



Working together to plan for the future

June 20, 2016

Communities in Motion 2040 Amendment #1

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. This document explains the amendment and outlines where and how it affects the content of the plan. The plan document itself will not be changed or reprinted.

Amendment. 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 project need 23: State Highway 55/Midland Boulevard bottleneck in the City of Nampa. While unfunded when CIM 2040 was adopted in 2014, the City of Nampa and the Idaho Transportation Department worked together to identify funding for the project in 2016, to allow for construction in 2017.

In order for the project to move forward, CIM 2040 needed to be amended to show that funding has been 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 20, 2016. The amendment updates both the "funded" and "unfunded" lists of projects in CIM 2040, by moving this project from the "unfunded" to the "funded" category.

Project. The Interstate 84 interchange with State Highway 55 (Karcher Road) and Midland Boulevard was constructed in 2006 and immediately spurred development on the northeast side of I-84. The rapid development created a traffic bottleneck and safety issues; the need to fix these issues was identified as unfunded prioritized project number 23 in CIM 2040.

In 2016, a project was designed to address the bottleneck and safety issues. The project will add a second southbound through lane (approximately 500 feet) on Midland Boulevard at the I-84/Karcher Interchange, add a second westbound-to-southbound left turn lane on the Karcher Bypass, remove the 33B off-ramp, and modify the 33A loop ramp configuration to accommodate the additional lane.

The estimated cost of the project is \$2,590,000; construction will occur in 2017.

Details.

- Approved by COMPASS Board: June 20, 2016. Resolution No. 10-2016.
- Public comment: May 9 – 23, 2016. [View comments.](#)
- 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.

House Bill 312. In 2015, the Idaho Legislature passed House Bill 312 (HB312), which increased transportation funding for maintenance projects throughout Idaho. This resulted in an increase of approximately \$9 million per year in Ada and Canyon Counties for local roadway jurisdictions. While unrelated to the amendment, this change does affect the funding outlined in CIM 2040. Changes to the plan reflecting this increase in funding are shown in the table in red.

Impact on Communities in Motion 2040 Document. The table on the following pages shows how and where the amendment and HB312 affect the plan.

Text Changes to *Communities in Motion 2040*
Based on June 20, 2016, Amendment (green text) and
Additional Revenue Based on HB312 (red text*)

Page	Location	Change															
<i>Communities in Motion 2040</i> Document																	
11	List of unfunded needs	Remove "23. State Highway 55/Midland Boulevard Bottleneck (in City of Nampa)"															
13	Table ES.1	<table border="1"> <thead> <tr> <th>Source</th> <th>Average Annual Amount</th> <th>Projected Total, 2014 - 2040</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$25 million (\$24.6 million)</td> <td>\$664 million</td> </tr> <tr> <td>State</td> <td>\$43 million</td> <td>\$1.2 billion</td> </tr> <tr> <td>Local</td> <td>\$141 million (\$140.7 million)</td> <td>\$3.8 billion</td> </tr> <tr> <td>Total</td> <td>\$209 million</td> <td>\$5.6 billion</td> </tr> </tbody> </table>	Source	Average Annual Amount	Projected Total, 2014 - 2040	Federal	\$25 million (\$24.6 million)	\$664 million	State	\$43 million	\$1.2 billion	Local	\$141 million (\$140.7 million)	\$3.8 billion	Total	\$209 million	\$5.6 billion
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66	State Funding for Roadways	<p>Add a sentence to the end of the paragraph to say:</p> <p>Vehicle registration fees and the state fuel tax rate were raised in 2015; the new state fuel tax rate is 32¢ per gallon. The legislation that raised these rates stipulates that the "new" funds can only be used for maintenance of the existing transportation system.</p>															
96	List of unfunded needs	Remove "23. State Highway 55/Midland Boulevard Bottleneck (in City of Nampa)"															
97	Figure 6.3	Remove "23. State Hwy 55/Midland Road Bottleneck"															
98	Third paragraph	Change to read: Between 2014 and 2040, local revenue sources in Ada and Canyon Counties are estimated to generate about \$3.8 billion, for a total of \$5.6 billion anticipated revenue from local, state, and federal sources.															
100	Table 6.2	<p>Add new row between rows 3 and 4, to read:</p> <p>CIM Priority corridor: 23</p> <p>Project: I-84, Karcher Interchange, Nampa</p> <p>Add a second southbound through lane on Midland Boulevard at the I-84/Karcher Interchange; add a second westbound-to-southbound left turn lane on Karcher Bypass; remove the 33B off-ramp; and modify the 33A loop ramp configuration to accommodate the additional lane.</p> <p>Total Cost, Current \$: \$2,298,000</p> <p>Total Cost, Year of Expenditure \$: \$2,298,000</p> <p>Key Number: 19814</p>															
101	Table 6.2	<p>Update last row to read:</p> <p>Total Short-Term Budgeted Regional Capital Projects</p> <p>Total Cost, Current \$: \$280,973,000</p> <p>Total Cost, Year of Expenditure \$: \$282,654,000</p>															
112	Table 6.5	Remove "23. State Highway 55/Midland Boulevard Bottleneck in City of Nampa) – add a south-bound land on Midland Boulevard from westbound ramp to overpass. \$900,000"															
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113	Table 6.5	Unfunded Total Project Needs: \$3,470,895,000															
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Communities in Motion 2040 Document, Cont.

119	Table 6.7		Needs	Funding*	Shortfall
		Total (2014 – 2040)	\$9.7 billion	\$5.6 billion	\$4.1 billion
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119 First paragraph The total amount necessary for improving and maintaining the transportation system to meet future needs is estimated—in current dollars—to be about \$9.7 billion (about \$359 million per year), with about 44% (**\$4.1 billion total, \$150 million per year**) of that unfunded (Table 6.7). The remaining 56%, or **\$5.6 billion**, is locally or federal/ state-funded (Table 6.8).

Communities in Motion 2040 Summary

3 List of unfunded needs Remove "23. State Highway 55/Midland Boulevard Bottleneck (in City of Nampa)"

4	Transportation Needs, Funding, and Shortfall table		Needs	Funding*	Shortfall
		Total (2014 – 2040)	\$9.7 billion	\$5.6 billion	\$4.1 billion
		Annual	\$359 million	\$209 million	\$150 million

4 Bulleted list, bottom of page To break it down...A **\$4.1 billion** shortfall is hard to comprehend, so here's another way to look at it:
\$4.1 billion spread over the 27 years of the plan equates to a shortfall of **\$150 million** per year.
 Divide that by the number of households in Ada and Canyon Counties, and it comes to **\$707** per household, per year
 Divide that by the number of days in a year, and it comes to approximately \$2 per household, per day.

Online Summaries of Unfunded Needs

NA Online summaries of unfunded needs View updated [summary](http://www.compassidaho.org/documents/prodserv/CIM2040/23_SH55_Midland_New_PDFed.pdf) at www.compassidaho.org/documents/prodserv/CIM2040/23_SH55_Midland_New_PDFed.pdf.

*The additional funding shown in red is a result of increased transportation funding from House Bill 312 (HB312), passed by the Idaho Legislature in 2015. It is not part of the CIM 2040 amendment, but is shown so that the information contained here is up to date. Funding from HB312 can only be used for roadway and bridge maintenance; therefore, no changes were made to funding shown for growth or expansion of the current system or for public transportation.