

Communities in Motion 2035 Amendments

Communities in Motion 2035, 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 September 2010.

The plan has been amended three times since its adoption in 2010. The plan document itself will not be changed or reprinted to reflect the amendments. Instead, this document explains the amendments and outlines where and how those amendments affect the plan.

Amendment #1.

- **Purpose:** To rebuild Interstate-84 interchanges at Meridian Road (Exit 44), Broadway Avenue (Exit 54), and Gowen Road (Exit 57). These projects had been listed in *Communities in Motion 2035* as “unfunded” or “partially funded” because funding for these projects was not anticipated during the life of the plan. However, due to cost savings on other projects, the Idaho Transportation Department is able to fund these projects after all. The amendment moved the Meridian Road corridor from the “unfunded” project list in *Communities in Motion 2035* to the “funded” list. Interstate 84 remains on the “partially funded” project list, as these amendments do not fund the entirety of the identified needed improvements along the corridor.
- **Approved by COMPASS Board:** October 15, 2012. Resolution No. 02-2013.
- **Public comment:** August 27 – September 25, 2012. [View comments.](#)
- **Air quality conformity:** Demonstration of air quality conformity was not required for this amendment because the three proposed projects were to rebuild and improve already existing infrastructure.

Amendment #2.

- **Purpose:** To widen Interstate-84 between Broadway Avenue and Gowen Road from two lanes in each direction to three. This project had been listed in *Communities in Motion 2035* as “partially funded” because funding for this project was not anticipated during the life of the plan. It was “partially” funded, as opposed to “unfunded” as the widening was included as part of a larger project. However, due to cost savings on other projects, the Idaho Transportation Department is able to fund this widening project after all. Because this amendment still does not fund the entirety of the needed improvements, the corridor remains on the “partially funded” project list in *Communities in Motion 2035*.
- **Approved by COMPASS Board:** January 28, 2013. Resolution No. 09-2013.
- **Public Comment:** December 21, 2012 – January 11, 2013. [View comments.](#)
- **Air quality conformity:** An air quality conformity demonstration was required for this amendment, as it increased capacity of this stretch of Interstate-84. The conformity analysis demonstrated that the project did meet conformity requirements, meaning that it would not cause northern Ada County to exceed emissions “budgets” established in required air quality planning documents. Visit www.compassidaho.org/prodserv/aq-demo.htm to view the conformity demonstration report.



700 N. East 2nd Street,

Suite 200

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

Amendment #3.

- Purpose: To provide funding to widen Eagle Road (State Highway 55) in Meridian between River Valley Street and Interstate 84 and begin designing a project to widen US Highway 20/26 between Smeed Parkway and Middleton Road near Caldwell.

The Eagle Road project moved from the “unfunded” list to the “funded” list of projects in *Communities in Motion 2035*. One additional northbound lane will be added running from Franklin Road to Fairview Avenue and one additional southbound lane from River Valley Street to Interstate-84. When complete, Eagle Road, from Interstate-84 north to River Valley Street will include three through lanes in each direction.

The widening between Franklin Road and Fairview Avenue and between River Valley Street and Franklin Road will be paid for by the developer of the Meridian Town Center development through “State Tax Anticipated Revenue” (“STAR”) financing. Using this funding mechanism, the developer will pay for the improvements up front, then be reimbursed for costs via sales tax generated by the development. The Idaho Transportation Department will fund the Franklin Road to Interstate 84 section using Highway Safety Improvement Program funds.

The US Highway 20/26 project moved from the “unfunded” to the “partially funded” list, as only the design of the project has been funded through this amendment and because the geographic scope of the project is broader in *Communities in Motion 2035* than is funded through this amendment. In a proposed agreement with the City of Caldwell, the Idaho Transportation Department (ITD), who manages US 20/26, would widen the road between Smeed Parkway and Middleton Road and the City of Caldwell would take over long-term maintenance of a different ITD road – a business loop route through Caldwell. This proposed agreement has allowed the US 20/20 project to move into the design phase.

- Approved by COMPASS Board: September 16, 2013. Resolution No. 17-2013.
- Public comment: August 5 – September 4, 2013. [View comments](#).
- Air quality conformity: Demonstration of air quality conformity was not required for this amendment because the project on US 20/26 was for design only and the widening project on State Highway 55 had already been included in the conformity demonstration.

The tables on the following two pages list how and where these amendments affect the plan. An updated map of the funded/unfunded projects can be found [online](#).

