



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Andrew Meese, TPB Systems Performance Planning Program Director  
Janie Nham, TPB Transportation Planner  
**SUBJECT:** Proposed Critical Urban Freight Corridor (CUFC) Designation Updates for Suburban Maryland  
**DATE:** April 5, 2024

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This memorandum describes proposed updates to the Critical Urban Freight Corridor (CUFC) designations in the Maryland portion of the National Capital Region, originally approved by the Transportation Planning Board in November 2017. The 2021 Infrastructure Investment and Jobs Act (IIJA) increased the number of CUFC miles that a state or MPO can designate. Maryland Department of Transportation (MDOT) and TPB staff recently collaborated to develop recommended changes to its CUFC network under this new designation limit, described below in this memorandum and an accompanying PowerPoint presentation.

## BACKGROUND

The 2015 Fixing America's Surface Transportation (FAST) Act created a freight-specific formula grant funding program, the National Highway Freight Program (NHFP) (in addition to other freight discretionary grant funding programs) to ensure the condition and performance of highways deemed most critical to freight movement. The programs were established to increase U.S. competitiveness in the global economy, improve the efficiency and reliability of the freight network, and reduce the environmental impacts of freight.

Since 2016, between \$1.1 billion to \$1.5 billion<sup>1</sup> has been authorized annually for the NHFP to support the most critical portions of the national freight network. The FAST Act outlined requirements and constraints for identifying the subset of roadway segments to receive NHFP funding. Some of these provisions were subsequently amended under the IIJA.

### Designation Responsibility

The FAST Act directed NHFP funds towards roadway segments identified as part of the National Highway Freight Network (NHFN), a subsection of the total national freight network. The NHFN includes four subcategories of roadways:

- Primary Highway Freight System (PHFS) – the most critical Interstate and highway segments of the U.S. freight transportation system based on national data.
- Other Interstate portions not on the PHFS (non-PHFS) – Interstate roads not included in the PHFS that provide important continuity and access to freight transportation facilities.

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<sup>1</sup> Federal Highway Administration (FHWA) FAST Act and Bipartisan Infrastructure Law Fact Sheets.

- Critical Rural Freight Corridors (CRFCs) - public roads not in an urbanized area that provide access to and connection between the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- Critical Urban Freight Corridors (CUFCs) - public roads in an urbanized area that provide access to and connection between the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

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) would 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 required DOTs and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1. Moreover, CRFC and CUFC designations could be made on a rolling basis. Based on the population of the National Capital Region, the TPB is responsible for designating CUFCs, which will be the focus of this memorandum.

**Table 1: MPO 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	<b>Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs</b>

It should be noted that CUFCs and CRFCs do not represent the totality of state-designated truck routes nor of truck-allowing facilities in the region and may not be contiguous from an operational standpoint. Rather, CUFCs and CRFCs are subsets of these truck-allowing facilities that are identified for the purpose of ensuring eligibility for the aforementioned special federal grants. States and MPOs generally prioritize the limited miles available under federal law for CUFCs and CRFCs for road segments that have anticipated improvement needs. Identified segments may not be contiguous and may later change once improvements have been implemented.

Requirements for Candidate Critical Urban Freight Corridors

To be designated as a Critical Urban Freight Corridor, candidate public roadways 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

The FAST Act limited the number of CUFC miles that a state or MPO could designate to 75 miles of highway or 10 percent of the PHFS mileage in the state, whichever was greater.

### IIJA Amendments<sup>2</sup>

The IIJA continued all provisions that applied to CUFCs under the FAST Act, except for the mileage limitation. The IIJA increased the total amount of CUFC mileage that could be designated by states and MPOs to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater. As a result of this change, up to 150 CUFC miles can be designated in Maryland, a portion of which is being allocated to the National Capital Region portion of Maryland.

