

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

**RESOLUTION TO DESIGNATE CRITICAL URBAN FREIGHT CORRIDORS  
IN THE NATIONAL CAPITAL REGION PLANNING AREA**

**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 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 as part of the National Highway Freight Network; and

**WHEREAS**, 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 Critical Urban Freight Corridors in consultation with the State(s); and

**WHEREAS**, Critical Urban Freight Corridors are important complements to the Primary Highway Freight System designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities including planning, engineering, and construction; and

**WHEREAS**, the TPB adopted Resolution R6-2018 on November 17, 2017 designating Critical Urban Freight Corridors Maryland, District of Columbia, and Virginia portions of the National Capital Region; and

**WHEREAS**, TPB staff are updating the mileage for Critical Urban Freight Corridor CUFC VA.01 from the previously designated 10.5 miles to the correct figure of 9.7 miles, freeing up 0.8 CUFC miles for use on other Northern Virginia roadways; and

**WHEREAS**, the Virginia Office of Intermodal Planning and Investment (OIPI) has allocated an additional 2.6 roadway miles of Critical Urban Freight Corridors to the Northern Virginia portion of the National Capital Region; and

**WHEREAS**, TPB staff has collaborated with officials the Virginia Department of Transportation (VDOT), and the Virginia Office of Intermodal Planning and Investment to identify additional miles of Critical Urban Freight Corridors in Northern Virginia that meet the criteria for designation as set forth under provisions of the FAST Act; and

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

**Table : Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	9.7	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K
CUFC VA.05	US 29	500 ft. east of Tysons Oaks Ct.	I-66	3.4	J, K

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State



## MEMORANDUM

**TO:** Transportation Planning Board Steering Committee  
**FROM:** Jon Schermann, TPB Transportation Planner  
**SUBJECT:** Critical Urban Freight Corridor Designation update for Northern Virginia  
**DATE:** September 2, 2021

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This memorandum describes the proposed addition of 2.6 miles of Critical Urban Freight Corridor (CUFC) segments to the Northern Virginia portion of National Capital Region. This will increase the total length of CUFC segments in Northern Virginia from 17.9 miles to 20.5 miles. The Transportation Planning Board (TPB) Steering Committee will be requested to take action to designate the updated Northern Virginia CUFC segments during the September 10, 2021 meeting.

## BACKGROUND

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFP provides Federal funding eligibility for a wide range of activities including planning, engineering, and construction on the NHFN.

The NHFN consists of four components:

- Primary Highway Freight System (PHFS);
- The portions of the Interstate System not on the PHFS;
- Critical Rural Freight Corridors (CRFC); and
- Critical Urban Freight Corridors (CUFC).

The first two components (PHFS and other interstate portions not on the PHFS) were designated within the FAST Act itself. The last two components (Critical Rural Freight Corridors and Critical Urban Freight Corridors) may be designated by either State Departments of Transportation (DOT) or by Metropolitan Planning Organizations (MPO) depending on the type of corridor (CRFC or CUFC) and the size of the MPO. In all cases, the FAST Act requires DOTs and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1 (next page).

**Table 1: Role in Designating CUFCs and CRFCs**

Corridor Type	State DOT role	MPO role
CRFC	Designates all CRFC's – must coordinate with MPOs	Coordinates with state DOTs
CUFC	Designates CUFCs in MPOs with less than 500,000 population – must coordinate with MPOs	Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs

After December 4, 2017, designated and approved CUFCs and CRFCs became part of the National Highway Freight Network (NHFN) and thereby become eligible for National Highway Freight Program (NHFP) funding.<sup>1</sup> Table 2 below provides a rough estimate of the NHFP funding available statewide for each of our member states. The remainder of this memorandum will focus exclusively on Critical Urban Freight Corridors (CUFC).

**Table 2: Estimate of NHFP Funding by State (statewide)**

State	NHFP Funds
District of Columbia	approximately \$6 million / year
Maryland	approximately \$20 million / year
Virginia	approximately \$25 million / year

## REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

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

- Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility;
- 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.

<sup>1</sup> Provided the State has an approved, FAST-Act compliant State Freight Plan.

Two caveats should be noted regarding CUFCs. First, they comprise a funding network – they do not have to be contiguous, in fact there are not enough CUFC miles allotted in the FAST Act to allow for a contiguous functional network. Second, CUFCs can be redesignated as needed. The proposed action can be categorized as a redesignation.

## MILEAGE LIMITATIONS

For each state, according to the FAST Act, a maximum of 75 miles of highway or 10% of the PHFS mileage in the state, whichever is greater, may be designated as a CUFC. Table 3 shows the relevant mileage limitations for Maryland, Virginia, and the District of Columbia.

**Table 3: Critical Urban Freight Corridor Mileage**

State	CUFC Miles: Total	CUFC Miles: National Capital Region <sup>1</sup>	Updated CUFC Miles: National Capital Region
Maryland	75.00	25.0	25.0
District of Columbia	75.00	75.0	75.0
<b>Virginia</b>	<b>83.35</b>	<b>17.8</b>	<b>20.5<sup>2</sup></b>

Note 1: Designated by the TPB via Resolution R6-2018 on November 15, 2017

Note 2: Updated Virginia CUFC mileage with proposed 2.6-mile addition

## VIRGINIA CRITICAL URBAN FREIGHT CORRIDORS – PROPOSED UPDATES

The proposed change adds a 3.4-mile segment of US 29 between I-66 and the edge of the urbanized area boundary located 500 ft. east of Tysons Oaks Ct. in Prince William County as a CUFC. The 3.4 miles needed for this comes from two sources: first, the Virginia Office of Intermodal Planning and Investment (OIPI) has provided an additional 2.6 roadway miles of Critical Urban Freight Corridors for the TPB to designate; second, by correcting the mileage listed for one of the CUFC segments identified in Resolution R6-2018, an additional 0.8 miles is available for redesignation.

