MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

Critical Urban/Rural Freight Corridor Mileage Designation Update

11/07/2023

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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

- Eligible projects
    1. Preliminary engineering and design
    2. Construction, rehabilitation, acquisition of lands
    3. Truck parking facilities
    4. 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

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

Existing CUFCs
Existing CRFCs
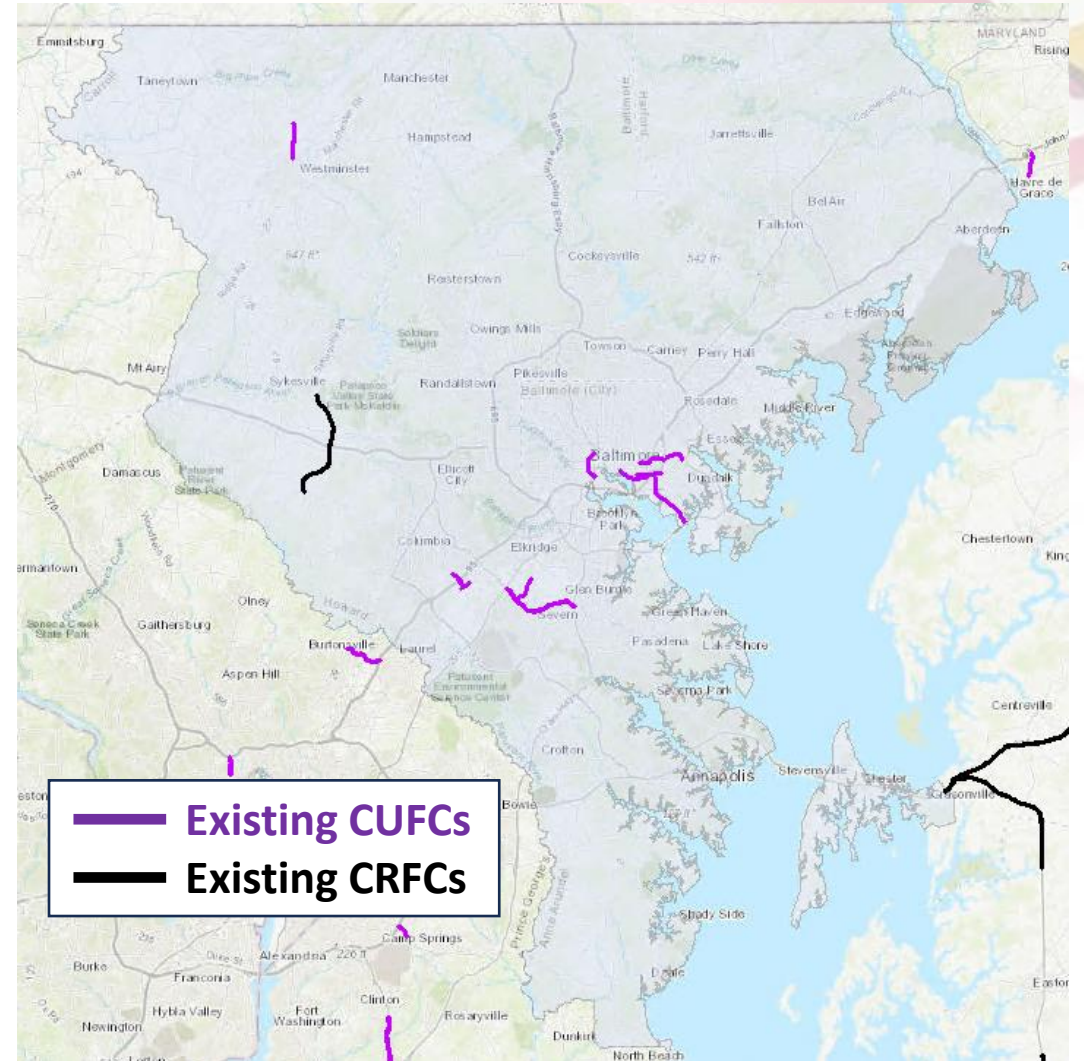
2023 New Mileage Under IIJA

- The IIJA 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 IIJA)

- The same requirements for eligibility are applied

— Eligible CUFCs
— Eligible CRFCs
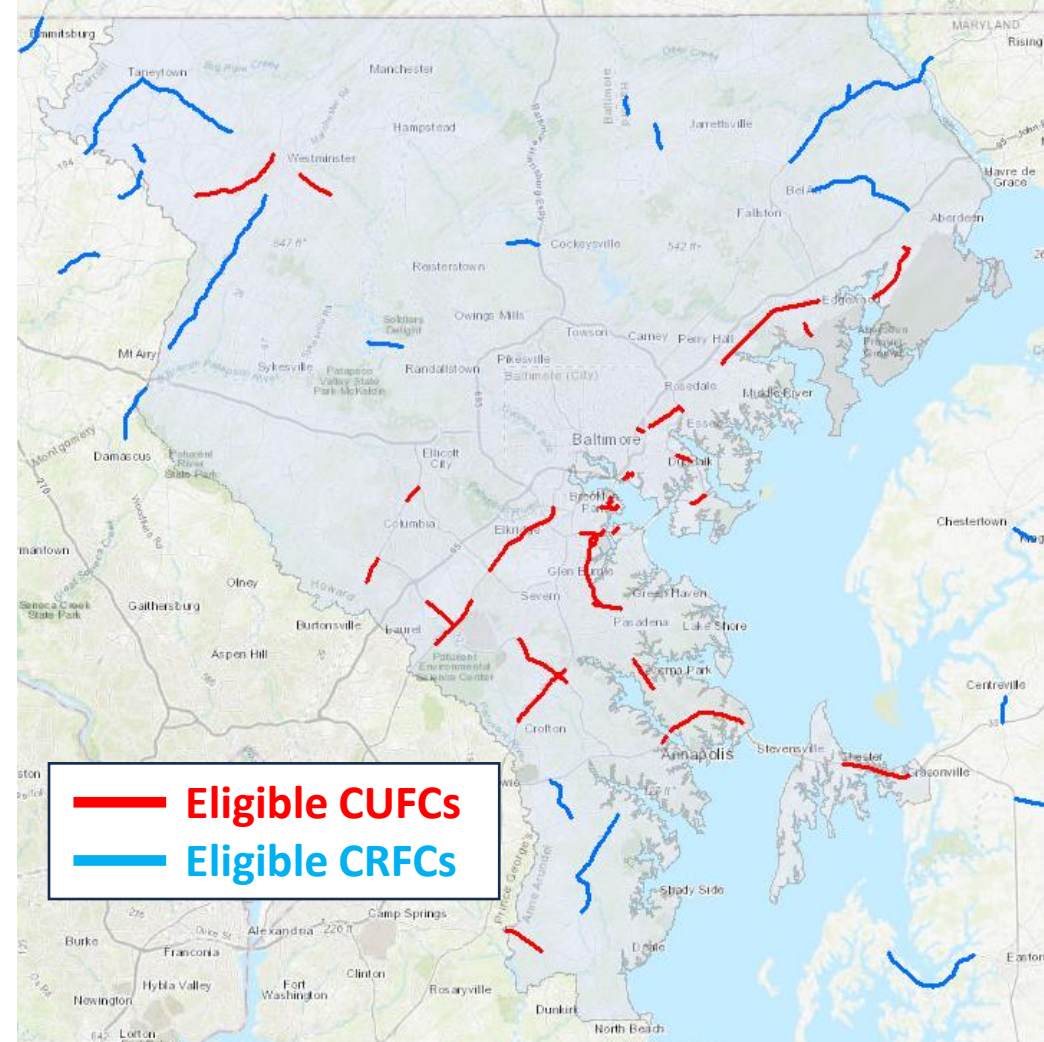
Requirements for Eligibility

- CUFC Requirements

1. Defined by Census urban area boundary

2. Connects intermodal facilities to interstate systems or primary highway freight systems

3. Serves major freight generators, logistics centers, and warehouses

4. Crucial for regional freight movement

- CRFC Requirements

1. Rural principal arterial roadway with at least 25% truck traffic

2. Provides access to energy production areas

3. Connects to PHFS or Interstate System

4. Enables access to freight generators (mining, port, rail, etc.)

5. Deemed vital by the State for efficient freight movement

SHA/BRTB Coordination

- 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
  - Developed a public-facing online map to present eligible CUFCs/CRFCs
  - SHA will coordinate the designation effort with technical staff at BMC
  - BRTB's board will decide on the approval of the designated CUFCs
  - BRTB is responsible for submitting the approval letter/memo to FHWA

- 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
  - SHA is responsible for submitting the approval letter/memo to FHWA

Online Map for eligible CUFCs & CRFCs

Sample eligible CUFC segment (total: 106.5 miles)

1. MD-140
AADTT: 3,008
2.55 miles

3. US-50
AADTT: 7,461
1.34 miles

2. US-50
AADTT: 7,825
4.77 miles
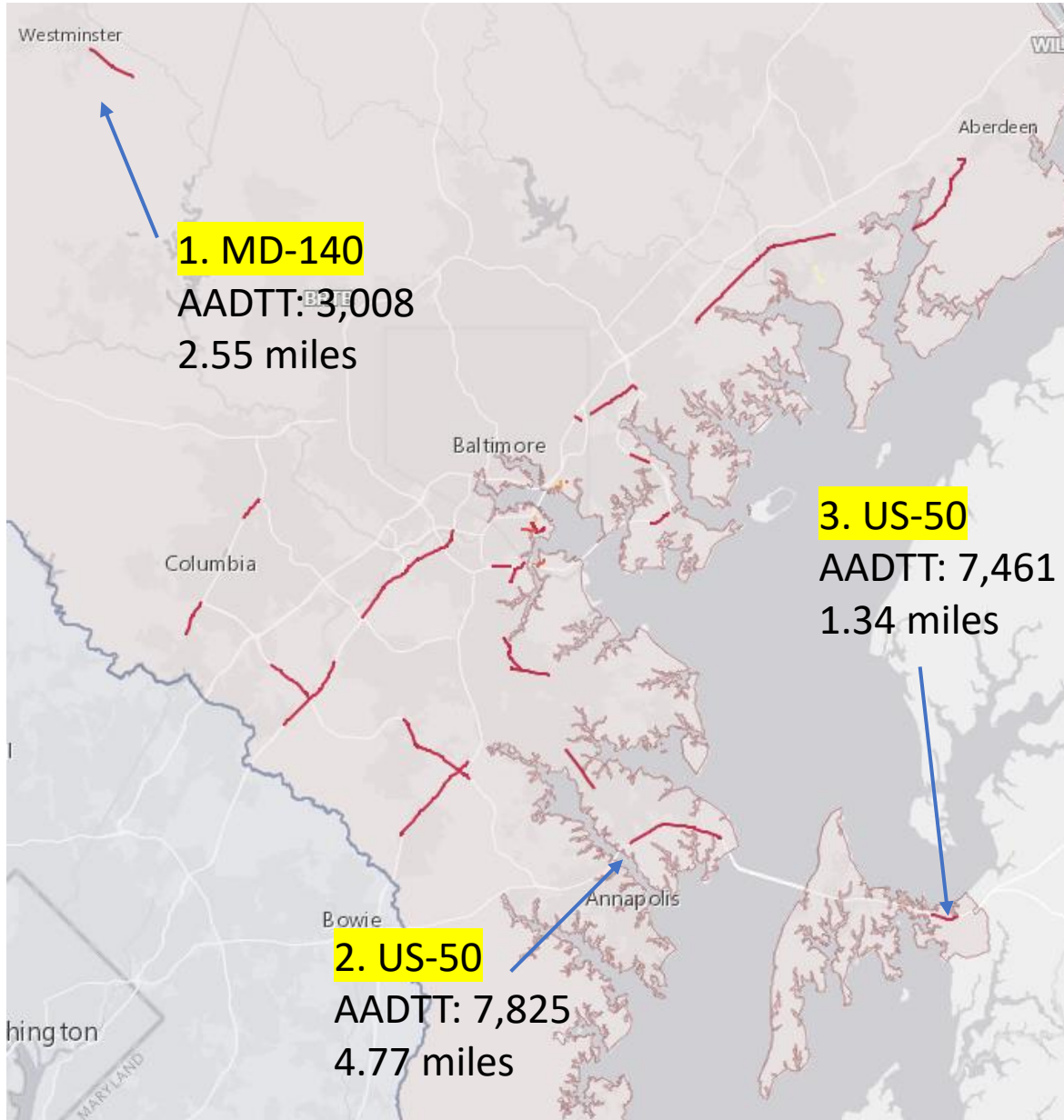
1
- Location: Baltimore Blvd
- Road classification: Principal Arterial
- Truck share: 7%
- Annual % truck Vol. growth: 0
- Volume: Moderate - High
- CTP Project(s): N/A

2
- 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)

3
- Location: Baltimore Blvd
- Road classification: Principal Arterial
- Truck share: 10%
- Annual % truck Vol. growth: 0.79
- Volume: High
- CTP Project(s): N/A

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Timeline

SHA-BRTB staff-level coordination:

Oct 2023 - Mar 2024

Drafting a designation letter to FHWA:

Jan 2024 - Mar 2024

BRTB's board adoption/action:

Dec 2023 - Jan 2024