

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

**RESOLUTION TO UPDATE THE CRITICAL URBAN FREIGHT CORRIDORS  
IN NORTHERN VIRGINIA**

**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, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, 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 (CUFC) and Critical Rural Freight Corridors (CRFC) as part of the National Highway Freight Network; and

**WHEREAS**, the 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 CUFCs in consultation with the relevant state(s); and

**WHEREAS**, CUFCs are important complements to the Primary Highway Freight System (PHFS) designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities that support freight infrastructure including planning, engineering, and construction; and

**WHEREAS**, the TPB adopted Resolution R6-2018 on November 17, 2017, designating CUFCs in the District of Columbia, and Maryland and Virginia portions of the National Capital Region, in accordance with the FAST Act requirements and constraints; and

**WHEREAS**, the TPB has since amended the CUFC network in Northern Virginia and the District of Columbia in 2021 and 2023, through Resolutions SR4-2022 and SR6-2024, respectively; and

**WHEREAS**, the IIJA modified requirements and constraints for CUFC designation to include an increase in the mileage of roadways eligible to be designated as CUFCs in all states; and

**WHEREAS**, TPB staff has collaborated with the Virginia Office of Intermodal Planning and Investment (OIPI) staff to identify updates to its CUFC network because of the CUFC modifications of the IIJA.

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

**Table 1: Proposed Changes to Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region**

<b>ID</b>	<b>Route</b>	<b>Start Point</b>	<b>End Point</b>	<b>Length (miles)</b>	<b>Action</b>
VA.01	I-395	I-95	VA-DC Line	9.7	No Change
VA.02	US 29	Old Route 670	NCL Warrenton	2.5	Remove
VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	Remove
VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	No Change
VA.05	US 29	500 ft east of Tysons Oaks Ct	I-66	3.4	Remove

Proposed Total Reduction in Mileage (9.4)

Adopted by the TPB Steering Committee at its meeting on Friday, April 3, 2026.