

CRITICAL URBAN FREIGHT CORRIDORS

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TPB Technical Committee
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Topics

- Review of critical urban freight corridors (CUFC)
- CUFC criteria and designation
- CUFC mileage limits and other considerations
- Maryland, Virginia, and District of Columbia CUFC's and methodology
- Next steps



What Are Critical Urban Freight Corridors?

- **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)
 - Limited dedicated federal funding available for the NHFN – must contribute toward the efficient movement of freight

* Note: these components were predefined as part of the FAST Act



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 Designation Requirements

- A public road designated as a CUFC must be in an urbanized area and meet one or more of the following criteria
 - Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
 - Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
 - Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
 - Is important to the movement of freight within the region, as determined by the MPO or the State
- After December 4, 2017, states' use of NHFP funds will be limited to locations on the approved NHFN



CUFC Mileage

State	CUFC Miles - Total	CUFC Miles – National Capital Region
Maryland	75	25
District of Columbia	75	75
Virginia	83.35	17.80



Other CUFC Considerations

Critical Urban Freight Corridors....

comprise a “funding” network – they do not have to be contiguous

can be re-designated as needed

Implications resulting from how the law treats states of different sizes

CUFC mileage per state = 75 miles or 10 % of the PHFS mileage in the State, whichever is greater (**MD and DC: 75 miles; VA: 83.35 miles**)

States with less than 2% of the national PHFS miles **can use NHFP funds on any component of the NHFN (including the other interstate portions not on the PHFS) – applies to MD and DC**

States with 2% or more of the national PHFS miles **cannot use NHFP funds on the other interstate portions not on the PHFS – applies to VA**



Maryland CUFCs

- The TPB Steering Committee passed resolution SR26-2017 approving the provisional designation of MD CUFCs at their June 2, 2017 meeting
 - To provide MDOT with official documentation in time for their Freight Plan submittal deadline
- MD CUFCs will be packaged with the District of Columbia and Virginia CUFCs for TPB review in October. Staff will request TPB designation in November



Maryland CUFC Methodology

- 1) Maryland SHA provided truck volumes and freight density score for each urban roadway link
- 2) TPB staff normalized truck volumes and freight density scores and combined into an overall score
- 3) Urban roadway links in TPB planning area were sorted in descending order by overall score
- 4) Iteratively identified top 50 miles of CUFC “candidates”
- 5) Selected top 25 miles based on planned MDOT investments



Proposed Maryland CUFCs*

Route No	Start Point	End Point	Length	CUFC_ID
US 15	MD 26	US 40 / S. Jefferson St.	3.21 miles	01
US 40	US 15	I-70 / I-270	0.62 miles	02
US 15	I-70	Mt. Zion Rd.	2.47 miles	03
US 15	Hayward Rd.	MD 26	1.05 miles	04
US 301	Prince George's / Charles County line	Smallwood Dr.	4.26 miles	05
US 50	DC – MD line	MD 410	4.05 miles	06
MD 198	Old Columbia Pike	I-95	2.98 miles	07
MD 201	US 50	MD – DC line	0.46 miles	08
MD 4	I-95	MD 337	0.91 miles	09
MD 185	I-495	MD 410	1.21 miles	10
MD 5	Surratts Rd.	MD 373	3.48 miles	11

