



## 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 the District of Columbia  
**DATE:** September 1, 2023

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This memorandum describes proposed updates to the District of Columbia's Critical Urban Freight Corridor (CUFC) designations, 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. The District Department of Transportation (DDOT) 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 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 the District.

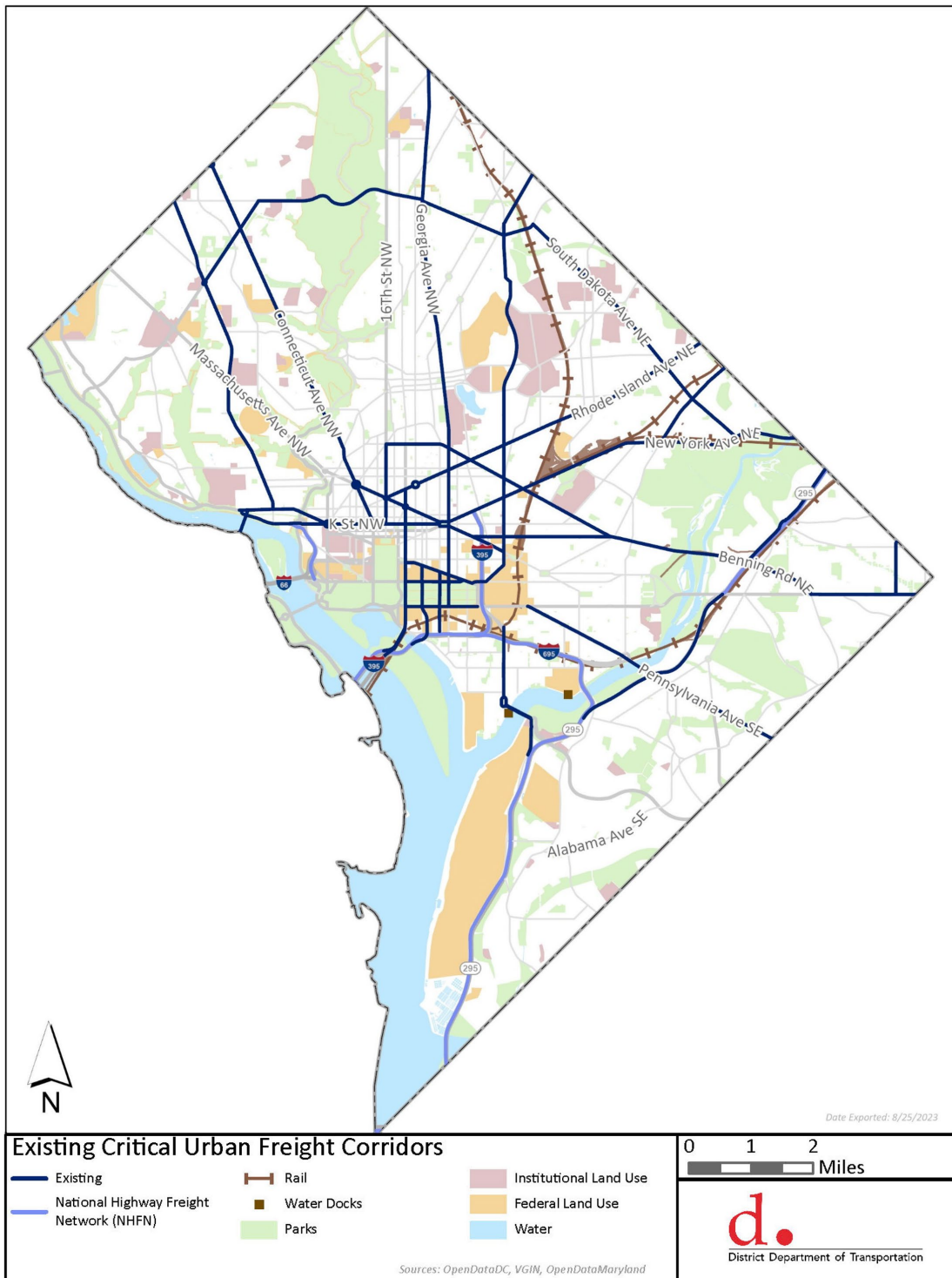
## **DISTRICT OF COLUMBIA CRITICAL URBAN FREIGHT CORRIDORS**

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 73.1 corridor miles for the District of Columbia, which are illustrated in Figure 1.

