

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #17-26

ENDORSING CRITICAL URBAN FREIGHT CORRIDORS FOR THE BALTIMORE REGION

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; and representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

WHEREAS, The Fixing America's Surface Transportation (FAST) Act requires the Administrator of the Federal Highway Administration to establish a National Highway Freight Network (NHFN) to strategically direct federal resources and policies toward improved performance of the Network; and

WHEREAS, The NHFN consists of the following four subsystems: 1) the Primary Highway Freight System (PHFS); 2) those portions of the Interstate System not part of the PHFS; 3) Critical Rural Freight Corridors (CRFCs); and 4) Critical Urban Freight Corridors (CUFCs); and

WHEREAS, in an urbanized area with a population of 500,000 or more individuals, the MPO, in consultation with the State, may designate a CUFC. A public road designated as a CUFC must meet one or more of the following four elements: A) connects an intermodal facility to: (1) the PHFS, (2) the Interstate System, or (3) an intermodal freight facility; B) is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement; C) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or D) is important to the movement of freight within the region, as determined by the MPO or the State; and

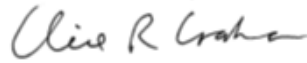
WHEREAS, for each State, a maximum of 75 miles of highway or 10 percent of the PHFS mileage in the State, whichever is greater, may be designated as CUFCs and as outlined in the attachment (see Attachment 1), the Baltimore region gets to designate 25 miles as CUFCs;

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, endorses the attached roadway segments as critical urban freight corridors.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on June 27, 2017.

6-27-17

Date



Clive R. Graham, Chairman
Baltimore Regional Transportation Board

Critical Urban Freight Corridors (CUFCs) in the Baltimore Region					
Jurisdiction	Road Name	Starting Point	Ending Point	Miles	Cumulative Total
Baltimore City	Broening Highway	Boston Street	Belclare Road	1.9	
	E. Lombard Street	Highland Avenue	city/co line	1.5	3.4
	Boston Street	Fleet Street	I-895	1.9	5.3
	O'Donnell Street	S. Conkling Street	city/co line	2.0	7.3
	MLK Jr. Boulevard	N. Howard Street	I-395	1.7	9.0
Anne Arundel County	New Ridge Road	MD 100	Stoney Run Road	1.8	10.8
	MD 100	MD 295	I-97	5.0	15.8
Baltimore County	Rolling Mill Road	Erdman Avenue	Eastern Boulevard	1.3	16.9
	US 40 (Pulaski Highway)	Philadelphia Road	MD 695	2.7	19.6
	Broening Highway	Belclare Road	I-695	2.1	21.7
Carroll County	MD 97	MD 140	Arthur Peck Dr.	1.7	23.4
Harford County	MD 543 Interchange *	I-95	I-95	0.0	23.4
Howard County	MD 175	US 1 (Washington Boulevard)	MD 108	1.0	24.4
	US 1	Montevideo Road	Assateague Drive	0.6	25.0

* Because interchanges and ramps are not counted against Interstate mileage, they are not counted as NHFN mileage. The interchanges and ramps are considered to be facilities, which are eligible for NHFP funding.