



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

June 14, 2017

MEMORANDUM

To: Chris Lukasina, Executive Director
Capital Area MPO

From: Terry Arellano, PE, Supervisor
Western and Systems Planning Group

A handwritten signature in black ink that reads "Terry Arellano" with a stylized flourish at the end.

Subject: Designation of CUFC in within CAMPO Jurisdiction

In developing the Statewide Multimodal Freight Plan, the state needs to designate a total of 103.43 miles of roads in the state as Critical Urban Freight Corridors (CUFC). In urbanized areas with populations greater than 500,000, the Metropolitan Planning Organization (MPO) takes the lead on designating these miles.

Attached is NCDOT's recommendation for CUFC miles within Capital Area MPO's planning boundary. NCDOT is requesting input and approval from CAMPO for the designation of these CUFC.

If you have any questions, please contact Heather Hildebrandt of my staff at (919) 707-0964 or hjhildebrandt@ncdot.gov.

Attachments

North Carolina CUFC Designation – CAMPO

In December of 2015, the Fixing America's Surface Transportation Act (FAST Act) established the National Highway Freight Program (NHFP). A specified national amount for the NHFP is allocated from the states' base apportionments based on state's share of total FY 2015 highway apportionments. North Carolina's NHFP apportionment totals \$167 million from 2016 to 2020, averaging \$33.4 million per year. North Carolina can use these funds on three components of the National Highway Freight Network (NHFN):

1. National Primary Highway Freight System (PHFS): 1,034 miles of NC interstates and intermodal connectors designated by US DOT
2. Critical Rural Freight Corridors (CRFC): 206.86 miles statewide, designated by NCDOT
3. Critical Urban Freight Corridors (CUFC): 103.43 miles statewide – Charlotte Regional Transportation Planning Organization (CRTPO) and Capital Area Metropolitan Planning Organization (CAMPO) will take lead on designation within their respective Census-defined urbanized areas- NCDOT will lead the designation process for all other urbanized areas.

It is important to note that Freight Program funds are not new Federal money, but a set aside from the State's apportionment of the Federal Highway formula funds that now have to be spent on projects on the three components of the NHFN listed above.

States have to designate their miles of Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC). This designation can roll from corridor to corridor as freight projects are developed and must be updated a minimum of every five years. The CUFC and CRFC can be updated more frequently if needed. The benefits of designating a CUFC and a CRFC are that projects on those corridors are:

- eligible for National Highway Freight Program (NHFP) funding for their federal funding portion; which averages \$33.4 million for North Carolina; and are,
- eligible for competitive FASTLANE grant funding.

North Carolina can nominate 103.43 miles of roads in the state as CUFC. According to the FAST Act, a CUFC is a public road in Census-defined urbanized areas which provides access and connection to the Primary Highway Freight System and other Interstates with ports, public transportation facilities, or intermodal transportation facilities. In an urbanized area with a population of 500,000 or more, the metropolitan planning organization (MPO), in consultation with the State, is responsible for designating the CUFCs. In an urbanized area with a population of less than 500,000, the State, in consultation with the MPO, is responsible for designating the CUFCs. Because CRTPO and CAMPO each have populations that are over 500,000, they take the lead on designating their miles for the CUFC.

Regardless of population, a public road may be designated as a CUFC if it is in an urbanized area and meets one or more of the following four criteria:

- Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility (CUFC_ID: H)

- Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement (CUFC_ID: I)
- Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land (CUFC_ID: J)
- Is important to the movement of freight within the region, as determined by the MPO or the State (CUFC_ID: K). This final criterion is broad which allows the some latitude.

NC Freight System Designation is the Basis for the CUFC and CRFC Designation

As part of the Statewide Freight Plan, NCDOT designated North Carolina's Priority Highway Freight Network (NCPHFN), or the State's highway network that is most critical to freight transportation. The NCPHFN was designated using metrics that measure economic activity, goods movement, market access and connectivity, and support to key industries' supply chains. The highway facilities that scored above the mean were used as a starting point to designate the priority freight network. Input from NCDOT, the State Freight Advisory Committee (FAC), and the MPOs and RPOs was reviewed and helped shape the final NCPHFN. This designation of the State's Priority Freight Network was done regardless of a mileage limit. Figure 1 shows the Final NCPHFN.

The role of the NCPHFN is to:

- Drive policy and investment of statewide funds; and
- Serve as the foundation from which the CUFC and CRFC will be designated.