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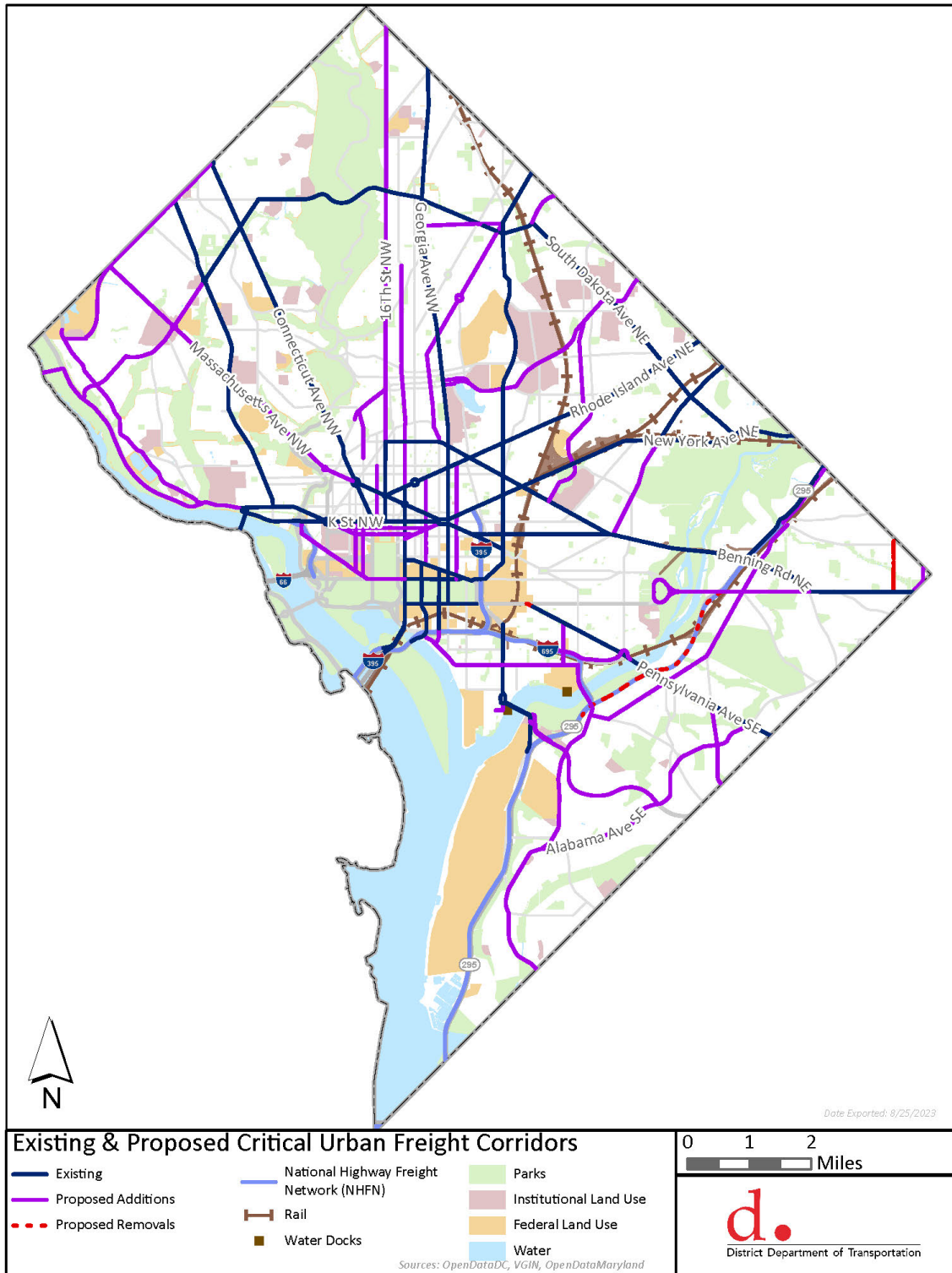
<sup>2</sup> This paragraph only discusses the IIJA amendments concerning CUFCs. For a summary of all IIJA amendments that apply to the NHFP, see the FHWA's Bipartisan Infrastructure Law Fact Sheet for the NHFP, available at: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm> .