The Virginia Public Roads listed in Table 4 (below) were designated as CUFCs in TPB Resolution R6-2018 adopted on November 15, 2017.

**Table 4: Virginia Critical Urban Freight Corridors Designated in TPB Resolution R6-2017**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	10.5	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
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Table 5 (below) and Figure 2 (next page) shows the Northern Virginia CUFCs that will be in effect if Resolution SR4-2022 is adopted.

**Table 5: Virginia Critical Urban Freight Corridors As Designated in TPB Resolution SR4-2022**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	9.7 <sup>1</sup>	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K
<b>CUFC VA.05<sup>2</sup></b>	<b>US 29</b>	<b>500 ft. east of Tysons Oaks Ct.</b>	<b>I-66</b>	<b>3.4</b>	<b>J, K</b>

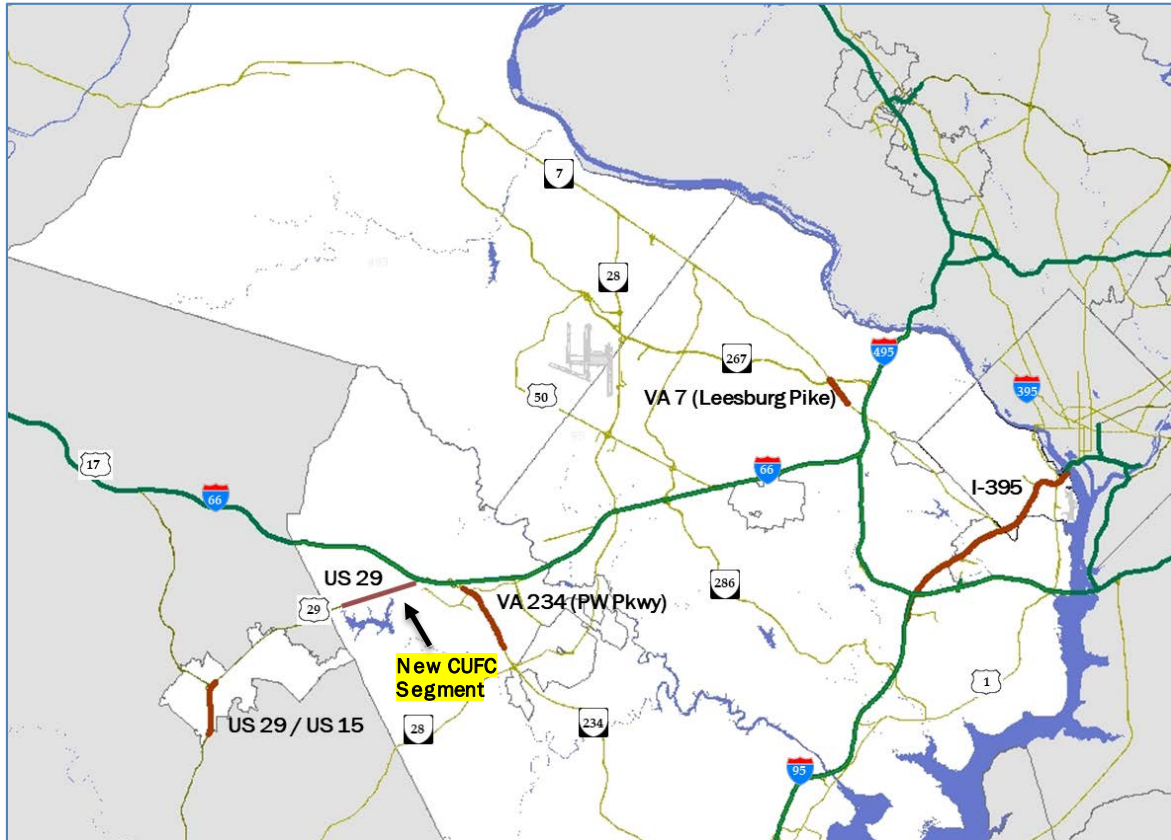
Note (1): The actual distance of this segment is 9.7 miles, not 10.5 miles as noted in Resolution R6-2017

Note (2): CUFC VA.05 is added to the list of Northern Virginia CUFCs with Resolution SR4-2022.

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

**Figure 2: CUFCs (Red) and Other NHFN-Designated Roadways (Green) in the Virginia Portion of the National Capital Region**



## RATIONALE

TPB staff coordinated with the Virginia Office of Intermodal Planning and Investment (OIP) to identify the 3.4-mile segment of US 29 to add to the Northern Virginia list of CUFC segments. The selection of this portion of US 29 supports the desire of Virginia OIP to organize CUFC and CRFC (Critical Rural Freight Corridors) segments along Corridors of Statewide Significance. In addition, this segment of US 29 is part of the Regionally Significant Freight Network defined in the National Capital Region Freight Plan<sup>2</sup> and meets the requirements for designation as described in the FAST Act.

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<sup>2</sup> The National Capital Region Freight Plan was adopted by the TPB in July 2016.

## NEXT STEPS

- Following the TPB Steering Committee's action and after the TPB meeting on September 22, the resolution updating the designation of Northern Virginia CUFCs will be submitted to the FHWA with copies to the Virginia Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation (VDOT).