

BALTIMORE METROPOLITAN PLANNING ORGANIZATION
BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #24-12

**ENDORISING AN UPDATED AND EXPANDED SET OF
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 Urban 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 RTA of Central Maryland; and

WHEREAS, The Fixing America's Surface Transportation (FAST) Act required 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, in Round One 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, the Baltimore region gets to designate 25 miles as CUFCs;

WHEREAS, now in Round Two for each State, a maximum of 150 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), this allows the Baltimore region to designate an additional 25 miles as CUFCs for a total of 50 miles;

WHEREAS, the methodology for selecting the additional 25 miles of CUFC in the Baltimore region consisted of a combination of MDOT SHA rankings and BMC analysis of Resilience 2050 projects.

WHEREAS, the MDOT SHA CUFC rankings were based on proximity to freight generators, existing truck traffic and anticipated truck traffic and BMC analysis considered the MDOT SHA rankings, connectivity to existing CUFC routes, and future projects identified in the Long Range Transportation Plan, Resilience 2050.

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 January 23, 2024.

1-23-24

Date



D'Andrea Walker, Chair
Baltimore Regional Transportation Board

Critical Urban Freight Corridors (CUFCs) in the Baltimore Region Round 2					
Jurisdiction	Road Name	Starting Point	Ending Point	Miles	Cumulative Total
Anne Arundel County	US 50	I-595	MD 2	1.66	1.66
	US 50	MD 2	Bay Dale Drive	0.95	2.61
	US 50	Bay Dale Drive	Cape Saint Clair Road	1.53	4.14
	US 50	Cape St. Clair Rd	Oceanic Drive	2.29	6.43
	MD 2 ¹	College Parkway	MD 648d	2.42	8.85
Baltimore County	US 40	MD 43	Ebenezer Road	0.51	9.36
	US 40	Ebenezer Road	Allender Road	1.73	11.09
Carroll County	Main Street ²	MD 31	MD 31	0.08	11.17
	MD 31 ³	MD 831j/Union Bridge Road	Main Street	6.44	17.61
	MD 140 ⁴ :	Reese Road	MD 97	2.55	20.16
Queen Anne's County	US 50	MD 552a	Jackson Creek Road	3.31	23.47
	US 50	Jackson Creek Road	Evans Avenue	1.34	24.81

¹ MD 2: Widen existing 4-lane sections to 6 lanes to create a continuous typical section throughout corridor, including intersection improvements and pedestrian facilities throughout to connect MD 2 to the B&A Trail at various locations.

² Main Street: Improve sidewalks, enhance bicycle and pedestrian accessibility, and improve the roadway.

³ MD 31: Improve sidewalks, enhance bicycle and pedestrian accessibility, and improve the roadway.

⁴ MD 140: Widen from 6 to 8 lanes, with full interchange at MD 97, continuous flow intersections at Center Street and Englar Road, and bicycle and pedestrian facilities.

Methodology for Identifying Eligible Segments

Introduction

The Maryland Department of Transportation State Highway Administration (MDOT SHA) partnered with Texas A&M Transportation Institute (TTI) to provide the data and tool to facilitate the selection by MDOT SHA and seven Metropolitan Planning Organizations (MPO) of new Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) as provided by the Infrastructure Investment and Jobs Act of 2021 (IIJA).

Methodology

The first step was to select a network of eligible urban and rural highway segments based on the federal requirements for critical freight designation. A proximity analysis was then performed to score the individual segments according to the proximity of freight generators. A specific highway segment's score is determined by distance from one or more freight generators. Higher scores are achieved when more freight generators are closer to the specific highway segment, and higher-scoring segments are better candidates for addition to the freight network.

An interactive map was developed with the eligible CUFC segments for the use of Maryland MPO's in selecting new critical freight highway segments. This Information sheet provides information on the analysis approach and recommendations on using the interactive map to assist in selecting a CUFC.

Analysis Approach

A base highway network for analysis was first selected, and non-eligible roadway designation (i.e., interstates) was removed. Based on federal requirements for eligibility, the base network comprised 350 miles of rural segments with the highest Annual Average Daily Truck Traffic (AADTT) and segments with 25% or more of AADTT. Also, 200 miles of urban segments with the highest AADTT and segments that have 25% or more of AADTT were added to this base network.

Once the base highway network was defined, a proximity analysis was performed using the following freight generators:

- Airports
- Other Terminals
- Ports
- National Highway Freight network
- Grain Elevators (2017)
- Intermodal Facilities (2017)
- Distribution Centers (2017)
- Coal Mines (2018)
- Employment, forestry (2019)
- Employment, agriculture (2019)

The analysis used 5- and 10-mile buffers. Weights for the 5- and 10-mile buffers were 1 for 5-mile buffer and 0.5 for 10-mile buffer. These weights apply to all freight generators except, employment for forestry and agriculture. Since employment will be analyzed at a county level, the employment data will be divided into bins and weighed at 1, 0.75, 0.5, and 0.25.

The proximity analysis was performed for each one of the freight generators with the rural and the urban corridors. For example, a highway segment received 1 point for each distribution center within the 5-mile buffer and 0.5 points for each distribution center outside the 5-mile buffer and inside the 10-mile buffer. After all the analysis was done for each group of freight generators, the total score, including employment scores, was combined into a combined weight index score: CombinedWI.