Communities in Motion 2040 Amendment #2

Communities in Motion 2040 (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties, was adopted by the Board of Directors of the Community Planning Association of Southwest Idaho (COMPASS) in July 2014.

The plan was amended in June 2016 and again in June 2017. This document explains the June 2017 amendment and outlines where and how it affects the content of the plan. The plan document itself will not be changed or reprinted. Learn more about the June 2016 plan amendment.

Amendment #2. Long-range transportation plans, such as CIM 2040, must be fiscally constrained, meaning they can only plan for projects that can realistically be accomplished with identified funding. These projects are included on lists of “funded” projects within CIM 2040. However, project needs significantly exceed the funding identified in CIM 2040. Therefore, 33 needed but unfunded projects were prioritized and identified in CIM 2040, to be funded if and when additional funding became available.

Such was the case with unfunded priority number one: Interstate 84 (City of Caldwell to Franklin Boulevard Interchange). While unfunded when CIM 2040 was adopted in 2014, new funding was identified for a portion of the project. In March 2017, the Idaho Legislature approved $300 million in Grant Anticipation Revenue Vehicle (GARVEE) bonding. In April 2017, the Idaho Transportation Board voted to use $150 million of this bonding authority to address the eastern portion of the region’s #1 unfunded priority and widen Interstate 84 in Nampa from the Karcher Road (Midland Boulevard) Interchange to the Franklin Boulevard Interchange from two lanes in each direction to three.

In order for the project to move forward, CIM 2040 needed to be amended to show that funding was secured for this project. Public comment was solicited on the proposed amendment (see below); the amendment was subsequently approved by the COMPASS Board of Directors on June 19, 2017. The amendment updates both the “funded” and “unfunded” lists of projects in CIM 2040, by moving a portion of this project from the “unfunded” to the “funded” category. The remainder of needed widening on I-84 (City of Caldwell to Karcher Road Interchange) remains at the top of the “unfunded” priority list.

Project. The project will widen I-84 in the City of Nampa from the Karcher Road (Midland Boulevard) Interchange to the Franklin Boulevard Interchange from two lanes in each direction to three. The project also includes auxiliary lanes between Northside Boulevard and Franklin Boulevard and reconstruction of the Northside overpass, and Mason Creek culvert. Construction would likely begin in summer 2018 and be complete in approximately 2022.

Details.
- Air quality conformity: Demonstration of air quality conformity was not required for this amendment as a conformity demonstration is only required for projects in northern Ada County.

Impact on Communities in Motion 2040 Document. The table on the following page shows how and where the amendment affects the plan.
The actual cost of this project differs significantly from the 2014 estimated cost; therefore, the impact on the sum of unfunded needs and the total funding shortfall is not a direct calculation. For that reason, changes to dollar figures in Tables E.S. 2, 6.5, and 6.7, and on page four of the CIM summary, are not shown in this document.