

**FY 16 UNIFIED
TRANSPORTATION PLANNING
WORK PROGRAM**

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**Rhode Island Department of Administration
Division of Planning
STATEWIDE PLANNING PROGRAM
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Providence, RI 02908-5870**

This document has been prepared in cooperation with the Rhode Island Department of Transportation, the Rhode Island Public Transit Authority and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, the Rhode Island Department of Transportation or the Rhode Island Public Transit Authority.

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PREFACE

Purpose and Authority

This document serves as the Unified Planning Work Program (UPWP) for the State's Metropolitan Planning Organization (MPO). It summarizes the numerous programs and products that the MPO expects to conduct over the next year. It also documents the proposed expenditure of federal, state and local transportation planning funds over the next year.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005 set forth requirements for statewide and metropolitan transportation planning processes, following upon the predecessor Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21). The United States Department of Transportation (U.S. DOT) issued planning regulations on November 14, 2007 implementing SAFETEA-LU requirements governing the transportation planning process. These requirements are presented in 23 CFR Part 450 and 49 CFR Part 613, Statewide and Metropolitan Planning Final Rule. Although Moving Ahead for Progress in the 21st Century (MAP-21) took effect on October 1, 2012, USDOT has not yet issued final regulations governing the transportation planning process; therefore the requirements that were put in place under SAFETEA-LU are still applicable. The Metropolitan Planning Regulations are closely tied with the Clean Air Act Amendments of 1990 (CAAA) through the U.S. Environmental Protection Agency's (EPA) Air Quality Conformity Regulations.

In addition to meeting the federal requirements outlined above, the UPWP serves as a management tool for the Statewide Planning Program; therefore it also includes some activities that are undertaken by the Program that are not funded with transportation funds.

Organization of this Document

Section I, the Introduction provides an overview of the metropolitan planning area, the organizational structure of the metropolitan planning organization, including committees and staff, and a description of the State Guide Plan, the series of planning documents that outline state policy in a number of areas including transportation, land use, economic development, housing and energy.

Section II, Planning Priorities, states the mission of the organization, overviews the interconnected planning process in Rhode Island, and outlines key areas of emphasis for this work program. This will match programs (tasks) outlined in this work program with key areas of emphasis for the MPO and State, which align with the eight (8) planning factors outlined in MAP-21.

Section III, Program Area Descriptions, outlines 20 individual program areas in the work program and provides an objective for each area. Each program area is shown as a task with more specific functions outlined within that task. Specific projects are underlined within each task and noted with a project number. More detail on specific projects is provided in Section IV.

Section IV, Project Descriptions, provides more specific information on the projects listed in Section III above. An index of all projects with a project sheet is provided in the beginning of the section. An information sheet is included for each project which includes the project title, associated program area/task, project manager and staff, a description and scope of the project, project objectives, tasks by quarter, final products, beneficiaries, and project costs.

Section V outlines the resources available to the MPO to accomplish the tasks outlined in this work program. It also includes an outline of the hours dedicated to each program area by employee and the total funding amount dedicated to each program area by funding source.

There are also several appendices which include the final FY15 project sheets, the Indirect Cost Allocation Plan, the Title VI Compliance, and the required Self Certifications.

Unified Planning Work Program Development Process

Although the UPWP format that has been used for the past decade has served the Program well, the MPO has been exploring ways to improve the method by which the Program's overall strategic direction is presented. This new UPWP format, now in its second year, illustrates how all the pieces of the work program come together to implement state policy as outlined in the State Guide Plan, particularly Transportation 2035 and Land Use 2025. This work program format more clearly illustrates how each of the elements in the work program form a holistic transportation planning process that is unique to Rhode Island.

Rhode Island's unique MPO structure provides significant advantages. Because the MPO, transit agency, and DOT all cover the same geographic area, Rhode Island can plan its transportation system within the context of a statewide vision for land use, housing, and economic development. This work program improves upon previous versions by more clearly describing the MPO activities that will help the State to achieve its vision strategically, using a coordinated approach to planning and investment.

The development of the FY 16 UPWP began in February with the solicitation of major new projects from internal staff, as well as from RIDOT and RIPTA. The priorities were all combined and a meeting of the three agencies was convened to discuss the projects and ways to better coordinate and fund the work between the agencies. A draft of the UPWP was circulated to the State Planning Council and its advisory committees, the Technical Committee and the Transportation Advisory Committee, for review and comment. Input from those bodies was taken and incorporated into the UPWP. The updated UPWP was then presented again to the MPO and MPO advisory committees for final review and approval. Finally, the UPWP was submitted to FTA and FHWA for review and approval.

I. INTRODUCTION

Definition of Area

The Metropolitan Planning Organization is uniquely structured in Rhode Island in that the MPO boundaries cover the entire state, which has a land area of approximately 1,045 square miles and a population of approximately 1,052,567, according to the 2010 U.S. Census. The MPO also includes the Rhode Island portion of the Providence, RI-MA urbanized area and the Rhode Island portion of the Norwich-New London, CT-RI Urbanized Area. As of July 2013, the State is an attainment area for all National Ambient Air Quality Standards. The area is fully incorporated and is comprised of 39 individual municipalities. There is no formal county government structure.

Organizational Structure

Governor Philip W. Noel designated the State Planning Council as the MPO in 1974. Governor Bruce Sundlun reaffirmed that designation in 1992. In 2013, Section 42-11-10, of Rhode Island General Law (RIGL) titled Statewide Planning Program, was amended to designate the State Planning Council as the State's single, statewide MPO. The Statewide Planning Program, described in detail below, serves as staff to the State Planning Council.

The membership of the State Planning Council (SPC) is also articulated in RIGL 42-11-10 and includes:

1. The Director of the Department of Administration as Chairperson;
2. The Director, Policy Office, in the Office of the Governor, as Vice-Chairperson;
3. The Governor, or his or her designee;
4. The Budget Officer;
5. The Chairperson of the Housing Resources Commission;
6. The highest-ranking administrative officer of the Division of Planning, as Secretary;
7. The President of the League of Cities and Towns or his or her designee and one official of local government, who shall be appointed by the governor from a list of not less than three (3) submitted by the Rhode Island League Cities and Towns;
8. The Executive Director of the League of Cities and Towns;
9. One representative of a nonprofit community development or housing organization appointed by the Governor;
10. Six (6) public members, appointed by the Governor, one of whom shall be an employer with fewer than fifty (50) employees, and one of whom shall be an employer with greater than fifty (50) employees;
11. Two (2) representatives of a private, nonprofit environmental advocacy organization, both to be appointed by the Governor;
12. The Director of Planning and Development for the City of Providence;
13. The Director of the Department of Transportation;
14. The Director of the Department of Environmental Management;
15. The Director of the Department of Health;
16. The Executive Director of the Economic Development Corporation;
17. The Commissioner of the Rhode Island Office of Energy Resources;

18. The Chief Executive Officer of the Rhode Island Public Transit Authority; and
19. The Executive Director of Rhode Island Housing; and
20. The Executive Director of the Coastal Resources Management Council.

The SPC also has three permanent advisory committees, which include:

1. The Technical Committee advises the Statewide Planning Program staff, provides feedback on major plans and provides other advice as requested by the State Planning Council. Membership of the Technical Committee parallels that of the State Planning Council, with representatives of state agencies, local governments, citizens from different areas of the state, and federal advisory members. The Chief of Statewide Planning serves as Secretary. The Committee is intended to ensure representation of diverse interests and views in the Statewide Planning Program's activities.
2. The Transportation Advisory Committee (TAC) advises the State Planning Council on transportation planning and encourages public involvement in the process. The TAC reviews and provides input into the transportation planning documents that are the responsibility of the State Planning Council (notably the Long Range Transportation Plan and Transportation Improvement Program). The membership includes local officials, state agencies, organizations representing a variety of transportation interests, citizens from different areas of the state, and the Narragansett Indian Tribe.
3. The Rhode Island Geographic Information System (RIGIS) Executive Committee provides policy guidance, oversight, and coordination of the collective efforts of organizations in Rhode Island using GIS technology. It seeks to coordinate data development, adopt technical standards, set distribution policy for GIS products, promote the use of GIS, and provide information and assistance to users. The membership includes a cross-section of individuals and organizations with GIS expertise including those in federal, state, and local government, education, consulting services, and utility operation.

The Statewide Planning Program (SPP) serves as the principal staff of the SPC. It is one of two programs within the Rhode Island Department of Administration's Division of Planning. The other program is the Water Resources Board. The SPP prepares and maintains the State Guide Plan which consists of a series of long range plans for the physical, economic, and social development of the state; encourages their implementation; and coordinates the actions of state, local and federal agencies and private individuals within the framework of the state's development goals and policies. The basic charge is established by Sections 42-11-10 and 12 of the General Laws. The Statewide Planning Program currently consists of 23 full time staff that specialize in transportation, land use, natural resources, comprehensive planning, GIS, data analysis and other related topics. See Figure 1 for an Organizational Chart.

The Statewide Planning Program also closely collaborates with several other agencies in fulfilling its duties, particularly those related to transportation planning. These agencies include:

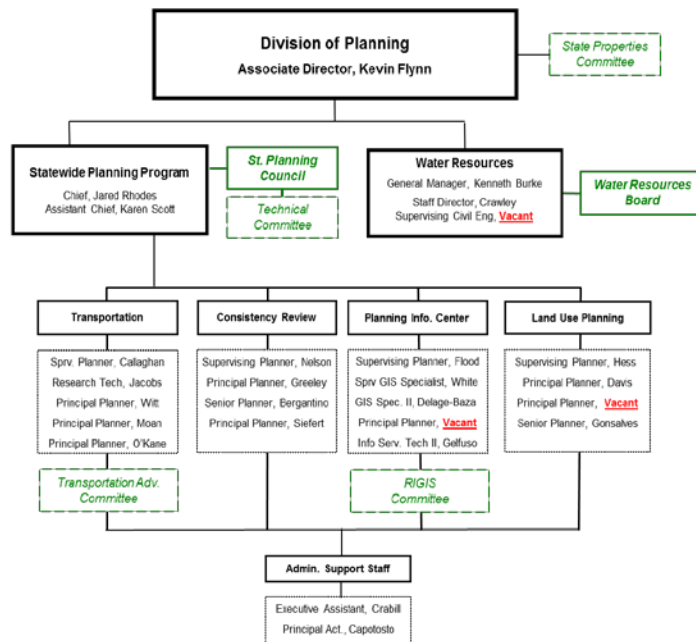
1. RIDOT – The MPO works cooperatively with RIDOT in carrying out all of its transportation and air quality activities. RIDOT serves on the State Planning Council as well as the Technical Committee and the Transportation Advisory Committee. RIDOT has the lead responsibility in many areas of transportation including safety, intermodal planning, and system operations. The MPO is an active partner and collaborator in all of

these areas. RIDOT also partners with the Massachusetts Bay Transit Authority (MBTA) for the provision of commuter rail service and identifies rail transit projects for inclusion in the TIP. RIDOT is also a key partner in the implementation of the State's Congestion Management Process. In addition, as the administrator of the metropolitan planning funds the state receives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), RIDOT serves as the primary intermediary between the MPO and those agencies.

2. RIPTA – The MPO works cooperatively with RIPTA, the only provider of public bus transit in the State. RIPTA is responsible for the capital and service bus transit needs for the State. RIPTA identifies bus transit projects for inclusion in the TIP. RIPTA serves on the State Planning Council and the Transportation Advisory Committee.
3. RIDEM – RIDEM has overall responsibility for compliance with the Clean Air Act, including the development and adoption of an air quality plan known as the State Implementation Plan. The MPO closely collaborates with RIDEM in implementing the Transportation Conformity Air Pollution Control Regulation. This rule outlines the process and criteria for State agencies to determine air quality conformity, when necessary, for transportation plans and projects. RIDEM serves on the State Planning Council and the Transportation Advisory Committee.
4. Municipalities – The MPO area is comprised of 39 cities and towns, who are key partners in the statewide planning process. These municipalities serve on the State Planning Council, its subcommittees and other committees as needed. They also identify and prioritize projects and provide the local knowledge and perspective needed to integrate transportation with sustainable land use, economic development, and housing.

Figure 1

Organization Chart as of July 1, 2015



Guiding Planning Documents

The State Guide Plan is Rhode Island's centralized and integrated long-range planning document. The State Guide Plan is not a single document but a collection of plans that have been adopted over many years. It comprises separately published elements covering a range of topics.

The State Guide Plan is established by the Rhode Island General Law 42-11-10, which states:

"...the people of this state have a fundamental interest in the orderly development of the state; the state has a positive interest and demonstrated need for establishment of a comprehensive strategic state planning process and the preparation, maintenance, and implementation of plans for the physical, economic, and social, development of the state.... The state guide plan shall be comprised of functional elements or plans dealing with land use; physical development and environmental concerns; economic development; human services; and other factors... The state guide plan shall be a means for centralizing and integrating long-range goals, policies, and plans."

The State Guide Plan provides a degree of continuity and permanent policy direction for the state's future development. The State Planning Council is responsible for approval of all elements of the State Guide Plan.

The State Guide Plan has four functions. It sets long-range policy (generally 20 years), provides a means to evaluate and coordinate projects or proposals of state importance, sets standards for comprehensive community plans, and serves as a general background information source on various topics.

At its most ambitious, the State Guide Plan establishes broad goals for the state's future and sets proactive policy positions. Individual State Guide Plan elements provide objectives and strategies that advance implementation for these positions. The creation, adoption, and maintenance of State Guide Plan elements provides unique opportunities for all state entities and their constituencies to be involved in setting these policy positions. This process seeks to ensure that issues have been thoroughly researched, options have been evaluated, and policies are consistent with other plans.

The State Guide Plan provides a benchmark by which specific projects or proposals are evaluated for consistency with state goals, objectives, and policies. This review function is used in a variety of contexts. Some involve only state agencies while others involve the interaction of federal or local entities with the state. Items that are evaluated for consistency with the State Guide Plan include: direct federal projects within the state, proposals requesting federal funds, applications for U.S. Army Corps of Engineers permits, Environmental Impact Statements, Rhode Island Commerce Corporation projects, projects being reviewed by the Energy Facility Siting Board, applications for various loans, grants, or other funding coming from state financing, and property leases and conveyances proposed before the State Properties Committee.

The Comprehensive Planning and Land Use Regulation Act, enacted in 1988 and amended in 2011, requires every Rhode Island city and town to adopt a Comprehensive Community Plan.

Each local comprehensive plan is required to be consistent with the State Guide Plan. The State Guide Plan serves both as a guidance document to municipalities as they formulate their individual Comprehensive Plans and subsequently as one of the standards by which the State reviews the local plans. This process is outlined in more detail in Section III.

The State Guide Plan currently contains 24 elements that can be grouped into functional areas. A summary of these is as follows:

Economic Development

- Rhode Island Rising (2015). Presents goals, policies, and strategies for the continuous enhancement of the economy. Profiles the state's economy using key indicators.
- Resources Management in the Reuse of Surplus Navy Lands (April 12, 1979). Establishes procedures and criteria for reviewing proposals for the reuse of former Navy lands at Quonset Point, Davisville, and Melville.

Energy

- Rhode Island Energy Plan (August 8, 2002). Sets goals and makes recommendations for meeting future energy requirements in light of the state's economic development, transportation, and environmental needs.

Historical Preservation and Cultural Heritage

- Rhode Island State Historical Preservation Plan (June 25, 1996). Describes the planning process for historical preservation. It includes setting priorities, goals, policies, and strategies for putting the plan into action.
- Cultural Heritage and Land Management Plan for the Blackstone River Valley National Heritage Corridor (September 13, 1990). Contains policies, actions, and strategies by which government agencies, educational institutions, and private individuals and organizations can preserve and interpret the contributions to our national heritage of the Blackstone River Valley.

Housing

- Rhode Island Five Year Strategic Housing Plan (June 2006). Quantifies housing needs, identifies implementation strategies to address these needs, and provides guidelines for higher density residential development.
- State Housing Plan (March 2000). Establishes housing goals and policies. It also analyzes major housing problems in Rhode Island and makes recommendations for action.

Land Use

- Land Use 2025: Rhode Island's State Land Use Policies and Plan (April 13, 2006). Sets forth a statewide land use policy with a 20-year time horizon. It covers topics such as general land development, economic development, housing, energy, transportation, water resources, and recreation and open space.

Natural Resources

- Forest Resources Management Plan (March 10, 2005). Establishes a vision, goals, and policies and provides recommendations focused on the management of tree resources to advance the effectiveness of public and private stewardship of the state's tree and forest resources.
- Rivers Policy and Classification Plan (January 8, 1998; amended May 2004). Sets forth policies on river-related issues such as land use, nonpoint source pollution, and preservation of natural habitat with the intent to protect drinking water supplies and rivers, encourage recreational use of rivers, foster the creation of greenways, and provide for the clean-up of rivers.
- Urban and Community Forestry Plan (May 13, 1999). Establishes a vision, goals, and policies and provides recommendations focused on the management of tree resources within the built environment. Provides guidance for local stewardship of tree resources to advance a healthy, sustainable economy and environment.

Recreation and Open Space

- Ocean State Outdoors: Rhode Island's Comprehensive Outdoor Recreation Plan (2009). Sets policies and action agendas for providing priority recreation needs while protecting the state's resource base. Assesses the status of issues and needs in recreation resources, land preservation, and resource protection.
- A Greener Path: Greenspace and Greenways for Rhode Island's Future (Nov. 10, 1994). Sets forth policies and program initiatives to create a system of state and local greenspaces and greenways, including natural corridors, trails, and bikeways. Identifies areas that have multiple values as open space (e.g., water resources, wildlife habitat, scenic landscapes).

Transportation

- State Airport System Plan (September 15, 2011). Establishes goals, objectives, policies, and strategies for the development and management of the State's airports. It includes an overview of system needs through the year 2021.
- Transportation 2035 (December 13, 2012). Provides a long-range framework, goals, policies, and recommendations for the movement of both goods and people. It encompasses the highway system, public transit, transportation system management, bicycle travel, pedestrian, intermodal, and regional transportation needs.
- Rail Plan (March 13, 2014). Establishes a policy framework, goals, and objectives for rail service. Presents a program of rail projects and other recommendations to address current opportunities and challenges.
- Policy Statement: Proposals for New or Restructured Public Transit Facilities or Service (April 10, 1986; amended January 16, 1987). Sets policies and procedures for private-enterprise operation of public transit facilities and services.
- Waterborne Passenger Transportation Plan (April 13, 1998). The purpose of the plan is to provide for the appropriate use of the State of Rhode Island's bays, harbors, and rivers for passenger transportation, and to develop a plan for waterborne passenger transportation in Rhode Island.

Water Resources

- Rhode Island Water 2030 (June 14, 2012). Examines issues connected to drinking water including availability, demand, management, and protection, as well as the operation and maintenance of water systems. Establishes goals, policies, and actions to maintain existing and protect future water supplies.
- Nonpoint Source Pollution Management Plan (October 12, 1995). Sets forth policies and recommendations for nonpoint source pollution, such as on-site sewage disposal systems and runoff. Addresses land use management, restoration of aquatic habitats, coordination of nonpoint source management, and a watershed management process and priority system.
- Comprehensive Conservation and Management Plan for Narragansett Bay (December 1992). Sets forth goals and implementation strategies to improve and sustain the health of Narragansett Bay.

General

- Goals and Policies (November 13, 1974). This element presents a statement of goals and policies for the physical, economic, and social development of Rhode Island. The purpose of which is to establish a framework of fundamental objectives to guide the formulation of plans and implementation of programs.

Solid Waste Management

- Rhode Island Comprehensive Solid Waste Management Plan (May 14, 2015). Describes existing practices, programs, and activities in all major solid waste management areas. Sets goals and policies, and makes recommendations regarding source reduction, recycling, landfilling, management of special wastes, and financing costs of the system.

II. PLANNING PRIORITIES

Overview of Interconnected Planning Process in Rhode Island

Section I provides a very detailed overview of the planning structure in Rhode Island. It is the intent of this section to illustrate how each of the above elements work together to form a holistic transportation planning process that is unique to Rhode Island.

Rhode Island is different from just about every MPO in the country. This uniqueness is also very advantageous. The MPO, transit agency and DOT all cover the same geographic area. This allows Rhode Island to look at transportation in a larger context with land use, housing, and economic development, which are integral parts of the transportation system. Rhode Island's system allows us to analyze, and in some cases, help shape where people are working, where they are living, where their children go to school, where they recreate and where they shop – these are the things that cumulatively drive our transportation choices.

How fast we can move people to and from these places is only part of the equation – we also want to help shape how far apart these places are. The more efficient the locations, the more our highway, transit, bike and pedestrian resources can be used effectively to benefit the highest numbers of people. This is where Rhode Island is able to capitalize on its unique circumstances, not only from a planning standpoint but from a governmental structure standpoint.

As outlined previously, the State Planning Council is the MPO for the State. The primary duties of the SPC include setting state land use and development policy through the State Guide Plan, of which the long range transportation plan is an element, programing federal and state transportation investments through the TIP process, and establishing this annual unified planning work program. The primary staff of the State Planning Council is the Statewide Planning Program. The Statewide Planning Program is housed within the Department of Administration's Division of Planning. Each member's specific contribution is outlined in Section V of this UPWP.

As outlined in the previous section, the State Guide Plan is a compendium of 23 elements on such topics as land use, transportation, energy, housing, and economic development that centralizes and integrates the long range goals, policies, and implementation actions of the state. The State's Land Use Plan, Land Use 2025, which has been recognized nationally as a model of smart growth for other states, serves as the foundational element of the State Guide Plan.

Rhode Island has a population of just over one million people. Although it has the smallest land area, it's the 2nd most densely populated state in the nation behind New Jersey. Even with that kind of population density, Rhode Island holds a unique identity with a strong distinction between the historic urban centers and the more rural surrounding areas. Seventy-five percent of the State's population lives within a concentrated urban/suburban corridor, leaving 60% of the State's land area forested. This corridor contains virtually all of the State's public infrastructure, major transportation routes, and institutional and cultural centers. Much of this corridor was developed prior to 1970. However, between 1970 and 1995, Rhode Island developed land at a rate much higher than historic trends. It took over 300 years to develop the first 20% of the

State's land and only 25 more years to develop another 9%. Development increased nearly nine times faster than the population grew as people and businesses moved to the rural and suburban parts of the State, creating sprawl and increasing demand for new and improved infrastructure.

The essential question the State was facing as it began developing a State Land Use Plan was whether we wanted to continue to sprawl or return to a more efficient pattern of land use that had served the state well for over 300 years.

To answer that question, as a part of Land Use 2025, a Geographic Information System based land suitability and capability analysis along with scenario planning exercises were performed for the entire State. The analysis studied areas suitable for conservation and development, based on the location of key natural resources and public water, sewer, and transportation infrastructure. After determining how much land was available for development and analyzing how much of that land can accommodate development and at what level of intensity, four (4) alternative development scenarios were developed. The preferred scenario focused on promoting a sustainable future by outlining policies to restore and reinforce the tradition of concentrating growth in and around existing development centers. This would allow future Rhode Islanders to live, work and travel in ways that fully utilize public investment in roads, transit, and water and sewer resources, while creating the fewest impacts to critical resources. Out of this scenario based exercise emerged the concept of an urban services boundary, along with potential growth centers outside of it, to accommodate the bulk of the State's development needs through 2025.

Upon completion of Land Use 2025, work immediately began on the State's Long Range Transportation Plan. In order to align the vision of the transportation plan with that expressed in Land Use 2025, the transportation plan recognized that the same sustainable land use policies that strive to preserve open space and create dense urban centers are also conducive to more effective and efficient use of public transportation and non-motorized modes, which eases congestion and is less harmful to the environment.

The Transportation Plan incorporates the travel demand model by assigning different percentages of population and employment growth to traffic analysis zones inside and outside the urban services boundary. The total numbers remain the same but the distribution changes with each shift in population and employment concentration. This analysis confirmed the conclusions outlined in Land Use 2025, that compact development is more sustainable, resulting in higher transit ridership, lower vehicle miles traveled and improved air quality. Therefore the goals of Transportation 2035 are very closely aligned with those outlined in Land Use 2025.

Also as part of the Transportation Plan, a system level analysis was undertaken that defined four levels of transportation investments. These included: sink, tread water, swim, and win the race. These funding scenarios were meant to begin a discussion about what would happen to Rhode Island's transportation system under different funding levels. Although Rhode Island's transportation funding levels are not sufficient to meet transportation infrastructure needs, 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.

Another advantage that Rhode Island capitalizes on is what we do with the above information. Rhode Island has a reciprocal system of land use planning whereby the State sets broad goals and policies through the State Guide Plan and municipalities express local desires and conditions through the development of local comprehensive plans. Local comprehensive plans serve as the basis for land use regulation and establish an implementation program for achieving each community's stated goals. All local land use decisions must be consistent with the local comprehensive plan, making the comprehensive plan an important tool in the implementation of State policy. To ensure that local plans are in line with the policies presented in the State Guide Plan, local comprehensive plans are reviewed by the State for consistency. Once approved, comprehensive plans become binding on State agencies by requiring conformance of their programs and projects to the comprehensive plan. This is a great process for the practical implementation of USDOT's 3C program of Continuous, Comprehensive and Cooperative planning between state and municipal governments and a unique relationship between an MPO and its member local governments.

With the limited resources available from the state and federal government, no state will ever be able to build its way out of all transportation issues. Rhode Island currently struggles to maintain its current system. Rhode Island's population is projected to remain relatively flat through 2040. Therefore, it seems impossible and completely illogical to stretch that system to more areas to serve the same numbers of people.

With the tasks outlined in the following section, we hope to increase densities, concentrate development, and bring housing and employment centers closer together so that we can have a better chance of changing our mode share and getting better support for the great bus and rail transit services that exist in the State. From a Statewide perspective, we believe this is the only way to create a sustainable transportation system with the limited resources that are available.

Key Areas of Emphasis

Rhode Island is committed to implementing a work program that supports and implements the eight planning factors for both metropolitan and statewide planning that were established under SAFETEA-LU and remain unchanged under MAP-21. The planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.

3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

As outlined in the table below, the comprehensive, continuous and cooperative metropolitan transportation planning process that will be implemented as a part of this work program is closely aligned with the MAP-21 planning factors. Detailed descriptions of the proposed FY 16 work tasks are found in the following section of this UPWP.

| Proposed FY 15 Tasks | MAP -21 Planning Factor | | | | | | | |
|--|-------------------------|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Task 1 – Program Management | | | | | | | X | |
| Task 2 – Professional Development | | | | | | | X | |
| Task 3 – Transportation Safety | | X | X | X | X | X | X | X |
| Task 4 – Corridor Planning | X | X | | X | X | X | X | X |
| Task 5 – Transportation Operations and Management | X | X | X | X | X | X | X | X |
| Task 6 – Transit Planning | X | X | X | X | X | X | X | X |
| Task 7 – Transportation Improvement Program | X | X | X | X | X | X | X | X |
| Task 8 – Freight Planning | X | X | X | X | X | X | X | X |
| Task 9 – Regional Transportation Planning Coordination | | | | X | X | X | X | X |
| Task 10 – Environmental Sustainability | X | X | | | X | X | X | X |
| Task 11 – Long Range Planning | X | X | X | X | X | X | X | X |
| Task 12 – Consistency Review | X | X | | X | X | X | X | X |
| Task 13 – Technical Assistance | X | X | | X | X | X | X | X |
| Task 14 – Data Management and Coordination | | X | X | X | X | X | X | X |
| Task 15 – Data Development and Analysis | X | X | | X | X | X | X | X |
| Task 16 – Data Delivery | X | X | | X | X | X | X | X |
| Task 17 – Equity and Public Outreach | | | | | X | X | X | |
| Task 18 – Public Information | | | | | X | X | X | |
| Task 19 –Performance Management | X | X | X | X | X | X | X | X |
| Task 20 – Other State Initiatives (<i>100% state funded</i>) | | | | | | | | |

Transportation Planning Certification Review – 2014 Recommendations

Every four years, the Federal Highway Administration and the Federal Transit Administration conduct a formal certification review of all transportation management areas (an urbanized area with a population over 200,000). The purpose of this review is to formalize the continuing oversight and day-to-day evaluation of the planning process and ensure that all applicable federal regulations are satisfactorily implemented. It is also a valuable opportunity to exchange ideas for enhancing the planning process and improving the quality of transportation investment decisions.

The most recent certification of the Providence Transportation Management Area took place in 2014. This certification resulted in no corrective actions and several recommendations and commendations. The commendations included:

1. MPO Organizational Structure: The MPO includes a wide variety of stakeholders and interest groups as full voting members on its board.
2. Intermodal Transportation Coordination: Transit signal prioritization efforts have allowed RIPTA to improve service along the R-Line rapid bus route while reducing the number of vehicles needed on the route. This effort represents a best practice for cost-effectively improving transit service, and it is worth investigating whether this model is viable along other transit corridors as well.
3. Livability & Sustainability: As a coastal region facing the impacts of climate change, the MPO is commended for their ongoing climate change resiliency transportation planning activities.

The recommendations, which are all addressed in this work program, included:

1. MPO Organizational Structure: The MPO should maximize transparency by documenting the process by which MPO board committee members are selected, and by making this document available on their website. This process is outlined in the State Planning Council Rules and Standards.
2. Agreements and Contracts: The MPO should update their MOU to provide more detail and to make it MAP-21 compliant in 2015. The MOU should reflect the new cooperative efforts that have been established through staff efforts. See Project 9.1 – Metropolitan Planning Process Tri-Party Agreement.
3. Agreements and Contracts: The MPO should develop a single, detailed MOU detailing the respective roles of RISPP, RIPTA, and RIDOT in the planning process. In particular, this MOU should include a description of the various partners' responsibilities in developing the UPWP. See Project 9.1 – Metropolitan Planning Process Tri-Party Agreement.
4. Unified Planning Work Program: Going forward, the MPO should continue to work with FHWA and FTA to ensure that the UPWP contains sufficient detail and information to allow those agencies to confidently make a determination of project eligibility for planning funding, and to demonstrate that each work item has a clear transportation nexus. In the case of interdisciplinary planning activities with both transportation and non-transportation elements, the UPWP should break down the tasks and expenses to the level of detail necessary to separate eligible activities from ineligible activities. The new work program format, developed in FY15, addresses these concerns.
5. Metropolitan Transportation Plan (MTP): The MPO should perform a full update of the metropolitan transportation plan during its next update cycle, to ensure that the plan reflects any changing demographics and transportation priorities in the region. See Project 11.1 – Long Range Transportation Plan.
6. Financial Planning: The MPO should work with RIDOT to improve planning level cost estimates, especially for large projects, concentrating on keeping them up to date in the MTP and TIP. See Project 7.1 – FY 17-27 Transportation Improvement Program.
7. Air Quality Conformity: The MPO should continue preparing for possible revised non-attainment status by maintaining and improving air quality analysis and modeling efforts.

The TMA remains in attainment; however the MPO continues to plan for the future. See Project 10.5 – Air Quality.

8. TIP Development & Project Selection: The MPO should continue its development of an interactive GIS based STIP tool and to incorporate these efforts to the greatest extent possible with efforts to develop an STIP system. See Project 7.2 – GIS Web Based TIP Application.
9. Public Outreach and Public Involvement: The MPO should review and revise the Public Participation Guide, where appropriate, to reflect the most current information and analysis. It should also reflect practices to facilitate compliance with 23 Code of Federal Regulations (CFR) 450.316 and the SPC’s Standards and Rules. See Project 17.1 – Public Participation Plan.
10. Public Outreach and Public Involvement: As the MPO relies heavily on external resources for handling requests for auxiliary aids and services to allow the deaf/ hard-of-hearing, and visually impaired to participate in public forums, the MPO should interview Mr. James Pitassi, the Rhode Island Department of Administration’s Point of Contact for ADA Accommodations, to ensure that sufficient services can be made available within three (3) business days. The protocols for procuring those services should also be reviewed. We also recommend that the MPO’s Title VI Coordinator speak with the appropriate person managing the State’s Master Price Agreement for Language Interpretation/Translation services to validate the three-day lead time for procuring on-site interpreters for public meetings/hearings. Based on this review, the public notices for the State Planning Council, Technical Committee, Transportation Advisory Committee and RIGIS – Executive Committee have all been updated to uniform language. See Project 17.4 Translations Services.
11. Title VI Civil Rights & Non-Discrimination - Notification to Beneficiaries and Complaint Procedures: Given the broad applicability of Title VI and the related statutes to transportation planning, the MPO should provide a direct link for “Civil Rights” from the MPO’s home page (Statewide Planning). The Translation Services contact person information should be moved to the Statewide Planning page. The Policy should be revised to fully comply with 49 CFR 21.9(d), Appendix C to Part 21, and FTA Circular 4702.1B. Specifically, the MPO should give examples of the type of discrimination prohibited by Title VI, as it relates to planning. A statement about how to request additional information should also be provided. Having only a summary of the policy on the MPO’s website is acceptable; however, in this case, a link to a more comprehensive policy (or notice to beneficiaries) would be appropriate. Where the protections under the Title VI (race, color, national origin (Including LEP) are stated, the MPO should also recognize the related statutes that prohibit discrimination on the bases of sex, age, and disability. (These additional protections should be distinguished from those afforded under Title VI.). These changes have been incorporated into the Division of Planning website.
12. Title VI Civil Rights & Non-Discrimination - Notification to Beneficiaries and Complaint Procedures: With regard to providing documents in languages other than English, the existing language should be revised for clarity. To ensure compliance with Section 508 of the Rehabilitation Act of 1973, the MPO should make its program documents available in plain text or HTML. These changes have been incorporated into the Division of Planning website.

13. Title VI Civil Rights & Non-Discrimination - Notification to Beneficiaries and Complaint Procedures: The MPO should recognize within its complaint procedures that complaints in languages other than English may be submitted and reasonable accommodations will be provided for impaired individuals. We offer the following sample language: “Complaints may be accepted in languages other than English. Individuals with physically or sensory impairments requiring assistance in filing a complaint should contact”. These changes have been incorporated into the Division of Planning website.
14. Title VI Civil Rights & Non-Discrimination - Notification to Beneficiaries and Complaint Procedures: The MPO should remove “Religion” and “Familial status” from its form and process, unless covered by a State equivalent statute that prohibits discrimination in public programs. Reference to “retaliation” should also be removed. We also note that the internal version of the Title VI/Nondiscrimination complaint process should be revised to cover complaints on the basis of sex (gender) and age to be consistent with the relevant nondiscrimination statutes. Currently, the language in this procedure states, “A written statement of the complaint, including the following details: (b) Basis of complaint (i.e., race, color, national origin or language, disability, religion, familial status, or retaliation). These changes have been incorporated.”
15. Title VI Civil Rights & Non-Discrimination - Data Collection and Analysis: The MPO’s data collection and analyses should be more consistent in its consideration of all groups protected under Title VI and the related statutes. We encourage the MPO to continue its monitoring of program equity, while using a metric that examines program benefits received by Title VI populations as compared to non-Title VI Populations. We plan to incorporate this into an Equity Benefit Analysis in conjunction with the next TIP. See Project Sheet 7.1 – Transportation Improvement Program.
16. Title VI Civil Rights & Non-Discrimination - Data Collection and Analysis: Consistent with the recommendations above and to expand the protections afforded under the related nondiscrimination statutes, we note that data collection and analysis should not be limited to “minority and low-income.” As indicated above, the related statutes prohibiting discrimination in federally assisted programs provide protections on the basis of disability, age, and sex (gender). We plan to incorporate this into an Equity Benefit Analysis in conjunction with the next TIP. See Project Sheet 7.1 – Transportation Improvement Program.
17. Title VI Civil Rights & Non-Discrimination - Disadvantaged Business Enterprises (DBE): The MPO should review its procedures relative to DBE participation on consultant contracts. Specifically, the MPO should coordinate with Vanessa Crum, RIDOT DBE Liaison Officer, to identify the pertinent Federal-aid civil rights provisions and to establish procedures for determining how and when contract goals will be established. The MPO should also report to RI DOT the total value of its United States Department of Transportation (USDOT)-assisted contracts, as well as the value of work assigned to and performed by DBEs as part of these contracts. RIDOT requires these figures in its semi-annual reports submitted to FHWA and FTA, where applicable. A formal contracting document has been created to guide all staff members in complying with the Title VI and DBE requirements. See also Project Sheet 17.3 – Disadvantaged Business Enterprise Reporting.

