

Appendix A. Proposed Projects Using NHFP Funds

The Capital Investment Plan (CIP) serves as the definitive capital planning document for MassDOT. The CIP is the annual prioritized list of all projects using all sources of available funding and should not be superseded by mode (or sector)-specific planning documents that are developed on a five-year cycle.

Projects can take several years from conception to programming and advertising. Once the Freight Plan is approved by FHWA, it is expected that project engineers and proponents will begin to design projects that explicitly fulfill the strategies outlined in the Freight Plan.

In the meantime, those projects currently programmed in the CIP that best meet the goals of the draft Freight Plan were selected to use National Highway Freight Program NHFP funding, based on their location on roadway segments designated as Critical Urban Freight Corridors or Critical Rural

Freight Corridors by the MPOs, with concurrence from MassDOT.

Each MPO used its own analysis and discretion to designate their limited mileage allotments in an effort to address their greatest regional freight needs. By programming these projects using a mix of NHFP and other funds, MassDOT will be advancing projects on the roadway segments deemed most critical to freight needs by the MPOs. Each project was additionally screened to make sure it met at least one statutory requirement for use of NHFP funds. The project list will be updated annually following the development of the STIP and CIP.

The CIP can be found at: <https://goo.gl/297U6N>

The STIP can be found at: <https://goo.gl/EqFSsN>

Table 6.1 Projects Proposed to Use National Highway Freight Program Funds, 2019-2023

CIP/STIP program	Project description	Total federal participating project cost	Funding source	2019	2020	2021	2022	2023
Federal NHFP Funds Programmed				\$3,373,925	\$6,657,271	\$2,021,285	\$24,021,285	\$24,000,000
Federal NHFP Funds Allocated				\$20,212,849	\$22,458,721	\$22,458,721	\$22,458,721	\$22,458,721

CIP/STIP program	Project description	Total federal participating project cost	Funding source	2019	2020	2021	2022	2023
Roadway Reconstruction	WORCESTER- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE SR 122A (PROVIDENCE STREET) AT MILLBURY STREET & MCKEON ROAD	\$1,100,000	Freight funding	\$880,000				
			Other federal funding	\$0				
			Non-federal match	\$220,000				
Intelligent Transportation Systems	STATEWIDE- EXPANSION OF HIGHWAY OPERATIONS CENTER INCIDENT DETECTION SYSTEMS	\$50,000	Freight funding	\$40,000				
			Other federal funding	\$0				
			Non-federal match	\$10,000				
Track and ROW Reliability	MIDDLEBORO SUBDIVISION BRIDGE MP 6.84 ABUTMENT REPAIRS	\$2,526,606	Freight funding	\$2,021,285				
			Other federal funding	\$0				
			Non-federal match	\$505,321				
Intersection Improvements	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	\$15,756,274	Freight funding	\$432,640	\$0			
			Other federal funding	\$8,479,944	\$3,784,138			
			Non-federal match	\$2,170,832	\$888,720			
Intelligent Transportation Systems	STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$5,794,983	Freight funding		\$4,635,986			
			Other federal funding		\$0			
			Non-federal match		\$1,158,997			

CIP/STIP program	Project description	Total federal participating project cost	Funding source	2019	2020	2021	2022	2023
Track and ROW Modernization	UPGRADES TO 286K ON SOUTHEASTERN MASSACHUSETTS RAIL LINES	\$7,579,818	Freight funding		\$2,021,285	\$2,021,285	\$2,021,285	
			Other federal funding		\$0	\$0	\$0	
			Non-federal match		\$505,321	\$505,321	\$505,321	
Roadway Reconstruction	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	\$189,451,000	Freight funding				\$22,000,000	\$24,000,000
			Other federal funding				\$9,787,151	\$0
			Non-federal match				\$26,059,271	\$24,112,483