

SUBURBAN MARYLAND CRITICAL URBAN FREIGHT CORRIDORS UPDATE

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TPB Technical Committee
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National Capital Region
Transportation Planning Board

Background

- The 2015 Fixing America’s Surface Transportation (FAST) Act created a freight-specific formula grant funding program, the National Highway Freight Program (NHFP) to ensure the condition and performance of highways deemed most critical to freight movement
- The FAST Act directed NHFP funds towards roadway segments identified as part of the National Highway Freight Network (NHFN)
- One subcategory of roads on the NHFN is of concern to the TPB – **Critical Urban Freight Corridors**
 - CUFCs are subsets of state-designated truck-allowing facilities which are identified for the purpose of ensuring eligibility for NHFP funding
 - They do not represent the totality of state-designated truck routes nor of truck-allowing facilities in the region, and may not be contiguous



CUFC Mileage Limitations

- The FAST Act capped the number of CUFC miles a state or MPO could designate
- The Infrastructure Investment and Jobs Act (IIJA) subsequently increased the limit

Legislation	Mileage Limitation
2015 FAST Act	Up to 75 miles of highway or 10 percent of the PHFS mileage in the state, whichever was greater
2021 IIJA	Up to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater

- MDOT and TPB staff recently collaborated to develop recommended changes to Suburban Maryland’s CUFC network under this new designation limit



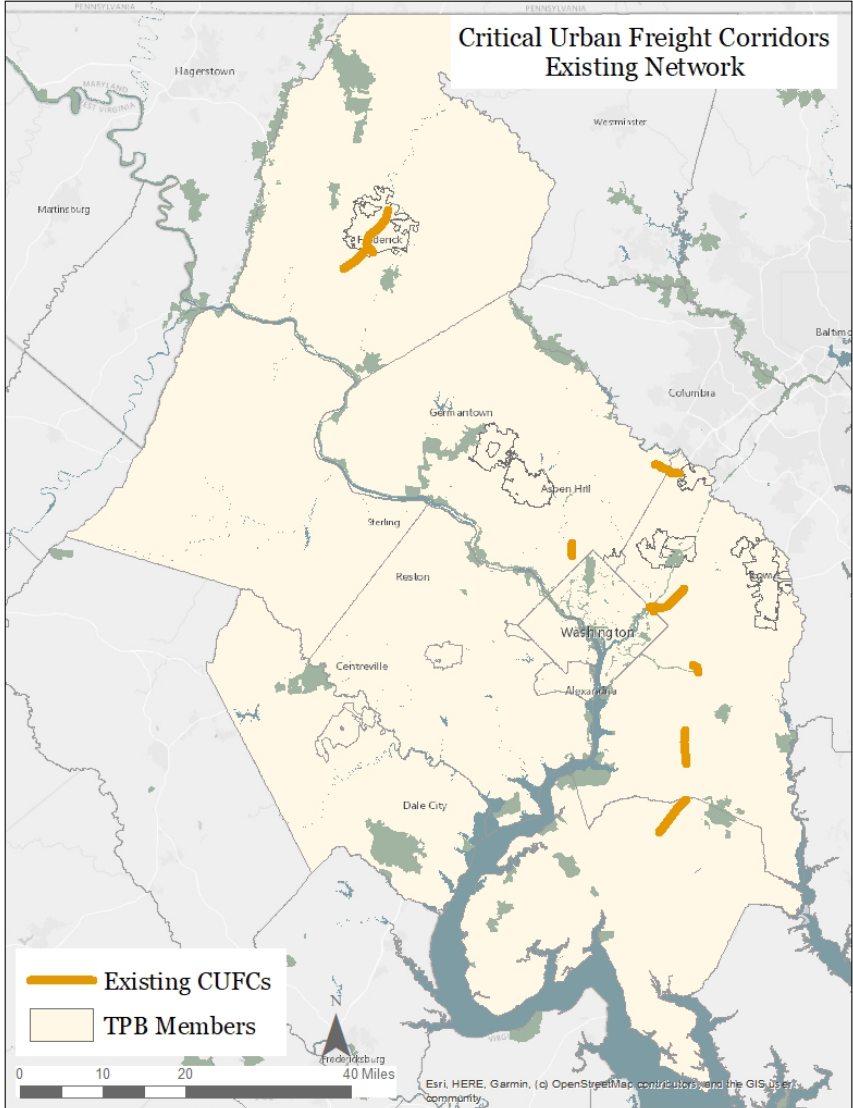
National Capital Region CUFCs

- TPB adopted Resolution R6-2018 on November 15, 2017, and a subsequent amendment in 2021, which established 117.7 CUFC miles for the National Capital Region
 - 24.1 corridor miles for Maryland
 - 20.5 corridor miles for Virginia, as amended in 2021
 - 73.1 corridor miles for the District of Columbia
- Based on increased mileage enabled by IIJA and other considerations, the proposed changes to the CUFC network in Suburban Maryland include:
 - the removal of approximately eight miles of roadway segments
 - the addition of roughly 34 miles of corridors
 - the total new designation would be approximately 49 CUFC miles



