

Critical Urban/Rural Freight Corridors Designation

OFFICE OF FREIGHT PLANNING

DIVISION OF TRANSPORTATION PLANNING, CALTRANS

DECEMBER 2016



California Freight Mobility Plan (CFMP)

- ❖ Completed in December 2014 – Met MAP-21 mandates
- ❖ FAST Act – 3 new requirements – December 2017 deadline
 1. Congestion or Delays Considerations caused by Freight Movement
 2. Freight Investment Plan (FIP)
 3. Critical Urban/Rural Freight Corridors



Critical Urban/Rural Freight Corridors

Designations

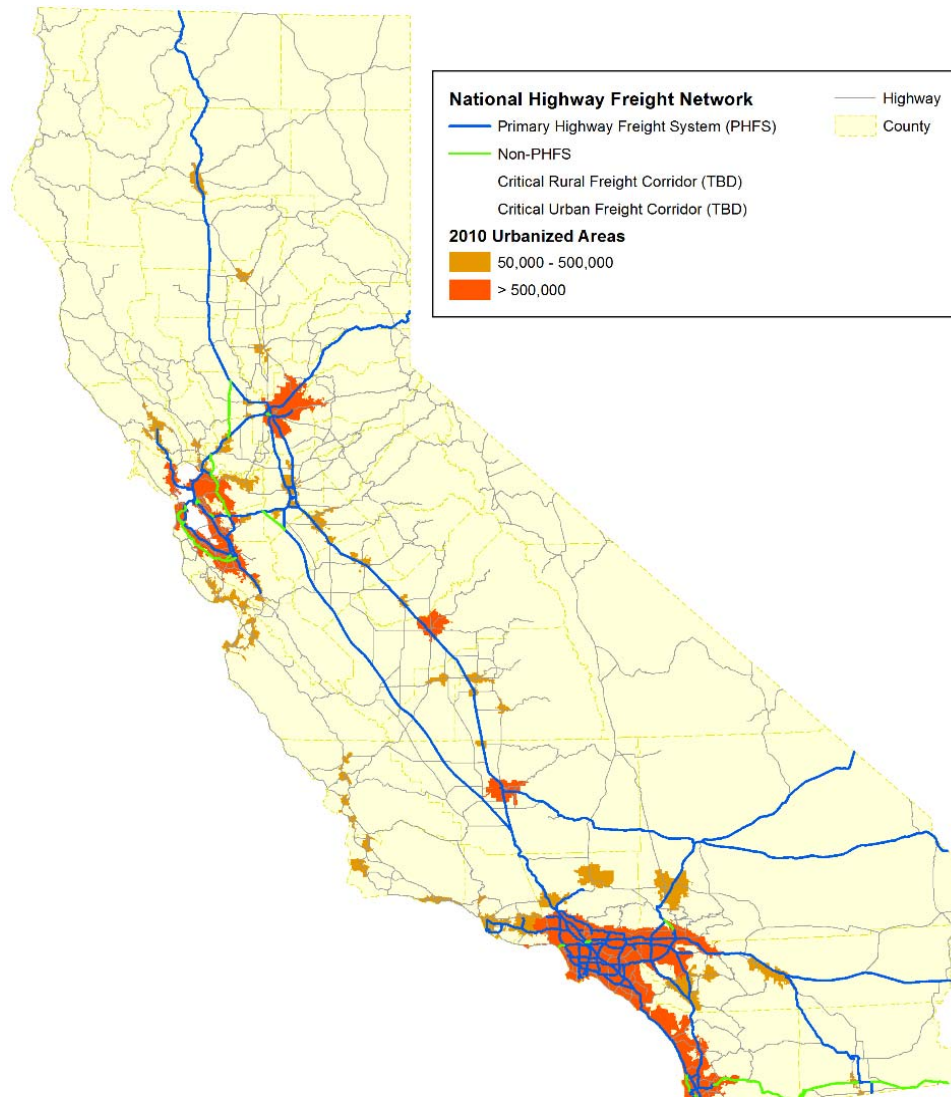
National Highway Freight Network (NHFN) includes:

- Primary Highway Freight System (PHFS) – 3117 miles (*adopted by Congress*)
- Non-PHFS Interstates* – 362 miles (*adopted by Congress*)
- **Critical Urban Freight Corridors (CUFC) – 311 miles**
 - Large Urban (pop. > 500k)
 - Small Urban (pop. >50k and <500k)
- **Critical Rural Freight Corridors (CRFC) – 623 miles**
 - For regions with population <50k

