

# DISTRICT OF COLUMBIA CRITICAL URBAN FREIGHT CORRIDORS UPDATE

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TPB Technical Committee  
September 8, 2023



National Capital Region  
**Transportation Planning Board**

# Background

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- 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

- DDOT and TPB staff recently collaborated to develop recommended changes to the District's CUFC network under this new designation limit



# National Capital Region CUFCs

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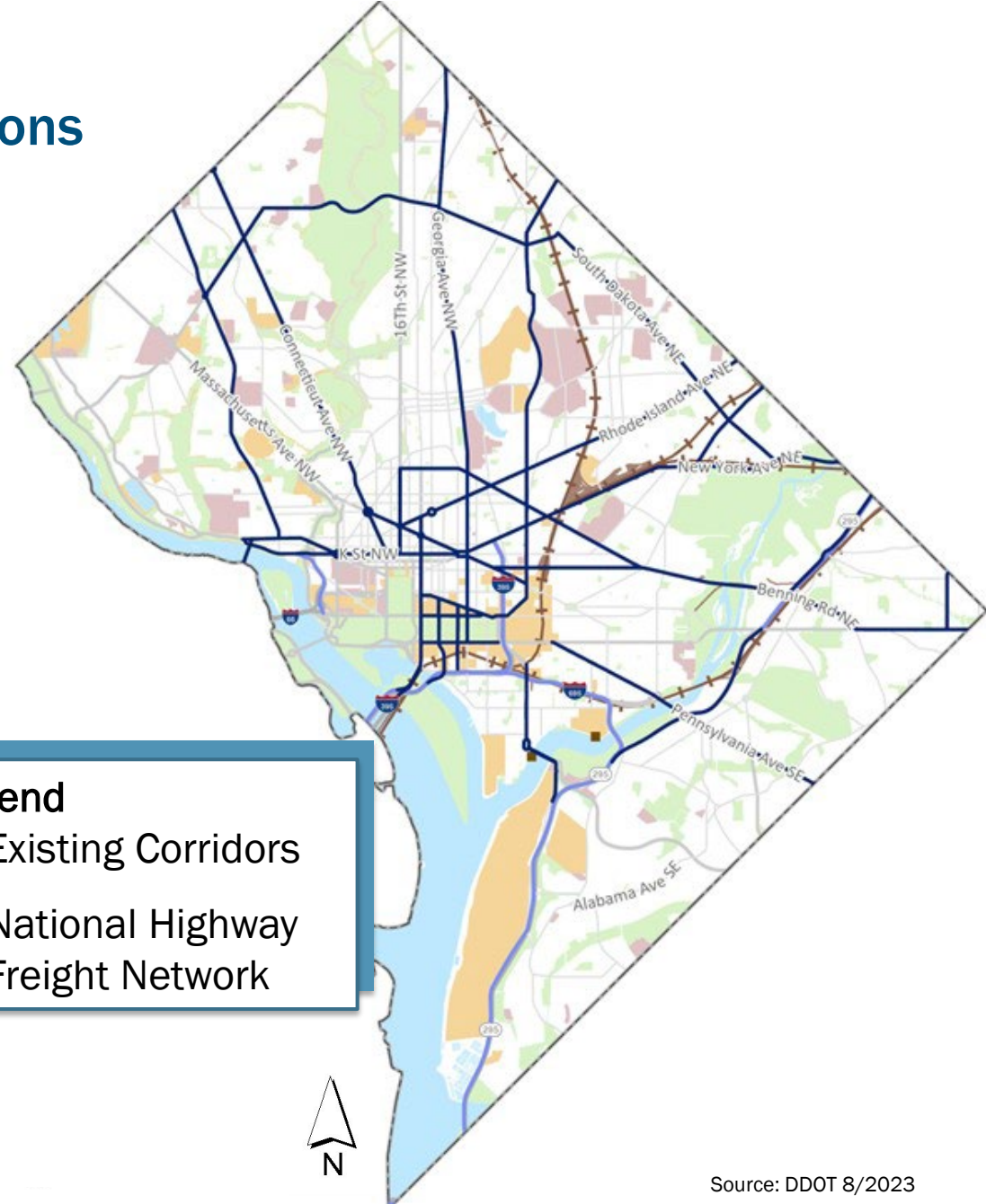
- TPB adopted Resolution R6-2018 on November 15, 2017, and a subsequent amendment in 2021, which established 117.7 CUFC miles for the National Capital Region
  - 24.1 corridor miles for Maryland
  - 20.5 corridor miles for Virginia, as amended in 2021
  - 73.1 corridor miles for the District of Columbia
- Based on increased mileage enabled by IJJA and other considerations, the proposed changes to the District's CUFC network include:
  - the removal of approximately three miles of roadway segments
  - the addition of roughly 70 miles of corridors
  - other technical corrections
  - the total new designation would be approximately 140 CUFC miles
- Proposed CUFC changes for Maryland and Virginia are anticipated in future months



