

**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 \_\_\_\_\_ day of \_\_\_\_\_, 2024, by and 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, and Valley Regional Transit. Collectively, these entities are referred to herein as “Agencies” or individually as “Agency.”

**BACKGROUND**

The State Street and State Street/Idaho 44 Corridor (the “Corridor”) is identified in the regional long-range transportation plan, *Communities in Motion 2050*, as a regionally significant corridor with a strong transit emphasis. The Corridor is divided into three segments: Downtown Boise to Whitewater; Whitewater to Glenwood; and Glenwood to Highway 16.

The Agencies have worked collectively toward the vision of State Street as a designated transit corridor defined in 2004 in the State Street Corridor Strategic Plan Study. Building upon the original vision, the State Street Transit and Traffic Operations Plan (TTOP) completed in 2011 outlined near, medium and long-term planning and implementation for transit, traffic, and land use. Additional studies and projects are underway.

The original State Street Corridor Implementation Agency MOU (the “Original MOU”) was executed in January 2006 and was updated every five-years by the Agencies with the current MOU expiring on December 31, 2026. The primary purpose of this document is to ensure 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.

**1. PURPOSE; 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 process for coordinating planning and projects for the Corridor, and to delineate roles and responsibilities of agencies to support the coordination.
- C. The term of this MOU shall be five (5) years, and will begin January 1, 2022 and expire December 31, 2026.
- D. Definitions used herein shall have the meaning ascribed to them in **Attachment 1**.

**2. AGENCY ROLES AND RESPONSIBILITIES.**

Each party to this MOU agrees to assign one member each to the Executive Team and the Technical Team. Each Agency to this MOU agrees to apply its best efforts to contribute support to the activities mentioned or implied in the Procedures and Implementation of this MOU section within the limits of available funds and resources. Specific assignments will be determined when each activity is funded and a work plan is prepared.

- A. The key functions of the Executive Team are:
  - Collaborate and align efforts among corridor partners.
  - Identify barriers and challenges and propose solutions or steps for resolutions to coordination affecting corridor development and project implementation.
  - Provide leadership and guidance to support the coordination of the technical work provided by the partners' staffs.
  - Review technical information relevant to policy concerns.
  - Coordinate work efforts and, when possible and appropriate, funding amongst partner organizations to support reviews, updates, and the implementation of the annual work plan.
- B. The key functions of the Technical Team are:
  - Provide and maintain data supporting the performance measurement system
  - Complete technical tasks as assigned by Executive Team
  - Participate in project teams and provide technical support on corridor activities and projects.
  - Produce recommendations and progress reports as assigned
  - Produce an Annual Report

**3. ANNUAL REPORT AND WORK PLAN.**

The Agencies will establish a performance measurement system, including baseline data before the end of the first year of the MOU. The Goals and Objectives defined in

**Attachment 2** establishes the foundation for the performance system.

The Technical Team will produce an annual report including: Measures and Outcomes Progress Report; Inventory of investments and completed projects from the previous year; and recommendations for corridor activities. The Agencies will consider any adjustments to metrics and outcomes on an annual basis by consensus of the Agencies.

The Executive Team is responsible to review Annual Report and establish an Annual State Street Corridor Coordinated Work Plan. The work plan will include: scope, deliverables, schedule and responsible agencies for completing each of the agreed upon activities.

**4. FISCAL RESPONSIBILITIES.**

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 Annual Work Plan described herein to the best of their abilities.

The Corridor is integrated into the region's long-range transportation plan ("Communities in Motion") and local Comprehensive Plans. The parties agree to apply for funds in the appropriate Capital Improvement Plan, 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.

**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 periodic meetings as described above.
- C. Annual Status Report.** An annual MOU status report as described in Article 2(B) 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. It is anticipated 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. Develop a list of agreed upon projects to support building out the corridor.
2. Begin to pursue funding for the agreed upon projects and program these projects in the annual TIP and in the participating Agencies' annual budgets as feasible.
3. Complete Performance Measurement System with baseline data.
4. Prepare Annual Corridor Work Plan, with full participation from appropriate agencies, to support the activities described within and coordinate timing and implementation of specific activities.

**6. LIMITATIONS.**

Nothing in this MOU between the Agencies shall be construed as limiting or expanding the statutory or regulatory responsibilities of any involved individual in performing functions granted to them by law; or as requiring either entity to expend any sum in excess of its respective appropriation. Each and every provision of this MOU is subject to the laws and regulations of the state of Idaho and of the United States.

Nothing in this MOU shall be construed as expanding the liability of either party. In the event of a liability claim, each party shall defend their own interests. Neither party shall be required to provide indemnification of the other party.

**7. EFFECTIVE DATE.**

This MOU shall become effective upon the last signature date among the Agencies.