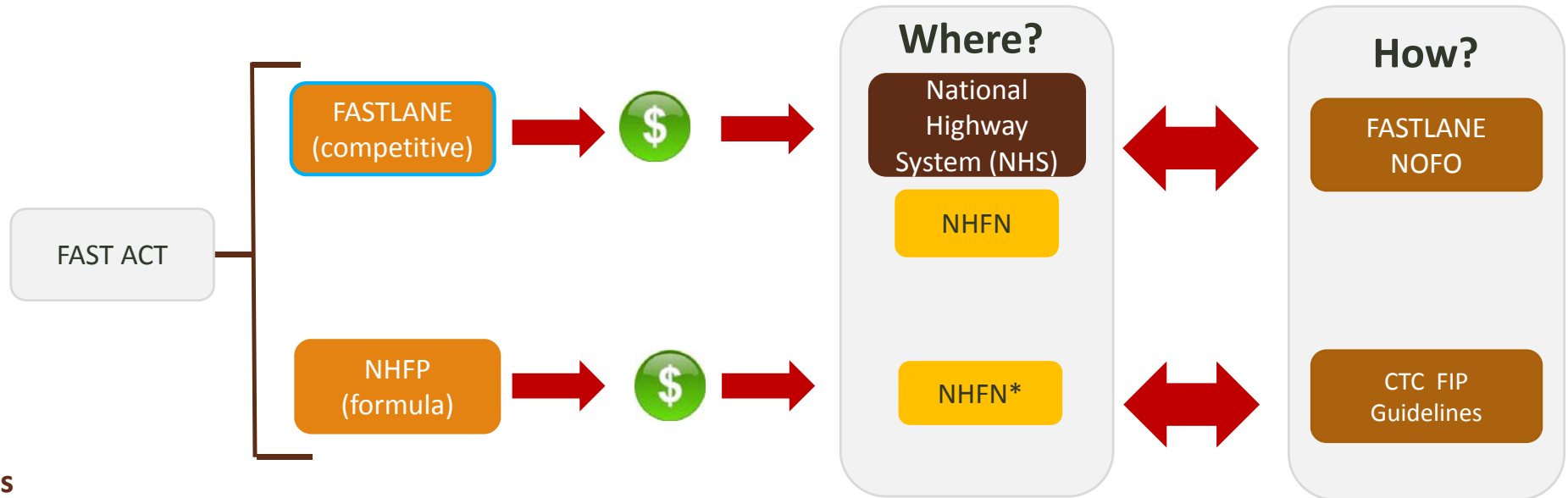
* **NOTE:** In California the non-PHFS Interstates are **not eligible** for Federal Freight Funds (NHFP) unless designated as CUFC or CRFC.



National Highway Freight Network (NHFN)



FAST Act Freight Funds



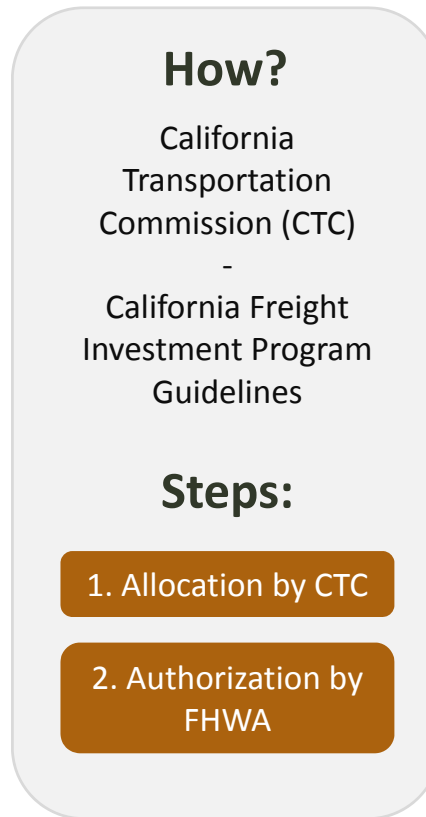
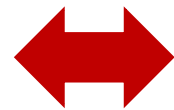
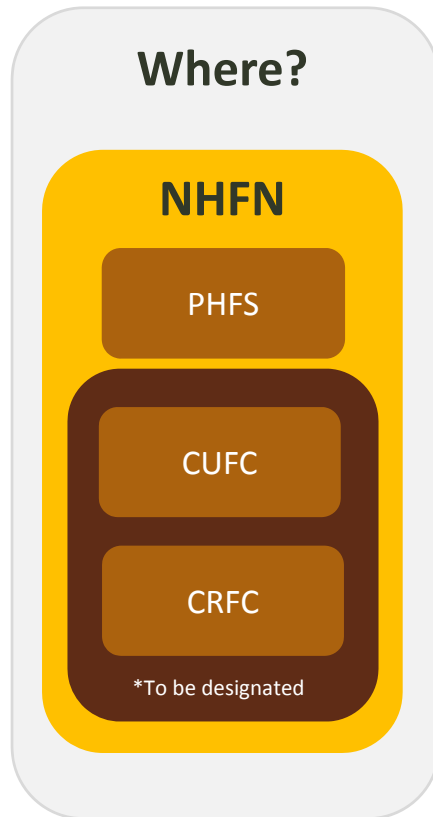
Acronyms

