actively pursue funding opportunities for future roadway and intersection improvements.

##### *Support*

- Support other agencies in the exploration and establishment of an Overlay District/Interim Dual Zone District encompassing the State Street Corridor. Define the conditions of an Overlay District and/or Interim Dual Zone District to govern the redevelopment activities, access to State Street, appropriate setbacks, other design elements, and aesthetic improvements in the Corridor.
- Support other agencies in the development of the State Street Corridor Master Plan which would identify the land use details associated with all planned improvements in support of transit corridor future vision.
- Support other agencies to prepare a Transit Oriented Development Plan for the commercial and residential redevelopment on State Street at the first location to be designed.

- B. The following actions are divided into those that VRT will be leading and has responsibility to accomplish and those actions it will support others in accomplishing.

*Lead*

- Conduct a study and implement the results to encourage Transportation Demand Management in the State Street Corridor.
- Conduct workshops to educate the public regarding transit achieving increased ridership, successful Transit Oriented Development, and revitalizing strip malls. These efforts will be coordinated with the other agencies.
- Prepare and execute a marketing and education campaign for increased transit opportunities in the State Street Corridor. These efforts will include both short-term and long-term opportunities appropriate to the timing of the increased service.
- Jointly prepare the transit corridor and traffic operations plan with ACHD, in coordination with the other agencies. Close coordination between VRT and ACHD on this plan is essential to ensure transit operations are properly integrated with traffic operations. The Plan will include alternatives for location of transit facilities (all north side, north and south sides (recommended in original plan), middle of street, or all on south side), traffic operations plans (with transit operations), access constraints and allowances, and most appropriate transit operations. This activity will also be jointly funded by VRT and ACHD, with the funding balance yet to be determined. VRT and ACHD will conduct a public involvement process during this effort.
- Secure funding commitments for future transit improvements. It is VRT's intent to provide appropriate level of bus service when the dedicated transit corridor lanes are available.

*Support*

- Support other agencies in the exploration and establishment of an Overlay District/Interim Dual Zone District encompassing the State Street Corridor. Define the conditions of an Overlay District and/or Interim Dual Zone District to govern the redevelopment activities, access to State Street, appropriate setbacks, other design elements, and aesthetic improvements in the Corridor.
- Support other agencies in the development of the State Street Corridor Master Plan which would identify the land use details and recommend roadway design and transit enhancing features associated with all planned improvements in support of the transit corridor future vision.
- Support other agencies to prepare a Transit Oriented Development Plan for the commercial and residential redevelopment on State Street at the first location to be designed.

- C. The following actions are divided into those that Boise City will be leading and has responsibility to accomplish and those actions it will support others in accomplishing.

*Lead*

- Explore and establish, where appropriate, an Overlay District/Interim Dual Zone District encompassing the State Street Corridor. Define the conditions of an Overlay District and/or Interim Dual Zone District to govern the redevelopment activities, access to State Street, appropriate setbacks, other design elements, and aesthetic improvements in the Corridor.
- Develop State Street Corridor Master Plan, in association with other agencies, which would identify the land use details and design (coordinated with Dual Zone District definition) and recommend roadway design and transit enhancing features associated with all planned improvements in support of transit corridor future vision. Boise City will conduct an intensive public involvement process during this effort.
- Conduct economic, market, and barrier study in support of future development and redevelopment within the State Street Corridor.
- Prepare a Transit Oriented Development Plan for the commercial and residential redevelopment on State Street at the intersection deemed most appropriate by the economic, market and barrier study. Coordinate with VRT in its planning and provisions for all transit facilities. Boise City will conduct a public involvement process during this effort.
- Conduct workshops to educate the public regarding transit achieving increased ridership, successful Transit Oriented Development, and revitalizing strip malls. These efforts will be coordinated with the other agencies.
- Incorporate State Street Corridor interests in the process of amending the Boise City Comprehensive Plan. Prioritize the Study results in recommending projects for the Long Range Transportation Plan and the annual Transportation Improvement Program. Work with other agencies to ensure consistent results.

*Support*

- Alignment and ROW study (ACHD) providing input on ROW needs pursuant to adjacent land uses and appropriate roadway design.
- Support funding commitments for future transit improvements.
- Coordinate with VRT and ACHD on transit operations to integrate facilities into transit oriented development planning.
- Work with all the participating agencies to help build consensus and implement the plans and accords between all stakeholders along the Corridor including landowners, neighborhoods, businesses, and affected agencies.

