MOVE LV
Designating and Certifying Critical Urban Freight Corridors (CUFCs)

August 1, 2018

LVPC
Lehigh Valley Planning Commission
LVTS
Lehigh Valley Transportation Study
What is National Highway Freight Network (NHFN)?

- National Multimodal Freight Network (NMFN)
  - National Highway Freight Network (NHFN)
    - Ports
    - Rail
      - Primary Highway Freight System (PHFS)
        - Non-PHFS Interstates
          - Critical Urban Freight Corridors (CUFCs)
          - Critical Rural Freight Corridors (CRFCs)
- **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>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>Route No</td>
</tr>
<tr>
<td>PA</td>
<td>I78</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>INTERSTATE NOT ON THE PHFS</th>
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</thead>
<tbody>
<tr>
<td>State</td>
<td>Route No</td>
</tr>
<tr>
<td>PA</td>
<td>I476</td>
</tr>
</tbody>
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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)”.

[Website screenshot image]
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/Rural Freight Corridor Analysis
LVTS Proposed Corridors

Major Intermodal Facilities
+ AIR
ɨ RAIL
ɨ TRUCK

Proposed Freight Corridors
Road Name
ɨ Route 22
ɨ Route 33
ɨ Airport Road
ɨ Route 412
ɨ Route 100
ɨ Route 222
ɨ Other Roads
ɨ Designated Major Freight Corridor
Critical Urban/Rural Freight Corridor Analysis
PennDOT Recommended Corridors

Major Intermodal Facilities
- AIR
- RAIL
- TRUCK

Proposed Freight Corridors
Road Name
- Route 22
- Airport Road
- Route 412
- Route 100
- Route 222

Other Roads

Designated Major Freight Corridor
CUFCs: 141.26 miles

<table>
<thead>
<tr>
<th>Region</th>
<th>Mileage</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td>DVRPC</td>
<td>34.25</td>
<td>24%</td>
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<tr>
<td>York</td>
<td>21.21</td>
<td>15%</td>
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<tr>
<td>L.V.</td>
<td>19.7</td>
<td>14%</td>
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<tr>
<td>HATS</td>
<td>17.98</td>
<td>3%</td>
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<tr>
<td>RATS</td>
<td>16.32</td>
<td>12%</td>
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<tr>
<td>Erie</td>
<td>13.18</td>
<td>9%</td>
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<tr>
<td>SPC</td>
<td>10.6</td>
<td>8%</td>
</tr>
<tr>
<td>Lack./Luz.</td>
<td>7.96</td>
<td>6%</td>
</tr>
<tr>
<td></td>
<td>141.2</td>
<td>100%</td>
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</table>
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
State Route 222 from I-78 to Schantz Road (SR3012)

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
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 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%
Airport Road (SR987) from State Route 22 to Schoenersville Road (SR1004)

Connects to state recognized InterModal (IM) facility
Accesses a state recognized freight generator sector
Segment(s) within a regionally identified congestion corridor
Next Steps

- Review PennDOT corridor recommendations
- State will forward collective requests to USDOT for consideration and adoption

Questions?