

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

ID	Route	Start Point	End Point	Length (miles)	Action
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)



MEMORANDUM

TO: TPB Steering Committee

FROM: Tom Harrington, TPB Multimodal Planning Program Director
Janie Nham, TPB Transportation Planner

SUBJECT: Proposed Critical Urban Freight Corridor (CUFC) Designation Updates for Northern Virginia

DATE: March 27, 2026

This memorandum describes proposed updates to the Critical Urban Freight Corridor (CUFC) designations in the Virginia portion of the National Capital Region, originally approved by the Transportation Planning Board in November 2017 (Resolution R6-2018) and subsequently updated in September 2021 (Resolution SR4-2022). The Infrastructure Investment and Jobs Act (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. 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, described below in this memorandum.

BACKGROUND

The 2015 Fixing America's Surface Transportation (FAST) Act created a freight-specific formula grant funding program, the National Highway Freight Program (NHFP) (in addition to other freight discretionary grant funding programs) to ensure the condition and performance of highways deemed most critical to freight movement. The programs were established to increase U.S. competitiveness in the global economy, improve the efficiency and reliability of the freight network, and reduce the environmental impacts of freight.

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 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).

Requirements for Candidate Critical Urban Freight Corridors

To be designated as a Critical Urban Freight Corridor, candidate public roadways must be located within an urbanized area and meet at least one of the following criteria:

- Connects an intermodal facility to the Primary Highway Freight System (PHFS) or the Interstate System;
- Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement;
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.

It should be noted that CUFCs and CRFCs do not represent the totality of state-designated truck routes nor of truck-allowing facilities in the region and may not be contiguous from an operational standpoint. Rather, CUFCs and CRFCs are subsets of these truck-allowing facilities that are identified for the purpose of ensuring eligibility for certain federal grants. States and MPOs generally prioritize the limited miles available under federal law for CUFCs and CRFCs for road segments that have anticipated improvement needs. Identified segments are not required to be contiguous and may later change once improvements have been implemented.

The FAST Act limited the number of CUFC miles that a state or MPO could designate to 75 miles of highway or 10 percent of the PHFS mileage in the state, whichever was greater. The IIJA continued all provisions that applied to CUFCs under the FAST Act, except for the mileage limitation. The IIJA increased the total amount of CUFC mileage that could be designated by states and MPOs to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater.

PROPOSED CHANGES

TPB staff and Virginia OIPI staff have reviewed the Virginia CUFC network, as part of an overall review of the statewide Virginia freight corridors, and have decided to undesignate, or remove, three corridor segments from the CUFC network within the Virginia portion of the National Capital Region planning area. These segments are being removed because they are no longer in the urbanized area or because they are no longer consistent with other state-designated freight corridors.

Figure 1 and Table 1 show the six corridor segments currently in the Virginia portion of the network and notes the three corridor segments to be removed:

- US 29, between Old Route 670 and Warrenton
- VA 234 (Prince William Pkwy), between University Boulevard and I-66
- US 29, between 500 feet east of Tysons Oaks Court and I-66

The section of US 29 within Fauquier County is no longer part of the National Capital Region planning area and is therefore not eligible to be classified as a CUFC by TPB. The other sections of the CUFC being removed from the network are discontinuous and viewed as no longer consistent with other Virginia-designated freight corridors. Virginia's practice has been to designate entire corridors rather than independent roadway segments.

NEXT STEPS

The Steering Committee is being asked to approve TPB Resolution SR22-2026 to remove three corridor segments from the CUFC network within the Virginia portion of the National Capital Region planning area.

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

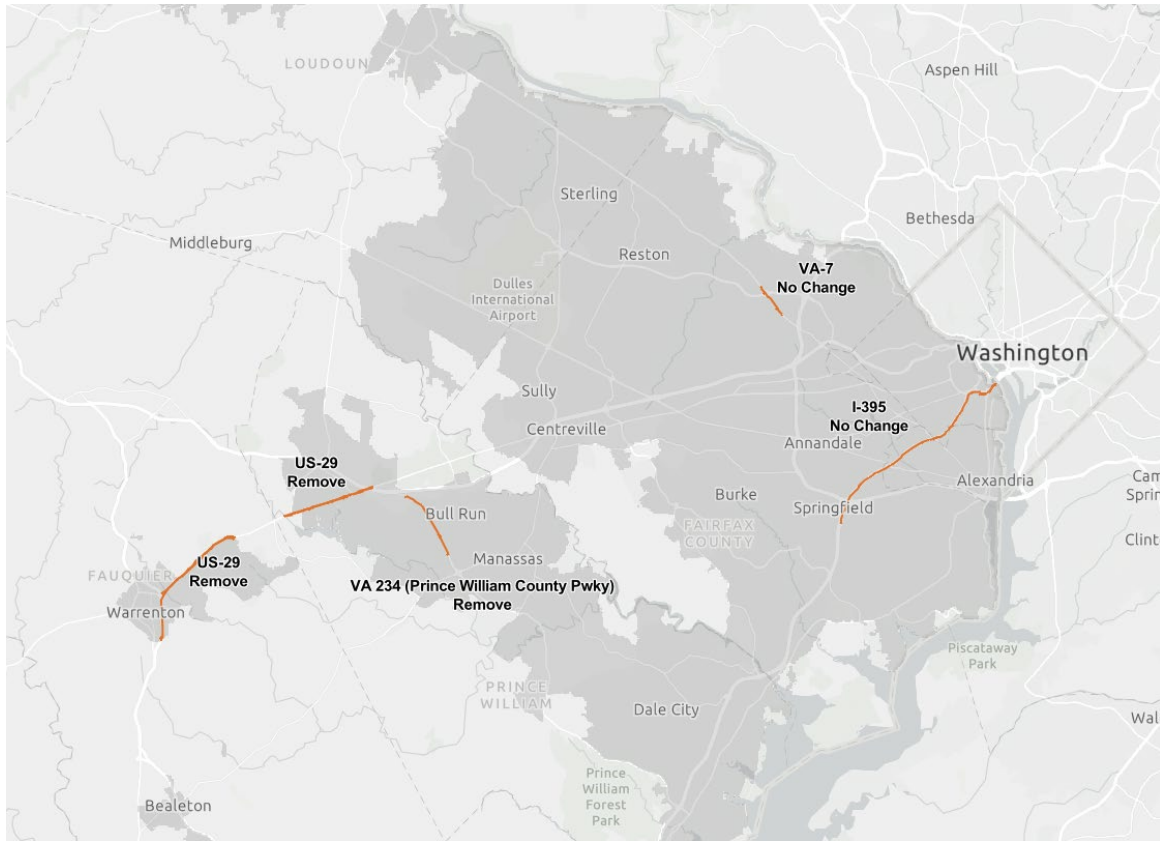




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