* Note: proposed Maryland CUFCs are unchanged from June submittal

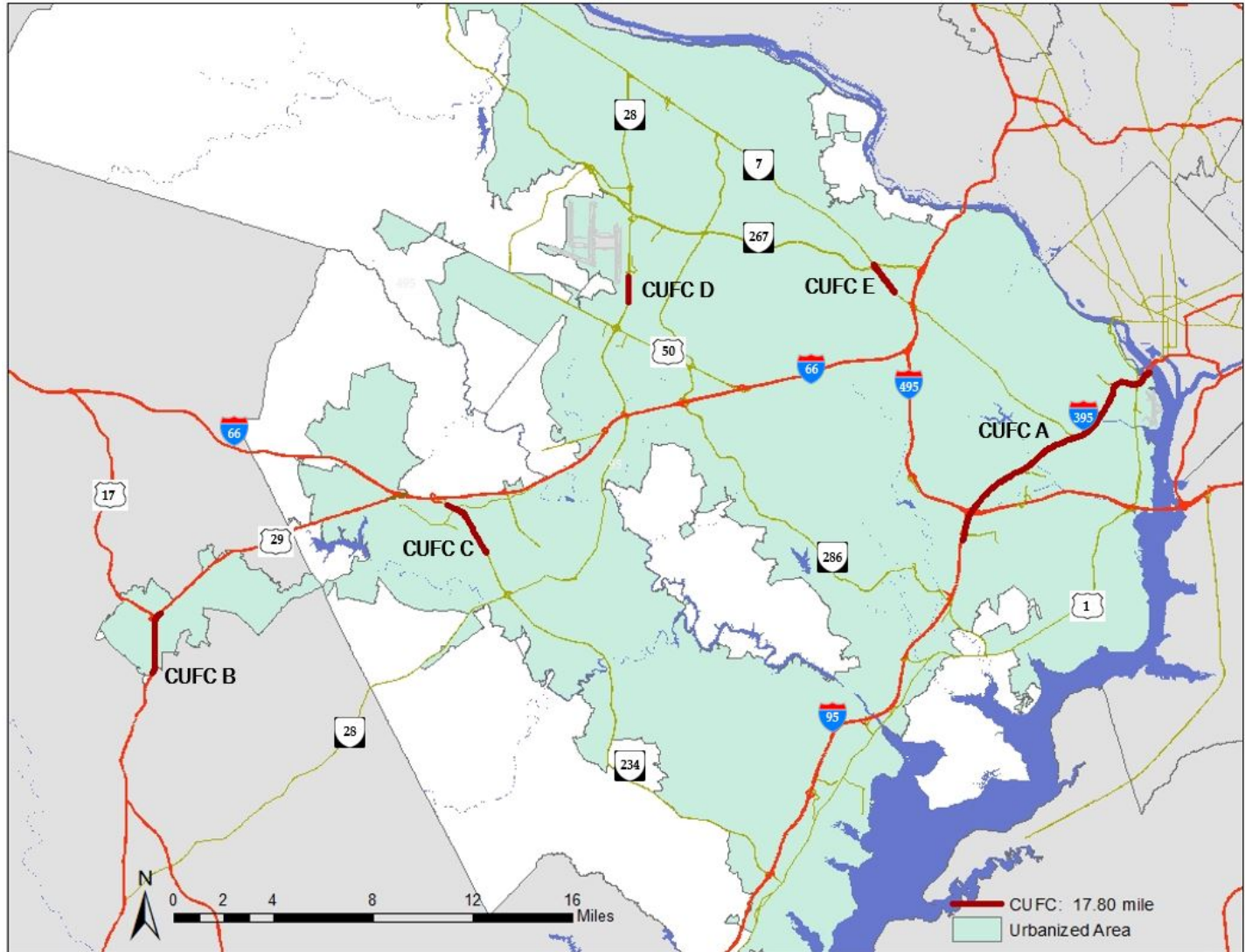


Virginia CUFC Methodology

- 1) VDOT provided truck volumes for each urban roadway link
- 2) TPB staff examined available data and developed a freight density score for each link based on total square footage of industrial, warehouse/distribution, and retail buildings within $\frac{3}{4}$ mile
- 3) TPB staff developed a intermodal connector score for each link based on whether it provided access to NOVA freight intermodal connectors
- 4) Truck volumes, freight density scores, and intermodal connector scores were normalized and combined into an overall score
- 5) Urban roadway links in Virginia's portion of the TPB planning area were sorted in descending order by overall score
- 6) Iteratively identified top 50 miles of CUFC "candidates"
- 7) Selected three tiers (17.8, 22.4, and 30.1 miles) based on planned VDOT investments



