

MEMORANDUM

TO: Planning Committee Members and Alternates
FROM: James Stack, Executive Director
DATE: August 1, 2024
SUBJECT: Designation of Critical Urban Freight Corridors

The National Highway Freight Program (NHFP), first 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. GTC first designated CUFCs back in 2017.

The NHFP has dedicated funding that may be used to contribute to the efficient movement of freight on the NHFN. The NHFP funding is only available for facilities on the NHFN [designated CUFCs and CRFCs] and projects that are identified as part of a fiscally constrained federally approved state freight plan. The designation of the CUFCs and CRFCs allows freight projects on these corridors to become eligible for NHFP funding.

GTC has been asked by the New York State Department of Transportation-Main Office (NYSDOT-MO) to designate additional mileage for the CUFC in order for the facility to be eligible for NHFP funding. Per the federal regulations, New York State is limited to 150 centerline miles of CUFCs statewide. Therefore, NYSDOT-MO is requesting designation of the CUFC on a small segment of a facility to access the NHFP funding.

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

New York State has designated 54.02 miles of CUFC's previously and with the recent completion of the New York State Freight Plan update another 11.68 CUFC miles will be designated. For the GTC Planning Area, NYSDOT in coordination with GTC is proposing to designate the following CUFC:

**Critical Urban Freight Corridor (CUFC) Table
Genesee Transportation Council**

State	Route No	Road Type	Mileage	County	CUFC_ID*
NY	NY-31	State Highway	.09	Monroe	K
Total			.09		

*CUFC Descriptors

H - Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate system, or an intermodal freight facility

I – Located within a corridor of a route on the PHFS and provides an alternative highway option important for goods movement.

J – Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land

K- Corridor that is important to the movement of freight within the region, as determined by the MPO or the State.

The designation of the CUFC on Route 31 will allow the state and the region access to the NHFP funds to replace the Route 31 bridge over I-490 in the Town of Perinton. This structure is located on Route 31, an east-west route throughout the region that provides connections to the urban core and major freight routes. This project provides access to I-490 for quicker movement for trucks in the area and provides a connection to I-90 on both ends. I-90 provides a major east-west connection for truck traffic throughout New York State and is a significant mover of freight. This structure is also located on a designated Truck Access Route: Access Highway, in recognition of its function as an important mover of goods in the Region. The project identification number (PIN) is 4031.10.

In order to for the CUFC to be officially designated, GTC must submit a letter of certification to FHWA. This item does not require action by the Planning Committee; however, GTC staff is seeking Planning Committee concurrence.