TPB SR26-2017
June 2, 2017

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION TO PROVIDE PROVISIONAL APPROVAL OF CRITICAL URBAN FREIGHT CORRIDORS IN THE MARYLAND PORTION OF THE NATIONAL CAPITAL REGION PLANNING AREA

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the provisions of the FAST Act enable the designation of Critical Urban Freight Corridors and Critical Rural Freight Corridors as part of the National Highway Freight Network; and

WHEREAS, provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the TPB) to designate public roads within its urbanized area as Critical Urban Freight Corridors in consultation with the State(s); and

WHEREAS, TPB staff has initiated collaboration with officials at the District Department of Transportation (DDOT), the Virginia Department of Transportation (VDOT), and the Maryland Department of Transportation (MDOT) to identify Critical Urban Freight Corridors in those respective states, facilitating regional coordination; and

WHEREAS, MDOT has requested the exploration of an expedited process for the approval of provisional Critical Urban Freight Corridors within Maryland to enable completion of their FAST Act-compliant State Freight Plan by June 30, 2017; and

WHEREAS, the Maryland public roads listed in the attached table were identified through a collaborative process among MDOT officials and TPB staff and meet the criteria for designation as Critical Urban Freight Corridors as set forth under provisions of the FAST Act; and

WHEREAS, provisional approval of the public roads listed in the attached table as Critical Urban Freight Corridors by the Steering Committee of the National Capital Region Transportation Planning Board will enable MDOT to include these corridors in their updated FAST Act-compliant State Freight Plan to be completed by June 30, 2017; and

WHEREAS, the National Capital Region Transportation Planning Board will be asked to officially designate a full set of Critical Urban Freight Corridors for the Washington planning area at a later date.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the provisional designation of the Maryland public roads listed in the attached table as Critical Urban Freight Corridors, as described in the attached materials.

Table: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region

Route Number	Start Point	End Point	Length (miles)
US 15	MD 26	US 40 / S. Jefferson St.	3.21
US 40	US 15	I-70 / I-270	0.62
US 15	I-70	Mt. Zion Rd.	2.47
US 15	Hayward Rd.	MD 26	1.05
US 301	Prince George's / Charles County line	Smallwood Dr.	4.26
US 50	DC / MD line	MD 410	4.05
MD 198	Old Columbia Pike	I-95	2.98
MD 201	US 50	MD / DC line	0.46
MD 4	I-95	MD 337	0.91
MD 185	I-495	MD 410	1.21
MD 5	Surratts Rd.	MD 373	3.48
	Total		**24.70**

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: TPB Steering Committee
TPB Technical Committee

FROM: Jon Schermann, TPB Transportation Planner

SUBJECT: Critical Urban Freight Corridors within the Maryland Portion of the National Capital Region

DATE: June 2, 2017

This memorandum describes the background and reasons for requesting expedited designation of provisional Critical Urban Freight Corridors for the Maryland portion of the National Capital Region.

BACKGROUND

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFP provides Federal funding eligibility for a wide range of activities including planning, engineering, and construction on the NHFN.

The NHFN consists of four components:

- Primary Highway Freight System (PFHS);
- The portions of the Interstate System not on the PHFS;
- Critical Rural Freight Corridors (CRFC); and
- Critical Urban Freight Corridors (CUFC).

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) may 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 requires DOTS and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1 (next page).

Table 1: 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	**Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs**

After December 4, 2017, designated and approved CUFCs and CRFCs become part of the National Highway Freight Network (NHFN) and thereby become eligible for National Highway Freight Program (NHFP) funding.[1] The remainder of this memorandum will focus exclusively on Critical Urban Freight Corridors (CUFC).

REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

To be designated as a Critical Urban Freight Corridor, a candidate public roadway 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

For each state, a maximum of 75 miles of highway or 10% of the PHFS mileage in the state, whichever is greater, may be designated as a CUFC. Table 2 shows the relevant mileage limitations for Maryland, Virginia, and the District of Columbia. Table 3 shows how Maryland's CUFC mileage has been apportioned to the State's six MPOs.

[1] Provided the State has an approved, FAST Act-compliant State Freight Plan.

Table 2: Critical Urban Freight Corridor Mileage

State	CUFC Miles: Total	CUFC Miles: National Capital Region
Maryland	75.00	25.00
District of Columbia	75.00	75.00
Virginia	83.35	TBD

Table 3: Maryland Critical Urban Freight Corridor Mileage

Maryland MPO	CUFC Miles
NCR Transportation Planning Board	25
Baltimore Regional Transportation Planning Board	25
Cumberland Area MPO	5
Hagerstown / Eastern Panhandle MPO	5
Salisbury / Wicomico MPO	5
St. Mary's / Calvert MPO	5
Wilmapco	5
Total	**75**

MARYLAND CRITICAL URBAN FREIGHT CORRIDORS

The TPB will be asked to designate a full set of CUFCs for the National Capital Region, including Maryland, Virginia, and District of Columbia routes, later this year. In the meantime, MDOT has requested an expedited process for the approval of provisional CUFCs within Maryland to enable completion of their FAST Act-compliant State Freight Plan by June 30, 2017. To that end, staff is requesting that the TPB Steering Committee approve the provisional designation of the Maryland Public Roads listed in Table 4 and Figures 1 through 4 (below and following pages) as CUFCs.

Table 4: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region

ID	Route Number	Start Point	End Point	Length (miles)
CUFC 01	US 15	MD 26	US 40 / S. Jefferson St.	3.21
CUFC 02	US 40	US 15	I-70 / I-270	0.62
CUFC 03	US 15	I-70	Mt. Zion Rd.	2.47
CUFC 04	US 15	Hayward Rd.	MD 26	1.05
CUFC 05	US 301	Prince George's / Charles County line	Smallwood Dr.	4.26
CUFC 06	US 50	DC / MD line	MD 410	4.05
CUFC 07	MD 198	Old Columbia Pike	I-95	2.98

ID	Route Number	Start Point	End Point	Length (miles)
CUFC 08	MD 201	US 50	MD / DC line	0.46
CUFC 09	MD 4	I-95	MD 337	0.91
CUFC 10	MD 185	I-495	MD 410	1.21
CUFC 11	MD 5	Surratts Rd.	MD 373	3.48

Figure 1: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region – Frederick County area detail