Virginia CUFC Map



Proposed Virginia CUFCs

Route No	Start Point	End Point	Length	CUFC_ID
I-395	I-95	VA-DC Line	10.53 miles	A
US 29	Old Route 670	NCL Warrenton	2.45 miles	B
VA 234	Wellington Rd	I-66	2.44 miles	C
VA 28	Air-Space Museum Pkwy	VA 668	1.01 miles	D
VA 7	VA 209	VA 625	1.37 miles	E



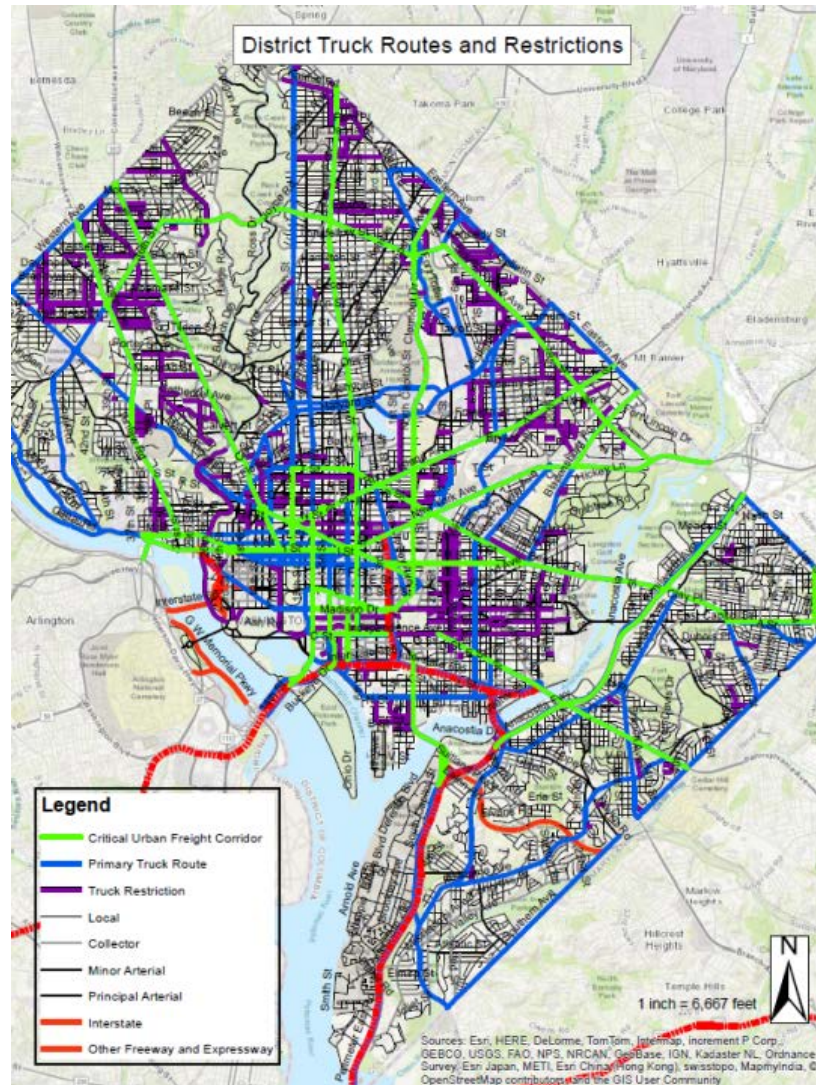
District of Columbia CUFC Methodology

- 1) 2010 District Truck and Bus Route Designation
- 2) Additional Factors
 - High traffic corridors
 - Freight generators / commercial districts
 - Other projects and plans
 - Roadway classification
 - Access