**8. METHOD OF TERMINATION.**

This MOU shall remain in force unless formally terminated by any Agency after thirty (30) days written notice to all of the other Agencies.

**9. AMENDMENTS.**

Amendments to this MOU shall become effective upon mutual agreement and written approval by all Agencies.

This Memorandum of Understanding (“MOU”) is entered into this \_\_\_\_ day of \_\_\_\_\_, 2024, is an amendment to adopt and recognize revisions to the State Street Traffic and Transit Operational Plan through an Addenda found in Attachment 3:

End of MOU – Signatures Appear on Following Page

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

\_\_\_\_\_  
Chairman  
Board of Ada County Commissioners

Date:\_\_\_\_\_

\_\_\_\_\_  
President  
Ada County Highway District

Date:\_\_\_\_\_

\_\_\_\_\_  
John Brunelle  
Executive Director  
Capital City Development Corporation

Date:\_\_\_\_\_

\_\_\_\_\_  
Lauren McLean  
Mayor, City of Boise

Date:\_\_\_\_\_

\_\_\_\_\_  
Brad Pike  
Mayor, City of Eagle

Date:\_\_\_\_\_

\_\_\_\_\_  
John Evans  
Mayor, City of Garden City

Date:\_\_\_\_\_

\_\_\_\_\_  
Craig Raborn, AICP  
Executive Director, COMPASS

Date:\_\_\_\_\_

\_\_\_\_\_  
Jason Brinkman  
District 3 Engineer  
Idaho Transportation Department

Date:\_\_\_\_\_

\_\_\_\_\_  
Elaine Clegg  
CEO, 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 Main Street Station west to Idaho 16 – with the State Street Corridor west of Glenwood Boulevard to Idaho 16 being designated Idaho 44.

**“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.

**“Communities in Motion” (“CIM”)** is the regional long-range transportation plan adopted by the COMPASS Board of Directors. The most recent update, *Communities in Motion 2040 2.0*, was adopted on December 17, 2018.

**“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.”

**“State Street 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 23<sup>rd</sup> 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.

## Attachment 2: State Street Corridor Collaboration Goals and Objectives

### Goals:

1. Maximize the movement of **people** within the physical constraints of corridor
2. Minimize the **cost** of travel in the corridor (including person delay, reliability, household costs spent on transportation, etc.)
3. Support the development of vibrant, livable **communities** thus enabling the mobility of residents of all abilities, maximizing the development opportunities along the corridor, and facilitating the development of high-quality public spaces.

### Objectives:

- A. Establish measurable criteria that support the vision of the goal statement
- B. Establish processes for coordination of activities scheduled to occur as the corridor is developed.
- C. Address concerns and policy questions that address concerns emerging from the implementation and review of the TTOP.
- D. Establish processes for engaging governing bodies of the organizations that lead to effective collaboration in the corridor's development.
- E. Make decisions that optimize existing investments in the corridor.

**Attachment 3: State Street Traffic & Transit Operations Plan: TTOP Addenda**



# BUILDING A BETTER State Street

**Addenda: State Street Transit and Traffic and Operation Plan (TTOP) Revision**  
**Date: October 30, 2023**

## **Recommendation/Request**

The State Street Transit and Traffic Operational Plan (TTOP) has guided coordinated action along State Street for the last 11 years. Over the years State Street partners have made progress on various elements of the TTOP. Implementation of the TTOP has also required partners to consider updates to specific elements in the plan. The Transit Operational Analysis (TOA) is one of those planning projects that results in recommending an update to the TTOP. The technical team and State Street executive team met and recommended the following changes.

## **Changes Summary**

- HOV lane changed to Multi-modal Lane
- 7 Lane ACHD Cross-Section
- 5 Lane ITD Example Cross Section
- Update long range transportation reference maps
- TOD development to happen before to drive transit improvements
- In-Lane stops replace bus pull-outs

## **Description**

### **State Street Widened to Seven Lane Cross-Section (TTOP page 24 & 39, Figure 18 & 24).**

The seven-lane configuration has reconfigured the HOV lane as a multi-modal curbside travel lane, that will accommodate a broad range of uses including right turn traffic, business access, in-lane bus stops and other potential transit priority spot treatments. The State Street Corridor Operational Analysis identified that transit priority spot treatments such as right turn only except bus restrictions at intersections or queue jumps can be utilized to benefit transit operations without degrading general purpose traffic. These strategies used in combination with off-board payment, near-level boarding, routing bike lanes behind the bus stops, transit signal priority, and strategic bus stop consolidation can all work together to deliver a strong multi-modal corridor.