**Figure 1: Map of Existing District CUFC Designations (Source: DDOT)**



As a result of the CUFC mileage increase provided through the IJJA, DDOT and TPB staff have identified potential updates to the District's CUFC designations. The proposed changes include the removal of approximately three miles of roadway segments and the addition of roughly 70 miles of corridors, for a proposed new designation of approximately 140 CUFC miles. The recommended changes are 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 District Proposed CUFC Changes (Source: DDOT)**



## Designation Methodology

The District's CUFC designations represent a subset of the District's truck and bus route network and other truck allowable segments. To identify additional recommended CUFC segments, DDOT staff assessed its roadway network and freight facilities to select the most important candidate segments for CUFC designation. This included analysis of high traffic corridors, connections to freight generators and commercial districts, locations of planned investments, neighborhood characteristics, and e-commerce data, among other considerations. DDOT staff additionally solicited stakeholder feedback through the TPB Freight Subcommittee and the DDOT Freight Working Group.

## **NEXT STEPS**

On October 6, 2023, the TPB Steering Committee will be asked to approve the proposed changes to the District's CUFC designations. This action is recommended so that DDOT can include these updated CUFC designations within its federally-required State Freight Plan Update, which is scheduled for submittal in January 2024. Staff anticipates that this action will take place at the TPB Steering Committee, as occurred for amendments to the Virginia CUFCs in 2021, rather than at the main TPB meeting. The proposed changes are also to be presented to the TPB Technical Committee at the September 8, 2023 meeting, for technical review in advance of the anticipated October 6 TPB Steering Committee action.

Upon approval, TPB Staff will submit the updated CUFC designations to the Federal Highway Administration (FHWA).

TPB staff continues to coordinate with the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT) regarding identifying appropriate modifications for their CUFC networks. Whereas DDOT's timeframe is driven by the need to finalize their State Freight Plan Update in the coming months, consideration of changes to CUFCs in the Maryland and Virginia portions of the TPB region is still awaiting prerequisite determinations of 2020 Census-impacted Maryland and Virginia statewide Urbanized Area boundary adjustments which are still in process. (Such boundary adjustments are not anticipated to impact the District of Columbia itself.) TPB staff anticipates following this same process in the future for proposed CUFC designation updates in the Maryland and Virginia portions of the region, once necessary information becomes available.



## APPENDIX

**Table 1: Existing (2017) List of District Critical Urban Freight Corridors Proposed to be Maintained**

<i>ID</i>	<b>Segment</b>	<b>Extent A</b>	<b>Extent B</b>	<b>Length (mile)</b>
1	16th St. NW	U St. NW/New Hampshire Ave. NW	K St. NW	1.00
2	Georgia Ave. NW	DC Line/Eastern Ave. NW	U St. NW	4.76
3a	Massachusetts Ave. NW	Dupont Cir NW	9th St. NW	1.06
3b	Massachusetts Ave. NW	7th St. NW	North Capitol St. BN	0.76
4a	Pennsylvania Ave. NW	29th St. NW	22nd St. NW	0.46
4b	Pennsylvania Ave. NW	14th St. NW	4th St. NW	0.88
4c	Pennsylvania Ave. NW	3rd St. NE	DC Line/Southern Ave. SE	3.48
5	Wisconsin Ave. NW	DC Line/Western Ave. NW	M St. NW	4.12
6	Connecticut Ave. NW	DC Line/Western Ave. NW	K St. NW	5.00
7	Rhode Island Ave. NE	DC Line/Eastern Ave. NE	Scott Cir NW/ 16th St. NW	4.55
8	South Dakota Ave. NE	Riggs Rd. NE	New York Ave. NE	3.70
9	Florida Ave. NW/NE	9th St. NW	H St. NE	2.44
10	North Capitol St. NE	New Hampshire Ave. NE	Louisiana Ave. NE	4.35
11	14th St. NW	Rhode Island Ave. NW	I-395	2.56
12	Nebraska Ave. NW	Military Rd. NW	Tenley Cir NW	1.20
13	H St. NE	Florida Ave. NE	Massachusetts Ave. NW	1.73
14	7th St. NW	Florida Ave. NW	Independence Ave. SW	1.98
15	Benning Rd. NE	East. Capitol St. BN	Florida Ave. NE	2.67
16	Missouri Ave. NW	Military Rd. NW	North Capitol St. BN	1.33
17	K St. NW	27th St. NW	7th St. NW	1.84
18a	Constitution Ave. NW	14th St. NW	Pennsylvania Ave. NW	0.73
18b	Constitution Ave. NW	Pennsylvania Ave. NW	Louisiana Ave. NW	0.18
19	Independence Ave. NW	14th St. SW	3Rd. St. SW	0.90
20	South Capitol St. BN	Firth Sterling Ave. SE	Canal St. SW	2.36
21	M St. NW	US29/Francis Scott Key Memorial Bridge	29th St. NW	0.68
22	Military Rd. NW	Nebraska Ave. NW	Missouri Ave. NW	1.95
23	New Hampshire Ave. NE	DC Line/Eastern Ave. NE	North Capitol St. BN	0.72
24	Dupont Cir.	Massachusetts Ave. NW	Massachusetts Ave. NW	0.27
25	U St. NW	New Hampshire Ave. NE	9th St. NW	0.68
26	Thomas Cir.	M St. NW	M St. NW	0.16