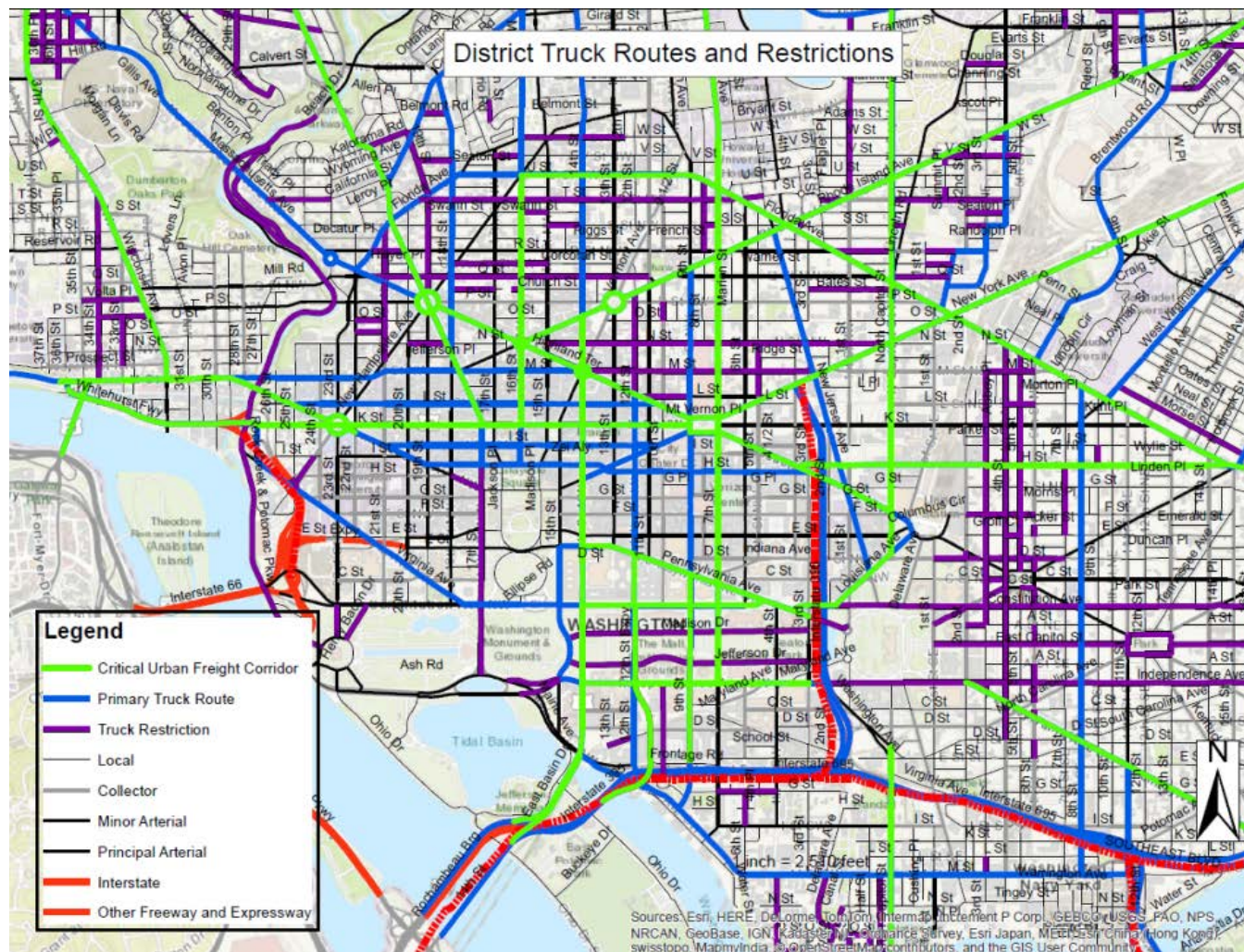


District of Columbia CUFC Map

Note: full list of proposed District of Columbia CUFCs are provided in the memo



District of Columbia CUFC Map



Next steps

- Respond to input from this Committee and then present the draft regional CUFC candidates (MD, VA, and DC) to the TPB as an information item in October
- Request board action to designate CUFCs for DC, Maryland, and Virginia at the November TPB meeting in order to meet the December 4, 2017 federal deadline
- Submit TPB resolution designating CUFCs to the FHWA with copies to the state DOTs



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