The typical cross section is also updated to show a buffered multi-use path rather than on street bicycle lanes. The cross section continues to show trees in the median and in pedestrian buffers to create the desired pedestrian experience and streetscape. It is recognized that trees may not be possible in all locations. Cross-section widths are 127 feet as shown on the diagram and are considered desirable but may be reduced depending upon available right-of-way, or utility conflicts. Traffic lane widths may also vary between 11 and 12 feet depending on site specific needs.

Two revised cross sections have been created one for ACHD and one for ITD. The ACHD cross-section shows an 11' foot lane width, a tree in the median and a shared-use pathway. The ITD cross-sections are shown as examples to provide guidance in specific areas where it





## BUILDING A BETTER State Street

was unclear how facilities would integrate. Example Section A-A is a 5-lane highway at an intersection with a bus stop and utilizing the additional lane as a bus bay. Example Section B-B is a 5-lane highway includes the shared use pathway and how that could be integrated with ACHD sections with a shared use pathway. Notes have been provided with the new cross sections which illustrate changes and identify exceptions, see attachments 1-3 below.

*Note: From 23<sup>rd</sup> to Gary Lane, a road widening project to 7 lanes has been identified in the medium-term improvements (Fig. 23) see Attachment 1: ACHD below.*

*From Gary Lane to Eagle Road, a road widening project to 7 lanes is identified in the long-term improvements (Fig. 25) in the TTOP, but plans have not been developed. See Attachments 2-3: ITD below for guidance on 5 lanes.*

### Low & High Transit Network Maps (TTOP Pages 19-20, Figures 8-9)

The TTOP envisions low and high transit networks for the horizon year of 2035, which were developed at the time of the plan in 2011. Since that time two long range plans for transportation and transit have built upon the low and high networks. COMPASS has completed Communities in Motion 2050, which outlines a funded and unfunded network. Moving forward, the CIM 2050 funded network or its successor should be referenced for the low transit network and the unfunded network or its successor for the high transit network. In addition, Valley Connect 2.0 also outlines a growth scenario network or its successor that should be referenced and maybe more accurate for the 2035 horizon. The CIM 2050 unfunded network provides more routes connecting between Middleton to Meridian and outlying areas to the south and north than VC 2.0 but is 15 years further down the timeline (2050). As long-range transportation plans are updated the newest network map should be referenced. See attachments 4-6 below.

### Medium & Long-term improvements (TTOP Pages 56 & 60)

Medium and Long-term improvements are outlined for the corridor and identify thresholds of ADT > 43,000, transit ridership of 1500-3000 riders/day and TOD site development in specific locations **before** installation of improvements. This update acknowledges that the transit improvements will benefit existing riders, support the TOD site development and are part of the strategy to grow ridership to the target levels of 1500-3000 daily riders. Land development within the TOD nodes should be developed as far ahead as possible to begin building ridership for transit. The development of multi-family residential and businesses requiring higher number of employees will especially drive ridership, as well as park and ride lots at either end will accommodate ridership as outlying areas develop.

### Transit Treatment (TTOP, Pages 55, 57 Figure 22-23, and throughout the document)

As mentioned above, the State Street Corridor Operational Analysis identified in-lane bus stops will result in significant travel time savings for transit compared to bus pull-outs. Henceforth, references to bus bays and pull-outs are to be replaced with in-lane bus stops as described in the TOA and are recommended for speeds under 45mph. Further more, the





## BUILDING A BETTER State Street

priority transit treatments identified in the TOA replace those specifically called out in the TTOP.

### More Information

#### Attachments:

1. State Street Typical Section \_ACHD
2. State Street Example Section A-A \_ITD
3. State Street Example Section B-B\_ITD
4. Communities in Motion 2050 [funded network](#)
5. Communities in Motion 2050 [unfunded network](#)
6. [Valley Connect 2.0](#)

#### Links:

1. [State Street TTOP](#)
2. [State Street TOA](#)

### State Street Technical Group:

[Stephen Hunt, Valley Regional Transit](#)

[Kate Dahl, Valley Regional Transit](#)

[Joseph Guenther, Valley Regional Transit](#)

[Lila Klopfenstein, COMPASS](#)

[Tom Laws, Ada County Highway District](#)

[Mark Wasdahl, Idaho Department of Transportation](#)

[Zach Piepmeyer, Capital City Development Corporation](#)

[Bre Brush, City of Boise](#)

