



Paul Woods, President
Rebecca W. Arnold, Vice President
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

Planning and Programming

April 24, 2017

TO: ACHD Commissioners, Director, and Deputy Directors

FROM: Ryan Head, AICP, Planning Supervisor

SUBJECT: **State Street Memorandum of Understanding, 2017-2021**
Staff Report for May 3, 2017 Commission Meeting - Consent Agenda

Executive Summary

Since 2006, ACHD has been working under a Memorandum of Understanding (MOU) regarding the State St/SH44 Corridor. The MOU participants, including the Idaho Transportation Department, Valley Regional Transit, Ada County, City of Boise, City of Garden City, City of Eagle, and the Capital City Development Corporation, are working together to implement the 2004 State Street Master Plan and the subsequent 2011 State Street Transit and Traffic Operational Plan (TTOP). The end goal of these plans is the implementation of a roadway, land use, and transit vision to achieve a high capacity transit system along the State St corridor.

The 2011-2016 MOU has now expired. The MOU participants are proposing to adopt the attached MOU to reaffirm the agencies' commitment to the long-range vision for this corridor. *This item is before the Commission for consideration for approval of the attached MOU.*

Facts & Findings

The MOU reaffirms the participating agencies commitment to implement the State Street TTOP and sets forth the activities each agency would do to continue to move that project forward. For ACHD, those activities include:

- Planning, design and construction of roadway improvements
- Working with other agencies, integrate roadway design and transit-enhancing features with adjacent land uses and adopted design standards
- Right-of-way determination and acquisition
- Public involvement process for roadway improvements
- Signal systems and system operation including signal priority for transit and access issues
- Access management policies and implementation
- Manage existing park and ride facilities
- Primary contact with businesses adjacent to the roadway
- Coordinate demand management approaches and education with other agencies

The ACHD Legal Department has reviewed and accepted the memorandum as written. All other parties to the MOU have considered the item for approval.

Fiscal Implications

The MOU is a non-binding agreement and does not obligate the Highway District to expend resources. The ACHD Commission demonstrates its ongoing commitment to the listed activities through its annual adoption of the ACHD Budget and Integrated Five-Year Work Plan (IFYWP).

Policy Implications

The ACHD Commission approved the State Street TTOP on August 24, 2011. The Commission approved implementation of the activities memorialized within the draft MOU with its adoption of the FY2017-2021 IFYWP on October 26, 2016. By signing the MOU, ACHD demonstrates it will continue to work in good faith with its partners in implementing the agreed upon vision for the State St corridor.

Alternatives

1. Approve the 2017-2021 State Street Memorandum of Understanding and direct Commission President to sign.
2. Do not approve the 201-2021 State Street Memorandum of Understanding. Remand back to staff with specific direction.

Recommendation

Staff recommends Alternative 1 to approve the State Street Memorandum of Understanding and to direct the Commission President to sign.

Attachment(s): Draft 2017-2021 Memorandum of Understanding.

**MEMORANDUM OF UNDERSTANDING
STATE STREET/IDAHO 44 TRANSIT CORRIDOR
IMPLEMENTATION COORDINATION**

**Between
ADA COUNTY
ADA COUNTY HIGHWAY DISTRICT
CAPITAL CITY DEVELOPMENT CORPORATION
CITY OF BOISE
CITY OF EAGLE
CITY OF GARDEN CITY
COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
IDAHO TRANSPORTATION DEPARTMENT
VALLEY REGIONAL TRANSIT**

This Memorandum of Understanding (“MOU”) is entered into this 21st day of February, 2017, by and between Ada County, Ada County Highway District (ACHD), Capital City Development Corporation (CCDC), City of Boise, City of Eagle, City of Garden City, Community Planning Association of Southwest Idaho (COMPASS), Idaho Transportation Department (ITD), and Valley Regional Transit (VRT). Collectively, these entities are referred to herein as “Agencies” or individually as “Agency.”

