

**Communities in Motion 2040 2.0 Prioritized Unfunded
Corridors and Projects
– State System –**

CIM 2040 2.0 Priority	Regional State System Project	Estimated Cost in 2018 Dollars (does not include inflation)
1	Interstate 84 (Exit 27 to Exit 29) <ul style="list-style-type: none"> Complete traffic study and environmental evaluation to determine project scope, including possible widening, auxiliary lanes, and other improvements. 	TBD
2	US Highway 20/26 (Chinden Boulevard) (Middleton Road to Linder Road) <ul style="list-style-type: none"> Widen from four to six travel lanes and construct continuous flow intersections at locations per the environmental assessment. Includes a detached multiuse path on each side of the roadway. 	\$106,000,000
3	State Highway 44 (Canyon Lane to Star Road) <ul style="list-style-type: none"> Widen to four travel lanes and construct new roadway from Canyon Lane to Duff Lane in the City of Middleton. Includes a detached pathway from State Highway 16 to Ballantyne Lane, sidewalks from Plummer Road through the City of Star, and 10-foot paved multiuse shoulders along the new roadway in the City of Middleton and from Plummer Road to State Highway 16. 	\$133,900,000
4	State Highway 55 (Pear Lane to Indiana Avenue [City of Caldwell]) <ul style="list-style-type: none"> Widen the highway to four lanes. 	\$64,707,000
5	State Highway 16 (I-84 to Ada/Gem County Line) <ul style="list-style-type: none"> State Highway 16 (Expressway), I-84 to State Highway 44 – construct new four lane expressway with interchanges at I-84/Franklin Road, Ustick Road, US 20/26, and State Highway 44. State Highway 16 (Highway), State Highway 44 to Ada/Gem County line – widen from two lanes to a four-lane, divided limited-access highway Connectivity of the I-84 interchange and local roadways south of I-84 to be determined.	\$400,000,000 (estimate from 2008)
6	US Highway 20/26 (City of Parma to the City of Caldwell) <ul style="list-style-type: none"> Widen to four lanes. 	\$199,452,000
7	I-84/I-184 Overpasses – Projects require local sponsorship <ul style="list-style-type: none"> Emerald Street (I-184) – widen from two to four lanes. Linder Road (I-84) – build new overpass. Five Mile Road (I-84) – widen from two to four lanes. All include sidewalks and bike lanes on both sides.	\$23,096,000
8	State Highway 55 (Beacon Light Road to Ada/Boise County Line) – development driven <ul style="list-style-type: none"> Widen to four lanes and construct up to three interchanges. 	\$118,625,000
9	State Highway 45 (Bowmont Road to Greenhurst Road) <ul style="list-style-type: none"> Widen to four lanes. 	\$58,026,000
	TOTAL AVAILABLE ESTIMATED COST	\$1,103,806,000 (does not include above TBD)

**Communities in Motion 2040 2.0 Prioritized Unfunded
Corridors and Projects
– Local System –**

CIM 2040 2.0 Priority	Regional Local System Project	Estimated Cost in 2018 Dollars (does not include inflation)
1	Franklin Road (Star Road to Black Cat Road) <ul style="list-style-type: none"> • Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$32,356,000
2	Amity Road (Southside Boulevard to SH-69 (Meridian Road)) <ul style="list-style-type: none"> • Widen from two to five lanes west of McDermott Road, widen from two to three lanes east of McDermott Road, including curb, gutter, sidewalks, and bike lanes. 	\$84,447,000
3	Franklin Boulevard (Birch Lane to US 20/26) <ul style="list-style-type: none"> • Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$66,464,000
4	Northside Boulevard (Karcher Road to US 20/26) <ul style="list-style-type: none"> • Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$65,028,000
5	Happy Valley Road (Greenhurst Road to Stamm Lane) <ul style="list-style-type: none"> • Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$53,167,000
6	Middleton Road (Greenhurst Road in the City of Nampa to SH-44 in the City of Middleton) <ul style="list-style-type: none"> • Widen to five lanes with curb, gutter, sidewalks, and bike lanes, and reconstruct I-84 overpass and river crossing. 	\$210,339,000
7	Ustick Road (Montana Avenue to Ten Mile Road) <ul style="list-style-type: none"> • Widen to five lanes with curb, gutter, sidewalks, and bike lanes. 	\$196,550,000
8	Midland Boulevard (Cherry Lane to US 20/26) <ul style="list-style-type: none"> • Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$49,795,000
9	Cherry Lane/Fairview Avenue (Middleton Road to Black Cat Road) <ul style="list-style-type: none"> • Widen to five lanes with curb, gutter, sidewalks, and bike lanes. 	\$127,662,000
10	Lake Hazel Road/Greenhurst Road (Middleton Road to Black Cat Road) <ul style="list-style-type: none"> • Widen Greenhurst Road from two to five lanes from Middleton Road to 12th Avenue. • Widen Greenhurst Road from two to three lanes from Southside Boulevard to Happy Valley Road. <ul style="list-style-type: none"> ◦ Includes sidewalks from Middleton Road to Southside Boulevard • Construct a new three-lane road from Happy Valley Road to McDermott Road, including a railroad overpass. • Widen Lake Hazel Road from two to three lanes from McDermott Road to Black Cat Road. <ul style="list-style-type: none"> ◦ Includes sidewalks and bike lanes 	\$77,704,000
11	State Highway 45 reroute (City of Nampa – 7th Street South to Interstate 84) – City of Nampa is the sponsor of this project <ul style="list-style-type: none"> • Realign a portion of State Highway 45 north of the 12th Avenue South and 7th Street South intersection, expanding capacity on 7th Street South and Yale Avenue to a five-lane facility, limiting residential and some local street accesses, and connecting to Northside Boulevard. **Subject to change** as the scope of the project depends on the funding and findings of a traffic study and environmental evaluation. 	\$20,000,000
12	North/South Kuna Corridor (railroad crossing in the City of Kuna) <ul style="list-style-type: none"> • Construct railroad crossing in the City of Kuna. 	\$18,500,000