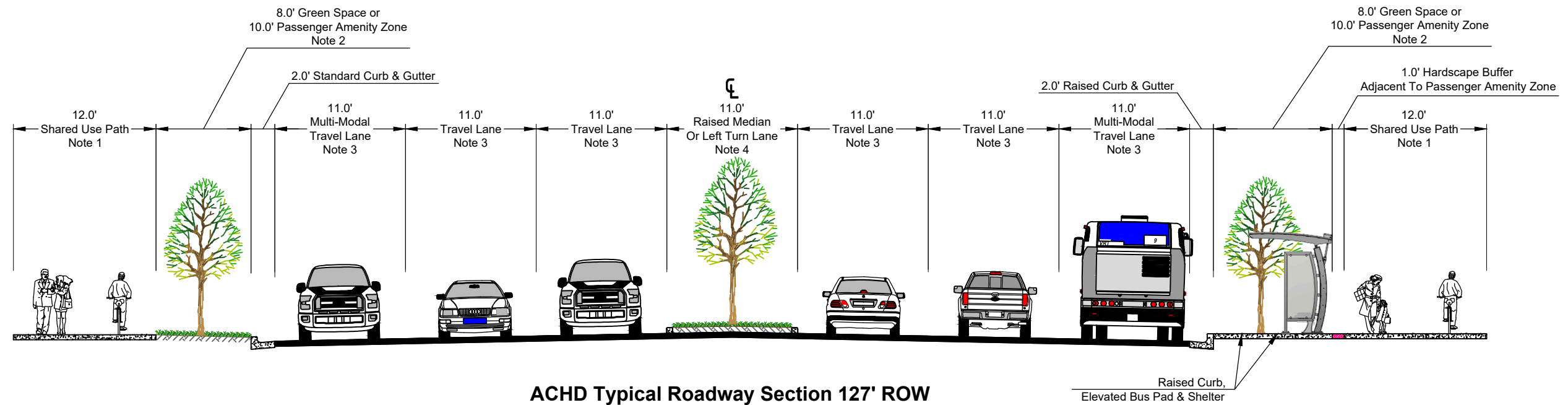
[Jenah Thornborrow, Garden City](#)

[Nichoel Baird-Spencer, City of Eagle](#)

[Brent Moore, Ada County](#)

[Stacey Yarrington, Ada County](#)



