

SUBJECT: Critical Urban Freight Corridors Designation

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	March 23, 2017	Consent Action	4f

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to approve PAG’s Critical Urban Freight Corridors (CUFC) designation recommendation.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 1644, Regional Economic Vitality.

SUMMARY

A draft CUFC network designation was already approved by TPC and Management Committee in January. However, PAG has clarified an interpretation of the urban area boundary with FHWA and adjustments to the draft corridor recommendations have been made to reflect this change. The updated boundary is more inclusive and now allows for inclusion of connectors to the Port of Tucson. Designating connectors to intermodal facilities closely adheres to the legislative guidance from the FAST Act. Therefore, staff has updated the recommendations to include additional mileage on Valencia as well as Kolb to I-10. In order to remain within the 30-mile centerline mileage limit agreed upon with ADOT and Maricopa Association of Governments, we’ve removed Tucson Blvd I-10 to Valencia as well as 22nd St., I-10 to SR-210. See the attached map for the updated CUFC recommendations.

Once the revised CUFC recommendations are approved by PAG’s Regional Council, they will be forwarded to ADOT for transmittal to FHWA. This network may be included in ADOT’s State Freight Plan.

CUFCs are a new federal corridor designation created under the 2015 Fast Act (23 U.S.C 167(c) and (f)). According to the Code, PAG as the MPO representing an urbanized area with a population of more than 500,000, may designate a public road within the boundary of the Tucson urbanized area as a CUFC, in consultation with the Arizona Department of Transportation (ADOT). A road, once designated, will become part of the National Highway Freight Network (NHFN) making projects on the corridor eligible for funding under the National Highway Freight Program (NHFP) and Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) competitive grants program. The State of Arizona may designate a maximum of 102.56 centerline miles of roadways as CUFCs based on a federally determined formula.

In September 2016, PAG staff members met with representatives of ADOT and Maricopa Association of Governments to discuss and consult on the CUFC designation process. Based on that meeting and the notes prepared by ADOT, PAG is anticipating a maximum allocation of 30 miles of corridors for the Tucson urbanized area.

To be eligible to receive CUFC designation, a roadway must be within an adjusted urbanized area boundary 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.*

To identify eligible CUFC corridors, staff developed a quantitative methodology using criteria consistent with federal requirements. Following an initial data-driven network screening, PAG solicited input on the draft corridors from the PAG Regional Freight Plan Task Force. Based upon this input, staff refined the list of roadway segments to develop the recommended CUFCs.

It's important to note that the geographic constraint imposed by the adjusted urbanized area boundary precludes the region's ability to nominate corridors on rural and many suburban roadways. Given that the region's freight corridors exceed 30 miles and are not limited to just the urban area, the PAG Regional Freight Plan development process will include a separate effort to identify and designate other freight corridors that are considered important for freight movement. CUFCs may be re-designated at any time.

PAG received one comment on this item from the Tucson Airport Authority. They've asked that the proposed future Alvernon Way realignment east of Tucson International Airport be represented on the CUFC base map. Should the proposed realignment be revised in the future the CUFC base map will be amended to reflect the change.

PRIOR BOARD AND/OR COMMITTEE ACTION

- Recommended approval by TPC on Dec. 14, 2016.
- The Management Committee recommended approval of a preliminary draft at its Jan. 11 meeting.
- The Regional Council reviewed the preliminary draft at its Jan. 26 meeting.
- Management Committee recommended approval of the final CUFC at its March 8 meeting.

FINANCIAL CONSIDERATIONS

Projects occurring on CUFC segments are eligible to receive NHFP and FASTLANE funds.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

- CUFC Designation Criteria and Methodology Document.
- CUFC Designation Recommendation Map.

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