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CONGRESS OF THE UNITED STATES HOUSE OF REPRESENTATIVES

Surface Transportation High Priority Projects

As Congress works to reform and reauthorize our nation's surface transportation system, I am working to ensure that Idaho receives adequate funding to address issues in rural areas and meet the needs of a growing population. Below are projects that are priorities in Idaho's second congressional district that have been submitted to my office to help address the needs in the state's transportation system. All of these requests are eligible under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the United States Code and require state or local matches.

- Ada County ITS and Intersection Improvements: \$4,420,000**
State Street, US 20/26 (Chinden Boulevard), and SH 69 (Meridian Road) are important regional commuting corridors that already experience significant peak-hour congestion. This project is needed to relieve that congestion, reduce vehicular stops, travel time and transit trip time, and emissions and improve incident response and incident duration time. Funding will be used to install Intelligent Transportation System (ITS) devices such as closed circuit television cameras (CCTV), Dynamic Message Signs (DMS), speed detection systems, fiber optic communications cable and upgraded traffic signal controllers. Funding will also be used to widen two intersections on State Street and re-time traffic signals on all project corridors.
- Boise Downtown Circulator, Boise, ID: Small Start Project Authorization**
The streetcar system in the City of Boise will be a signature component of its alternative transportation system, reflecting its history (Boise had a streetcar system nearly 100 years ago) and spurring economic development in its downtown core. The proposed project would run in a closed loop to efficiently transport riders to the offices, merchants and municipal buildings in the city's center. Future phases are envisioned to serve the Boise State University campus and the 30th street neighborhoods among others. The Boise streetcar is one component of the Treasure Valley's high capacity transit network and will be considered a regional transit facility when it becomes operational.
- Center Street Underpass, Pocatello, ID: \$ 2,500,000**
The Center Street Underpass, constructed in the 1930's, is essential to east west transportation in Pocatello, Idaho. The structure also supports the Union Pacific Mainline and switching tracks. The main supporting structure is sound but in need of repair. The two approach sections, which consist of reinforced concrete retaining wall sections, are in severe distress due to corrosion of the interior reinforcing bar and subsequent spalling of the concrete covering. The proposed rehabilitation project will replace and repair the approach structures after performing a detailed analysis to determine the most cost effective solution. The main structure under the railroad including the pedestrian

walkways will be sandblasted, patched, and repainted. Lighting and security systems will be upgraded.

- **I-15 District 6 Interstate Rehabilitation: \$30,000,000**

Preservation of existing highway system infrastructure is a priority for the Idaho Transportation Department. Inflation, system age, and the urbanization of Idaho have contributed to a shortfall of funding for Idaho's highway system preservation. Of the 337 interstate lane-miles in Idaho Highway District 6, 27 (8%) are rated as deficient based upon cracking and roughness indexes. This project will utilize High Priority funds to rehabilitate approximately 90 lane-miles of I-15 pavements in District 6.

- **I-84 District 4 Interstate Rehabilitation: \$30,000,000**

Preservation of existing highway system infrastructure is a priority for the Idaho Transportation Department. Inflation, system age, and the urbanization of Idaho have contributed to a shortfall of funding for Idaho's highway system preservation. Of the 678 interstate lane-miles in Idaho Highway District 4, 106 (16%) are rated as deficient based upon cracking and roughness indexes. This project will utilize High Priority funds to rehabilitate approximately 90 lane-miles of I-84 pavements between the Salt Lake City Interchange at I-86 and Juniper in three stages and between the Salt Lake City Interchange to the Cotterrell Port of Entry, Idaho to Sublett, and Sweetzer to Juniper.

- **I-86 and I-15, District 5 Interstate Rehabilitation: \$30,000,000**

Preservation of existing highway system infrastructure is a priority for the Idaho Transportation Department. Inflation, system age, and the urbanization of Idaho have contributed to a shortfall of funding for Idaho's highway system preservation. Of the 643 interstate lane-miles in Idaho Highway District 5, 62 (10%) are rated as deficient based upon cracking and roughness indices. This project will utilize High Priority funds to rehabilitate approximately 90 lane-miles of I-86 and I-15 pavements in District 5.