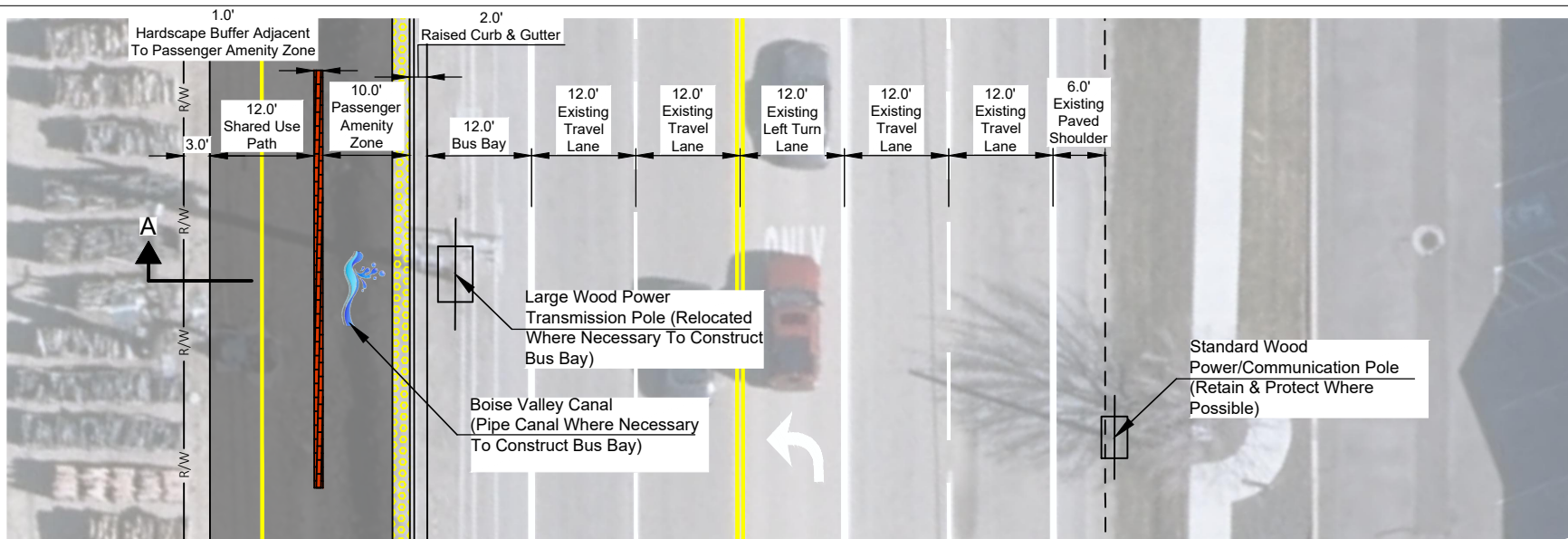


### ACHD Typical Roadway Section 127' ROW

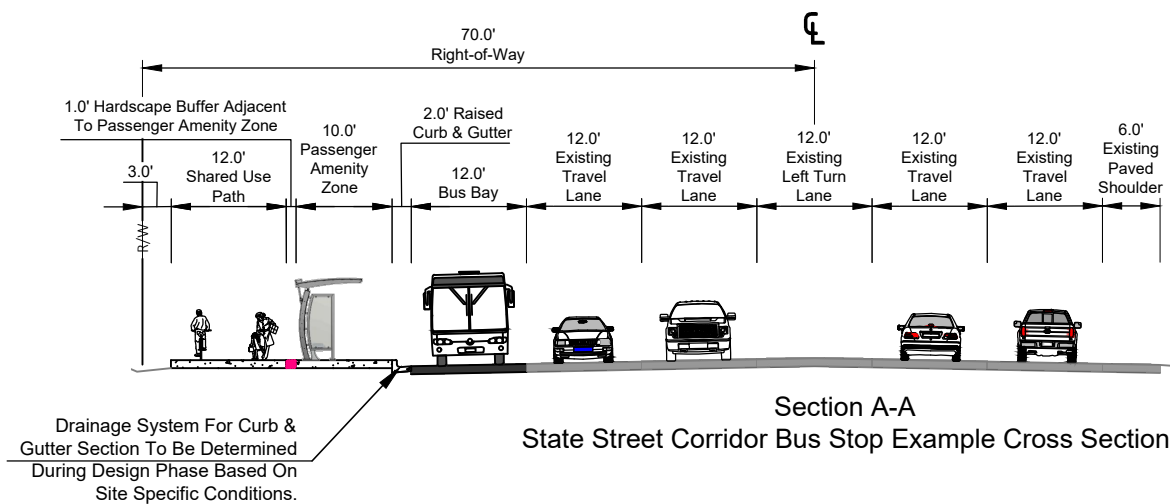
Seven (7) Lane Configuration  
N.T.S.

#### Typical Section Notes:

1. The desired width of the Shared Use Path is 12-feet. However, the width of Shared Use Path may be reduced to 10-feet where physical or right-of-way constraints exist. Alternately, the Shared Use Path may be omitted and replaced with a sidewalk of appropriate width as approved during design review of detailed construction plans for State Street improvements.
2. A minimum Green Space width of 8-feet is required for tree planting or can be extended to 10 feet for larger street trees per ACHD policies. It may be necessary to reduce the Green Space width due to physical or right-of-way constraints. Planting of trees, shrubs or grass in the Green Space may be prohibited due to vision sight triangle requirements at driveways and intersections, unavailability of irrigation, drainage concerns, utilities in the Green Space area or space constraints.
3. All travel lanes shown on the typical section are intended to be "general use lane" available for all vehicle types. Typical lane widths are 11-feet. Narrower lane widths will require special approval from ACHD. Wider lanes may be used where space is available or where the existing road width or travel lanes are already wider. Additional lanes may be incorporated into the typical section to accommodate turn lanes at intersections.
4. The center "lane" may be used to accommodate left turn lanes at intersections, a two-way-left-turn lane where left turn movement to/from adjacent properties are allowed, or may be constructed as a raised median to prohibit left turn movements. Where a raised median is constructed, the width of the center "lane" may be reduced to help alleviate space constraints or right-of-way impacts. Planting of trees, shrubs or grass in the raised median may be prohibited due to unavailability of irrigation, drainage concerns, utilities in the raised median area or space constraints if the raised median is narrowed.