RECITALS

Whereas, the State Street/Idaho 44 Corridor (the “Corridor”) is identified in the 2030 and 2040 Long Range Transportation Plans as a regionally significant corridor with a strong transit emphasis; and,

Whereas, the State Street Corridor Strategic Plan Study (the “Study”) was completed in February 2004 and defines short-term and long-term implementation strategies. The original boundaries during the development of the Strategic Plan were 23rd Street on the east to Idaho 55 on the west. The following agencies have acted upon the Study as follows:

- ACHD adopted the Study on February 11, 2004,
- Boise City approved the Study on January 20, 2004,
- Garden City reviewed the Study on February 3, 2004,
- Valley Regional Transit (“VRT”) endorsed the Study on March 17, 2004; and,

Whereas, the Study recommended the State Street Transit Scenario as the preferred solution for future transit, traffic and land use needs; and,

Whereas, the Study also recognized the need for significant changes in land use policies to accommodate development and redevelopment within the Corridor to support higher use transit operations, including Transit Oriented Development (“TOD”); and,

Whereas, development of the State Street Corridor as set forth in the State Street Transit Scenario will occur in phases; and,

Whereas, twelve (12) TOD sites were identified in the 2010 TOD Site Selection and Prioritization report, a component of the 2011 State Street Transit and Traffic Operational Plan (TTOP); and,

Whereas, the original State Street Corridor Implementation Agency MOU (the “Original MOU”) was executed in January 2006 by the following:

- Ada County Commission Chairman,
- ACHD Commission President,
- City of Boise Mayor,
- Garden City Mayor,
- VRT Board Chairman; and,

Whereas, in 2009 the boundaries of the State Street Implementation Project (“State Street Project”) were extended, with the Downtown Boise Multi-Modal Center (“MMC”) becoming the eastern terminus and State Highway 16 the western terminus; and,

Whereas, the revised 2009 boundaries include the Downtown Boise MMC, Main Street Station, a portion of the State Street Transit Corridor Project within the Westside Downtown Urban Renewal Plan Project Area, and the 30th Street Urban Renewal District; and,

Whereas, VRT and the Capital City Development Corporation (“CCDC”) had a Memorandum of Understanding defining their roles and responsibilities relative to the development of the MMC, including the use of CCDC funds as a match for the federal grant for the MMC; and the MMC has now been successfully completed,

Whereas, the Agencies support the application of high-capacity transit as determined by adopted existing and future plans, and realize that it cannot be achieved without close cooperation by all the Agencies working together; and,

Whereas, the original MOU expired in December 2010 and the current MOU expired on December 31, 2016; and

Whereas, the following significant accomplishments have been made pursuant to the Original MOU:

- Signed inter-agency cooperation to fund and participate in activities defined in the Original MOU;
- Completed Transit Oriented Development Policy Guidelines;
- Completed initial Market Strategy;
- Established initial corridor alignment and right-of-way needs, (from Glenwood Street east to 23rd Street) to accommodate the combination of vehicular traffic and a high-capacity transit system (pending);
- Completed the Downtown Boise Multi-Model Center (DMMC), named “Main Street Station” in 2016 at the 8th Street and Main Street intersection;
- Completed and adopted the 2011 Transit and Traffic Operational Plan (TTOP) Project;
- Constructed interim pedestrian facilities from Glenwood to Veterans Memorial Parkway, including an additional pedestrian opportunity at State St and Arthur St.;
- Implemented intelligent transportation system (ITS) and transit signal priority (TSP) projects along the length of the corridor;
- Completed Valleyconnect, the vision of a comprehensive alternative transportation system for the region, and;

Whereas, the TTOP was adopted by the following MOU partners;

- Ada County Highway District,(August 24, 2011)
- Capital City Development Corporation, (April 25, 2011)
- City of Boise (April 16, 2013)
- City of Eagle (June 28, 2011)
- City of Garden City (January 23, 2012)
- Valley Regional Transit (May 18, 2012)and,

Whereas, the State Street Program and Finance Plan (Finance Plan) was completed in 2012; and,

Whereas, the Finance Plan lists the near, medium and long term State Street projects required to implement TTOP, and the lead agency for each project; and,

Whereas, in October 2016 the Federal Transit Administration awarded Valley Regional Transit and the State Street partners a \$279,000 grant to conduct Transit Oriented Development Planning on the corridor; and,

Whereas, the Agencies now desire to enter into this non-binding MOU to focus on respective Agency actions that need to occur in the next five (5) years in order to support the long-term vision of the Corridor; and,

Whereas, it is the primary purpose of this document to ensure that the Agencies which are parties to this MOU continue their cooperation and collaborative efforts in support of the long-range transit vision of the Corridor.

