

**Communities in Motion 2040 2.0 Prioritized Unfunded
Corridors and Projects
– State System –
Updated December 31, 2019**

CIM 2040 2.0 Priority	Regional State System Project	Estimated Cost in 2018 Dollars (does not include inflation)
1	<p>Interstate 84 (Exit 27 to Exit 29)</p> <ul style="list-style-type: none"> Three general purpose lanes and auxiliary lanes between the ramps. It also includes demolishing and reconstructing the pedestrian overcrossing just to the east of the 10th Ave interchange and interchange modifications at 10th Ave too, as well as a soundwall adjacent to Hannibal St on the WB side of I-84 between 10th and Centennial. 	\$80,424,000
2	<p>US Highway 20/26 (Chinden Boulevard) (Middleton Road to Linder Road)</p> <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	<p>State Highway 44 (Canyon Lane to Star Road)</p> <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 W State Street, 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	<p>State Highway 55 (Pear Lane to Indiana Avenue [City of Caldwell])</p> <ul style="list-style-type: none"> Widen the highway to four lanes. 	\$64,707,000
5	<p>State Highway 16 (I-84 to Ada/Gem County Line)</p> <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. (\$450,310,000) State Highway 16 (Highway), State Highway 44 to Ada/Gem County line – widen from two lanes to a four-lane, divided limited-access highway. (\$64,500,000) <p>Connectivity of the I-84 interchange and local roadways south of I-84 to be determined.</p>	\$514,810,000
6	<p>US Highway 20/26 (City of Parma to the City of Caldwell)</p> <ul style="list-style-type: none"> Widen to four lanes. 	\$199,452,000
7	<p>I-84/I-184 Overpasses – Projects require local sponsorship</p> <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. <p>All include sidewalks and bike lanes on both sides.</p>	\$23,096,000
8	<p>State Highway 55 (Beacon Light Road to Ada/Boise County Line) – development driven</p> <ul style="list-style-type: none"> Widen to four lanes and construct up to three interchanges. 	\$118,625,000

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9	State Highway 45 (Bowmont Road to Greenhurst Road) <ul style="list-style-type: none"> • Widen to four lanes. 	\$58,026,000
	TOTAL ESTIMATED COST	\$1,299,040,000

Communities in Motion 2040 2.0 Unfunded Corridors and Projects
– Local System –
Updated June 2020

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. • 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. 	\$77,704,000
11	State Highway 45 reroute (City of Nampa – 7 th 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. • A study to complete a National Environmental Policy Act (NEPA) alternatives analysis is funded (\$405,000) for 2020-2021. 	\$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)
	ACHD unfunded projects (Added 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 unfunded project design and construction	\$36,820,000

Communities in Motion 2040 2.0 Prioritized Unfunded Projects
– Public Transportation System –
December 2018

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/>