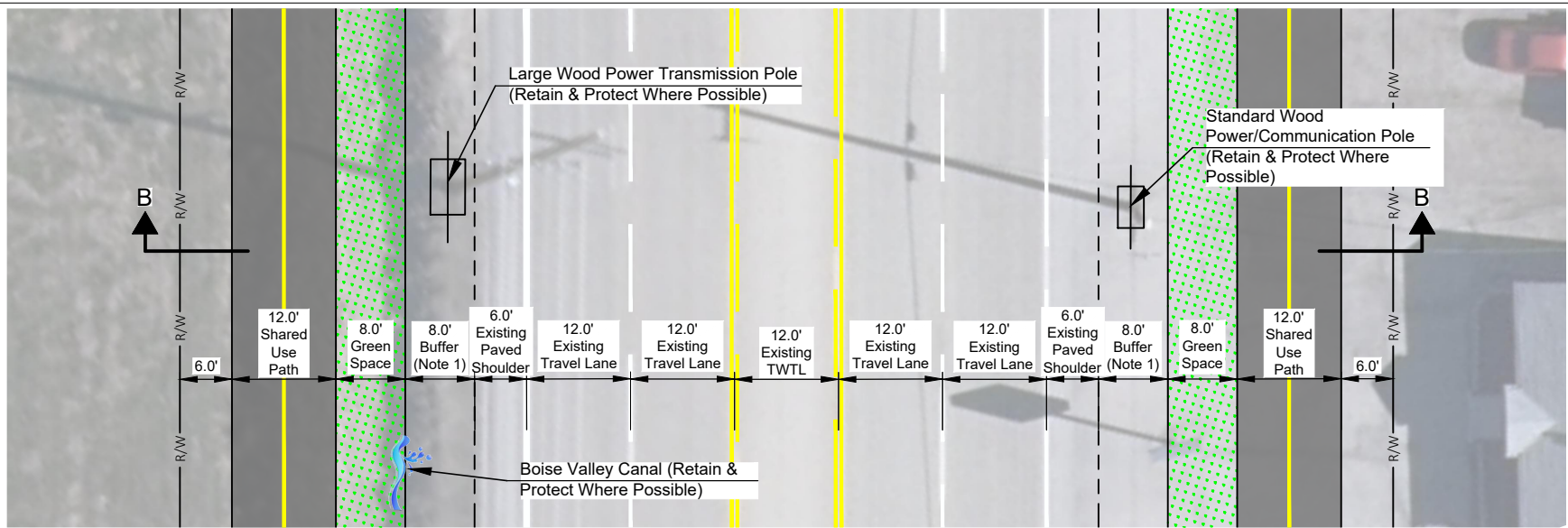
State Street Corridor Bus Stop Example Plan View  
(Example Location West Of N. Bogart Ln.)



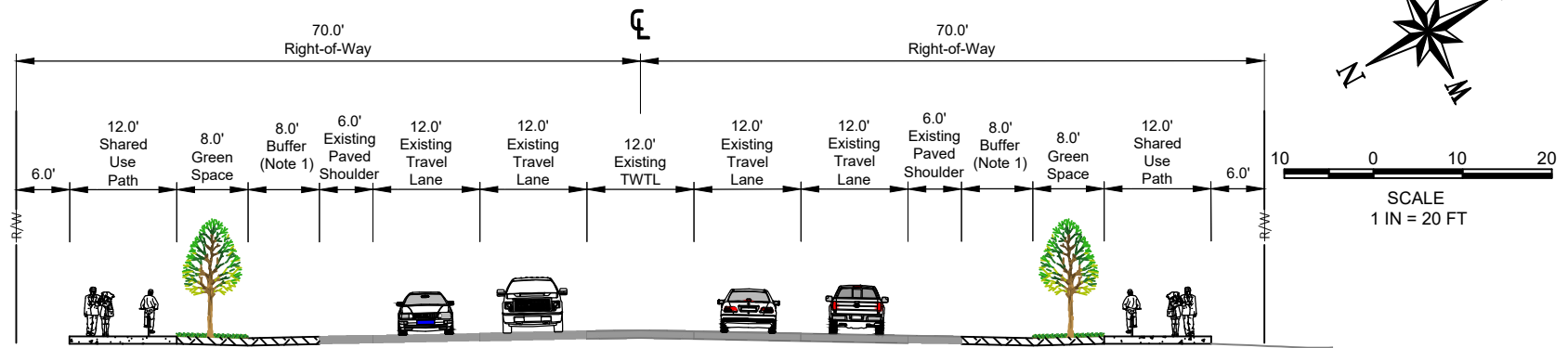
Section A-A  
State Street Corridor Bus Stop Example Cross Section

**Notes:**

1. The example location shown in this exhibit may not be representative of all portions of W State Street, from N. Glenwood Street to State Highway 55. The improvements being shown outside the existing 5-lane roadway & the 70' half right-of-way width will have significant impacts to private property & private infrastructure.
2. The desired width of the shared use path is 12-feet. However, the width of shared use path may be reduced to 10 feet where physical or right-of-way constraints exist. Alternately, the shared use path may be omitted and replaced with a sidewalk of appropriate width as approved during design review of detailed construction plans for State Street improvements.
3. All travel lanes shown (except the "Bus Bay") are intended to be "general use lanes" available for all vehicle types.
4. The "Bus Bay" is intended to be a bus only lane adjacent to the bus boarding & alighting area, allowing the bus to stop outside the travel lane. Appropriate roadway widening transitions & merge lane tapers are required before & after the bus stop location.