Whereas, the parties hereto specifically acknowledge that this MOU is not an Interagency Agreement and does not create a separate governmental entity or obligate the parties hereto to commit to funding expenditures; and,

Whereas, the parties hereto recognize and agree that the activities contemplated herein are subject to any applicable federal, state or local law; and,

Whereas, that by entering into this MOU, the parties hereto acknowledge and agree that they are not delegating or otherwise impairing their statutory authority, including the authority to enact rules, regulations, or ordinances regulating land use, highways and the general safety and welfare within their jurisdictional borders; and,

Whereas, the Agencies will continue to involve other agencies and stakeholder groups interested in participating in the implementation process of the State Street Implementation Project.

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

1. FINANCIAL COMMITMENTS; PURPOSE AND TERM; DEFINITIONS.

A. This MOU does not require the signing Agencies to make any financial commitments or appropriations of specific funds. The parties to this MOU agree that failure of any party to appropriate or otherwise commit to fund any of the activities described herein will not be deemed a violation of this MOU, and no party shall have any legal recourse against another party's failure to make such financial commitments or expenditures.

B. The purpose of this MOU is to set forth the planning activities for the Corridor, and to delineate the responsibilities and specific assignments between each of the signing Agencies regarding the continued planning and initial implementation of Corridor improvements.

C. The term of this MOU shall be five (5) years, and will begin retroactively on January 1, 2017 and expire December 31, 2021.

D. Capitalized terms used herein shall have the meaning ascribed to them in Attachment 1.

2. ACTIVITY DESCRIPTIONS.

The following activities are expected to be completed during the five-year period of this MOU. The project descriptions below are considered to be a summary of and a preliminary description of each identified project. When funding for each project is identified, a detailed project plan will be developed as a recommendation to guide the implementation.

A. Implement TTOP Near-and Medium Term Plans

TTOP includes an Implementation Plan which defines logical time periods when roadway, transit, and land use improvements are needed based on future conditions in the Corridor. The near-medium term recommendations for the TTOP implementation encompass the following areas:

- Financial implementation strategy by project
- Enhanced transit service
- Technology (ITS) solutions (both traffic and transit oriented)
- Park & Ride study (a component of a regional study)
- Roadway, bicycle, and pedestrian improvements
- Intersection improvements
- Master plans, area plans and zoning ordinances to support land use changes
- TOD Planning
- TOD Implementation
- Planning for HOV/transit lane(s) implementation from 23rd Street to Glenwood Street

- Expand HOV/transit lane(s) implementation from Glenwood Street to State Highway 16

B. Prepare major components of the State Street Corridor Master Plan by conducting and completing the FTA funded State Street Transit Oriented Development Design and Implementation Planning Project (November, 2016 – November, 2018)

In Fall of 2016, The Federal Transit Administration awarded VRT and State Street partners a \$279,000 grant (\$404,000 total project cost) to develop and recommend incentives to encourage a mix of land uses and densities in order to stimulate and sustain a high capacity Bus Rapid Transit Line on the corridor, and produce 30% design plans for four high-priority TOD sites. Project deliverables include:

- Existing conditions report
- Housing needs analysis
- Updated 2007 Market Strategy and TOD Report
- Connectivity Analysis between neighborhoods and TOD sites and Infrastructure Cost Estimates
- Public Involvement Activities
- Design workshops at four TOD sites
- Concept Designs for each TOD site
- Recommendations for transit supportive land uses and concepts between nodes
- Recommendations for TOD incentives and changes to Zoning Ordinances
- Recommended Policy Changes to Comprehensive Plans of land use agencies
- Interim and Final Reports

C. Complete Components of the State Street Corridor Master Plan, not covered by the FTA grant (Section B)

The purpose of the Master Plan is to define an integrated approach to land use and transportation on the State Street Corridor, with recommended design standards to achieve the Corridor Transit Vision. The Master Plan is designed to meet new requirements of the federal government to strengthen the connection between land use, housing and transportation decisions and to promote sustainable development.