- **Mountain Ride Transit Authority (MRTA) Maintenance Facility, Blaine County, ID: \$4,000,000**

This project is for the construction of a state-of-the-art, ultra efficient transportation facility that would include a building for bus storage, maintenance, as well as a Park and Ride lot for commuters and a passenger waiting area. As MRTA has grown and expanded services to serve a broader region that now includes the entire Highway 93/75 corridor from Twin Falls and Shoshone to Hailey and Ketchum/Sun Valley, the need for an additional facility to store and maintain vehicles has become critical. Currently, MRTA must lease a storage facility that does not have maintenance capabilities, so all vehicles must be driven to the single MRTA facility in Ketchum for maintenance. The lack a southern facility makes it challenging to respond to vehicle break-downs that occur 20-40 miles away from the existing facility, which has become too small to support all the services that MRTA now operates. The funding will be used to design and build this transit facility.

- **SH-75, East Fork Salmon River Bridges: \$ 15,000,000**
 This project will replace two bridges, built in 1938, on SH-75 over the East Fork of the Salmon River at milepost 226 in Custer County, Idaho. Both of these bridges are a part of the Idaho Transportation Department's strategic needs list because they restrict commercial traffic due in both cases to width restrictions and in one case to weight restrictions (load posted). Both bridge decks also require major rehabilitation, and one of the bridges is scour critical, meaning that theoretical flood conditions could potentially undermine the bridge footings resulting in collapse. Considering the ages of these bridges, their substandard design and load carrying capacities, the narrow widths, the level of physical deterioration, the difficulties and impracticalities associated with widening the existing in-water piers, and the scour critical nature of Salmon River bridge, it is clear that replacement of these structures as being the best long term and most cost effective solution for ensuring the longevity of this stretch of SH-75.
- **SH-75, Timmerman to Ketchum Widening: \$ 275,000,000**
 SH-75 from Timmerman to Ketchum (MP 102 to 128) is the only north-south corridor in this area and serves as a main route for commercial, recreational, and commuter traffic. Locally, it is the primary traffic and commuter route between Jct. US-20 and Ketchum, Idaho. It accommodates public transit, bicycle, and pedestrian accessibility on a 27-mile section of road to Sun Valley, Idaho. The planned work is part of a major effort to convert this two-lane highway to a four-lane highway. Such work is necessary to maintain economic vitality in the region and to provide for adequate safety for the traveling public.
- **Treasure Valley High Capacity Transit Alternatives Analysis: \$2,200,000**
 In the past two decades, the Treasure Valley, which includes the City of Boise, has been one of the fastest growing regions in the country, and the corridor/loop on I-84 and SH-44 from the City of Caldwell to Downtown Boise has been identified as the premium transit corridor in the region's long-range transportation plans. This project would complete the Alternatives Analysis on the high capacity transit network that includes the I-84 alternative corridor, the SH-44 (State Street) Corridor, and the proposed Downtown Boise Circulator system. The goal of this project is to look at high capacity improvements from an integrated systems planning approach to determine investments and staging for service in the future.
- **Valley Ride Park and Ride Facilities, Meridian, ID: \$2,200,000**
 Transit ridership in the Treasure Valley increased by nearly 30% when gas prices soared last summer, and ridership has remained steady even as gas prices have gone down in recent months. This project includes transfer centers and maintenance and administration offices to support the services of Valley Regional Transit. The facilities will be located in Western Ada and Canyon Counties. Convenient transfer centers will encourage local citizens to use transit services and will improve efficiency. This funding would help complete the infrastructure of the transit system in order to facilitate expansion of the system in the future.

- **Washington Street North, Twin Falls, ID: \$670,000**

Washington St. North is part of a multi-phase effort to reconstruct a major north-south truck route to a 4-lane arterial with median, U-turn opportunities and improved intersections. Because of dramatic cost increases, previously allocated funding is no longer sufficient to complete the project. This road is of regional importance for delivery of materials to the City's industrial area, through truck traffic, access to the College of Southern Idaho and access to the Magic Valley Regional Medical Center. This funding request will augment previously secured construction funds.