State Street Corridor Example Plan View  
(Example Location ±600' West Of N. Bogart Ln)

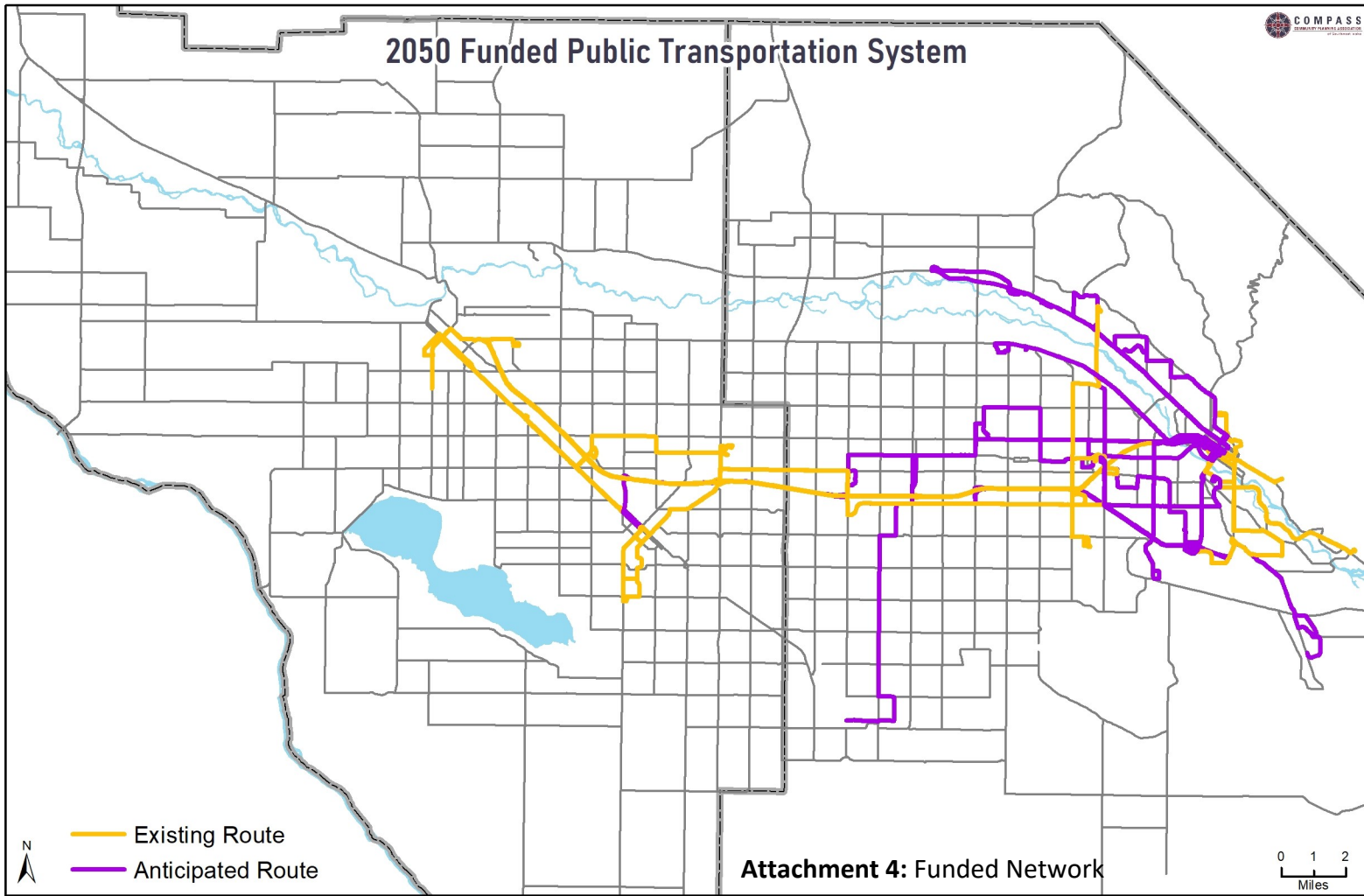


Section B-B  
State Street Corridor Example Cross Section

**Notes:**

1. The 8.0' buffer shown on each side of the roadway coincides with the approximate location of existing power transmission & power distribution/communication poles.
2. The example location shown in this exhibit may not be representative of all portions of W State Street, from N. Glenwood Street to State Highway 55. The improvements being shown outside the existing 5-lane roadway & the 140' right-of-way width will have significant impacts to private property & private infrastructure.
3. The desired width of the shared use path is 12-feet. However, the width of shared use path may be reduced to 10 feet where physical or right-of-way constraints exist. Alternately, the shared use path may be omitted and replaced with a sidewalk of appropriate width as approved during design review of detailed construction plans for State Street improvements.
4. A minimum green space width of 8-feet is required for tree planting & tree trunks within the clear zone must be less than 4" in diameter. It may be necessary to reduce the green space width due to physical or right-of-way constraints. Planting of trees, shrubs or grass in the green space may be prohibited due to vision sight triangle requirements at driveways and intersections, unavailability of irrigation, drainage concerns or utilities in the green space area.
5. All travel lanes shown are intended to be "general use lanes" available for all vehicle types.