- FAST Act** – Fixing America’s Surface Transportation Act
- FASTLANE** - Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies grants
- NHFP** – National Highway Freight Program
- NHS** – National Highway System
- NOFO**- Notice of Funding Opportunity
- CTC**- California Transportation Commission
- PHFS** – Primary Highway Freight System
- CRFC** – Critical Rural Freight Corridor
- CUFC** – Critical Urban Freight Corridor

*NHFP funds can only be on projects in the PHFS, CUFC, and CRFC of the NHFN.



FAST Act Formula Funds (NHFP)



Acronyms

FAST Act – Fixing America’s Surface Transportation Act
FASTLANE - Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies grants
NHFP – National Highway Freight Program
NHS – National Highway System
NOFO- Notice of Funding Opportunity
CTC- California Transportation Commission
PHFS – Primary Highway Freight System
CRFC – Critical Rural Freight Corridor
CUFC – Critical Urban Freight Corridor

Technical Working Group - Composition

- Major Metropolitan Planning Organizations (MPOs) with urbanized area population over 500,000 (SCAG, SANDAG, FCOG, KCOG, MTC, SACOG).
- MPOs with an urbanized area population between 50,000 and 500,000 nominated by the California Association of Councils of Governments (CALCOG).
- Regional Transportation Planning Agencies (RTPAs) with a population below 50,000 nominated by the California's Rural County Task Force (RCTF).
- Seaport representatives nominated by the California Association of Port Authorities.
- Federal Highway Administration - California Division.
- California Transportation Commission.
- Native American tribal representative nominated by the California Native American Advisory Committee (NAAC).
- Self-help county representatives nominated by the Self-Help Counties Coalition.

Role of the TWG

1. Build consensus on a statewide collaborative approach.
2. Build consensus on criteria to designate CUFCs/CRFCs.
3. Seek nominations for CUFCs/CRFCs (large urban, small urban, and rural).
4. Propose mapping critical corridors and potential freight projects.
5. Propose a methodology to track and log CUFCs/CRFCs mileage.
6. Propose phasing and future designation methodology of corridors (rolling designations).

Timeline

Establish Ad Hoc Technical Advisory Group	Oct-Nov 2016
Define responsibilities, objectives, potential corridor criteria and Workplan	Dec 2016
Refine criteria for corridor selection and Workplan	Dec-Jan 2017
Finalize criteria for corridor selection and propose corridor nomination process	Jan-Feb 2017
Finalize nomination process and request corridors nominations	Feb-Mar 2017
Finalize corridors based on required and selected criteria	Mar-May 2017
State and MPOs submit corridor designations to FHWA	May-Jun 2017
Develop a process to map corridors and track/log the miles	Jul-Aug 2017
Develop phasing of corridor designations/rolling designations	Sep-Oct 2017

Strawman Proposals

FOR DESIGNATING CRITICAL URBAN/RURAL FREIGHT CORRIDORS



Statewide Project-Ready Corridor Selection

Strawman Proposal 1

1. Shortlist “shovel ready” project from the 700 projects listed in the CFMP (5 year delivery).
2. Map the shovel ready projects statewide.
3. Estimate number of miles required.
4. Scan against CFIP and NHFP guidance and eligibility requirements.
5. Scan against FASTLANE applications and STIP reductions.
6. Apply technical criteria to prioritize 311 CUFC and 623 CRFC.
7. Designate the corridors.
8. Conduct annual reviews to determine need to reprioritize/modify/add corridors.