D. The following actions are divided into those that Garden City will be leading and has responsibility to accomplish and those actions it will support others in accomplishing.

*Lead*

- Incorporate State Street Corridor interests in the process of amending the Garden City Comprehensive Plan. Work with other agencies to ensure consistent results.
- Conduct workshops to educate the public regarding transit achieving increased ridership, successful Transit Oriented Development, and revitalizing strip malls. These efforts will be coordinated with the other agencies.

*Support*

- Support other agencies in the exploration and establishment of an Overlay District/Interim Dual Zone District encompassing the State Street Corridor. Define the conditions of an Overlay District and/or Interim Dual Zone District to govern the redevelopment activities, access to State Street, appropriate setbacks, other design elements, and aesthetic improvements in the Corridor.
- Support other agencies in the development of the State Street Corridor Master Plan which would identify the land use details and recommend roadway design and transit enhancing features associated with all planned improvements in support of transit corridor future vision.
- Work with other agencies in support of the economic, market, and barrier study.
- Support other agencies to prepare a Transit Oriented Development Plan for the commercial and residential redevelopment on State Street at the first location to be designed.



E. The following actions are divided into those that Ada County will be leading and has responsibility to accomplish and those actions it will support others in accomplishing.

*Lead*

- Incorporate State Street Corridor interests in the process of developing a new Ada County Comprehensive Plan. Work with other agencies to ensure consistent results.
- Conduct workshops to educate the public regarding transit achieving increased ridership, successful Transit Oriented Development, and revitalizing strip malls. These efforts will be coordinated with the other agencies.

*Support*

- Support other agencies in the exploration and establishment of an Overlay District/Interim Dual Zone District encompassing the State Street Corridor. Define the conditions of an Overlay District and/or Interim Dual Zone District to govern the redevelopment activities, access to State Street and State Highway 44, appropriate setbacks, other design elements, and aesthetic improvements in the Corridor.
- Support other agencies in the development of the State Street Corridor Master Plan which would identify the land use details and recommend roadway design and transit enhancing features associated with all planned improvements in support of transit corridor future vision.
- Work with other agencies in support of the economic, market, and barrier study.
- Support other agencies in preparing a Transit Oriented Development Plan for the mixed-use redevelopment on State Street and State Highway 44 as identified within the Study.

**5. PROCEDURES AND IMPLEMENTATION OF THIS MOU.**

All parties to this MOU agree that the following activities are essential to the success of the State Street Corridor Study implementation and will participate in the execution of these activities:

- A. Stakeholder Involvement. The parties to this agreement acknowledge the previous contribution and future involvement by other interested stakeholders. The following stakeholders will be included in future State Street Corridor Study implementation activities. Additionally, new stakeholders will be encouraged to participate and will be included and involved appropriately in future activities.

Stakeholder	Involvement
Idaho Transportation Department	Coordinate ongoing and proposed ITD transportation planning activities, and land use proposals with other agencies (SH 44 portion)
Northside Neighborhood Transportation Committee	Represent the interests of several Boise City neighborhood associations along State Street
Garden City Neighborhood Representative	Represent the interests of several Garden City neighborhood Associations along State Street
COMPASS	Ensure State Street solutions support regional objectives to assist in the implementation of State Street projects
City of Eagle	Support solutions that benefit Eagle residents
City of Star	Support solutions that benefit Star residents
Boise School District	Promote safety and better school bus solutions
Boise Metro Chamber of Commerce	Provide Corridor-wide business perspectives
CommuteRide	Promote TDM, Van Pool, and Car Pool services
Boise Police Department	Provide input on enforcement issues
Smoky Davis	Provide State Street business perspective
Southers Properties	Provide insights to potential redevelopment

- B. Program Coordinator Position. The agencies believe that a Program Coordinator is needed to ensure the agencies are working together to achieve common goals and progress continues to move forward. The agencies do not at this time recommend a specific structure to continue support of the Program Coordination activities. Possible approaches include funding a separate position within one of the agencies, contracting with outside consultants, or building the activities into the assignments/projects being proposed within this MOU. It is also possible that these activities may need to be combined with other related county-wide ongoing and future projects.