18. Integrating Freight in the Transportation Planning Process: The MPO should formalize the current freight working group as a standing State Freight Advisory Committee, and expand its membership beyond the public sector to incorporate private sector, academia, and appropriate intermodal stakeholders. See Project Sheet 8.1 – Freight and Goods Movement Plan.
19. Integrating Freight in the Transportation Planning Process: The MPO should update its Public Participation Plan to officially incorporate intermodal private sector freight perspectives. See Project Sheet 17.1 – Public Participation Plan.
20. Intermodal Transportation Coordination: RIPTA should work with MBTA to pursue fare integration, so that customers traveling to, from, and within Rhode Island can experience a more seamless multimodal transportation system. See Project Sheet 6.3 – Fare Payment Planning.
21. Environmental Justice and LEP: The analysis and plan should be revised to reflect the above observations. Specifically, the MPO should: 1) Provide more cost analysis and information to justify why key or vital document translations should only be in Spanish, whereas the populations of other LEP language groups exceed 1,000; 2) Identify the specific resources and how those resources will be procured, including any budget identified in the UPWP; and 3) Develop a timeline for completing the steps identified in its four-factor analysis and implementation plan. See Project Sheet 17.2 - Title VI and Limited English Proficiency Plan Implementation and Project Sheet 17.4 – Translation Services.
22. Visualization Techniques: The MPO should continually review and implement improvements to its website to improve transparency and accessibility for members of the public. Transportation documents should be visually engaging, and grouped together in a prominent location. The MPO should look for opportunities to link to websites that may be of interest to its visitors, such as those of the transit operators and jurisdictions. In addition, the MPO should request that transportation providers and decision makers link to its website to increase awareness of the MPO and its role in regional transportation decisions. Finally, the MPO should consider new ways to communicate its committee structures, and processes and how the committee operates. This could include maps illustrating the representatives for various areas and a chart depicting the organizational structure. See Project Sheet 19.1 – Performance Management Database and Dashboard.

III. PROGRAM AREA DESCRIPTIONS

Whereas Section II of this UPWP depicts how the MAP-21 planning factors relate to the proposed FY 16 work tasks, this section details these tasks by providing an objective for each (*in italics*), listing the routine activities that are expected to be carried and by identifying specific projects that will be completed in advancing the identified objective (underlined). Projects are generally classified as those non-routine work items for which specific schedules and deliverables can be identified upfront. Projects are accompanied by a reference number that corresponds to the detailed project sheets found in Sections IV. The MPO’s intent in making the distinction between routine tasks and clearly definable projects is to provide additional detail and transparency relative to project management while simplifying quarterly reporting requirements by focusing on the status of projects as opposed to routine tasks.

Task 1 – Program Management - *Ensure that the transportation planning process is in conformity with any and all applicable federal and state laws, regulations, and guidance, to effectively manage and administer the Statewide Planning Program*

- Financial Management – Maintain orderly and accurate accounting of all finances. This task includes all weekly payroll processing, invoice processing, monthly and quarterly cost accounting and reporting, and indirect cost management.
- UPWP – Preparation and approval of the annual Unified Planning Work Program.
- Reporting and Review – Preparation and submission of quarterly reports to FTA and FHWA. This task will also include preparation and participation in the certification review of the transportation management area when applicable.
- Internal staff coordination – Weekly staff meeting of the Division of Planning. Ordering of supplies, computer equipment, etc.
- Administrative Support to MPO – Provide administrative support to the State Planning Council, the Technical Committee, the Transportation Advisory Committee, the RIGIS Executive Committee, and all other committees and working groups of the MPO. This task includes all the preparation of all notices, agendas, meeting minutes, meeting preparation and meeting attendance. It also includes the review and preparation of any amendments or updates to the State Planning Council Rules and Standards.

Task 1.1 – CDBG Program Support (*100% HUD funded*)

- Community Development Program Support – Assist in the operation of the Community Development Block Grant (CDBG) Program including program reporting mechanisms, review and analysis of annual CDBG applications for State Guide Plan consistency, and administrative support including budgeting, mailings and copying.

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|----------|-----------|------------|-----------|----------------------|------------------|
| Task 1 | SPP (23%) | FHWA (60%) | FTA (17%) | Other (0%) | Total (100%) |
| | \$71,256 | \$185,884 | \$52,667 | \$0 | \$309,807 |
| Task 1.1 | SPP (0%) | FHWA (0%) | FTA (0%) | Other (100%) OHCD | Total (100%) |
| | \$0 | \$0 | \$0 | \$48,400 | \$48,400 |
| Total | | | | | \$358,207 |

Task 2 – Professional Development - *Maintain a workforce that is well-trained, versed in current topics and trends, active in professional organizations and prepared to lead stakeholders on key issues facing the State.*

- Internal Professional Development – Attendance at training sessions, seminars, conferences, etc. Participation in professional organizations.

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|--------|-----------|------------|-----------|------------|-----------------|
| Task 2 | SPP (23%) | FHWA (60%) | FTA (17%) | Other (0%) | Total (100%) |
| | \$11,262 | \$29,380 | \$8,324 | \$0 | \$48,966 |

Task 3 – Transportation Safety - *Improve the safety of all transportation modes through education, enforcement, and engineering solutions.*

- Bike and Pedestrian – Continue to coordinate with RIDOT to participate in efforts directed towards increasing the safety of vulnerable users, including the PEDS*RI program, focusing on pedestrian safety at high pedestrian fatal and serious crash locations and the development of a Vulnerable Road User Safety Action Plan. Coordinate with the Department of Health through participation in the Pedestrian Action Team Program, which will aid municipalities in becoming more walkable and safer for pedestrians.
 - Bicycle Planning (see Project Sheet 3.1)
- Road Safety Audits – Continue to participate in Road Safety Audits as requested by RIDOT.
- Strategic Highway Safety Plan – Continue to serve on the Advisory Committee working to implement the recommendations of the Strategic Highway Safety Plan.
- Continue to coordinate the non-infrastructure portion of the State’s Safe Routes to School Program, which strives to improve the safety of elementary and middle school students walking and bicycling to school, until such time that the program is transitioned to RIDOT.

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|-------------|-----------|------------|-----------|-------------------------------------|-----------------|
| Task 3 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$5,089 | \$16,540 | \$3,817 | \$0 | \$25,446 |
| Project 3.1 | SPP (0%) | FHWA (0%) | FTA (0%) | Other (100%) RIDOT/FHWA Grant | Total (100%) |
| | \$0 | \$0 | \$0 | \$25,000 | \$25,000 |
| Total | | | | | \$50,446 |

Task 4 – Corridor Planning - *Explore innovative approaches to coordinate land use and transportation planning to help communities alleviate congestion and improve the efficiency and safety of the transportation network*

- Multi-modal Planning – Identify regional routes essential to the movement of goods and people, work cooperatively with municipalities and other stakeholders to understand the needs of the corridor; particularly as they relate to transitions between transportation modes, evaluate the potential strategies to address them, and implement those strategies. These corridor studies are an important component of Rhode Island’s Strategically Targeted Affordable Roadway Solutions (RI*STARS) Program that uses a systematic,

data-driven approach to target locations with high congestion and crash rates with quick, high impact and low cost improvements.

- East Bay Corridor Study (see Project Sheet 4.1)
- Innovative Corridor Planning & Capacity Studies (see Project Sheet 4.3)
- Access Management – Improve and promote the implementation of access management at both the state and local level as a means for more coordinated land use and transportation planning.
 - Physical Alteration Permit Report – Implementation Program – (see Project Sheet 4.2)

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|--------------|-----------|------------|-----------|----------------------|------------------|
| Task 4 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$23,093 | \$75,052 | \$17,320 | \$0 | \$115,465 |
| Project 4.1 | SPP (0%) | FHWA (70%) | FTA (10%) | Other (20%) RIDOT | Total (100%) |
| | \$0 | \$350,000 | \$50,000 | \$100,000 | \$500,000 |
| Project 4.3 | SPP (0%) | FHWA (80%) | FTA (0%) | Other (20%) RIDOT | Total (100%) |
| | \$0 | \$200,000 | \$0 | \$50,000 | \$250,000 |
| Total | | | | | \$865,465 |

Task 5 – Transportation Operations and Management - *Improve the performance of the existing transportation system to relieve recurring and non-recurring vehicular congestion and maximize safety and mobility for people and goods through the use of travel demand reduction and operational management strategies.*

- Congestion Management Process – Analyze the multi-modal transportation system using performance measures, define congested corridors, and implement strategies for reducing recurring congestion in defined problem areas.
 - Congestion Management Task Force – Continue to convene quarterly meetings of the Congestion Management Task Force, which is made up of several RIDOT divisions, including the Transportation Management Center, Design, Intermodal Planning, and Construction and Maintenance; the MPO; RIPTA; and FHWA. A major focus of the group is to find ways to become more multi-modal with its approach to the Congestion Management Process and to establish a process that would not only include systematic analysis and planning around recurring congestion, but also identify solutions to those problems, including more seamless transitions between transportation modes.
 - Bottleneck Reduction Program – Continue to be an active participant in the Bottleneck Reduction Program, which uses the baseline congestion established with the CMP performance measure data, traffic data collection, crash data analysis, and Road Safety Audits to identify the causes of bottlenecks on freeway segments, interchanges, corridors, and signalized intersections in the State. To date, the project has identified 25 bottleneck locations and it has developed specific short, medium and long term countermeasures to resolve them. The countermeasures have been presented to the CMTF and a program of implementation, including performance measures, is currently under

development. The effectiveness of the countermeasures will be evaluated after implementation to ensure that the investments made in these areas are effectively addressing the identified congestion and safety concerns.

- System Operations and Management – Use a combination of technology, planning, improved preparedness, and extensive agency coordination to implement strategies for reducing the effects of non-recurring congestion.
 - Incident Management Task Force – Continue to participate in the quarterly meetings of the Incident Management Task Force, which is made up of State agencies, local emergency response agencies, police and fire departments, service providers (such as tow companies), and others, focuses on improved incident management, response, and clearance, improved safety for incident responders and promoting new and innovative technologies.
 - Diversionary Routes – Work with RIDOT as requested on an update to the State’s Diversionary Routes Plan.
 - Continue to assist RIDOT with the implementation of the ITS Architecture and Deployment Plan.
- State Employee Commuter Task Force – Collaborate with the Department of Administration’s Director’s Office, Division of Human Resources, RIPTA, and the Rhode Island Office of Energy Resources to implement policies and programs to reduce single occupancy vehicle trips by State employees. The overall goals of this effort are to reduce vehicle miles traveled, ease traffic congestion, improve air quality, and promote the use of transit.
- State Property Review – Coordinate with RIDOT for land sales, leases and licenses by serving as a member of the DOT Land Sales Committee. Review proposed transactions affecting state owned/managed properties for consistency with the State Guide Plan including its five transportation based elements.

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|--------|-----------|------------|-----------|------------|-----------------|
| Task 5 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$4,828 | \$15,692 | \$3,621 | \$0 | \$24,141 |

Task 6 – Transit Planning - *Provide a safe, robust, and convenient network of transit services with seamless intermodal connections in support of increased employment opportunities, improved environmental quality, and reduced congestion and auto dependency.*

- Transit Planning Program Support – Assist RIDOT and RIPTA with public transit planning efforts. This includes identifying, assessing, and enhancing transit access, connectivity, and mobility.
 - Transit Planning Assistance (see Project Sheet 6.1)
 - Transit Signal Priority Policy Development (see Project Sheet 6.2)
 - Fare Payment Planning (see Project Sheet 6.3)
 - Transit/Highway Design (see Project Sheet 6.4)
 - Commuter Services Planning Study (see Project Sheet 6.5)
 - Quonset Transit Plan (see Project Sheet 6.6)
 - Strategic Planning Committee – Continue to cooperate with RITPA in the implementation of A Vision for the Future of Transit in Rhode Island: A Five Year Strategic Plan.

- Core Connector - Continue to support RIPTA and the City of Providence in advancing the Downtown Core Connector.
- Accessible Transportation Advisory Committee – Continue to provide support to the ATAC.
- National Transit Database Assistance – Provide support to RIDOT compiling information required to fulfill reporting requirements.
- Work with RIDOT and RIPTA as they implement the recently received TIGER grant to plan for a new, modern Intermodal Center at Providence Station.
- Aviation System Planning – Encourage more efficient mobility by preserving and improving aviation facilities within the State. Continue to work with RIAC, host communities, and other stakeholders to implement the State Airport System Plan and to develop and implement associated Airport Master Plans

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|--------------|-----------|------------|-----------|----------------------------|--------------------|
| Task 6 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$2,875 | \$9,344 | \$2,156 | \$0 | \$14,375 |
| Project 6.1 | SPP (0%) | FHWA (0%) | FTA (80%) | Other (20%) RIDOT | Total (100%) |
| | \$0 | \$0 | \$200,000 | \$50,000 | \$250,000 |
| Project 6.2 | SPP (0%) | FHWA (5%) | FTA (75%) | Other (20%) RIPTA | Total (100%) |
| | \$0 | \$7,500 | \$112,500 | \$30,000 | \$150,000 |
| Project 6.3 | SPP (0%) | FHWA (5%) | FTA (75%) | Other (20%) RIPTA | Total (100%) |
| | \$0 | \$8,527 | \$127,905 | \$34,108 | \$170,540 |
| Project 6.4 | SPP (0%) | FHWA (20%) | FTA (60%) | Other (20%) RIPTA/RIDOT | Total (100%) |
| | \$0 | \$20,000 | \$60,000 | \$20,000 | \$100,000 |
| Project 6.5 | SPP (0%) | FHWA (40%) | FTA (40%) | Other (20%) RIPTA/RIDOT | Total (100%) |
| | \$0 | \$120,000 | \$120,000 | \$60,000 | \$300,000 |
| Project 6.6 | SPP (0%) | FHWA (0%) | FTA (80%) | Other (20%) RIPTA | Total (100%) |
| | \$0 | \$0 | \$60,000 | \$15,000 | \$75,000 |
| Total | | | | | \$1,059,915 |

Task 7 – Transportation Improvement Program - *Ensure that financial planning for transportation responds to current needs, reflects available resources, and meets all federal and state mandates.*

- Transportation Improvement Program – In close cooperation with RIDOT and RIPTA, develop and maintain the State Transportation Improvement Program (STIP) for Rhode Island, including the identification and selection of transportation projects that address the needs of the state and advance the goals of Transportation 2035, document modifications and amendments to the Program, and provide information related to the Program to stakeholders and the public.
 - FY 17-27 TIP Development (see Project Sheet 7.1)
 - GIS based on-line TIP Application (see Project Sheet 7.2)

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|-------------|-----------|------------|-----------|----------------------|------------------|
| Task 7 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$20,458 | \$66,490 | \$15,344 | \$0 | \$102,292 |
| Project 7.2 | SPP (0%) | FHWA (60%) | FTA (20%) | Other (20%) RIDOT | Total (100%) |
| | \$0 | \$300,000 | \$100,000 | \$100,000 | \$500,000 |
| Total | | | | | \$602,292 |

Task 8 – Freight Planning - Support a vigorous economy by facilitating the multi-modal movement of freight within Rhode Island and the northeast region.

- Freight and Goods Movement Plan (see Project Sheet 8.1)
- Freight Economic Impacts (see Project Sheet 8.2)

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|-------------|-----------|------------|-----------|-----------------------------|------------------|
| Task 8 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$11,037 | \$35,870 | \$8,278 | \$0 | \$55,185 |
| Project 8.1 | SPP (0%) | FHWA (80%) | FTA (0%) | Other (20%) RIDOT/BRWCT* | Total (100%) |
| | \$0 | \$480,000 | \$0 | \$87,521 | \$567,521 |
| Project 8.2 | SPP (0%) | FHWA (0%) | FTA (0%) | Other (100%) FHWA grant | Total (100%) |
| | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| Total | | | | | \$772,706 |

* Funding reflects split for the overall project, some of which was expended in FY15.

Task 9 – Regional Transportation Planning Coordination - Continue to partner with state and regional agencies on such issues as coordinated regional planning, transportation finance reform, and MAP-21 implementation.

- Metropolitan Planning Process Tri-Party Agreement - (see Project Sheet 9.1)
- Continue to meet regularly with RIDOT and RIPTA to monitor and plan for MAP-21 requirements as they are released by USDOT.
- Asset Management – Continue to serve as an advisory member to RIDOT’s Asset Management Council, a group that has been working to identify the State’s transportation assets, monitor condition, and advance improvements in a systematic manner that will minimize life cycle cost. Participate in the development of a transit asset management plan and transit safety plan as needed.
- Transportation Research – Continue to work with RIDOT on implementation of Strategic Highway Research Program II products. Continue to participate in the selection of projects for the University of Rhode Island Transportation Center/RIDOT Joint Research Program.
- Regional transportation planning initiatives - Continue to partner with regional planning agencies, adjacent Metropolitan Planning Organizations, and larger regional organizations, such as the I-95 Corridor Coalition, on mutually beneficial projects.
 - Regional Metropolitan Planning Organization Cooperation (see Project Sheet 9.2)
- Federal Lands – Participate and support the Federal Lands Access Program’s Rhode Island Program Decisions Committee regarding planning for transportation facilities

located on or adjacent to, or that provide access to, Federal land in the State of Rhode Island.

| Task 9 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
|--------|-----------|------------|-----------|------------|-----------------|
| | \$3,633 | \$11,806 | \$2,725 | \$0 | \$18,164 |

Task 10 – Environmental Sustainability - *Cooperate with State Agencies, municipalities and other interested stakeholders to maintain healthy ecological systems, water quality and supply, and air quality, explore alternative energy sources, plan for climate change impacts and protect agricultural and open space resources.*

- Climate Change – Continue to work on projects that will focus resources and attention on developing policies for adapting to predicted climate change impacts.
 - Transportation Infrastructure Sea Level Rise Vulnerability Assessment – Municipal Infrastructure (see Project Sheet 10.1)
 - EPA Smart Growth Implementation Assistance Grant (see Project Sheet 10.2)
 - Participate in Governor’s Executive Climate Change Council.
 - Continue to participate in the development of the Shoreline Change Special Area Management Plan.
 - Assist the Office of Housing and Community Development in drafting a state disaster recovery housing plan.
- Energy – Continue to work collaboratively to reduce greenhouse gas emissions and meet the State’s future energy production and consumption needs by identifying key issues and setting forth policies and actions to address them.
 - Greenhouse Gas Reduction Plan (see Project Sheet 10.3)
 - Zero Emission Vehicles (see Project Sheet 10.4)
- Water Resources
 - Water Supply Planning – Continue to monitor regional and statewide hydrological and weather indicators for drought and flood management purposes.
 - Water Quality Planning - Continue to implement recommendations of Legislative Task Force Final Report (completed in 2014) by assisting DEM and CRMC with the promulgation of regulations to comply with legislative mandates relative to wetland and onsite wastewater treatment system setbacks.
- Air Quality – Improve air quality in the State through coordination of policies among RIPTA, RIDOT, RIDEM and the MPO and demonstration of transportation conformity of the long range transportation plan and the TIP, when applicable.
 - Continue to work with RIDEM in the update of the State Implementation Plan and the transition to MOVES Air Quality Model.
 - Air Quality Working Group – Continue to convene the Air Quality Working Group, comprised of representatives from the RI Department of Environmental Management, the RI Association of Railroad Passengers, the RI Statewide Planning Program, FHWA, the American Lung Association of RI, the RI Department of Transportation, the Rhode Island Sierra Club, USEPA, RIPTA, the RI Department of Health, FTA, and public members as necessary.
 - Air Quality (see Project Sheet 10.5)

- Open Space and Recreation Planning – Work with partners to maintain a State Recreational Trails Plan, which is part of the State Comprehensive Outdoor Recreation Plan, consistent with the FHWA’s National Recreational Trails Program.

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|--------------|-----------|------------|-----------|----------------------------|------------------|
| Task 10 | SPP (30%) | FHWA (55%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$33,953 | \$62,247 | \$16,977 | \$0 | \$113,177 |
| Project 10.3 | SPP (0%) | FHWA (25%) | FTA (0%) | Other (75%) RIDOT/RIDEM | Total (100%) |
| | \$0 | \$75,000 | \$0 | \$225,000 | \$300,000 |
| Project 10.5 | SPP (0%) | FHWA (80%) | FTA (0%) | Other (20%) RIDOT | Total (100%) |
| | \$0 | \$20,000 | \$0 | \$5,000 | \$25,000 |
| Total | | | | | \$438,177 |

Task 11 – Long Range Planning - *Guide development patterns in the state to create a resilient network of concentrated healthy population centers with access to affordable housing, economic opportunity, a good educational system and convenient transit, connected by infrastructure corridors framed by an extensive greenspace network.*

- State Guide Plan – Maintain, implement, and update the State Guide Plan, which is an important tool of the State in that it sets long-range policy (generally 20 years), provides a means to evaluate and coordinate projects or proposals of state importance, sets standards for local comprehensive plans, and serves as a general background information source on various topics.
 - Long Range Transportation Plan – (see Project Sheet 11.1)
 - Historic Preservation Plan (see Project Sheet 11.2)
 - Watershed Plan (see Project Sheet 11.3)
 - Energy Plan (see Project Sheet 11.4)
 - State Land Use Plan – Continue work on data compilation, trend analysis for emerging issues and background studies for a future update of this plan.
 - Growth Centers Implementation (see Project Sheet 11.5)
 - Housing Plan – Continue to participate in efforts to update the Housing Element of the State Guide Plan.

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|---------|-----------|------------|-----------|------------|------------------|
| Task 11 | SPP (60%) | FHWA (30%) | FTA (10%) | Other (0%) | Total (100%) |
| | \$168,940 | \$84,470 | \$28,157 | \$0 | \$281,567 |

Task 12 – Consistency Review - *Ensure intergovernmental coordination on transportation, land use, housing, economic development, etc. and guide state, local and other agency actions to implement the State Guide Plan.*

- Local Comprehensive Plan Review – Rhode Island has a reciprocal system of land use and transportation planning whereby the State sets broad goals and policies through the State Guide Plan and municipalities express local desires and conditions through the development of comprehensive community plans. These local comprehensive plans serve as the basis for land use regulation and establish an implementation program for

achieving each community's and the State's identified goals. Local comprehensive plans are reviewed by the State for consistency with the State Guide Plan including its five transportation based elements, and when approved, become binding on State agencies by requiring conformance of their programs and projects to the comprehensive plan. They also serve as a means for coordinating planning between state and municipal governments. Local comprehensive plans must address certain topics including land use, transportation, economic development, housing etc. These reviews are conducted as local comprehensive plans are submitted.

- Intergovernmental Review – Coordinate the intergovernmental review process, which provides state and municipal government as well as other interested parties with an opportunity to review and comment on certain projects or programs involving federal financial assistance, environmental impact statements, Army Corps of Engineer Permits, and direct federal actions. The process is designed to assure compliance with the State Guide Plan including its five transportation based elements, conformance to local Comprehensive Community Plans, and to facilitate coordination of programs within the state. These reviews are conducted as needed.
- Rhode Island Commerce Corporation Project Review – Coordinate the review of projects proposed or funded by the Rhode Island Commerce Corporation or its subsidiaries to determine conformity with the State Guide Plan including its five transportation based elements. These reviews are conducted as needed.
 - Enter into an agreement with the Quonset Development Corporation to implement a streamlined “pre-approval” review system for proposed projects to be located in the Business Park. Under this system, only projects that would require a variance from the Quonset Business Park Master Land Use and Development Plan would be required to undergo an individual project review for State Guide Plan conformity.
 - Participate in the update of the Quonset Business Park Master Land Use and Development Plan by the Quonset Development Corporation. The Master Plan covers Land Use, Transportation, and Infrastructure for the 3,160 acre Quonset Business Park and its intermodal Davisville shipping port.
- Comprehensive Economic Development Strategy (CEDs) Administration – The U.S. Economic Development Administration (EDA) offers a variety of grant programs, collectively referred to as “Investment Assistance”, that are intended to establish a foundation for sustainable job growth and the building of durable regional economies throughout the United States. Assistance may be for public works projects, economic development initiatives, research, or planning activities. As directed by EDA guidelines, review proposed requests for funding for consistency with the State's CEDs (as found in the State Economic Development Plan) and other elements of the State Guide Plan as applicable. These reviews are conducted as needed.
- Water Supply Planning – Continue to review Water Supply System Management Plans (WSSMPs) and drinking water infrastructure applications for consistency with the State Guide Plan including its land use element which seeks to utilize the provision of such infrastructure as means for guiding where development occurs and minimizing impacts on the States' transportation network.

Task 12.1 – Energy Facility Siting Board Consistency Reviews (100% applicant funded)

- Energy Facility Siting Board – Coordinate the review of applications for energy facilities, including power plants, substations, power lines, storage and transport facilities, and other structures subject to Board review, for consistency with the State Guide Plan and impacts on the socioeconomic fabric of the state. This review is conducted as needed.

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| Task 12 | SPP (73%) | FHWA (20%) | FTA (7%) | Other (0%) | Total (100%) |
| | \$211,450 | \$57,931 | \$20,276 | \$0 | \$289,657 |
| Task 12.1 | SPP (0%) | FHWA (0%) | FTA (0%) | Other (100%) | Total (100%) |
| | \$0 | \$0 | \$0 | \$8,904 | \$8,904 |
| Total | | | | | \$298,561 |

Task 13 – Technical Assistance - *Ensure that residents and businesses have convenient transportation options that are coordinated with opportunities such as access to good jobs, affordable housing, and quality schools, while also balancing environmental sustainability by providing technical assistance and training to state, local and other agencies in support of the State Guide Plan.*

- Technical Assistance to State Agencies, Municipalities, and Other Organizations – Provide timely and convenient training, information, technical assistance, and where possible, financial assistance to State agencies, local officials, and other interested parties on issues affecting transportation and land use planning, including growth center development and transfer of development rights. Respond to requests for technical assistance and planning guidance from local governments, the general public, and other interested parties. Track requests received, the level of effort invested in fulfilling the request, any products or deliverables produced, the final disposition of the request and the time to complete.
 - Rhode Island Land Use Training Collaborative (see Project Sheet 13.1)
 - Comprehensive Plan Requirements Training (see Project Sheet 13.2)
 - Housing Program Support - Work with Rhode Island Housing, the Housing Resources Commission and other partners in providing technical assistance to communities in support of implementation of local affordable housing plans consistent with the State Guide Plan.
 - Planning Challenge Grants (see Project Sheet 13.3)
 - Support to State Agencies and Other Organizations– Continue to serve in an advisory capacity on the following Boards and Commissions - Rhode Island Historic Preservation and Heritage Commission, Water Resources Board, Rhode Island Rivers Council, Agricultural Lands Preservation Commission, Rhode Island Agricultural Partnership, State Conservation Commission, US Natural Resource Conservation Service State Technical Committee, Rhode Island Resource Conservation and Development Council, Rhode Island New Urban Farmers Board, RI Commission of Health Advocacy and Equity, the RI Food and Nutrition Policy Advisory Council, Natural Heritage Preservation Commission, Rhode Island Trails Advisory Committee, Recreation Resources Review Committee, Renewable Energy Coordinating Board, Green Cities and Towns Program, Public Energy Partnership, the Green Building Council and the Office of Energy Resources Municipal Energy Working Group.

- Support to Municipal Governments – Provide technical assistance in the development of comprehensive plans, provide guidance on State statues relating to planning and land use, and answer various planning, land use, and other topical questions as requested.
- Provide technical assistance to municipalities in the coordinated development, dissemination, integration and utilization of GIS data.
- Legislation and Case Law - Monitor pending legislation for bills pertaining to land use and transportation planning, development, and other topics as applicable. Notify staff and other interested parties of such bills. Reach out to other State agencies as necessary, to coordinate positions when pending legislation crosses jurisdictional interests. Draft position papers on pending legislation and testify on relevant bills as requested. Draft legislative impact statements as requested and otherwise work to ensure the passage of sound planning related legislation. Monitor court decisions that affect land use or other planning issues. Notify staff, municipal planners, and other interested parties of major court decisions and their ramifications to the practice.
 - Unified Development Review Alternative (see Project Sheet 13.4)
 - Disaster Zoning Variance Legislation (see Project Sheet 13.5)

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| Task 13 | SPP (23%) | FHWA (60%) | FTA (17%) | Other (0%) | Total (100%) |
| | \$34,527 | \$90,071 | \$25,520 | \$0 | \$150,118 |
| Project 13.1 | SPP (0%) | FHWA (70%) | FTA (10%) | Other (20%) GSRI | Total (100%) |
| | \$0 | \$61,000 | \$9,000 | \$17,500 | \$87,500 |
| Project 13.3 | SPP (0%) | FHWA (80%) | FTA (0%) | Other (20%) Grantee | Total (100%) |
| | \$0 | \$204,201 | \$0 | \$48,000 | \$252,201 |
| Total | | | | | \$489,819 |

Task 14 – Data Management and Coordination - *Improve the management and coordination of spatial and demographic data to support transportation and other planning activities, municipalities, and state agencies.*

- Demographic Data – Coordinate with State agencies, municipalities and others on the integration and sharing of data.
- State Data Center – Continue to serve as the State Data Center, making Census data available locally to the public through a network of state agencies, universities, libraries, and regional and local governments. Compile the following required data sets annually and other duties as required:
 - Vital Statistics Report – Quarter 2
 - Boundary and Annexation Survey – Quarter 3
 - State Data Center Report – Quarter 4
 - Group Quarters Survey – Quarter 1, 4
- Rhode Island Geographic Information System (RIGIS) – Monitor, coordinate, and provide leadership for activities related to the use of GIS technology within Rhode Island, to support initiatives to implement or use the technology, and to manage and provide access to a common database of geographically referenced information.

- Enterprise GIS – Support RIEMA in the development of a statewide enterprise GIS system. Continue to partner with all state agencies actively using GIS to further implement a centralized and common database, application and mapping resource.
- Continue to foster participation in the RI Municipal GIS User Group.
- Continue to hold regular quarterly meetings with the Connecticut and Massachusetts State GIS Coordinators to share experiences, best practices and networking contacts for projects and initiatives that are common to southern New England.
- Update the RIGIS Event Calendar and inform the RIGIS community of newsworthy announcements and upcoming events.

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| Task 14 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$20,420 | \$66,366 | \$15,315 | \$0 | \$102,101 |

Task 15 – Data Development and Analysis - *Provide original data analysis on pertinent topics, provide custom demographic, social, economic, transportation and housing analysis, as requested. Create, maintain, and incorporate data sets important to the State.*

- Demographic Data – Develop transportation, land use, population, employment and housing data analysis and share with federal, state, regional and local agencies.
 - Socio-Economics of Sea Level Rise (see Project Sheet 15.1)
 - Develop Technical Paper on Migration (see Project Sheet 15.2)
 - Publish Census data informational bulletins bi-monthly - Each Bulletin explores data from the U.S. Census or other sources on a particular theme. These Bulletins include basic findings about Rhode Island and its cities and towns, suggest the utility of particular datasets to planners, and provide further resources for exploration.
- RIGIS – Create, maintain, and incorporate new datasets into the RIGIS database.
 - Work with the RI Water Resource Board on obtaining updated water service areas and map water availability by watershed from RI public water suppliers on a regular basis.
 - Continue to work with RIODE, the State e-permitting application pilot project and the state agency source data providers to further develop and enhance the 2015 State Property Geospatial Dataset.
- Highway Functional Classification System – Continue to maintain the Highway Functional Classification, a system of highway designations by area type and facility type.
- Travel Demand Model – Maintain the Travel Demand Model in support of a wide variety of planning activities including accurate socioeconomic, land use and travel forecasting.
 - Travel Demand Model Update and Maintenance (see Project Sheet 15.3)
- Land Use/Land Cover Analysis (see Project Sheet 15.4)
- Vehicle Probe Project Software Suite/INRIX Data (see Project Sheet 15.5)

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| Task 15 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$30,516 | \$99,178 | \$22,887 | \$0 | \$152,581 |
| Project 15.3 | SPP (0%) | FHWA (65%) | FTA (15%) | Other (20%) | Total (100%) |

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|--------------|----------|------------|----------|----------------------|------------------|
| | | | | RIDOT | |
| | \$0 | \$131,348 | \$30,311 | \$40,415 | \$202,074 |
| Project 15.5 | SPP (0%) | FHWA (40%) | FTA (0%) | Other (60%) RIDOT | Total (100%) |
| | | \$105,245 | \$0 | \$157,868 | \$263,113 |
| Total | | | | | \$617,768 |

Task 16 – Data Delivery - Improve the availability, accessibility, and dissemination of spatial and demographic data to State and local governments and data users within the State.

- State Data Center – Disseminate information about Census Bureau trainings, webinars, and various topical publications prepared by its Data Users Branch. Assist state and local government entities, community agencies, business enterprises, educational institutions, and the general public in accessing, understanding and analyzing pertinent Census products. Provide custom demographic, social, economic and housing tabulations, as requested.
 - Publish Annual ACS Estimates on Program’s website – Quarter 4
- RIGIS – Support the maintenance and enhancement of the RIGIS database and ensure the availability of the data to the public.
 - Sustaining and Enhancing Access to the RIGIS Geospatial Database (see Project Sheet 16.1).
 - Archival strategy for GIS information – As funding permits, continue to work with the RI Secretary of State’s Office to develop an overall archival strategy for geospatial information in the State of Rhode Island.
 - RIGIS Database Audit (see Project Sheet 16.2)
 - RI Municipal GIS Online Status Map (see Project Sheet 16.3)

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| Task 16 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$13,495 | \$43,858 | \$10,121 | \$0 | \$67,474 |
| Project 16.1 | SPP (0%) | FHWA (68%) | FTA (12%) | Other (20%) URI-EDC | Total (100%) |
| | \$0 | \$42,500 | \$7,500 | \$12,500 | \$62,500 |
| Total | | | | | \$129,974 |

Task 17 – Equity and Public Outreach - Ensure that all Rhode Islanders regardless of race, ethnic origin, income, age, mobility impairment, or geographic location have the opportunity to be involved in the planning process and are equitably served by the actions, plans, programs, and projects of the Metropolitan Planning Organization.

- Equity in Planning – Assure that Environmental Justice is considered in planning and outreach practices. Implement Title VI of the Civil Rights Act of 1964 by assuring that all residents of the State are represented fairly and not discriminated against in the planning process. Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from federal, state, local or tribal policies
 - Public Participation Plan (see Project Sheet 17.1)
 - Title VI and Limited English Proficiency Plan Implementation (see Project Sheet 17.2)

- Disadvantaged Business Enterprise Reporting (see Project Sheet 17.3)
- Translation Services (see Project Sheet 17.4)
- Assist RIDOT and RIPTA in Title VI program monitoring through the provision of mapping and demographic data as needed.

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|--------------|-----------|------------|-----------|----------------------|------------------|
| Task 17 | SPP (20%) | FHWA (63%) | FTA (17%) | Other (0%) | Total (100%) |
| | \$19,699 | \$62,053 | \$16,744 | \$0 | \$98,496 |
| Project 17.4 | SPP (0%) | FHWA (80%) | FTA (0%) | Other (20%) RIDOT | Total (100%) |
| | \$0 | \$40,000 | \$0 | \$10,000 | \$50,000 |
| Total | | | | | \$148,496 |

Task 18 – Public Information - *Promote public participation by providing timely and user friendly information to the public.*

- Website – Continue to maintain and enhance the MPO website and create web pages for major activities as needed. Increase the use of data visualizations on the website, improving the ability to communicate with our users via map and enhanced graphical charts and tables.
- E-Newsletter – Continue to compile and publish a monthly E-newsletter to interested stakeholders as a means of publicizing federal, state, and local opportunities for funding, networking and educational opportunities in transportation, land use, climate change and other relevant planning topics
- Archives (including aerial photography) - Manage the State’s multi-year inventory of aerial photography, and provide controlled loan access to public and private organizations and individuals to such images for out of house duplication. Maintain the Program’s electronic and paper copy archives of publications including responsibility for the upkeep of the Program’s library.

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|---------|-----------|------------|-----------|------------|-----------------|
| Task 18 | SPP (40%) | FHWA (50%) | FTA (10%) | Other (0%) | Total (100%) |
| | \$28,391 | \$35,489 | \$7,098 | \$0 | \$70,978 |

Task 19 –Performance Management - *Develop a collaborative performance management system by establishing performance measures, targets and metrics.*

- Agency Performance – Continue to collect and report performance data to the RI Office of Performance Management to improve transparency and accountability of state government operations.
- Develop, track and report on a series of detailed and meaningful Performance Measures that will allow the State to gauge the short and long-term success of the State Guide Plan.
 - Performance Management Database and Dashboard (see Project Sheet 19.1)

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|---------|-----------|------------|-----------|------------|-----------------|
| Task 19 | SPP (20%) | FHWA (65%) | FTA (15%) | Other (0%) | Total (100%) |
| | \$6,393 | \$20,777 | \$4,795 | \$0 | \$31,965 |

Task 20 – Other State Initiatives (100% stated funded) – Appropriately respond to internal or legislative requests on topics outside of the Division’s traditional transportation focus.

