

**Draft considerations for refining the CUFC list to adhere to the region's mileage threshold:**

1. Confirm consistency with federal CUFC requirements (see attached guidelines), and remove any segments that are not  
  
*PSRC staff will complete a preliminary eligibility review prior to the FAC meeting*
2. Identify segments that can be shortened/fine-tuned to reduce overall miles without removing segments\*\*
3. Remaining segments should be retained on list according to the following priorities (in descending order)\*\*
  - a. Segments with projects that applied for NHFP or intend to apply for INFRA funds
  - b. Segments with other projects that are planned for implementation within the next 6 years
  - c. Segments with other projects that are planned for implementation beyond 6 years
  - d. Segments without projects planned but have been identified for other freight-supportive reasons
4. The committee could also consider if any segments would be appropriate to request WSDOT to assess for Critical Rural Freight Corridor (CRFC) designation (see attached guidelines) instead of CUFC

\*\*For steps 2 and 3, also consider geographic balance in determining which segments should be shortened or removed

The committee will need to reduce the CUFC list from about 103 requested miles to 71 requested miles and will have opportunity to refine these considerations before beginning that deliberation.

# Federal requirements on CUFC designation

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 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.

# Federal requirements on CRFC designation

State may designate a public road within the borders of the State as a CRFC if the public road is not in an urbanized area, and meets one or more of the following seven elements:

(A) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (Federal Highway Administration vehicle class 8 to 13);

(B) provides access to energy exploration, development, installation, or production areas;

(C) connects the PHFS or the Interstate System to facilities that handle more than:

1. 50,000 20-foot equivalent units per year; or
2. 500,000 tons per year of bulk commodities;

# Federal requirements on CRFC designation

(D) provides access to:

1. a grain elevator;
2. an agricultural facility;
3. a mining facility;
4. a forestry facility; or
5. an intermodal facility;

(E) connects to an international port of entry;

(F) provides access to significant air, rail, water, or other freight facilities in the State; or

(G) is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

FHWA encourages States, when making CRFC designations, to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities.