



Critical Urban/Rural Freight Corridor Mileage Designation Update

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National Highway Freight Network

- The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Network (NHFN).
- This act aimed to enhance the performance of U.S. freight transportation by strategically allocating Federal resources and policies to crucial highway segments.
- The NHFN includes the following subsystems of roadways:
 - I. Primary Highway Freight System (PHFS)
 - II. Other Interstate portions not on the PHFS (non-PHFS)
 - III. Critical Rural Freight Corridors (CRFCs)
 - IV. Critical Urban Freight Corridors (CUFCs)

Implications of Corridor Designation

- 1. Critical Connectivity:** CUFCs and CRFCs are important freight corridors that provide critical connectivity to the NHFN
- 2. Resource Allocation:** States can direct resources toward improved system performance and efficient movement of freight on the NHFN
- 3. Increased NHFN:** The designation of CRFCs and CUFCs will increase the state's NHFN

NHFP Eligible Projects

List of project types eligible for NHFP funding:

1. Preliminary engineering and design
2. Construction, rehabilitation, acquisition of lands
3. ITS and other technology
4. Widening of shoulders
5. Truck parking facilities
6. Highway or bridge projects

NOTE: Eligible projects along CUFCs/CRFCs designated corridors are candidates for NHFP funding. However, projects can still be paid for with other types of funding

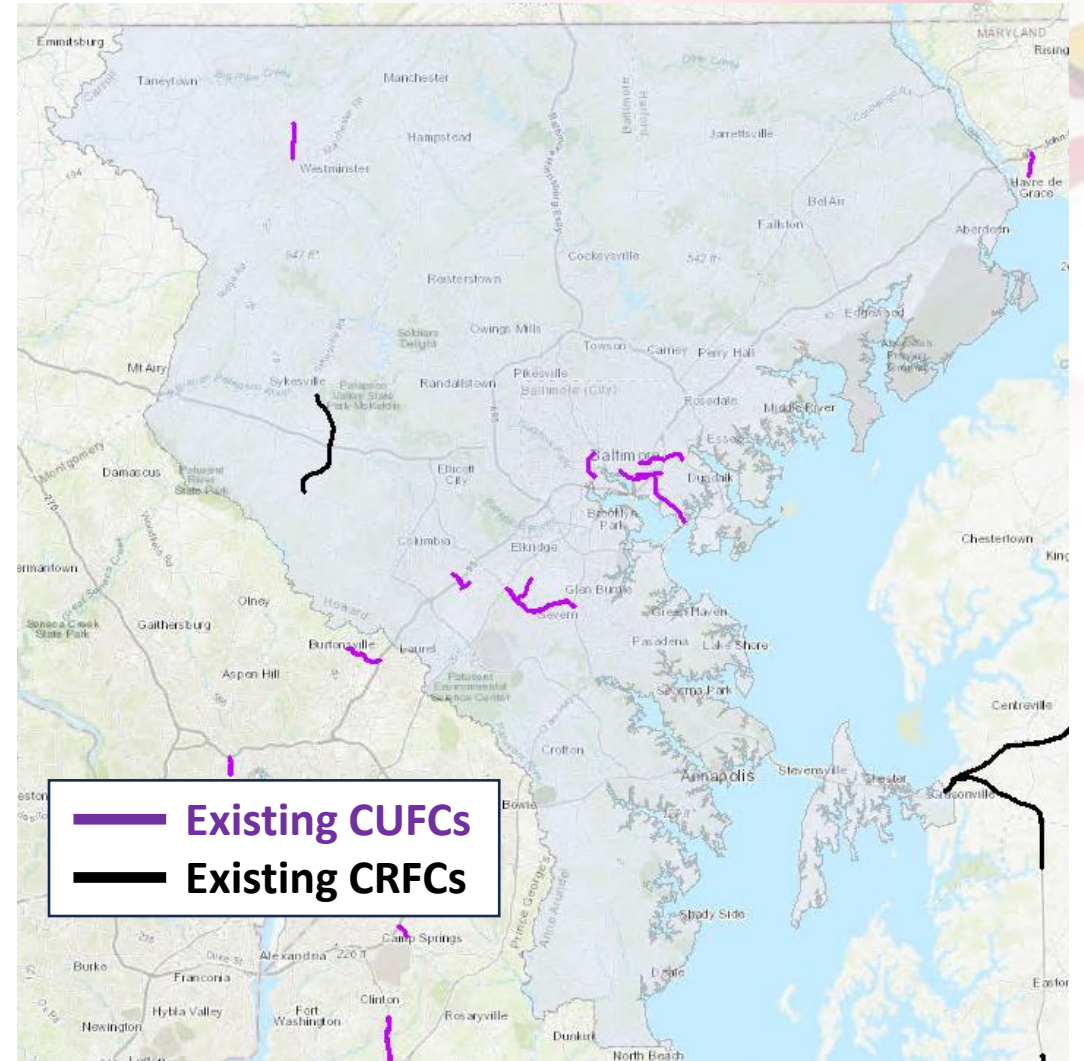
Current NHFP Funded Maryland Projects

(FY 2022-2025 STIP)

- **Statewide Truck Stop Technology Enhancements**
 - include \$2,468,000 in NHFP funding for design and \$8,400,000 in NHFP funding for construction
- **Statewide Virtual Weigh Station Network Database**
 - include \$714,000 in NHFP funding for design
- **Statewide Static Scale Replacement and Electronics**
 - include \$617,000 in NHFP funding for design and \$6,300,000 in NHFP funding for construction
- **Others: I-695 TSMO improvements (I-70 to MD 43), MD 4 Interchange Construction at Suitland Parkway, Freight AV Implementation Plan**

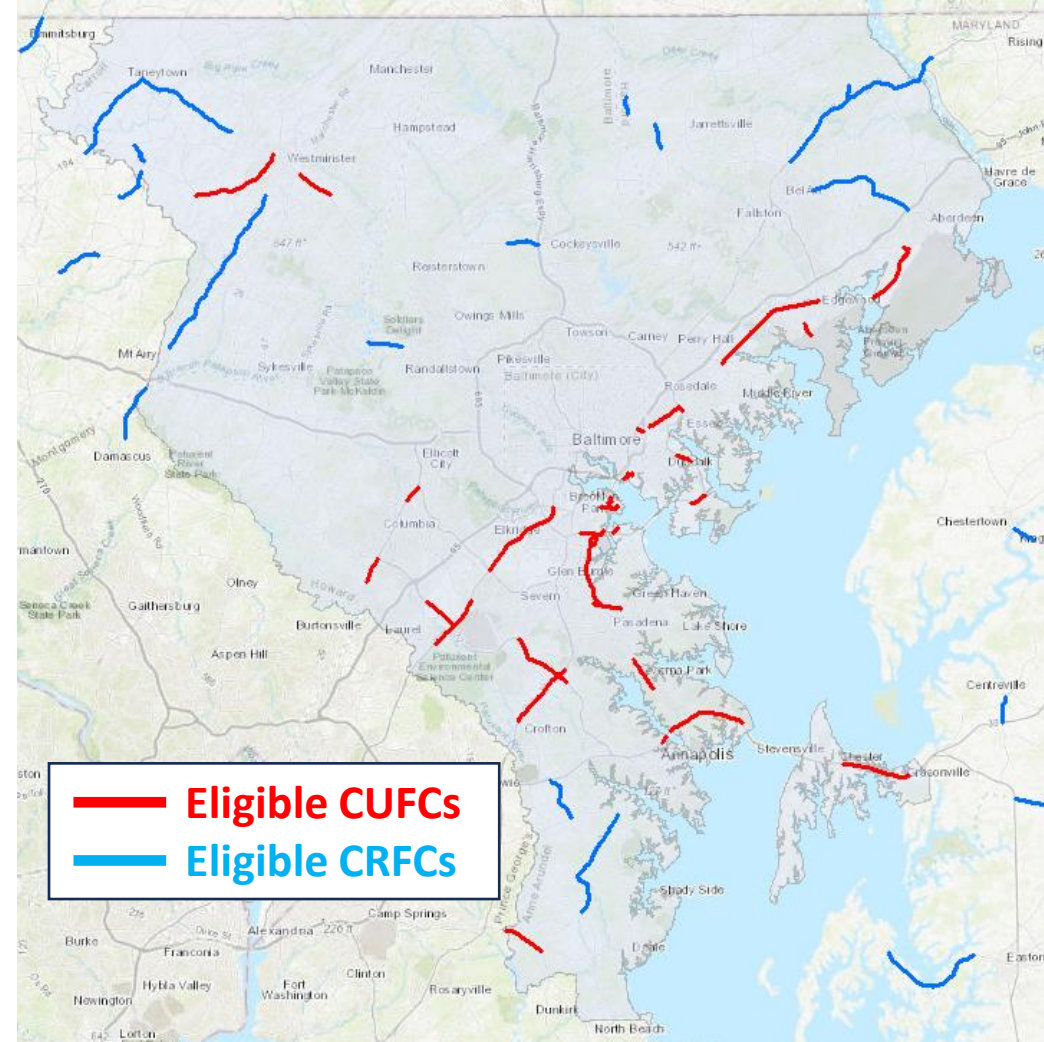
2017 CUFC/CRFC Designation

- The FAST Act set the State's mileage caps
 - CUFC: 75 total miles
 - CRFC: 150 total miles
- BRTB currently has
 - 25-mile CUFCs
 - 8-mile CRFCs



2023 New Mileage Under IJJA

- The IJJA modified the state's mileage caps
 - CUFC: 150 total miles
 - CRFC: 300 total miles
- BRTB agreed to designate the total 50 CUFC miles
(25 miles under FAST + 25 miles under IJJA)
- The same requirements for eligibility are applied



Designation Process

- For **CUFC**, the designation of segments is **led by SHA & BRTB**
 - SHA has developed a methodology for identifying eligible segments statewide:
 - AADTT and proximity to freight generators to determine which segments are eligible under the law
 - The 2020 urban area boundary change is reflected
 - BRTB's board will decide on the approval of the designated CUFCs
 - BRTB is applying regional considerations to the identified segments (e.g., equity factors)
- For **CRFC**, the designation of segments is **led by SHA**
 - Work with regional planners and district staff to identify segments
 - Review BRTB staff for concurrence

Online Map for eligible CUFCs & CRFCs

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
Maryland Critical Urban & Rural Freight Corridors * User Guide *