- C. Reporting. All parties to this MOU shall prepare and co-sign quarterly status reports by the agency staff assigned to this project. These reports, shall be provided to the agency's policy makers and other interested parties.
- D. Annual Meeting/Work Plan. An annual meeting shall be conducted with the staffs and policy makers of all parties to this Agreement. The meeting shall address the prior year's accomplishments and establish the coming year's work plan. The annual work plan will serve to organize, coordinate, and identify funding for the projects and other tasks associated with that year. The work plan will be published and include a report card evaluating to what degree the past year's accomplishments achieved the goals.
- E. Coordination with other Studies. The agencies shall continue to coordinate with other ongoing and future studies. It is anticipated that this coordination will both make adjustments to the direction of the State Street Corridor implementations and have an impact on the other studies to better incorporate the goals and objectives of the State Street Corridor Program.
- F. Initial steps following execution of this MOU. The agencies agree to immediately begin the following initial activities upon signing the MOU:
1. Begin to pursue funding for the assigned projects and program these projects in the annual Transportation Improvement Program and participating agency's annual budgets
  2. Prepare detailed work plans, with full participation with appropriate agencies, for the following initial projects and coordinate timing and implementation of specific activities:
    - a. Overlay/Interim Dual Zone Districts (Boise City)
    - b. Alignment/ROW study (ACHD)
    - c. State Street Corridor Master Plan (Boise City)
    - d. Ada County Comprehensive Plan (Ada County)
    - e. Plans for conducting public education workshops and marketing and education campaigns for increased transit (VRT)

**6. SCHEDULE.**

The schedule of activities in the next 5 years is illustrated below. This schedule is dependent on obtaining the required funding and staff time to accomplish each identified action as planned.

**State Street Corridor Study Program Coordination  
Implementation Plan Schedule**

Actions	Fiscal Year (FY)				
	2005	2006	2007	2008	2009
Establish Overlay/Dual Zone District		■	■		
Conduct public education workshops	■	■	■	■	■
Marketing and education campaign for increased transit	■	■	■	■	■
Alignment/ROW study		■	■		
State Street Corridor Master Plan		■	■		
Conduct Economic, Market, and Barrier Study			■		
Incorporate State St. in Boise City Comp Plan amendment			■		
Incorporate State St. in Garden City Comp Plan amendment			■		
Incorporate State St. in Ada County Comp Plan development		■	■		
Transit and Traffic Operations Plan			■		
Conduct TDM study and implement			■		
Transit Oriented Development Plan - First location				■	■

**7. FISCAL RESPONSIBILITIES.**

Several of the actions identified above are not yet budgeted and will require annual funding. It is anticipated that each agency will immediately pursue funding to execute the activities referenced in this MOU, as well as for future improvements.

In order to facilitate multi-year projects and provide for funding priority, each agency shall support the State Street Corridor Implementation Initiative to the best of their abilities. The Initiative status is intended to implement the State Street projects on the schedule shown above.

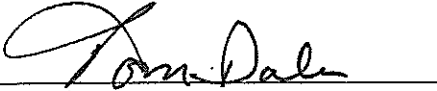
As these State Street projects are integrated into the region's Long Range Transportation Plan (Communities in Motion) and Transportation Improvement Program, the agencies will, as soon as practical, place appropriate projects in the "Preliminary Development" funding category with the goal of obtaining the needed funding to execute the projects on or before the schedule shown above. Interagency agreements will be considered, as appropriate, to support the implementation of future projects.

In addition to securing project funding, agencies will dedicate the necessary staff time and support to ensure successful project implementation in accord with the Study vision (transit corridor).

8. SIGNATURES.




John S. Franden  
Commission President  
Ada County Highway District Commission

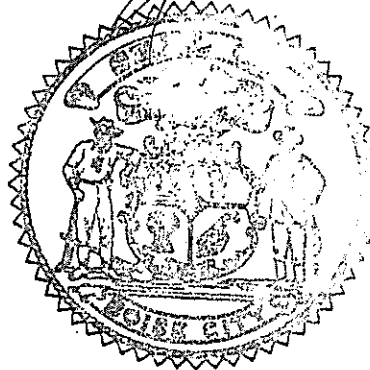


Tom Dale  
Chairman  
Valley Regional Transit Board



David H. Bieter  
Mayor  
Boise City

Attest: 



Ted Ellis  
Mayor  
Garden City



Rick Yzaguirre  
Chairman  
Ada County Commission