MOVE LV

Designating and Certifying Critical Urban Freight Corridors (CUFCs)

February 1, 2017

Lehigh Valley Planning Commission
Lehigh Valley Transportation Study
What is National Highway Freight Network (NHFN)?
- PHFS: LVTS MPO: Entirety of I78 through the region.
- Other Interstate Portions Not On The PHFS: LVTS MPO: Entirety of I476 through the region.
What is Established and What is to be Designated?

- The Primary Highway Freight System (PHFS) and Other Interstate Portions Not On The PHFS have been decided pursuant to the FAST Act and the USDOT LVTS MPO: Entirety of I78 through the region (33.965 miles) and entirety of I476 through the region (25.641 miles).

<table>
<thead>
<tr>
<th>PRIMARY HIGHWAY FREIGHT SYSTEM (PHFS) ROUTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
</tr>
<tr>
<td>-------</td>
</tr>
<tr>
<td>PA</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>INTERSTATE NOT ON THE PHFS</th>
</tr>
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<tbody>
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<td>State</td>
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<td>PA</td>
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</table>
Is there a limitation on the number of miles to be designated Statewide?

CRFCs: 282.53 miles
CUFCs: 141.26 miles
Why is CUFC and CRFC Designation Important?

According the FHWA:

“By designating these important corridors, States can strategically direct resources toward improved system performance and efficient movement of freight on the NHFN. The designation of CRFCs and CUFCs will increase the State's NHFN, allowing expanded use of NHFP formula funds and FASTLANE Grant Program funds for eligible projects that support national goals identified in 23 U.S.C. 167(b) and 23 U.S.C. 117(a)(2)”. 
## Federal Designation Criteria

<table>
<thead>
<tr>
<th>CRFC_ID</th>
<th>Route/facility descriptor:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Rural principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks</td>
</tr>
<tr>
<td>B</td>
<td>Provides access to energy exploration, development, installation, or production areas</td>
</tr>
</tbody>
</table>
| C       | 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; |
| D       | Provides access to a grain elevator, an agricultural facility, a mining facility, a forestry facility, or an intermodal facility |
| E       | Connect to an international port of entry |
| F       | Provides access to significant air, rail, water, or other freight facilities |
| G       | Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State |

<table>
<thead>
<tr>
<th>CUFC_ID</th>
<th>Route/facility descriptor:</th>
</tr>
</thead>
<tbody>
<tr>
<td>H</td>
<td>Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility.</td>
</tr>
<tr>
<td>I</td>
<td>Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement</td>
</tr>
<tr>
<td>J</td>
<td>Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land</td>
</tr>
<tr>
<td>K</td>
<td>Corridor that is important to the movement of freight within the region, as determined by the MPO or the State</td>
</tr>
</tbody>
</table>
Freight Analysis Tool (FAT) GIS State Resource

PA Roads with 25% or Greater Trucks (All Functional Classes) – All PA road segments with 25% or more truck volume. Calculated from RMS Traffic data.

PA Major IM Facilities – All intermodal facilities where freight is transferred between modes. These features include warehouses, freight transfer facilities, ports, major airports.

Rail Lines – All Class 1 rail lines in Pennsylvania.
LVTS Regional Criteria

Identified Freight Bottlenecks
Congested Corridors
Crash Corridors
Truck Movement (Tonnage)
Truck Trip Percentage
Critical Urban Freight Corridor Analysis

Major Intermodal Facilities
- AIR
- RAIL
- TRUCK

Proposed Freight Corridors

- Route 22
- Route 33
- Airport Road
- Route 412
- Route 100
- Route 222
- Other Roads

