

CRITICAL URBAN FREIGHT CORRIDORS

Focus on the Virginia portion of the National Capital
Region

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Presentation Items

- Brief overview of Critical Urban Freight Corridors (CUFC)
- Methodology to identify Northern Virginia CUFC candidates
- Review of draft Northern Virginia CUFCs
- Schedule for Board action on CUFCs later this year
- Next steps



What Are CUFCs?

- **CUFCs** are one component of the National Highway Freight Network (NHFN) established by the FAST Act. The components of the NHFN are:
 - Primary Highway Freight System (PHFS)
 - Other Interstate Portions not on the PHFS
 - Critical Rural Freight Corridors (CRFC)
 - **Critical Urban Freight Corridors (CUFC)**
- This is important because the FAST Act created the National Highway Freight Program which provides dedicated funding to the states to be used for planning, engineering, and construction activities that contribute to the efficient movement of freight **on the National Highway Freight Network (NHFN)**



How Are CUFCs Different from Other Freight Networks?

- The NHFN (of which CUFCs are a part) is primarily related to federal funding eligibility
- Other freight-related networks you may be familiar with have different purposes:
 - National Network (or STAA network): this is a network of highways that “through” trucks can legally operate on. In Maryland, the STAA network is the same as the current official Maryland Trucker’s Map
 - Primary Freight Network and the National Freight Network: these were established by MAP-21 and have been repealed and replaced by the NHFN
 - Regional Freight-Significant Network: this network identifies important freight routes in the NCR – but has no legal authority



Designation of CUFCs

Type of Corridor	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



CUFC Mileage by State

State	CUFC Miles - Total	CUFC Miles – National Capital Region
Maryland	75	25
District of Columbia	75	75
Virginia	83.35	TBD
Maryland MPO		CUFC Miles
NCR Transportation Planning Board		25
Baltimore Metropolitan Council		25
Cumberland Area MPO		5
Hagerstown / Eastern Panhandle MPO		5
Salisbury / Wicomico MPO		5
St. Mary's Calvert MPO		5
Wilmapco		5
Total		75



CUFC Designation: Schedules, Deadlines, and Implications

- After 12/04/2017 states will only be able to use NHFP funds on the approved NHFN
 - Currently only the PHFS (VA) and other interstates not on the PHFS (DC and MD) are approved – once the CUFCs are designated and approved they will become eligible for NHFP funds
- The TPB will be asked to designate CUFCs for MD, DC, and VA this fall
 - TPB resolution designating CUFCs will then be submitted to FHWA and MDOT
- To provide MDOT with official documentation of the NCR CUFC's in time for their Freight Plan submittal, the TPB Steering Committee approved a provisional set of CUFCs for the Maryland portion of the National Capital Region at their June 2, 2017 meeting