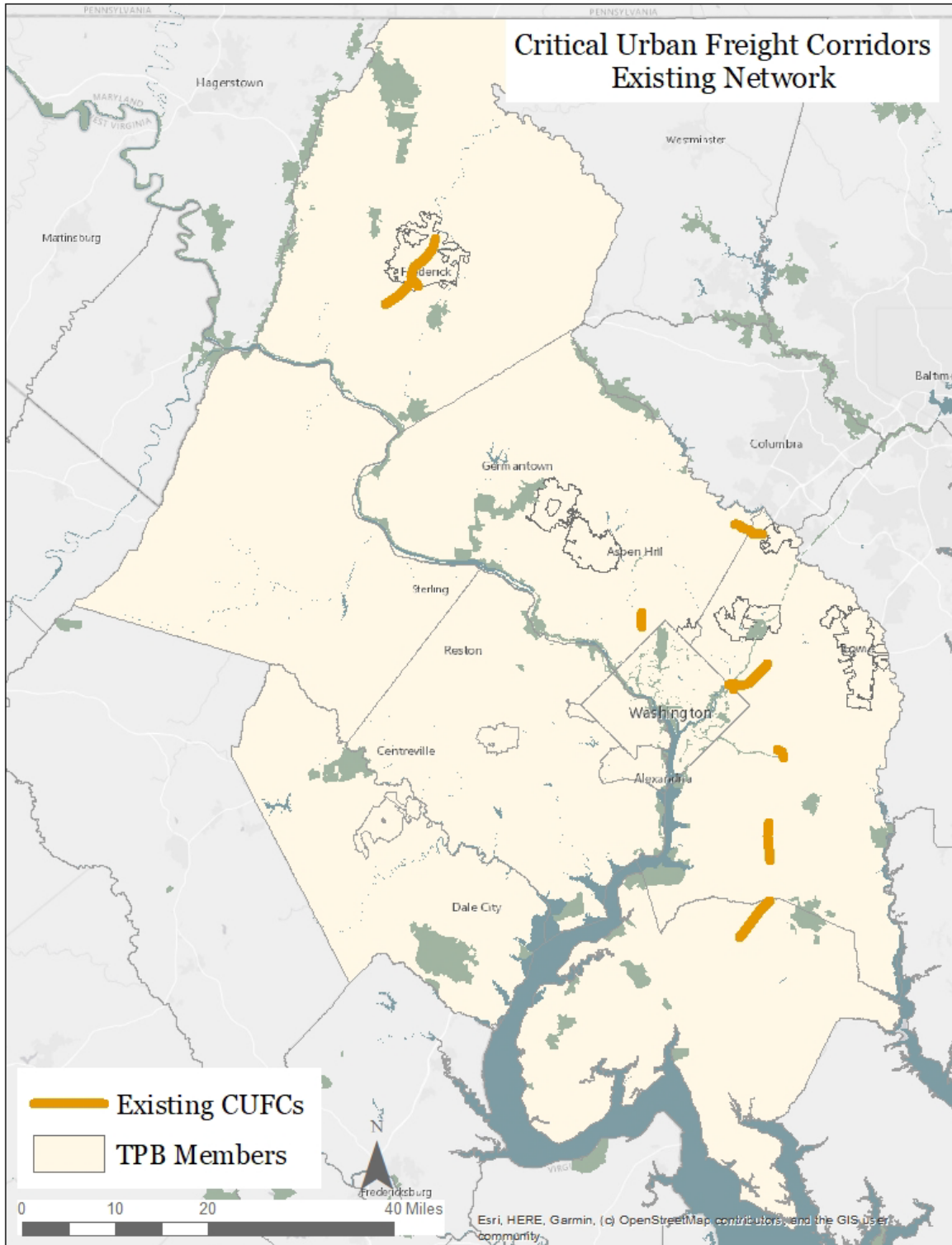
## **CRITICAL URBAN FREIGHT CORRIDORS FOR SUBURBAN MARYLAND**

The TPB adopted [Resolution R6-2018](#) on November 15, 2017, which established the Critical Urban Freight Corridors for the National Capital Region. The 2017 designation included 24.1 corridor miles for Suburban Maryland, which are illustrated in Figure 1. Following the increase mileage allowed under the IIJA, this allocation is anticipated to increase to nearly 50 miles for Suburban Maryland.