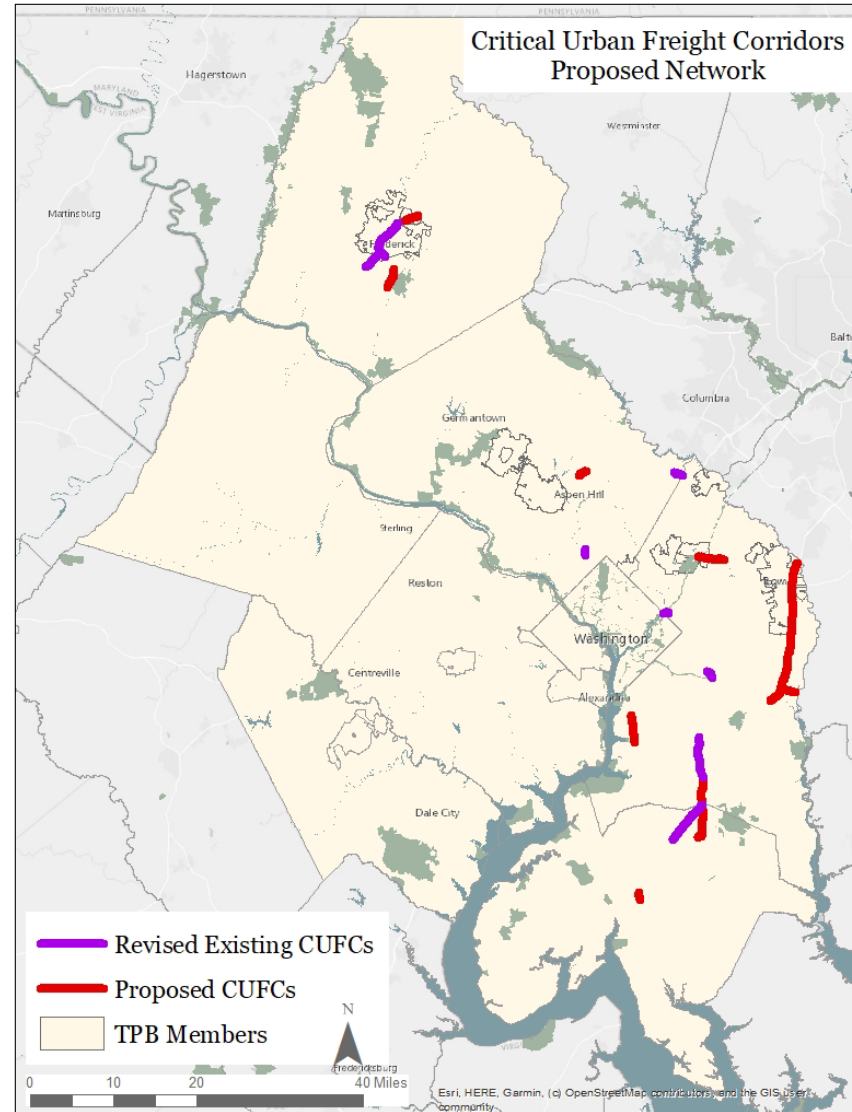
2017 Suburban Maryland CUFC Designations

CUFC Designation	Miles
2017 Existing Lane Miles	~24



2024 Suburban Maryland CUFC Designations (*Proposed*)

CUFC Designation	Miles
2017 Existing Lane Miles	~24
2024 Proposed Removals <i>(includes segments shifted to NHFN)</i>	(~9)
2024 Proposed Additions	~34
2024 Proposed CUFC Designations	~49



Designating Revised CUFCs

- MDOT and TPB staff considered various criteria to identify recommended changes to the CUFC network in Suburban Maryland

Criteria	
High Truck Volume Corridors	Pavement Condition Data
Freight Generators	Stakeholder Feedback
Bridge Condition Data	Location of NHFP-eligible Projects



Next Steps

- Comments welcome – **April 5 through April 19**
- Request TPB Steering Committee approvals – **May 3**
- TPB staff continues to coordinate with VDOT regarding identifying modifications for their CUFC network



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