



MEMORANDUM

To: MPO Policy Committee
From: CMAP Staff
Date: June 2, 2016
Re: Critical Urban Freight Corridors

CMAP staff has developed a preliminary recommendation of Critical Urban Freight Corridors (CUFCs) in the Chicago region for stakeholder discussion and eventual approval by the MPO Policy Committee. In large metropolitan areas such as northeastern Illinois, CUFCs are designated by the MPO to be part of the National Highway Freight Network, thus being eligible for apportioned and discretionary freight funding programs established recently under the National Highway Freight Program in the Fixing America's Surface Transportation (FAST) Act. An explanation of the network, the process of approval and designation, and a list of the recommended corridors follow.

National Highway Freight Network

The FAST Act's freight funds are to be programmed for projects that contribute to the efficient movement of freight on the National Highway Freight Network. The National Highway Freight Network is composed of four elements:

- Primary Highway Freight System
- Other Interstate Highways
- Critical Rural Freight Corridors
- Critical Urban Freight Corridors

The Primary Highway Freight System was developed under MAP-21. It is comprised of more than 41,000 miles of the "most significant" freight highways in the nation. In Illinois, 1,685 miles of highway were designated earlier in 2016 by the Federal Highway Administration (FHWA) as part of this network. Factors used in identifying these highways included estimated tonnage (from FHWA's Freight Analysis Framework), estimated value, annual average daily truck traffic, international points of entry, National Highway System intermodal connectors, and system connectivity.

There are known issues with the Primary Highway Freight System. For example, the system includes intermodal connectors, but not necessarily the mainline routes these connectors link to. In addition, the system was not forward-looking and did not consider planned corridors or developments. Finally, the system did not consider freight bottlenecks. To address these deficiencies in a flexible way, the law granted authority for states and metropolitan planning organizations to designate critical rural and critical urban freight corridors.

Not all Interstate Highways were included in the Primary Highway Freight System, but they are included in the National Highway Freight Network. "Other Interstate Highways" included in the National Highway Freight Network total 9,510 miles nationally, with 587 miles in Illinois.

Critical Urban and Critical Rural Freight Corridors are designated by the state except in metropolitan areas with over 500,000 residents, in which case the urban corridors are designated by Metropolitan Planning Organizations (MPOs) in consultation with their state governments. Critical urban freight corridor centerline mileage in Illinois is limited 168.54 centerline miles, calculated as 10 percent of the Primary Highway Freight System. In Illinois, CMAP and the East-West Gateway Council of Governments (the two MPOs in urbanized areas greater than 500,000) may designate critical urban freight corridors, and the State of Illinois may so designate other urbanized areas. Furthermore, IDOT, CMAP, and East-West Gateway Council of Governments are to jointly determine how to distribute the CUFC mileage among the urbanized areas.

Critical urban freight corridors must:

(A) connect an intermodal facility to:

1. the Primary Highway Freight System (PHFS);
2. the Interstate System; or
3. an intermodal freight facility;

(B) be located within a corridor of a route on the PHFS and provide an alternative highway option important to goods movement;

(C) serve a major freight generator, logistic center, or manufacturing and warehouse industrial land; or

(D) be important to the movement of freight within the region, as determined by the MPO or the State.¹

National Highway Freight Network: Policy Discussion

To foster freight fluidity, access to markets, and economic growth, CMAP and its partner agencies could use the National Highway Freight Network, including Critical Urban Freight Corridors, to prioritize projects for funding. CMAP staff suggests that stakeholders should

¹ "Designating and Certifying Critical Rural Freight Corridors and Critical Urban Freight Corridors." FAST Act, Section 1116 National Highway Freight Program (NHFP) Guidance. April 26, 2016. Pp. 2-3.

discuss the prioritization of the National Highway Freight Network for funding programs including, at a minimum, freight-system funding programs recently included in the FAST Act. A performance-based approach to designating Critical Urban Freight Corridors and future re-designations of the National Highway Freight Network would facilitate such prioritization. Noting the substantial congestion in the recommended Network, we believe discussions should also take place regarding the full development of a broad performance-based approach to programming freight funds at both the state and federal levels. These discussions should take place soon, since, in order to program its freight program apportionments, the State needs to develop a fiscally-constrained statewide freight plan, including a program of projects, in 2017. A programming approach that funds any eligible project under development would be a lost opportunity to improve system performance.

Critical Urban Freight Corridors: Staff Recommendation

Owing to the concentration of Illinois freight activity in the Chicago area, CMAP staff has prepared a recommended list of Critical Urban Freight Corridors using a performance-based approach. This recommendation, totaling 161.4 miles, is based on the following factors:

- Addressing intermodal connectivity missed in FHWA's initial designation of the National Highway Freight Network.
- Addressing freight bottlenecks, where truck congestion typically extends to six or more hours per day; or high-volume truck facilities, where volumes of more than four thousand heavy vehicles per day are typical. Many of these overlap facilities for intermodal connectivity; the remaining facilities provide access to concentrations of industrial land uses.
- Addressing planned facilities that will address known truck bottlenecks.