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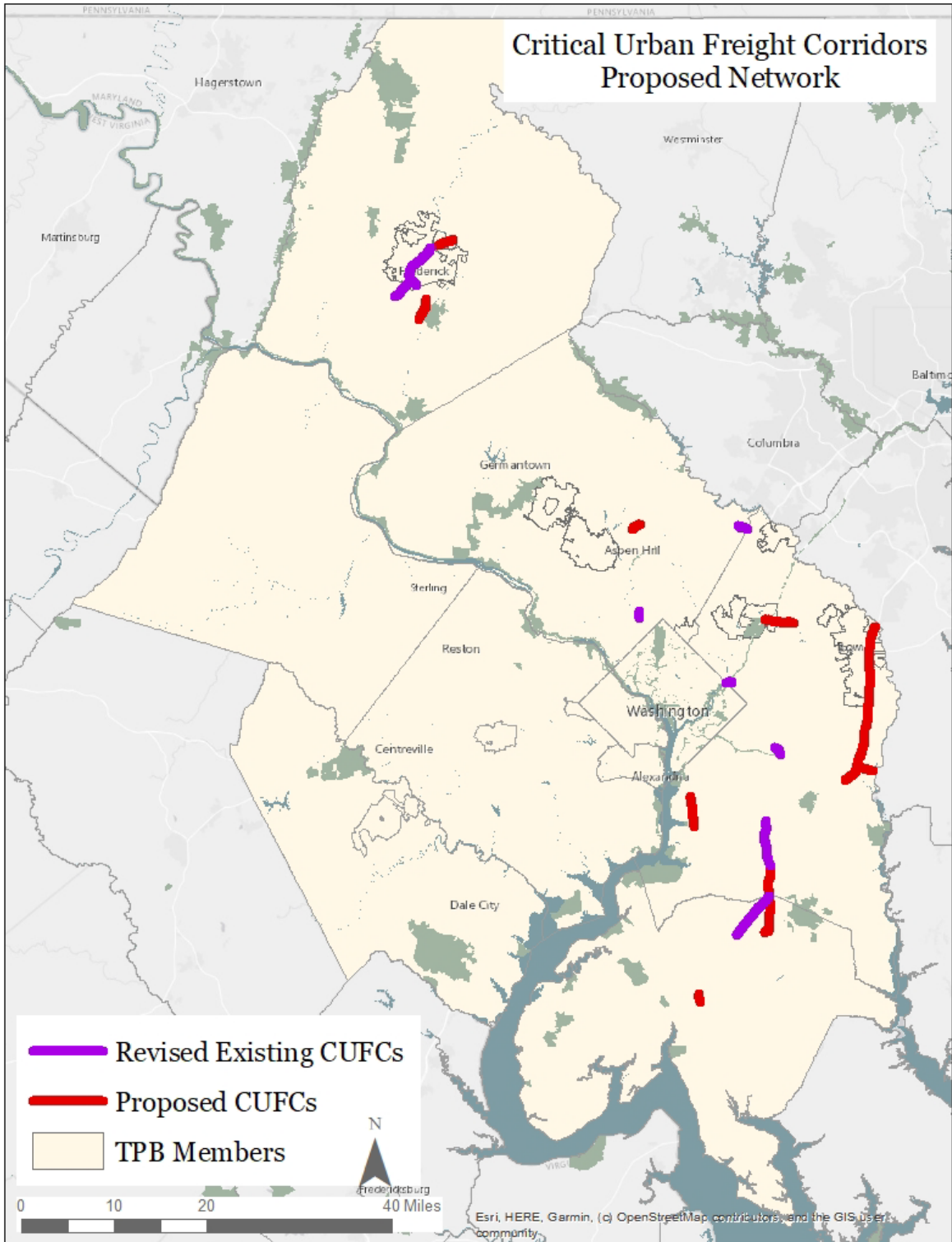
<sup>2</sup> This paragraph only discusses the IIJA amendments concerning CUFCs. For a summary of all IIJA amendments that apply to the NHFP, see the FHWA's Bipartisan Infrastructure Law Fact Sheet for the NHFP, available at: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm>.

Figure 1: Map of Existing CUFC Designations in Suburban Maryland



As a result of the CUFC mileage increase provided through the IJJA, MDOT and TPB staff have identified potential updates to the District's CUFC designations. The proposed changes include the removal of approximately eight miles of roadway segments and the addition of roughly 34 miles of corridors, for a proposed new designation of 49.24 CUFC miles. The recommended new network is illustrated in Figure 2, and a detailed listing of the segments within the new CUFC network is provided as an appendix.

Figure 2: Map of Proposed CUFC Network in Suburban Maryland



## Designation Methodology

Maryland's CUFC designations represent a subset of the truck and bus route network and other truck allowable segments in its portion of the region. To identify additional recommended CUFC segments, MDOT and TPB staff assessed the roadway network and freight facilities in Suburban Maryland to select the most important candidate segments for CUFC designation. This included analysis of high truck traffic corridors, connections to freight generators and commercial districts, locations of planned investments, and pavement and bridge condition. Stakeholder feedback was additionally solicited through the TPB Freight Subcommittee.

## **NEXT STEPS**

TPB staff will present these recommendations for the CUFC network updates to the TPB Technical Committee on April 5 for technical review and comment. On May 3, 2024, the TPB Steering Committee will be asked to approve the proposed changes, which has been the forum for amendments to the Virginia CUFCs in 2021 and the District of Columbia CUFCs in 2023. Upon approval, TPB Staff will submit the updated CUFC designations to the Federal Highway Administration (FHWA).