# 2017 District of Columbia CUFC Designations

CUFC Designation	Miles
2017 Existing Lane Miles	~75

Source: DDOT 8/2023



**Legend**

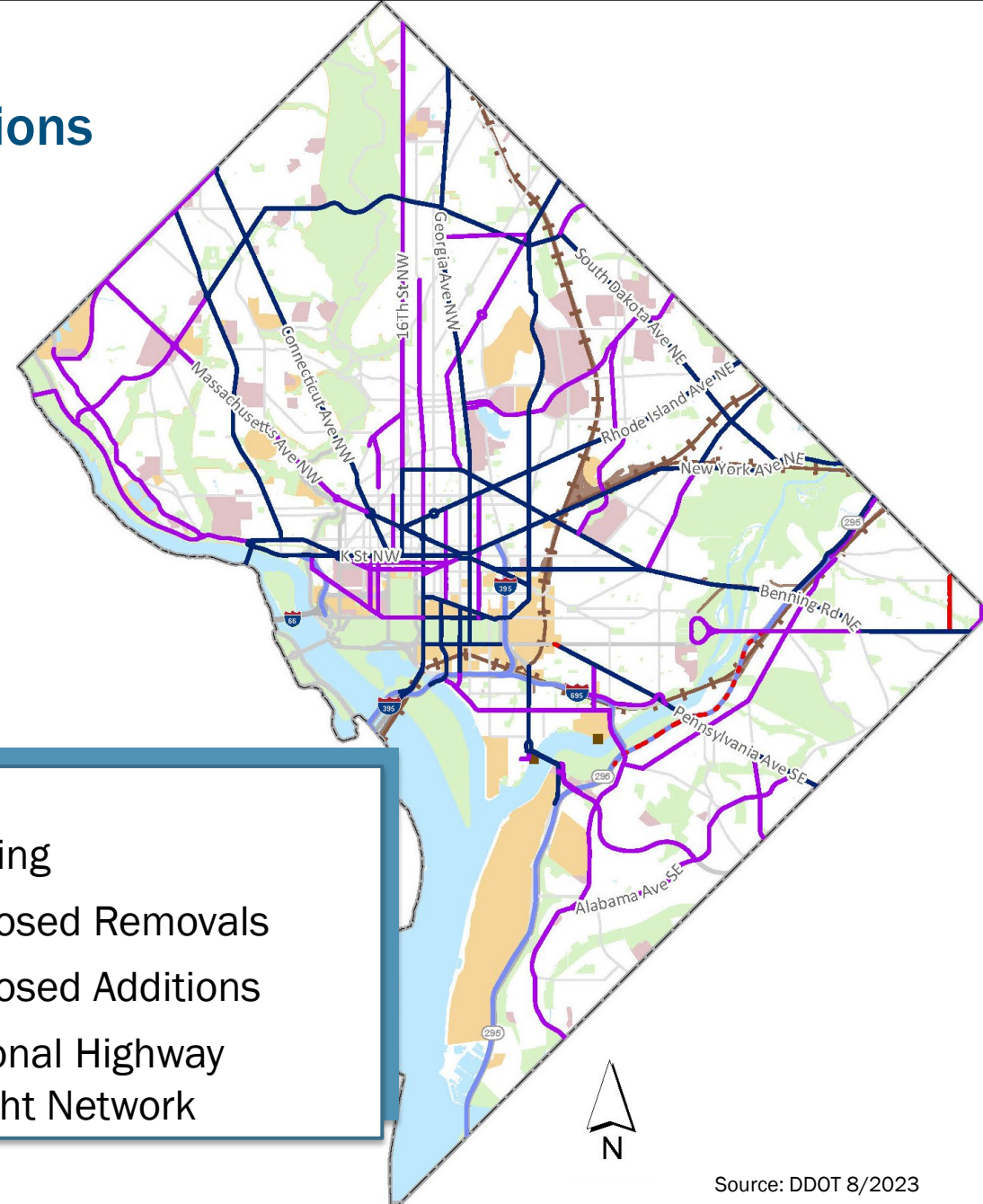
- Existing Corridors
- National Highway Freight Network



# 2023 District of Columbia CUFC Designations (Proposed)

CUFC Designation	Miles
2017 Existing Lane Miles	~75
2023 Proposed Removals <i>(includes segments shifted to NHFN)</i>	(~3)
2023 Proposed Additions	~70
2023 Proposed CUFC Designations	~140

