

MEMORANDUM

TO: Planning Committee Members and Alternates
FROM: James Stack, Executive Director /s/
DATE: April 5, 2017
SUBJECT: Designation of Critical Urban Freight Corridors

The National Highway Freight Program (NHFP), established by the FAST Act, is charged with improving efficient freight movement on the National Highway Freight Network (NHFN). Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs) are two components of the NHFN.

The NHFP has dedicated funding that may be used to contribute to the efficient movement of freight on the NHFN. NHFP funding is only available for facilities on the NHFN and projects that are identified as part of a fiscally constrained FAST Act-compliant state freight plan. Designation of CUFCs and CRFCs is not required for a FAST Act-compliant state freight plan, however, the designation of the corridors makes freight projects on these routes eligible for NHFP funding.

GTC has been asked by the New York State Department of Transportation-Main Office (NYSDOT-MO) to identify potential CUFCs for inclusion in the NYS Freight Plan. In urbanized areas with a population over 500,000 the MPO, in consultation with the State, may designate the CUFCs. The NYS Association of Metropolitan Planning Organizations (NYSAMPO) Freight Working Group held a conference call with NYSDOT-MO on March 20 to discuss the designation of the CUFCs. Per the federal regulations New York State is limited to 115.21 centerline miles of CUFCs statewide.

According to the Federal Highway Administration (FHWA) the following criteria must be used to designate the CUFC:

23 U.S.C. 167(f) identifies the requirements for designating CUFCs. In an urbanized area with a population of 500,000 or more individuals, the MPO, in consultation with the State, may designate a CUFC. In an urbanized area with a population of less than 500,000 individuals, the State, in consultation with the MPO, may designate a CUFC.

A public road designated as a CUFC must be in an urbanized area, regardless of whether the population is above or below 500,000 individuals, and meet one or more of the following four elements:

- (A) connects an intermodal facility to:
 - 1. the Primary Highway Freight System (PHFS);
 - 2. the Interstate System; or
 - 3. an intermodal freight facility;
- (B) is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;

- (C) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- (D) is important to the movement of freight within the region, as determined by the MPO or the State.

FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land.

https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

According to NYSDOT-MO, the CUFC should connect to the Highway Analysis Corridors identified in the State's Draft Freight Plan or the PHFS. The Highway Analysis Corridors can be found by accessing the Freight Atlas (<http://freightatlas.availabs.org/#/> navigate to the road network layers). It was strongly encouraged that the CUFCs link to intermodal and/or specific freight facilities and be regionally significant. The CUFCs are meant to serve as first and last mile connectors and are not meant to replace missing routes and interstates on the PHFS.

NYSDOT-MO has not established a formal process for designating the CUFCs. Due to the mileage cap, NYSDOT-MO has asked MPOs to submit CUFCs in priority order. There will be opportunities for reconsideration and re-designations in the future. NYSDOT-MO noted that potential CUFCs, even if not designated, will be critical to the development of the State's Freight Plan. NYSDOT-MO has asked for a priority list of CUFCs by Friday, April 21. FHWA has not established a timeline for the designation of the CUFCs and the CRFCs.

GTC and NYSDOT-Region 4 staff coordinated on identifying potential CUFCs for designation. Staff reviewed facilities for the percent trucks, total volume of trucks, noting if the corridors serve existing freight related businesses, and/or have intermodal connections. The following corridors surfaced as the agreed upon CUFCs:

1. Route 390 (I-490 – Route 104)
2. Mount Read Boulevard (I-490 – Route 104)
3. Route 383 (I-390 – Route 252)
4. Route 204/33A (I-390 – I-490)

Once concurrence from the Planning Committee is achieved, GTC and NYSDOT-Region 4 staff will coordinate efforts to submit the corridors to NYSDOT-MO by the April 21 deadline.

The CRFCs will focus on routes outside of the urbanized area boundary. NYSDOT-MO has not yet designated these routes. Per the federal regulations MPO coordination is not required to designate CRFCs however, GTC staff and NYSDOT-MO have agreed to work cooperatively to designate the CRFCs for the GTC Planning Area. We would expect NYSDOT-Region 4 participation in this effort.