

Critical Urban and Rural Freight Corridor Designation

RRTPO Policy Board
July 1, 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)

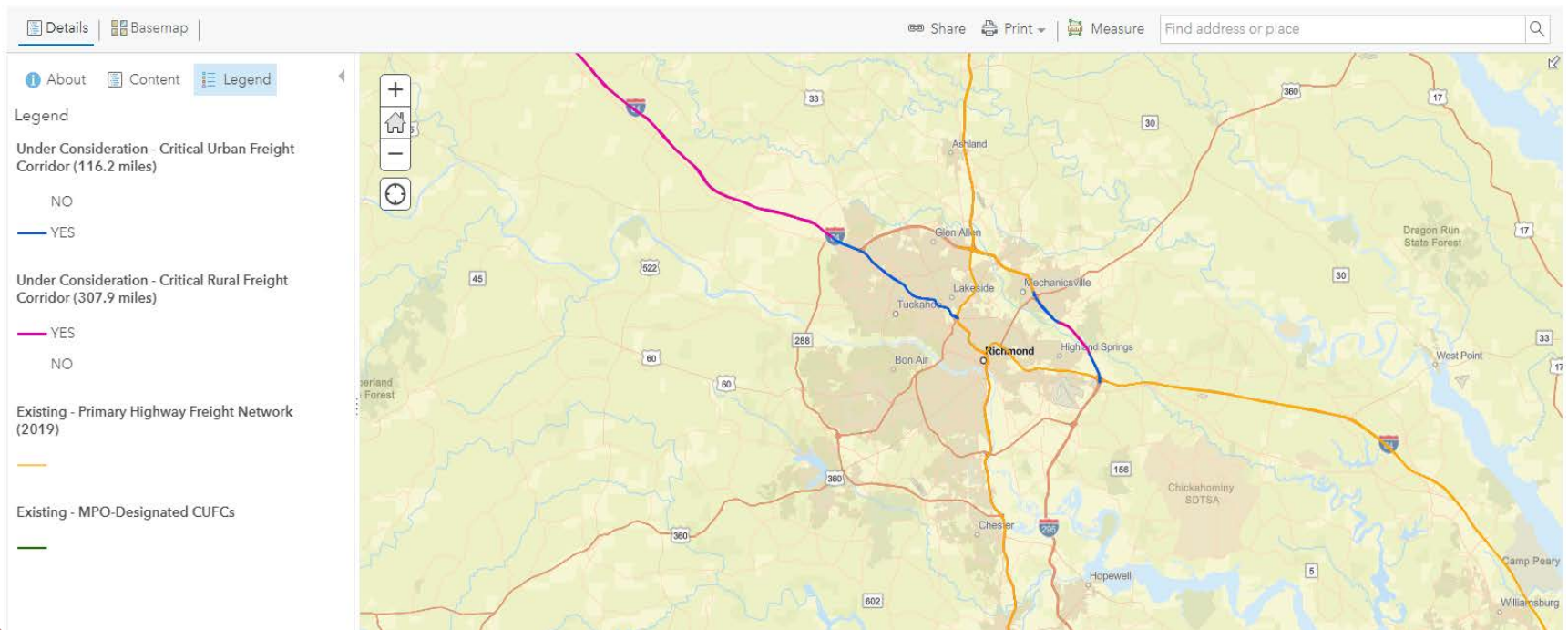
- In an urbanized area with a population of 500,000 or more individuals, the representative MPO, in consultation with the State, may designate a public road within the borders of that area of the State as a critical urban freight corridor
- In an urbanized area with a population of less than 500,000 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 Policy Board review the proposed CUFCs determined by OIPI and approve for designation.