TPB staff continues to coordinate with the Virginia Department of Transportation (VDOT) regarding identifying appropriate modifications for their CUFC network and anticipates following this same process once necessary information becomes available for their designation update.

## APPENDIX

**Table 1: Existing (2017) Suburban Maryland Critical Urban Freight Corridors Proposed to be Maintained**

<b>Route</b>	<b>Start Point</b>	<b>End Point</b>	<b>Length (miles)</b>
US 15 Catoclin Mountain Hwy	MD 26 Liberty Rd	US 40	3.21
US 40	US 15 Catoclin Mountain Hwy	I-70 / I-270	0.62
US 15 Catoclin Mountain Hwy	I-70	Mile Marker 10	1.40
US 301 Crain Hwy	Prince George's / Charles County line	Smallwood Dr	4.00
US 50 John Hanson Hwy	District of Columbia / Maryland State line	MD 295 Baltimore Washington Pkwy	0.50
MD 198 Sandy Spring Rd	Dino Dr	Gunpowder Rd	0.86
MD 4 Pennsylvania Ave	I-95	MD 337 Suitland Pkwy	0.91
MD 185 Connecticut Ave	I-495	Manor Rd	0.67
MD 5 Branch Ave	Surratts Rd.	MD 373 Accokeek Rd	3.48
<b>SUM</b>			<b>15.65</b>

**Table 2: Existing (2017) Suburban Maryland Critical Urban Freight Corridors Proposed to be Removed**

<b>Route</b>	<b>Start Point</b>	<b>End Point</b>	<b>Length (miles)</b>
US 15 Catoclin Mountain Hwy	Mile Marker 10	Mt. Zion Rd	1.07
US 15 Catoclin Mountain Hwy	Hayward Rd	MD 26 Liberty Rd	1.05
US 50 John Hanson Hwy	MD 295 Baltimore Washington Pkwy	MD 410 Veterans Pkwy	3.55
MD 198 Sandy Spring Rd	US 29 Old Columbia Pike	Dino Rd	0.49
MD 198 Sandy Spring Rd	Gunpowder Rd	I-95	1.25
MD 201 Kenilworth Ave	US 50 John Hanson Hwy	District of Columbia / Maryland State line	0.46
MD 185 Connecticut Ave	Manor Rd	MD 410 East-West Hwy	0.54
<b>SUM</b>			<b>8.41</b>



**Table 2: Suburban Maryland Critical Urban Freight Corridors Proposed Additions**

<b>Route</b>	<b>Start Point</b>	<b>End Point</b>	<b>Length (miles)</b>
US 301 Crain Hwy	Chew Rd	MD 4 Pennsylvania Ave	1.43
MD 4 Southern Md Blvd	US 301 Crain Hwy	MD 4 Stephanie Roper Hwy (Bridge)	2.87
US 301 Crain Hwy	MD 6 E Charles St	MD 225 E Hawthorne Dr	0.73
MD 85 Buckeystown Pike	English Muffin Way	Shockley Dr	1.38
US 301 Crain Hwy	Mattawoman Creek	Short Cut Rd	2.55
US 301 Crain Hwy	MD 197 Collington Rd	US 50 John Hanson Hwy	0.86
MD 26 Liberty Rd	N Market St	MD 194 Woodsboro Pike	1.37
MD 28 Norbeck Rd	Carrolton Rd	MD 97 Georgia Ave	0.79
MD 210 Indian Head Hwy	Fort Washington Rd	Livingston Rd	2.64
US 301 Crain Hwy	MD 214 Central Ave	MD 197 Collington Rd	3.06
US 301 Crain Hwy	MD 4 Pennsylvania Ave	MD 214 Central Ave	5.99
US 301 Crain Hwy	MD 5 Mattawoman Beantown Rd	Mattawoman Creek	0.13
US 301/MD 3 Crain Hwy	US 50 John Hanson Hwy	MD 450 Annapolis Rd	2.20
MD 5 Mattawoman Beantown Rd	MD 5 Leonardtown Rd / St. Charles Pkwy	US 301 Crain Hwy	3.21
MD 4 Pennsylvania Ave	US 301 Crain Hwy	Patuxent River (Bridge)	1.43
MD 193 Greenbelt Rd	MD 295 Baltimore Washington Pkwy S	Good Luck Rd	2.52
MD 85 Buckeystown Pike	Shockley Dr	I-270	0.43
<b>SUM</b>			<b>33.59</b>