# 2050 Funded Public Transportation System

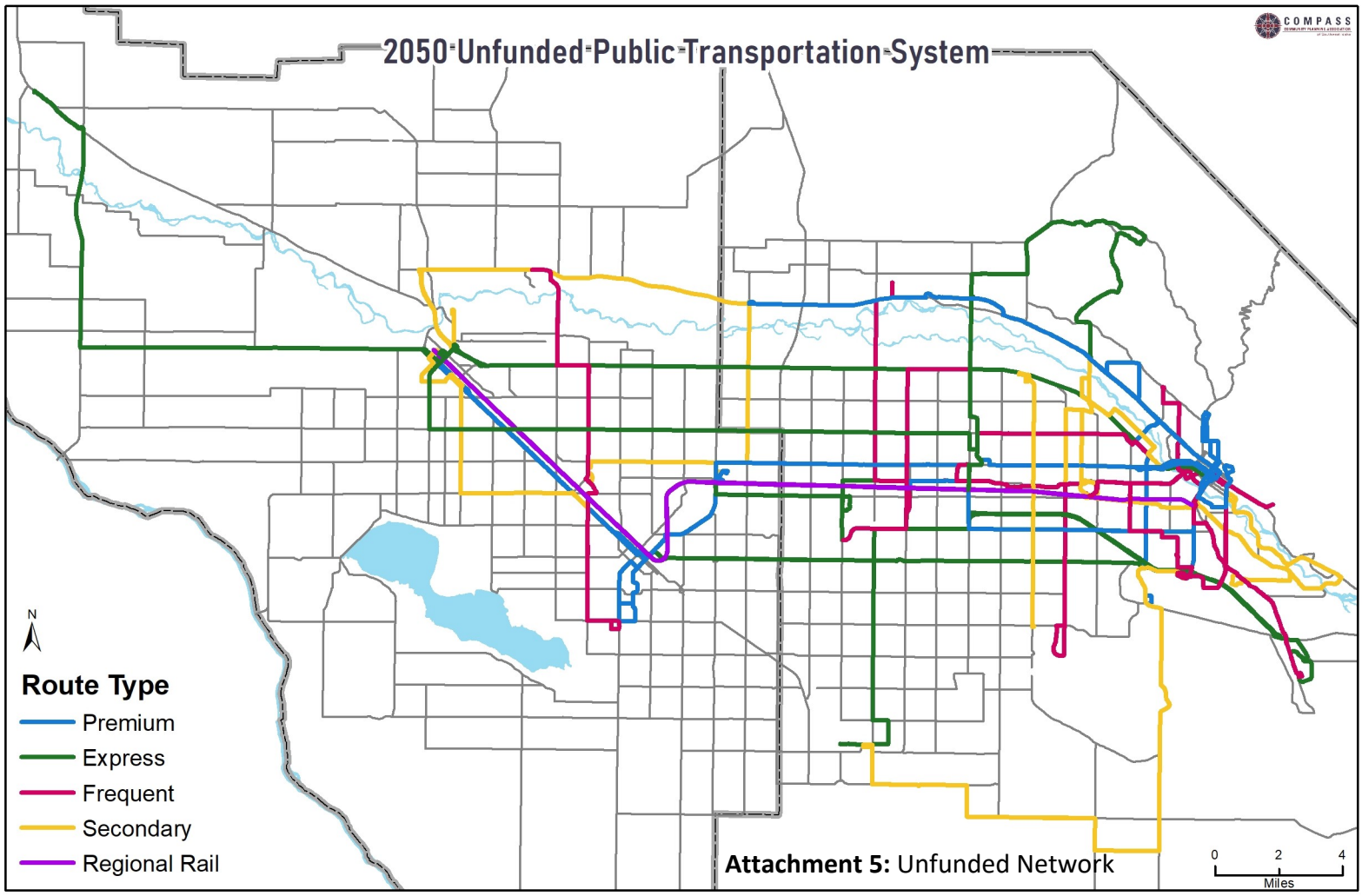


- Existing Route
- Anticipated Route

**Attachment 4: Funded Network**

0 1 2  
Miles

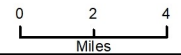
# 2050 Unfunded Public Transportation System



## Route Type

- Premium
- Express
- Frequent
- Secondary
- Regional Rail

**Attachment 5: Unfunded Network**





**FIGURE 11.**  
ValleyConnect 2.0 Growth Scenario Conceptual Network