Designated Major Freight Corridor
<table>
<thead>
<tr>
<th>CUFC ID</th>
<th>State</th>
<th>State Route Number</th>
<th>County Code</th>
<th>Start Point (Seg Begin)</th>
<th>End Point (Seg End)</th>
<th>Length (ft.)</th>
<th>Priority</th>
<th>Description / Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.B.C.E</td>
<td>PA</td>
<td>0022</td>
<td>33</td>
<td>0231 0020</td>
<td>0031 0030</td>
<td>44,776.0</td>
<td>1</td>
<td>Segments included within an identified state and regional freight corridor (American Transportation Research Institute (ATRI)), as part of the Lehigh Valley Regional Freight Plan and the Pennsylvania Long Range Transportation Plan, Pennsylvania Comprehensive Freight Movement Plan. Segments provide primary access to a regionally significant MAPD facility (Lehigh Valley International Airport) and directly connect to a PFS Interstate and an identified PA long-term freight generation sector as noted in the State Freight Advisory Tool. Segments are included in an identified regional corridor as follows: SH 222 from Poole Road to the Lehigh River Bridge. Segments are included in an identified congestion corridor as follows: SH 222 from Poole Road to the Lehigh River Bridge. Freight Plan/Transportation data show a 2010 freight movement at approximately 30,000 tons annually with a projected increase to 160,000 tons by 2040.</td>
</tr>
<tr>
<td>A.B.C.E</td>
<td>PA</td>
<td>0053</td>
<td>48</td>
<td>0701 0004</td>
<td>0111 0200</td>
<td>60,575.0</td>
<td>2</td>
<td>Segments provide direct access to a PFS Interstate and several identified PA long-term freight generation sectors as noted in the State Freight Advisory Tool. Segments are included in an identified congestion corridor as follows: SH 222 from Poole Road to the Lehigh River Bridge. Current segment truck AADT ranges up to 10% and Freight Plan/Transportation data show a 2010 freight movement at approximately 20 million tons annually with a projected increase to 50 million tons by 2040 (portions of SH 222 do not have data available). Segments service a new privately-developed interchange and warehousing district. SH 222 connects further north to directly connect to a PHS segments.</td>
</tr>
<tr>
<td>A.C.D.E</td>
<td>PA</td>
<td>0387</td>
<td>35</td>
<td>0035 0010</td>
<td>0011 0034</td>
<td>7,790.0</td>
<td>3</td>
<td>Critical connection from SR 222 to the airport facility and Toxel Ground Operations. Segments provide access to an economically significant MAPD facility (Lehigh Valley International Airport) and directly connect to an identified PA long-term freight generation sector as noted in the State Freight Advisory Tool. Segments are included in an identified congestion corridor as follows: SH 222 from Poole Road to the Lehigh River Bridge. Current segment truck AADT at the I-78 ramps is greater than 25% according to the State Freight Advisory Tool.</td>
</tr>
<tr>
<td>A.B.C.E</td>
<td>PA</td>
<td>0112</td>
<td>48</td>
<td>0020 0030</td>
<td>0030</td>
<td>3,306.0</td>
<td>4</td>
<td>Segments provide primary access to a state identified MAPD facility (Intermodal Terminal) containing regionally and economically significant Class 1 rail and freight yards. Segments directly connect to a PHS Interstate and an identified PA long-term freight generation sector as noted in the State Freight Advisory Tool. Current segment truck AADT ranges up to 25% and Freight Plan/Transportation data show a 2010 freight movement at approximately 32,000 tons annually with a projected increase to 56,000 tons by 2040.</td>
</tr>
<tr>
<td>A.B.C.E</td>
<td>PA</td>
<td>0100</td>
<td>33</td>
<td>0112 0178</td>
<td>0174 0143</td>
<td>10,632.0</td>
<td>5</td>
<td>Segments provide access to multiple state identified MAPD facilities and directly connect to a PHS Interstate and an identified PA long-term freight generation sector as noted in the State Freight Advisory Tool. Current segment truck AADT ranges up to 25% and Freight Plan/Transportation data show a 2010 freight movement at approximately 32,000 tons annually with a projected increase to 56,000 tons by 2040.</td>
</tr>
<tr>
<td>A.B.C.E</td>
<td>PA</td>
<td>0222</td>
<td>33</td>
<td>0130 0022</td>
<td>0083 0032</td>
<td>45,822.0</td>
<td>8</td>
<td>Segments provide direct access to a PHS Interstate and multiple identified PA long-term freight generation sectors as noted in the State Freight Advisory Tool. Segments are included in an identified congestion corridor as follows: US 222 from Schoen Road to Independent Road. Segments are included in an identified congestion corridor as follows: US 222 from Schoen Road to Interchange 11. Segments are included in an identified congestion corridor as follows: US 222 from Schoen Road to Independent Road. Freight Plan/Transportation data show a 2010 freight movement at approximately 75 million tons annually with a projected increase to 77 million tons by 2040.</td>
</tr>
</tbody>
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201,511.0
State Route 22 from Airport Road (SR987) to the I-78 Merge

State recognized bottleneck
Direct connection to Primary Highway Freight System (PHFS)
Connects to state recognized InterModal (IM) facility
Accesses a state recognized freight generator sector
Segment(s) within a regionally identified crash corridor
Segment(s) within a regionally identified congestion corridor
Average Annual Daily Truck Traffic (AADT) – 17%
Transearch estimate for 2040 tonnage rates – 160 Million
State Route 33 from I-78 to Main Street (SR1002)

Direct connection to Primary Highway Freight System (PHFS)
Accesses a state recognized freight generator sector
Segment(s) within a regionally identified congestion corridor
Average Annual Daily Truck Traffic (AADT) – 16%
Transearch estimate for 2040 tonnage rates – 44.5 Million
State Route 33 from Main Street (SR1002) to the Northampton and Monroe County Line

Accesses a state recognized freight generator sector
Average Annual Daily Truck Traffic (AADT) – 11%
Transearch estimate for 2040 tonnage rates – 50.5 Million
Airport Road (SR987) from State Route 22 to Race Street (SR1004)

Connects to state recognized InterModal (IM) facility
Accesses a state recognized freight generator sector
Segment(s) within a regionally identified congestion corridor
State Route 412 from I-78 to Commerce Center Boulevard

Direct connection to Primary Highway Freight System (PHFS)
Connects to state recognized InterModal (IM) facility
Accesses a state recognized freight generator sector
Average Annual Daily Truck Traffic (AADT) – 25%
State Route 100 from Tilghman Street (SR1002) to State Route 222

Direct connection to Primary Highway Freight System (PHFS)
Connects to state recognized InterModal (IM) facility
Accesses a state recognized freight generator sector
Average Annual Daily Truck Traffic (AADT) – 21%
Transearch estimate for 2040 tonnage rates – 5.6 Million
State Route 222 from I-78 to Berks/Lehigh County Line

Direct connection to Primary Highway Freight System (PHFS)
Accesses a state recognized freight generator sector
Segment(s) within a regionally identified crash corridor
Segment(s) within a regionally identified congestion corridor
Average Annual Daily Truck Traffic (AADT) – 25%
Transearch estimate for 2040 tonnage rates – 11.7 Million
Next Steps

- Approved by LVTS and forwarded to state for consideration
- State will forward collective requests to USDOT for consideration and adoption

Questions?