- State Properties Commission Membership
- Rhode Island Resource Recovery Corporation Board participation

| Task 20 | SPP (100%) | FHWA (0%) | FTA (0%) | Other (0%) | Total (100%) |
|---------|------------|-----------|----------|------------|-----------------|
| | \$23,842 | \$0 | \$0 | \$0 | \$23,842 |

IV. PROJECT DESCRIPTIONS

This section provides detailed descriptions for each of the projects identified above in Section III. Each project sheet or description includes the project title, associated Program area/task, identifies the project manager and supporting staff, provides a project overview, lays out the project management benchmarks by quarter (beginning with July 2015 and ending with June 2016), lists the anticipated products and estimates the amount of FHWA PL and FTA 5303 funding that will be invested excluding personnel and operating costs (see Section V for additional detail). Project sheets are organized and numbered in accordance with their associated task from Section III above and include the following.

Task 3 Transportation Safety

Project 3.1 – Bicycle Planning

Task 4 Corridor Planning

Project 4.1 – East Bay Corridor Study

Project 4.2 – Physical Alteration Permit Report – Implementation Program

Project 4.3 – Innovative Corridor Planning and Capacity Studies

Task 6 Transit Planning

Project 6.1 – Transit Planning Assistance

Project 6.2 – Transit Signal Priority Policy Development

Project 6.3 – Fare Payment Planning

Project 6.4 - Transit/Highway Design Guidebook

Project 6.5 – Commuter Services Planning Study

Project 6.6 – Quonset Transit Plan

Task 7 Transportation Improvement Program (TIP)

Project 7.1 – FY 17-27 Transportation Improvement Program

Project 7.2 – GIS web-based TIP Application

Task 8 Freight Planning

Project 8.1 – Freight and Goods Movement Plan

Project 8.2 – Freight Economic Impacts

Task 9 Regional Transportation Planning Coordination

Project 9.1 – Metropolitan Planning Process Tri-Party Agreement

Project 9.2 – Regional Metropolitan Planning Organization Cooperation

Task 10 Environmental Sustainability

Project 10.1 – Transportation Infrastructure Sea Level Rise Vulnerability Assessment – Municipal Infrastructure

Project 10.2 – EPA Smart Growth Implementation Assistance Grant

Project 10.3 - Greenhouse Gas Reduction Plan

Project 10.4 - Zero Emission Vehicles

Project 10.5 – Air Quality

Task 11 Long Range Planning

- Project 11.1 – Long Range Transportation Plan
- Project 11.2 – Historic Preservation Plan
- Project 11.3 - Watershed Plan
- Project 11.4 – Energy Plan
- Project 11.5 – Growth Centers Implementation

Task 13 Technical Assistance

- Project 13.1 – Rhode Island Land Use Training Collaborative
- Project 13.2 – Comprehensive Plan Requirements Training
- Project 13.3 - Planning Challenge Grants
- Project 13.4 – Unified Development Review Alternative
- Project 13.5 – Disaster Zoning Variance Legislation

Task 15 Data Development and Analysis

- Project 15.1 – Socio-Economics of Sea Level Rise
- Project 15.2 – Migration Technical Paper
- Project 15.3- Travel Demand Model Update and Maintenance
- Project 15.4 – Land Use/Land Cover Analysis
- Project 15.5 - Vehicle Probe Project Software Suite/INRIX Data

Task 16 Data Delivery

- Project 16.1 – Sustaining and Enhancing Access to the RIGIS Geospatial Database
- Project 16.2 – RIGIS Database Audit
- Project 16.3 – RI Municipal GIS Online Status Map

Task 17 Equity and Public Outreach

- Project 17.1 – Public Participation Plan
- Project 17.2 – Title VI and Limited English Proficiency Plan Implementation
- Project 17.3 – Disadvantaged Business Enterprise Reporting
- Project 17.4 – Translation Services

Task 19 Performance Management

- Project 19.1 – Performance Management Database and Dashboard

Project 3.1 Bicycle Planning

Program Area/Task: Transportation Safety

Project Manager: Chris Witt

Supporting Staff: Linsey Callaghan, Siobhan O’Kane, and Benjamin Jacobs, RIDOT – Steve Church, Diane Badorek

Project Overview

The State of Rhode Island is committed to increasing the safety of vulnerable users by planning for bicyclists. Statewide Planning will work with RIDOT and other stakeholders to establish baseline data on bicycle facilities and counts in Rhode Island and develop criteria to prioritize bicycle projects in the TIP. This project has three parts:

- 1) Initiate and establish the Bicycle-Pedestrian Count Technology Pilot program through the deployment of automated pedestrian and bicycle counting equipment and encourage non-motorized monitoring efforts by collecting counts at various locations within Rhode Island. The collection of baseline bicycle-pedestrian counts are necessary for MAP-21 performance based safety program for non-motorized travel. This part of the project has four main elements a) develop a bicycle/pedestrian count program plan, b) purchase and deploy counter technology, c) deliver preliminary counts to FHWA, and d) deliver final counts and report to FHWA.
- 2) Update and expand upon RIDOT’s existing GIS data layer of bicycle facilities in the state to create a comprehensive index of all facilities including state and municipal paths and lanes, as well as ownership and functional information.
- 3) Develop a set of criteria with which to prioritize bicycle projects for the stat’s next TIP. Statewide Planning will organize a standing bicycle/pedestrian subcommittee to the Transportation Advisory Committee to assist with this task.

FY 16 Tasks by Quarter

Quarter 1

- Purchase non-motorized counting technology in cooperation with RIDOT.
- Conduct bicycle/pedestrian counts at sites selected in collaboration with the City of Providence and RIDOT.
- Organize TAC bicycle/pedestrian subcommittee.
- Identify data needs and gaps required for bicycle facility index.

Quarter 2

- Continue to conduct bicycle/pedestrian counts at sites in Providence.
- Deliver preliminary bicycle/pedestrian counts to FHWA.
- Provide a summary report of bicycle-pedestrian counts to the Pedestrian and Bicycle Information Center (PBIC)
- Compile a list of potential TIP criteria from best practices and other sources.
- Work with RIDOT, municipalities, and other stakeholders to compile and assemble data and information for bicycle facility index.

Quarter 3

- Deliver final bicycle/pedestrian counts and report to FHWA.
- Draft list of criteria for TIP prioritization of bicycle projects.
- Complete draft GIS layer and index of bicycle facilities in RI.

Quarter 4

- Complete final list of criteria in collaboration with bicycle/pedestrian subcommittee and the TAC.
- Submit bicycle facilities GIS layer for inclusion in RIGIS database.

Products

- Updated GIS bicycle facilities layer
- Baseline bicycle/pedestrian counts
- Criteria for prioritization of bicycle projects in the TIP

Project Cost (outside of staff time)

\$25,000 (\$20,000 – FHWA grant, \$5,000 - RIDOT)

Project 4.1 East Bay Corridor Study

Program Area/Task: Corridor Planning

Project Manager: Siobhan O’Kane

Supporting Staff: Linsey Callaghan, Mike Moan, Chris Witt, Karen Scott, Bob Rocchio (RIDOT), Sean Raymond (RIDOT)

Project Overview

The SPP will partner with RIDOT, Barrington, Bristol, East Providence, and Warren to conduct a comprehensive, multi-modal transportation master plan for the East Bay. The plan will be used to guide the investment of future funding into the region’s overall transportation system through a program of recommended short, medium, and long-term capital improvements. This plan will reach across all modes of transportation and seek to make modal connections and improvements consistent with sound land use planning - all in an effort to increase overall mobility, modal choice, and safety for residents, businesses, employees, and visitors while decreasing traffic congestion and its negative impacts on our environment, economy and quality of life.

FY 16 Tasks by Quarter

Quarter 1

- No work anticipated

Quarter 2

- No work anticipated

Quarter 3

- Meet with planners in Barrington, Warren, Bristol and East Providence to finalize project approach.
- Meet with Roger Williams University (RWU) to define their role in the project.
- Reach out to managers, councils, etc. for buy in to East Bay Corridor Study
- Execute an MOU with RIDOT on this project

Quarter 4

- Execute MOU’s with Barrington, Warren, Bristol and East Providence for this project
- Finalize RFP for project manager and full corridor study
- Form a project advisory team to lead project
- Release RFPs for project manager and full corridor study.

FY 17 Tasks by Quarter

Quarter 1

- Identify a preferred consultant and execute a contract with the firm.
- Develop a detailed work plan in collaboration with the selected consultant and begin development of the East Bay Corridor Study.
- Continue regular meetings of the Project Advisory Committee.

Quarter 2

- Hold project kick-off meeting
- Begin development of the East Bay Corridor Study. *

- Continue regular meetings of the Project Advisory Committee.
- In cooperation with RWU, begin engagement of and outreach to private and public stakeholders.

Quarter 3

- Continue development of the East Bay Corridor Study. *
- Continue regular meetings of the Project Advisory Committee.

Quarter 4

- Continue development of the East Bay Corridor Study. *
- Continue regular meetings of the Project Advisory Committee.

FY 18 Tasks by Quarter

Quarter 1

- Continue development of the East Bay Corridor Study. *
- Continue regular meetings of the Project Advisory Committee.

Quarter 2

- Complete a final draft of the East Bay Corridor Study that is approved by the Project Advisory Committee.
- Continue regular meetings of the Project Advisory Committee.

Quarter 3

- Present the East Bay Corridor Study to the Transportation Advisory Committee, Technical Committee and State Planning Council for information.
- Continue regular meetings of the Project Advisory Committee to plan for implementation.

**A detailed work plan and timeline will be developed once Statewide Planning hires a consultant for the project.*

Products

- East Bay Corridor Study

Project Cost (outside of staff time)

\$500,000 (\$350,000 – FHWA, \$50,000 – FTA, \$100,000 – RIDOT)

Project 4.2 Physical Alteration Report - Implementation Program

Program Area/Task: Corridor Planning

Project Manager: Linsey Callaghan

Supporting Staff: Michael Moan, Julie Oakley (RIDOT), Tom Queenan (RIDOT), Stephen Devine (RIDOT), Kevin Nelson, and Benny Bergantino.

Project Overview: Advocate for the implementation of the recommendations of the Physical Alteration Permit (PAP) Report completed through the Congestion Management Task Force.

FY 16 tasks by quarter

Quarter 1

- Engage and solicit input from other state agencies such as RIPTA in the PAP evaluation process.
- Engage and solicit feedback from the municipal planners on the following aspects of the PAP application and review process: (SPP lead)
 - Municipal inclusion in proposed RIDOT hosted PAP application conceptual design meetings
 - Opportunity for municipalities to provide comments to RIDOT within 30 days of their receiving a PAP application
 - Change of use PAP applications
 - Recommended municipal circulation/review process for PAP applications
 - Municipal PAP sign-off form
 - Municipal/Developer PAP informational brochure
- Develop recommended changes for the PAP Manual related to the following: (RIDOT lead)
 - Access management and design best practices
 - Change of use permit definition
 - Opportunity for municipal input for change of use determination
 - PAP modification of an existing permit
 - PAP denial and appeal process
 - Conditions of PAP permit approval
- Develop a draft PDF for the revised PAP application form (RIDOT lead)
- Develop an application checklist for RIDOT to ensure all permit elements are submitted by the applicant (RIDOT lead)

Quarter 2

- Work on revisions to the PAP fee schedule (RIDOT – lead)
- Work with RIDOT on improvements to the PAP database to provide linked access between Design and Maintenance and begin discussions on the online PAP permit tracking portal. (RIDOT lead)
- Develop alternatives for improved regulatory coordination and timing for municipalities to require PAP permits (and potentially other state permits) during the municipal review process related to zoning, subdivision, and land development plan applications, as well as building permits (SPP & RIDOT)

- Engage municipal planners, engineering consultants, RI American Planning Association, RI Builders Association, and potentially others in the drafting of the alternative regulatory approach. (SPP lead)
- Develop the following draft products: (SPP lead)
 - Municipal PAP sign-off review form
 - Model municipal access management ordinance
 - Guidance on municipal circulation/review process for PAP applications
 - Municipal/developer PAP informational brochure

Quarter 3

- Continue to draft alternative for improved regulatory coordination and timing for municipalities to require PAP permits.
- Develop a proactive corridor management program by developing a list of priority roadways under state jurisdiction that should be subject to access management best practices. (SPP & RIDOT)
- Continue to develop/finalize products listed above
- Continue to assess RIDOT recommended changes to the PAP Manual listed above.
- Finalize PDF PAP application forms and checklist
- Work with RIDOT to adopt the revised PAP fee schedule

Quarter 4

- Submit final draft alternative to DOA and RIDOT legal departments and RI General Assembly for improved regulatory coordination and timing for municipalities to require PAP permits (and potentially other state permits) during the municipal review process related to zoning, subdivision, and land development plan applications, as well as building permits. (SPP & RIDOT)
- Distribute and provide outreach to the municipalities on the following PAP application enhancements and access management tools: (SPP & RIDOT)
 - Model access management ordinance
 - Informational PAP brochure for municipalities
 - Recommended municipal circulation/review process for PAP applications
 - Municipal PAP sign-off review form
- Adopt with RIDOT appropriate access management elements for the RIDOT PAP Manual and Highway and Traffic Design Manuals. (RIDOT lead)
- Finalize and adopt with RIDOT the revised PAP application fee schedule (RIDOT lead)
- Adopt and post online revised PDF PAP application form (RIDOT lead)
- Adopt and post online PDF PAP application checklist (RIDOT lead)
- Present the proactive corridor management program to the CMTF with a list of priority roadways under state jurisdiction that should be subject to access management best practices. (SPP & RIDOT)

Products

- Alternative for improved regulatory coordination and timing for municipalities to require PAP permits
- Model access management municipal zoning ordinance
- Informational PAP brochure for municipalities
- Recommended municipal circulation/review process for PAP applications

- Municipal PAP sign-off review form
- Revisions to RIDOT Physical Alteration Permit Manual and potentially to the RIDOT Highway Design Manual and Traffic Design Manual
- PDF PAP application form
- PAP application checklist
- Revised PAP application fee schedule
- RIDOT enhanced database
- RIDOT PAP application online tracking portal
- State corridor management program with a list of priority roadways under state jurisdiction that should be subject to access management best practices.

Project Cost (outside of staff time): None

Project 4.3 Innovative Corridor Planning & Capacity Studies

Program Area/Task: Corridor Planning

Project Manager: Julie Oakley, RIDOT

Supporting Staff: Thomas Queenan, Steve Devine, RIDOT Engineering Staff, Mike Moan

Project Overview

The Rhode Island Department of Transportation (RIDOT) has identified several opportunities statewide to evaluate previously oversized, underutilized, or incomplete corridors that would greatly benefit from an innovative corridor planning and highway capacity study to coordinate current and future land use and transportation needs. By examining these corridors with a holistic approach there will be the opportunity to improve congestion, free up land for development, and/or create a multi-modal flow within our highway network.

In addition, RIDOT will be utilizing Strategy H.3.t in Transportation 2035 Long Range Plan to address current and potential congestion areas within the Interstate System under this effort. RIDOT will be undertaking an overall assessment, including traffic volumes, truck traffic/freight flow, adjacent land uses, ROW width, environmental constraints, mode shift potentials, capacity expansion options, ITS enhancements etc. for all study areas identified.

RIDOT has designated the following corridors as its first priority project for FY 2016 – 2017:

- Route 116, Cumberland to Lincoln
- Henderson Bridge to Route 44, East Providence
- Meshanticut Interchange, Cranston

FY 16 Tasks by Quarter

Quarter 1

- Finalize SOW and RFP for on-call consultant

Quarter 2

- Advertise RFP and receive consultant proposals

Quarter 3

- Award contract to consultant
- Meet with local planning staff to finalize project approach and study area for the 3 identified locations
- Contact municipal leadership as needed to create buy-in for the project

Quarter 4

- Hold project kick-off meeting
- Begin development of the Corridor Planning and Highway Capacity Study for the 3 identified locations

FY 17 Tasks by Quarter

Quarter 1

- Continue development of the Corridor Planning and Highway Capacity Study for the 3 identified locations

Quarter 2

- Continue development of the Corridor Planning and Highway Capacity Study for the 3 identified locations

Quarter 3

- Continue development of the Corridor Planning and Highway Capacity Study for the 3 identified locations

Quarter 4

- Complete final draft of the Corridor Planning and Highway Capacity Study for the 3 identified locations

Products

- Corridor Planning and Highway Capacity Study for the 3 identified locations

Project Cost (outside of staff time)

\$250,000 (\$200,000 – FHWA, \$50,000 – RIDOT)

Project 6.1 Transit Planning Assistance

Program Area/Task: Transit Planning

Project Manager: RIDOT Intermodal Planning: Andy Koziol

Supporting Staff: RIDOT Intermodal Planning: Steve Devine, Statewide Planning: Linsey Callahan, Michael Moan, RIPTA Planning: Amy Pettine

Project Overview

The Transit Planning Assistance project, initiated in FY 2015, has been refined to specify three main tasks that will support ongoing and future commuter rail service in Rhode Island. Task 1 will perform a planning-level analysis of a third track extension from the end of the FRIP in Davisville to Kingston Station. Task 2 will provide quarterly ridership counts at RI's three commuter rail stations. Task 3 will develop a draft FTA Title VI plan.

During FY 2015, RIDOT was able to develop and advertise an RFP for consultant services, evaluate proposals and award the contract, and begin efforts on the three tasks. During FY 2016, the efforts on this two-year contract will be advanced.

FY 16 Tasks by Quarter:

Quarter 1

- Continued analysis of environmental/physical constraints for a third track extension from Davisville to Kingston Station
- Continued ridership counts
- Completion of FTA Title VI draft

Quarter 2

- Continued ridership counts
- Development of third track alternatives

Quarter 3

- Continued ridership counts
- Analysis of third track alternatives

Quarter 4

- Continued ridership counts
- Draft recommendations for third track alternative

Products

- Third track feasibility report
- RI commuter rail station observation count report
- Draft FTA Title VI Report

Project Cost (outside of staff time): \$250,000 (\$200,000 FTA, \$50,000 RIDOT)

Project 6.2 Transit Signal Priority Policy (TSP) Development

Program Area/Task: Transit Planning

Project Manager: Amy Pettine, RIPTA, Greg Nordine, RIPTA

Supporting Staff: Bob Rocchio, RIDOT

Project Overview:

With RIPTA's recent investments in TSP, we need to build upon this initial effort to evaluate its impact, review policies and determine future investment. TSP includes a maintenance cost, so it is prudent to install TSP at locations where the impact will warrant the increased maintenance cost to RIPTA. TSP also allows RIPTA to operate more efficiently as it reduces dwell time at intersections and allows buses to move more quickly down congested corridors. By increasing efficiency, RIPTA is able to provide a greater level of service with the same level of operating dollars.

RIPTA will hire a consultant to analyze traffic signals throughout the state and RIPTA bus service to develop a plan for the further development and implementation of TSP beyond the initial R-Line project. The consultant will also review the RIDOT traffic program to determine possible cost-effective strategies for future TSP investment.

This consultant will weigh the costs of implementation with the effectiveness of a TSP network across the state so that RIPTA and RIDOT can optimize its return on investment.

The consultant will also review the process by which RIPTA, RIDOT and municipalities worked together on TSP to identify a program of work moving forward, including review of policies and agreements. This project began in FY15.

FY 16 tasks by quarter:

Quarter 1&2

- Conduct Study

Quarter 3

- Develop Capital Program for Expansion based on Recommendations

Products

- Traffic Signal Priority Study

Project Cost (outside of staff time): \$150,000 (\$7,500 FHWA, \$112,500 FTA, \$30,000 RIPTA)

Project 6.3 Fare Payment Planning

Program Area/Task: Transit Planning

Project Manager: RIPTA Planning (Amy Pettine)

Supporting Staff: RIPTA Planning (Kevin Perry), RIDOT Intermodal Planning (Steve Devine)

Project Overview:

- This project is an expansion of the FY 2014 fare payment planning project. The purpose of the project is to:
- Maximize fare revenue while maintaining ridership.
- Advance the goal of cashless payment by researching options such as smart cards and proof-of-payment
- Grow ridership while meeting or exceeding the established fare standard
- Develop an implementation plan to enable the state to adopt its future fare media and fare policies

RIPTA and RIDOT will work with a consultant to review current fare media costs, develop baseline ridership, develop fare elasticities, recommend standard bulk pricing, recommend new or alternative fare products, review fare integration across services and agencies, and create policies for transfers and fare integration. This project began in FY 15.

FY 16 tasks by quarter:

Quarter 1

- Facilitate adoption of a fare policy plan
- Develop an implementation plan for introducing a new fare payment plan

Products

- Memos and reports as needed
- Cost analysis of current fare payment systems
- Elasticity figures for each rider segment
- Recommended price points for bulk contracts
- Recommended fare media options
- Implementation plan

Project Cost (outside of staff time): \$170,540 (\$8,527 FHWA, \$127,905 FTA, \$34,108 RIPTA)

Project 6.4 Transit/Highway Design Guidebook

Program Area/Task: Transit Planning

Project Manager: RIPTA Planning (Amy Pettine)

Supporting Staff: RIDOT Planning (Steve Devine), RIDOT Planning (Andy Koziol), RIDOT Engineering (Bob Smith Staff), Statewide Planning (Linsey Callahan)

Project Overview

To develop a user-friendly design guidebook to assist highway engineers and planners on the specific physical needs solutions for transit (i.e. bus stops improvements bus lanes, traffic signals as part complete streets analysis on roadway projects. RIPTA's expanding bus network has fostered a close working relationship with RIDOT on a case-by-case basis. The intent of this guidebook is to establish a more permanent and sustainable consideration of bus transit as part of infrastructure design. This project began in FY 15.

FY 16 tasks by quarter:

Quarter 1

- Draft Guidebook

Quarter 2

- Coordination & Revisions
- Final Guidebook

Products

- Scoping Document
- Draft Guidebook
- Final Guidebook

Project Cost (outside of staff time): Total - \$100,000 (\$20,000 FHWA, \$60,000 FTA, \$10,000 RIDOT and \$10,000 RIPTA)

Project 6.5 Commuter Services Planning Study

Program Area/Task: Transit Planning

Project Manager: Amy Pettine, RIPTA, Dave Martone, RIDOT

Supporting Staff: Andy Koziol, RIDOT, Greg Nordin, RIPTA, Linsey Callaghan, RISPP

Since the original development of Rhode Island's earliest Park and Ride lots, the state has experienced significant changes in population, land use, and transportation. The transportation network now includes five active train stations. RIPTA's commuter bus routes now include a "Downtown Loop" that directly connects RIPTA commuter express routes with major employment centers throughout downtown Providence.

This project will seek to evaluate the current Park and Ride lot network and the services that are provided to them. The project will also propose changes that will support better transportation choices for commuters. The resulting commuter bus service and park and ride plan will allow us to prioritize investments at a time when the use of State and Federal Dollars are extremely competitive. This project also aligns with Statewide Planning's goals seeking to link dense, residential areas with viable job opportunities.

Baseline assessment will include:

- Evaluation of existing conditions
 - Inventory of each lot (lot location and number of marked parking spaces)
 - Condition assessment (suitable for Asset Management planning)
 - Origin/destination study
 - Ownership, current maintenance responsibility
- Monitoring lots to assess capacity and use, including weekday and weekend use (This shall include counting all vehicles in the lots. This shall be done once a month for weekday day use and once a month for weekend use – no fewer than a combined inspection of two times per month per lot. This will be for the duration of the contract).
- Review of geographic relationship between Park and Ride Lots, RIPTA bus services, the state's five active train stations and employment centers.

Project recommendations will include recommendations for both operational changes and capital investments. The Commuter Service Plan will consider ideas such as:

- Addition, expansion, reduction, or elimination of park and ride lots
- Feasibility of paid park and ride lots upon analysis of RIDOT's annual O&M costs
- Lot amenities (bus shelters, landscaping, etc.).
- Bus on Shoulder Operations
- High Occupancy Vehicle Lanes
- Enhanced transit vehicles with premium features (luggage racks, WiFi, electric outlets)
- New/different transit service
- Streamlined boarding
- Streamlined boarding procedures (on-highway boarding)

- Public/private partnerships in Park and Ride lot operations including potential for commercial activity

The project will align with the Statewide Planning-supported Fare Study, which includes review of providing premium service products to connect commuters with downtown Providence.

This planning study will determine the effectiveness of each of these investments by comparing the capital improvement costs with the benefit gained. The consultant will then be responsible for helping to prioritize which investments are worthwhile and should be pursued for implementation.

As a final task, the contractor will be required to facilitate the implementation of these recommendations by providing a clear plan identifying the required steps to enable the proposed changes, including identification of ownership and maintenance responsibility for each lot. In cases where identified lots are privately owned, leasing terms will be clearly identified.

FY16 tasks by quarter:

Quarter 1

- Develop and advertise RFP

Quarter 2

- Obtain and evaluate consultant proposals

Quarter 3

- Award contract to selected consultant

Quarter 4

- Existing conditions analysis to include lot inventory, ownership/maintenance responsibility, lot condition, vehicle counts, transit connections, relationship to population and job concentrations, etc.

FY17 tasks by quarter:

Quarter 1

- Development of draft recommendations to include potential for addition of new lots and their locations, expansion/reduction of lot sizes, the removal of some lots (selling the lots and/or cancelling bus service to the lots), parking fare analysis, lot amenities (bus shelters, landscaping, etc.).

Quarter 2

- Draft Park and Ride Lot Plan
- Final Park and Ride Lot Plan

Products

- Comprehensive Commuter Bus Services Plan, including recommendations for Park and Ride investments

Project Cost (outside of staff time):

\$300,000 (\$120,000 FHWA, \$120,000 FTA, \$30,000 RIPTA, \$30,000 RIDOT)

Project 6.6 – Quonset Transit Plan

Program Area/Task: Transit Planning

Project Manager: Seth Morgan, RIPTA

Supporting Staff: Steve Devine, RIDOT

Project Overview

Quonset Business Park is a large, growing business park that is not currently supported by RIPTA transit service. Because of its location approximately 20 miles south of downtown Providence and operational hours that are not reflective of traditional business hours, RIPTA has struggled to provide cost-effective and sufficient service levels for Quonset’s potential ridership.

With the *Quonset Transit Plan*, RIPTA will gather data about the travel patterns of employees within the park. This will involve close cooperation with Quonset tenants in collecting this data.

Data points of particular relevance include:

- Origin location for Quonset workers
- Shift times and days for Quonset workers
- Propensity for transit use based on demographic factors

This project will have three explicit goals:

- Create a transit market report
- Create a demand and cost-constrained service plan
- Form contractual relationships with businesses within the Quonset Business Park to incentivize ridership of any newly developed services.

This plan will be developed in collaboration with the Quonset Development Corporation and their tenants to ensure that it meets the long-term goals of the park, while also ensuring that any transit service is well-integrated with other transit services. Furthermore, RIPTA will use this study as leverage to increase employer participation in RIPTA’s corporate bus pass program (Ecopass) as well as develop other possible partnerships.

FY 16 tasks by quarter

Quarter 1

- Scoping

Quarter 2

- Issue RFP
- Conduct Data Collection and Analysis

Quarter 3

- Final market analysis and service plan

Products

Quonset Transit Market and Service Plan

Project Cost (outside of staff time): \$75,000 (\$60,000 FTA, \$15,000 RIPTA)

Project 7.1 FY 2017 – 2027 Transportation Improvement Program (TIP)

Program Area/Task: Transportation Improvement Program

Project Manager: Karen Scott

Supporting Staff: Kevin Flynn, Benjamin Jacobs, Michael Moan, Jared Rhodes, Linsey Callaghan, Siobhan O’Kane, Chris Witt

Project Overview

Develop the FY 2017 – 2027 TIP in accordance with MAP-21 funding requirements and categories and according to the Rhode Island State Planning Council Rules of Procedure.

FY 16 tasks by quarter:

Quarter 1

- Presentation by RIDOT leadership to TAC and SPC on the RIDOT 10 Year Plan.
- Finalize for including projects into the TIP and selection criteria
- Finalize overall TIP timeline
- Finalize programmatic investment levels
- Draft TIP solicitation paperwork
- Present RIDOT’s specific recommended project list to TAC

Quarter 2

- Approval of TIP solicitation process and RIDOT recommended project list by SPC
- Mail TIP solicitation package
- Host informational workshops on TIP solicitation
- Host regional workshops to present TIP proposals

Quarter 3

- TIP applications reviewed by TAC subcommittees and ranked
- Present draft TIP to TAC

Quarter 4

- Present draft TIP to SPC
- Public hearing and comment period of draft TIP

FY 17 tasks by quarter:

Quarter 1

- Present final TIP to TAC and SPC for approval
- Forward TIP to Governor for approval
- Forward TIP to FHWA/FTA for approval

Products

- Final FY 2017 – 2027 Transportation Improvement Program

Project Cost (outside of staff time): None

Project 7.2 GIS Web Based TIP Application

Program Area/Task: Transportation Improvement Program

Project Manager: Linsey Callaghan

Supporting Staff: Chris Witt, Benjamin Jacobs

Project Overview

In collaboration with the Rhode Island Department of Transportation (RIDOT), develop a GIS-based web application for the Transportation Improvement Program (TIP). This tool will allow the user to identify project locations and limits based on the underlying GIS data and show the project in the context of the needs of the entire Rhode Island transportation system. The web application will enable a more transparent, systematic, and data-driven process for prioritizing the major transportation investments in the state.

FY 16 tasks by quarter:

Quarter 1

- Finalize software specifications
- Get project approved by Project Review Committee

Quarter 2

- Hire qualified vendor through an MPA or RFP process

Quarter 3

- Begin implementation of software

Quarter 4

- Complete transition to on-line TIP viewer

Products

- GIS based web interface for TIP

Project Cost (outside of staff time): \$500,000 (\$300,000 – FHWA, \$100,000 FTA, \$100,000 – RIDOT)

Project 8.1 Freight and Goods Movement Plan

Program Area/Task: Freight Planning

Project Manager: Chris Witt

Supporting Staff: Linsey Callaghan, Siobhan O’Kane, Chris Witt

Project Overview

The Statewide Planning Program will continue work from FY 2015 in the development of work with the Freight Advisory Committee and other stakeholders to develop a Statewide Freight and Goods Movement Plan, which will include a set of recommendations, linked to an implementation action plan, that enhance the movement of freight in and through Rhode Island. Plan development will include an analysis of critical freight infrastructure, freight flows in the state, and freight-related policies. Statewide Planning will continue to work with the hired consultant in the development of the Statewide Freight and Goods Movement Plan. The completed plan will meet the MAP-21 recommendations for state freight plans, and it will position the state to take advantage of the increased federal funding share available for freight-related projects in states with freight plans approved by FHWA. This project was initiated in FY 14.

FY 16 tasks by quarter:

Quarter 1

- Develop freight and logistics infrastructure recommendations
- Evaluate and analyze proposed infrastructure projects.
- Begin development of implementation action plan.
- Continue regular meetings of the Freight Advisory Committee.

Quarter 2

- Review freight policy, ownership, regulation, and pricing issues in RI.
- Identify policy and regulatory recommendations.
- Continue development of the implementation action plan.
- Begin review and development of existing and new freight performance measures.
- Continue regular meetings of the Freight Advisory Committee.

Quarter 3

- Complete implementation action plan and performance measures.
- Complete draft State Freight and Goods Movement Plan
- Continue regular meetings of the Freight Advisory Committee.

Quarter 4

- Present the State Freight Plan to the State Technical Committee and State Planning Council for their approval.
- Continue regular meetings of the Freight Advisory Committee.

Products

- Statewide Freight and Goods Movement Plan

Project Cost (outside of staff time): Total Project - \$600,000 (\$480,000 – FHWA, \$55,000 – RIDOT, \$65,000 – BRWCT). Current Balance - \$567,521 (\$480,000-FHWA, \$55,000 – RIDOT, \$32,521 BRWCT)

Project 8.2 Freight Economic Impacts

Program Area/Task: Freight Planning

Project Manager: Chris Witt

Supporting Staff: Linsey Callaghan, Benjamin Jacobs

Project Overview

In FY 2015 the Statewide Planning Program received \$150,000 through FHWA's Strategic Highway Research Program (SHRP 2) for the use of two economic impact assessment tools: C03 - Transportation Project Impact Case Studies and C11 – Tools for Assessing Wider Economic Benefits of Transportation. Statewide Planning is collaborating with RIDOT to use the tools in the development of the Statewide Freight and Goods Movement Plan and specifically in the evaluation and prioritization of freight transportation projects proposed during the planning process. It will augment the benefit-cost analysis the state will use to evaluate freight projects in the plan. Statewide Planning has issued a RFP to hire a consultant to assist with the C03/C11 tools, and it expects to sign a contract in the fourth quarter of 2015.

FY 16 tasks by quarter:

Quarter 1

- Identify projects to be evaluated with C03 tool.
- Complete analysis of projects with C03 tool.
- Identify projects to be evaluated with C11 tool.
- Present to RI Freight Advisory Committee on C03/C11 tools.

Quarter 2

- Complete analysis of projects with C11 tool.
- Complete project case studies to be added to C03 database.
- Complete final report and presentation on C03 tool.
- Present to RI Freight Advisory Committee on results of C03/C11 analysis.

Quarter 3

- Complete final report and presentation on C11 tool.
- Complete users guide for C03/C11 tools.

Quarter 4

- Project complete. No tasks.

Products

- Reports on the results of the analysis of freight projects using C03/C11 tools.
- Two case studies for inclusion in C03 database.
- Users guide to C03/C11 tools.

Project Cost (outside of staff time): \$150,000 (FHWA- SHRP 2 grant)

Project 9.1 Metropolitan Planning Process Tri-Party Agreement

Program Area/Task: Regional Transportation Planning Coordination

Project Manager: Karen Scott

Supporting Staff: Linsey Callaghan, Chris Witt

Project Overview

The Rhode Island Metropolitan Planning Organization, RIDOT and RIPTA are responsible for maintaining a continuing, cooperative and comprehensive transportation planning process. A single agreement outlining the roles and responsibilities of each organization in carrying out the metropolitan planning process will serve as the clearest way to articulate each agency's diverse function. This project began in FY 15.

FY 16 tasks by quarter:

Quarter 1

- Present draft agreement to Transportation Advisory Committee and State Planning Council for approval.
- Sign agreement with RIDOT and RIPTA.

Products

- Consolidated Tri-Party Agreement for Metropolitan Transportation Planning

Project Cost (outside of staff time): None

Project 9.2 Regional Metropolitan Planning Organization Cooperation

Program Area/Task: Regional Transportation Planning Coordination

Project Manager: Karen Scott

Supporting Staff: Linsey Callaghan, Chris Witt

Project Overview

Update MOUs with Southeastern Regional Planning and Economic Development District and the Central Massachusetts Regional Planning Commission and execute MOU with Southeastern Connecticut Council of Governments.

FY 16 tasks by quarter:

Quarter 1

- None

Quarter 2

- Update MOU with Southeastern Regional Planning and Economic Development District

Quarter 3

- Update MOU with Central Massachusetts Regional Planning Commission

Quarter 4

- Execute MOU with Southeastern Connecticut Council of Governments

Products

- 3 MOU's for regional cooperation with neighboring MPOs.

Project Cost (outside of staff time): None

Project 10.1 Transportation Infrastructure Sea Level Rise Vulnerability Assessment – Municipal Infrastructure

Program Area/Task: Environmental Sustainability

Project Manager: Benjamin Jacobs

Supporting Staff: Linsey Callaghan, Christina Delage Baza, Vin Flood, Jared Rhodes, and Chris Witt

Project Overview

Following upon the Vulnerability of Transportation Assets to Sea Level Rise, Technical Paper 164 (2015) and its analysis of sea level rise under 1 foot, 3 feet, and 5 feet scenarios, staff will expand the scope of the analysis from state maintained transportation assets to now include municipal transportation infrastructure under the same sea level rise scenarios. This added layer of analysis will account for the vulnerability municipally maintained transportation infrastructure including roadways, rail lines, bicycle paths, ports and harbors, RIPTA bus routes (on local roads), intermodal hubs, and bridges. The intent is to provide additional information to local public works departments, planners, and state agencies as they begin to assess vulnerability and prioritize adaptation needs under sea level rise.

Following the inclusion of municipal assets into the sea level rise scenario analysis, together with the previously identified state maintained vulnerable transportation infrastructure, staff will work to establish a method for evaluating vulnerability as part of the TIP cycle.

FY 16 tasks by quarter:

Quarter 1

- Review availability of various indicators for vulnerability (exposure, sensitivity, adaptive capacity) and risk (likelihood, impact) based on data availability and working group input
- Determine the subset of municipal assets to assess for vulnerability and risk
- Determine relative ranking thresholds for each component of vulnerability and risk (e.g. low/med/high or 1-5) and utilize Technical Paper's 164 ranking scheme for risk
- Complete the vulnerability and risk assessment for selected municipal assets

Quarter 2

- Assess subset of municipal assets using ranking methodology
- Draft report with tables and map atlas

Quarter 3

- Revise and finalize revised report and factsheet
- Generate and post online the report products
- Finalize and incorporate GIS data layers resulting from Sea Level Rise transportation planning analysis into the RIGIS database, including 1, 3 and 5-foot inundation levels of sea level rise.

Quarter 4

- Establish a method for evaluating vulnerability as part of the TIP cycle.

Products

- Deliverables
 - Vulnerability and risk profiles for selected municipal assets
 - Table summarizing relative risk of selected municipal assets
 - Mapping
- Final Deliverable
 - Updated Report, posted online, that summarizes methodology, describes findings, and discusses adaptation options
- Methodology for evaluating vulnerability as part of the TIP cycle

Project Cost (outside of staff time): None

Project 10.2 EPA Smart Growth Implementation Assistance Grant

Program Area/Task: Environmental Sustainability

Project Manager: Caitlin Greeley

Supporting Staff: Chelsea Siefert

Project Overview

This project builds on our climate change, land use and transportation planning work to focus on impacts and opportunities for economic development around climate change. It was awarded technical assistance through EPA's Smart Growth Implementation Assistance program in 2013 and kicked off in 2014. The project will produce a methodology for planners and stakeholders to use commonly available data to understand the impacts and opportunities of climate change for the private sector. The tool will be piloted for North Kingstown including the Quonset Business Park and the Port of Davisville and will then be made available to a wider audience.

FY 16 tasks by quarter:

Because the technical assistance contract is managed by EPA, the timeframe for the project largely depends on EPA and the contractor. The following is an approximation by Quarter of the tasks, based on the status of the project as of April 2015.

Quarter 1

- Assist North Kingstown with piloting the framework developed by consultants
- Review pilot results from North Kingstown
- Provide input and review draft strategies that consultants develop to address vulnerabilities and opportunities
- Manage consultant site visit and stakeholder follow-up with draft strategies

Quarter 2

- Provide input on draft outline and report
- Review versions of the framework and final report

Products

- Framework for assessing potential hazard and climate impacts on economic activity.
- A report that describes how the framework was developed; summarizes the results of the North Kingstown pilot; explains how other communities could apply this framework; lists data gaps that, if filled, would strengthen the framework; and lists the options for economic resilience, finalized and prioritized based on the discussions in North Kingstown.

Project Cost (outside of staff time): None

Project 10.3 Rhode Island Greenhouse Gas Reduction Plan

Program Area/Task: Environmental Sustainability

Project Manager: Meredith Brady, RIDOT

Supporting Staff: Danny Musher, Office of Energy Resources; Liz Stone, RIDEM; Doug McVay, RIDEM; Frank Stevenson, RIDEM; Ben Jacobs, Statewide Planning; Amy Pettine, RIPTA.

Project Overview

Resilient Rhode Island Act of 2014 was enacted by the General Assembly in June 2014 and included the following mandate:

No later than December 31, 2016, submit to the governor and general assembly a plan that includes strategies, programs and actions to meet targets for greenhouse gas emissions reductions as follows:

- i. Ten percent (10%) below 1990 levels by 2020;
- ii. Forty-five percent (45%) below 1990 levels by 2035;
- iii. Eighty percent (80%) below 1990 levels by 2050;
- iv. The plan shall also include procedures and metrics for periodic measurement, not less frequently than once every five (5) years, of progress necessary to meet these targets and for evaluating the possibility of meeting higher targets through cost-effective measures.

There are three areas which can provide emissions reductions or alternate power sources that should be considered as Rhode Island moves forward with the plan: Electricity, Thermal, and Transportation. Transportation emissions account for 28% of all greenhouse gas emissions nationally, and a larger share in the northeast. FHWA has indicated that greenhouse gas emissions must be considered going forward with planning efforts, such as the Long Range Transportation Plan and the TIP/STIP.

The steering committee to develop the plan, a committee composed of staff from the Executive Climate Change Coordinating Council (EC4), has determined that consultant assistance will be needed to complete the plan by December 31, 2016, and also to thoroughly analyze all options.

FY 16 tasks by quarter:

Quarter 1

- Convene stakeholders to review proposals and select consultant (RFP issues in Q4 FY2015).
- Work with EC4 and consultant to begin review of existing documentation and necessary information gathering.
- Begin monthly meetings as working group to direct progress of consultant.

Quarter 2

- Provide support to consultant as necessary.
- Continue monthly meetings as working group to direct progress of consultant.

Quarter 3

- Continue monthly meetings as working group to direct progress of consultant.
- Begin preparations for public outreach component of GHG Plan by selecting communities and locations for public meetings.

Quarter 4

- Review initial draft of GHG Plan, provide additional direction to consultant.
- Present draft of GHG Plan to EC4.
- Assist in holding public hearings on the draft GHG Plan.

Products

- Rhode Island Greenhouse Gas Reduction Plan

Project Cost (outside of staff time):

\$300,000 (\$75,000 – FHWA, RIDOT - \$75,000, RIDEM - \$150,000)

Project 10.4 Zero Emission Vehicles (ZEV)

Program Area/Task: Environmental Sustainability

Project Manager: Benjamin Jacobs

Supporting Staff: Linsey Callaghan, Chris Witt, Siobhan O’Kane, Kevin Nelson

Project Overview

As part of the state’s commitment to the Regional Greenhouse Gas Initiative, staff will support the efforts of the Office of Energy Resources’ Zero Emission Vehicles (ZEV) Working Group. Statewide Planning will lead the effort to draft a model ZEV municipal parking ordinance and charging station accommodations to encourage ZEV use in Rhode Island. As part of this effort, staff will review the needs of ZEVs, review current parking policies, and draft a model ordinance for municipalities to accommodate ZEV use. Best practices for the enforcement of ZEV priority parking spaces and charging stations will also be recommended.

FY 16 tasks by quarter

Quarter 1

- Review current municipal parking policies
- Review legal status of parking requirements and enforcement in Rhode Island
- Review similar efforts and ordinances established in other areas
- Review current physical requirements of charging stations

Quarter 2

- Consult with stakeholders
- Draft model municipal ZEV parking and charging station ordinance

Quarter 3

- Seek comments from stakeholders and ZEV Working Group on draft model municipal ZEV parking and charging station ordinance
- Revise and finalize draft model municipal ZEV parking and charging station ordinance

Quarter 4

- Present final model municipal ZEV parking and charging station ordinance to ZEV Working Group
- Publish final model municipal ZEV parking and charging station ordinance on website
- Notify municipalities about model municipal ZEV parking and charging station ordinance

Products

- Model municipal ZEV parking and charging station ordinance

Project Cost: (outside of staff time): None

Project 10.5 Air Quality

Program Area/Task: Data Development and Analysis

Project Manager: Linsey Callaghan

Supporting Staff: Karen Scott, Benjamin Jacobs, Chris Witt

Project Overview

Continue to carry out compliance with the Clean Air Act Amendments of 1990 (CAAA) through the U.S. Environmental Protection Agency's (EPA) Air Quality Conformity Regulations. As of July 2013, the State was designated an attainment area for all National Ambient Air Quality Standards. The MPO will still however continue to closely collaborate with RIDEM in implementing the Transportation Conformity Air Pollution Control Regulation. This rule outlines the process and criteria for State agencies to determine air quality conformity, when necessary, for transportation plans and projects. RIDEM has overall responsibility for compliance with the Clean Air Act, including the development and adoption of a State Implementation Plan (SIP) to reduce pollutant levels in the air. The MPO will continue efforts with RIDEM in the update of the SIP, the transition to MOVES Model, as well as, demonstration of transportation conformity of the long range transportation plan and TIP if necessary should the state be designated as a nonattainment area. Continue to convene the Air Quality Working Group as necessary.

FY 16 tasks by quarter

Quarter 1

- Determine technical assistance objectives
- Evaluate option of establishing a master price agreement or hired consultant for air quality technical assistance

Quarter 2

- Select consultant/provider to provide technical assistance

Quarter 3

- To-be-determined and based on provider selected

Quarter 4

- To-be-determined and based on provider selected

Products

- Master Price Agreement or Maintenance Contract for Air Quality Conformity

Project Cost

\$25,000 (\$20,000 - FHWA, \$5,000 RIDOT)

Project 11.1 Long Range Transportation Plan

Program Area/Task: Long Range Planning

Project Manager: Karen Scott

Supporting Staff: Kevin Flynn, Jared Rhodes, Linsey Callaghan, Chris Witt, Michael Moan, Siobhan O’Kane, Benjamin Jacobs, Vin Flood

Project Overview

Perform a comprehensive update to the State’s long-range transportation plan. This Plan will address Rhode Island’s transportation needs over the next twenty years. This comprehensive update to the Plan will be executed with a commitment to public involvement in the transportation planning process, and will be based on input from a variety of planning efforts and exercises. The Plan will be prepared to ensure compliance with MAP-21 with special attention focused on measures of performance. The scope of the plan includes surface transportation for both passengers and freight, and connections to other modes.

FY 16 tasks by quarter

Quarter 1

- No activity

Quarter 2

- Research Long Range Plan formats that incorporate Performance Based Planning and Programming

Quarter 3

- Decide on format for Rhode Island’s next Long Range Plan

Quarter 4

- Present proposed Long Range Plan format, process and timeline to TAC and SPC for approval.

FY 17 tasks by quarter

Quarter 1

- Begin Long Range Transportation Plan update

Products

- Approved State Long Range Transportation Plan

Project Cost (outside of staff time): None

Project 11.2 Historic Preservation Plan

Program Area/Task: Long Range Planning

Project Manager: Edward Sanderson, RI Historic Preservation and Heritage Commission

Supporting Staff: Paul Gonsalves, Nancy Hess, Caitlin Greeley, Kevin Nelson, and Jared Rhodes

Project Overview - This project is to oversee and assist the RI Historical and Heritage Preservation Commission (HPHC) with long range planning for an update of the 1996 Rhode Island State Historical Preservation Element of the State Guide Plan. This plan will set the context for historical preservation in RI, further the identification and evaluation of historic resources, set goals and policies for the preservation of historical and archeological resources, and prioritize preservation strategies. Completion of the plan update will assist in the review of federally funded transportation projects under the National Historic Preservation Act of 1966.

FY 16 tasks by quarter

Quarter 1

- None

Quarter 2

- Meet with HPHC to draft and execute a MOU to assign roles and responsibilities and define content of the Update.
 - Conduct working group meetings as needed.
- Brief the Technical Committee and State Planning Council on the MOU. Assign the Technical Committee as the advisory body for the review of the Update.
- Determine if additional persons/stakeholders should be invited to also participate as guest advisors to the Technical Committee. Solicit as deemed appropriate.

Quarter 3

- Conduct working group meetings as needed.
- Draft an outline of the update.
- Design a public outreach strategy.
- Convene organizational meeting of Technical Committee and discuss draft outline and public outreach strategy.
- Create webpage for the project and update as needed.
- Begin development of Update by assembling recent HPHC program work and other resources into an initial preliminary draft plan.
- Present portions of the developing plan as written and outreach efforts to the Technical Committee at their regular meetings and solicit comments.

Quarter 4

- Conduct working group meetings as needed.
- Conduct public outreach and regional public workshops on initial preliminary draft.
- Present portions of the developing plan as written and outreach efforts to the Technical Committee at their regular meetings and solicit comments.

FY 17 tasks by quarter

Quarters, 1 & 2

- Present portions of the developing plan as written and outreach efforts to the Technical Committee at their regular meetings and solicit comments.
- Conduct formal public review and adoption by the State Planning Council, in accordance with “Rule Two: Adoption and Maintenance of the State Guide Plan”.
- Consult with HPHC staff on comments received through the public hearing process.
- Complete a final plan based upon outreach and review by the Technical Committee and HPHC.
- Publish approved plan via website and notify all municipalities.
- Revise the comprehensive community plan standards and guidance handbooks.

Products

- MOU
- Approved State Guide Plan Element
- Updated web page
- Updated comprehensive planning standards and guidance handbooks

Project Cost (outside of staff time): None

Project 11.3 Watershed Plan

Program Area/Task: Long Range Planning

Project Manager: Sue Kiernan, RI Department of Environmental Management (DEM)

Supporting Staff: Ernie Panciera (DEM) and Nancy Hess, Paul Gonsalves and Jared Rhodes (Statewide Planning).

Project Overview

Continue to oversee and assist the DEM Office of Water Resources and the Coastal Resources Management Council staff, and an existing advisory committee in creating a new Rhode Island Water Quality Management Plan as an Element of the State Guide Plan. Much of the plan's focus will be on strategies for addressing stormwater runoff from our built environment with a particular emphasis on our roadway network and the challenges and opportunities presented in maintaining and improving the associated drainage systems. This plan will also satisfy requirements of the Environmental Protection Agency for watershed planning. It was initiated in FY 14 and will involve consolidating the following Elements of the State Guide Plan:

- Nonpoint Source Pollution Management Plan (1995) – Element 731
- Rivers Policy and Classification Plan (2004) – Element 162
- Comprehensive Conservation and Management Plan for Narragansett Bay (1992) – Element 715

FY 16 tasks by quarter

Quarters 1, 2

- Continue to organize and conduct meetings of the staff working group.
- Ensure consensus of the advisory committee on the preliminary draft plan.
- Conduct formal public review and adoption through the Technical Committee and State Planning Council.
- Consult with DEM and CRMC staff on comments received through the public review process.
- Continue to update web page for the project on monthly basis.

Quarter 3

- Publish approved plan on the Division of Planning website.
- Ensure that the new goals and policies of the approved Plan are clearly laid out in the comprehensive community plan guidance manual.

Products

- Approved State Guide Plan
- Updated webpage

Project Cost (outside of staff time): None

Project 11.4 Energy Plan

Program Area/Task: Long Range Planning

Project Manager: Nancy Hess

Supporting Staff: Kevin Flynn, Paul Gonsalves and Jared Rhodes

Project Overview

Continue to oversee and assist the DOA Office of Energy (OER) and an existing advisory committee in long range planning for updating the 2002 Rhode Island Energy Plan of the State Guide Plan. Transportation plays a major role in the plan update since roughly 40% of the State's energy related carbon emissions are driven by the transportation sector, 38% of the dollars that Rhode Islanders spend on energy is associated with transportation and 31% of the BTUs utilized are consumed within the transportation sector. The update will analyze three transportation based future usage scenarios based on principles of energy security, cost effectiveness and sustainability; set associated targets for moving forward and recommend appropriate strategies for achieving those targets.

This project was initiated in FY 14.

FY 16 tasks by quarter

Quarter 1, 2

- Conduct the formal public review and adoption through the Technical Committee and State Planning Council.
- Consult with OER staff on comments received through the technical and public review process.
- Continue to update webpage for the project on a monthly basis.

Quarter 3

- Publish approved plan on the Division of Planning website.
- Ensure that the new goals and policies of the approved Plan are clearly laid out in the comprehensive community plan guidance manual.

Products

- Approved State Guide Plan
- Updated webpage

Project Cost (outside of staff time): None

Project 11.5 Growth Centers Implementation

Program Area/Task: Long Range Planning

Project Manager: Nancy Hess

Supporting Staff: Jeff Davis, Kevin Flynn, Paul Gonsalves and Jared Rhodes

Project Overview

Land Use 2025 is the State's Land Use Plan that was adopted in 2006. The goals of the Plan are to address providing open space and greenways, to achieve excellence in community design, and develop first class supporting infrastructure. Implementation of *Land Use 2025* ensures that land use decisions made statewide will also enable an efficient multi-modal transportation network for the State. *Land Use 2025* poses Greater Providence as the major center for the State but also recognizes that Rhode Island is a constellation of community centers. The formation of smaller regional centers and the emergence of new centers for growth are endorsed through the future land use map (FLUM). The FLUM calls for a statewide network of centers of various sizes – of state, regional, or municipal importance interconnected at the city, town, and village levels by infrastructure corridors, supported by major employers, public services, and framed by greenspace. The network includes all municipalities at one level or another. Greenspace, special places, centers of all types and sizes, and transportation hubs and corridors are all essential elements in solid land use planning and implementing the future land use vision. This task will continue to implement the existing Plan with a particular focus on encouraging centers.

FY 16 tasks by quarter

Quarters 1 & 2

- Edit and finalize the growth centers report developed through the HUD Sustainable Communities Regional Planning Grant based on internal feedback and review by the State Planning Council and Technical Committee.
- Convene both regional and one-on-one meetings with municipal planners and boards/commissions to vet the various criteria, tools and checklists in the report. Incorporate into the final report for State Planning Council approval.
- Inventory how public investments can be used to encourage municipalities to identify centers. Create an inventory by agencies of funding, other resources, and changes within regulatory approaches that can be targeted to centers to encourage their development.

Quarters 3 & 4

- Develop and establish a process for communities to identify centers in economically and environmentally sound areas for approval by the State Planning Council. Use the inventory of public investments for determining how the State can target its resources to encourage centers. Examine how to and include in the new process coordination between various state agencies and inter-agency review of proposed centers before approval of proposed centers by the State Planning Council.

FY 17 tasks by quarter

Quarters 1, 2, 3, and 4

- Continue to provide guidance to municipalities on developing and including centers in municipal comprehensive community plans through use of the modules developed in the manual, [*Village Guidance: Tools and Techniques for Rhode Island Communities*](#) , completed in 2015.
- Update webpage as needed with additional information and resources on centers.

Products

- Updated Growth Centers report
- A process for proposing, evaluating, and approving centers in the State
- Inventory of state resources that can be prioritized toward centers
- Updated webpage

Project Cost (outside of staff time): None

Project 13.1 Rhode Island Land Use Training Collaborative

Program Area/Task: Technical Assistance

Project Manager: Annette Bourne, Training Manager

Supporting Staff: John Flaherty, Director of Research and Communications; Staff person to be hired for agriculture and food systems work, Nancy Hess

Project Overview

The project is designed to ensure that the municipal and state governmental boards and commissions, elected municipal officials and professional staff responsible for land use and transportation planning, have the knowledge and skills they need to effectively carry out their responsibilities. The program has 3 components:

1. Development of training and other capacity-building resources on specific strategies related to land use and the establishment of a state and regional transportation system that provides convenient and affordable transportation options, directing growth to well-designed, walkable urban and town centers that facilitate the use of multiple modes of transportation, sustainable economic development and strengthening our agricultural sector and local food system
2. Delivery of training programs;
3. Management and support for the Land Use Training Collaborative, a cooperative effort by 24 state agencies and non-profit entities to determine municipal needs for training, provide affordable training and to evaluate training effectiveness in increasing municipal land use planning capacity.
4. Power of Place Summit – contract supports a limited portion of content development and delivery of the Power of Place Summit, which provides a day-long opportunity for municipal boards, officials and staff to interface with transportation and planning professionals.

FY 16 tasks by quarter

Quarter 1

- Develop training program on topic related to mixed-use centers
- Develop training program on municipal planning for ag/food systems as a sector of sustainable economic development
- Develop training program on transportation-related topic
- Deliver 1 training program on topic related to mixed-use centers
- Deliver 1 training program on transportation-related topic
- Deliver 2 training programs on community planning/application review procedures/special training for Planning Board Chairs
- On-going implementation of training evaluation plan

Quarter 2

- Develop workshop for delivery at League of Cities and Towns Summit in January, 2016 and submit for approval

- Deliver 2 training programs on community planning/application review procedures/ special training for Planning Board Chairs
- Deliver 1 training programs on municipal planning for ag/food systems as a sector of sustainable economic development
- Deliver 1 training program on topic related to mixed-use centers
- On-going implementation of training evaluation plan
- Prepare report on first-year evaluation results

Quarter 3

- Convene meeting of Land Use Training Collaborative Partners
- On-going implementation of training evaluation plan
- If accepted, deliver 1 workshop at RI League of Cities and Towns Conference
- Deliver 2 training programs on community planning/application review procedures/ special training for Planning Board Chairs
- Deliver 1 training program on municipal planning for ag/food systems as a sector of sustainable economic development
- Develop 2 workshops to be delivered at Power of Place Summit

Quarter 4

- Deliver 1 training program on community planning/application review procedures/ special training for Planning Board Chairs
- Deliver 1 training program on transportation-related topic (eg, Complete Streets Design Assessments)
- Deliver 2 Power of Place Summit workshops
- Deliver 1 workshop on topic related to mixed use
- Development of workshop on transportation and employment centers

Products

- Delivery of 2016 Power of Place Summit
- Outlines and materials for 6 programs:
 - Training program on mixed-use centers
 - Training program on municipal planning for ag/food systems as a sector of sustainable economic development
 - Training program on transportation-related topic
 - Workshop to be delivered at League of Cities and Towns Summit (assuming that workshop proposal is accepted)
 - Two training programs to be delivered at Power of Place Summit
- Report on evaluation results

Project Cost: \$87,500 (\$61,000 – FHWA, \$9,000 – FTA, \$17,500 – Grow Smart RI)

Project 13.2 Comprehensive Plan Requirements Training

Program Area/Task: Technical Assistance

Project Manager: Chelsea Siefert

Supporting Staff: Kevin Nelson, Caitlin Greeley

Project Overview

Statewide Planning began work in FY13 on a new handbook that would provide guidance and standards for the State approval of local comprehensive plans. Recently, Statewide Planning decided to present the standards and guidance in a series of handbooks rather than a single document. The first will be a “Standards Manual” that sets forth the requirements for State approval of a comprehensive plan. The rest of the series will provide detailed explanations of the Standards as well as guidance on how to fulfill the Standards on the full array of planning topics. To assist municipalities in integrating the new guidance and standards into their comprehensive plans, staff of the Statewide Planning Program will develop, pilot and deliver a minimum of four (4) trainings to local planners and planning boards / commissions, focusing primarily on the new information presented in the handbooks. Potential topics for the training include transportation, growth centers, natural hazards, energy, and land use.

FY 16 tasks by quarter

Quarter 1

- Complete final edits and layout of the handbooks.
- Engage the Comprehensive Planning Advisory Committee and local planners for feedback on the preliminary draft; revise as needed.

Quarter 2

- Present final draft to the Technical Committee and the State Planning Council for review, public hearing, and approval.
- Post handbooks to the Statewide Planning website.
- Meet with local planners to determine which topic areas present the biggest challenges for planners and planning boards / commissions.
- Identify priority topic areas to be covered in trainings.
- Determine the best framework for covering the identified topic areas, including approximately how many training sessions will be necessary (minimum of four).
- Begin development of draft training materials for priority topic areas.

Quarters 3

- Finish development of draft training materials for priority topic areas.
- Pilot trainings for priority topic areas.
- Revise trainings for priority topic areas as necessary.

Quarter 4

- Deliver trainings on priority topic areas.

Products

- Final training materials for each priority topic area

Project Cost (outside of staff time): None

Project 13.3 Planning Challenge Grants

Program Area/Task: Technical Assistance

Project Manager: Chelsea Siefert

Supporting Staff: Karen Scott

Project Overview

In FY09 Statewide Planning awarded 18 Planning Challenge Grants to municipalities and community organizations in Rhode Island. Of the 18 grantees, 2 will continue work on their grant projects in FY16. In FY12, an additional 15 Planning Challenge Grants were awarded. Of the 15 grantees, 7 will continue work on their grant projects in FY16. Statewide Planning Program staff will continue to monitor progress, review quarterly reporting and reimbursement requests and provide technical assistance to grantees as needed.

FY 16 tasks by quarter

Quarter 1

- Report on grantee progress.

Quarter 2

- Report on grantee progress.

Quarters 3

- Report on grantee progress.

Quarter 4

- Report on grantee progress.

Products: Deliverables outlined in each grantee Cooperative Agreement.

Project Cost (outside of staff time):

2009 Grantees

East Providence: \$22,975.25

South Kingstown: \$8,000

2012 Grantees

Newport (2012): \$50,000

RIDEM (2012): \$20,000

Smithfield: \$16,159.56

URI – Sea Grant: \$10,536.92

Warren: \$30,000

Warwick: \$100,000

Woonsocket: \$10,978.69

Project 13.4 Unified Development Review Alternative

Program Area/Task: Technical Assistance

Project Manager: Caitlin Greeley

Supporting Staff: Kevin Flynn, Kevin Nelson, Jared Rhodes and Chelsea Siefert

Project Overview

The intention of this project is to investigate and draft an alternative local development review procedure for legislative consideration. The unified development review process would be an option intended to streamline existing processes for efficiency and economic development purposes while ensuring proper coordination and review of regional land use and transportation concerns. Given the interrelationship of several related statutes, Rhode Island General Laws §45-22 Local Planning Board or Commission, §45-23 Land Development and Subdivision Review Enabling Act, and §45-24 Rhode Island Zoning Enabling Act will be reviewed to identify instances where amendments would be needed for implementation. This project was explored for viability and local interest in FY 15 by drafting a preliminary proposal and convening local planners to review and comment on the proposed amendments.

FY 16 tasks by quarter

Quarter 1

- Review comments provided at the initial stakeholders meeting
- Revise draft legislation based on stakeholder input
- Continue stakeholder engagement
 - Convene local planners to review and comment on the revised proposed amendments
 - Contact and organize meetings with other stakeholder groups including, but not limited to:
 - RI Builders Association
 - Planning Boards
 - Zoning Enforcement Officers
 - Zoning Boards

Quarter 2

- Revise the draft legislation based on stakeholder input
- Continue and complete stakeholder engagement
- Complete an internal review of legislation with:
 - Statewide Planning Staff
 - State Departments
 - Governor's Office

Quarter 3

- Identify and partner with sponsor to propose bill to the General Assembly
- Track legislation
- Draft position paper
- Write and send letters to committees

Quarter 4

- Track legislation
- Finalize legislation

FY 17 tasks by quarter

Quarter 1

- Disseminate information regarding the amendments to planners, planning boards, zoning enforcement officers, zoning boards, and other stakeholder groups and interested parties
- Develop training and educational materials
- Deliver training

Products

- Position paper
- Letters to committees
- Revised legislation
- Educational materials

Project Cost (outside of staff time): None

Project 13.5 Disaster Zoning Variance Legislation

Program Area/Task: Technical Assistance

Project Manager: Chelsea Siefert

Supporting Staff: Kevin Flynn, Jared Rhodes, Kevin Nelson, Laura Sullivan (OHCD)

Project Overview

In an effort to make the state's permitting processes more flexible, Statewide Planning and the Office of Housing and Community Development have been working on draft legislation for expedited variance review after a declared disaster. The current draft legislation modifies the notice and hearing requirements to account for post-disaster displacement of residents and provides zoning officials the ability to expedite the review process to allow for a quicker return to daily life. During FY16, Statewide Planning will vet the draft legislation with stakeholders, local planners, and other interested parties and work with the Department of Administration Director's Office and the Governor's Office to introduce and support passage of the legislation.

FY 16 tasks by quarter

Quarter 1

- Review draft legislation with state agency officials, including the State Building Code Commissioner, representatives from the RI Department of Administration Director's Office, RI Emergency Management Agency, and the RI Coastal Resource Management Council, and revise as necessary.
- Review draft legislation with local planners and revise as necessary.

Quarter 2

- Finalize draft legislation and submit to the Governor's Office for review.
- Prepare talking points on the legislation for the Department of Administration Director's Office and the Governor's Office.

Quarters 3 and 4

- Track the legislation throughout the legislative session.
- Prepare position papers and letters to the legislative committees as needed.
- Testify in support of the legislation at the legislative committee hearings.

Products

- Disaster Variance Legislation

Project Cost (outside of staff time): None

Project 15.1 –Socio-Economics of Sea Level Rise

Program Area/Task: Data Development and Analysis

Project Manager: Vin Flood

Supporting Staff: Ben Jacobs, Principal Planner, Planning Information Section

Project Overview:

Utilize latest Rhode Island e911 building points and Census data to identify households and buildings and examine current socioeconomics of populations vulnerable to projected sea level rise scenarios as illustrated in the Vulnerability of Transportation Assets to Sea Level Rise published by the Statewide Planning Program in 2015.

This information can assist municipalities in incorporating climate change into local comprehensive plans, and hazard mitigation plans, and help guide the prioritization of capital improvement projects in the future.

In addition to providing a current snapshot of current populations, with a particular eye on Environmental Justice and Title VI identified populations that might be impacted at mean higher high water plus 1, 3 and 5 feet of sea level rise, the project will estimate the impact on the following:

1. Displaced population (number of households);
2. Expected number of buildings impacted, and public facilities
3. Building related economic loss

FY 16 tasks by quarter

Quarter 1

- Review and determine which data variables to include in the socioeconomic profile of populations that might be impacted inside 1, 3 and 5 feet of sea level rise.
- Obtain most current e911 data points needed for GIS
- Determine which level of Census geography to utilize and a methodology for accounting for zones being split by the extents of the SLR inundation zones.

Quarter 2

- Develop tables, infographics, and maps and develop fact sheets for each of the 21 coastal communities in the state.

Quarter 3

- Develop draft report of tables, fact sheets and map
- Revise and finalize report and community factsheets

Quarter 4

- Solicit feedback from staff and various outside agency staff
- Finalize and post on RISPP website the report products.

Products

- Factsheets of socioeconomic variables for each coastal community
- Maps identifying various populations at risk and households and buildings that fall within each inundation zone
- Tables summarizing displaced population and potential economic losses in each community
- Report, posted online, that summarizes methodology, and presents findings

Project Cost (outside of staff time)

None anticipated

Project 15.2 – Migration Technical Paper

Project Title: Technical Paper on Migration in Rhode Island

Project Manager: Vincent Flood

Supporting Staff: New Hire

Project Overview

This project from FY 2015 will carry over into the 1st Quarter of 2016 as an update to the 2007 Technical Paper 159 - Destination Rhode Island: Domestic and International Migration in the Ocean State. This Technical Paper will use Census data, IRS data, and other data as appropriate to analyze international and domestic in- and out-migration and demographic characteristics of migrants where possible.

FY16 tasks by quarter

Quarter 1

- Finalize tables and graphs to accompany draft Technical Paper
- Internal review
- Revisions
- Final draft and presentations as appropriate

Products

- Technical Paper and Excel tables, if applicable (available online)

Project Cost (outside of staff time)

None anticipated

Project 15.3 Travel Demand Model Update and Maintenance

Program Area/Task: Data Development and Analysis

Project Manager: Linsey Callaghan

Supporting Staff: Benjamin Jacobs, Chris Witt

Project Overview

In conjunction with consultants Vanasse Hangen Brustlin, Inc. (VHB), staff is working to make necessary updates to the current travel demand model, the Rhode Island Statewide Model (RISM). Necessitated by the 2010 Census data, the opportunity is being used to improve the model and expand its capacity. In addition to increased detail and accuracy, the enhanced RISM will include a connection to real-time INRIX data via sub-consultant TrafInfo. In addition, a rail mode will be incorporated into the RISM. This project was initiated in FY 14.

FY 16 tasks by quarter

Quarter 1

- Finalize bus route system
- Incorporate INRIX data into model
- Finalize land use forecasting data – projected population, households, and employment by U.S. Census tract
- Incorporate land use forecasting data into model
- Draft updates to Technical Paper 157 - Statewide Travel Model Update

Quarter 2

- Continue to update Technical Paper 157 - Statewide Travel Model Update
- Calibrate RISM to real world data
- Run model for forecasted time periods
- Incorporate rail into RISM

Quarter 3

- Receive completed RISM from VHB
- Finalize Technical Paper 157 - Statewide Travel Model Update
- Present model and updated technical paper to TAC, Technical Committee, State Planning Council

Quarter 4

- Update Statewide Planning website with updated model information and documentation

Products

- Updated RISM and associated TransCAD and ESRI GIS data
- Technical Paper 157 - Statewide Travel Model Update

Project Cost: Current Contract - \$172,074 currently remaining on VHB contract (\$113,348 FHWA, \$24,311 FTA, \$34,415 RIDOT). New contract - \$30,000 model maintenance (\$18,000 FHWA, \$6,000 FTA, \$6,000 RIDOT)

Project 15.4 Land Use/Land Cover Analysis

Program Area/Task: Data Development and Analysis

Project Manager: Nancy Hess

Supporting Staff: Vincent Flood, Christina Delage Baza, Paul Gonsalves

Project Overview

Understanding land use change is a very important aspect of managing growth and understanding its impacts on the transportation systems in the State. Tracking urbanization and its impacts on existing development, infrastructure, open space, forests, and agricultural lands is a priority issue for the State. This project will use the new 2011 and other historical land use/land cover data to create a time series analysis of land use trends for the time period of 1988 to 2011 through GIS analysis. Another objective is to identify shifts in land use trends occurring since the adoption of *Land Use 2025* and *Transportation 2030* to illustrate impacts of smart growth goals and policies from those plans. The GIS findings will be assessed and used to write a technical paper that will serve as a resource for the future update of *Land Use 2025*. The final paper will be distributed via the Division's website and electronic media.

FY 16 tasks by quarter:

Quarter 1

- Develop thesis for the paper, draft outline of approach, outline GIS methodology and develop GIS model and determine other RIGIS data layers to be used.

Quarters 2, 3, 4

- Assemble data and implement GIS model & analysis
- Continue GIS analysis, initiate analysis of preliminary results and begin writing of paper
- Assemble preliminary draft of paper, and draft metadata for GIS layer files produced. Complete final draft of paper & publication. Finalize metadata for GIS layer files and distribute through RIGIS.

Products

- Technical Paper
- RIGIS layer files
- Updated webpage

Project Cost (outside of staff time): None

Project 15.5 Vehicle Probe Project Software Suite/INRIX Data

Program Area/Task: Data Development and Analysis

Project Manager: Lori Fisetto

Supporting Staff: Mike Wreh

Project Overview

Since 2011, the University of Maryland has hosted Vehicle Probe Project (VPP) Suite for I-95 Corridor Coalition members through a series of federal and state grants. The grant funding has run out and each state is being asked to contribute funding to retain access to these tools. The VPP Suite provides a set of tools for analyzing and generating reports using the INRIX data, which are currently used to create RIDOT's Transportation Management Center's monthly Performance Measures reports. The VPP Suite is also very useful in responding to information requests regarding congestion around the state. The VPP Suite's Bottleneck Ranking, Congestion Scan, and User Delay Cost tools could help with planning future transportation projects, and are also key pieces of the State's Congestion Management Process. In addition, the VPP Suite archives and helps the State analyze the data by providing reporting and visualization tools. Without it, RIDOT would need to devise a storage method and alternative method to generating required performance measures reports.

FY 16 tasks by quarter

Quarter 1

- Fund VPP Software Suite

Quarter 2, 3, 4

- Use the VPP Suite, including INRIX data for planning purposes

Products

- Access to VPP Software Suite with INRIX data

Project Cost: \$263, 113 (\$105,245 FHWA, \$157,868 RIDOT)

Project 16.1 – Sustaining and Enhancing Access to the RIGIS Geospatial Database

Program Area/Task: Data Delivery

Project Manager: Shane White

Supporting Staff: URI: Gregory Bonayge, Erica Tefft, Undergraduate Student Assistant
RISPP: Vincent Flood

Project Overview

Subcontract to the University of Rhode Island Environmental Data Center (URI EDC) to continue maintaining and updating the Rhode Island Geographic Information System (RIGIS) consortium's data distribution clearinghouse (<http://www.edc.uri.edu/rigis>). Primary function of this project is to incorporate new data contributions by RIGIS partners, and maintain the underlying software and hardware systems that support the clearinghouse. The geospatial data distributed by RIGIS with URI EDC support are imperative for numerous ongoing transportation planning initiatives.

Highlights of this year's project will be the continued development of the new next-generation RIGIS data clearinghouse website, and a hands-on metadata training workshop for up to 20 RIGIS data stewards. This workshop will meet a strong need for continuing education on user-friendly approaches to writing effective metadata for datasets intended for distribution via RIGIS.

Ongoing tasks that are completed on a regular basis:

- Process and publish approximately 25 dataset contributions.
 - Note: This task will be given highest priority over all other deliverables described in this proposal.
 - Example data contributions
 - RI E-911 roads, driveways, and building addresses.
 - RIPTA bus routes and bus stops.
 - Sea level rise analysis results.
 - Review metadata and overall integrity of dataset contributions.
 - Work with contributors to improve metadata as necessary.
 - Import updated datasets into the three separate geodatabases that support the services that URI provides the RIGIS community.
 - Publish dataset contributions to RIGIS website.
 - Update existing RI Digital Atlas map services and associated documentation that feature updated data, as applicable.
- Respond to requests for technical assistance.
- Continue maintaining server systems that support RIGIS data distribution.

- Install patches and updates for virtualization host software, operating systems, and software applications
- Maintain and repair hardware
- Plan for, purchase, and install new hardware
- Monitor network traffic and optimize
- Maintain RIGIS data distribution website
 - Examples
 - Making minor improvements and cosmetic fixes
 - Performing bug diagnostics and fixes
 - Applying security patches
- Continue developing and maintaining the RI E-911 transportation data-redlining app, as RI E-911 shares updated transportation data with RIGIS.
 - Make any necessary configuration adjustments to the app to keep pace with regular manufacturer changes to ArcGIS Online
 - Ensure that the most recent RI E-911 data available from RIGIS are featured
 - This data will be developed in coordination with RIDOT to meet FHWA ARNOLD requirements and guidance as part of MAP-21
 - Provide guidance to RI E-911 staff on the use of the app as needed
- As time permits, acquire, process, and publish open datasets that are available from other organizations (e.g. US Census Bureau, USDA NRCS) that would likely be of wide interest to the RIGIS community.
- As time permits, continue collaborating on ad hoc transportation data development projects with RIPTA, RIDOT, and RI E-911.
 - Examples
 - Assist RIPTA with modernizing their methodology for calculating directional route miles for their bus routes
 - Assist RI E-911 with building off-line repositories of the most recent available statewide orthophotographs

FY16 tasks by quarter

Quarter 1

- Public release of new RIGIS website.
- Quarterly online or in-person meeting with RIGIS Coordinator, with additional meetings as needed.
- Attend quarterly RIGIS Executive Committee meeting.
- Produce three monthly technical assistance summaries.
- Publish quarterly blog post summarizing new and updated datasets published to RIGIS.
- Publish quarterly geodatabase update.
- Design, develop, and implement new dataset publication status reporting resource.

Quarter 2

- Quarterly online or in-person meeting with RIGIS Coordinator, with additional meetings as needed.
- Attend quarterly RIGIS Executive Committee meeting.
- Produce three monthly technical assistance summaries.
- Publish quarterly blog post summarizing new and updated datasets published to RIGIS.
- Publish quarterly geodatabase update.

Quarter 3

- Quarterly online or in-person meeting with RIGIS Coordinator, with additional meetings as needed.
- Attend quarterly RIGIS Executive Committee meeting.
- Produce three monthly technical assistance summaries.
- Publish quarterly blog post summarizing new and updated datasets published to RIGIS.
- Publish quarterly geodatabase update.

Quarter 4

- Quarterly online or in-person meeting with RIGIS Coordinator, with additional meetings as needed.
- Attend quarterly RIGIS Executive Committee meeting.
- Produce three monthly technical assistance summaries.
- Publish quarterly blog post summarizing new and updated datasets published to RIGIS.
- Publish quarterly geodatabase update.
- Hold hands-on metadata training
- Release new RIGIS website feature: detailed vector dataset description pages.

Project Deliverables

- Closed beta testing and subsequent public release of the new RIGIS data distribution website.
- One hands-on geospatial metadata authors' workshop for approximately 20 students. Includes approximately 10 instructional hours and 10 open office hours distributed between one in-person session at the University of Rhode Island's Kingston or Narragansett Bay Campus, and the remainder online via an online meeting service.
- Approximately 25 new or updated datasets reviewed, processed, and published on behalf of RIGIS contributors.
- Four quarterly updates of the publicly available Esri file geodatabase that contains nearly all vector datasets distributed by RIGIS.
- Four quarterly blog posts summarizing new, updated, and retired RIGIS-distributed datasets.
- 12 monthly requests for technical assistance summaries.
- At least 150 metadata records updated with the new URL of the new RIGIS data distribution website.
- Rhode Island state government agencies and the general public alike continue to enjoy reliable access to the RIGIS data distribution website.

Project Cost (outside of staff time): \$62,500 (FHWA - \$42,500, FTA - \$7,500, URI - \$12,500)

Project 16.2 RIGIS Database Audit

Program Area/Task: Data Delivery

Project Manager: Shane White

Supporting Staff: RIGIS Data Management Working Group, Vincent Flood

Project Overview

To support RISPP and RIDOT needs, work with the RIGIS community and RIGIS database stewards to perform a complete inventory of all high priority datasets. Determine which datasets require updating to be (more) useful, who is the steward for each, and what are their update plans. Identify new high priority datasets that are needed to enhance the RIGIS database, and research potential sources to find the most appropriate candidates. For all changes to the RIGIS database, work with stewards to bring them up-to-date with current metadata update tools and requirements.

FY 16 tasks by quarter

Quarter 1

- Survey stakeholders for their use of current RIGIS datasets, which ones are too outdated to fully support their efforts, and which new datasets are needed to meet their needs. A very complete list of possible geospatial datasets can be found in the NSGIC GIS Inventory (<http://gisinventory.net/>).

Quarter 2

- Determine the steward for each existing high priority dataset. Research potential sources for new RIGIS datasets, and determine the best source from candidates.

Quarter 3

- Obtain updated information for as many high priority datasets as possible, including the data and its metadata. Document the update schedule for all high priority datasets.

Quarter 4

- Work with all data stewards to create or update metadata that is required for inclusion in the RIGIS database.

Products

- Updated RIGIS datasets, including updated metadata
- New RIGIS datasets with acceptable metadata

Project Cost (outside of staff time)

None anticipated

Project 16.3 – RI Municipal GIS Online Status Map

Program Area/Task: Data Delivery

Project Manager: Shane White

Supporting Staff: RIGIS Outreach Working Group, Vincent Flood

Project Overview

Using the results from a statewide Comprehensive Plan map layer inventory performed by past RISPP GIS interns, and from the second Municipal GIS survey performed by the RIGIS Outreach Working Group, develop an inventory of unique GIS datasets available from each RI municipality. Obtain confirmation and approval to publicize this information along with municipal web page references and contact information for each RI municipality. Create one or more online maps for inclusion in the RIGIS website to assist with the exploration of municipal GIS datasets.

FY 16 tasks by quarter

Quarter 1

- Compare the completed spreadsheet of RI towns by Comprehensive Plan map GIS data layers against the RIGIS database to determine which datasets might have been provided by the municipality.

Quarter 2

- Obtain all GIS datasets used in each municipality's Comprehensive Plan maps and digitally compare them to any existing RIGIS database counterparts. Where it appears that a municipality used their own data to create a Comprehensive Plan map, verify this assumption by contacting the municipality's planner or GIS point-of-contact.

Quarter 3

- For each town, determine whether they are willing and able to provide current download links for each dataset, or to a web page where each dataset can be downloaded and/or accessed via map/data/image services. As a last resort, gather GIS point-of-contact information for requesting municipal datasets.

Quarter 4

- With this information, create one or more online maps and make them available via the RIGIS website. Identify other ways to publicize this information.

Products

- Database table of available municipal GIS data layers including download and/or access links
- Database table of municipal GIS points-of-contact
- Online map(s) providing easy access to this new information

Project Cost (outside of staff time)

None anticipated

Project 17.1 Public Participation Guide

Program Area/Task: Equity and Public Outreach

Project Manager: Michael C. Moan

Supporting Staff: Linsey Callaghan, Siobhan O’Kane

Project Overview: Develop and adopt a new MPO Public Participation Plan to replace the 2007 Public Participation Guide.

FY 16 tasks by quarter

Quarter 1

- Distribute final draft Plan to the Advisory Committee
- Convene Advisory Committee for review and comment of final draft Plan.
- Incorporate Committee’s feedback into final draft Plan.
- Send final draft to TAC

Quarter 2

- Distribute and present draft Public Participation Plan to TAC, Technical Committee, and State Planning Council and request public hearing date
- Hold public hearing and public comment period on Public Participation Plan.
- Develop Public Hearing and Comment Period Report summarizing all public comments and responses.
- Incorporate appropriate comments and finalize Public Participation Plan.
- Develop updated Public Participation Brochure (English and Spanish) and post on website.
- Update website content to reflect updated Plan.

Products

- Public Hearing and Comment Period Report
- Updated Public Participation Plan
- Updated Public Participated Brochure (English and Spanish) and public participation website content

Project Cost (outside of staff time): None

Project 17.2 Title VI and Limited English Proficiency Plan Implementation

Program Area/Task: Equity and Public Outreach

Project Manager: Michael C. Moan

Supporting Staff: Linsey Callaghan, Siobhan O’Kane, and Vin Flood

Project Overview: Prepare and submit the Title VI Report of the Rhode Island Metropolitan Planning Organization 2015, and the Limited English Proficiency Plan (LEP) 2015 to RIDOT in compliance with FHWA Civil Rights regulations for sub-recipients of USDOT funding. Implement recommended measures to enhance engagement of Title VI and Environmental Justice populations.

FY 16 tasks by quarter

Quarter 1

- Send updated Limited English Proficiency Plan (2015) to RIDOT
- Update Title VI Report (2015)

Quarter 2

- Send Title VI Report (2015)
- Incorporate any changes in the reports required by RIDOT
- Update E.J. and Title VI contact lists-Title VI Coordinator.
- Update a list of paid and unpaid oral language services, as well as associated costs and update on an annual basis.

Products

- Updated Title VI Report
- Updated Limited English Proficiency Plan

Project Cost (outside of staff time): None

Project 17.3 Disadvantage Business Enterprise (DBE) Reporting

Program Area/Task: Equity and Public Outreach

Project Manager: Michael C. Moan

Supporting Staff: Linsey Callaghan and Chelsea Siefert

Project Overview: Monitor and report to RIDOT Disadvantage Business Enterprise (DBE) contracting for all USDOT funded contracts and cooperative agreements entered into by Statewide Planning and its sub-recipients.

FY 16 tasks by quarter

Quarter 1

- Distribute to Statewide Planning staff any updates to contracting instructions for DBE participation.
- Monitor all contracts for DBE participation and file progress reporting as it is received.
- Update Statewide Planning's DBE reporting matrix as necessary.

Quarter 2

- Monitor all contracts for DBE participation and file progress reporting as it is received.
- Update Statewide Planning's DBE reporting matrix as necessary.
- Develop annual report summarizing all DBE participation by contract and overall score for DBE participation goals.
- Transmit annual report to RIDOT.

Quarter 3

- Monitor all contracts for DBE participation and file progress reporting as it is received.
- Update Statewide Planning's DBE reporting matrix as necessary.

Quarter 4

- Monitor all contracts for DBE participation and file progress reporting as it is received.
- Update Statewide Planning's DBE reporting matrix as necessary.

Products

- Annual DBE Reporting to RIDOT
- Updated DBE Reporting Matrix

Project Cost (outside of staff time): None

Project 17.4 Translation Services

Program Area/Task: Equity and Public Outreach

Project Manager: Michael C. Moan

Supporting Staff: Linsey Callaghan

Project Overview: Monitor and respond to requests for translation of key Statewide Planning documents, public workshops, and public hearing notices and materials. Provide for interpreter service as requested.

FY 16 tasks by quarter

Quarter 1

- Respond, as required, to requests for translation or interpreter services.
- Update Statewide Planning's contacts and pricing for translation and interpreting services with the Department of Administration's ADA Coordinator, Division of Purchases Master Price Agreement (MPA), and Office for the Deaf and Hard of Hearing.

Quarter 2

- Respond, as required, to requests for translation or interpreter services.
- Update as needed, Title VI Report to reflect any LEP required translation or interpreter activity for the past year.

Quarter 3

- Respond, as required, to requests for translation or interpreter services.

Quarter 4

- Respond as required to requests for translation or interpreter services.
- Develop Annual Report summarizing all translation and interpretation requests by contract or project and over-all expenses for FY 2017 budget purposes.

Products

- Annual Accounting Report

Project Cost (outside of staff time): \$50,000 (\$40,000 – FHWA, \$10,000 – RIDOT)

Project 19.1 – Performance Management Database and Dashboard

Program Area/Task: Performance Management

Project Manager: Paul Gonsalves

Supporting Staff: Jeff Davis, Vin Flood, Kim Gelfuso

Project Overview

Develop and maintain a dashboard of performance measures designed to help benchmark and then track the state’s progress in achieving the integrated sustainability vision outlined in the land use, transportation, economic development, housing, and water elements of the State Guide Plan. The dashboard will be updated annually with compiled data, and Staff will work with the Office of Digital Excellence to develop a digital format for the dashboard to post on line. (Note: some data sources may not be updated annually, in which case the most recent data available will be cited.)

Additionally, a database will be developed that will allow viewers to track the implementation status of all RI State Guide Plan Element strategies, and search through plan goals and policies.

Staff will also consult with the Office of Digital Excellence and explore ways to enhance the public interface of the Division of Planning website, by making it possible to cross reference the various State Guide Plan Elements, and perform topical queries, etc. The database described above can serve as the “behind the scenes” driver of such an interface.

FY 2016 tasks by quarter

Quarter 1

- Gather decided upon performance measures for use in the dashboard.
- Begin preliminary collection of all State Guide Plan goals, policies, and strategies for a searchable database, and get current implementation status for all strategies.
- Review digital performance measures draft dashboard template developed by PlaceMatters through the State’s HUD Sustainable Communities grant.
- Partner with the Office of Digital Excellence to explore options for posting State Guide Plan elements on line in formats other than static PDFs that are easier to search and cross-reference.

Quarter 2

- Work with the Office of Digital Excellence to enhance the Division of Planning website with an online platform of goals, policies, and strategies that keeps track of implementation status and makes it easier to navigate among plans and query certain topics. Also look to implement non-PDF format for posting State Guide Plan elements.
- Work with the Office of Digital Excellence to refine the design and functionality of the dashboard template developed by PlaceMatters, and populate it with base line performance measures.

Quarter 3

- Start to track implementation status of guide plan strategies for use in the online database.
- Reach out to a small group of Division of Planning website users to test and critique the enhancements to the website, and refine accordingly.

Quarter 4

- Gather performance measure data from various data sources in preparation for annual update. Pull from existing data and measures from other state agencies whenever possible.
- Post updated performance measures at the end of the 4th quarter, and continue annually.

Products

- Website Dashboard
- Searchable SGP database
- Enhanced Division of Planning website interface.

Project Cost (outside of staff time)

None anticipated

V. RESOURCES

Available Federal Funding

The following are estimates of federal funds assumed to be available in FY 2016 to support the work program. In most cases, a state match share is required. Expenditures of these funds by task and project and their associated matches are detailed below

1. Federal Highway Administration (FHWA) Metropolitan Planning (PL)
fund projected balance as of July 1, 2015 including the anticipated FFY 15 remaining grant amount and FFY 16 grant amount. \$4,923,887
2. Federal Transit Administration (FTA) Metropolitan Planning (5303)
fund projected balance as of July 1, 2015 including the anticipated FFY 15 grant amount. \$1,525,468

Staff Support

The following is a listing of staff within the Rhode Island Department of Administration that is responsible for supporting the MPO and implementing this work Program.

Division of Planning Associate Director's Office

Associate Director
Executive Assistant

Kevin Flynn
Kimberly Crabill

Division of Planning Statewide Planning Program

Chief
Assistant Chief

Jared L. Rhodes, II
Karen Scott

Transportation Planning

Supervising Planner
Principal Planner
Principal Planner
Principal Research Technician
Principal Planner

Linsey Callaghan
Chris Witt
Michael Moan
Benjamin Jacobs
Siobhan O'Kane

Land Use and Natural Resources

Supervising Planner
Principal Planner
Senior Planner
Principal Planner

Nancy Hess
Jeff Davis
Paul Gonsalves
Vacant

Comprehensive Planning and Consistency Reviews Section

Supervising Planner
Principal Planner

Kevin Nelson
Caitlin Greeley

Principal Planner
Senior Planner

Chelsea Siefert
Benny Bergantino

Planning Information Center

Supervising Planner
GIS Coordinator
Principal Planner
GIS Specialist II
Information Services Technician II

Vincent Flood
Shane White
Vacant
Christina Delage Baza
Kim A. Gelfuso

Support Staff

Principal Accountant

Paul Capotosto

Central Business Office

Principal Technical Support Analyst

Thomas DeFazio

Task and Project Funding Sources

The following Table 5.1 presents the percentage of each available funding source to be applied to the FY 16 personnel and operating tasks as well as the contractual and pass thru projects.

The following Table 5.2 presents the number of hours for each Department of Administration staff member that has been budgeted to each associated task for FY16.

Projected Costs

The following Table 5.3 presents the projected FY 16 costs for both the personnel and operating and the contractual and pass thru components of the budget.

TABLE 5.1 FY 2016 TASK AND PROJECT FUNDING SOURCES BY PERCENTAGE

| TASK | PERSONNEL AND OPERATING | Total | FUNDING SOURCES | | | | | | | | | | | |
|-----------|---|-------|-----------------|------|-----|-----|-------|-------|-------|------|------|------|-------|--|
| | | | SPP | FHWA | FTA | HUD | RIDOT | RIPTA | BRWCT | OHCD | URI | EFSB | OTHER | |
| Task 1 | PROGRAM MANAGEMENT | 100% | 23% | 60% | 17% | | | | | | | | | |
| Task 1.1 | PROGRAM MANAGEMENT- CDBG | 100% | | | | | | | | | 100% | | | |
| Task 2 | PROFESSIONAL DEVELOPMENT | 100% | 23% | 60% | 17% | | | | | | | | | |
| Task 3 | TRANSPORTATION SAFETY | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 4 | CORRIDOR PLANNING | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 5 | TRANSPORTATION OPERATIONS AND MANAGEMENT | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 6 | TRANSIT PLANNING | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 7 | TRANSPORTATION IMPROVEMENT PROGRAM | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 8 | FREIGHT PLANNING | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 9 | TRANSPORTATION PLANNING COORDINATION | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 10 | ENVIRONMENTAL SUSTAINABILITY | 100% | 30% | 55% | 15% | | | | | | | | | |
| Task 11 | LONG RANGE PLANNING | 100% | 60% | 30% | 10% | | | | | | | | | |
| Task 12 | CONSISTENCY REVIEW | 100% | 73% | 20% | 7% | | | | | | | | | |
| Task 12.1 | CONSISTENCY REVIEW - EFSB | 100% | | | | | | | | | 100% | | | |
| Task 13 | TECHNICAL ASSISTANCE | 100% | 23% | 60% | 17% | | | | | | | | | |
| Task 14 | DATA MANAGEMENT AND COORDINATION | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 15 | DATA DEVELOPMENT AND ANALYSIS | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 16 | DATA DELIVERY | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 17 | EQUITY AND PUBLIC OUTREACH | 100% | 20% | 63% | 17% | | | | | | | | | |
| Task 18 | PUBLIC INFORMATION | 100% | 40% | 50% | 10% | | | | | | | | | |
| Task 19 | PERFORMANCE MANAGEMENT | 100% | 20% | 65% | 15% | | | | | | | | | |
| Task 20 | OTHER STATE INITIATIVES | 100% | 100% | | | | | | | | | | | |
| ICAP | ICAP | 100% | 36% | 51% | 13% | | | | | | | | | |
| TASK | CONTRACTUAL AND PASS THRU GRANTS | Total | SPP | FHWA | FTA | HUD | RIDOT | RIPTA | BRWCT | OHCD | URI | EFSB | OTHER | |
| 3.1 | Bicycle Planning(new) | 100% | | 0% | 0% | | 20% | | | | | | 80% | |
| 4.1 | East Bay Corridor Study RI Stars (continuing) | 100% | | 70% | 10% | | 20% | | | | | | | |
| 4.3 | Innovative Corridor Planning(new) | 100% | | 80% | 0% | | 20% | | | | | | | |
| 6.1 | Transit Planning Assistance (continuing) | 100% | | 0% | 80% | | 20% | | | | | | | |
| 6.2 | Transit Signal Priority Project (continuing) | 100% | | 5% | 75% | | | 20% | | | | | | |
| 6.3 | Fare Payment Planning (continuing) | 100% | | 5% | 75% | | | 20% | | | | | | |
| 6.4 | Transit/ Highway Design guidebook (continuing) | 100% | | 20% | 60% | | 10% | 10% | | | | | | |
| 6.5 | Commuter Services Planning Study(new) | 100% | | 40% | 40% | | 10% | 10% | | | | | | |
| 6.6 | Quonset Transit Plan (new) | 100% | | 0% | 80% | | | 20% | | | | | | |
| 7.2 | GIS Web based TIP Application (continuing) | 100% | | 60% | 20% | | 20% | | | | | | | |
| 8.1 | Freight and Goods Movement Plan (continuing) | 100% | | 80% | 0% | | | | 20% | | | | | |
| 8.2 | Freight Economics Impact (new) | 100% | | 0% | 0% | | | | | | | | 100% | |
| 10.3 | RI Greenhouse Gas Reduction Plan (new) | 100% | | 25% | 0% | | 25% | | | | | | 50% | |
| 10.5 | Air Quality (new) | 100% | | 80% | 0% | | 20% | | | | | | | |
| 13.1 | RI Land use Training Collaborative (continuing) | 100% | | 70% | 10% | | | | | | | | 20% | |
| 13.3 | Planning Challenge Grants (continuing) | 100% | | 80% | 0% | | | | | | | | 20% | |
| 15.3 | Travel Demand Model Update and Maintenance (continuing) | 100% | | 65% | 15% | | 20% | | | | | | | |
| 15.5 | VPPP/INRIX Data | 100% | | 40% | | | 60% | | | | | | | |
| 16.1 | Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing) | 100% | | 68% | 12% | | | | | | 20% | | | |
| 17.4 | Translation Services(new) | 100% | | 80% | 0% | | 20% | | | | | | | |

Notes: 1) SPP - Statewide Planning Program, 3) FHWA - Federal Highway Administration, 4) FTA - Federal Transit Administration, 5) HUD - Dept. of Housing and Urban Development, 6) RIDOT - RI Department of Transportation, 7) RIPTA - RI Public Transit Authority, 8) RIBRWCT - RI Bays, Rivers and Watersheds Coordination Team 9) OHCD - RI Office of Housing and Community Development, 10) URI EDC - University of Rhode Island Environmental Data Center, 11) EFSB - RI Energy Facility Siting Board 12) OTHER - Other participant match.

Table 5.2 FY 2016 STAFF HOURLY TIME DISTRIBUTION BUDGET BY TASK

| Staff Member | 1 | 1.1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 12.1 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | ICAP |
|------------------|--------------|------------|------------|------------|--------------|------------|------------|--------------|------------|------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|--------------|
| Bergantino, B. | 21 | | 35 | | 20 | | | | | | | | 1344 | | 100 | | | | | | 20 | | 280 |
| Callaghan, C. | 100 | | 35 | 35 | 260 | 100 | 35 | 250 | 80 | 70 | 150 | 100 | | 21 | | | 80 | | 203 | | 21 | | 280 |
| Capotosto, P. | 1117 | 388 | 35 | | | | | | | | | | | | | | | | | | | | 280 |
| Crabill, K. | 1067 | 438 | 35 | | | | | | | | | | | | | | | | | | | | 280 |
| Davis, J. | 21 | | 35 | | | | | | | | 21 | 1048 | 200 | | 200 | | 15 | | | | | | 280 |
| Defazio, T. | 273 | | | | | | | | | | | | | | | | | | | | | | |
| Delage Baza, C. | 35 | | 35 | | | | | | | | 125 | | | | 105 | 430 | 400 | 329 | | 24 | 7 | | 330 |
| Flood, V. | 100 | | 35 | | | | | | | | 100 | | | | | 360 | 422 | 211 | 177 | 35 | 100 | | 280 |
| Flynn, K. | 500 | 35 | 35 | | | | 7 | 70 | 7 | | 35 | 536 | 35 | 9 | 28 | 28 | | | 35 | | | 180 | 280 |
| Gelfuso, K. | 21 | | 35 | | | | | | | | | | | | | | | | | 1367 | 70 | | 327 |
| Gonsalves, P. | 21 | 21 | 35 | | | | | | | | 180 | 828 | 250 | | 100 | | 25 | | | | 80 | | 280 |
| Greeley, C. | 21 | | 35 | | | | | | | | 35 | 40 | 939 | | 470 | | | | | | | | 280 |
| Hess, N. | 90 | | 35 | | | | | | | | 150 | 888 | 115 | 21 | 70 | | 150 | | | | 21 | | 280 |
| Jacobs, B. | 21 | | 35 | 35 | | | | 307 | 90 | | 547 | 35 | | | | | 470 | | | | | | 280 |
| Moan, M. | 21 | | 35 | 35 | 425 | 200 | 40 | 115 | | 64 | | 35 | 60 | | | | | | 403 | | | | 387 |
| Nelson, K. | 100 | | 35 | | 10 | | | | | | 10 | 35 | 950 | 35 | 255 | | | | | | | | 390 |
| O'Kane, S. | 21 | | 35 | 35 | 850 | | | 115 | 35 | | | 35 | | | | | | | 414 | | | | 280 |
| Rhodes, J. | 426 | | 35 | | | | | 100 | 21 | | 75 | 470 | 100 | 35 | 131 | | 35 | | 21 | | 21 | 70 | 280 |
| Scott, K. | 524 | | 35 | 40 | 140 | 10 | 35 | 376 | 35 | 100 | 70 | 35 | | | 35 | | 70 | | 35 | | | | 280 |
| Siefert, C. | 21 | | 35 | | | | | | | | 7 | | 730 | | 740 | | | | | | 7 | | 280 |
| Vacant - Planner | 21 | | 35 | | | | | | | | 4 | 1193 | 45 | | 242 | | | | | | | | 280 |
| Vacant - Planner | 21 | | 35 | | | | | | | | 234 | 56 | | | 21 | 285 | 394 | 125 | 210 | | 159 | | 280 |
| White, S. | 80 | | 35 | | | | | 7 | 14 | | 35 | | | | 140 | 500 | 283 | 405 | | 14 | 27 | | 280 |
| Witt, C. | 21 | | 35 | 240 | 121 | 35 | 100 | 140 | 660 | 14 | 35 | 35 | 14 | | | | 90 | | | | | | 280 |
| Total | 4,664 | 882 | 805 | 420 | 1,826 | 345 | 217 | 1,480 | 942 | 248 | 1,813 | 5,369 | 4,782 | 121 | 2,637 | 1,603 | 2,434 | 1,070 | 1,498 | 1,440 | 533 | 250 | 6,754 |

| |
|-------------------------------|
| Program Management |
| Program Management - CDBG |
| Professional Development |
| Transportation Safety |
| Corridor Planning |
| Transportation Ops/Man |
| Transit Planning |
| TIP |
| Freight Planning |
| Transportation Planning Coord |
| Environmental Sustainability |
| Long Range Planning |
| Consistency Review |
| Consistency Review - EFSB |
| Technical Assistance |
| Data Management and Coordi |
| Data Development and Analysis |
| Data Delivery |
| Equity And Public Outreach |
| Public Information |
| Performance Management |
| Other State Initiatives |
| Paid Leave |

TABLE 5.3 FY 2016 PROJECTED COSTS BY TASKS AND FUNDING SOURCES

| TASK | PERSONEL AND OPERATING | TOTAL | SPP | FHWA | FTA | HUD | RIDOT | RIPTA | BRWCT | OHCD | URI | EFSB | OTHER |
|--------------|---|---------------------|-------------------|---------------------|---------------------|-------------|-------------------|-------------------|------------------|------------------|------------------|-----------------|-------------------|
| Task 1 | PROGRAM MANAGEMENT | \$ 309,807 | \$ 71,256 | \$ 185,884 | \$ 52,667 | | | | | | | | |
| Task 1.1 | PROGRAM MANAGEMENT- CDBG | \$ 48,400 | | | | | | | | \$ 48,400 | | | |
| Task 2 | PROFESSIONAL DEVELOPMENT | \$ 48,966 | \$ 11,262 | \$ 29,380 | \$ 8,324 | | | | | | | | |
| Task 3 | TRANSPORTATION SAFETY | \$ 25,446 | \$ 5,089 | \$ 16,540 | \$ 3,817 | | | | | | | | |
| Task 4 | CORRIDOR PLANNING | \$ 115,465 | \$ 23,093 | \$ 75,052 | \$ 17,320 | | | | | | | | |
| Task 5 | TRANSPORTATION OPERATIONS AND MANAGEMENT | \$ 24,141 | \$ 4,828 | \$ 15,692 | \$ 3,621 | | | | | | | | |
| Task 6 | TRANSIT PLANNING | \$ 14,375 | \$ 2,875 | \$ 9,344 | \$ 2,156 | | | | | | | | |
| Task 7 | TRANSPORTATION IMPROVEMENT PROGRAM | \$ 102,292 | \$ 20,458 | \$ 66,490 | \$ 15,344 | | | | | | | | |
| Task 8 | FREIGHT PLANNING | \$ 55,185 | \$ 11,037 | \$ 35,870 | \$ 8,278 | | | | | | | | |
| Task 9 | TRANSPORTATION PLANNING COORDINATION | \$ 18,164 | \$ 3,633 | \$ 11,806 | \$ 2,725 | | | | | | | | |
| Task 10 | ENVIRONMENTAL SUSTAINABILITY | \$ 113,177 | \$ 33,953 | \$ 62,247 | \$ 16,977 | | | | | | | | |
| Task 11 | LONG RANGE PLANNING | \$ 281,567 | \$ 168,940 | \$ 84,470 | \$ 28,157 | | | | | | | | |
| Task 12 | CONSISTENCY REVIEW | \$ 289,657 | \$ 211,450 | \$ 57,931 | \$ 20,276 | | | | | | | | |
| Task 12.1 | CONSISTENCY REVIEW - EFSB | \$ 8,904 | | | | | | | | | | \$ 8,904 | |
| Task 13 | TECHNICAL ASSISTANCE | \$ 150,118 | \$ 34,527 | \$ 90,071 | \$ 25,520 | | | | | | | | |
| Task 14 | DATA MANAGEMENT AND COORDINATION | \$ 102,101 | \$ 20,420 | \$ 66,366 | \$ 15,315 | | | | | | | | |
| Task 15 | DATA DEVELOPMENT AND ANALYSIS | \$ 152,581 | \$ 30,516 | \$ 99,178 | \$ 22,887 | | | | | | | | |
| Task 16 | DATA DELIVERY | \$ 67,474 | \$ 13,495 | \$ 43,858 | \$ 10,121 | | | | | | | | |
| Task 17 | EQUITY AND PUBLIC OUTREACH | \$ 98,496 | \$ 19,699 | \$ 62,053 | \$ 16,744 | | | | | | | | |
| Task 18 | PUBLIC INFORMATION | \$ 70,978 | \$ 28,391 | \$ 35,489 | \$ 7,098 | | | | | | | | |
| Task 19 | PERFORMANCE MANAGEMENT | \$ 31,965 | \$ 6,393 | \$ 20,777 | \$ 4,795 | | | | | | | | |
| Task 20 | OTHER STATE INITIATIVES | \$ 23,842 | \$ 23,842 | | | | | | | | | | |
| ICAP | ICAP (Paid Leave - See Appendix D) | \$ 413,090 | \$ 149,993 | \$ 210,676 | \$ 52,421 | | | | | | | | |
| | <i>Sub Total</i> | \$ 2,566,191 | \$ 895,150 | \$ 1,279,174 | \$ 334,563 | | | | | \$ 48,400 | | \$ 8,904 | |
| TASK | CONTRACTUAL AND PASS THRU GRANTS | TOTAL | SPP | FHWA | FTA | HUD | RIDOT | RIPTA | RI BRWCT | OHCD | URI | EFSB | OTHER |
| 3.1 | Bicycle Planning (new) | \$ 25,000 | | | | | \$ 5,000 | | | | | | \$ 20,000 |
| 4.1 | East Bay Corridor Study RI Stars (continuing) | \$ 500,000 | | \$ 350,000 | \$ 50,000 | | \$ 100,000 | | | | | | |
| 4.3 | Innovative Corridor Planning (new) | \$ 250,000 | | \$ 200,000 | | | \$ 50,000 | | | | | | |
| 6.1 | Transit Planning Assistance (continuing) | \$ 250,000 | | | \$ 200,000 | | \$ 50,000 | | | | | | |
| 6.2 | Transit Signal Priority Project (continuing) | \$ 150,000 | | \$ 7,500 | \$ 112,500 | | | \$ 30,000 | | | | | |
| 6.3 | Fare Payment Planning (continuing) | \$ 170,540 | | \$ 8,527 | \$ 127,905 | | | \$ 34,108 | | | | | |
| 6.4 | Transit/ Highway Design guidebook (continuing) | \$ 100,000 | | \$ 20,000 | \$ 60,000 | | \$ 10,000 | \$ 10,000 | | | | | |
| 6.5 | Commuter Services Planning Study (new) | \$ 300,000 | | \$ 120,000 | \$ 120,000 | | \$ 30,000 | \$ 30,000 | | | | | |
| 6.6 | Quonset Transit Plan (new) | \$ 75,000 | | | \$ 60,000 | | | \$ 15,000 | | | | | |
| 7.2 | GIS Web based TIP Application (continuing) | \$ 500,000 | | \$ 300,000 | \$ 100,000 | | \$ 100,000 | | | | | | |
| 8.1 | Freight and Goods Movement Plan (continuing) | \$ 567,521 | | \$ 480,000 | | | \$ 55,000 | | \$ 32,521 | | | | |
| 8.2 | Freight Economics Impact (new) | \$ 150,000 | | | | | | | | | | | \$ 150,000 |
| 10.3 | RI Greenhouse Gas Reduction Plan (new) | \$ 300,000 | | \$ 75,000 | | | \$ 75,000 | | | | | | \$ 150,000 |
| 10.5 | Air Quality (new) | \$ 25,000 | | \$ 20,000 | | | \$ 5,000 | | | | | | |
| 13.1 | RI Land use Training Collaborative (continuing) | \$ 87,500 | | \$ 61,000 | \$ 9,000 | | | | | | | | \$ 17,500 |
| 13.3 | Planning Challenge Grants (continuing) | \$ 252,201 | | \$ 204,201 | | | | | | | | | \$ 48,000 |
| 15.3 | Travel Demand Model Update and Maintenance (continuing) | \$ 202,074 | | \$ 131,348 | \$ 30,311 | | \$ 40,415 | | | | | | |
| 15.5 | VPP/INRIX Data (new) | \$ 263,113 | | \$ 105,245 | | | \$ 157,868 | | | | | | |
| 16.1 | Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing) | \$ 62,500 | | \$ 42,500 | \$ 7,500 | | | | | | \$ 12,500 | | |
| 17.4 | Translation Services (new) | \$ 50,000 | | \$ 40,000 | | | \$ 10,000 | | | | | | |
| | <i>Sub Total</i> | \$ 4,280,449 | \$ - | \$ 2,165,321 | \$ 877,216 | \$ - | \$ 688,283 | \$ 119,108 | \$ 32,521 | \$ - | \$ 12,500 | \$ - | \$ 385,500 |
| TOTAL | | \$ 6,846,640 | \$ 895,150 | \$ 3,444,495 | \$ 1,211,779 | \$ - | \$ 688,283 | \$ 119,108 | \$ 32,521 | \$ 48,400 | \$ 12,500 | \$ 8,904 | \$ 385,500 |

Notes: 1) Tasks listed as "continuing" report the balance remaining on existing contracts as of 4/7/15, 2) SPP - Statewide Planning Program, 3) FHWA - Federal Highway Administration, 4) FTA - Federal Transit Administration, 5) HUD - Department of Housing and Urban Development, 6) RIDOT - RI Department of Transportation, 7) RIPTA - RI Public Transit Authority, 8) RIBRWCT - RI Bays, Rivers and Watersheds Coordination Team 9) OHCD - RI Office of Housing and Community Development, 10) URI EDC - University of Rhode Island Environmental Data Center, 11) EFSB - RI Energy Facility Siting Board and 12) OTHER - Other participant match contributions.

APPENDIX A

| RHODE ISLAND DEPARTMENT OF TRANSPORTATION | | | | | |
|--|---|----------------------|-----------------------|---------------------|---------------------|
| SPR-PL 3(35) WORK PROGRAM | | | | | |
| TASK | DESCRIPTION | AUTHORIZATION | | | |
| | | YEAR I (2015) | YEAR II (2016) | TOTAL | FED SHARE |
| 0101 | Administration | \$325,000 | \$300,000 | \$625,000 | \$500,000 |
| 0201 | Road Inventory | \$350,000 | \$350,000 | \$700,000 | \$560,000 |
| 0301 | GIS/Mapping | \$900,000 | \$950,000 | \$1,850,000 | \$1,480,000 |
| 0401 | Traffic Congestion | \$1,200,000 | \$1,200,000 | \$2,400,000 | \$1,920,000 |
| 0501 | Highway Statistics | \$35,000 | \$35,000 | \$70,000 | \$56,000 |
| 0601 | Trans. Plan., Studies, Coord. and Asst. | \$850,000 | \$850,000 | \$1,700,000 | \$1,360,000 |
| 0602 | Environmental Programs | \$400,000 | \$525,000 | \$925,000 | \$740,000 |
| 0702 | Fiscal and Project Programming | \$295,000 | \$300,000 | \$595,000 | \$476,000 |
| 0705 | Workforce Development | \$800,000 | \$850,000 | \$1,650,000 | \$1,320,000 |
| 0706 | Performance Management | \$250,000 | \$200,000 | \$450,000 | \$360,000 |
| 0801 | Public Transit Planning | \$100,000 | \$110,000 | \$210,000 | \$168,000 |
| 0804 | Bicycle and Pedestrian Activities | \$150,000 | \$200,000 | \$350,000 | \$280,000 |
| 0901 | Management and Monitoring Systems | \$1,250,000 | \$1,250,000 | \$2,500,000 | \$2,000,000 |
| | | | | | |
| TOTAL | | \$6,905,000 | \$7,120,000 | \$14,025,000 | \$11,220,000 |

** Note - This work program is subject to change based on revisions to the overall RIDOT process of work program development, which are scheduled to be implemented in FY2016.*

APPENDIX B

Rhode Island Public Transit Authority Unified Planning Work Program, FY 2016

RIPTA's unified planning work program for FY 2016 will address short and long range planning concerns, incorporating planning needs identified by RIPTA staff and the Strategic Planning Subcommittee of the RIPTA Board of Directors. These tasks will be accomplished by RIPTA staff, supplemented by outside consultants as needed.

Long Range Transportation Planning

RIPTA will initiate, review, implement and/or support long-term transit and multimodal transportation strategies and investments. Planned efforts include:

- Development of long-term plans for multimodal capital investments, including planning and evaluation related to expansion of the statewide transportation network
- Planning and design of transit services and facilities, including bus, trolley, ferry, bus rapid transit, park and ride, circulator, and other modes as appropriate, including support for the following facility projects: Providence Station, Garrahy Courthouse, Providence Streetcar, Newport Gateway, Warwick Transit Hub, Pawtucket Transit Hub, and the East Side Bus Tunnel
- Rider surveys and related data collection and analysis associated with Title VI compliance
- Development, evaluation, and revision of service models and transit development plans for Providence, Quonset, and other key transit centers throughout Rhode Island
- Coordination of Transit Signal Prioritization efforts associated with rapid bus and related service
- Development of a bus stop improvement program and transit right-of-way guidelines
- Planning and coordination of commuter and special mobility services such as vanpooling and handicap accessible taxi cabs
- Development and enhancement of a transit asset management program
- Preparation of an agency-wide long range strategic plan
- Fare policy and product evaluation, including fare media and fare collection and distribution systems, to identify potential revenue opportunities and improve ease of use for riders
- Participation in Rhode Island's transportation planning process with emphasis on the Transportation Advisory Committee and the State Planning Council
- Coordination with State economic development leadership to ensure maximum leveraging of transit investment for job growth and economic benefit

- Coordination with other agencies involved in Rhode Island's transportation planning process, including continued work on the State Management Plan and Human Services Coordinated Plan

| Long Range Planning | | |
|---------------------|---------|---------|
| Federal | Local | Total |
| 728,000 | 182,000 | 910,000 |

Short Range Transportation Planning

RIPTA will engage in ongoing short range transportation planning activities such as:

- Maintenance of operating and support statistics for planning and performance measurement
- Review of existing transit operations and planning of route adjustments
- Development of improved Flex and Ride services to enhance service in lower density areas
- Implementation of technology enhancements such as AVL CAD for use in performance monitoring and HASTUS upgrades to enable scheduling improvements
- Design of transit operations appropriate to available funding levels
- Coordination between transit operations and planning functions
- Redesign and/or improvement of communications materials such as system map and website
- Review and evaluation of new transit markets and opportunities
- Solicitation of feedback from fixed route and paratransit customers and agency partners
- Engagement in inclusionary planning and clear communication regarding civil rights of riders
- Coordinated planning with human services agencies and transportation providers
- Coordination with RIDOT on roadway construction projects
- Evaluation of critical transit support functions for efficiency and effectiveness, such as paratransit service and maintenance systems
- Assessment of RIPTA management activities and alignment with best practices

| Short Range Planning | | |
|----------------------|--------|---------|
| Federal | Local | Total |
| 372,000 | 93,000 | 465,000 |

**FY 15 UNIFIED
TRANSPORTATION PLANNING
WORK PROGRAM**

July 2014-June 2015

Quarter 4 Report
April 1, 2015 – June 30, 2015

**Rhode Island Department of Administration
Division of Planning
STATEWIDE PLANNING PROGRAM
One Capitol Hill
Providence, RI 02908-5870**

This document has been prepared in cooperation with the Rhode Island Department of Transportation, the Rhode Island Public Transit Authority and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, the Rhode Island Department of Transportation or the Rhode Island Public Transit Authority.

PROJECT STATUS REPORTS

This report provides a status report of the project in the current work program. In addition to the original information included in the work program - project title, Program area/task, project manager and supporting staff, project overview, project management benchmarks by quarter (beginning with July 2014), anticipated products and funding exclusive personnel and operating costs – sections have been added to show the actual work that took place in Quarter 4 and a reason for project delay, if necessary. Project sheets are organized and numbered in accordance with their associated task from Section III of the FY 15 Work Program.

Task 4 Corridor Planning

Project 4.1 – East Bay Corridor Study

Project 4.2 – Physical Alteration Permit Report – Implementation Program

Task 5 Transportation Operations and Management

Project 5.1 – State Employee Commuter Task Force – Work Program Implementation

Task 6 Transit Planning

Project 6.1 – Transit Planning Assistance

Project 6.2 – Transit Signal Priority Policy Development

Project 6.3 – Fare Payment Planning

Project 6.4 - Transit/Highway Design Guidebook

Project 6.5 - Advanced Transit Technologies

Task 7 Transportation Improvement Program (TIP)

Project 7.1 – FY 17-20 TIP Development

Project 7.2 – GIS web-based TIP Application

Task 8 Freight Planning

Project 8.1 – Freight and Goods Movement Plan

Task 9 Regional Transportation Planning Coordination

Project 9.1 – Metropolitan Planning Process Tri-Party Agreement

Task 10 Environmental Sustainability

Project 10.1 – Transportation Infrastructure Sea Level Rise Vulnerability Assessment

Project 10.2 – EPA Smart Growth Implementation Assistance Grant

Project 10.3 - Wetland and OWTS Legislative Task Force

Task 11 Long Range Planning

Project 10.1 – Solid Waste Management Plan

Project 10.2 – Historic Preservation Plan

Project 10.3 – Watershed Plan

Project 10.4 – Energy Plan

Task 13 Technical Assistance

- Project 13.1 – Rhode Island Land Use Training Collaborative
- Project 13.2 – Comprehensive Plan Requirements Training
- Project 13.3 – Place Making and Public Art
- Project 13.4 – Unified Development Review Alternative

Task 14 Data Management and Coordination

- Project 14.1 – Standard Map Symbology Development
- Project 14.2 - RIGIS Parcel Standard Update

Task 15 Data Development and Analysis

- Project 15.1 - Census Data for Transportation Planning
- Project 15.2 - Technical Paper on Migration
- Project 15.3 – State Property Geospatial Dataset Development
- Project 15.4 – Highway Functional Classification Update
- Project 15.5 – Travel Demand Model Update
- Project 15.6 – Land Use/Land Cover Analysis

Task 16 Data Delivery

- Project 16.1 – Sustaining and Enhancing Access to the RIGIS Geospatial Database

Task 17 Equity in Planning

- Project 17.1 – Public Participation Plan
- Project 17.2 – Title VI and Limited English Proficiency Plan Implementation

Task 19 MAP 21 Implementation - Performance Management

- Project 19.1 – Transportation Advisory Committee Educational Series

Project 4.1 East Bay Corridor Study

Program Area/Task: Corridor Planning

Project Manager: Karen Scott

Supporting Staff: Linsey Callaghan, Kevin Flynn, Mike Moan, Jared Rhodes, Karen Scott, Ronnie Sirota and Chris Witt

Project Overview

The State of Rhode Island is committed to a planning process that will identify the projected transportation demand of persons and goods in selected corridors within the state over a long-term planning horizon. The Towns of Barrington, Warren, and Bristol, combined with the City of East Providence, constitute one such transportation corridor designated as the East Bay Corridor. The East Bay Corridor holds statewide and regional significance. The overall planning process will attempt to assess capital investment and other measures necessary to preserve the existing transportation system and to make the most efficient and safe use of existing transportation facilities to improve and enhance capacity and to relieve congestion.

FY 15 Tasks by Quarter

Quarter 1

- Meet with planners in Barrington, Warren, Bristol and East Providence to finalize project approach.
- Meet with Roger Williams University (RWU) to define their role in the project.
- Reach out to managers, Councils, etc. for buy in to East Bay Corridor Project
- Execute an MOU with RIDOT on this project

Quarter 1 – Actual

- None

Explanation of project delay

- Due to staff constraints, Statewide Planning does not expect to have the capacity to advance the East Bay Corridor Study until Quarter 3 of this year.

Quarter 2

- Execute MOU's with Barrington, Warren, Bristol and East Providence for this project
- Finalize RFP for project manager and full corridor study
- Form a project advisory team to lead project
- Release RFPs for project manager and full corridor study.

Quarter 2 – Actual

- None

Explanation of Project Delay

- Due to staff constraints, Statewide Planning does not expect to have the capacity to advance the East Bay Corridor Study until FY 16.

Quarter 3

- Identify a preferred consultant and execute a contract with the firm.
- Develop a detailed work plan in collaboration with the selected consultant and begin development of the East Bay Corridor Study.
- Continue regular meetings of the Project Advisory Committee.

Quarter 3 – Actual

- None

Explanation of Project Delay

- Due to staff constraints, Statewide Planning does not expect to have the capacity to advance the East Bay Corridor Study until FY 16.

Quarter 4

- Hold project kick-off meeting
- Begin development of the East Bay Corridor Study. *
- Continue regular meetings of the Project Advisory Committee.
- In cooperation with RWU, begin engagement of and outreach to private and public stakeholders.

Quarter 4 – Actual

- None

Explanation of Project Delay

- Due to staff constraints, Statewide Planning does not expect to have the capacity to advance the East Bay Corridor Study until FY 16.

FY 16 Tasks by Quarter

Quarter 1

- Continue development of the East Bay Corridor Study. *
- Continue regular meetings of the Project Advisory Committee.
- In cooperation with RWU, begin engagement of and outreach to private and public stakeholders.

Quarter 2

- Continue development of the East Bay Corridor Study. *
- Continue regular meetings of the Project Advisory Committee.
- In cooperation with RWU, begin engagement of and outreach to private and public stakeholders.

Quarter 3

- Continue development of the East Bay Corridor Study. *
- Continue regular meetings of the Project Advisory Committee.
- In cooperation with RWU, begin engagement of and outreach to private and public stakeholders.

Quarter 4

- Complete a final draft of the East Bay Corridor Study that is approved by the Project Advisory Committee.
- Continue regular meetings of the Project Advisory Committee.

FY 17 Tasks by Quarter

Quarter 1

- Present the East Bay Corridor Study to the Transportation Advisory Committee, Technical Committee and State Planning Council for information.
- Continue regular meetings of the Project Advisory Committee to plan for implementation.

**A detailed work plan and timeline will be developed once Statewide Planning hires a consultant for the project.*

Products

- East Bay Corridor Study

Project Cost (outside of staff time)

\$500,000 (\$350,000 – FHWA, \$50,000 – FTA, \$100,000 – RIDOT)

Project 4.2 RIDOT PAP Report Implementation Program

Program Area/Task: Corridor Planning

Project Manager: Linsey Callaghan

Supporting Staff: Michael Moan, Kevin Nelson, and Benny Bergantino (Statewide Planning) and Amy Pettine (RIPTA).

Project Overview: Implement the recommendations of the Physical Alteration Permit Report completed through the Congestion Management Task Force.

FY 15 tasks by quarter

Quarter 1

- Hold NHI Access Management Training Workshop for state and municipal officials and engineering consultants.
- Engage and solicit input from other state agencies such as RIPTA in the PAP evaluation process.
- Engage and solicit feedback from the municipal planners on the following aspects of the PAP application and review process:
 - Municipal inclusion in proposed RIDOT hosted PAP application conceptual design meetings
 - Opportunity for municipalities to provide comments to RIDOT within 30 days of their receiving a PAP application
 - Change of use PAP applications
 - Recommended municipal circulation/review process for PAP applications
 - Municipal PAP sign-off form
 - Municipal/Developer PAP informational brochure
- Develop alternatives for improved regulatory coordination and timing for municipalities to require PAP permits (and potentially other state permits) during the municipal review process related to zoning, subdivision, and land development plan applications, as well as building permits
 - Engage municipal planners, engineering consultants, RI American Planning Association, RI Builders Association, and potentially others in the drafting of the alternative regulatory approach.
- Work with RIDOT and DoIT on improvements to the PAP database to provide linked access between Design and Maintenance and with RI.gov on the online PAP permit tracking portal.

Quarter 1 – Actual

- Revised approved PAP report with comments received from Access Management Task Force.
- PAP report presented to Congestion Management Task Force for review and approval.
- PAP approved and finalized with comments from Congestion Management Task Force.

Explanation of project delay

- Staff faced unexpected delays from additional civil rights duties under Title VI and DBE, including preparation time for RIDOT and sub-recipient civil rights audit by FHWA.

Quarter 2

- Continue to draft alternatives for improved regulatory coordination and timing for municipalities to require PAP permits.
- Develop the following draft municipal products:
 - Model access management ordinance
 - Guidance on municipal circulation/review process for PAP applications
 - Municipal/Developer PAP informational brochure
 - Municipal PAP sign-off review form
- Develop recommended changes to RIDOT for the PAP Manual related to the following:
 - Access management and design best practices
 - Change of use permit definition
 - Opportunity for municipal input for change of use determination
 - PAP modification of an existing permit
 - PAP denial and appeal process
 - Conditions of PAP permit approval
- Develop a PDF for the revised PAP application forms and checklist
- Continue to work with RIDOT and DoIT on improvements to the PAP database to provide linked access between Design and Maintenance and with RI.gov on the online PAP permit tracking portal.
- Work with RIDOT on revisions to the PAP fee schedule.

Quarter 2 – Actual

- The findings of the PAP Report were presented to the RIDOT Director.
- Report was sent to the RI Division FHWA Administrator.
- The CMTF at their December meeting supported the formation of an Implementation Working Group to identify and prioritize the PAP Report action items.

Explanation of Project Delay

- Staff faced unexpected delays from additional civil rights duties under Title VI and DBE, including preparation time for RIDOT and sub-recipient civil rights audit by FHWA.

Quarter 3

- Continue to draft alternative for improved regulatory coordination and timing for municipalities to require PAP permits.
- Continue to develop municipal products listed above
- Continue to assess RIDOT recommended changes to the PAP Manual listed above.
- Finalize PDF PAP application forms and checklist
- Work with RIDOT to adopt the revised PAP fee schedule

Quarter 3 – Actual

- Staff reviewed and prioritized implementation tasks from the PAP Report.
- Staff met with RIDOT Intermodal staff and provided them with background on the project and discussed the coordinated implementation of the implementation tasks.

- RIDOT staff conducted their own task review and prioritization. A combined task list will be delivered to the Congestion Management Task Force prior to the June FY 2015 meeting.

Explanation of Project Delay

- Staff faced unexpected delays from additional civil rights duties under Title VI and DBE, including preparation time for RIDOT and sub-recipient civil rights audit by FHWA in the 1st and 2nd Quarters.
- Staff faced unexpected delays from the late start of the Public Participation Plan and LEP Plan.

Quarter 4

- Submit final draft alternative to DOA legal and RI General Assembly for improved regulatory coordination and timing for municipalities to require PAP permits (and potentially other state permits) during the municipal review process related to zoning, subdivision, and land development plan applications, as well as building permits.
- Distribute and provide outreach to the municipalities on the following PAP application enhancements and access management tools:
 - Model access management ordinance
 - Informational PAP brochure for municipalities
 - Recommended municipal circulation/review process for PAP applications
 - Municipal PAP sign-off review form
- Adopt with RIDOT appropriate access management elements for the RIDOT PAP Manual and Highway and Traffic Design Manuals.
- Finalize and adopt with RIDOT the PAP fee schedule
- Adopt PDF PAP application forms and checklist

Quarter 4 – Actual

- The prioritized implementation tasks from the PAP Report were delivered to the Congestion Management Task Force at their June 2015 meeting. The Task Force supported the prioritized task items identified.

Explanation of Project Delay

- Due to staff constraints during FY 2015, this project has faced unexpected delays. Statewide Planning, along with cooperative efforts from RIDOT this project is expected to fully advance in FY 16.

Products

- Alternative for improved regulatory coordination and timing for municipalities to require PAP permits
- Model access management zoning ordinance
- Informational PAP brochure for municipalities
- Recommended municipal circulation/review process for PAP applications
- Revisions to RIDOT Physical Alteration Permit Manual and potentially to the RIDOT Highway Design Manual and Traffic Design Manual
- PDF PAP application forms and checklist

- Revised PAP application fee schedule
- RIDOT enhanced database
- PAP application online tracking portal

Project Cost (outside of staff time): None

Project 5.1 State Employee Commuter Task Force

Program Area/Task: Transportation Operations and Management

Project Manager: Karen Scott

Supporting Staff: Chris Witt (Statewide Planning) and Amy Pettine (RIPTA)

Project Overview

The Statewide Planning Program will collaborate with the Department of Administration Director's Office, Division of Human Resources, RIPTA and the Rhode Island Office of Energy Resources to implement policies and programs to reduce single occupancy vehicle trips by State Employees. The overall goals of the effort are to reduce vehicle miles traveled, ease traffic congestion, and improve air quality and promote the use of transit. The group has drafted a work plan composed of low-cost steps the State can take to meet these goals.

FY 15 tasks by quarter

Quarter 1

- Analyze the results of a state employee travel mode survey to be deployed in Quarter 4 of FY 2014, and use them to estimate the vehicle miles traveled by mode by State employees.
- Assist the Division of Human Resources as it works with the RIPTA Commuter Resource program to organize an event promoting the State's RIPTA pass pre-tax purchase program and other initiatives to employees.

Quarter 1 – Actual

- The Division of Human Resources began a pilot program with two State programs of a “10 over 9” work week.

Explanation of project delay

- Statewide Planning is awaiting approval and support from the Department of Administration and Division of Human Resources to distribute the survey and organize the event.

Quarter 2

- Assist the Division of Human Resources in holding the RIPTA Commuter Resource event.
- Support the Division of Human Resources as it determines the feasibility of establishing a MBTA pre-tax purchase program similar to the existing program for RIPTA riders.

Quarter 2 – Actual

- The Division of Human Resources completed its pilot program of a “10 over 9” work week with two state departments. It has not decided whether the program should continue.

Explanation of project delay

- Statewide Planning is awaiting approval and support from the Department of Administration and Division of Human Resources to distribute the survey, organize the Commuter Resource event, and determine feasibility of establishing a MBTA pre-tax purchase program.

Quarter 3

- Work with the Department of Administration Director's Office, Division of Human Resources, and the Rhode Island Office of Energy Resources to identify and implement low cost improvements to encourage the use of alternative travel modes.
- Assist the Division of Human Resources as it drafts a "10 over 9" work week policy that allows state employees to work 70 hours over nine days instead of ten days.

Quarter 3 –Actual

- None

Explanation of project delay

- Statewide Planning is awaiting approval and support from the Department of Administration and Division of Human Resources to distribute the survey, organize the Commuter Resource event, and determine feasibility of establishing a MBTA pre-tax purchase program.
- The Division of Human Resources has not decided whether the "10 over 9" work week program should continue.

Quarter 4

- Continue to work with the Department of Administration Director's Office, Division of Human Resources, and the Rhode Island Office of Energy Resources to identify and implement low cost improvements to encourage the use of alternative travel modes.
- Assist in the development of measures to determine the impact of VMT-reduction programs and policies.

Quarter 4 –Actual

- None

Explanation of project delay

- Statewide Planning is awaiting approval and support from the Department of Administration and Division of Human Resources to distribute the survey, organize the Commuter Resource event, and determine feasibility of establishing a MBTA pre-tax purchase program.
- The Division of Human Resources is working with the new Director of Administration to determine if the "10 over 9" or other alternative work week program will be implemented.
- The Department of Administration cannot measure the impact of VMT-reduction programs it has not enacted.

Products

- State Employee Travel Mode Survey
- RIPTA Commuter Resource Event
- List of policies and improvements to promote the use of alternative commuting modes
- “10 over 9” Work Week Policy
- List of measures to determine the impact of VMT-reduction programs

Project Cost (outside of staff time): None

Project 6.1 Transit Planning Assistance

Program Area/Task: Transit Planning

Project Manager: RIDOT Intermodal Planning: Andy Koziol

Supporting Staff: RIDOT Intermodal Planning: Steve Devine
Statewide Planning: Linsey Callahan, Michael Moan, Ronnie Sirota
RIPTA Planning: Amy Pettine

Project Overview:

Support RIDOT in transit operational analysis, monitoring and coordination. Work will include periodic reviews of MBTA commuter rail service and schedules in RI, including development of detailed stringlines to be used for service change recommendations. This project includes assessing ridership at the three (3) RI commuter rail stations and analyzing growth potential. Work will include close coordination with RIPTA bus services and developing recommendations on improving integration to commuter rail stations using RIPTA's COA as basis for analysis. Work will also include development of marketing strategies to enhance ongoing efforts to promote usage of both commuter rail and bus transit.

Support RIDOT in meeting the Federal Transit Administration's requirements for developing a transit asset management plan for commuter rail, in conjunction with MBTA and RIPTA, as required by MAP 21. Work also includes the development of recommended approaches to a state transit safety and oversight plan for fixed guideways, including commuter rail and potential streetcar.

FY 15 Tasks by Quarter:

Quarter 1

- Finalize scope of work and RFP

Quarter 1 – Actual

- Finalized scope of work and RFP.
- Executed Cooperative Agreement between RIDOT and Statewide Planning on 6/13/14.
- Funds authorized on 9/4/14.
- RIDOT Contracts Office packaged up scope and RFP and prepared for advertising next quarter.

Explanation of project delay

- The project is on schedule.

Quarter 2

- Advertise RFP and receive consultant proposals

Quarter 2 – Actual

- RIDOT Advertised the RFP and received consultant technical proposals.

- The Technical Evaluation Committee (TEC) reviewed three technical proposals and evaluated them based on the scoring criteria.
- All three proposals received at least the minimum 55 points (out of 70) needed to remain in consideration for award.
- The TEC has completed their technical evaluation document, and they have forwarded it to RIDOT's Contracts office. They have requested the cost proposals to be obtained / unsealed. The cost proposals are the final component to the scoring and final ranking for award.

Explanation of project delay

- The project is on schedule.

Quarter 3

- Award contract and begin project

Quarter 3 – Actual

- The cost proposals were unsealed, allowing for the final scoring of the three proposals.
- The final selection was made internally and recommended to RIDOT's consultant selection panel where it received concurrence.
- The selected firm accepted the tentative award, and they supplied the necessary pre-award information.
- The selected firm will sign their contract with RIDOT 4/13/15.

Explanation of project delay

- The project is on schedule.

Quarter 4

- Project development/analysis/assessments/recommendations

Quarter 4 – Actual

- Consultant given notice to proceed on 4/27/15
 - Due to the availability of funding and pending guidance from FTA, reports on transit asset management; rail operations analysis report and stringlines; report on integrating buses at rail stations and connecting Quonset and URI were removed from the project scope. Final products now include a feasibility report on added track capacity to Kingston, ridership at RI rail stations, and a draft Title VI Program Plan.
- Title VI Program Plan draft completed
- First observational survey completed

Explanation of project delay

- The project is on schedule.

Products

- Reports on: Transit asset management; rail operations analysis report and stringlines; report on integrating buses at rail stations and connecting Quonset and URI; feasibility report on added track capacity to Kingston.

Project Cost (outside of staff time): \$250,000 (\$200,000 FTA, \$50,000 RIDOT)

Project 6.2 Transit Signal Priority Policy (TSP) Development

Program Area/Task: Transit Planning

Project Manager: Amy Pettine, RIPTA, Greg Nordine, RIPTA

Supporting Staff: Bob Roccio, RIDOT

Project Overview:

With RIPTA's recent investments in TSP, we need to build upon this initial effort to evaluate its impact, review policies and determine future investment. TSP includes a maintenance cost, so it is prudent to install TSP at locations where the impact will warrant the increased maintenance cost to RIPTA. TSP also allows RIPTA to operate more efficiently as it reduces dwell time at intersections and allows buses to move more quickly down congested corridors. By increasing efficiency, RIPTA is able to provide a greater level of service with the same level of operating dollars.

RIPTA will hire a consultant to analyze traffic signals throughout the state and RIPTA bus service to develop a plan for the further development and implementation of TSP beyond the initial R-Line project. The consultant will also review the RIDOT traffic program to determine possible cost-effective strategies for future TSP investment.

This consultant will weigh the costs of implementation with the effectiveness of a TSP network across the state so that RIPTA and RIDOT can optimize its return on investment.

The consultant will also review the process by which RIPTA, RIDOT and municipalities worked together on TSP to identify a program of work moving forward, including review of policies and agreements.

FY 15 tasks by quarter:

Quarter 1

- Scoping

Quarter 1 – Actual

- No progress made

Explanation of project delay

- RIPTA Planning is undergoing staffing changes that have pushed back several projects. Project scoping will begin in Quarter 3.

Quarter 2

- Issue RFP

Quarter 2 – Actual

- RFP is currently in development.

Explanation of project delay

- Staffing shortages experienced during Quarter 1 have continued to have an impact on project timeline. RFP is expected to be issued in Quarter 3.

Quarter 3

- Conduct Study

Quarter 3 – Actual

- RFP is completed. Project is working through approval process to be issued in Quarter 4.

Explanation of project delay

- Staffing shortages experienced during Quarter 1 have continued to have an impact on project timeline.

Quarter 4

- Develop Capital Program for Expansion based on Recommendations

Quarter 4 – Actual

- The RFP was awarded at the June 2015 RIPTA Board of Directors meeting.

Explanation of project delay

- Staffing shortages experienced during Quarter 1 have continued to have an impact on project timeline.

Products

- Traffic Signal Priority Study

Project Cost (outside of staff time): \$150,000 (\$7,500 FHWA, \$112,500 FTA, \$30,000 RIPTA)

Project 6.3 Fare Payment Planning

Program Area/Task: Transit Planning

Project Manager: RIPTA Planning (Amy Pettine)

Supporting Staff: RIPTA Planning (Kevin Perry), RIDOT Intermodal Planning (Steve Devine)

Project Overview:

This project is an expansion of the FY 2014 fare payment planning project. The purpose of the project is to:

- Maximize fare revenue while maintaining ridership.
- Advance the goal of cashless payment by researching options such as smart cards and proof-of-payment
- Grow ridership while meeting or exceeding the established fare standard
- Develop an implementation plan to enable the state to adopt its future fare media and fare policies

RIPTA and RIDOT will work with a consultant to review current fare media costs, develop baseline ridership, develop fare elasticities, recommend standard bulk pricing, recommend new or alternative fare products, review fare integration across services and agencies, and create policies for transfers and fare integration.

FY 15 tasks by quarter:

Quarter 1

- Develop RFP for consulting services (begin in FY 2014)
- Collect existing resources
- Award contract
- Review costs of current fare payment programs. Include RIPTA costs (farebox and Ticket Vending Machine (TVM) maintenance, fare media purchase, money room expenses, and security)

Quarter 1 – Actual

- Developed draft RFP for consulting services (begin in FY 2014).

Explanation of project delay

- This project is a priority and the RFP draft is underway, but we are delayed in several Quarter 1 tasks because RIPTA Planning is undergoing staffing changes that have pushed back several projects. New staff will be on board during Quarter 2.

Quarter 2

- Develop a baseline of ridership by fare type and mode – fixed route, Flex, ADA
- Determine elasticity by rider segment
- Review bulk contracts and price discounts (UPass, EcoPass, Providence Schools, RI Department of Human Services, state employees, Senior/Disabled pass).

- Analyze barriers and advantages to integrating fares with Massachusetts Bay Transit Authority, Greater Attleboro Taunton Regional Transit Authority, Southeastern Regional Transit Authority, Amtrak

Quarter 2 - Actual

- RFP for Fare Payment Planning Study issued and will be awarded in January 2015.
- RIPTA has formed an internal task force, including riders, to guide and oversee this project

Explanation of project delay

- Project timeline has been condensed to maintain overall timeline and will be completed in 120 days from Notice to Proceed.

Quarter 3

- Develop alternative fare scenarios, which may include an increase or decrease to base fares, adjustments to discount rates of media, new fare media, new transfer policies, and/or use of alternative fare strategies and types.
 - Examples: zone-based fare downtown (including streetcar); premium service for express/park-n-ride routes; ADA bus pass for free travel on Fixed Route.
 - Include recommendations for cashless or mobile solutions
 - Include transfer policies, including ADA to fixed route.
- Recommend standard price points for bulk contracts
- Develop fare integration options
 - If not technically feasible, recommend policies that integrate fares
 - Develop method to account for costs of riders who switch between services so agencies can pay each other
- Develop an in-state transit pass, including train

Quarter 3 – Actual

- Contract was awarded to LTK Engineering. Kickoff meeting has been held and the consultant has interviewed many stakeholders to begin creation of an Existing Conditions Report.
- Contractor has begun draft of recommendations for Senior/Disabled Fare policies.
- Contractor has begun draft of recommendations for U-Pass and Eco-Pass programs.

Explanation of project delay

- Project timeline has been condensed to maintain overall timeline and will be completed in 120 days from Notice to Proceed.

Quarter 4

- Facilitate adoption of a fare policy plan by RIPTA (possibly RIDOT) among the options above.
- Develop an implementation plan for introducing a new fare payment plan

Quarter 4 – Actual

- Contractor completed an Existing Conditions Report to establish baseline data for RIPTA's fare program.
- Public outreach meetings held to gain an understanding of the public's perceptions of RIPTA's fare program.
- Public survey (740+ responses) issued about RIPTA's current fare program and potential changes that may be considered.
- Contractor completed a Review of Peer Agencies to determine best practices within the transit world for fare programs.
- Contractor provided alternatives for potential fare changes, which were presented at public meetings to solicit feedback.

Explanation of project delay

- Project has been delayed since quarter one. There have been no new delays based upon the project schedule.

Products

- Memos and reports as needed
- Cost analysis of current fare payment systems
- Elasticity figures for each rider segment
- Recommended price points for bulk contracts
- Recommended fare media options
- Implementation plan

Project Cost (outside of staff time): \$150,000 (\$7,500 FHWA, \$112,500 FTA, \$30,000 RIPTA)

Project 6.4 Transit/Highway Design Guidebook

Program Area/Task: Transit Planning

Project Manager: RIPTA Planning (Amy Pettine)

Supporting Staff: RIDOT Planning (Steve Devine), RIDOT Planning (Andy Koziol), RIDOT Engineering (Bob Smith Staff), Statewide Planning (Linsey Callahan)

Project Overview:

To develop a user-friendly design guidebook to assist highway engineers and planners on the specific physical needs solutions for transit (i.e. bus stops improvements bus lanes, traffic signals as part complete streets analysis on roadway projects. RIPTA's expanding bus network has fostered a close working relationship with RIDOT on a case-by-case basis. The intent of this guidebook is to establish a more permanent and sustainable consideration of bus transit as part of infrastructure design.

FY 15 tasks by quarter:

Quarter 1

- Scoping Document

Quarter 1 – Actual

- No progress made

Explanation of project delay

- This project has been delayed because the RIPTA project manager assigned to the project has needed to spend unanticipated time completing implementation of the R-Line.

Quarter 2

- Advertise for Consultant Services

Quarter 2 – Actual

- RFP has been drafted and is currently in review between RIDOT and RIPTA
- RIDOT is in the process of assigning transportation design staff to this project

Explanation of project delay

- No further delay experienced since Quarter 1.

Quarter 3

- Consultant Hired

Quarter 3 – Actual

- RFP is completed. Project is working through approval process to be issued in Quarter 4.

Explanation of project delay

- No further delay experienced since Quarter 1.

Quarter 4

- Draft Guidebook

Quarter 4 – Actual

- Project RFP has been publicly issued.

Explanation of project delay

- No further delay experienced since Q1.

FY 16 tasks by quarter:

Quarter 1

- Coordination & Revisions

Quarter 2

- Final Guidebook

Products

- Scoping Document
- Draft Guidebook
- Final Guidebook

Project Cost (outside of staff time): Total - \$100,000 (\$20,000 FHWA, \$60,000 FTA, \$10,000 RIDOT and \$10,000 RIPTA)

Project 6.5 Advanced Transit Technology Initiative

Program Area/Task: Transit Planning

Project Manager: Amy Pettine (RIPTA)

Supporting Staff: Greg Nordine (RIPTA) and Linsey Callaghan and Chris Witt (Statewide Planning)

Project Overview

The Statewide Planning Program awarded a grant of \$88,000 to the Rhode Island Public Transit Authority (RIPTA) in FY2014 to support the implementation of Rapid Bus Improvements to the two highest ridership bus routes in the City of Providence along Broad and North Main Streets (R Line) and begin advancing rapid ready plans for other key bus corridors. RIPTA is providing \$22,000 in match for a total project cost of \$110,000. Grant funds support the time of a RIPTA staff member who manages the project.

FY 15 tasks by quarter

Quarter 1 FY2015

- Review best practices and lessons learned from R Line planning and implementation to determine level of investment and service changes necessary to improve ridership and operations of high priority corridors.
- Oversight of design and implementation of transit signal priority (TSP) expansion on selected key bus routes.
- Continue to work with community partners to develop strategies and recommendations for corridor improvements; work with RIPTA Planning to realign bus stops, improve service and plan for investment in passenger amenities.

Quarter 1 – Actual

- Review best practices and lessons learned from R Line planning and implementation to determine level of investment and service changes necessary to improve ridership and operations of high priority corridors.
- Oversight of design and implementation of transit signal priority (TSP) expansion on selected key bus routes.
- Continue to work with community partners to develop strategies and recommendations for corridor improvements; work with RIPTA Planning to realign bus stops, improve service and plan for investment in passenger amenities

Explanation of project delay

- This project is on schedule

Quarter 2

- Continue coordination with RIDOT and local municipalities to identify appropriate locations for the next phase of TSP investment.
- Review best practices to develop policies for RIDOT and local road construction projects to include TSP when beneficial to RIPTA.

- Continue to work with RIPTA Transportation and IT to educate and train drivers on TSP use.

Quarter 2 – Actual

- Continue coordination with RIDOT and local municipalities to identify appropriate locations for the next phase of TSP investment.
- Review best practices to develop policies for RIDOT and local road construction projects to include TSP when beneficial to RIPTA.
- Continue to work with RIPTA Transportation and IT to educate and train drivers on TSP use.
- The following products have been completed and will be provided to SPP by RIPTA:
 - Criteria for how bus stops are chosen to remain or removed
 - Map of impacts to accessibility if bus stops are adjusted along the route (i.e. impacts of removing a stop and ¼ mile radius walkability impacts).
 - Final map of R-Line
 - Map of inventory of amenities to be installed along the R-Line
 - Typology manual: manual for bus stop types along the R-Line

Explanation of project delay

- Implementation of the R Line has taken more time than originally anticipated. However implementation of the R Line is now complete, with some of the later goals – developing priorities for RIDOT and local road construction projects to include TSP when beneficial to RIPTA, and working on driver education – have been moved under project 6.2 Transit Signal Priority Policy Development.

Quarter 3 – Actual

- With implementation of the R-Line complete, the following projected will be provided to SPP by RIPTA:
 - Map of impacts to accessibility if bus stops are adjusted along the route (i.e. impacts of removing a stop and ¼ mile radius walkability impacts).
 - Final map of R-Line
 - Map of inventory of amenities to be installed along the R-Line
 - Typology manual: manual for bus stop types along the R-Line

Quarter 4 – Actual

- The project is complete and all documents and maps have been provided to SPP.

Explanation of project delay

- The project is complete.

Products

- Planning documents developed as part of the project.
- All cartographic, geographic, graphical, tabular or other compilations or representations of data assembled in support of the project.

Project Cost (outside of staff time): FY 15 Total - \$52,633 (\$40,487 FTA, \$12,146 RIPTA)

Project 7.1 FY 2017 – 2020 Transportation Improvement Program (TIP)

Program Area/Task: Transportation Improvement Program

Project Manager: Linsey Callaghan

Supporting Staff: Kevin Flynn, Benjamin Jacobs, Michael Moan, Jared Rhodes, Karen Scott, Ronnie Sirota and Chris Witt

Project Overview

Develop the FY 2017 – 2020 TIP in accordance with MAP-21 funding requirements and categories and according to the Rhode Island State Planning Council Rules of Procedure.

FY 15 tasks by quarter:

Quarter 1

- Discuss potential TIP funding categories according to MAP-21 requirements and state needs

Quarter 1 – Actual

- Statewide Planning and RIDOT continue to discuss a potential structure for the TIP that would meet MAP-21 requirements and state needs.

Explanation of project delay

- The project is on schedule.

Quarter 2

- Determine TIP funding categories according to MAP-21 requirements and state needs
- Revise TIP Project Selection Criteria

Quarter 2 – Actual

- Statewide Planning continues to develop a TIP structure that meets MAP-21 requirements and state needs.
- Statewide Planning has met with units in RIDOT to build consensus for and refine the new TIP structure.
- Statewide Planning worked with RIDOT to create a spatial database of transportation needs and potential projects to aid in the development of the TIP.

Explanation of project delay

- Statewide Planning must finalize the TIP structure before determining the TIP funding categories and selection criteria.

Quarter 3

- Finalize TIP Project Selection Criteria
- Determine available funding
- Develop a timeline and approach for the FY 2017-2020 TIP

Quarter 3 – Actual

- Statewide Planning has met with RIDOT leadership to build consensus for the next TIP process and presented them with a draft timeframe.
- Statewide Planning worked with RIDOT to create a spatial database of transportation needs and potential projects to aid in the development of the TIP.

Explanation of project delay

- Once the TIP process and timeframe is established, work on the selection criteria can begin.

Quarter 4

- Allocate funding levels by TIP program with TAC
- Develop project solicitation documents
- Develop public announcements/TIP Development Guide

Quarter 4 – Actual

- Statewide Planning has continued to have discussions with RIDOT leadership to build consensus for the next TIP process and presented them with a draft timeframe.
- Statewide Planning continued to work with RIDOT to create a spatial database of transportation needs and potential projects to aid in the development of the TIP.

Explanation of project delay

- Once the TIP process and timeframe is established, work on the selection criteria can begin.

FY 16 tasks by quarter:

Quarter 1

- Finalize all public solicitation documents
- Issue public notices / solicitation to officials
- Hold application workshops

Quarter 2

- Application deadline
- Hold TIP application regional public hearings
- Staff review of applications
- TAC review of programs/projects

Quarter 3

- Prepare Draft TIP
- Present draft TIP to TAC, TC, SPC
- TIP public notice period

Quarter 4

- TIP Public Hearing
- Revised Draft TIP
- Finalize TIP Project Selection Report
- Present final draft TIP to TAC, TC

- Final Adoption by SPC

Products

- TIP – Guidance on Applying Criteria for Evaluation of Project Proposals
- A Guide to Rhode Island’s Transportation Improvement Program – Development Process
FY 2017 – 2020
- TIP Project Selection Report
- Final FY 2017 – 2020 Transportation Improvement Program

Project Cost (outside of staff time): None

Project 7.2 GIS Web- based TIP Application

Program Area/Task: Transportation Improvement Program

Project Manager: Linsey Callaghan

Supporting Staff: Chris Witt, Benjamin Jacobs

Project Overview

In collaboration with the Rhode Island Department of Transportation (RIDOT), develop a GIS-based web application for the Transportation Improvement Program (TIP). The web application will be used during the submission and public review of projects for the FY 2017 – 2020 TIP. This tool will allow the user to identify project locations and limits based on the underlying GIS data and assess the value of the project and likelihood of the project being funded in the context of the needs of the entire Rhode Island transportation system. The web application will enable a more transparent, systematic, and data-driven process for prioritizing the major transportation investments in the state. The application is also envisioned to be extended to support project construction implementation both tabularly and visually in an interactive map and to track the project history over time from inception to construction closeout.

FY 15 tasks by quarter:

Quarter 1

- Determine project objectives
- Evaluate project options and potential software solutions

Quarter 1 – Actual

- Staff from Statewide Planning and RIDOT collaborated to determine project objectives.
- Statewide Planning and RIDOT are also evaluating available TIP software programs from ESRI and other vendors.

Explanation of project delay

- The project is on schedule.

Quarter 2

- Select consultant/software provider to assist implement project

Quarter 2 – Actual

- None

Explanation of project delay

- Statewide Planning and RIDOT must finalize the TIP structure before moving ahead with the selection of a GIS web-based TIP application. A presentation by a TIP software vendor is scheduled for Quarter 3.

Quarter 3

- To-be-determined and based on provider selected

Quarter 3 – Actual

- Staff, along with RIDOT attended a presentation by TIP software vendor TIPVue.
- Staff held a follow up meeting with RIDOT to discuss TIPVue’s presentation and discussed a preliminary path in moving towards an on-line TIP interface.
- Staff compiled a list of basic tier 1 and tier 2 requirements for the TIP software. The list, along with a formal request for approval to purchase the software is anticipated to be presented to Rhode Island’s Division of Information Technology Project Review Committee in Q4.

Explanation of project delay

- After initial delays outlined above, project continues to move forward.

Quarter 4

- To-be-determined and based on provider selected

Quarter 4 – Actual

- Staff further revised the list of basic tier 1 and tier 2 requirements for the TIP software. The list, along with a formal request for approval to purchase the software is anticipated to be presented to Rhode Island’s Division of Information Technology Project Review Committee in July.

Explanation of project delay

After initial delays outlined above, project continues to move forward.

Products

- GIS based web interface for TIP
- TIP project scoring management application for setting up scoring criteria/weights and formulas
- Cost estimation tool for generating planning level costs for projects

Project Cost (outside of staff time): \$500,000 (\$300,000 – FHWA, \$100,000 FTA, \$100,000 – RIDOT)

Project 8.1 Freight and Goods Movement Plan

Program Area/Task: Freight Planning

Project Manager: Chris Witt

Supporting Staff: Linsey Callaghan, Kevin Flynn, Jared Rhodes, Ronnie Sirota, Chris Witt

Project Overview

The Statewide Planning Program will work with the Freight Advisory Committee and other stakeholders to develop a Statewide Freight and Goods Movement Plan, which will include a set of recommendations, linked to an implementation action plan, that enhance the movement of freight in and through Rhode Island. Plan development will include an analysis of critical freight infrastructure, freight flows in the state, and freight-related policies. Statewide Planning expects to issue a request for proposals for a consultant to assist with the development of the Statewide Freight and Goods Movement Plan. The completed plan will meet the MAP-21 recommendations for state freight plans, and it will position the state to take advantage of the increased federal funding share available for freight-related projects in states with freight plans approved by FHWA. This project was initiated in FY 14.

FY 15 tasks by quarter:

Quarter 1

- Review and score consultant responses to the Statewide Freight and Goods Movement Plan RFP.
- Identify a preferred consultant and execute a contract with the firm.
- Develop a detailed work plan in collaboration with the selected consultant and begin development of the Freight Plan.
- Continue regular meetings of the Freight Advisory Committee.
- Continue engagement and outreach to private and public freight stakeholders.

Quarter 1 – Actual

- Statewide Planning has identified a preferred consultant and expects to execute a contract early in Quarter 2.
- Statewide Planning continues to lead quarterly meetings of the Freight Advisory Committee and has expanded its membership to include members from the Rhode Island Trucking Association, State Police, and other public and private stakeholders.
- Statewide Planning and RIDOT applied for and received \$150,000 in assistance for the FHWA SHRP2 C03 and C11 tools.

Explanation of project delay

- Delays in the Rhode Island State purchasing process pushed the contract execution into Quarter 2.

Quarter 2

- Continue development of the State Freight Plan.*
- Continue regular meetings of the Freight Advisory Committee.

- Continue engagement of and outreach to private and public freight stakeholders.

Quarter 2 – Actual

- Statewide Planning hired HDR Engineering, Inc. to assist with the development of the Statewide Freight and Goods Movement Plan.
- Statewide Planning led meetings of the Freight Advisory Committee in September and November 2014.
- Statewide Planning worked with the Division of Purchases to issue a request for proposals to assist with the implementation of the SHRP2 C03 and C11 tools.
- Statewide Planning and RIDOT continued outreach to public and private freight stakeholders.

Explanation of project delay

- Project is on schedule.

Quarter 3

- Continue development of the State Freight Plan. *
- Continue regular meetings of the Freight Advisory Committee.
- Continue engagement of and outreach to private and public freight stakeholders.

Quarter 3 – Actual

- Statewide Planning and HDR Engineering conducted strategic outreach to key Rhode Island freight stakeholders.
- HDR compiled and analyzed data and information on Rhode Island’s freight transportation infrastructure, freight movements, and freight economic context.
- HDR began the Economic Context and Infrastructure Assessment sections of the Statewide Freight and Goods Movement Plan.
- Statewide Planning led meetings of the Freight Advisory Committee in January and March 2015.
- Statewide Planning made a preliminary selection of a consultant to assist with the implementation of the SHRP2 C03 and C11 tools.

Explanation of project delay

- Project is on schedule.

Quarter 4

- Continue development of the State Freight Plan. *
- Continue regular meetings of the Freight Advisory Committee.
- Continue engagement of and outreach to private and public freight stakeholders.

Quarter 4 – Actual

- Statewide Planning and HDR Engineering conducted strategic outreach to key Rhode Island freight stakeholders through interviews, focus groups, and surveys.
- HDR completed a draft summary of the stakeholder comments it has received through its outreach.

- HDR completed drafts of the Economic Context and Infrastructure Assessment sections of the Statewide Freight and Goods Movement Plan.
- Statewide Planning held a state freight plan public meeting on June 17, 2015.
- Statewide Planning signed a contract with HDR Engineering to assist with the use of the SHRP2 C03 and C11 tools and held a project kick-off meeting.
- Statewide Planning led a panel discussion on New England freight at Bryant University's World Trade Day.

Explanation of project delay

- Project is on schedule.

FY 16 tasks by quarter:

Quarter 1

- Continue development of the State Freight Plan. *
- Continue regular meetings of the Freight Advisory Committee.
- Continue engagement of and outreach to private and public freight stakeholders.

Quarter 2

- Complete a final draft of the State Freight Plan that is approved by the Freight Advisory Committee.
- Continue regular meetings of the Freight Advisory Committee.

Quarter 3

- Present the State Freight Plan to the State Technical Committee and State Planning Council for their approval.
- Continue regular meetings of the Freight Advisory Committee.

**A detailed work plan and timeline will be developed once Statewide Planning hires a consultant for the project.*

Products

- Statewide Freight and Goods Movement Plan

Project Cost (outside of staff time): \$600,000 (\$480,000 – FHWA, \$55,000 – RIDOT, \$65,000 – BRWCT)

Project 9.1 Metropolitan Planning Process Tri-Party Agreement

Program Area/Task: Regional Transportation Planning Coordination

Project Manager: Karen Scott

Supporting Staff: Linsey Callaghan, Chris Witt

Project Overview

The Rhode Island Metropolitan Planning Organization, RIDOT and RIPTA are responsible for maintaining a continuing, cooperative and comprehensive transportation planning process. A single agreement outlining the roles and responsibilities of each organization in carrying out the metropolitan planning process will serve as the clearest way to articulate each agency's diverse function.

FY 15 tasks by quarter:

Quarter 1

- Convene RIPTA and RIDOT to agree to scope of the agreement.
- Draft outline of agreement.

Quarter 1 – Actual

- Met with RIDOT to discuss scope of agreement
- Outline is currently in draft form

Explanation of project delay

- This project is on schedule

Quarter 2

- Add detailed roles and responsibilities for each organization
- Meet regularly to discuss content

Quarter 2 – Actual

- Detailed roles and responsibilities have been drafted for each organization and are currently under review.

Explanation of project delay

- This project is on schedule

Quarter 3

- Continue to add detailed roles and responsibilities for each organization
- Continue to meet regularly to discuss content

Quarter 3 – Actual

- SPP, RIPTA and RIDOT continue to work together to refine language for the MOU

Explanation of project delay

- This project is on schedule

Quarter 4

- Present draft agreement to Transportation Advisory Committee and State Planning Council for approval.
- Sign agreement with RIDOT and RIPTA.

Quarter 4 – Actual

- SPP, RIPTA and RIDOT continue to work together to refine language for the MOU.

Explanation of project delay

- The final section of this draft is on hold based on guidance from new leadership at RIDOT. Also, several sections of the draft agreement may need to be rewritten based on new direction at RIDOT.

Products

- Consolidated Tri-Party Agreement for Metropolitan Transportation Planning

Project Cost (outside of staff time): None

Project 10.1 Transportation Infrastructure Sea Level Rise Vulnerability Assessment

Program Area/Task: Environmental Sustainability

Project Manager: Amanda Martin

Supporting Staff: Linsey Callaghan, Christina Delage Baza, Vin Flood, Benjamin Jacobs, Jared Rhodes, and Chris Witt

Project Overview

Per State Guide Plan Element 611 Transportation 2035, Statewide Planning is producing a Technical Paper which will utilize newly acquired statewide LIDAR and associated post processing elevation and mapping products to assess exposure of transportation assets to sea level rise (SLR) and assess their relative vulnerability and risk.

The intent of this project is to provide information to local public works departments, planners, and state agencies to begin to assess vulnerability and prioritize adaptation needs. This information can assist municipalities in incorporating climate change into local comprehensive plans and hazard mitigation plans, and help guide the prioritization of capital improvement projects in the future. It will also demonstrate a methodology that planners in the state can use independently to assess vulnerability and risk and prioritize adaptation actions.

In Phase Two, the mapping exercise will be used to conduct vulnerability and risk assessments for a subset of state-owned assets, which will begin to prioritize vulnerable assets by the impact associated with their loss. The final paper will also include a brief discussion of key areas for climate decision-making in transportation planning, and what other states and cities have done to address the vulnerability of transportation assets to sea level rise. This project was initiated in FY14.

FY 15 tasks by quarter:

Quarter 1

- Review availability of various indicators for vulnerability (exposure, sensitivity, adaptive capacity) and risk (likelihood, impact) based on data availability and working group input
- Determine the subset of assets to assess for vulnerability and risk

Quarter 1 – Actual

- Statewide Planning has developed the sea level rise vulnerability index and applied it primarily to state-owned transportation assets.
- Statewide Planning created relative rankings of the vulnerability of state-owned roads and bridges as well as bicycle paths, bus routes, and bus stops.
- Presented preliminary findings to stakeholders, including RIDOT.
- Drafted a report, tables, and maps of the results of the project.

Explanation of project delay

- The project is on schedule.

Quarter 2

- Determine relative ranking thresholds for each component of vulnerability and risk (e.g. low/med/high or 1-5) and develop ranking scheme for risk
- Complete the vulnerability and risk assessment for selected assets
- Assess subset of assets using ranking methodology

Quarter 2 – Actual

- Staff completed a final draft of the technical paper that summarizes the project methodology, findings, and includes a map atlas with 93 individual maps covering all coastal communities in the state.
- This draft Technical Paper was completed ahead of schedule and as such, much work went into reviewing the draft document, which included various vulnerability rankings of transportation assets and ensuring that all paper appendixes and listing were consistent with the top 10 rankings presented in the body of the paper.
- Appropriate edits were made to ensure all tables, rankings and indexes were consistent and in the same units of measurement.
- An inventory of all transportation assets and the potential exposure calculation at 1, 3 and 5 feet was completed for each coastal community and included as an appendix.
- A website <http://www.planning.ri.gov/geodeminfo/data/slr.php> was created on the Division of Planning website which includes a “clickable” statewide map index, individual town maps, a copy of the Technical Paper, including data products such as a town-by-town index of all roads that might be inundated under the 1, 3 and 5 foot sea level rise scenarios.
- Additionally a coverage of the 1, 3 and 5 foot sea level rise inundation zones was made available on the RIGIS website. <http://www.edc.uri.edu/rigis/data/>

Explanation of project delay

- Project is on schedule.

Quarter 3

- Draft report with tables and map atlas
- Revise and finalize report and factsheet

Quarter 3 – Actual

- This project is complete.
- Discussed and assessed next steps for inclusion in the FY 16 Work Program.

Explanation of project delay

- Project is on schedule.

Quarter 4

- Generate and post online the report products
- Disseminate with assistance of working group

- Finalize and incorporate GIS data layers resulting from Sea Level Rise transportation planning analysis into the RIGIS database, including 1, 3 and 5-foot inundation levels of sea level rise.

Quarter 4 – Actual

- This project is complete.
- Included a task in the FY 2016 Work Program to analyze municipal transportation infrastructure under sea level rise scenarios used in the analysis of infrastructure under state jurisdiction.

Explanation of project delay

- Project is complete.

Products

- Deliverables – Phase Two
 - Vulnerability and risk profiles for selected assets
 - Table summarizing relative risk of selected assets
- Final Deliverable
 - Report, posted online, that summarizes methodology, describes findings, and discusses adaptation options

Project Cost (outside of staff time): None

Project 10.2 EPA Smart Growth Implementation Assistance Grant

Program Area/Task: Environmental Sustainability

Project Manager: Amanda Martin

Supporting Staff: Vin Flood and Chelsea Siefert,

Project Overview

This project builds on our climate change, land use and transportation planning work to focus on impacts and opportunities for economic development around climate change. It was awarded technical assistance through EPA's Smart Growth Implementation Assistance program in 2013 and kicked off in 2014. The project will produce a methodology for planners and stakeholders to use commonly available data to understand the impacts and opportunities of climate change for the private sector. The tool will be piloted for North Kingstown including the Quonset Business Park and the Port of Davisville and will then be made available to a wider audience.

FY 15 tasks by quarter:

Because the technical assistance contract is managed by EPA, the timeframe for the project largely depends on EPA and the contractor. The following is an approximation by Quarter of the tasks, based on the status of the project as of March 2014.

Quarter 1

- Provide comments on draft assessment tool ("tool") for assessing potential hazard and climate impacts on economic activity
- Review pilot results from North Kingstown

Quarter 1 – Actual

- Provided comments on draft assessment tool for assessing potential hazard and climate impacts on economic activities

Explanation of project delay

- The draft was not ready to share with North Kingstown so pilot results were not ready to be reviewed.

Quarter 2

- Provide input and review draft strategies that consultants develop to address vulnerabilities and opportunities
- Manage consultant site visit and stakeholder follow-up with draft strategies

Quarter 2 – Actual

- Reviewed revised draft assessment tool for assessing potential hazard and climate impacts on economic activities and provided additional comments to the consultant team.

Explanation of project delay

- The draft was not ready to share with North Kingstown so pilot results were not ready to be reviewed.

Quarter 3

- Provide input on draft outline and report
- Review versions of tool, user's guide, and final report

Quarter 3 – Actual

- Provided input and reviewed draft strategies that consultants developed to address vulnerabilities and opportunities.
- Sent draft to North Kingstown so that they could begin pilot use of the methodology.

Explanation of project delay

- Due to extenuating circumstances, North Kingstown was not able to begin the pilot project.

Quarter 4 – Actual

- Drafted additional strategies to address vulnerabilities and opportunities.
- Presented about the draft framework at the National Adaptation in St. Louis, MO.
- Conducted phone calls with EPA in order to determine the best course of action in order to move forward.

Explanation of project delay

- North Kingstown plans to pilot the tool that was developed during this quarter. Feedback from the Town will be incorporated back into the framework, which will be released for use by all Cities and Town in FY16.

Products

- Tool and user guide for assessing potential hazard and climate impacts on economic activity.
- A report that describes how the tool was developed; summarizes the results of the North Kingstown pilot; explains how other communities could apply this tool; lists data gaps that, if filled, would strengthen the tool; and lists the options for economic resilience, finalized and prioritized based on the discussions in North Kingstown.

Project Cost (outside of staff time): None

Project 10.3 Wetland and Onsite Wastewater Treatment System (OWTS) **Legislative Task Force**

Program Area/Task: Environmental Sustainability

Project Manager: Nancy Hess

Supporting Staff: Jeff Davis, Kevin Flynn, Paul Gonsalves and Jared Rhodes

Project Overview

The Legislative Task Force was established by the RI General Assembly in 2013. The purpose of the Task Force is to solicit input from stakeholders with subject matter expertise related to Rhode Island's wetlands, water resources, onsite wastewater systems, and the business community. The Division of Planning in consultation with the Task Force is to prepare a report based on current science and wetland protection needs that assesses the adequacy of wetland protection in the state, identifies gaps in protection, and recommends statutory or regulatory changes to protect wetlands statewide. The focus of the Task Force is wetland buffers and setbacks for land disturbances and groundwater impacts from OWTS. This project was initiated in FY 14.

FY 15 tasks by quarter:

Quarter 1

- Continue to conduct research and summarize state and municipal regulations concerning wetlands and onsite wastewater treatment systems. Provide an evaluation of the current scientific literature regarding protective buffers to the Task Force. Continue to update webpage for the project on monthly basis.
- Continue to facilitate Legislative Task Force monthly meetings.
- Prepare a preliminary draft report with recommendations that ensures the protection of the State's wetland resources while balancing the need for economic development. The report will be compiled in consultation with the Task Force.

Quarter 1 – Actual

- Provided an evaluation of the current scientific literature regarding protective buffers to the Task Force.
- Continued to facilitate monthly meetings.
- Preliminary draft report with recommendations for wetland protection balanced with economic development is nearing completion.

Explanation of Project Delay

- Project is on schedule.

Quarter 2

- Facilitate the Task Force review of preliminary report.
- Facilitate a Task Force consensus on recommendations for a final report.

- Publish a technical paper summarizing the recommendations of the Task Force including a summary of the discussions, presentations reviewed, and deliberations of the Task Force during its meetings.
- Submit Technical Paper to the General Assembly.

Quarter 2 – Actual

- Completed Task Force review of preliminary report.
- Completed Task Force consensus on recommendations for a final report
- Completed final report summarizing the recommendations of the Task Force
- Submitted final report to Governor, Governor-elect, President of Senate and Speaker of the House

Explanation of Project Delay

- Project is on schedule.

Quarters 3 & 4

- Work with DEM and General Assembly on recommendations and legislation for implementation of the recommendations of final report.

Quarter 3 – Actual

- Posted final report to web. http://www.planning.ri.gov/documents/LU/legtask/2015/LTF_Final_Report_2014.pdf
- Worked with DEM Office of Water Resources on drafting legislation for implementation of the final report
- Monitored and continued to assist the General Assembly and others with understanding of the recommendations of the Final Report and the proposed legislation.
- Made an informational presentation to the Water Resources Board to assist the Board in understanding the proposed legislation for implementation of the recommendations of the Task Force.

Quarter 4 – Actual

- Continued to work with DEM Office of Water Resources on pending legislation for implementation of the final report.
- Monitored and continued to assist the General Assembly and others with understanding of the recommendations of the Final Report and proposed legislation.

Explanation of Project Delay

- Project is on schedule.

Products

- Proceedings of the Task Force – agendas, meeting notes, presentations, technical reports, and scientific literature presented to the Task Force will be maintained as an electronic archive on the Division’s website.
- Technical Paper; Final Report of Task Force
- Updated webpage

- Possible new legislation

Project Cost (outside of staff time): None. This project is to be 100% State funded.

Project 11.1 Solid Waste Management Plan

Program Area/Task: Long Range Planning

Project Manager: Nancy Hess

Supporting Staff: Jeff Davis, Kevin Flynn, Paul Gonsalves, Jared Rhodes

Project Overview

Continue to oversee and assist the DEM Office of Solid Waste and RI Resource Recovery Corporation (RI RRC) staff and an existing advisory committee in updating the 2007 Rhode Island Comprehensive Solid Waste Management Plan of the State Guide Plan. This project was initiated in FY 14. RI RRC currently experiences a combined average of 1,400 in and out bound truck trips per day. This planning process is examining opportunities for limiting the amount of solid waste that is disposed of at the Corporation's central landfill in Johnston. It will also set the stage for an analysis of the disposal options and corresponding impacts on varying systems, such as the State's transportation network, that the State will be faced with when the central landfill reaches capacity.

FY 15 tasks by quarter

Quarters 1 & 2

- Continue to organize and convene monthly meetings of the staff working group and the advisory committee in order to formulate a guide plan element that includes stakeholder input.
- Use the existing Plan and stakeholder input to create an initial preliminary draft plan. Ensure consensus of the advisory committee on the preliminary draft plan.
- Ensure consensus of the advisory committee on the preliminary draft plan.
- Continue to update topical land use webpage for the project on monthly basis.

Quarter 1 Actual

- Monthly meetings have been held
- Initial draft plan has been created
- Public hearing on the draft plan has been authorized by the State Planning Council for Quarter 2

Explanation of Project Delay

- Project is on schedule

Quarter 2 - Actual

- Final draft of plan created
- Consensus of advisory committee gained, agreed to move plan forward
- Public hearings held and public comment period completed

Explanation of Project Delay

- Project is on schedule

Quarter 3

- Conduct the formal public review and adoption through the Technical Committee and State Planning Council. Consult with DEM and RI Resource Recovery Corporation staff on comments received through the technical and public review process.

Quarter 3 - Actual

- Assisted with review of Final Draft by RIRRC Board
- RIRRC Board approved plan and requested plan be approved by State Planning Council

Explanation of Project Delay

- RIRRC Board required three monthly Board meetings for a greater understanding of plan recommendations.
- Final Plan is scheduled for review and approval of State Planning Council next quarter.

Quarter 4

- Publish approved plan on website.
- Ensure that the new goals and policies of the approved Plan are clearly laid out in the comprehensive community plan guidance manual.

Quarter 4 - Actual

- Project was completed - Final plan was approved by State Planning Council
- Published approved plan on website
- Assisted RI Resources Recovery Corporation with presentation to General Assembly for implementation of the approved plan.

Products

- Updated State Guide Plan
- Updated webpage

Project Cost (outside of staff time): None

Project 11.2 Historic Preservation Plan

Program Area/Task: Long Range Planning

Project Manager: Rick Greenwood, RI Historic Preservation and Heritage Commission (RIHPHC)

Supporting Staff: Jeff Davis, Kevin Flynn, Nancy Hess, Caitlin Greeley, and Jared Rhodes

Project Overview - This project is to oversee and assist the RI Historical and Heritage Preservation Commission (HPHC) with long range planning for an update of the 1996 Rhode Island State Historical Preservation Plan of the State Guide Plan. This plan will set the context for historical preservation in RI, further the identification and evaluation of historic resources and prioritize preservation strategies. Completion of the plan update will assist in the review of federally funded transportation projects under the National Historic Preservation Act of 1966.

FY 15 tasks by quarter

Quarter 1

- None

Quarter 2

- None

Quarter 3

- Meet with HPHC to draft and execute a MOU to assign roles and responsibilities and define content of the Update.
- Solicit members for an advisory commission to help review, and bring stakeholder input to the update process.
- Convene organizational meeting of advisory committee.

Quarter 3 – Actual

- None

Explanation of Project Delay

- Due to staffing vacancies at the HPHC, the start of this project will be delayed until FY 2016.

Quarter 4

- Continue to organize and convene monthly meetings of the advisory committee in order to formulate a guide plan element that includes stakeholder input.
- Create webpage for the project and update on a monthly basis.

Quarter 4 - Actual

- No work was undertaken on this project.

Explanation of Project Delay

- Due to staffing vacancies at the HPHC, the start of this project will be delayed until FY 2016.

FY 16 tasks by quarter

Quarters, 1, 2, 3

- Continue to convene monthly meetings of the advisory committee in order to formulate a guide plan element and include stakeholder input.
- Create an initial preliminary draft plan.
- Ensure consensus of the advisory committee on the preliminary draft plan.

Quarter 4

- Conduct formal public review and adoption through the Technical Committee and State Planning Council.
- Consult with HPHC staff on comments received through the public review process.
- Publish approved plan via website.
- Ensure that the new goals and policies of the approved SGP are clearly laid out in the comprehensive community plan guidance manual.

Products

- Approved State Guide Plan Element
- Updated web page

Project Cost (outside of staff time): None

Project 11.3 Watershed Plan

Program Area/Task: Long Range Planning

Project Manager: Sue Kiernan, RI Department of Environmental Management (DEM)

Supporting Staff: Ernie Panciera (DEM) and Nancy Hess, Paul Gonsalves and Jared Rhodes (Statewide Planning).

Project Overview

Continue to oversee and assist the DEM Office of Water Resources and the Coastal Resources Management Council staff, and an existing advisory committee in creating a new Rhode Island Water Quality Management Plan as an Element of the State Guide Plan. Much of the plan's focus will be on strategies for addressing stormwater runoff from our built environment with a particular emphasis on our roadway network and the challenges and opportunities presented in maintaining and improving the associated drainage systems. This plan will also satisfy requirements of the Environmental Protection Agency for watershed planning. It was initiated in FY 14 and will involve consolidating the following Elements of the State Guide Plan:

- Nonpoint Source Pollution Management Plan (1995) – Element 731
- Rivers Policy and Classification Plan (2004) – Element 162
- Comprehensive Conservation and Management Plan for Narragansett Bay (1992) – Element 715

FY 15 tasks by quarter

Quarter 1

- Continue to organize and conduct meetings of the staff working group.
- Ensure consensus of the advisory committee on the preliminary draft plan.
- Conduct formal public review and adoption through the Technical Committee and State Planning Council.
- Consult with DEM and CRMC staff on comments received through the public review process.
- Continue to update web page for the project on monthly basis.

Quarter 1

- Meetings of the staff working group continued

Explanation of Project Delay

- Focus of RIDEM staff was temporarily diverted to the completion of the EPA required Non-Point Source Pollution Plan, which was due to USEPA by September 30, 2014. Much of the work in that plan will be reflected in the Watershed Plan. Work on the Watershed Plan will begin again in Quarter 2.

Quarter 2

- Publish approved plan on the Division of Planning website.
- Ensure that the new goals and policies of the approved Plan are clearly laid out in the comprehensive community plan guidance manual.

Quarter 2 Actual

- Updated draft of complete plan edited to match State Guide Plan format
- Updated draft of plan sent to DEM for review

Explanation of Project Delay

- Overall timeline of the plan was delayed to accommodate the completion of the EPA required Non-Point Source Pollution Plan, which was due to USEPA by September 30, 2014.

Quarter 3 - Actual

- A Staff Working Group meeting was held to update the timeline of the project and set responsibilities to produce a preliminary draft plan for review by the Advisory Committee. DEM staff will continue to draft technical sections of the plan. SPP will compile DEM technical drafts into SGP format after all technical writing is complete.
- An Advisory Committee meeting has been scheduled for next quarter to continue review of the draft plan.

Explanation of Project Delay

- Work and timeline of the project was delayed to accommodate work needed for the Legislative Wetlands Task Force. Key staff from the Land Use Unit was used to comply with State mandates to assist DEM to draft legislation for implementing the recommendations of the Final Report.

Quarter 4 - Actual

- Conducted a Staff Working Group Meeting to review written work drafted to date.
- Coordinated with DEM TMDL staff for technical input into draft plan.
- Scheduled Advisory Committee for June.
- Solicited further feedback from Advisory Committee on additional sections of the preliminary draft.

Explanation of Project Delay

- Work and timeline of the project was delayed to accommodate work needed for the Legislative Wetlands Task Force as key staff from the Land Use Unit were used to comply with State mandates to assist DEM in explaining pending legislation implementing the recommendations of the Final Report. This project will continue into FY16.

Products

- Technical Paper on RI Road Salt Practices
- Value of Water Quality Issue Brief
- Approved State Guide Plan
- Updated webpage

Project Cost (outside of staff time): None

Project 11.4 Energy Plan

Program Area/Task: Long Range Planning

Project Manager: Nancy Hess

Supporting Staff: Kevin Flynn, Paul Gonsalves and Jared Rhodes

Project Overview

Continue to oversee and assist the DOA Office of Energy (OER) and an existing advisory committee in long range planning for updating the 2002 Rhode Island Energy Plan of the State Guide Plan. Transportation plays a major role in the plan update since roughly 40% of the State's energy related carbon emissions are driven by the transportation sector, 38% of the dollars that Rhode Islanders spend on energy is associated with transportation and 31% of the BTUs utilized are consumed within the transportation sector. The update will analyze three transportation based future usage scenarios based on principles of energy security, cost effectiveness and sustainability; set associated targets for moving forward and recommend appropriate strategies for achieving those targets.

This project was initiated in FY 14.

FY 15 tasks by quarter

Quarter 1

- Ensure consensus of the advisory committee on the preliminary draft plan.
- Conduct the formal public review and adoption through the Technical Committee and State Planning Council.
- Consult with OER staff on comments received through the technical and public review process.
- Continue to update webpage for the project on a monthly basis.

Quarter 1 – Actual

- OER staff continues to work on developing draft report. Met with OER in June and August to discuss plan status and final advisory committee meeting. Staff continues to provide input on plan drafts.

Explanation of project delay

- OER to complete full draft of plan (for distribution to advisory committee) in early October

Quarter 2

- Publish approved plan on the Division of Planning website.
- Ensure that the new goals and policies of the approved Plan are clearly laid out in the comprehensive community plan guidance manual.

Quarter 2 – Actual

- Final meeting of the plan Advisory Council(Committee), agreement to move forward

- Complete draft of plan transmitted from OER to SPP. SPP worked on putting full plan into State Guide Plan format

Explanation of project delay

- Final draft of plan needs additional editing, to be completed in 3rd Quarter

Quarter 3 - Actual

- SPP continues to work with OER to draft a plan that addresses mandates outlined in State law.

Explanation of Project Delay

- A final draft for committee presentation is planned for next quarter.

Quarter 4 - Actual

- SPP continues to work with OER to draft a plan that addresses mandates outlined in State law.

Explanation of Project Delay

- A final draft for committee presentation is planned for the first quarter of FY16.

Products

- Approved State Guide Plan
- Updated webpage

Project Cost (outside of staff time): None

Project 13.1 Rhode Island Land Use Training Collaborative

Program Area/Task: Technical Assistance

Project Manager: Sheila Brush, Program Director

Supporting Staff: Jodi Castallo, Training Coordinator; John Flaherty, Director of Research and Communications

Project Overview: The project is designed to ensure that the municipal and state governmental boards and commissions responsible for land use and transportation planning, have the knowledge and skills they need to effectively carry out their responsibilities. The program has 3 components:

1. Development of training and other capacity-building resources on specific strategies related to land use and the establishment of a state and regional transportation system that provides convenient and affordable transportation options, directing growth to well-designed, walkable urban and town centers that facilitate the use of multiple modes of transportation, sustainable economic development and strengthening our agricultural sector and local food system
2. Delivery of training programs;
3. Management and support for the Land Use Training Collaborative, a cooperative effort by 24 state agencies and non-profit entities to determine municipal needs for training, provide affordable training and to evaluate training effectiveness in increasing municipal land use planning capacity.

FY 15 tasks by quarter

Quarter 1

- Develop programs and/or resources for Planning Board Chairs
- Convene meeting of Land Use Training Collaborative Partners
- Operationalize training evaluation plan
- Update training pages on Grow Smart website to include resources
- Launch expanded communications to municipalities
- Develop Training Program on transportation-related topic

Quarter 1 – Actual

- No work was completed during Quarter 1

Explanation of project delay

- During the first quarter, Grow Smart RI (GSRI) completed the work that they had been contracted to provide as part of their last Planning Challenge Grant. Statewide Planning Program staff thought it best to wait until the previously contracted work was completed to enter into a new contract with GSRI and, without a contract, GSRI was unable to begin work on this project.

Quarter 2

- Deliver 3 training programs on community planning/application review procedures/special training for Planning Board Chairs
- Deliver Training Program on transportation-related topic twice
- Develop Training Program on municipal planning for sustainable economic development
- On-going implementation of training evaluation plan

Quarter 2 – Actual

- No work was undertaken on this project.

Explanation of project delay

- During the first quarter, Grow Smart RI (GSRI) completed the work that they had been contracted to provide as part of their last Planning Challenge Grant. Statewide Planning Program staff thought it best to wait until the previously contracted work was completed to enter into a new contract with GSRI; without a contract, GSRI was unable to begin work on this project. A new contract has been prepared and is awaiting finalization.

Quarter 3

- Deliver 3 training programs on community planning/application review procedures/special training for Planning Board Chairs
- Deliver Training Program on municipal planning for sustainable economic development twice
- Develop Training Program on topic related to mixed-use centers
- On-going implementation of training evaluation plan

Quarter 3 – Actual

- Contract with Grow Smart was signed on February 10th. Grow Smart hired a full-time Training Manager who started on February 23rd.
- One training program on application review procedures was held on March 25th with 11 attendees; Planned and scheduled trainings for April 30th and May 27th, and up to two workshops will be scheduled for June.
- A training program on mixed-use centers entitled “Building Public Private Collaboration to Promote Successful Mixed Development” was developed in collaboration with the International Council of Shopping Centers. The program is scheduled for delivery in April.
- Conducted outreach and discussions with Planning Board Chairs to assess their needs for programs and/or resources. A survey is planned to directly assess interest in various options.
- Conducted outreach and discussions with key members of the Land Use Training Collaborative in anticipation of a full meeting in May to discuss implementation of the Strategic Plan and Evaluation Plan.