Process and Coordination with Partners

Staff has presented the preliminary recommended CUFCs to the Transportation Committee and Freight Committee as well as discussing them with individual agencies in the region, and several changes have been made in response. The recommendation has been discussed with IDOT, and additional meetings in the upcoming weeks are expected to refine the particular corridors in northeastern Illinois as well as the balance of CUFC mileage statewide. Staff recommends that the CUFCs be designated by the MPO Policy Committee at its October 2016 meeting so as to include them in the final National Multi-Modal Freight Network, scheduled to be designated by the U.S. Department of Transportation no later than December 4, 2016.

ACTION REQUESTED: Discussion

**Critical Urban Freight Corridors
Staff Proposal**

Corridor Number	Corridor	Limits	Notes
1	Western Avenue	I-290 to US 12/20 95 th Street	Connectivity to intermodal terminals
2	IL 43/Harlem Avenue	IL 43 to 71 st Street	Connectivity to intermodal terminals
3	US 12/20 95 th Street	I-294 Tri-State Tollway to Western Avenue	Heavily used truck route, connecting to above corridors
4	IL 50 Cicero Ave and 127 th Street	US 12/20 95 th Street to I-294	Connectivity to intermodal terminals.
5	Torrence Avenue	106 th Street to 130 th Street	Connectivity to port and manufacturing area
6	130 th Street	Torrence Avenue to I-94 Bishop Ford Freeway	Connectivity to port and manufacturing area
7	Kingery Expressway/Busse Road	IL 72 to I-55	Serves manufacturing, warehouse, industrial land
8	North Avenue	Kirk Road to IL 83 Kingery Highway	Serves manufacturing, warehouse, industrial land
9	Elgin-O'Hare Western Access	US 20 Lake Street to Proposed Western Access and from I-90 Jane Addams Tollway to I-294 Tri-State Tollway	Serves manufacturing, warehouse, industrial land.
10	US 20 Lake Street	Shales Parkway to Elgin-O'Hare Expressway	Serves manufacturing, warehouse, and industrial land
11	IL 53	I-55 to Normantown Road	Serves manufacturing, warehouse, and industrial land
12	Kirk Road/Farnsworth Avenue	IL 64 North Avenue to I-88 Reagan Tollway	Serves manufacturing, warehouse, and industrial land
13	Houbolt Road Bridge (Proposed)	I-80 to UP Joliet Intermodal Terminal	Connectivity to intermodal terminals
14	Orchard Road	I-88 Reagan Tollway to US 30	Serves manufacturing, warehouse, and industrial land
15	US 30	Orchard Road to US 34	Serves manufacturing, warehouse, and industrial land

Corridor Number	Corridor	Limits	Notes
16	Central Avenue (Proposed)	I-55 Stevenson Expressway to 79 th Street	Provides new alternative to two very congested intermodal corridors
17	Elmhurst-Touhy-Lee-Higgins-Patton	I-90 Addams Tollway to O'Hare Northeast Cargo Area	Serves new airport cargo area. Includes new Lee Street exist off I-90 and new Elmhurst Road interchange
18	IL 64 North Avenue	I-294 Tri-State Tollway to IL 171 1 st Avenue.	Serves manufacturing, warehouse, and industrial land
19	US 12/20/45 Mannheim Road	Lake Street to I-290 Eisenhower Expressway	Serves manufacturing, warehouse, and industrial land
20	US 41 Skokie Highway	Grand Avenue to I-94 Edens Expressway	Provides alternate route for I-94 Edens Expressway
21	US 52/IL 53	I-80 to Laraway Road	Connectivity to intermodal terminals. Also serves manufacturing, warehouse, and industrial land.
22	US 6 Eames Street and IL 7 Larkin Road	US 6 at I-55 to IL 7 at I-80	Serves manufacturing, warehouse, and industrial land
23	Pulaski Rd	33 rd Street to I-55 Stevenson Expressway	Serves manufacturing, warehouse, and industrial land
24	Weber Road	119 th Street to Taylor Road	Serves manufacturing, warehouse, and industrial land
25	IL 56/US 30/IL 47	I-88 Reagan Tollway to US 34	Serves manufacturing, warehouse, and industrial land
26	Columbus Avenue	Western Avenue to 79 th Street	Connectivity to intermodal terminal
27	Archer Avenue and Pulaski Road	IL 50 Cicero Avenue to 47 th Street	Connectivity between intermodal terminals

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