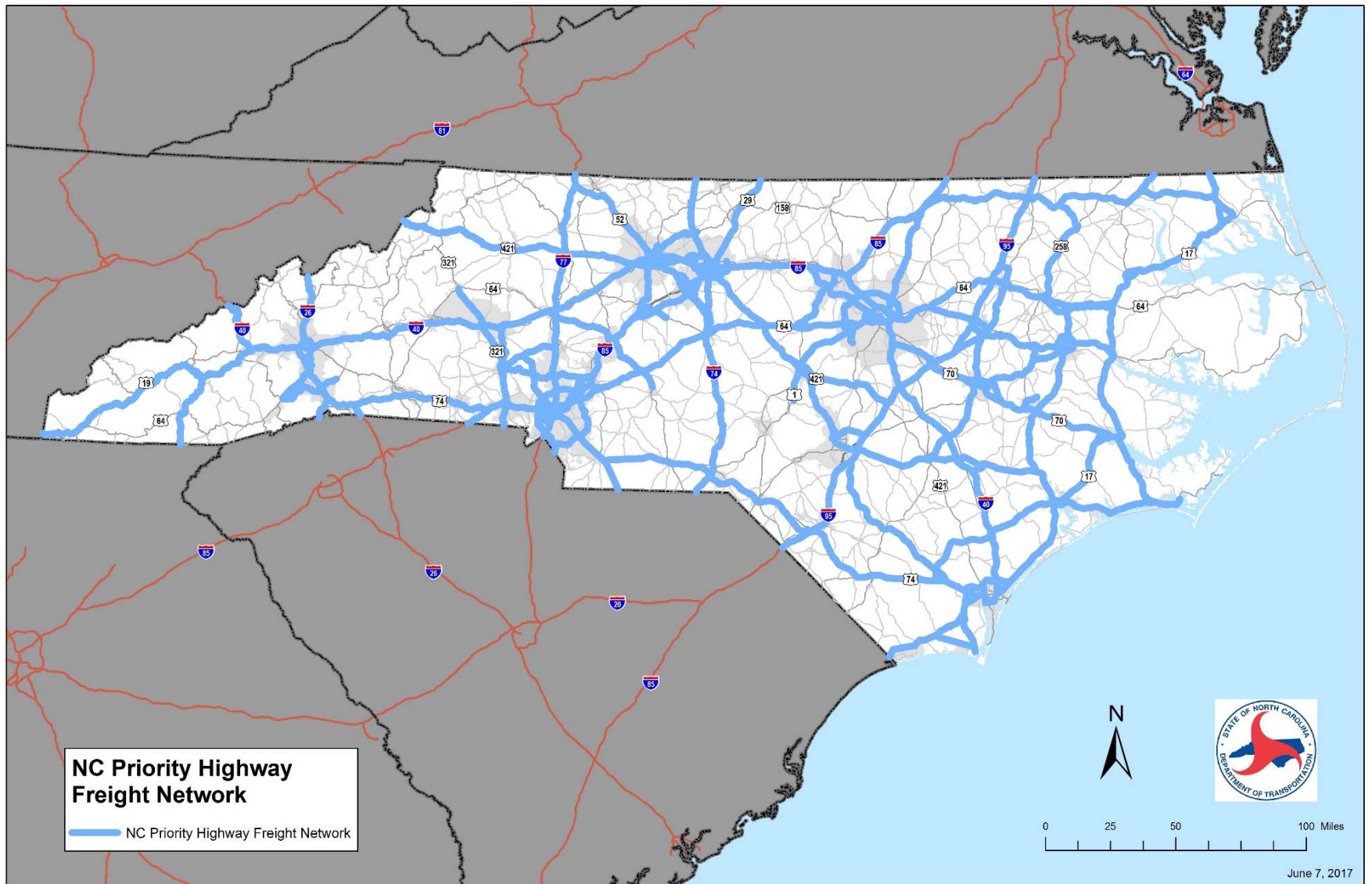
For the designation of the CUFC and CRFC, NCDOT used the scores from the NCPHFN as the starting point to rank corridors that provided connectivity to the National Highway Freight Network. Additionally, the projects that were on the latest draft State Transportation Improvement Program (STIP) were used to determine which corridors could potentially use funds from the National Highway Freight Program (NHFP). NCDOT has drafted proposed CUFC and CRFC statewide. CAMPO and CRTPO can select CUFC not identified by NCDOT as long as they meet the FAST Act requirements.

Figure 2 and Table 1 present the proposed CUFC that are in the CAMPO region and the Raleigh urbanized area and what criteria these CUFC meet. NCDOT is requesting input and approval from CAMPO for the designation of these CUFC.

Table 1 Proposed Critical Urban Freight Corridors in CAMPO

Route	Starting Point	End Point	Miles	Urbanized Area	FAST Act Criteria CUFC_ID
US 64	NC 751	I-440	8.11	Raleigh	K
US 64	I-540	NC 39	14.81	Raleigh	K

Figure 1 North Carolina Priority Highway Freight Network



NC Freight Network

- NC Priority Highway Freight Network
- National Highway Freight Network
- Primary Highway Freight System (PHFS)
- Interstates not on PHFS

Critical Freight Corridors

- Critical Rural Freight Corridor
- Critical Urban Freight Corridor

STIP Projects, March 2017

- STIP Highway Point Projects (022417)
- STIP Highway Line Projects (022417)
- Urbanized Area

CAMPO Total Mileage	
NCPHFN	181
NHFN (PHFS)	53
NHFN (Non-PHFS)	32
CUFC	23
CRFC	2

June 9, 2017 NCGOT GIS Unit