To complete the Corridor Wide Master plan, the following deliverables are required:

Identify development opportunities and necessary public investments at each TOD location;

- Develop Corridor design principles to detail the look and feel of the Corridor (medians, landscaping, TOD relationship to the roadway, etc.);
- Partner agencies adopt developed design principles for the Corridor.
- Partner land use agencies adopt zoning code changes within Section B deliverables to accommodate and encourage TODs;

D. Evaluate and Implement Existing Access Management Policies

The viability of State Street to function as a high-volume corridor in the future depends largely on the efficiency of the street itself. The number and design of access points along the Corridor will affect its carrying capacity, safety of pedestrians, motor vehicles, and other travelers, in addition to congestion, intersection density and travel times. An application of appropriate access management policies for the Corridor, and at the TOD sites, is essential.

Initial activities to accomplish this task include taking inventories of existing policies and ordinances, as well as the location and description of existing and approved access points. Review of successful access management policies and practices at existing TOD locations, with a comparison to current Corridor policies, will be conducted to help formulate strategies and steps necessary for affected jurisdictions.

E. State Street/Idaho 44 Long-Term Public Transportation Investments

Public transportation investments in the Corridor should be significant to achieve the vision of a truly integrated transportation system. A comprehensive and integrated approach to the transportation system will assure successful and effective phasing of the planned improvements over the course of the MOU and beyond.

The following activities should be completed to assure the objectives of the Corridor's strategic vision are achieved:

- Implement VRT Valleyconnect plan (2011)
- Complete VRT Valleyconnect plan 2.0 defining near-term investments needed to maintain existing services and short-term investments required to achieve the CIM vision. (2017)

- Complete a regional high capacity transit systems plan (of which the Corridor is one component), to confirm and prioritize the development of the regional premium (high capacity) transportation services and corridors for the 2040 Communities in Motion and subsequent long-range plans developed and maintained by COMPASS;
- Develop a strategic plan for scheduling, funding and completing the necessary federal requirements including a transit alternative analysis to secure federal funding needed to leverage local investments in development of premium public transportation services in the Corridor;
- Secure a stable and on-going funding source for public transportation capital investments and for the maintenance and operations of public transportation improvements in the Corridor.

F. Conduct Important Supportive Activities

In addition to the key MOU activities listed above, several supportive activities are recommended to enable and facilitate the success of the MOU. These include:

- Dedicated, structured coordination and networking among the Agencies;
 - Integrating appropriate results from completed, ongoing, and future studies, such as:
 - SH-16 Corridor Improvements Study Environmental Assessment from SH-44 to Emmett, approved August 11, 2004
 - Idaho 16, I-84 to Idaho 44 Environmental Study, approved March 4, 2014
 - Idaho 44 Corridor Study, JCT I-84 to Eagle, Environmental Assessment in process with anticipated Public Hearing in 2017
 - Idaho 55 Marsing to New Meadows, Corridor Plan. Plan in progress with an anticipated completion date in 2017
- Researching and documenting recent national experience to help guide future activities;
- Identifying, seeking, and securing funding (from all possible sources);
- Conducting a continuing education campaign – to include building an “identity” for the Corridor, staff education, general transit system exposure, description of premium transit service, engaging schools from third grade on, engaging

environmental protection agencies, and focused efforts with developers and realtors.

AGENCY ROLES AND RESPONSIBILITIES. Each party to this MOU has a lead role and specific responsibilities, as generally described in the table below. Each party to this MOU agrees to use its best efforts to contribute its support to the activities described in Article 2 herein within the limits of available funds and resources. Specific assignments will be determined when each activity is funded and a work plan is prepared.

Agency	Lead Role	Responsible For
Ada County	Land use and zoning (within unincorporated areas outside of adopted areas of city impact) Zoning (in unincorporated Ada County within adopted areas of city impact)	<ul style="list-style-type: none"> • Establish land use and zoning changes in unincorporated Ada County, outside of adopted areas of city impact • Implement applicable city comprehensive plans for land in unincorporated Ada County, within adopted areas of city impact • Coordinate demand management approaches and education with other agencies • Public involvement, including outreach to neighborhoods and businesses • Support planning process
ACHD	Roadway, bike and pedestrian improvements (N. Glenwood St. east to Boise Downtown Multimodal Center)	<ul style="list-style-type: none"> • Planning, design and construction of roadway improvements • Working with other agencies, integrate roadway design and transit-enhancing features with adjacent land uses and adopted design standards • Right-of-way determination and acquisition • Public involvement process for roadway improvements • Signal systems and system operation including signal priority for transit and access issues • Access management policies and implementation • Manage existing park and ride facilities • Primary contact with businesses adjacent to the roadway • Coordinate demand management approaches and education with other agencies
Capital City Development Corporation	City of Boise's Urban Renewal Agency	<ul style="list-style-type: none"> • Support the State Street TTOP process. Responsible for potential creation and/or implementation of urban renewal (redevelopment) plans • Assist with Development of the Downtown Multimodal Center (MMC), including providing local matching funds for the federal grant • Responsible for planning and facilitation of activities involving the application of redevelopment tools • Collaborate with other agencies to integrate land use with various types of transportation facilities, e.g., structured parking, etc. • Coordinate development activity and provide assistance subject to the plan provisions and