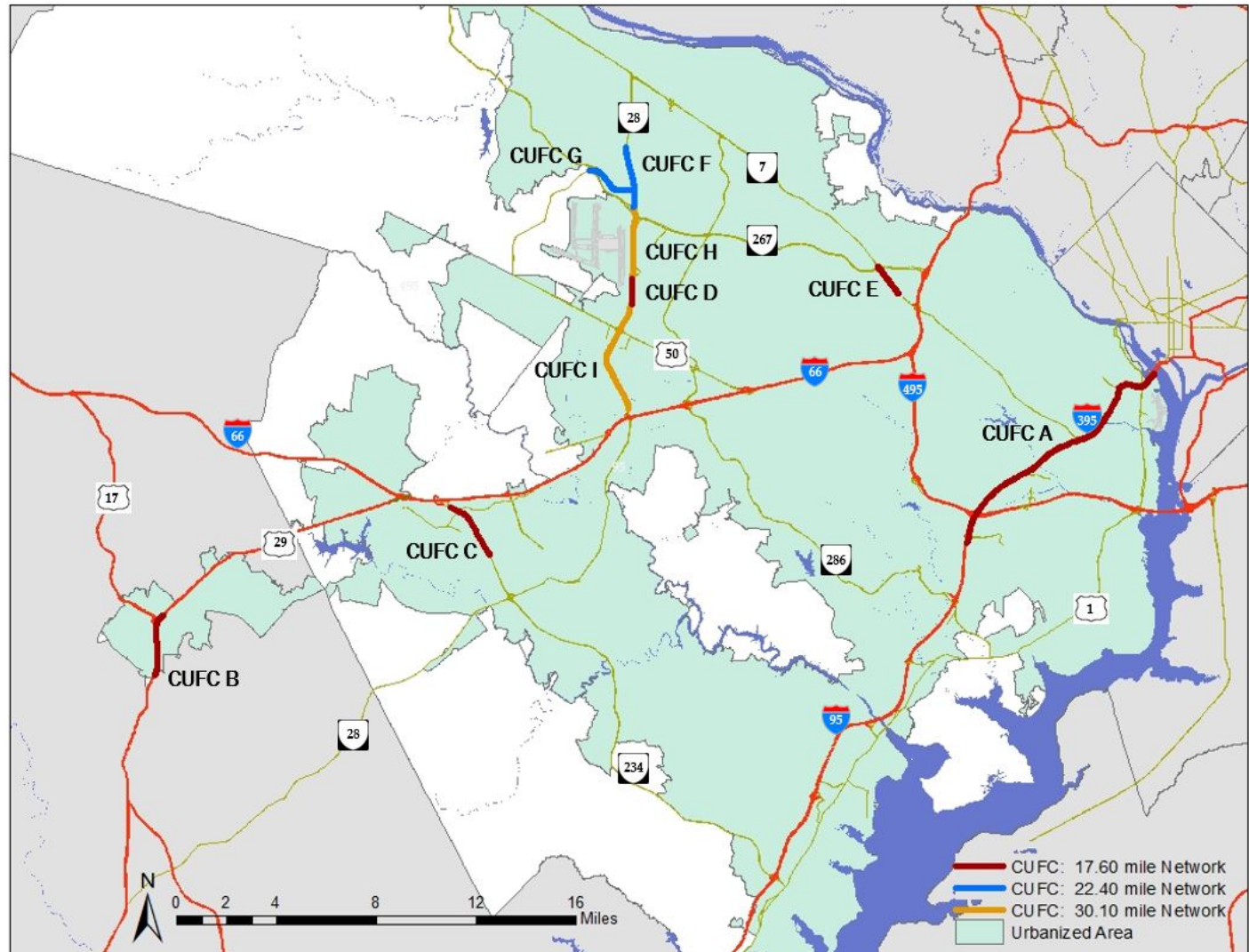
Methodology

- 1) VDOT provided truck volumes by link
- 2) COSTAR data used to calculate square footage of “freight intensive” buildings within $\frac{3}{4}$ mile of each roadway segment
- 3) Roadway segments that provide access to intermodal terminals were identified and scored (two pipeline terminals, Alexandria ethanol transfer station, and Dulles Airport)
- 4) Normalized truck volumes, freight intensive square footage, and intermodal access indicators and combined into an overall score
- 5) Sorted roadway links in the Virginia portion of the TPB planning area in descending order by overall score
- 6) Iteratively identified top 50 miles of CUFC “candidates”
- 7) Selected three tiers of roadway segments based on planned VDOT investments



Results – Top 17.8, 22.4 and 30.1, Miles

Overview



Next steps

- Receive Freight Subcommittee input by COB Tuesday 9/19/2017
- Receive VDOT notice of miles allocated to the NCR (next week?)
- TPB staff will develop draft final list and request Freight Subcommittee review (either by web meeting or email)
- TPB staff will present all recommended CUFCs to the Technical Committee (October 6) and the TPB (October 18) for review
- TPB staff will address feedback from the Technical Coordinate and the TPB
- TPB staff will present all draft final CUFCs to the Technical Committee (November 3) for review and the TPB (November 15) for designation
- Submit TPB resolution designating CUFCs to FHWA and copy MDOT, DDOT, and VDOT



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Backup Slides (if needed)

