

ITEM 12 –Information
September 20, 2017

Critical Urban Freight Corridors

Staff

Recommendation: The Board will be briefed on the anticipated process and designation of Critical Urban Freight Corridors later this year.

Issues: None

Background: The board will be provided an overview of designating Critical Urban Freight Corridors (CUFC), including the TPB's new role in CUFC designation under the FAST Act, the anticipated process and schedule for TPB designation of CUFCs later this year, and the TPB Steering Committee's June 2 approval of provisional designation of CUFCs for the Maryland portion of the National Capital Region.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: Critical Urban Freight Corridors
DATE: September 14, 2017

This memorandum describes Critical Urban Freight Corridors (CUFC) and the **authority granted to the Transportation Planning Board (TPB) through the FAST Act to designate CUFCs for the National Capital Region (NCR)**. The TPB will be asked to designate CUFCs for the NCR this fall.

BACKGROUND

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFP provides Federal funding eligibility for a wide range of activities including planning, engineering, and construction on the NHFN.

The NHFN consists of four components:

- Primary Highway Freight System (PHFS);
- The portions of the Interstate System not on the PHFS;
- Critical Rural Freight Corridors (CRFC); and
- Critical Urban Freight Corridors (CUFC).

The first two components (PHFS and other interstate portions not on the PHFS) were designated within the FAST Act itself. The last two components (Critical Rural Freight Corridors and Critical Urban Freight Corridors) may be designated by either State Departments of Transportation (DOT) or by Metropolitan Planning Organizations (MPO) depending on the type of corridor (CRFC or CUFC) and the size of the MPO. In all cases, the FAST Act requires DOTs and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1 (next page).

Table 1: Role in Designating CUFCs and CRFCs

Corridor Type	State DOT role	MPO role
CRFC	Designates all CRFC's – must coordinate with MPOs	Coordinates with state DOTs
CUFC	Designates CUFCs in MPOs with less than 500,000 population – must coordinate with MPOs	Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs

After December 4, 2017, designated and approved CUFCs and CRFCs become part of the National Highway Freight Network (NHFN) and thereby become eligible for National Highway Freight Program (NHFP) funding.¹ The remainder of this memorandum will focus exclusively on Critical Urban Freight Corridors (CUFC).

REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

To be designated as a Critical Urban Freight Corridor, a candidate public roadway must be located within an urbanized area and meet at least one of the following criteria:

- Connects an intermodal facility to the Primary Highway Freight System (PHFS) or the Interstate System;
- Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement;
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.

MILEAGE LIMITATIONS

For each state, a maximum of 75 miles of highway or 10% of the PHFS mileage in the state, whichever is greater, may be designated as a CUFC. Table 2 shows the relevant mileage limitations for Maryland, Virginia, and the District of Columbia. Table 3 shows how Maryland's CUFC mileage has been apportioned to the State's six MPOs.

¹ Provided the State has an approved, FAST Act-Compliant State Freight Plan.

Table 2: Critical Urban Freight Corridor Mileage

State	CUFC Miles: Total	CUFC Miles: National Capital Region
Maryland	75.00	25.00
District of Columbia	75.00	75.00
Virginia	83.35	TBD

Table 3: Maryland Critical Urban Freight Corridor Mileage

Maryland MPO	CUFC Miles
NCR Transportation Planning Board	25
Baltimore Regional Transportation Planning Board	25
Cumberland Area MPO	5
Hagerstown / Eastern Panhandle MPO	5
Salisbury / Wicomico MPO	5
St. Mary's / Calvert MPO	5
WILMAPCO	5
Total	75

SCHEDULE FOR DESIGNATING NCR CRITICAL URBAN FREIGHT CORRIDORS

TPB staff continues to coordinate with the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to identify appropriate candidate public road segments for potential designation as CUFCs by the TPB at meetings later this year. Because MDOT has been working to finalize their FAST Act-Compliant State Freight Plan by this summer, and because the identification of CUFCs is an element of the Maryland State Freight Plan, identification of Maryland CUFCs is further developed than either DDOT or VDOT corridors are (see below).

STEERING COMMITTEE RESOLUTION TO DESIGNATE A PROVISIONAL SET OF CRITICAL URBAN FREIGHT CORRIDORS FOR THE MARYLAND PORTION OF THE NATIONAL CAPITAL REGION

On June 2, 2017, the Steering Committee passed resolution SR26-2017 approving the provisional designation of Maryland CUFCs. This action was requested by MDOT so that they would have official documentation describing the provisional set of CUFCs in the Maryland portion of the NCR in time for their FAST Act-Compliant State Freight Plan submittal this summer. A full description of the provisionally designated Maryland CUFCs, including maps and methodology, is included in the materials associated with resolution SR26-2017 in the Steering Committee and Director's Report in the mailout.

NEXT STEPS

The proposed schedule for designating the National Capital Region's Critical Urban Freight Corridors is:

- September - November:
 - TPB staff to continue ongoing collaborative efforts with DDOT and VDOT staff to develop CUFCs in the District of Columbia and in Virginia with periodic review of the TPB Freight Subcommittee.
 - TPB staff will present all regional CUFC candidates (MD, VA, and DC) to the Technical Committee and to the TPB.
 - At a separate meeting, TPB staff will request TPB designation of the full set of CUFCs for the NCR.

- October - November:
 - TPB resolution designating the National Capital Region's CUFCs will be submitted to FHWA with copies to MDOT, DDOT, and VDOT.