

## NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP) ATTACHMENT

CATEGORY	FUNCTION OF ACTIVITIES	ALLOWABLE WORK TYPES
<p>National Highway Freight Program (NHFP)</p>	<p>NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan (required in FY 2018 and beyond). [23 U.S.C. 167 (i)(5)(A)] In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects. [23 U.S.C. 167 (i)(5)(B)]</p>	<ul style="list-style-type: none"> <li>• Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.</li> <li>• Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.</li> <li>• Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.</li> <li>• Efforts to reduce the environmental impacts of freight movement.</li> <li>• Environmental and community mitigation for freight movement.</li> <li>• Railway-highway grade separation.</li> <li>• Geometric improvements to interchanges and ramps.</li> <li>• Truck-only lanes.</li> <li>• Climbing and runaway truck lanes.</li> <li>• Adding or widening of shoulders.</li> <li>• Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.</li> <li>• Real-time traffic, truck parking, roadway condition, and multimodal transportation Information systems.</li> <li>• Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.</li> <li>• Traffic signal optimization, including synchronized and adaptive signals.</li> <li>• Work zone management and information systems.</li> <li>• Highway ramp metering.</li> <li>• Electronic cargo and border security technologies that improve truck freight movement.</li> <li>• Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.</li> <li>• Additional road capacity to address highway freight bottlenecks.</li> <li>• Physical separation of passenger vehicles from commercial motor freight.</li> <li>• Enhancement of the resiliency of critical highway infrastructure, including highway Infrastructure that supports national energy security, to improve the flow of freight.</li> <li>• A highway or bridge project, other than a project described above, to improve the</li> </ul>

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		<p>Flow of freight on the NHFN.</p> <ul style="list-style-type: none"><li>• Any other surface transportation project to improve the flow of freight into and out of an Eligible intermodal freight facility. [23 U.S.C. 167(i)(5)(C)]</li><li>• Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.</li><li>• Conducting analyses and data collection related to the NHFP, developing and updating Freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23. [23 U.S.C. 167(i)(6)]</li></ul>
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