



*Your Safety.
Your Mobility.
Your Economic Opportunity.*

Critical Rural Freight Routes (CRFC) Critical Urban Freight Route (CUFC)

2021 Update

ITD Contact:

Scott Luekenga, Freight Program Manager
Scott.luekenga@itd.idaho.gov
(208) 334-8057



***Your Safety.
Your Mobility.
Your Economic Opportunity.***

1. **July, 2021:** CRFC/CUFC validation/application window opens
2. **December 31, 2021:** CRFC/CUFC validation/application window closes

CRFC/CUFC validation or applications sent to: ITD, Attn: Scott Luekenga, PO 7129, Boise, ID 83707 or email to: Scott.luekenga@itd.idaho.gov.

3. **January, 2022:** ITD will evaluate submittals
4. **January, 2022:** The Idaho Freight Advisory Committee will consider CRFC & CUFC updates
5. **February, 2022:** ITD will conduct an internal evaluation based on the analysis results and Freight Advisory Committee prioritization
6. **February, 2022:** Updated CRFC & CUFC will be submitted to the Transportation Board for consideration and approval. Transportation Board approved CRFC and CUFC will be incorporated into the ITD's Freight Plan.



***Your Safety.
Your Mobility.
Your Economic Opportunity.***

**Idaho Freight Program
Application Deadline: December 31, 2021**

The Idaho Transportation Department is now soliciting for validation and/or applications for CRFC and CUFC. CRFCs and CUFCs are important freight corridors that provide critical freight connectivity to Idaho Highways and the National Highways Freight Network (NHFN). By designating these important corridors, Local Highway Jurisdictions, Metropolitan Planning Organization (MPO) and Idaho Transportation Department's Districts can strategically direct resources toward improved system performance and efficient movement of freight on Idaho highways and the NHFN. The designation of CRFCs and CUFCs will increase Idaho's NHFN, allowing expanded use of NHFP formula funds for eligible projects that support national goals identified in 23 U.S.C. 167(b) and 23 U.S.C. 117(a)(2).

A. Critical Rural Freight Corridors.

First and last mile connectivity is essential to an efficiently functioning freight system. These public roads provide immediate links between freight generators such as manufacturers, warehouses, distribution points, and rail and port facilities. It is encouraged, when making CRFC designations, to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities, including manufacturing centers, agricultural processing centers, farms, intermodal, and military facilities.

23 U.S.C. 167(e) identifies the requirements for designating CRFCs. A State may designate a public road within the borders of the State as a CRFC if the public road is not in an urbanized area, and meets one or more of the following seven elements:

- (1) In general.—A State may designate a public road within the borders of the State as a critical rural freight corridor if the public road is not in an urbanized area and—
 - (A) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (Federal Highway Administration vehicle class 8 to 13);
 - (B) provides access to energy exploration, development, installation, or production areas;
 - (C) connects the primary highway freight system, a roadway described in subparagraph (A) or (B), or the Interstate System to facilities that handle more than—
 - (i) 50,000 20-foot equivalent units per year; or
 - (ii) 500,000 tons per year of bulk commodities;
 - (D) Provides access to—
 - (i) a grain elevator; or
 - (ii) an agricultural facility; or
 - (iii) a mining facility; or
 - (iv) a forestry facility; or
 - (v) an intermodal facility;



*Your Safety.
Your Mobility.
Your Economic Opportunity.*

- (E) connects to an international port of entry;
 - (F) provides access to significant air, rail, water, or other freight facilities in the State; or
 - (G) is, in the determination of the State, vital to improving the efficient movement of freight of importance to the economy of the State.
- (2) Limitation. A State may designate a maximum of 150 miles of highway or 20 percent of the primary highway freight system mileage as a CRFC, whichever is greater.

B. Critical Urban Freight Corridors

- (1) In general.—A State may designate a public road as a CUFC as long as the road is in;
- (A) urbanized area with a population of 500,000 or more - in an urbanized area with a population of 500,000 or more individuals, the representative metropolitan planning organization, in consultation with the State, may designate a public road within the borders of that area of the State as a critical urban freight corridor.
 - (B) urbanized area with a population of less than 500,000 individuals - the State, in consultation with the representative metropolitan planning organization, may designate a public road within the borders of that area of the State as a critical urban freight corridor.
 - (C) and meets one or more of the following four elements:
 - (i) Connects an intermodal facility to:
 - (a) the PHFS; or
 - (b) the Interstate System; or
 - (c) an intermodal freight facility;
 - (D) is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement; or
 - (E) serves a major freight generator, logistic center, or manufacturing and warehouse industrial; or
 - (F) is important to the movement of freight within the region, as determined by the MPO or the State.
- (2) Limitation. For each State, a maximum of 75 miles of highway or 10 percent of the primary highway freight system mileage in the State, whichever is greater, may be designated as a critical urban freight corridor under paragraphs (A) and (B).



***Your Safety.
Your Mobility.
Your Economic Opportunity.***

Ensure your validation/update submittal includes the route;

1. Map displaying the validated or updated route.
2. Idaho Transportation Department District designation
3. Route number or street name
4. If street name, indicate city which the street is located
3. Mile post marker numbers from starting point milepost to ending point milepost.
4. Reason for validation or update reflected from above criteria (A) or (B) and specific name of industry the route criteria meets as applicable.

The update form should be saved electronically and then transmitted to the Department to include all supporting maps, letters and other documents which should be saved as a pdf and transmitted with the application form. If the file size of any or all of the attachments exceeds e-mail transmittal capabilities (15MB), files may be saved to either a disc or thumb drive and submitted via FedEx/UPS delivery. All postal mail is to be sent to the following address:

Idaho Transportation Department
Attn: Scott Luekenga (HQ – Highway Planning Service)
P.O. Box 7129
Boise, Id. 83707-1129

Please ensure your contact information includes;

Contact person:

Title:

Phone:

Email:

Mailing Address:

City:

State:

Zip Code: