

GUIDE TO RHODE ISLAND'S  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
DEVELOPMENT PROCESS

FEDERAL FISCAL YEARS 2017—2025



OCTOBER 2015

RHODE ISLAND  
STATEWIDE  
PLANNING  
PROGRAM





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## INTRODUCTION

The Metropolitan Planning Organization (MPO) for the State of Rhode Island, the State Planning Council, is launching the development of the Transportation Improvement Program (TIP) for federal fiscal years 2017 – 2025. This guide provides assistance to stakeholders interested in participating in the development of Rhode Island's TIP. All TIP materials detailed in this document are available at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> or by contacting Karen Scott, Assistant Chief of the Statewide Planning Program at [karen.scott@doa.ri.gov](mailto:karen.scott@doa.ri.gov) or 401-222-4411. All submissions are due January 8, 2016.

## OVERVIEW OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a list of transportation projects the State of Rhode Island intends to implement using United States Department of Transportation funds. For a transportation project to utilize federal funds it must be included in the TIP. The TIP is the product of extensive data analysis coupled with a significant outreach effort to communities, public interest groups, and citizens throughout the state.

A project's inclusion in the TIP is a critical step, but it does not represent an allocation of funds, obligation to fund, or grant of funds. Projects supported with federal dollars are only guaranteed funding after the Rhode Island Department of Transportation (RIDOT) or the Rhode Island Public Transit Authority (RIPTA) or the U.S. Department of Transportation (USDOT) reviews the design, financing, and environmental impacts of a project. Project sponsors must work cooperatively with RIDOT, RIPTA, or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an obligation.

The first four years of the TIP must be fiscally constrained, meaning the list of projects in the TIP may not exceed the anticipated funding that is reasonably expected to be available over the four-year timeframe. In order to add projects to the TIP, sufficient revenues must be available. As a result, the TIP is not a wish list but a list of projects with anticipated, but not guaranteed, funding commitments during the timeframe.

## FEDERAL REQUIREMENTS OF THE TIP

Federal regulations require that the State Planning Council, acting as the single statewide MPO in Rhode Island, adopt a new TIP at a minimum of every four (4) years. The TIP must present a four (4) year program, by year, and may present additional projects proposed for funding in future years. For the past several years, the TIP in Rhode Island has covered the minimum four federal fiscally constrained years and has included one additional category called "Future Years" which included projects that would be pursued should additional funds become available. This TIP, the FFY 17-25 TIP, is proposed to cover a longer time period by including the required four (4) fiscally constrained years and expanding the previous single "Future Years" category to give municipalities and the general public a better idea of which projects are moving through development into implementation.

Moving Ahead for Progress in the 21st Century (MAP-21), the two-year bill authorizing federal transportation programs, was signed into law in 2012. Since its expiration in September 2014, three (3) short terms extensions have been passed. The current extension is set to expire on November 20, 2015. Congress is currently working towards a new, longer term transportation authorization bill.

MAP-21 requires states to develop plans that specifically address how they will improve and sustain the conditions of roads and bridges on at least the National Highway System (NHS). The NHS is a national network of the nation's most important roads. The roads in Rhode Island that are on the NHS are listed in tables by municipality at <http://www.planning.ri.gov/statewideplanning/transportation/reclass.php>.

MAP-21 requires states to set targets for the physical condition of highways and bridges and develop asset management plans outlining how they will achieve and sustain those targets into the future. This is a change

from previous Federal requirements, which focused on planning for how the highway network performs in terms of congestion, highway crashes and auto and truck air pollution. MAP-21 also requires states to accompany the asset management plan with a realistic financial plan that reports how much money is needed to achieve and sustain the set targets. The purpose of the financial plan is to highlight differences between the needed investment and projected revenues. While MAP-21 does not specify a specific goal for pavement condition for roads on the NHS, it does specify a goal of having no more than 10 percent of a state's NHS bridge deck area in poor condition. Currently, 22% of Rhode Island's bridges are structurally deficient (poor condition), which ranks Rhode Island last in the nation in overall bridge condition.

To address the requirements of MAP-21, the MPO has been working collaboratively with RIDOT, RIPTA and other transportation groups over the past several years to develop a strategy for stabilizing Rhode Island's bridge and pavement conditions. One of the largest shifts that has been occurring is the migration of transportation infrastructure planning to an asset management based system of planning, which increases the emphasis on preservation and maintenance to keep assets in good condition, avoiding more expensive long term costs. When asset management principles are implemented, taxpayers will save millions of dollars in future infrastructure costs and the future conditions of assets based on given investment levels can be compared. It focuses on making the best investment decisions that will result in the best long term benefit for the State's entire transportation network.

Even with the transition to transportation asset management and the implementation of a more strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle, Rhode Island's current funding levels are insufficient to make significant short term progress in improving the State's infrastructure condition.

## **FUNDING CONSTRAINTS ON THE TIP**

Similar to many other states, Rhode Island is facing a transportation funding crisis. The funding constraints encountered during the preparation of the current FFY 13-16 TIP have not significantly improved and both federal and state resources have become even further strained. For the FFY13-16 TIP, an average of approximately \$209 million dollars in federal highway funding was available per year. The Federal Highway Administration has advised the State to assume flat funding and continue to use an allocation of \$209 million per year for TIP planning. Similarly, for the FFY13-16 TIP, an average of approximately \$36 million in federal transit funding was available per year. The Federal Transit Agency has advised the state to assume flat funding, and to continue to use an allocation of \$36 million per year for TIP planning. Unfortunately, the available funding for new transportation projects is further reduced by the State's current commitments, including annual debt service, existing major projects, and mandated and mission-critical operations of RIDOT and RIPTA.

Historically, over 90% of Rhode Island's transportation construction program is funded through federal funds. As outlined above, that federal stream of funding has become unpredictable and has included several short term funding authorizations that are not conducive to the long range strategic planning that Rhode Island is working to implement. The state has recently taken some key steps to provide sustainable transportation infrastructure funding and broaden available resources. These steps include:

- Redirection of the gas tax to focus on transportation needs;
- Replacement of biennial bond borrowing with an increase in registration and license fees, along with Rhode Island Capital Plan (RICAP) funds to provide the state match for the annual federal transportation program;
- Refinance of existing general obligation bonds to soften the anticipated sharp peak in debt service payments; and

- Creation of the Rhode Island Highway Maintenance Account and a shift of future funding from transportation-related sources, such as registrations, title fees, gas tax indexing, and other accounts to establish a state-funded pool for critical transportation infrastructure projects.

While these changes are a positive step for the State, there is still a significant gap in the funding available and the funding needed to bring Rhode Island’s transportation infrastructure into acceptable condition.

## RIDOT TEN YEAR STRATEGIC PLAN AND THE TIP

As Rhode Island shifts towards asset management based planning, RIDOT has been working with transportation partner agencies to develop a Ten Year Strategic Plan to prioritize and streamline funding for overall operations, pavement and drainage and reach the federally mandated 90% structural sufficiency of bridges. RIDOT’s Ten Year Strategic Plan is available in its entirety at [http://www.dot.ri.gov/documents/news/TAC\\_Submission/RIDOT\\_2015\\_TAC\\_Submission.pdf](http://www.dot.ri.gov/documents/news/TAC_Submission/RIDOT_2015_TAC_Submission.pdf). This Strategic Plan outlines two financial paths towards improving the condition of Rhode Island’s infrastructure. The first path, the constrained scenario, would utilize existing transportation funding (federal funds and state funds as outlined above). The second path, the RhodeWorks proposal, would invest an additional investment above current funding in transportation infrastructure over the next decade.

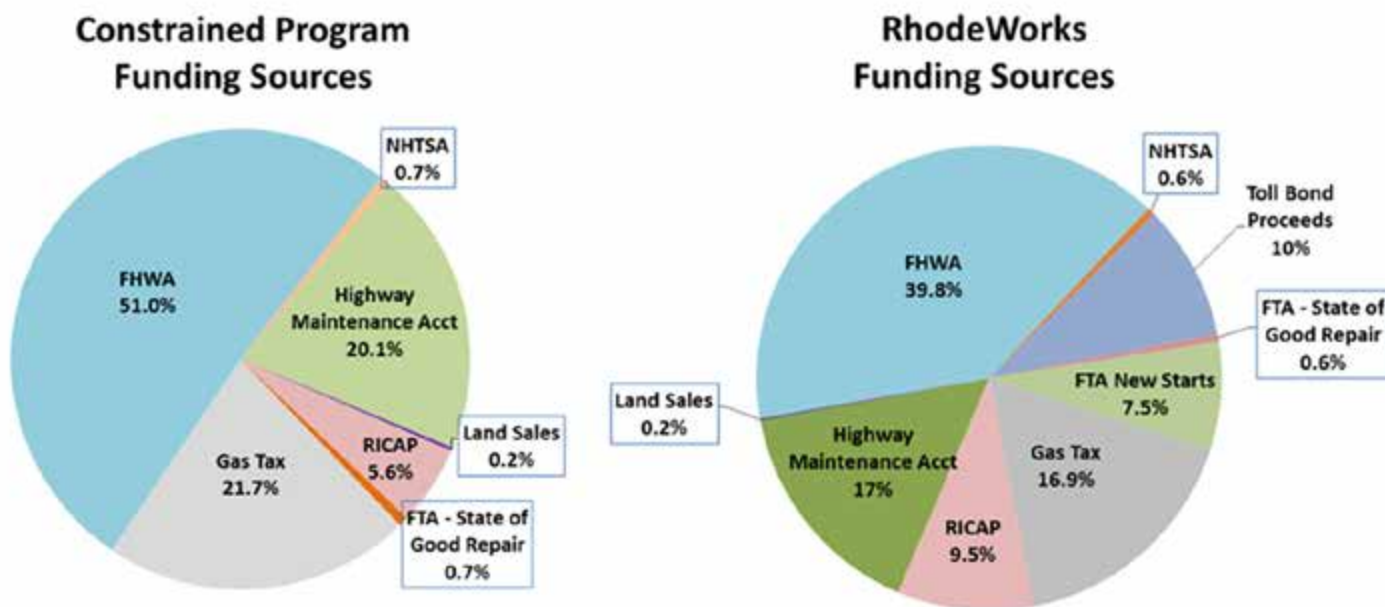


Image Source: RIDOT

More details on the proposed RhodeWorks plan is available at <http://www.dot.ri.gov/news/rhodeworks.php>

The main differences between the funding proposals are:

1. The RhodeWorks plan allocates 65% of \$1.2 billion in bridge funding to the first six years, while the Constrained Program allocates just 44% in the same time period. The result is that the Constrained Program takes seven years longer (2032 vs. 2025) and costs \$950 million more to meet the target 90% bridge sufficiency rating.
2. The RhodeWorks plan anticipates a new \$500 million revenue bond supported by a heavy truck toll. This bond is allocated to bridge reconstruction in the first four years of the plan (\$100 million) and the reconstruction of Routes 6/10 (\$400 million). There would be no bonding under the Constrained Program.
3. In the RhodeWorks scenario, delivery of a multi-modal reconstruction of the Route 6/10 Interchange

and a Bus Rapid Transit (BRT) facility would be accelerated by the investment of \$400 million in bond funds and a potential \$400 million in FTA New Starts discretionary funding. Under the Constrained Program option, the Route 6/10 Interchange would not be reconstructed and the potential for attracting FTA funding would be limited.

4. The RhodeWorks plan increases transit investment by \$80 million, increases transportation alternatives funding by \$37 million, and increases pavement funding by \$30 million. These additional investments are not possible in the Constrained Program.

	<b>RHODE WORKS (PLAN A)</b>	<b>CONSTRAINED (PLAN B)</b>
Program Funding	\$4.7 billion	\$3.8 billion
90% Bridge Sufficiency by 2025	Yes	No
GARVEE Refinancing	Yes - \$120 million	No
Bond	Yes - \$500 - million	No
6/10 Interchange	2017 - 2021	No
Increased Pavement	\$30 million	No
Increased Transit	\$80 million	No
Increased Transportation Alternatives	\$36 million	No

Source: RIDOT

The state and national transportation funding crisis and the continued declining condition of the State’s infrastructure makes it more important than ever to ensure that our scarce resources are focused on priority projects and strategic investments, particularly those assets on the NHS as required by MAP-21. It is important to note that RIDOT’s Ten Year Strategic plan is not the TIP; however the Ten Year Strategic Plan developed by RIDOT will become the foundation for outlining a program of investments through the TIP. Under both financial scenarios, the Ten Year Strategic Plan presents a recommended pool of projects and programmatic investment levels that RIDOT proposes will constitute the most efficient use of our limited transportation resources.

The funding categories of Bridge, Pavement, and Traffic present lists of projects which were developed using RIDOT’s asset management systems, optimizing the impact on the total investment in Rhode Island’s transportation network. This type of project selection is critical for integrating data driven decisions and asset management into the State’s transportation process. Other funding categories such as Transit Capital and Transportation Alternatives are shown as only a total budget per year. These projects are better suited for selection using a set of guiding principles which are outside of objective engineering criteria but take into consideration such things as mobility, connectivity, environmental impact, and economic development.

To better integrate transportation asset management principles into the overall transportation planning process, all the projects listed in the RIDOT’s Ten Year Strategic Plan (regardless of funding scenario) will become the basis for public input into the TIP project selection process. In addition, the MPO will initiate a review of the TIP and offer opportunities for public comment on an annual basis rather than every four years as has been done previously. For specific questions on the RIDOT Ten Year Strategic Plan, please contact Meredith Brady at (401) 222-6940 ext. 4530 or [meredith.brady@dot.ri.gov](mailto:meredith.brady@dot.ri.gov).



## RIPTA'S LONG RANGE PLANNING PROCESS AND THE TIP

Included in the RIDOT Ten year Strategic Plan, outlined above, are RIPTA's federal funding projections for the next ten years. Next month, RIPTA will be kicking off a long-range planning process in coordination with local governments, partner transportation agencies, and the general public that will establish a vision for the future of transit in our state for the next ten years and beyond.

As a first step in this process, RIPTA will host a Listening Session in December to invite input and kick-start a conversation with municipal officials and planners regarding existing transit service and facilities, as well as potential expansion and enhancements. This session will take place:

**TUESDAY, DECEMBER 15, 2015 AT 9:00 A.M.**

Rhode Island Public Transit Authority  
Transportation Conference Room  
269 Melrose Street, Providence, RI 02907

Concepts and priorities discussed during the Listening Session will inform the detailed TIP proposal to be submitted by RIPTA in early 2016 and RIPTA's ongoing long-range planning process that will unfold over the course of calendar year 2016. Cities and towns wishing to share with RIPTA their ideas, concerns, questions, and visions for improved transit service are strongly encouraged to attend the Listening Session.

## MUNICIPAL PROJECT PRIORITIZATION

Coordination with municipal partners is a crucial component of the TIP process. To assist in most effectively participating in this TIP process, the MPO together with our transportation partners at RIDOT and RIPTA have generated some useful resources and ask municipalities to provide specific input as outlined below.

A status report of projects listed in the FFY 13-16 TIP by municipality has been compiled. This report can be found at <http://www.planning.ri.gov/planning-areas/transportation/tip.php>. Based on this report, municipalities will be able to identify those projects that have been completed, those that are proposed for completion as part of the FFY 13-16 TIP, those which are included in the RIDOT Ten Year Strategic Plan (under either funding scenario), and those projects that must be added to the Project Prioritization Cover Sheet for consideration. RIDOT's Ten Year Strategic Plan only identifies specific projects in the categories of bridge, pavement and traffic. All other types of projects, including but not limited to bicycle, pedestrian, enhancement and transit, which are not proposed for completion as part of the FFY 13-16 TIP are included in the "Must be added to the Project Prioritization Cover Sheet for consideration" category. Please direct questions on RIDOT projects in the status report to Amy Thibeault at (401) 222-6940, ext. 4255 or [amy.thibeault@dot.ri.gov](mailto:amy.thibeault@dot.ri.gov). Please direct any questions on RIPTA projects in the status report to Lillian Picchione at (401) 784-9500 ext. 124 or [lpicchione@ripta.com](mailto:lpicchione@ripta.com).

Although RIDOT's Ten Year Strategic Plan recommends a specific set of projects, direct municipal input into the project prioritization process remains an essential piece of the TIP development process. To assist with this effort, the State Planning Council/MPO is requesting that each municipality:

1. Review the projects listed in the "Must be added to Project Prioritization Cover Sheet for consideration" category of the FFY 13-16 TIP Status Report and decide if any of those projects are still relevant to the municipality's transportation goals.
2. Review the list of projects in RIDOT's Ten Year Strategic Plan to ensure that all projects listed in the Plan capture the municipality's most critical needs for bridge, pavement and traffic infrastructure improvements. RIDOT's Ten Year Strategic Plan is available at [http://www.dot.ri.gov/documents/news/TAC\\_Sub-](http://www.dot.ri.gov/documents/news/TAC_Sub-)

[mission/RIDOT\\_2015\\_TAC\\_Submission.pdf](#). Please consider the local economic development impacts of the scope and timing of these projects in your review and prioritization.

3. If there is a priority project that was not included in the FFY 13-16 TIP and is not listed in RIDOT's Ten Year Strategic Plan, it may be submitted for consideration by completing an Application for New Projects, which is available at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php>. Please be explicit in the mobility and economic development impacts of any new project submitted.
4. Submit a single, prioritized list of projects on the Project Prioritization Cover Sheet that includes all municipal priority projects. The municipal Project Prioritization Cover Sheets are available at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php>. For your convenience, the Project Prioritization Cover Sheet has already been populated with specific bridge, pavement and traffic projects with an exact location included in either funding scenario of RIDOT's Ten Year Strategic Plan. Any project, including new project submissions and projects listed in the TIP Status Report as "Must be added to Project Prioritization Cover Sheet for consideration," that are not already listed on the Project Prioritization Cover Sheet that a municipality would like considered for inclusion in the FFY 17-25 TIP must be manually added to the sheet on the blank lines provided. **No project from the FFY 13-16 TIP will be carried forward to the FFY 17-25 TIP unless it is specifically listed on the Project Prioritization Cover Sheet.**
5. Recognizing that some municipalities are being presented with a long list of projects to prioritize, a municipality may choose to either numerically rank each proposal (ex. 1, 2, 3, etc. with 1 being the highest priority) or provide a level of priority (high, medium, low). If a municipality chooses to rank projects using a level of priority, no more than 1/3 of the total project list may be included in a priority level (ex. 1/3 of total projects ranked as high, 1/3 of total projects ranked as medium, and 1/3 of total projects ranked as low).

**New project applications are not necessary for any project specifically listed in the FFY 13-16 TIP or in RIDOT's Ten Year Strategic Plan.** However, a modification to a project listed in the FFY 13-16 TIP or RIDOT's Ten Year Strategic Plan will be considered a new project and must follow the application instructions for new projects listed below. **Any project that an applicant would like to propose for inclusion in the FFY 2017-25 TIP must be included on the Project Prioritization Cover Sheet. No projects listed in the FFY 13-16 TIP will be automatically carried over into the FFY 17-25 TIP.**

## NEW PROJECT PROPOSALS

Municipalities, organizations and any member of the general public are allowed to submit new project proposals. There is a wide variety of projects that are eligible for listing in the TIP. These include but are not limited to:

Bike Path & Bike Lane Construction	Intermodal Centers	Turning Lanes
Sidewalk Construction	Ferry Landings	Railroad Crossings
Bridge Rehabilitation	Interstate Improvements	New Transit Initiatives
Projects that Benefit Air Quality	Resurfacing Projects	Rail Stations
Roadway Drainage Improvements	Corridor Studies	Recreation Trails
Park and Ride Lots	Intersection Improvements	Safe Routes to School
Highway Widening or Reconstruction	Signalization	Retrofit of Sidewalks to meet ADA requirements

Any resurfacing project must be proposed on Federal Aid System eligible roadways only. To see if a particular roadway is Federal Aid System eligible, please refer to municipal tables at <http://www.planning.ri.gov/>

[statewideplanning/transportation/reclass.php](http://statewideplanning/transportation/reclass.php). Eligible criteria for alternative transportation projects, including bike, pedestrian, historic preservation of transportation facilities, and environmental mitigation, are outlined at <https://www.fhwa.dot.gov/map21/factsheets/tap.cfm>.

In the past, separate calls for proposals have been issued for recreational trails and safe routes to school program funds. This may not be the case moving forward; therefore all stakeholders interested in pursuing those types of projects are urged to submit their projects for consideration as part of this process. In addition, all projects that have been funded through existing earmarks must also resubmit their projects for consideration as a part of this solicitation.

We have strived to maintain a streamlined and simple application process for new project submissions. Follow the instructions outlined on the application form carefully. All projects submitted will be categorized by MPO, RIPTA and RIDOT staff and reviewed according to the process outlined below. Specific projects may be asked to complete a more detailed application for further review, if necessary.

All project proposals must be in conformance with the State Guide Plan, including the Land Use Plan, Land Use 2025 and the Long Range Transportation Plan, Transportation 2035. These plans are available at <http://www.planning.ri.gov/planning/>. Projects must also be consistent with the applicable Local Comprehensive Plan.

New project proposals must be submitted on the application forms available at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php>. These forms may be completed using Adobe Acrobat, which can be downloaded at <http://get.adobe.com/reader/otherversions/>. All application forms must be complete to be considered for funding. Additional pages beyond the required documents will not be considered during the initial project evaluation and should not be submitted. For any application submitted by a Regional Planning Agency, Non-Profit Organization, or member of the public, the application must include the signature of the Chief Executive Official of the municipality in which the project is located or a separate letter acknowledging notice of the project. Each project must also include an 8 ½" x 11" map, clearly indicating the project location with street names and/or route numbers.

Municipalities or any entity submitting any projects, must complete a Project Prioritization Cover Sheet and include it with the full TIP submittal. All projects must be assigned a priority ranking on this sheet.

**Submissions that are not accompanied by the Project Prioritization Cover Sheet will not be reviewed.**

Municipalities are urged to involve the public in the preparation of their TIP recommendations through advisory committees, public meetings, and other methods. **At a minimum, city and town governments shall hold a public hearing allowing the general public an opportunity to comment on the municipality's full TIP submission.** Local Planning Boards and Commissions, Joint Municipal Planning Commissions established under Chapter 45-22.1 of the General Laws, Regional Councils of Local Governments established under Chapter 45-43 of the General Laws, and municipal and regional committees may also propose projects. Non-municipal organizations are urged to involve the public in their recommendations through direct interaction with member municipalities, advisory committees, and public meetings. A submission must include evidence that the chief elected official of the city or town in which the project is located was notified.

All required public hearings shall be held in compliance with Rhode Island General Laws 42-46-6 and 42-46-7, Title VI/Nondiscrimination statutes and regulations, and held prior to the proposal submission deadline of January 8, 2016. Applications with public hearing dates after January 8, 2016 will not be accepted.

## FINAL PROJECT APPLICATION SUBMISSION

The following information constitutes a complete TIP submission package:

Three (3) collated copies of all completed application forms and supporting materials including:

- Project Prioritization Cover Sheet, including a ranking of all projects proposed by the applicant
- Application for New Projects for each new project proposed, completed and signed by Chief Executive Official (or including a letter of acknowledgement of application for non-municipal organizations).
- Electronic file of the complete application (provided via e-mail to Kimberly Crabill at [Kimberly.crabill@doa.ri.gov](mailto:Kimberly.crabill@doa.ri.gov) or on a CD to Kimberly Crabill, Rhode Island Statewide Planning Program, One Capitol Hill, Providence, RI 02908)

This information must be received by the Statewide Planning Program, to the attention of Kimberly Crabill by **FRIDAY, JANUARY 8, 2016 AT 3:00 P.M.** Incomplete applications and applications submitted after the deadline will not be reviewed.

## TIP PREPARATION WORKSHOPS

The MPO, RIDOT, and RIPTA will host two (2) workshops outlining the application process for the FFY 17-25 TIP. The workshops are being held to assist cities and towns, and other groups and individuals in developing TIP project proposals. These workshops will be held on:

**THURSDAY, DECEMBER 3, 2015 AT 6:00 P.M.**

Department of Admiration  
William E. Powers Building  
Conference Room A, 2nd Floor  
One Capitol Hill, Providence, RI

**FRIDAY, DECEMBER 4, 2015 AT 1:00 P.M.**

Department of Administration  
William E. Powers Building  
Conference Room A, 2nd Floor  
One Capitol Hill, Providence, RI

## PROJECT APPLICATION PRESENTATIONS

All applications may be presented at one (1) of four (4) regional public meetings to be conducted by the Transportation Advisory Council (TAC). These public meetings will be held in the following locations:

**JANUARY 11, 2016 at 6:00PM**

RI Department of Administration  
William E. Powers Building  
Conference Room A, Second Floor  
One Capitol Hill, Providence, RI

**JANUARY 13, 2016 at 6:00PM**

John H. Chaffee Blackstone River Valley Corridor  
Commission Office  
One Depot Square, Woonsocket, RI

**JANUARY 12, 2016 at 6:00PM**

Middletown Town Hall  
350 East Main Road, Middletown, RI

**JANUARY 14, 2016 at 6:00PM**

South Kingstown Town Hall  
180 High Street, Wakefield, RI

Presentation of an application can be done through an oral or written statement for the record, delivered at one of the meetings. It is recommended that a presentation clearly identify the proposal and briefly describe the project in terms of location and scope of work requested. Although the public meeting dates are confirmed, if there are any changes due to a weather event or any other unforeseen circumstances, information will be posted <http://www.planning.ri.gov/statewideplanning/transportation/tip.php>.

## PROJECT SELECTION CRITERIA

As outlined previously, a key focus of the FFY 17-25 TIP is to better integrate transportation asset management principles into the overall transportation planning process. Projects in the categories of Bridge, Pavement, Traffic and Drainage will be primarily selected using data driven management systems, optimizing the impact

of the total investment in Rhode Island's transportation network.

Bridge Projects will be chosen by using the American Association of State Highway and Transportation Officials (AASHTO) BrM (Bridge Management) system, which combines inspection, inventory data collection, and analysis to result in performance-driven project recommendations. The recommendations developed through the use of BrM will be adjusted according to available funding. Any bridge projects submitted through the public process of the TIP will be analyzed to determine whether inclusion of alternate project selections would maintain or delay target years for attainment of the 90% bridge sufficiency requirement under either funding alternative.

Pavement Projects will be chosen through a method that uses 2014 Pavement Structural Health Index (PSHI) data (ride of the road and structural deficiencies), in conjunction with Average Daily Traffic (ADT) and applies a pavement preservation approach: the right treatment, to the right pavement, at the right time will reduce costs and improve overall pavement conditions. Any pavement projects submitted through the public process of the TIP will be analyzed to determine whether inclusion of alternate project selections would allow the state to maintain target PSHI levels (80%), would fit pavement preservation criteria, and could be included under either funding alternative.

Traffic Projects will be chosen with three primary types of projects as a focus: intersection improvements, corridor improvements, and signal optimization. A cost-benefit analysis will be undertaken for projects, with the target of improving mobility and enhancing safety in a cost effective and efficient manner. Projects submitted through the public process of the TIP will be reviewed to determine whether inclusion would provide similar or improved safety and mobility outcomes under either funding alternative.

Drainage projects will be chosen once a full inventory of the state's drainage structures and associated infrastructure is completed. The state is responsible for an estimated 25,000 stormwater catch basins, 2,000 outfalls, and 100 structural best management practices (stormwater treatment systems). The inventory results will drive development of a plan to invest in critical drainage infrastructure and will allow the state to meet the requirements of the Federal consent decree over the next decade.

Other funding categories, such as Transit Capital and Transportation Alternatives (which may include but are not limited to projects focused on bicycle or pedestrian access, scenic overlooks, historic preservation of transportation facilities, environmental mitigation, recreational trails, etc.), are better suited for selection using a defined set of guiding principles which are outside of objective engineering criteria and take into consideration such things as mobility, cost effectiveness, environmental impact, and economic development. The guiding principles that will be applied to these projects are available at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php>. These projects will be evaluated according to the guiding principles by a subcommittee comprised of staff of the MPO, RIDOT, RIDEM, RIPTA and members of the Transportation Advisory Committee. Although the projects will not be scored using a numeric scoring process, the subcommittee will use guiding principles in their decision making.

## **PREPARATION OF THE DRAFT TIP**

After all of the final recommendations of projects have been compiled using the process outlined above, staff of RIDOT, RIPTA and the MPO will work together to prepare a draft TIP document. This document will include text outlining policies and themes of the TIP, the transportation planning process, and the organization of transportation planning in Rhode Island. In addition to the text, the document will also contain detailed tables listing projects eligible for federal funding by category. For most projects, a description, location, and estimated cost will be provided. Also shown, for most projects, are the phases for which federal funding authorization is anticipated. Once this draft document is prepared, it will be presented to the TAC and a public hearing will be conducted. Following the public hearing, there will be an additional 30 day notice period

during which public comment will be accepted. At the close of the public comment period, MPO staff will prepare a summary of all input, which will be presented to the Transportation Advisory Committee and the State Planning Council.

## **ADOPTION OF THE TIP**

After careful consideration of all public input received, staff of the MPO, RIDOT and RIPTA will work together to prepare a second draft of the TIP to present to the TAC and the State Planning Council acting as the MPO, will adopt the TIP at a public meeting. Once the final draft TIP is approved by the State Planning Council, the document will be forwarded to the Governor for approval and transmitted to the Federal Highway Administration and Federal Transit Agency for final approval.

## **ADDITIONAL INFORMATION**

The MPO will be providing announcements, updates, and reminders through the Statewide Planning Program's electronic newsletter (subscribe at <http://www.planning.ri.gov/newsletter/index.php>) and on the Division of Planning website at <http://www.planning.ri.gov/>.

The MPO, RIDOT and RIPTA look forward to working cooperatively with municipalities, transportation providers, area non-profit organization and members of the general public in preparing a TIP which results in a program of projects that will optimally invest the State's limited resources resulting in a more multimodal, interconnected transportation network. If you have any questions about the TIP process, please contact Karen Scott, Assistant Chief of the Statewide Planning Program at 401-222-4411 or [karen.scott@doa.ri.gov](mailto:karen.scott@doa.ri.gov).