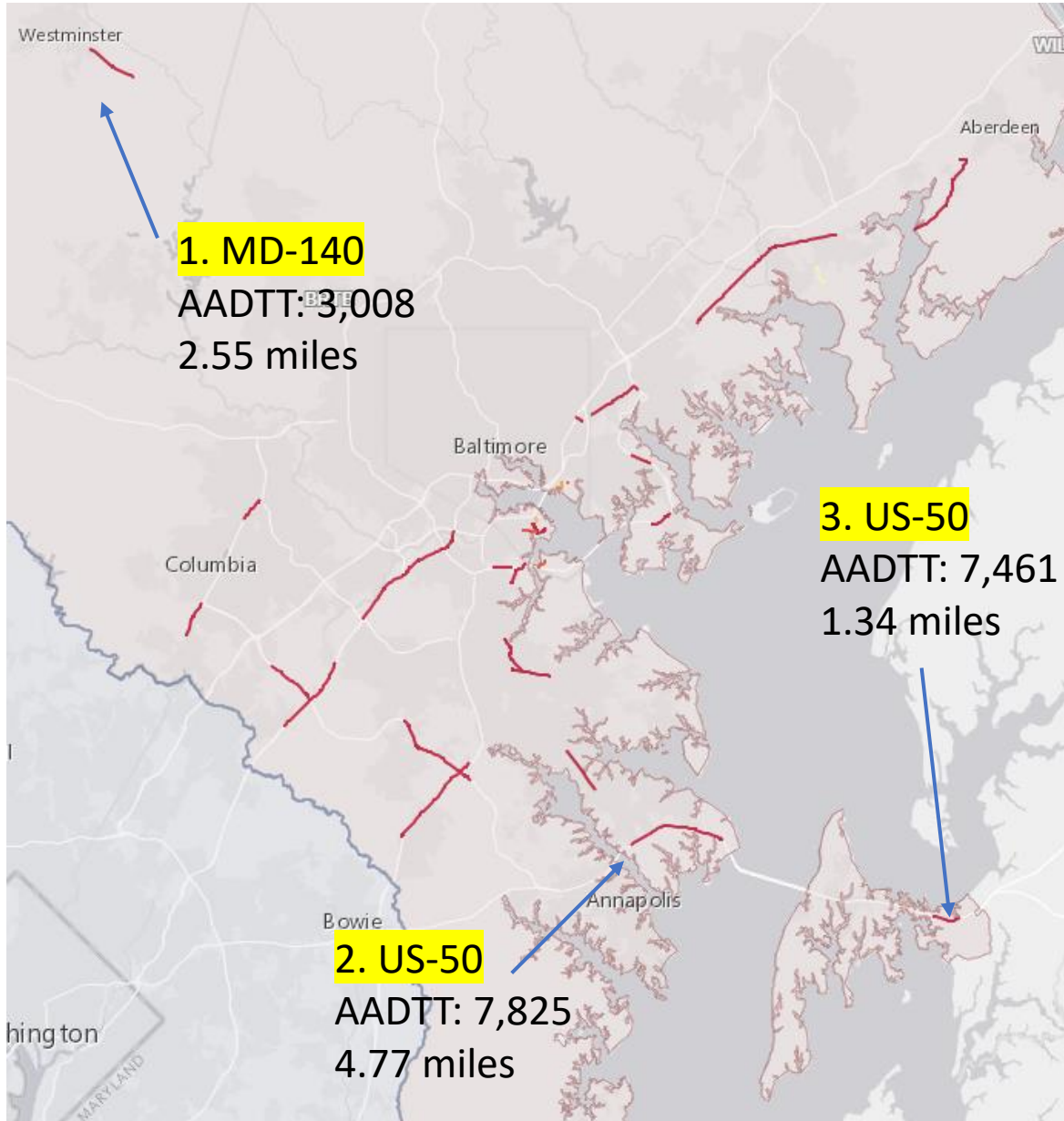
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Layer List

- Critical Freight Corridors**
 - Segments (HEPMFO)
 - Critical Urban Freight Corridors - Eligible Segments (BRTB)
 - Critical Urban Freight Corridors - Eligible Segments (TPB)
 - Critical Urban Freight Corridors (Current)
 - Critical Rural Freight Corridors - Eligible Segments
 - Critical Rural Freight Corridors (Current)
- Freight Generators**
 - Distribution Centers
 - Grain Elevators
 - Intermodal Facilities
 - Ports
 - Other Terminals
- Other Reference Layers**
 - MDOT Consolidated Transportation Program (CTP) Projects (FY2022 - FY2027)

Layers

Sample eligible CUFC segment (total: 106.5 miles)



- Location: Baltimore Blvd
 - Road classification: Principal Arterial
 - Truck share: 7%
 - Annual % truck Vol. growth: 0
 - Volume: Moderate - High
 - CTP Project(s): N/A
- Location: Blue Star Memorial Hwy
 - Road classification: Principal Arterial
 - Truck share: 11%
 - Annual % truck Vol. growth: 0 - 0.64
 - Volume: High
 - CTP Project(s): Broadneck Peninsula Trail (Phase 1B)
- Location: Baltimore Blvd
 - Road classification: Principal Arterial
 - Truck share: 10%
 - Annual % truck Vol. growth: 0.79
 - Volume: High
 - CTP Project(s): N/A