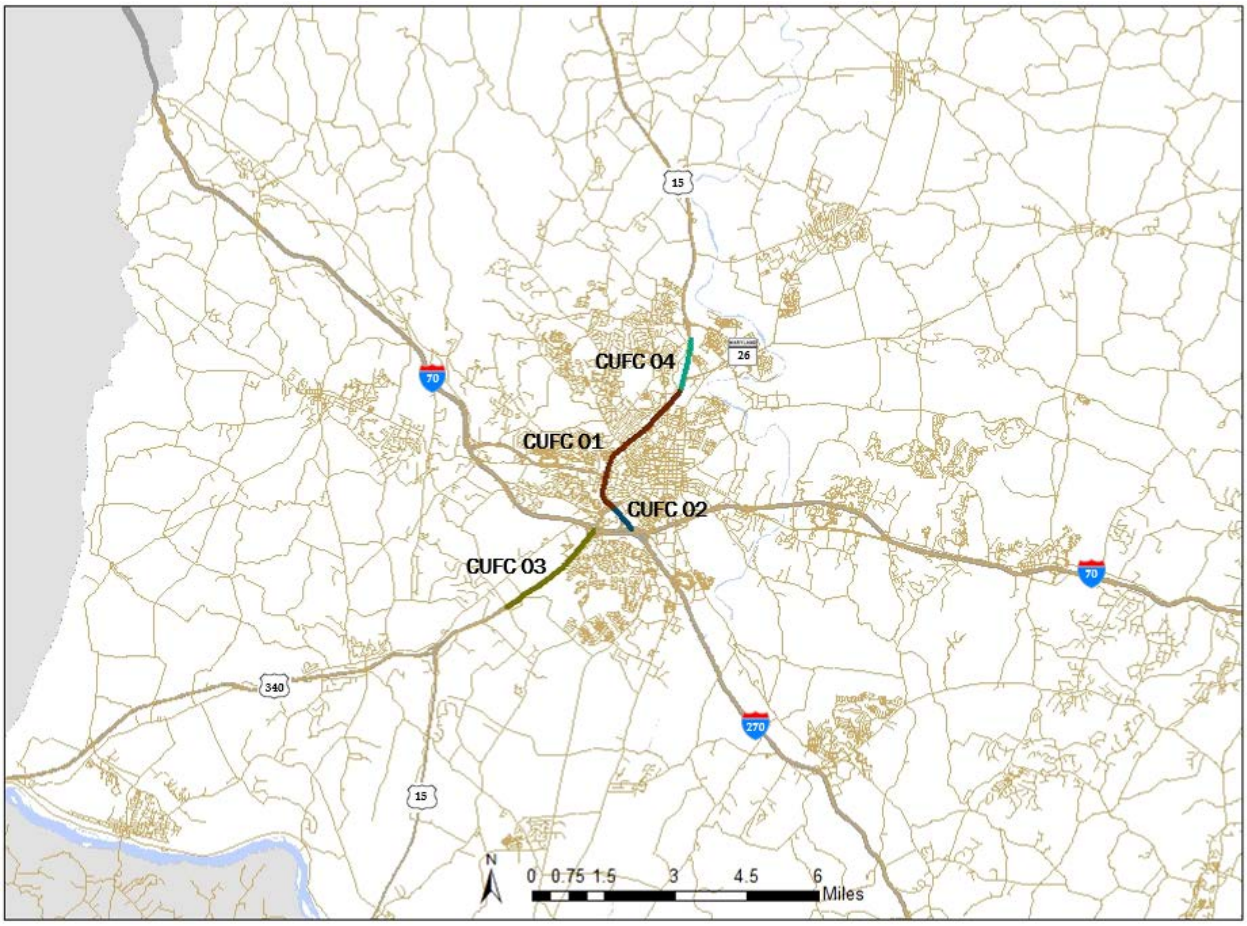


Figure 2: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region – Montgomery County area detail

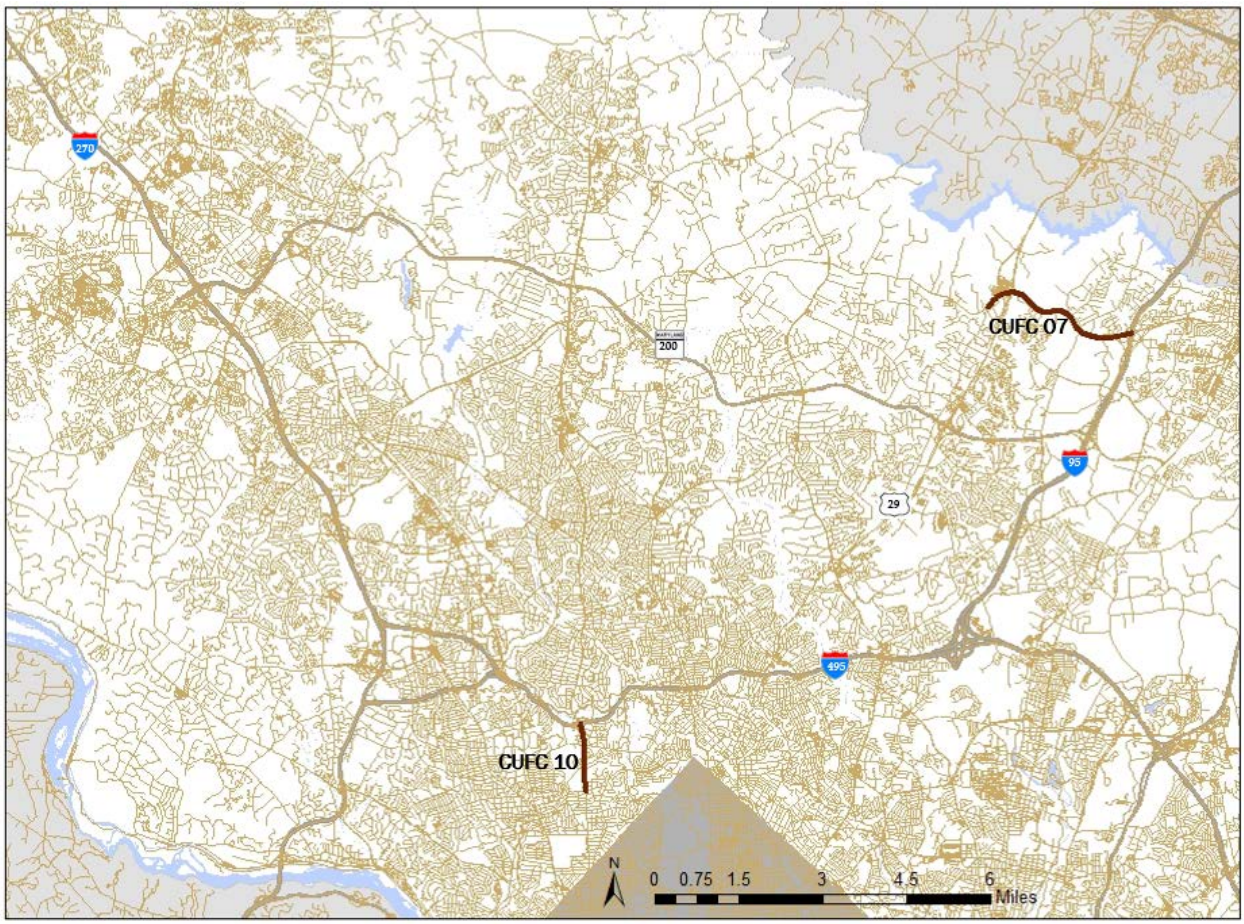


Figure 3: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region – Prince George's County area detail