<b>ID</b>	<b>Segment</b>	<b>Extent A</b>	<b>Extent B</b>	<b>Length (mile)</b>
27	Tenley Cir.	Nebraska Ave. NW	Nebraska Ave. NW	0.14
28	Washington Cir.	Pennsylvania Ave. NW	Pennsylvania Ave. NW	0.23
29	Scott Cir.	Massachusetts Ave. NW	Massachusetts Ave. NW	0.12
30	New York Ave. (US 50)	DC Line NE	7th St. NW	4.60
31	East Capitol St. NE	DC Line/Southern Ave. SE	Benning Rd. SE	1.31
32	Louisiana Ave. NW	North Capital St. BN	Constitution Ave. NW	0.30
33	Riggs Rd. NE	South Dakota Ave. NE	North Capitol St. BN	0.40
34a	9th St. NW	Mt Vernon Pl NW	K St. NW	0.06
34b	9th St. NW	Pennsylvania Ave. NW	Frontage Rd. SW	0.75
35	12th St. NW	I-395 BN	Pennsylvania Ave. NW	1.11
36	Francis Scott Key Bridge	DC Line/GW Memorial Pkwy	M St. NW	0.31
37	Mt. Vernon Pl. NW	7th St. NW	9th St. NW	0.11
38	Kenilworth Ave NE	East Capitol St. BN	DC Line/Eastern Ave. NE	1.51
39	Water St NW/Whitehurst Fwy NW	350' east. of Key Bridge NW	27th St. NW	0.79
40	Bladensburg Rd NE	Eastern Ave NE	New York Ave. NE	1.23
<b>SUM</b>				<b>71.4</b>

**Table 2: Existing (2017) List of District Critical Urban Freight Corridors Proposed to be Removed**

<b>ID</b>	<b>Segment</b>	<b>Extent A</b>	<b>Extent B</b>	<b>Length (mile)</b>
1	58th St NE	Eastern Ave NE	East Capitol St. NE	0.66
2	Anacostia Fwy	I-295	East Capitol St. BN	2.46
<b>SUM</b>				<b>3.12</b>

**Table 3: District Critical Urban Freight Corridors Proposed Additions**

<b>ID</b>	<b>Segment</b>	<b>Extent A</b>	<b>Extent B</b>	<b>Length (mile)</b>
A	Riggs Rd. NE	South Dakota Ave. NE	DC Line/Eastern Ave. NE	0.46
B	S Capitol St. BN	DC Line/Southern Ave. SE	Martin Luther King Ave. SE	1.17
C	Martin Luther King Ave. SE	S Capitol St. SW/SE	Good Hope Road SE	2.58
D	Good Hope Rd. SE	Martin Luther King Ave. SE	Minnesota Ave. SE	0.24
E	Minnesota Ave. SE/NE	Good Hope Rd. SE	Nannie Helen Burrough Ave. NE	3.58
F	New Hampshire Ave. NW	North Capitol St. BN	Sherman Ave. NW	2.09
G	Massachusetts Ave. NW	Dupont Cir. NW	Westmoreland Circle NW	4.40
H	14th St. NW	Rhode Island Ave. NW	Delafield Pl NW	2.77
I	16th St. NW	U St. NW/New Hampshire Ave. NW	DC Line/Eastern Ave. NE	5.20
J	Suitland Pkwy. SE	S Capitol St. SW	Alabama Ave. SE	2.79
K	Dalecarlia Pkwy. NW	Loughboro Rd. NW	Westmoreland Circle NW	0.96
L	Loughboro Rd. NW	MacArthur Rd. NW	Dalecarlia Parkway	0.28
M	MacArthur Blvd. NW	Foxhall Rd. NW	Little Falls Rd. NW	2.84
N	Canal Rd./Foxhall Rd. NW	M St. NW/37th St. NW	MacArthur Rd. NW	0.57
O	Arizona Ave. NW	Canal Rd. NW	Loughboro Rd. NW	0.80
P	9th St. NE/Brentwood Pkwy.	Florida Ave. NE	Mt Olivet Rd. NE	0.56
Q	9th St. NE/Brentwood Rd. NE	Mt Olivet Rd. NW	Rhode Island NE	0.93
R	Canal Rd. NW	Foxhall Rd. NW	Arizona Ave. NW	2.16
S	Canal Rd. NW	Arizona Ave. NW	Across Chain Bridge	0.72
T	Loughboro Rd. NW/Nebraska Ave. NW	Arizona Ave. NW	Tenley Circle NW	1.43
U	C St. NE/East. Capitol St. NE	22nd St. SE	Benning Rd. SE	2.74
V	Harvard. St. NW/Hobart Pl. NW & Columbia Rd. NW	Georgia Ave. NW/US 29	Warder St. NW/5th St. NW	0.34
W	Michigan Ave. NW/NE	Warder St. NW	Eastern Ave. NE	3.13
X	Maine Ave. SW	12th St. SW	6th St. SW	0.52
Y	Bladensburg Rd. NE	Benning Rd. NE/Florida Ave. NE/H St. NE	New York Ave. NE	1.33
Z	9th St. SW	Frontage Rd. SW	Maine St. SW	0.20
AA	Western Ave. NW	Westmoreland Circle NW	Chevy Chase Circle NW	1.77
BB	S St. SW.	Half St. SW	Termination of Road	0.13
DD	H St. NW	Pennsylvania Ave. NW	New York Ave. NW	0.71

