

To: CRCOG Transportation Committee
From: Cara Radzins, Principal Transit Planner
C: Jennifer Carrier, Director of Transportation
Date: December 1, 2017
Subject: CTDOT – Draft Critical Urban and Rural Freight Network

Pursuant to the Fixing America’s Surface Transportation Act (FAST Act), the Connecticut Department of Transportation (CTDOT) recently completed its Statewide Freight Plan. That document is available for download at <http://www.ct.gov/dot/FreightProgram>.

In addition to the development of a Statewide Freight Plan, a component of the FAST Act’s freight provisions is the designation of a Critical Urban and Rural Freight Network (CURFN). This network will become part of the Statewide Freight Plan by reference and may be updated as part of an overall Plan update, or more frequently as needed. The purpose of the CURFN is to identify important freight corridors that provide critical connectivity to the National Highway Freight Network (NHFN). By designating these corridors, States can strategically direct resources toward improved system performance and efficient movement of freight on the NHFN. While CTDOT’s current Capital Plan allocates National Freight Program funds to projects on I-84, and I-95, there is a hope that future federal transportation authorizations will add funding to the National Freight Program. Roads identified as part of the CURFN would be eligible for such funding.

Connecticut’s mileage allocation for its CURFN is 75 miles for urban roads and 150 miles for rural (non-urban) roads. The eligibility requirements of these segments per the FAST Act are explained on the next page, and a draft map of the CURFN is attached. As the legend indicates:

- The segments in Red are the proposed Rural Designations.
- The segments in Blue are the proposed Urban Designation.
- The segments in Purple represent the proposed “Unconstrained Network” or Future Network, if Connecticut were to be allocated additional mileage in the future.

Within the Capitol Region, the proposed network covers Routes 20 and 75 near Bradley International Airport; Route 44 through Hartford, West Hartford, Avon, and Canton; and Route 6 through Bolton, Andover, Columbia, and Mansfield. CRCOG staff has reviewed the proposed CURFN and believes that our Region is well represented and the identified routes are logical corridors for freight connectivity.

If you have any questions about this effort or would like to submit comments on the proposed CURFN, please contact cradzins@crcog.org or (860) 724-4251.

RURAL DESIGNATION

A State may designate a public road within the borders of the State as a Critical Rural Freight Corridors (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 Primary Highway Freight System (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;
- 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.

URBAN DESIGNATION

A public road designated as a Critical Urban Freight Corridor (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.

Draft Connecticut CURFN Freight Network - November 2017

Map prepared by the Bureau of Policy and Planning of the Connecticut Department of Transportation. November 2017

This map should not be referenced or incorporated in any manner in legal documents or proceedings.