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13	Star/Robinson Road (Greenhurst Road to Ustick Road) <ul style="list-style-type: none"> Widen from two to five lanes, including the I-84 overpass, and including curb, gutter, sidewalks, and bike lanes. 	\$96,781,000
14	Idaho Center Boulevard (Achievement Drive to Cherry Lane) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$7,952,000
15	Caldwell-Nampa Boulevard Integrated Corridor Mobility Project <ul style="list-style-type: none"> Implement strategies to optimize the safe, efficient, and reliable use of this corridor for all modes. 	TBD
16	Kuna-Mora Road to Bowmont Road connection <ul style="list-style-type: none"> Rebuild existing road and construct extensions on approximately seven miles of this two-lane roadway, including curb, gutter, sidewalks, and bike lanes. This project also includes two canal bridges and one railroad overpass. 	\$52,049,000
17	Three Cities River Crossing (preserve land for a future project: bridge over the Boise River east of the City of Eagle) <ul style="list-style-type: none"> Preserve land for new four-lane river crossing. 	TBD
	TOTAL AVAILABLE ESTIMATED COST	\$1,158,794,000 (does not include above TBDs)
Additional Unprioritized Local Needs (Included for information only, not prioritized; expected to be funded with local funds)		
	Emerald Street (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$4,160,000
	Emerald Street (Maple Grove Road to Cole Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$4,330,000
	Five Mile Road (Amity Road to Victory Road) <ul style="list-style-type: none"> Widen from two lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,730,000
	Five Mile Road (Ustick Road to McMillan Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$6,080,000
	Maple Grove Road (Lake Hazel Road to Amity Road) <ul style="list-style-type: none"> Widen from two lanes to three lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,800,000
	Maple Grove Road (Fairview Avenue to Ustick Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,420,000
	Maple Grove Road (Ustick Road to McMillan Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,290,000
	McMillan Road (Meridian Road to Locust Grove Road) <ul style="list-style-type: none"> Widen from two lanes to three lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,540,000
	Overland Road (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> Widen from five lanes to seven lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,650,000
	Victory Road (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,820,000
	Total Additional Unfunded Unprioritized Needs	\$36,820,000

Communities in Motion 2040 2.0 Prioritized Unfunded Projects
– Public Transportation System –

CIM 2040 2.0 Priority	Regional Public Transportation System Project	Estimated Cost in 2018 Dollars (does not include inflation)
1	State Street High Capacity Corridor <ul style="list-style-type: none"> Includes Bus Rapid Transit and/or other high frequency bus service on State Street 	Capital \$46,120,000 (based on TTOP Implementation Plan [2010 dollars])*; Operating TBD
2	ValleyConnect 2.0 - Intermediate <ul style="list-style-type: none"> Double the amount of fixed route transit service. Three premium corridors with service every 15 minutes most of the day until 10:00 PM. 40 miles of corridor investments to keep buses running quickly and reliably. Enhanced passenger amenities including shelters, transit centers, park and rides, and real-time information. 	Capital \$60,000,000 (in addition to current needs and deferred maintenance) Operating \$180,000,000 \$10,000,000/yr (in addition to current) Starting year 5 = 18 x \$10M
3	Boise Downtown Circulator <ul style="list-style-type: none"> Add circulator service in downtown Boise to improve mobility among primary destinations. T-Route along Idaho Street / Main Streets and 9th Street / Capitol Boulevard to connect to Boise State University. 	Capital \$114,300,000 (streetcar per Locally Preferred Alternative Report) Operating \$49,500,000 \$3,300,000/yr Starting year 8 = 15 x \$3.3M
4	ValleyConnect 2.0 - Growth <ul style="list-style-type: none"> Quadruple the amount of fixed route transit service. Nine frequent routes with service every 15 minutes most of the day until 10:00 PM. 110 miles of corridor investments to keep buses running quickly and reliably. Enhanced passenger amenities including shelters, transit centers, park and ride lots, and real-time information. 	Capital \$118,000,000 (in addition to current needs, deferred maintenance, and ValleyConnect 2.0 Intermediate) Operating \$305,500,000 \$23,500,000/yr (in addition to current and ValleyConnect 2.0 Intermediate) Starting year 10 = 13 x \$23.5M
5	2040 Treasure Valley Public Transportation System <ul style="list-style-type: none"> Includes <i>Treasure Valley High Capacity Corridor Study</i>, listed in the FY2018-2022 Regional Transportation Improvement Program as <i>High Capacity Corridor Alternatives Analysis</i>, key# 13046. Regional public transportation network with regional high capacity service (commuter/light rail). Trunk and feeder fixed route design. Related capital investments and passenger amenities. 	Capital \$693,000,000 (includes commuter rail, does not include right-of-way) Operating \$140,000,000 \$36,700,000/yr (in addition to ValleyConnect 2.0 Growth; includes \$10,000,000/yr commuter rail operating) Starting year 20 = 3 x \$46.7M
	TOTAL AVAILABLE ESTIMATED COST	\$1,706,420,000 (capital and operating)

*State Street Transit and Traffic Implementation Plan: <http://www.compassidaho.org/prodserv/specialprojects-statestreet.htm>

**Locally Preferred Alternative Report: <https://pds.cityofboise.org/planning/comp/circulator/>