

Critical Urban and Rural Freight Corridor Designation

TAC Meeting
June 8, 2021

Overview

- FAST Act established a National Highway Freight Network (NHFN)
- National Highway Freight Program (NHFP) provides funding to each State to develop a State Freight Plan for freight investments
 - Multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49; and
 - Critical rural and urban freight corridors designated within the State under section 167 of title 23

Critical Rural Freight Corridor (CRFC)

- Is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic (AADT) of the road measured in passenger vehicle equivalent units from trucks (FHA vehicle class 8 to 13)
- Provides access to energy exploration, development, installation, or production areas
- Connects the Primary Highway Freight System (PHFS), described above, or the Interstate System to facilities that handle more than-
 - 50,000 20-foot equivalent units per year; or
 - 500,000 tons per year of bulk commodities; Provides access to: a grain elevator, an agricultural facility, a mining facility, a forestry facility, or an intermodal facility
- Connects to an international port of entry
- Provides access to significant air, rail, water, or other freight facilities in the State
- Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State

*Limitation: A State may designate as critical rural freight corridors a maximum of 150 miles of highway or 20 percent of the primary highway freight system mileage in the State, whichever is greater.

Critical Urban Freight Corridor (CUFC)

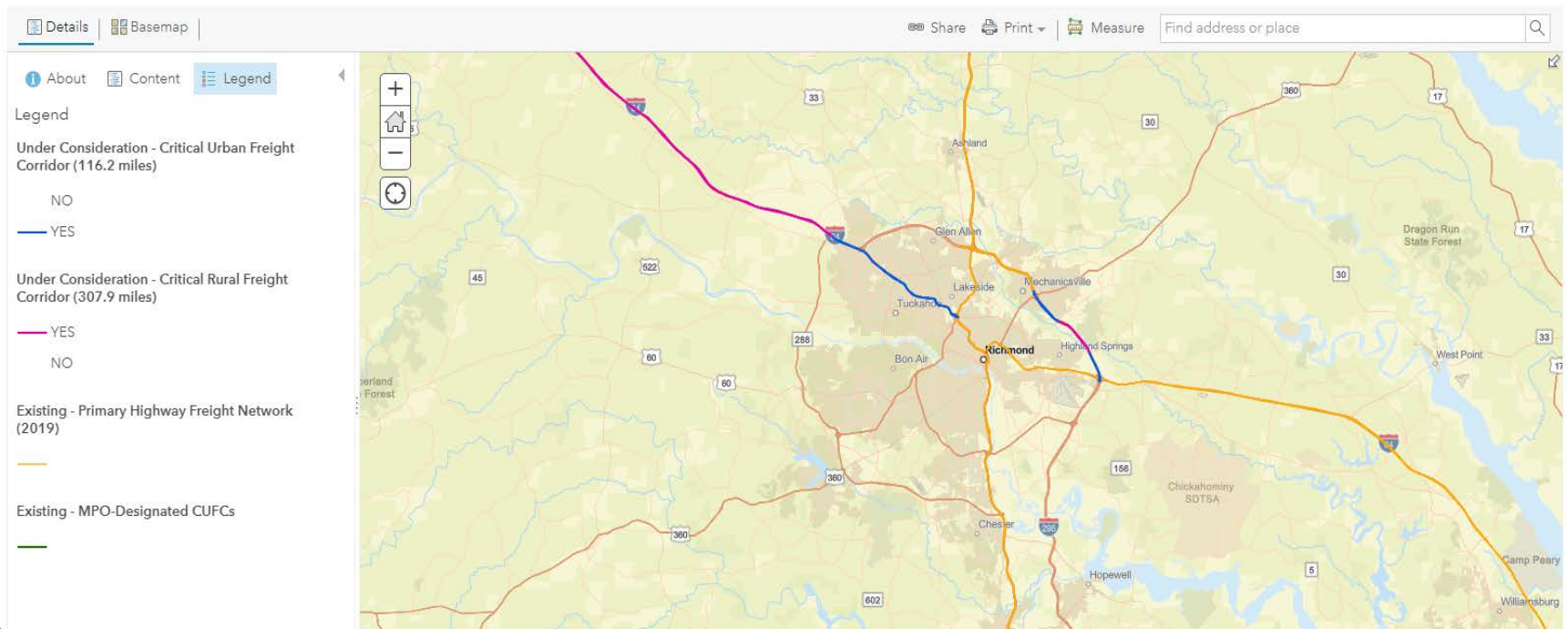
- In an urbanized area with a population of 500,000 or more individuals, the representative MPO, in consultation with the State, may designate a public road within the borders of that area of the State as a critical urban freight corridor
- In an urbanized area with a population of less than 500,000 individuals, the State, in consultation with the representative MPO, may designate a public road within the borders of that area of the State as a critical urban freight corridor
- If the public road is:
 - in an urbanized area, regardless of population; and
 - connects an intermodal facility to-
 - the primary highway freight system;
 - the Interstate System; or
 - an intermodal freight facility;
- Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement;
- Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or Is important to the movement of freight within the region, as determined by the metropolitan planning organization or the State.

*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

Proposed Designations

Richmond Region

- 54.2 Rural miles
- 33.9 Urban miles
- 88.1 Total miles



Noteworthy Items

- CUFC and CRFC are voluntary designations
- In Virginia NHFP funds are allocated to projects selected via SMART SCALE and other established processes therefore CUFC and CRFC designations do not impact allocation of dollars
- The purpose is to provide additional programming flexibility to the State in assigning NHFP funds to eligible funded projects
- In 2017, the National Capital Region Transportation Planning Board approved a resolution to designate ~19 miles of CUFCs in the Virginia portion of the region

Requested Action

Staff requests that the TAC review the proposed Critical Urban Freight Corridors (CUFCs) determined by OIPI and recommend approval for designation.