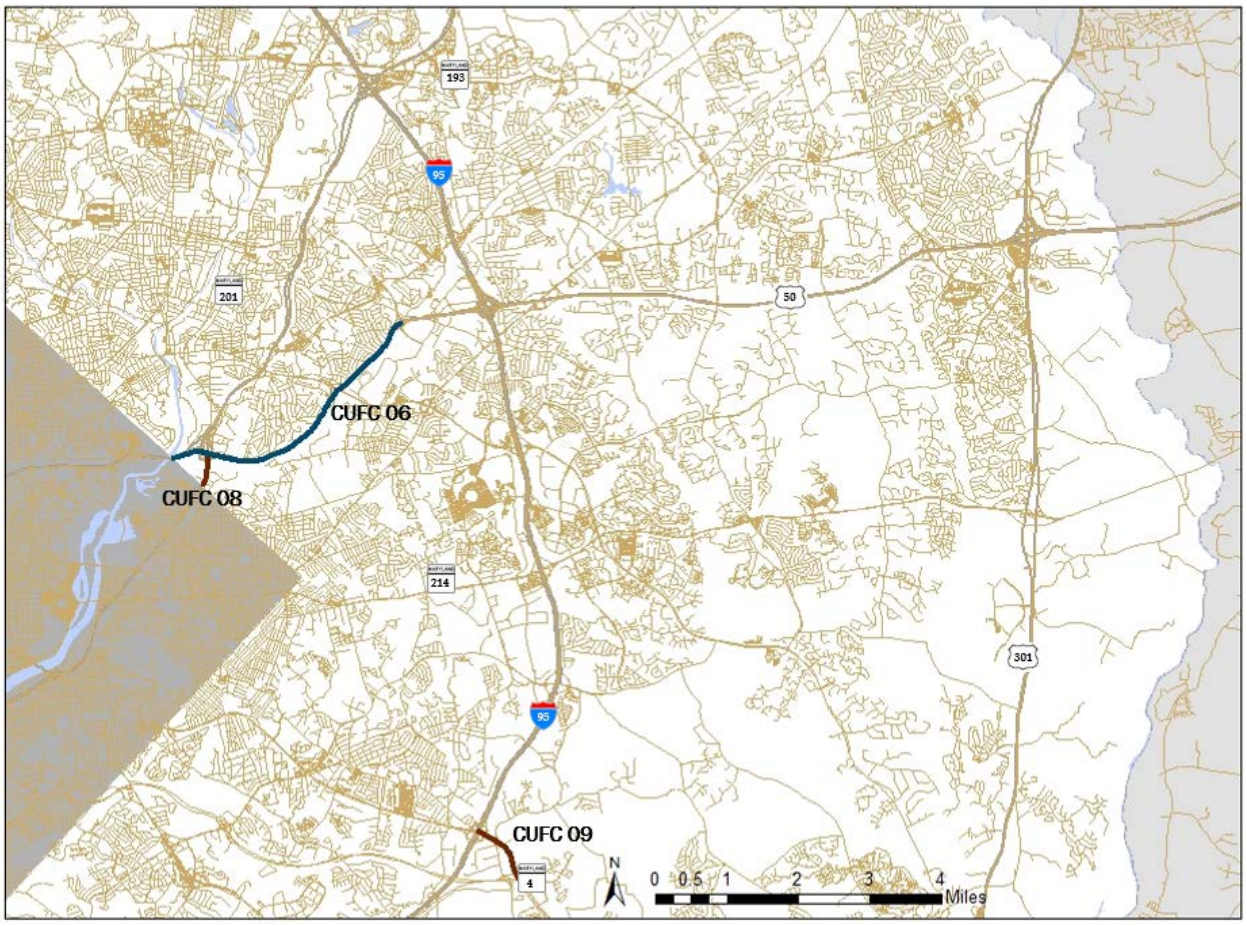
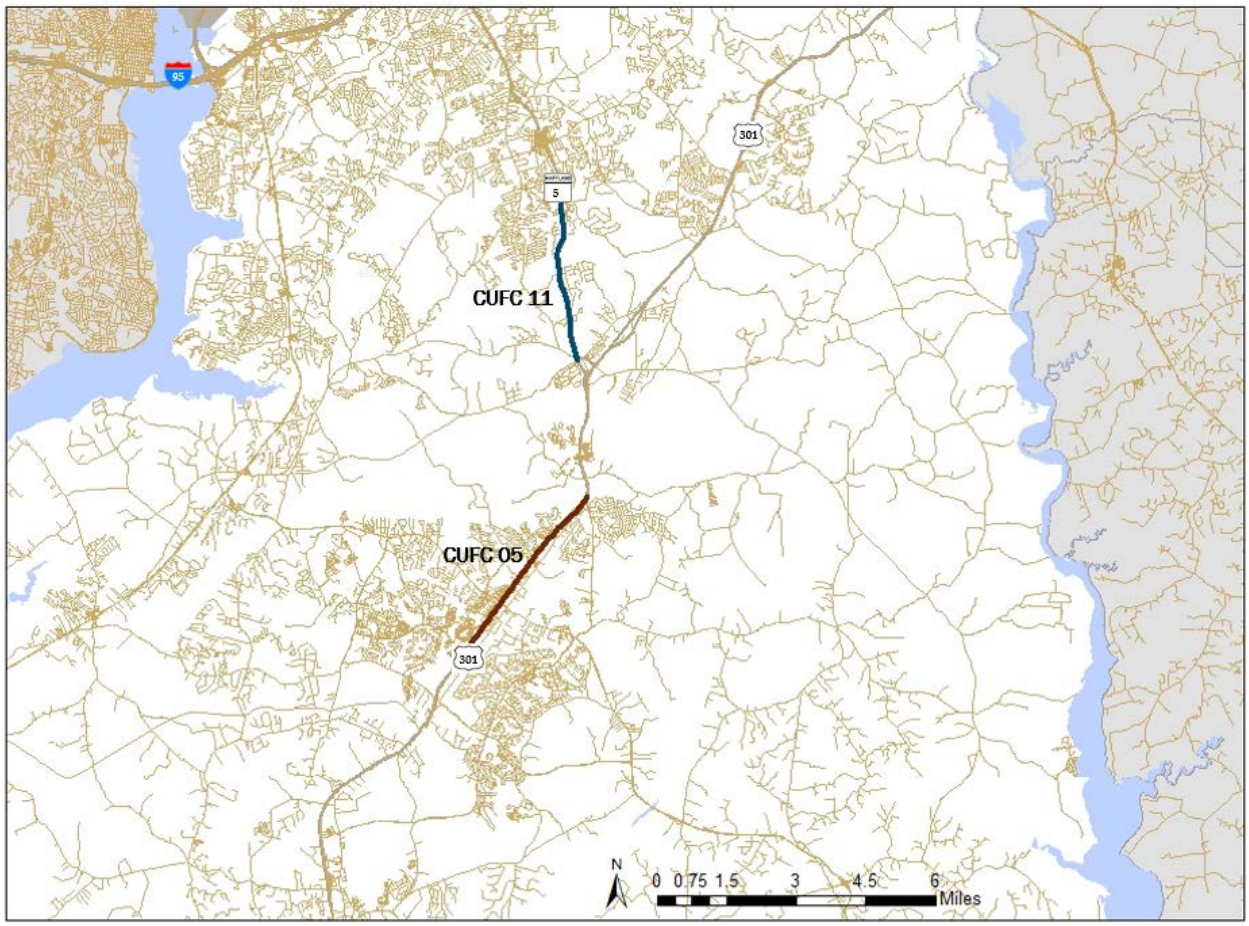


