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 Policy Board review the proposed CUFCs determined by OIPI and approve for designation.