		<p>applicable law</p> <ul style="list-style-type: none"> • Coordinate Travel Demand Management (TDM) approaches and education with other agencies
City of Boise	<p>Land use and zoning within City of Boise city limits Land use within City of Boise adopted area of city impact</p>	<ul style="list-style-type: none"> • Leadership in land use issues • Concentrated planning at TOD sites and implementation of the TOD concept design • Establish land use and zoning changes within Boise City • Review development applications within the City's Area of Impact • Public involvement, including outreach to neighborhoods and businesses • Coordinate Travel Demand Management (TDM) approaches and education with other agencies • Provide match for the FTA State Street Corridor Transit Oriented Development Design and Implementation Plan grant
City of Eagle	<p>Land use and zoning within City of Eagle city limits. Land use within City of Eagle adopted area of city impact</p>	<ul style="list-style-type: none"> • Establish land use and zoning changes within City of Eagle jurisdiction • Concentrated planning at TOD sites and implementation of the TOD concept design • Review development applications within the City's Area of Impact • Public involvement, including outreach to neighborhoods and businesses • Participate in planning process • Coordinate Travel Demand Management (TDM) approaches and education with other agencies
City of Garden City	<p>Land use and zoning within City of Garden City city limits Land Use within City of Garden City adopted area of city impact</p>	<ul style="list-style-type: none"> • Establish land use and zoning changes within City of Garden City jurisdiction • Concentrated planning at TOD sites and implementation of the TOD concept design • Review development applications within the City's Area of Impact • Public involvement, including outreach to neighborhoods and businesses • Support planning process • Coordinate Travel Demand Management (TDM) approaches and education with other agencies
COMPASS	<p>Regional transportation planning agency</p>	<ul style="list-style-type: none"> • Develop and maintain the regional long range transportation plan • Provide leadership to regional collaboration and planning issues • Research and recommend best practices for successful high capacity transit and TODs • Responsible for consultant management of the FTA State Street Corridor Transit Oriented Development Design and Implementation Plan grant • Project management and agency coordination, where appropriate
Idaho Transportation Department	<p>Roadway improvements (Idaho 16 east N. Glenwood St.)</p>	<ul style="list-style-type: none"> • Planning, design and construction of roadway improvements • Working with other agencies, integrate adopted

		<p>design standards, and transit-enhancing features with adjacent land uses</p> <ul style="list-style-type: none"> • Right-of-way determination and acquisition • Access management policies and implementation • Public involvement process for roadway improvements
VRT	Transit improvements	<ul style="list-style-type: none"> • Lead transit operations planning and implementation • Coordination of siting of park and ride facilities with transit stops (and with other agencies) • Coordinate Travel Demand Management (TDM) approaches and education with other agencies • Lead transit education and marketing efforts • Provide management of the FTA State Street Corridor Transit Oriented Development Design and Implementation Plan grant

3. FISCAL RESPONSIBILITIES.

Several of the MOU activities described herein are not yet budgeted and will require annual appropriation by one or more parties to this MOU. Subject to Article 1(A) herein, it is anticipated that each party to this MOU will use its best efforts to take advantage of funding opportunities and pursue funding to execute the activities referenced in this MOU.

In order to facilitate multi-year projects and provide for funding priority, each Agency will support the execution of the MOU activities described herein to the best of their abilities. Funding allocations will consider the MOU schedule illustrated below.

The Corridor is integrated into the region’s 2040 Long Range Transportation Plan (“Communities in Motion”) and local Comprehensive Plans. The parties agree to apply for funds in the appropriate Capital Improvement Plan, Regional Transportation Improvement Plan (“TIP”), and other outside funding in an effort to obtain the necessary funding to execute the projects on or before the MOU schedule. Interagency agreements will be considered, as appropriate, to support the implementation of future projects.

