

CRITICAL URBAN FREIGHT CORRIDORS

Within the Maryland portion of the National Capital
Region

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TPB Steering Committee
June 2, 2017



Topics

- Describe Critical Urban Freight Corridors (CUFC) and why they are important
- Discuss the MPO role in CUFC designation
- Schedule for Board approval of CUFCs later this year
- Process used to identify proposed CUFCs
- Proposed CUFCs
- Next steps

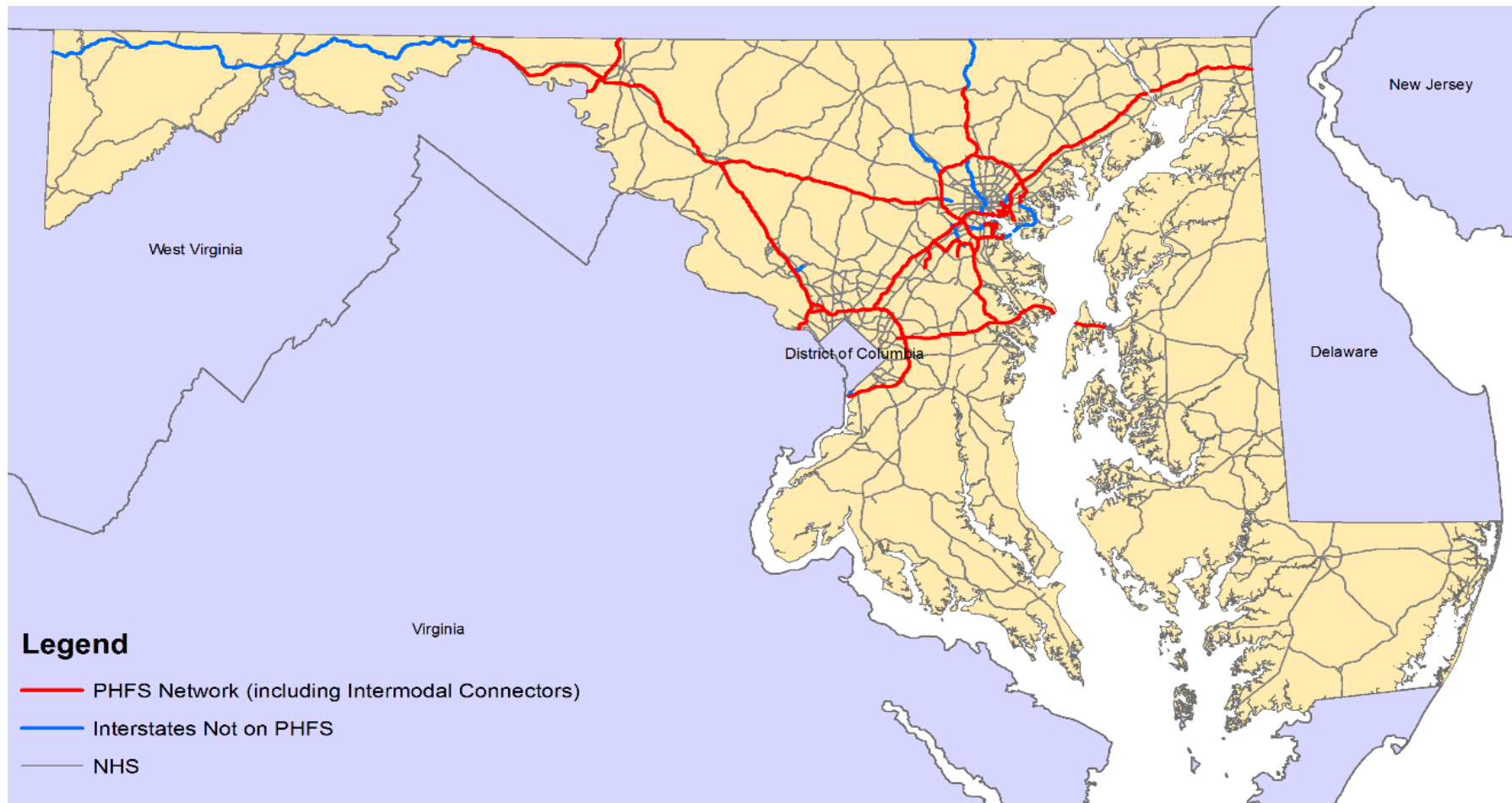


What Are Critical Urban Freight Corridors?