Statewide Project-Ready Corridor Selection

Strawman Proposal 1

Pros:

- Statewide strategic approach, based on shovel ready projects and immediate needs.
- State may have the right to allocate strategic interregional corridors using ITIP match.
- Ability to recognize diverse needs statewide.

Cons:

- Increased time and resource needed for statewide coordination and technical analysis.



Regional Mileage Allocation

Strawman Proposal 2

By consensus, the TWG will decide an equitable distribution of mileage allocation for each county, urbanized area or regional agency. There may be two smaller technical group, one each for urban and rural mileage to determine or coordinate allocation across California.

There are many ways of dividing up the mileage across California. One potential allocation option is where the 623 miles of CRFC and 311 miles of CUFC are allocated to each county based on the percentage of rural and urban NHS miles each county has.

Another Option: Instead of NHS miles, if we use NHFN miles to allocate miles across agencies, the regions with interstates that did not qualify as PHFS will be able to get higher allocation of CUFC and CRFC. But, the regions with no PHFS or non-PHFS Interstates will not get CUFC/CRFC allocation.



Regional Mileage Allocation

Strawman Proposal 2

Pros:

- This process allows flexibility for local priorities.
- Regions with more NHS miles potentially need more CRFC and CUFC.

Cons:

- Agencies that do not have shovel ready project may be allocated miles that they do not need.



Critical Urban Freight Corridors

Criteria for Designations

- ❖ Public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities

- ❖ Meets one or more of the following four elements:
 - connects an intermodal facility to i) the PHFS; ii) the Interstate System; or iii) an intermodal freight facility
 - is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
 - serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
 - is important to the movement of freight within the region, as determined by the MPO or the State



Critical Rural Freight Corridors

Criteria for Designations

- ❖ Public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities
- ❖ Meets one or more of the following seven elements:
 - is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13)
 - provides access to *four kinds of key areas and facilities*
 - connects the PHFS 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
 - is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State



National Multimodal Freight Network

Factors that US DOT will consider

- ❖ **Data on significant freight movement to establish the final NMFN, including**
 - Origins and destinations of freight
 - Volume, value, and strategic importance of freight
 - Access to border crossings, ports, and pipelines
 - Access to manufacturing, agriculture, natural resources
 - Access to energy exploration, development
 - Economic factors and balance of trade
 - Intermodal links that promote connectivity
 - Freight choke points
 - Impacts on modes that share freight infrastructure
 - **Corridors that MPOs, states, advisory committee or multi-state coalitions identify as important**
 - Distribution centers and first-/last-mile links
 - Global and domestic supply chains



Critical Urban/Rural Freight Corridors

Potential Criteria for corridor selection

❖ From Existing Plans/Programs, such as:

- **CUFC/CRFC required conditions**
- FAST Act: Nine NMFN factors and NHFP 22+ eligible projects types
- MAP-21 Performance Measure
- CFMP 2014: Tier 1, Tier 2 and Tier 3 Map
- ITSP 2015: Project Evaluation Criteria

❖ Explore New Technical Criteria, such as:

- Truck volume, volume/capacity, congestion, seasonal traffic etc.
- Freight: tonnage, value, volume, expediency etc.
- Others: regions with high production, equity, air quality, VMT etc.



National Highway Freight Program

Eligible Projects

“Eligible projects shall contribute to the efficient movement of freight on the NHFN, and be identified in a freight investment plan included in a SFP (required in FY 2018 and beyond). NHFP funds may be obligated for one or more of the following:”

- See list online

http://www.ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116/nhfpguidance/index.htm#eligibility



Proposed TWG Meeting Schedule

<u>TOPIC</u>	<u>DATE</u>	<u>LOCATION</u>
➤ Refine criteria for corridor selection & Work Plan	January 17, 2017	Caltrans 1500 5 th St., Sacramento
➤ Finalize criteria for corridor selection & propose critical corridor nomination process	January 30, 2017	Caltrans D11, San Diego
➤ Finalize nomination process & request all potential critical corridors from all agencies	February 28, 2017	Metro Center, San Francisco
➤ Finalize corridors based on required & selected criteria	April 3, 2017 or April 24, 2017	Chamber of Commerce, Los Angeles Fresno COG, Fresno
➤ State and MPOs submit corridor designations to FHWA	May-Jun 2017 (TBD)	

Questions?

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