<b>ID</b>	<b>Segment</b>	<b>Extent A</b>	<b>Extent B</b>	<b>Length (mile)</b>
<i>EE</i>	Pennsylvania Ave. NW	22nd St. NW	H St. NW/19th St.	0.32
<i>FF</i>	New York Ave. (US 50) NE	14th St. NW	9th St. NW	0.47
<i>GG</i>	I St. NW	Pennsylvania Ave. NW	New York Ave. NW	1.09
<i>HH</i>	9th St./Florida Ave. NW	U St. NW	Sherman Ave. NW	0.21
<i>II</i>	Sherman Ave. NW	Florida Ave. NW	New Hampshire Ave. NW/Park Rd.	0.90
<i>LL</i>	Virginia Ave. NW	27th St. NW	Constitution Ave. NW	1.01
<i>KK</i>	27th St. NW	Whitehurst Fwy NW/K St. NW	Virginia Ave. NW	0.15
<i>MM</i>	Constitution Ave. NW	Virginia Ave. NW	14th St. NW	0.47
<i>NN</i>	19th St. NW	Virginia Ave. NW	K St. NW	0.61
<i>OO</i>	18th St. NW	Virginia Ave. NW	K St. NW	0.67
<i>PP</i>	17th St. NW	R St. NW	K St. NW	0.69
<i>QQ</i>	12th St. NE	Michigan Ave. NE	Rhode Island NE	1.09
<i>RR</i>	11th St. SE	M St. SE	Good Hope Road SE	0.68
<i>SS</i>	M St. SW/SE	6th St. SW	11th St. SE	1.53
<i>TT</i>	Kennedy St. NW/NE	New Hampshire Ave. NW	Georgia Ave. NW	1.02
<i>UU</i>	18th St. NW	S St. NW	Columbia Rd. NW	0.60
<i>VV</i>	Columbia Rd. NW	Mintwood Pl NW	16th St. NW	0.55
<i>WW</i>	8th St. SE	M St. SE	Pennsylvania Ave. SE	0.53
<i>XX</i>	11th St. NW	K St. NW	Rhode Island NE	0.55
<i>YY</i>	Southern Ave. NE	East Capitol St. BN	63Rd. St. NE	0.17
<i>ZZ</i>	63Rd. St. NE	Southern Ave. NE	Eastern Ave. NE	0.19
<i>AAA</i>	Southeast. Blvd SE	DC-695	Pennsylvania Ave. SE	1.11
<i>CCC</i>	6th St. NW	Constitution Ave. NW	Rhode Island NW	1.45
<i>EEE</i>	Branch Ave. SE	Pennsylvania Ave. SE	Southern Ave. SE	1.01
<i>FFF</i>	Alabama Ave. SE	Martin Luther King Ave. SE	Pennsylvania Ave. SE	3.28
<i>GGG</i>	Kenilworth Ave. NE	Nannie Helen Burroughs Ave. NE	Eastern Ave. NE	0.85
			<b>SUM</b>	<b>68.6</b>