- **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)
- 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)
- Maryland's portion of National Highway Freight Program funds is \$17 to \$20 million annually – or \$90 million over 5 years



Maryland Primary Highway Freight System



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 - Primary Freight Network and the National Freight Network: these were established by MAP-21 and have been repealed and replaced by the NHFN through the FAST Act
 - 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

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 and other interstates not on the PHFS are approved – once the CUFCs are designated and approved they will be added to the list of roadways 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, MDOT, VDOT, and DDOT
- MDOT's updated, FAST Act-compliant State Freight Plan, including identification of CRFCs and CUFCs, will be complete by June 30
- To provide MDOT with official documentation of the NCR CUFC's in time for their Freight Plan submittal, TPB staff will request provisional approval at the June 2, 2017 Steering Committee meeting



Methodology

- 1) SHA and Cambridge Systematics developed GIS-based tool using:
 - SHA-provided GIS data with roadway links including AADT & truck percentages; and
 - Census freight business data (2012)
- 2) Calculated truck volumes by link
- 3) Assigned freight business density by zip code and applied to links as a “freight density score”
- 4) Normalized the truck volumes and freight density scores and combined into an overall score
- 5) Sorted roadway links in TPB planning area in descending order by overall score
- 6) Iteratively identified top 50 miles of CUFC “candidates”
- 7) Selected top 25 miles based on planned MDOT investments