Figure 4: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region – Charles County area detail



METHODOLOGY

TPB and SHA staff worked together to identify the CUFCs shown above. The methodology utilized both objective data and professional judgment and is outlined below:

- The Maryland State Highway Administration (SHA) and its consultant partner Cambridge Systematics developed a Geographic Information System (GIS) geodatabase that assigned truck volumes and a freight density score[2] to each link in Maryland's highway network.

[2] The freight density score is based on each roadway link's proximity to freight dependent businesses. It is derived using US Census Bureau economic census data and other sources.

- TPB staff scored each urban link within the Maryland portion of the National Capital Region by normalizing the truck volumes and freight density scores and then combining them into a "total score".
- The links were sorted in descending order by total score.
- The highest scoring corridor segments (by total score) totaling 50 miles in length (twice the mileage allotted) were identified by TPB staff iteratively querying the geodatabase.
- The resulting 50 miles of CUFC corridor "candidates" were compared to project locations within Maryland's 2017 Consolidated Transportation Program to identify those candidate corridors where expenditures are planned for budget years 2018 through 2022.
- Those candidate corridors (less than 25 miles in total length) were advanced to the final stage.
- The highest scoring remaining candidates were advanced to the final stage such that the total combined mileage of all the identified corridors did not exceed 25 miles.
- These "final" CUFCs comprise the list displayed in Table 4 and are the Critical Urban Freight Corridors the Steering Committee will be asked to provisionally approve.

NEXT STEPS

The proposed schedule for designating the National Capital Region's Critical Urban Freight Corridors is:

- June 2:
  - Staff will request TPB Steering Committee approval and provisional designation of Maryland CUFCs.

- June 21:
  - Results of the TPB Steering Committee action, along with background information, will be provided to the TPB.

- June 30:
  - MDOT to complete FAST Act-compliant State Freight Plan, including CUFCs, for submittal to FHWA.

- June - September:
  - TPB staff to continue collaborative efforts with DDOT and VDOT staff to identify CUFC candidates in the District and in Virginia with periodic review of the TPB Freight Subcommittee.

- September - November:
  - TPB staff will present all regional CUFCs (MD, VA, and DC) to the Technical Committee and then request TPB designation of the full set of CUFCs in the Region.

- October - November:
  - TPB resolution designating the National Capital Region's CUFCs will be submitted to FHWA with copies MDOT, DDOT, and VDOT.