

Freight Advisory Committee

January 12, 2022

Agenda

- 1. Welcome and Introductions – *Geri Poor, Chair***

Roll call and introductions.

- 2. Approve Meeting Summary for December 8, 2021***

- 3. Discussion: CUFC/CRFC Designation and NHFP Funding Process**

PSRC staff will provide a briefing on the 2016 freight project list updates provided by members. Committee members will discuss the process to update the Critical Urban Freight Corridor/ Critical Rural Freight Corridor (CUFC/CRFC) designations, and options for submitting a constrained list of projects for consideration in WSDOT's 2022 National Highway Freight Program (NHFP) funding competition.

- 4. Next Meeting: February 9, 2022: 9:30-11:00 a.m.**

- 5. Adjourn**



2022 CUFC/NHFP Funding Process

Timeline (2022)	Activity – “Project First”
January to mid-March	Solicit and select regional freight priority projects for consideration in freight investment plan
Mid-March thru May	WSDOT lead prioritization of projects for freight investment plan (NHFP + potential INFRA)
June thru mid-July	CUFC/CRFC designation process <ul style="list-style-type: none">• First designate to support priority projects• Allocate remaining mileage balance
Mid-July thru mid-August	WSDOT/PSRC review final submittal, FHWA review and certify designations
Mid-August	WSDOT notify project owners of selection process for FY 21-23 biennium*

*Fund utilization contingent upon FHWA approval of freight investment plan by December 2022



CUFC and NHFP - Two Tracks

NHFP Funding Competition	CUFC Designation Process
PSRC submit list of candidate projects (and project sponsors complete WSDOT application) by <u>mid-March</u>	CUFC designation recommendations confirmed by <u>mid-July</u>
Constrained candidate project list needed <ul style="list-style-type: none">Limited available funding (\$50M statewide over 4-year period)	More extended list <ul style="list-style-type: none">Still guided by location of planned freight projectsUp to ~71 miles of road segments can be designated (increase from ~37-mile limit from previous list)Covers roadway segments not already on Primary Highway Freight System<ul style="list-style-type: none">✓ Segments with NHFP candidate projects✓ Segments with priority projects intending to seek INFRA funds✓ Allocate any remaining balance to other freight-supportive road segments
Competitive with respect to NHFP evaluation criteria with supporting data	Segments must meet federal criteria for CUFC designation



CUFC and NHFP - Two Tracks

NHFP Draft Evaluation Criteria

- Support economy & promote employment
- Located on FGTS System
- Maintain or improve freight intermodal connectivity
- Improve state of good repair of freight infrastructure
- Improve safety conditions
- Reduce conflicts between freight and other modes
- Reduce congestion / improve freight reliability
- Reduce freight impacts on natural environment
- Reduce freight impacts on vulnerable communities
- Financial support by project owners
- Lowest cost / lifecycle cost consideration

Bonus points:

- *Improve truck parking*
- *Improve freight system resiliency*
- *Reduce air emissions*

Federal Requirements for CUFC Designation

- Public road located in urbanized area, which meets one or more of the following four elements:
 - Connects an intermodal facility to the PHFS, interstate system, or an intermodal facility
 - Located within a corridor of a route on the PHFS and provide 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 State

FHWA encourages states to consider first/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.



2016 CUFC Process

- Two-step approach
 - Initial screening using available data to identify candidate corridors based on following criteria:
 - T-1 / T-2 freight corridor
 - Serves as first/last mile connector between intermodal facility and PHFN
 - Connects to large industrial/warehouse centers (minimum 200-acre industrial area within ¼-mile distance)
 - Secondary screening to narrow down and identify segments with active freight projects



Status of 2016 Freight Project List

- Of 60 projects on the list
 - 42 are still active – of these, 16 have indicated readiness to receive funding for 2022-2025 period
 - 12 are completed or cancelled
 - 6 are unknown



Questions for Discussion

- Given the limited amount of funding available, and the remaining projects on the 2016 list – do you feel the need to reopen the project list?
- If yes, we'll need to discuss how broadly to open this up – since we have new CUFC designations to make, it can be broader than only those facilities currently listed, so we would propose opening it up to all MIC and subarea land jurisdictions.
- If yes, we would need to solicit projects based on federal and state criteria, and confirm an appropriate review process with WSDOT.