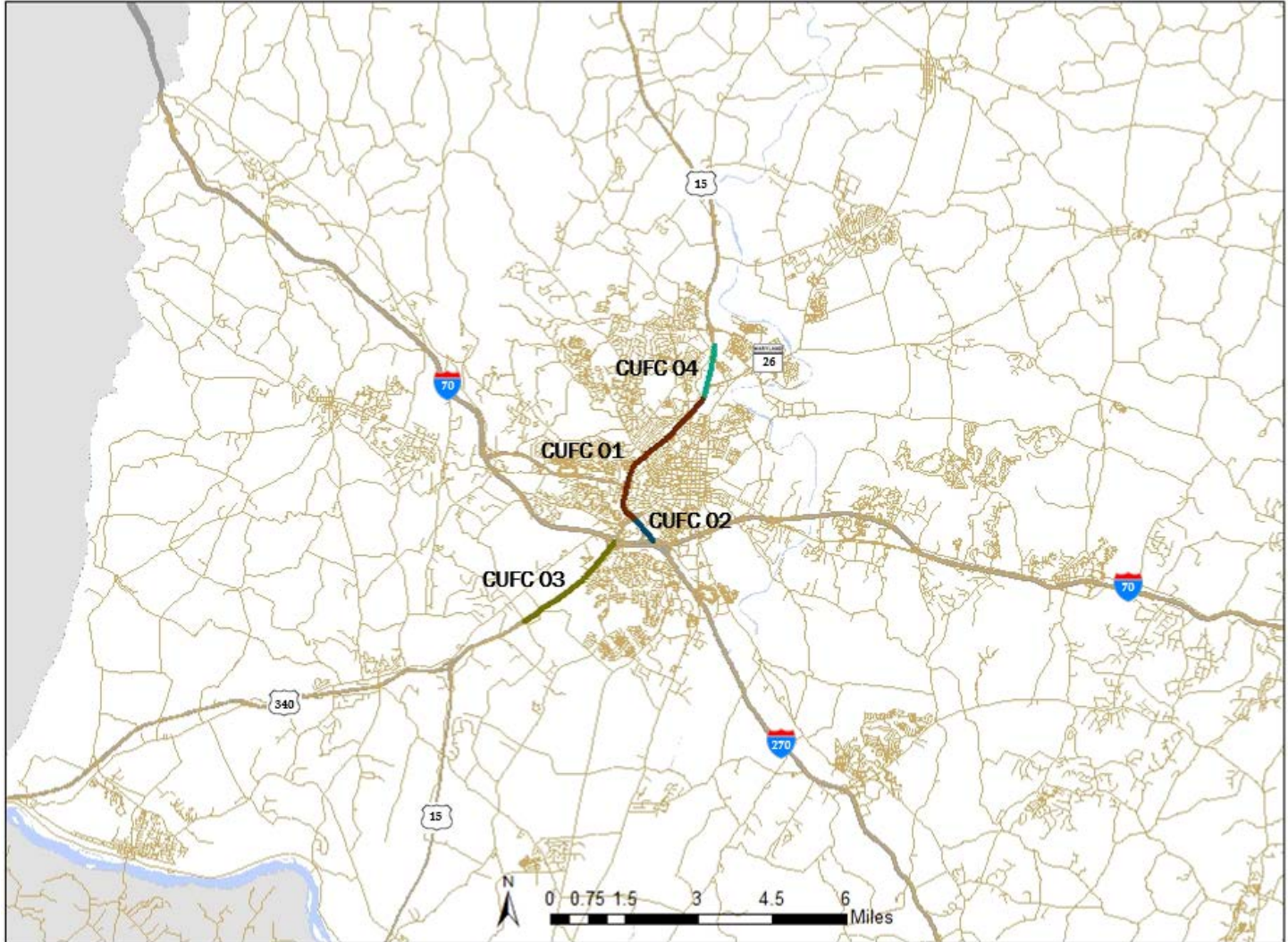
Proposed Maryland CUFCs

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



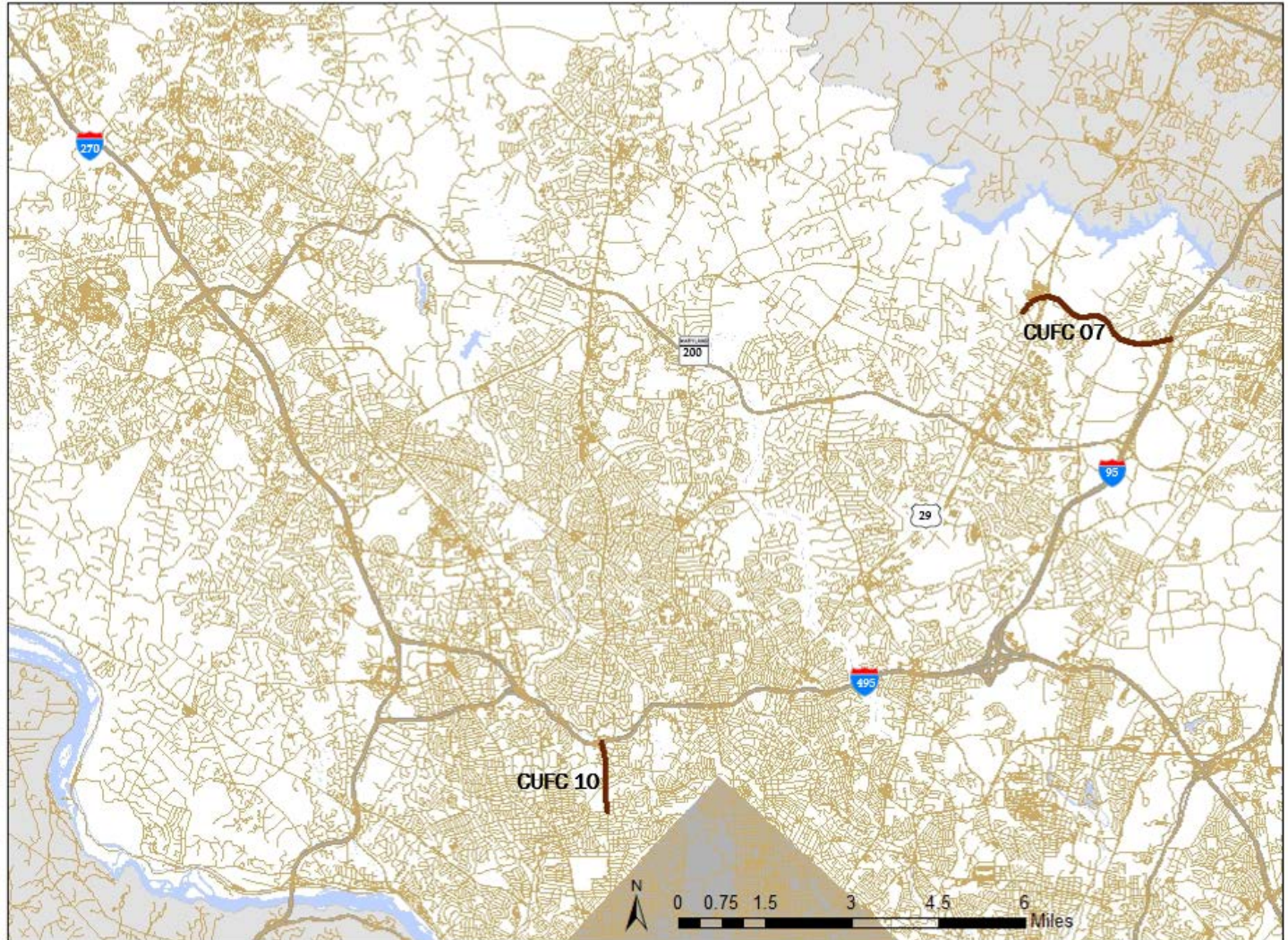
Maryland CUFCs

Frederick County Area



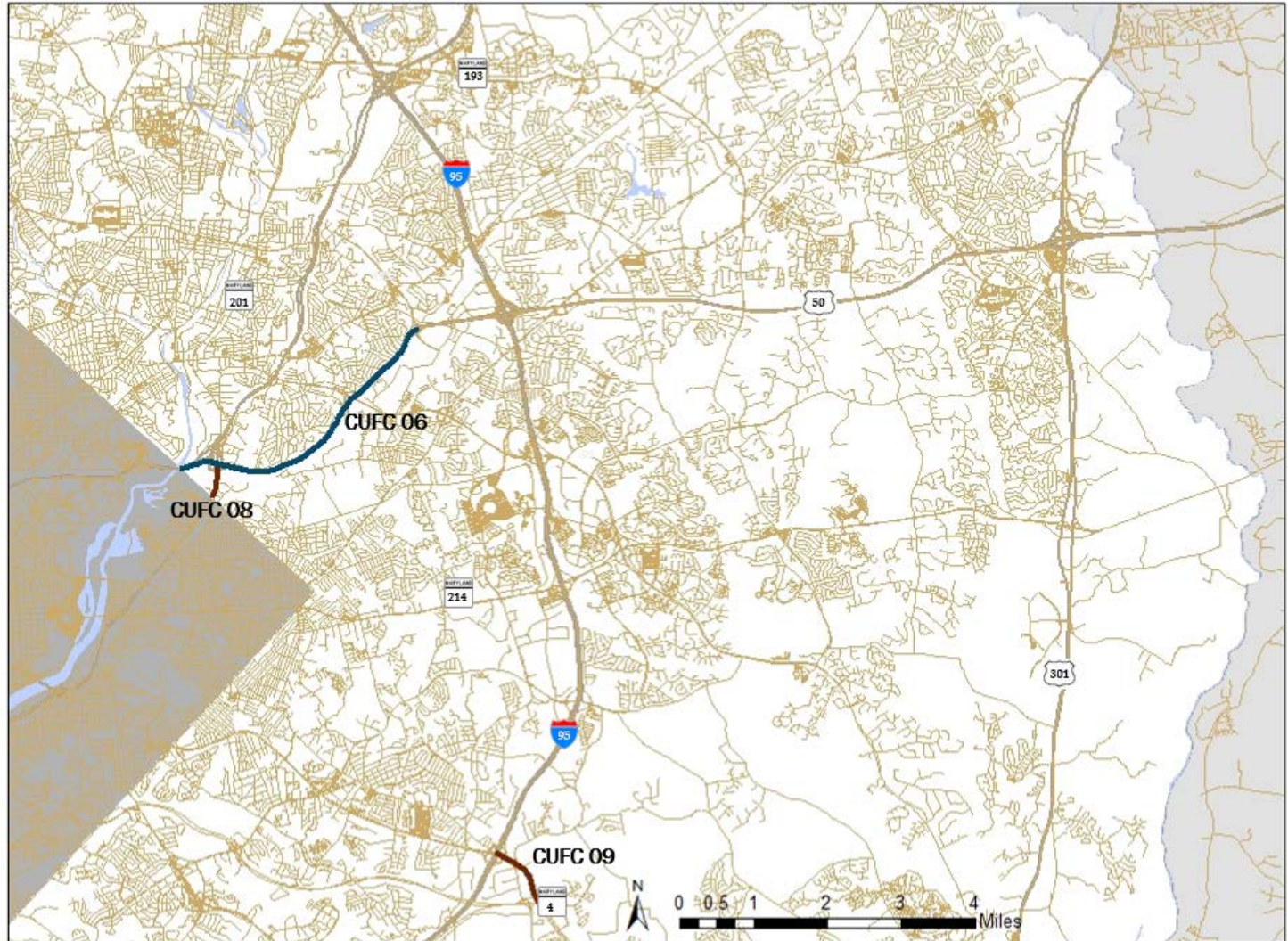
Maryland CUFCs

Montgomery County Area



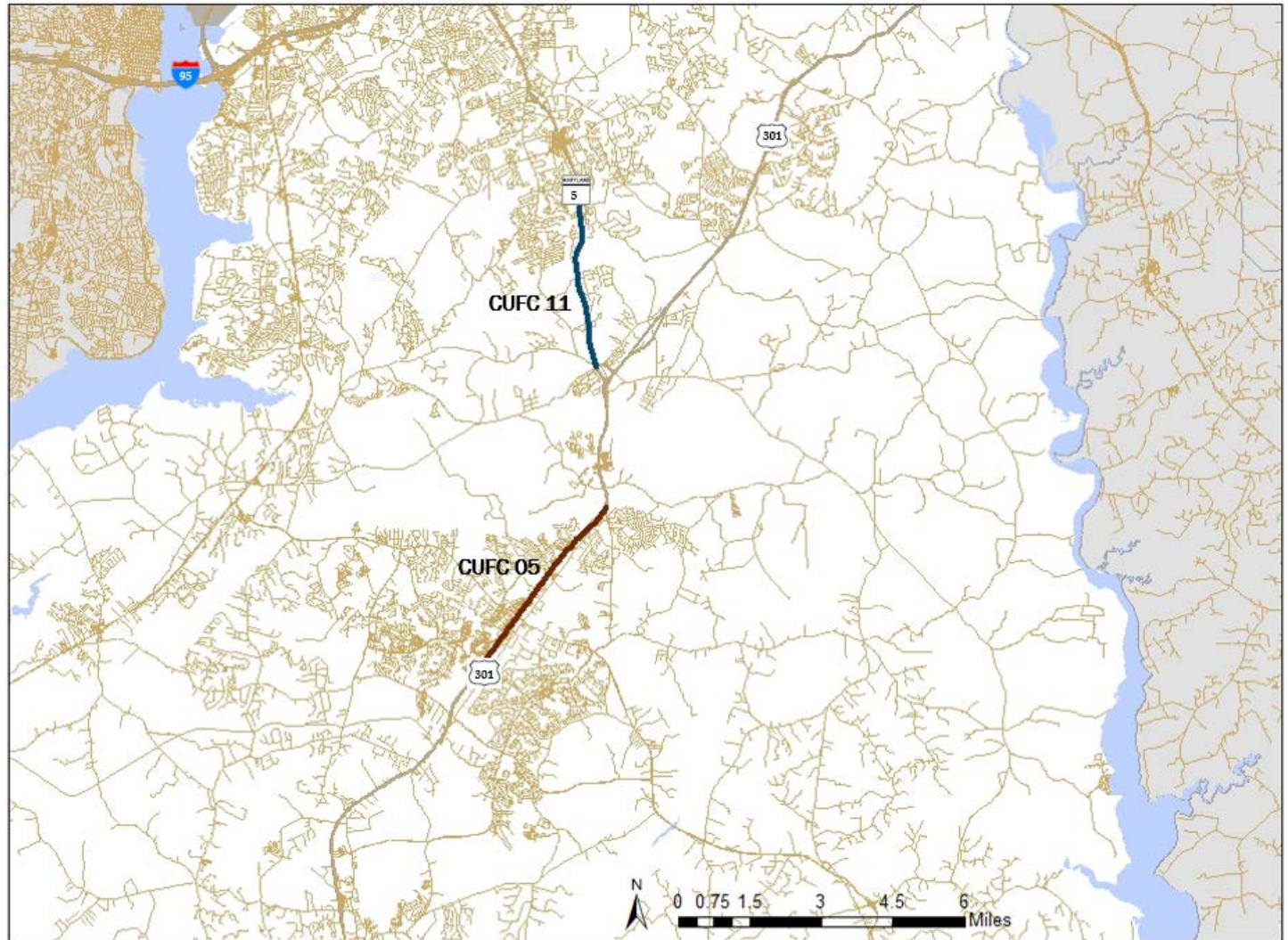
Maryland CUFCs

Prince
George's
County Area



Maryland CUFCs

Charles County Area



Next steps

- TPB and SHA staff will present to the Technical Committee on 6/2/2017
- TPB and SHA staff will request provisional approval of these Maryland CUFCs from the Steering Committee today
- MDOT will incorporate CUFCs into their Freight Plan update (June 2017)
- TPB staff will coordinate with DDOT and VDOT to identify CUFCs
- Freight Subcommittee will review and provide guidance on DC and Virginia CUFCs
- TPB staff will present all regional CUFCs (MD, VA, and DC) to the Technical Committee and then request TPB designation (Fall 2017)
- Submit TPB resolution designating CUFCs to FHWA and copy state DOTs

Orange: MDOT activity

Blue: TPB activity



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