Text Changes to *Communities in Motion 2035* Based on Amendments 1, 2, and 3

Pages	Location	Change
2-28, 2-29	Chapter 2 (public comments)	The bulleted list at the bottom of page 2-28 and top of page 2-29 reflects public comments from 2010 on funded vs. unfunded corridors. Public support was expressed for funding (or providing additional funding) for US 20/26, Meridian Interchange, I-84, and State Highway 55 (Eagle Road). These corridors have all received additional funding through the three amendments. Public comment was also received expressing support for less funding for US 20/26.
5-21	Chapter 5, Figure 5-6: Funded and Unfunded Corridors	An updated map showing additions to the funded corridors can be found online .
5-22	Chapter 5, Table 5-7: Funded Corridors with 2035 Demographics	This data in this table (vehicle miles of travel, hours of delay, and travel time to/from common locations) have not been updated. Given the nature and location of the additional funded projects these changes would be negligible.
5-23	Chapter 5, Figure 5-7	This map has not been updated. Given the nature and location of the additional funded projects any changes would be negligible.
5-25	Chapter 5, Table 5-9: Population and Employment Changes Within One Mile of Corridor	<p>Move "I-84 (Broadway - Isaacs Canyon)" and "SH 55 (I-84 to River Valley Street)" from the "Unfunded" to the "Funded" portion of table. Population/employment data do not change.</p> <p>While both I-84 and US 20/26 are partially funded, the majority of this section of I-84 is now funded; therefore, moved to the "funded" portion of this table. The majority of US 20/26 remains unfunded; therefore, remaining on the "unfunded" portion of this table.</p>
5-27	Chapter 5, Figure 5-9: Funded and Unfunded Corridors with Community Choices Scenario	An updated map showing additions to the funded corridors can be found online .
5-30, 5-31, 5-32	Chapter 5, Table 5-12	<p>Add the following projects to the table:</p> <p><u>I-84b.</u></p> <ul style="list-style-type: none"> • Broadway Avenue Interchange rebuild (2014) • Gowen Road Interchange rebuild (2014) • Widen between Broadway Avenue and Gowen Road (2014) <p><u>Meridian Road.</u></p> <ul style="list-style-type: none"> • Meridian Road Interchange rebuild (2013) <p><u>State Highway 55 (Eagle Road).</u></p> <ul style="list-style-type: none"> • Widen between River Valley Street and I-84 (2014) <p><u>US 20/26.</u></p> <ul style="list-style-type: none"> • Design widening between Smeed Parkway and Middleton Road (2014)
NA	Chapter 5, Corridors: I-84/I-184 and Meridian Road	<p>View updated summaries for these corridors:</p> <ul style="list-style-type: none"> • I-84/I-184 • Meridian Road • State Highway 55 (Eagle Road) • US 20/26

CIM 2035 Amendments - Changes to Funding Tables

Funded Corridors (Tables ES-5 and 5-4)	Original		Amendment 1 - Rebuild 3 Interchanges		Amendment 2 - Widen I-84		Amendment 3 - Widen Eagle Road and Design Widening of Portion of US 20/26	
	Funded Amount	Unfunded Amount	New Funded Amount*	New Unfunded Amount	New Funded Amount	New Unfunded Amount	New Funded Amount	New Unfunded Amount
	Meridian Interchange (NEW ID 10)**	NA	NA	\$40,000,000	NA	NA	NA	NA
SH 55 (NEW)**	NA	NA	NA	NA	NA	NA	\$10,815,000	NA
Table Total	\$723,947,000	NA	\$763,947,000	NA	\$763,947,000	NA	\$774,762,000	NA

*funding for Meridian Interchange (\$40,000,000) is shown here; the other two interchanges are shown as I-84 (ID 1) in the "Partially Funded Corridors" table

**Moved from the "Unfunded Corridors" table.

Partially Funded Corridors (Tables ES-6 and 5-5)	Original		Amendment 1 - Rebuild 3 Interchanges		Amendment 2 - Widen I-84		Amendment 3 - Widen Eagle Road and Design Widening of Portion of US 20/26	
	Funded Amount	Unfunded Amount	New Funded Amount*	New Unfunded Amount	New Funded Amount**	New Unfunded Amount	New Funded Amount	New Unfunded Amount***
	I-84 (ID 1)	\$136,151,000	\$245,077,000	\$208,151,000	\$173,077,000	\$211,151,000	\$170,077,000	NA
US 20/26 (NEW)****	NA	NA	NA	NA	NA	NA	\$775,000	\$263,261,000
Table Total**	\$704,052,000	\$2,454,388,000	\$776,052,000	\$2,382,388,000	\$779,052,000	\$2,379,388,000	\$779,827,000	\$2,642,649,000

*Reflects addition of \$44,000,000 for the Broadway Interchange and \$28,000,000 for the Gowen Interchange

**Reflects addition of \$3,000,000 for widening.

*** The total "unfunded amount" increased after Amendment 3 because it now includes \$263,261,000 for US 20/26, which was originally included in the "Unfunded Corridors" table.

****Moved from the "Unfunded Corridors" table.

Unfunded Corridors (Tables ES-7 and 5-6)	Original		Amendment 1 - Rebuild 3 Interchanges		Amendment 2 - Widen I-84		Amendment 3 - Widen Eagle Road and Design Widening of Portion of US 20/26	
	Funded Amount	Unfunded Amount	New Funded Amount	New Unfunded Amount	New Funded Amount	New Unfunded Amount	New Funded Amount	New Unfunded Amount
	Meridian Interchange (ID 11)*	\$0	\$35,000,000	Moved to "funded"		NA	NA	NA
SH 55 (ID 16)**	\$0	\$19,517,000	NA	NA	NA	NA	Moved to "funded"	
US 20/26 (ID 21)***	\$0	\$264,036,000	NA	NA	NA	NA	Moved to "partially funded"	
Table Total***	\$0	\$1,455,250,000	\$0	\$1,420,250,000	\$0	\$1,420,250,000	\$0	\$1,136,697,000

*Project moved to the "Funded Corridors" table; \$35,000,000 removed from total unfunded amount from this table; \$40,000,000 in updated budgeted costs added to "Funded Corridors" table.

**Project moved to the "Funded Corridors" table; \$19,517,000 removed from total unfunded amount from this table; \$10,815,000 in updated budgeted costs added to "Funded Corridors" table.

***Project moved to the "Partially Funded Corridors" table; \$775,000 funded; \$263,261,000 unfunded

Notes:

- "ID" in these tables refers to identification numbers assigned in the original tables in the *Communities in Motion 2035* document.
- These tables only show projects and table totals as affected by amendments. Full tables showing all projects can be found online at http://www.compassidaho.org/documents/prodserv/CIMupdate/2010/FINAL/EXECUTIVE_SUMMARY.pdf.
- Updated figures for individual corridors are only shown when changed due to an amendment.
- "Table Totals" reflect updated total amounts in each table after each amendment.
- Funded amounts reflect actual approved budgets; in some instances this differs from original unfunded estimates.