Source: DDOT 8/2023



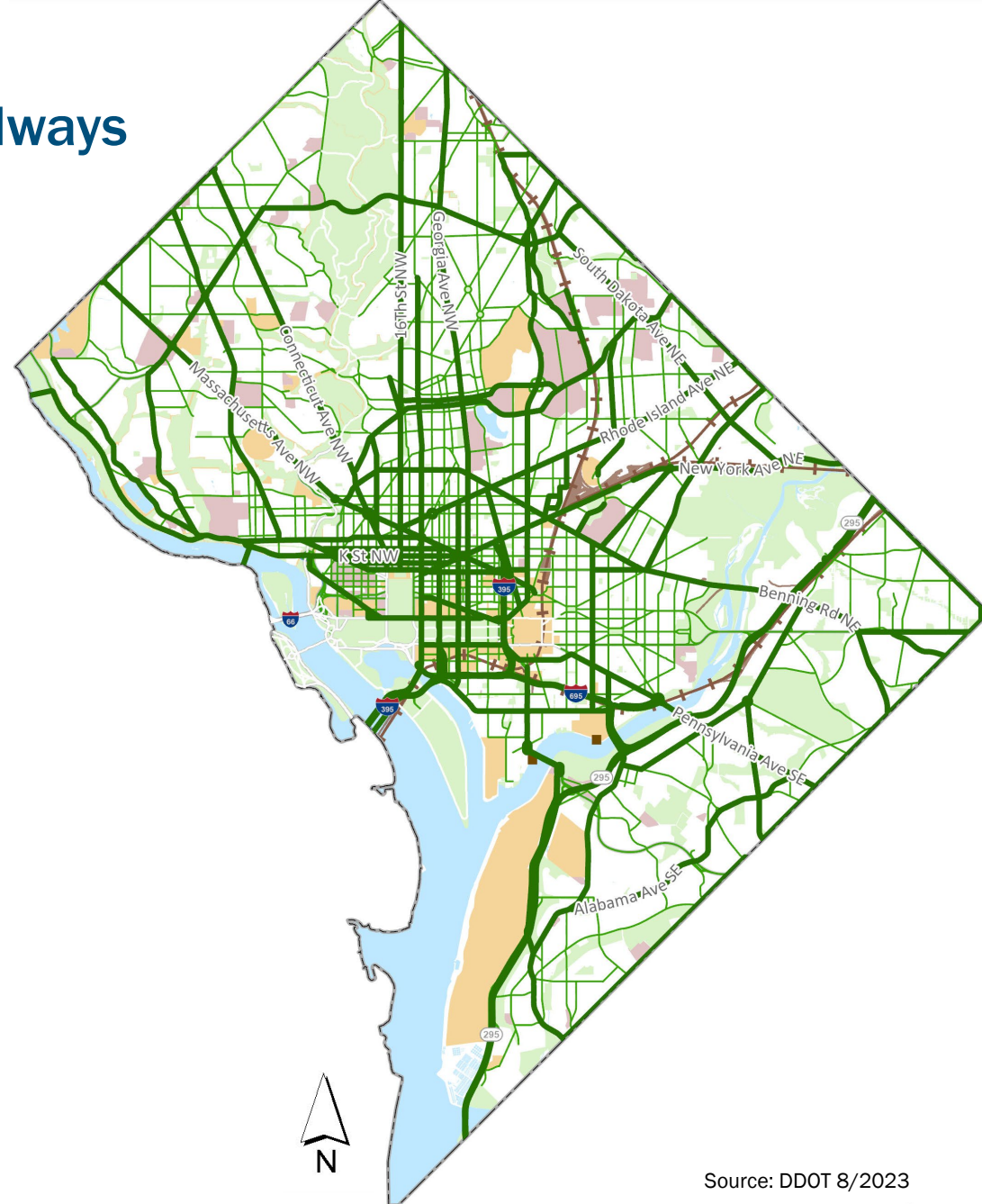
**Legend**

- █ Existing
- █ Proposed Removals
- █ Proposed Additions
- █ National Highway Freight Network



# District of Columbia Truck-Allowable Roadways

- The District’s designations represent;
  - A subset of the city’s truck and bus route through network
  - Other roadway segments that allow trucks
- DDOT staff analyzed the District’s roadway network and applied various factors to identify additional recommended CUFC segments



# Designating Revised CUFCs

- DDOT staff considered various criteria to identify recommended changes to the District's CUFC network

Criteria	
High Volume Corridors	Pavement Condition Index
Freight Generators/Commercial Districts	Stakeholder Feedback
Other Projects and Plans	Existing Truck Restrictions
Roadway Classification	E-commerce Data
Access	Neighborhood Characteristics

- DDOT staff also integrated feedback from the DDOT Freight Working Group





# Next Steps

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- Comments welcome – **September 1 through September 20**
- Request TPB Steering Committee approvals – **October 6**
- TPB staff continues to coordinate with MDOT and VDOT regarding identifying modifications for their CUFC networks



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