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# Freight Program Project Application

**ITD Contact:**

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# Idaho Freight Program

1. **JULY 2021:** Application Released
2. **DECEMBER 1, 2021:** Application Closes
3. **JANUARY 2022:** ITD will conduct analysis on submitted freight projects.
4. **FEBRUARY 2022:** The Idaho Freight Advisory Committee will consider projects and develop a prioritized list.
5. **FEBRUARY 2022:** ITD will conduct an internal evaluation based on the analysis results and Freight Advisory Committee prioritization.
6. Projects included in the Idaho Freight Plan
7. **SUMMER 2022:** Selected projects will be incorporated into the Idaho Transportation Investment Plan (ITIP) process.
9. Project execution time period is 2024-2031.

Send project applications sent to: ITD, Attn: Scott Luekenga, PO 7129, Boise, ID 83707 or email to: [Scott.luekenga@itd.idaho.gov](mailto:Scott.luekenga@itd.idaho.gov).



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## **Idaho Freight Program Application Deadline: December 1, 2021**

The Idaho Transportation Department (ITD) is now soliciting applications for freight related multimodal transportation projects for 2024-2029. Generally, National Highway Freight Program (NHFP) funds must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be in the freight investment plan included in the State's freight plan. Under this program, Idaho receives approximately \$10M annually in freight apportioned (formula) funds, which ITD executes in accordance with the Fixing America's Surface Transportation (FAST) act criteria. ITD may obligate these funds to improve the movement of freight on Idaho's portion of the National Highway Freight Network (NHFN).

Idaho's portion of the NHFN consists of the following designated highway or routes:

**Primary Highway Freight System (PHFS)** - Highways identified as the most critical highway portions of the U.S. freight transportation system. Idaho Highways on the PHFS are:

- I-15 – I-86 to Idaho/Montana State Line
- I-84 – Idaho/Oregon State Line to the Idaho/Utah State Line
- I-86 – I-84 to I-15
- I-90 – Idaho/Washington State Line to Idaho/Montana State Line

**Interstate Routes not on the PHFS** - These highways consist of the remaining portion of Interstate roads not designated as part of the PHFS. Idaho Highways not on the PHFS, but eligible are:

- I-15 – Idaho/Utah State Line to I-86
- I-184 – I-84 to US-20

**Critical Rural Freight Corridors (CRFC)** – These are public roads not in an urbanized area providing access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

**Critical Urban Freight Corridors (CUFC)** - These are public roads in an urbanized areas providing access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The attached map displays Idaho's CRFC and CUFC.

Eligible projects for uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems
- Efforts to reduce the environmental impacts of freight movement
- Environmental and community mitigation for freight movement



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Eligible projects for uses of program funds (Cont.):

- Railway-highway grade separation
- Geometric improvements to interchanges and ramps
- Truck-only lanes
- Climbing and runaway truck lanes
- Adding or widening of shoulders
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP21.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies
- Traffic signal optimization, including synchronized and adaptive signals
- Work zone management and information systems
- Highway ramp metering
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities
- Additional road capacity to address highway freight bottlenecks
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23
- Idaho may obligate not more than 10% of the total apportionment for freight intermodal or freight rail projects that;
  - Are within the boundaries of public or private freight rail or water facilities (including ports); and
  - That provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility



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Projects selected for freight formula funds require a minimum of 7.73% match for interstate projects and 7.34% match for projects not on an interstate.

Submit applications via electronic means to [scott.luekenga@itd.idaho.gov](mailto:scott.luekenga@itd.idaho.gov). When transmitting the application include all supporting maps, letters and other documents, as a pdf. If the file size exceeds e-mail transmittal capabilities (15MB), submit using a thumb drive and send via FedEx/UPS delivery to the following address:

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

### **Applicant Information**

#### Applicant:

Mailing Address:

City:

State:

Zip Code:

Contact person:

Title:

Phone:

Email:

#### Co-Applicant (if different from Applicant):

Mailing Address:

City:

State:

Zip Code:

Contact Person:

Title:

Phone:

Email:



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### **Application Specifics**

#### **Project Cost Estimate:**

Limit: 2 pages

Instructions:

Project estimate must include all related project costs, including administrative. The minimum match amount for the total project cost is 7.73% for interstate projects and 7.34% for projects not on an interstate. Applications should include details on match funding to include amounts and contributing agencies. Details should include, but not be limited to the following:

- Preliminary development cost and year required
- Right of way costs and details
- Status of environmental requirements and costs
- Construction costs and year of execution

#### **Project Details:**

Limit: 5 pages

Instructions:

Applicants should provide details on project design to include maps or diagrams depicting the infrastructure improvements.

#### **Safety, Economic and Mobility Improvement Details:**

Limit: 3 pages

Instructions:

For ITD to conduct an accurate benefit cost analysis, ITD needs to fully understand the freight related benefits in terms economic benefit to the community; improvements to freight mobility and overall safety improvements. Information should include, but not be limited to:

- The direct economic impact to the community, freight mobility and overall safety improvements to the state. This should demonstrate improvements over current economic conditions and not reflect economic benefits that would occur without the proposed improvements
- Current daily traffic volumes for both freight and non-freight traffic
- Describe the potential increased speed for freight and non-freight traffic associated with the improvements. This should be in terms of speed increases from current average speeds on the roadway if applicable
- If applicable, describe any increased volumes or capacity the project will bring to the state, or if the project will move traffic to other utilized roadways
- Provide historical safety data; state how the project improves safety on the roadway. Information should include, but not be limited to, crash data over the last five years to include total accidents, accidents involving commercial motor vehicles, fatalities and significant injuries
- Identify if the proposed project is on the NHFN