In addition to securing project funding, the parties agree to use their best efforts to dedicate the necessary staff resources to implement the specific assignments as provided herein.

4. SCHEDULE.

Attachment 2 provides a preliminary schedule of proposed project activities.

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 Project implementation and will participate in the execution of these activities:

- A. **Program Coordination.** The Agencies acknowledge that program coordination is needed to ensure the Agencies are working closely together to achieve common project goals and objectives.
- B. **Periodic Meetings.** The Agencies will continue to participate in the State Street Steering Committee to meet once a year or more frequently if needed.
- C. **Annual Status Report.** An annual MOU status report shall be prepared that describes the accomplishments achieved between reports. These reports shall be made available to policy makers of all parties to this MOU as part of regular updates.
- D. **Coordination with Other Studies.** The Agencies will continue to coordinate to implement ongoing and future studies, including but not limited to the State Street Right of Way and Alignment Study, the Land Use Master Plan, and a Financial Implementation Strategy by Project. It is anticipated that this coordination will both make adjustments to the direction of the Corridor implementation and have an impact on the other studies to better incorporate the goals and objectives of the State Street Corridor Program.
- E. **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 in the participating Agency's annual budgets as feasible.
 - 2. Prepare detailed work plans, with full participation from appropriate agencies, to support the activities described within and coordinate timing and implementation of specific activities.

End of Agreement – Signatures Appear on Following Page

WHEREFORE, the Parties have hereunto fixed their signatures as indicated below.

Signed Letter of Support _____

Date: _____

Dave Case
Chairman

Board of Ada County Commissioners

Paul Woods
President
Ada County Highway District

Date: _____

John Brunelle
Executive Director
Capital City Development Corporation

Date: _____

David H. Bieter
Mayor
City of Boise

Date: _____

John Evans
Mayor
City of Garden City

Date: _____

Stan Ridgeway
Mayor
City of Eagle

Date: _____

Matthew J. Stoll
Executive Director
COMPASS

Date: _____

Amy Revis
District 3 Engineer
Idaho Transportation Department

Date: _____

Kelli Badesheim
Executive Director
Valley Regional Transit

Date: _____

Attachment 1: DEFINITIONS.

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

“State Street/Idaho 44 Corridor” (sometimes referred to herein as the **“Corridor”**) defines the portion of State Street from Idaho 16 east to Boise Downtown Mobility Center – with the State Street Corridor west of Glenwood Boulevard to Idaho 16 being designated Idaho 44.

“State Street Corridor Master Plan” refers to an effort to provide a comprehensive framework for understanding, designing, and implementing land use details, including concentrated, mixed-use development, associated with planned transit improvements in the State Street Corridor.

“State Street Project” for purposes of this MOU shall mean a coordinated effort by the Agencies to implement various steps to transform State Street/Idaho 44 Corridor into an integrated high capacity transit corridor. This integration requires the implementation of land use policies, roadway and multi-modal improvements, and significant enhancements to the transit system.

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

“State Street Transit and Traffic Operational Plan” (TTOP), describes the components to achieve an integrated corridor concept which incorporates multimodal infrastructure, a high-capacity transit system, and transit oriented development. TTOP was adopted by ACHD by Resolution on August 24, 2011, accepted by the City of Boise by Resolution on June 28, 2011, and accepted by City of Eagle on 28, 2011. The City of Garden City adopted the concept of TTOP as a guideline for implementation of transit on the corridor on January 23, 2012. Valley Regional Transit adopted TTOP on May 18, 2012

“State Street Corridor Transit Alternative Analysis” refers to a planned future project that will determine the long-term transit solution in the corridor. This project will evaluate various alternate transit systems. Key outcomes of the alternative analysis will include:

- Determining long term transit operations
- Establishing final transit terminus and routing
- Prepare the region to apply for federal funding to begin implementation

“Communities in Motion” is the six county regional long range transportation plan adopted by the COMPASS Board on August 17, 2006. The 2035 update to CIM was adopted by the COMPASS Board on September 20, 2010. The 2040 update to CIM adopted by the COMPASS Board in July 21, 2014.

“Transportation Improvement Program” (“TIP”) is the regionally approved and

fiscally constrained 5-year Program listing transportation projects programmed for the Treasure Valley region. The TIP identifies the Agency responsible for funding the approved projects, with associated funding by year. Potential future projects that are unfunded or scheduled are identified in a category called “Preliminary Development.”

“**Transit Oriented Development (“TOD”) Policy Guidelines**” refers to the April 2008 document that defines the following eight principles to guide future transit oriented development in the Corridor:

1. Ensure land uses are transit supportive and sensitive to local communities

Purpose: Ensure State Street corridor-wide land uses encourage high frequency transit use, provide for development nodes that offer a wide range of choices, address local community needs and identity, are appropriate for their specific location, and are focused on market realities.

2. Increase density within the corridor and at specific nodes

Purpose: Increase densities surrounding node developments within the State Street corridor. The densities must support high frequency transit services and provide a base for a variety of residential, employment, retail, and local services/amenities that support future (re)development.

3. Define each node to be a “place” responsive to market needs with a unique design and suitable mix of uses

Purpose: Each development node should be unique to the community, the market, and the environment and be attractively designed to support an attractive integrated mixed-use hub of activity.

4. Incorporate pedestrian- and bicycle-oriented design features

Purpose: Prioritize convenient, comfortable, direct, and safe pedestrian linkages to and from development nodes to support a walkable area and promote the use of transit. Pedestrian routes and travel are paramount and the highest priority for a successful TOD.

5. Manage parking, bus and vehicular traffic at nodes

Purpose: Provide transit, bus and private automobile facilities that accommodate circulation and parking needs, while maintaining a comfortable pedestrian environment.

6. Optimize corridor traffic/transit operations to function efficiently and safely

Purpose: Prepare and implement State Street corridor operations plans that balance

vehicular traffic with optimized high capacity public transportation service using appropriate technology to promote efficient and safe travel within the regional and local areas.

7. Maintain a robust outreach and education program

Purpose: Initiate a focused outreach and education program with key stakeholders, decision makers, developers, and neighborhood associations, and other active groups to improve understanding and increase participation in the realization of these policy objectives for the State Street Corridor.

8. Employ approaches that maximize energy conservation and minimize environmental impacts

Purpose: Encourage wise use of innovative technical advances to conserve resources, provide incentives for energy efficient development and redevelopment, and reduce unnecessary consumption of energy and other limited resources currently and in the future.

“**State Street Corridor Market Strategy**” refers to a May 2007 market study that provided a high level analysis of the potential future market for residential housing, retail, and employment in the corridor. The study concluded that apartments and townhouses are likely types of higher density housing, transit oriented development will likely be focused in nodes, new development can have a significant impact on retail growth, and employment emphasis will likely be at the west end of the Corridor, with limited expansion within the Corridor and at the development nodes.

“**Right-of-Way and Alignment Study**” refers to a project that has preliminarily defined the alignment of the 120 foot cross section needed to implement the Corridor, and the extent and location of the right-of-way required to achieve the complete cross section from 23rd Street west to Glenwood Street. While not formally adopted, this information will be used to preserve the needed right-of-way, assist the land use agencies in making land use and development decisions, and eventually purchase the needed land as part of individual implementation projects.

“**Idaho 44 Corridor Study**” refers to an Environmental Assessment project in process that will determine right of way necessary for roadway expansion within the next twenty years. The project limits are from east of Interchange 25 on Interstate 84 in Canyon County east to Ballantyne Road in the city of Eagle.

“**Access Management Policies**” refers to existing and new policies that will appropriately apply access management specific to the Corridor consistent with the objective to promote the desired land use and mobility plans for State Street. Implementation will come either through development or implementation of broader capital improvements.

“**Access Management**” is the systematic control of the location, spacing, design and

operation of driveways, median openings, interchanges, and street connections to a roadway.

“Transportation Demand Management (“TDM”) refers to the identification of 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” defines a designated area with specialized design standards directed toward achieving the desired and planned uses on the State Street Corridor. 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 a particular project.

Attachment 2: SCHEDULE.

Specific project schedules will be prepared following funding allocations and be included in the detailed project plans. The schedules for each project activity identified in Article 2 will reflect the detailed scopes of work, contained in the project plans, at the time funding is available. The preliminary schedule identified below reflects the current understanding of priorities.

State Street Memorandum of Understanding (2016 - 2021) Preliminary Schedule

