



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

Freight Program Project Application

ITD Contact:

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Idaho Freight Program

1. **June 29, 2017:** Application Released
2. **August 25, 2017:** Application Closed
3. **Project applications sent to:** ITD, Attn: Jeff Marker, PO 7129, Boise, ID 83707 or email to: jeffrey.marker@itd.idaho.gov
4. **September 2017:** ITD will conduct a benefit/cost analysis on submitted freight projects
5. **November 2017:** The Idaho Freight Advisory Committee will consider projects and develop a prioritized list.
6. **December 2017 – January 2018:** ITD will conduct an internal evaluation based on the benefit/cost analysis results and Freight Advisory Committee prioritization
7. **Spring/Summer 2018:** Selected projects will be incorporated into the Idaho Transportation Investment Plan (ITIP) process for public review and Transportation Board consideration.



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Idaho Freight Program

Application Deadline: August 25, 2017

The Idaho Transportation Department is now soliciting applications for freight related transportation projects for 2021-2024. Under this program, Idaho receives approximately \$10M annually in freight apportioned (formula) funds and is executed in accordance with the Fixing America's Surface Transportation (FAST) act criteria. States may obligate these funds to improve the movement of freight based on the following criteria:

- 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 and/or Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Environmental and community mitigation for freight movement.
- 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 of MAP-21 (23 U.S.C. 137 note).
- 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.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- 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.
- Any other surface transportation project (roadway or bridge) that improves the flow of freight on the National Highway Freight Network, or into and out of a facility described in Project Guidelines below.



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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.

The application 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: Jeff Marker (HQ – Mobility Services)
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.

Economic and Mobility Improvement Details:

Limit: 3 pages

Instructions:

For ITD to conduct an accurate benefit cost analysis, we need 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 or state. This should demonstrate improvements over current economic conditions and not reflect economic benefits which would occur without the proposed improvements. Specifically highlight any increases in employment if such data is known. ITD's benefit cost analysis will derive employment gains that accrue as a result of improved freight mobility.
- 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 area, or if the project will move traffic to other utilized roadways.
- Provide historical safety information and 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 crashes, fatalities and significant injuries.
- Identify if the proposed project is on the National Highway Freight Network (https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state_maps/states/idaho.htm) or one of Idaho's critical rural or urban freight corridors (see pages 6-13 through 6-20, <http://apps.itd.idaho.gov/apps/freight/FreightPlan.pdf>). Of note, if a selected project is not on a critical rural or urban corridor, ITD will update the corridors to ensure the project is on an appropriately designated roadway and eligible for freight formula fund obligation.