Explanation of project delay

- Work was delayed pending finalization of the new contract. Once the contract was signed and Training Manager hired, Grow Smart moved quickly to begin implementing the work plan. However, lead time required to schedule workshops made it impossible to schedule

three workshops on community planning/application review procedures/special training for Planning Board Chairs by end of March. Therefore, a total of four additional workshops on those topics are being scheduled for Quarter 4. The Training Program on Municipal Planning for Sustainable Economic Development was not delivered because there was not time to develop it given late grant start.

Quarter 4

- Deliver 2 training programs on community planning/application review procedures/special training for Planning Board Chairs
- Deliver Training Program on topic related to mixed-use centers twice.
- On-going implementation of training evaluation plan
- Prepare report on first-year evaluation results

Quarter 4 – Actual

- Three training programs were delivered monthly during April, May, and June on community planning/application review procedures. A fourth training program responding to survey results for topics of interest to Planning Board Chairs is under development.
- A forum on mixed-use centers was held on April 17th in collaboration with the International Council of Shopping Centers (ICSC). Over 100 attendees participated.
- A report on the evaluations of the municipal trainings held during year was prepared.

Explanation of Project Delay

- Project is on schedule

Products

- Outlines and materials for 4 programs:
 - special training for Planning Board Chairs
 - transportation-related training program
 - sustainable economic development training program
 - mixed-use centers training program
- Report on first-year evaluation results

Project Cost: \$75,000 (\$51,000 – FHWA, \$9,000 – FTA, \$15,000 – Grow Smart RI)

Project 13.2 Comprehensive Plan Requirements Training

Program Area/Task: Technical Assistance

Project Manager: Chelsea Siefert

Supporting Staff: Kevin Nelson, Caitlin Greeley, Amanda Martin, and Jeff Davis

Project Overview

In FY13 and FY14, Statewide Planning worked on and completed a new handbook that includes guidance and standards for the State approval of local comprehensive plans. The handbook will now serve as the measure by which State approval of comprehensive plans will be granted. To assist municipalities in integrating the new guidance and standards into their comprehensive plans, staff of the Statewide Planning Program will develop, pilot and deliver a minimum of four (4) trainings to local planners and Planning Boards and Commissions, focusing primarily on the new information presented in the handbook. Potential topics for the training include transportation, growth centers, natural hazards, energy, agriculture, water, land use, and the implementation program.

FY 15 tasks by quarter

Quarter 1

- Meet with local planners to determine which topic areas present the biggest challenges for planners and Planning Boards and Commissions.
- Identify priority topic areas to be covered in trainings.
- Determine the best framework for covering the identified topic areas, including approximately how many trainings will be necessary.
- Begin development of draft training materials for priority topic areas.

Quarter 1 – Actual

- No work was undertaken on this project.

Explanation of project delay

- Development of the training program is dependent on completion and adoption of the new comprehensive planning guidance and standards handbook. Although the handbook is near a final draft, it has not yet been adopted and is still subject to revision.

Quarter 2

- Finish development of draft training materials for priority topic areas.
- Pilot trainings for priority topic areas.
- Revise trainings for priority topic areas as necessary.
- Deliver trainings on priority topic areas.

Quarter 2 – Actual

- No work was undertaken on this project.

Explanation of project delay

- Development of the training program is dependent on completion and adoption of the new comprehensive planning guidance and standards handbook. Although the handbook is near a final draft, it has not yet been adopted and is still subject to revision.

Quarter 3

- Deliver trainings on priority topic areas.

Quarter 3 – Actual

- No work was undertaken on this project.

Explanation of project delay

- Development of the training program is dependent on completion and adoption of the new comprehensive planning guidance and standards handbook. Although the handbook is near a final draft, it has not yet been adopted and is still subject to revision.

Quarter 4 – Actual

- No work was undertaken on this project.

Explanation of project delay

- Development of the training program is dependent on completion and adoption of the new comprehensive planning guidance and standards handbook. Although the handbook is near a final draft, it has not yet been adopted and is still subject to revision.

Products

- Final training materials for each topic area

Project Cost (outside of staff time): None

Project 13.3 Place Making and Public Art

Program Area/Task: Technical Assistance

Project Title: Place Making and Public Art

Project Manager: Melissa Long, RIDOT, Director's Office

Supporting Staff: Tom Queenan, RIDOT, Intermodal Planning; Susan Votta, RIDOT Landscape Architecture Unit; Randall Rosenbaum and Elizabeth Keithline, RISCA and Ronnie Sirota, Statewide Planning

Project Overview:

Place making and public art are receiving increasing emphasis as elements within transportation projects at a time of tighter public funding streams. The purpose of this task is to take steps to guide these investments strategically from the concept level through implementation. This task will first explore a systemic approach to consider these elements within a consistent policy framework, determining how and at what point these elements are considered within the development of the Transportation Improvement Program (TIP). The recommended deliverable at this first stage will be Place Making and Public Art Policy Guide Book integrating the consideration of these elements into the initial phases of transportation project development. If warranted, a second phase of this task to be completed in the next fiscal year is to move forward from the program level by developing a toolkit for the transportation practitioner, composed of place making methods (to include softscape, hardscape, public art design and best practices) to be developed by consultant services for use at the implementation level.

Tasks divided by Quarter (can go into next FY if necessary)

Quarter 1

- Scoping

Quarter 1 – Actual

- RIDOT staff has been working with the Governor's office to develop an outline for the guidebook.

Explanation of Project Delay

- Project is on schedule

Quarter 2

- Developing Policy

Quarter 2 – Actual

- Rhode Island Highways, Best Practices Design Guide is complete and has been published.

Explanation of Project Delay

- Project is on schedule

Quarter 3

- Publishing Guidebook

Quarter 3 – Actual

- Rhode Island Highways, Best Practices Design Guide is complete and has been published.

Explanation of Project Delay

- Project is complete

Quarter 4

- Assessing Need for Tool Kit

Quarter 4 – Actual

- Rhode Island Highways, Best Practices Design Guide is complete and has been published including recommended best practices. Therefore there does not appear to be a need for a tool kit at this time.

Explanation of Project Delay

- Project is complete

Products

- Place Making and Public Art Policy Guidebook

Project Cost (outside of staff time): None

Project 13.4 Unified Development Review Alternative

Program Area/Task: Technical Assistance

Project Manager: Caitlin Greeley

Supporting Staff: Kevin Flynn, Kevin Nelson, Jared Rhodes and Chelsea Siefert

Project Overview

The intention of this project is to investigate and draft an alternative local development review procedure that streamlines the review process for efficiency and economic development purposes while ensuring proper coordination and review of regional land use and transportation concerns. Rhode Island General Laws §45-22 Local Planning Board or Commission, §45-23 Land Development and Subdivision Review Enabling Act, and §45-24 Rhode Island Zoning Enabling Act will be reviewed to identify instances where amendments would be needed for implementation.

FY 15 tasks by quarter

Quarter 1

- Begin stakeholder engagement
 - Convene local planners to review and comment on the proposed amendments
 - Contact and organize meetings with other stakeholder groups including, but not limited to:
 - RI Builders Association
 - Planning Boards
 - Zoning Enforcement Officers
 - Zoning Boards
- Revise legislation based on stakeholder input

Quarter 1 – Actual

- No work was undertaken on this project.

Explanation of project delay

- Completion of the comprehensive planning guidance and standards manual has taken precedence in the commitment of staff time. Completion and adoption of the handbook must occur before proceeding with this project.

Quarter 2

- Continue and complete stakeholder engagement
- Complete an internal review of legislation with:
 - Statewide Planning Staff
 - State Departments
 - Governor's Office

Quarter 2 – Actual

- No work was undertaken on this project.

Explanation of project delay

- Completion of the comprehensive planning guidance and standards manual has taken precedence in the commitment of staff time. Completion and adoption of the handbook must occur before proceeding with this project.

Quarter 3

- Identify and partner with sponsor to propose bill to the General Assembly
- Track legislation
- Draft position paper
- Write and send letters to committees

Quarter 3 – Actual

- No work was undertaken on this project.

Explanation of project delay

- Completion of the comprehensive planning guidance and standards manual has taken precedence in the commitment of staff time. Completion and adoption of the handbook must occur before proceeding with this project.

Quarter 4

- Track legislation
- Finalize legislation

Quarter 4 – Actual

- No work was undertaken on this project.

Explanation of project delay

- Completion of the comprehensive planning guidance and standards manual has taken precedence in the commitment of staff time. Completion and adoption of the handbook must occur before proceeding with this project.

FY 16 tasks by quarter

Quarter 1

- Disseminate information regarding the amendments to planners, planning boards, zoning enforcement officers, zoning boards, and other stakeholder groups and interested parties
- Develop training and educational materials
- Deliver training

Products

- Position paper
- Letters to committees
- Revised legislation
- Educational Materials

Project Cost (outside of staff time): None

Project 14.1 Standard Map Symbology Development

Program Area/Task: Data Management and Coordination

Project Manager: Christina Delage Baza

Supporting Staff: Vin Flood and Shane White

Project Overview: Provide general cartographic best practice guidelines for the creation of high quality map products such as municipal comprehensive plan maps. Because many people in Rhode Island are asked to make maps without any formal training to help them do so, these guidelines will summarize the industry expected components of a map product. This project was initiated in FY 14.

FY 15 tasks by quarter

Quarter 1

- With information on high priority map layers from municipal comprehensive plan focus groups, research best practices by RI and other state subject matter experts.

Quarter 1 – Actual

- Updated the availability of GIS data for the comprehensive plan guidebook. Table included the chapter, current text reference, name of the specific data layer/RIGIS file name, link to the data layers, and notes related to age of the data, attribute fields to use, contact person where updates are needed, limitations, etc.

Explanation of project delay

- Delay on researching best practices by RI and other state subject matter experts due to staffing constraints.

Quarter 2

- Develop draft standard map symbology and present it for review by the RIGIS community.

Quarter 2 – Actual

- Reviewed map and data needs referenced in the draft “The Rhode Island Comprehensive Planning Guidance and Standards Manual” (RI CPGSM).
- A memo was created from the map/data review of the RI CPGSM, which will be used in creating queries and symbology for all datasets recommended in the memo.
- Memo described the quality of RIGIS data and whether it met the RI CPGSM mapping needs. Attribute field issues, attribute field queries needed, recommended RIGIS dataset if more than one was available, and RIGIS datasets not recommended due to various issues were also described. This was done for each mapping section in the RI CPGSM.
- Contacted sources of required datasets that did not meet the Comp Plan mapping needs due to being out of date, and/or missing needed values/attribute fields. This resulted in multiple RIGIS dataset updates that can now fulfill some of the required and recommended Comp Plan data needs.

Explanation of project delay

- There was a delay in creating draft standard map symbology as appropriate data layers and attribute field queries needed to be finalized first as well as resolving some data availability issues. An unexpected number data limitations and issues were discovered during the review process, these were described in the “Data Review of Comprehensive Planning Guidance Manual” document.

Quarter 3

- Finalize symbology and document the results in a new Standard Map Symbology section in the Comprehensive Plan Guidance Document. Make a copy of this document section available on the RIGIS website.

Quarter 3 – Actual

- Finalized a modified 2011 Land Use Land Cover Symbology layerfile/dataset after review/feedback from state subject matter experts. Submitted final dataset and symbology to RIGIS for distribution.
- Worked on Natural Hazard, Land Natural Resources, and Water Natural Resource map symbology.
- Updated 23 municipal comprehensive plan map templates which will be used as a base map for all standard map symbology developed.

Explanation of project delay

- There was a delay in creating draft standard map symbology as appropriate data layers and attribute field queries needed to be finalized with the Comprehensive Plan section.
- Project should be completed during the 4th quarter.

Quarter 4 – Actual

- The Rhode Island Comprehensive Planning Standards Manual – Guidance Handbook #16: Mapping for Comprehensive Plans is completed. This mapping handbook references purposes of maps, general mapping requirements, general map formatting guidelines, RIGIS data disclaimer, and required data to be mapped. Each mapping requirement section list available RIGIS datasets as well as additional data sources communities may wish to use. All RIGIS datasets are listed with data set name, download link, and additional notes which may include queries needed, data limitations, or reasons for using one dataset over another.
- Layer files have been created for all required datasets available on RIGIS. Layer files include the query needed to represent the required mapping data as well as appropriate symbology.
- Map layer requirements (available on RIGIS) are available on the Comprehensive Planning website where communities can select the required map layer to view datasets used, and if applicable query needed, as well as field used for symbolizing map layer. A link to the layerfile is also available for download.
- Little Compton was used as a pilot community to create layer files, and map documents (.mxd) based on Base Map Template, for all available RIGIS datasets required in

Guidance Handbook #16. When required datasets features were not found in Little Compton other communities were used.

Products

- ArcGIS layer files (**Complete**)
- ArcGIS Server map services (**This will not be a final product as the ArcGIS layer files will be available as a link on the Comprehensive Plan website**)
- Standard Map Symbology section in the Comprehensive Plan Guidance Document (**Complete**)
- Standard Map Symbology Document for the RIGIS website (**Except for the Land Use Land Cover 2011 modified symbology, this will not be a final product for the Comprehensive Plan required datasets; which are more appropriately listed on the Statewide Planning Comprehensive Plan website**)

Project Cost (outside of staff time): None

Project 14.2 Update RIGIS Parcel Standard

Program Area/Task: Data Management and Coordination

Project Manager: Shane White

Supporting Staff: Christina Delage Baza and Vin Flood

Project Overview: To support RIDOT right-of-way and property management, Statewide Planning Program state guide plan element success evaluation, and emergency management planning, response, recovery and mitigation needs, work with the RIGIS community to investigate parcel standard best practices in New England state GIS organizations. The vision of a statewide land parcel database built upon individual municipal GIS parcel mapping requires an updated standard as the current document was created in 2003. Over the last 11 years, every other New England state has updated their state parcel standard to include a greater amount of detail required to build a single statewide multi-purpose information resource.

FY 15 tasks by quarter

Quarter 1

- In coordination with the timeline of projects requiring a revised parcel standard, research best practices by RI and other state subject matter experts.

Quarter 1 – Actual

- RIEMA was awarded a Hurricane Sandy related US HUD grant to pilot the process of acquiring and standardizing parcel land records for the nine towns in Washington County. This award also included funding to create a GIS land parcel dataset for the two remaining RI towns without one (Little Compton and West Greenwich). RIGIS Coordinator included this project into the draft RFP as Task #5.

Explanation of project delay

- Project is on schedule

Quarter 2

- Develop draft parcel standard and present it for review by the RIGIS community.

Quarter 2 – Actual

- RIEMA did not release the Hurricane Sandy related US HUD grant RFP. RIODE also needs an updated RIGIS Parcel Standard to support the State's enterprise ePermitting application currently in contract negotiation with the selected vendor. It does not appear likely that this project can be folded into either effort in a timely manner.
- RIGIS Coordinator decided to perform this task on his own and began to review the current standard from 2003.

Explanation of project delay

- Determination made late in Q2 to proceed on this task without outside assistance. Revised goal to complete Q2 work in Q3, and Q3 work in Q4.

Quarter 3

- Make necessary revisions, finalize document and publish it on the RIGIS website.

Quarter 3 – Actual

- Delivered draft RIGIS Parcel Standard to the RIGIS Executive Committee prior to the quarterly meeting. Discussed overall structure and content of the draft document at the quarterly meeting and solicited digital comments due at the end of this quarter. Received many constructive comments on the draft document.

Explanation of project delay

- Determination made late in Q2 to proceed on this task without outside assistance. Revised goal to complete Q2 work in Q3, and Q3 work in Q4, etc.

Quarter 4 – Actual

- Made simple changes to the document, then created and priority-ordered a 2-page list of major additions and alterations that need to be made to the document. Most notable change was to split it into three separate documents: a parcel standard, a parcel automation guidance document, and a parcel data model. Presented draft versions of the three documents at the RIGIS Executive Committee quarterly meeting in mid-June. Made minimal final edits and published document on the RIGIS website.

Explanation of project delay

- Project complete this quarter

Products

- Rhode Island State Parcel Mapping Standard

Project Cost (outside of staff time): None

Project 15.1 Census Data for Transportation Planning

Program Area/Task: Data Development and Analysis

Project Manager: Vincent Flood

Supporting Staff: Linsey Callaghan, Ben Jacobs and Amanda Martin

Project Overview

Complete a Technical Paper that analyzes the statistics package “Census Data for Transportation Planning”. This publication will present the most current American Community Survey Data (ACS) estimates identifying travel characteristics of workers in Rhode Island. Specific tables will include, “Employed by Place of Work”, “Employed by Place of Residence”, “Commuting to Work by Mode of Transportation”, “Mean Travel Time to Work”, and Vehicle Availability”. It will include analysis of the changes in transportation over time, a summary of what policies should be considered in influencing modal shifts, and include an overview of other successful programs nationwide that have shown changes in transportation mode.

FY 15 tasks by quarter

Quarter 2

- Download data
- Develop key questions to answer with data
- Analyze data

Quarter 2 – Actual

- Initial downloads included CTPP state, county and city profiles comparing Census and CTPP 2000, Census 2010 and ACS 2006-2010 (special CTPP tabulations). An early analysis of the statewide data show a slight increase in *Drove Alone* from 80.1% in 2000 to 80.4% in 2006-2010, but at the same time an increase in *Public Transportation* from 2.4% to 2.7% in *Mode To Work at Place of Residence*, both of these changes in number over time are considered to be statistically significant.
- Some questions that this data will help answer are:
 - Do residents who work out of their county of residence or out of state have different transportation patterns than those who work in their home county?
 - Has the extension of commuter rail into Washington County resulted in a significant increase in *Public Transportation* as a Mode to Work choice for those commuting to work?
 - Has the increase in Work at Home continued to climb since 2000 and how will that trend impact development patterns in the state?

Explanation of project delay:

- There was unanticipated minor delay due to work needed to complete the data analysis for the Transportation Infrastructure Sea Level Rise Vulnerability Assessment -Project 10.1 There is still more data that needs to be downloaded and analyzed for this project at

the individual municipality level, but the targets for quarter 3 and quarter 4 are still attainable.

Quarter 3

- Outline and draft paper
- Create graphics and tables to accompany paper
- Internal review
- Revision

Quarter 3 - Actual

- It was decided that all existing work on this project and further work on this project would be incorporated into the next Long Range Transportation Plan update.

Reason for project delay:

- Project will be incorporated into next Long Range Transportation Plan update.

Quarter 4

- Final draft of paper
- Post online, present as appropriate

Quarter 4 - Actual

- It was decided that all existing work on this project and further work on this project would be incorporated into the next Long Range Transportation Plan update.

Reason for project delay:

- Project will be incorporated into next Long Range Transportation Plan update.

Products

- Technical Paper and Excel Tables (to be posted online)

Project Cost (outside of staff time): None

Project 15.2 Migration Technical Paper

Program Area/Task: Data Development and Analysis

Project Manager: Vincent Flood

Supporting Staff: Kevin Flynn, Amanda Martin and Jared Rhodes

Project Overview

This project intends to develop an update to the 2007 Technical Paper 159 - Destination Rhode Island: Domestic and International Migration in the Ocean State. This Technical Paper will use Census data, IRS data, and other data as appropriate to analyze international and domestic in- and out-migration and demographic characteristics of migrants where possible.

FY 15 tasks by quarter

Quarter 1

- Research data sources for migration analysis
- Download or otherwise procure data
- Determine key question that project can answer given data availability

Quarter 1 – Actual

- Staff initiated data source research and commenced downloading data tables from the Census website, examples of initial data downloads included cumulative estimates of the components of population change, population moved from abroad, population moved from same county, population moved from different county, state migrations tables 2009-2013. Foreign born population data was downloaded for cities and towns from 2010 Census.
- Data sources in addition to the 2010 Census included the Census Flows Mapper which has 3 new characteristics based on the 2007-2011 5-yr ACS Data: Individual income, household income and educational attainment for county to county flows, American Factfinder for Detailed Tables B07001 through B07013, and the Population Estimates Program (PEP), which produces population, population change, and estimated components of change files for the states and counties and contain estimates for net internal and net international migration.
- This Technical paper will provide a detailed look at the numbers and characteristics of people that have moved to Rhode Island from other states and the Foreign Born population, and where in the state they are moving to, and what the overall migration patterns look like in relation to the Urban Service Boundary from Land Use 2025. This paper will also answer the question of where are people relocating to within our own borders, and how geographic mobility in the state varies by race and income, and what the planning implications are as a result.

Reason for project delay

- Project is on schedule

Quarter 2

- Analyze data
- Outline and draft technical paper

Quarter 2 – Actual

- A new data source was discovered for this project in the Internal revenue Service. Data table were downloaded showing in and out migration from 2008 up to 2011 for the state and counties using IRS returns. Analysis of this data will take place in the 3rd quarter.

Reason for project delay

- There was unanticipated delay in this project due to unexpected work needed to complete the data and vulnerability analysis for the Transportation Infrastructure Sea Level Rise Vulnerability Assessment -Project 10.1
- Analysis of the data and draft outline and technical paper will be completed in Quarter 3 as well as draft tables and graphs to be presented in the paper. Final draft, and internal reviews will take place in the 4th quarter and the project is anticipated to be completed by the end of the 4th quarter.

Quarter 3

- Develop tables and graphs to accompany technical paper
- Internal review
- Revisions
- Final draft and presentations as appropriate

Quarter 3 - Actual

- Staff continued to download and analyze data and begun to develop tables and charts for use in the paper.

Reason for project delay

- Project delay has been caused by higher than expected volume of internal and external data requests and staff vacancy
- Final data analysis and draft technical paper will be completed in Quarter 4. Draft document and internal reviews will take place in the 4th quarter and the project is anticipated to be completed by the middle of the 1st Quarter, 2016.

Quarter 4 - Actual

- Staff continued to download and analyze data and continued to develop tables and charts for use in the paper.
- Final data analysis was developed

Reason for project delay

- Project delay has been caused by a combination of higher than expected volume of internal and external data requests, including Title VI and Environmental Justice population identification and mapping, ongoing 4th quarter Census Bureau Group Quarters reporting, combined with Planning Information Center staff vacancy.

Products

- Technical Paper and Excel tables, if applicable (available online)

Project Cost (outside of staff time): None

Project 15.3 State Property Geospatial Dataset Development

Program Area/Task: Data Development and Analysis

Project Manager: Shane White

Supporting Staff: Christina Delage Baza (Statewide Planning Program), Paul Jordan (RIDEM), Steve Sawyer (RIDOH), Michelle Burnett (RIEMA) and others.

Project Overview: To meet RIDOT's need to manage state-owned assets, work with all state agency source data providers and build upon the work performed for RIDOA-Facilities Management to create a single sustainable State properties geospatial database. On top of RIDOT, this dataset will support the needs of many departments including RIDEM, RIDOA, RIDOH, RIEMA and RIE911. In particular this project will focus on the additional needs of the Statewide e-Permitting Software System, the State of Rhode Island Transparency Portal, and state agency emergency management functions.

FY 15 tasks by quarter

Quarter 1

- Obtain snapshots of stakeholder datasets. Build Extract, Translate, Load (ETL) routines to load each dataset into a standardized database.

Quarter 1 – Actual

- RIDOT has piloted the development of a structure and property GIS dataset using internal staff. This effort has been folded into RIDOT's proposed Route 116 development project.

Explanation of project delay

- Awaiting completion of contract negotiations with primary selected vendor for the e-Permitting system to determine project requirements for this dataset.

Quarter 2

- Perform research necessary to accurately locate all state owned, leased and maintained structures and land.

Quarter 2 – Actual

- Obtained updated snapshots of stakeholder datasets from RIDOA agencies. Awaiting new dataset snapshots from RIDEM and RIDOT. Developed a State building identifier standard for three unique types of building identifiers. Began the process of standardizing building identifiers in source documents.

Explanation of project delay

- Since the RISPP budget cannot accommodate the purchase of ETL software, the RIGIS Coordinator discussed the possibility with RIDOT and/or RIODE of purchasing ETL software licenses to support multiple agency projects.

Quarter 3

- Create online web maps for stakeholders to review mapping results.

Quarter 3 – Actual

- Received digital source data from RIDEM and the remaining RIDOA agency (Office of Accounts and Control). Reviewed both datasets. The RIDEM GIS data lacks positional accuracy, and the OAC database extract lacks building or parcel identifiers.

Explanation of project delay

- Need to work with RIDEM to improve positional accuracy on their source data. Was not able to successfully set up a meeting with RIDOT this quarter due to other RIDOT priorities.

Quarter 4

- Finalize the datasets and develop web maps and tools for stakeholders to create cross-tabular queries.

Quarter 4 – Actual

- Created a link table containing a standardized building identifier along with columns for each source data table identifier and a RI E 9-1-1 site address point unique identifier.
- Created a new shapefile for all site address points that may need to be moved or added by RI E 9-1-1.

Explanation of project delay

- The additional dataset needs of the Statewide e-Permitting Software System (no vendor selected in FY15), the State of Rhode Island Transparency Portal, and state agency emergency management functions will be incorporated when those needs are defined.

Products

- Rhode Island State Properties Dataset
- ETL routines for each provided dataset
- Web maps to view results
- Cross-tabular queries

Project Cost (outside of staff time): None.

Project 15.4 Highway Functional Classification Update

Program Area/Task: Data Development and Analysis

Project Manager: Linsey Callaghan

Supporting Staff: Benjamin Jacobs, Chris Witt

Project Overview

Staff will reexamine the Functional Classification Highway System and National Highway System (NHS) roadways in light of 2010 Census data, the state's urban/rural boundary adjustment completed in 2013, and FHWA's recently released 2013 "Highway Functional Classification Concepts, Criteria, and Procedures." This project was initiated in FY 14.

FY 15 tasks by quarter

Quarter 1

- Finalize functional classification and NHS recommended changes based on municipal input
- Present recommended changes to Transportation Advisory Committee (TAC), Technical Committee, State Planning Council
- Conduct public hearing

Quarter 1 – Actual

- Statewide Planning worked with RIDOT to complete a list of recommended changes to the state's functional classification system.
- Statewide Planning held workshops to receive municipal comments on the recommended changes.
- It presented the changes to the TAC and received the committee's approval of the changes and Technical Paper 155, Highway Functional Classification System for the State of Rhode Island.

Explanation of project delay

- The project is on schedule.

Quarter 2

- Incorporate accepted changes
- Finalize Technical Paper 155, Highway Functional Classification System for the State of Rhode Island
- Informational presentations to TAC, Technical Committee and State Planning Council
- Final approval by TAC
- Submit Highway Functional Classification Changes to regional FHWA office
- Submit National Highway System (NHS) changes to FHWA Headquarters
- Publish updated roadway functional classification tables and maps to Statewide Planning's website.

Quarter 2 – Actual

- Statewide Planning incorporated changes suggested as a result of the municipal outreach process as well as additional issues raised by RIDOT
- Statewide Planning finalized Technical Paper 155, Highway Functional Classification System for the State of Rhode Island line with final changes
- Statewide Planning made informational presentations to TAC, Technical Committee and State Planning Council
- TAC gave final approval to updated system and Technical Paper 155
- Statewide Planning submitted Highway Functional Classification changes to regional FHWA office
- Statewide Planning submitted National Highway System (NHS) changes to FHWA Headquarters

Explanation of project delay

- Statewide Planning submitted Functional Classification changes and National Highway System changes to FHWA regional office on October 30, 2014 and has received no response to date.

Quarter 3 –Actual

- Staff provided requested information regarding the functional classification changes to FHWA RI Division office.
- Staff made an informational presentation to FHWA RI Division office regarding the proposed changes, as well as the methodology behind the changes and municipal outreach efforts.
- Staff is still awaiting a response from FHWA.

Explanation of project delay

- Statewide Planning submitted Functional Classification changes and National Highway System changes to FHWA regional office on October 30, 2014; it is waiting for the results of the agency's review of the updated system.

Quarter 4 –Actual

- Staff provided additional requested information regarding the functional classification changes to FHWA RI Division office.
- Staff is still awaiting a response from FHWA.

Explanation of project delay

- Statewide Planning submitted Functional Classification changes and National Highway System changes to FHWA regional office on October 30, 2014 and continues to wait for the agency's review to be completed.

Products

- Final list of recommended changes to Functionally Classified Highway System and NHS
- Updated Technical Paper 155 - Highway Functional Classification System for the State of Rhode Island
- Updated GIS roadways layer incorporating functional classification and NHS changes

- New roadway functional classification tables and maps to Statewide Planning's website at the state and municipal level

Project Cost (outside of staff time): None

Project 15.5 Travel Demand Model Update

Program Area/Task: Data Development and Analysis

Project Manager: Linsey Callaghan

Supporting Staff: Benjamin Jacobs, Chris Witt

Project Overview

In conjunction with consultants Vanasse Hangen Brustlin, Inc. (VHB), staff is working to make necessary updates to the current travel demand model, the Rhode Island Statewide Model (RISM). Necessitated by the 2010 Census data, the opportunity is being used to improve the model and expand its capacity. In addition to increased detail and accuracy, the enhanced RISM will include a connection to real-time INRIX data via sub-consultant TrafInfo. In addition, a rail mode will be incorporated into the RISM. This project was initiated in FY 14.

FY 15 tasks by quarter

Quarter 1

- Finalize bus route system
- Incorporate INRIX data into model
- Finalize land use forecasting data – projected population, households, and employment by U.S. Census tract
- Incorporate land use forecasting data into model
- Draft updates to Technical Paper 157 - Statewide Travel Model Update

Quarter 1 – Actual

- Statewide Planning completed forecasts of populations, households, and employment at the US Census tract level.
- Statewide Planning and VHB finalized a set of traffic analysis zones (TAZs) for the state.

Explanation of project delay

- Statewide Planning had to work with the RI Department of Labor and Training to resolve problems and inconsistencies with state and census tract-level employment data.

Quarter 2

- Continue to update Technical Paper 157 - Statewide Travel Model Update
- Calibrate RISM to real world data
- Run model for forecasted time periods
- Incorporate rail into RISM

Quarter 2 - Actual

- Conducted an internal review of forecasts of populations, households, and employment at the US Census tract level
- Continued to work with VHB on updating the RISM road network
- Continued to work with VHB on updating the external traffic stations of RIDM

- Continued to work with VHB on incorporating base year employment data into the TAZ structure
- Continued to update Technical Paper 157 - Statewide Travel Model Update

Explanation of Project Delay

- Due to the setbacks in the previous quarter, Statewide Planning and VHB have been working to finalize Quarter 1 tasks

Quarter 3

- Receive completed RISM from VHB
- Finalize Technical Paper 157 - Statewide Travel Model Update
- Present model and updated technical paper to TAC, Technical Committee, State Planning Council

Quarter 3 - Actual

- Created draft methodology explaining land use forecasting procedures in preparation for municipal outreach and which will ultimately form part of the Technical Paper 157- Statewide Model Update
- Received draft RISM road network from VHB
- Received draft RISM bus network from VHB
- Received and approved RISM TAZ network with base year employment
- Continued to work with VHB on incorporating INRIX data into the model
- Began working with VHB on creation of rail network
- Began working with VHB on initial calibration of RISM

Explanation of Project Delay

- Due to the setbacks in the previous quarters, Statewide Planning and VHB have been working to finalize Quarter 1 & 2 tasks

Quarter 4

- Update Statewide Planning website with updated model information and documentation

Quarter4 - Actual

- Finalized methodology explaining land use forecasting procedures in preparation for municipal outreach and which will ultimately form part of the Technical Paper 157- Statewide Model Update
- Undertook a municipal outreach process to ensure quality of land use forecasts regarding population and job forecasts.
- Approved draft RISM road network from VHB
- Approved draft RISM bus network from VHB
- Continued to work with VHB on incorporating INRIX data into the model
- Received draft rail network from VHB
- Reviewed and approved draft model documentation from VHB
- Continued working with VHB on initial calibration of RISM

Explanation of Project Delay

- Due to the setbacks in the previous quarters, Statewide Planning and VHB have been working to finalize Quarter 2 & 3 tasks

Products

- Updated RISM and associated TransCAD and ESRI GIS data
- Technical Paper 157 - Statewide Travel Model Update

Project Cost: \$286,791 (\$172,074 -FHWA, \$57,358 FTA, \$57,358 RIDOT)

Project 15.6 Land Use/Land Cover Analysis

Program Area/Task: Data Development and Analysis

Project Manager: Nancy Hess

Supporting Staff: Vincent Flood, Christina Delage Baza

Project Overview

Understanding land use change is a very important aspect of managing growth and understanding its impacts on the transportation systems in the State. Tracking urbanization and its impacts on existing development, infrastructure, open space, forests, and agricultural lands is a priority issue for the State. This project will use the new 2011 and other historical land use/land cover data to create a time series analysis of land use trends for the time period of 1988 to 2011 through GIS analysis. Another objective is to identify shifts in land use trends occurring since the adoption of *Land Use 2025* and *Transportation 2030* to illustrate impacts of smart growth goals and policies from those plans. The GIS findings will be assessed and used to write a technical paper that will serve as a resource for the future update of *Land Use 2025*. The final paper will be distributed via the Division's website and electronic media.

FY 15 tasks by quarter:

Quarter 1

- None

Quarter 2

- None

Quarter 3

- Develop thesis for the paper, draft outline of approach, outline GIS methodology and develop GIS model and determine other RIGIS data layers to be used.

Quarter 3 - Actual

- None

Explanation of Project Delay

- Other work was needed for the Legislative Wetlands Task Force. Key staff from the Land Use Unit was used the quarter to comply with State mandate to assist DEM in drafting legislation for implementing the recommendations of the Task Force in lieu of initiating work for this project.

Quarter 4

- Assemble data and implement GIS model & analysis

Quarter 4 - Actual

- Initiated research into land use land cover time series analysis examples from other jurisdictions.

Explanation of Project Delay

- Other work was needed for the Legislative Wetlands Task Force. Key staff from the Land Use Unit was used the quarter to comply with State mandate to assist DEM on pending legislation for implementing the recommendations of the Task Force in lieu of initiating work for this project. Additionally, significant Land Use staff time anticipated for this task was consumed by the working with the Office of Energy Resources on the Energy Plan.

FY 16 tasks by quarter:

Quarters 1 & 2

- Continue GIS analysis, initiate analysis of preliminary results and begin writing of paper

Quarters 3 & 4

- Assemble preliminary draft of paper, and draft metadata for GIS layer files produced. Complete final draft of paper & publication. Finalize metadata for GIS layer files and distribute through RIGIS.

Products

- Technical Paper
- RIGIS layer files
- Updated webpage

Project Cost (outside of staff time): None

Project 16.1 RIGIS Geospatial Database Access

Program Area/Task: Data Delivery

Project Manager: Shane White

Supporting Staff: Christina Delage Baza

Project Overview

Subcontract to the University of Rhode Island Environmental Data Center (URI EDC) to continue maintaining and updating the Rhode Island Geographic Information System (RIGIS) consortium's data distribution clearinghouse (<http://www.edc.uri.edu/rigis>). Primary function of this project is to incorporate new data contributions by RIGIS partners, and maintain the underlying software and hardware that support the clearinghouse. The geospatial data distributed by RIGIS with URI EDC support are imperative for numerous ongoing transportation planning initiatives. A highlight of this year's project will be the beginning of the development of a next-generation RIGIS data clearinghouse website.

Ongoing tasks that are completed on a regular basis:

- Continue maintaining the RIGIS database.
 - Review, accept, process, and publish at least twenty new or updated datasets, prioritizing those that are useful for transportation planning purposes. At a minimum, the following datasets are expected to be contributed to RIGIS by partners during State Fiscal Year 2015:
 - New statewide orthophotography planned for collection in Spring 2014.
 - Updates of RI E911 roads, addressed structures, driveways, and fire hydrants that are released on a rolling basis.
 - Updated RIDOT roads, bridges, bike trails.
 - Updated RIPTA transit routes and bus stops.
 - Continue reviewing metadata distributed with RIGIS data for quality and completeness, focusing on updating the primary point of contact for each dataset and researching missing content as time permits.
- Continue maintaining the current RIGIS data distribution website.
 - Provide 24/7 access to the RIGIS online data distribution website.
 - Conduct nightly backups of the website and underlying databases, and archive them at both onsite and offsite locations.
 - Maintain server, network, and physical security for the file server, database server, and web server that support the online services provided on behalf of RIGIS by the URI EDC.
- Continue maintaining and expanding upon the URI EDC hosted map services that use RIGIS data.
 - Update existing map services as more current data are released for distribution RIGIS. These services continue to serve as a crucial component for RIDOT and other state agency GIS applications.

- Maintain related ArcGIS Online map service records published by the URI EDC that use RIGIS data.
- Continue maintaining a statewide road base map that is based upon RI E-911 road data released on a rolling basis.
- Maintain server, network, and physical security for the ArcGIS Server array that supports the online services provided by the URI EDC.
- Continue serving as a technical advisor to the following state government agencies as time and resources permit.
 - RIDOT, specifically by providing hands-on metadata development assistance to help facilitate more frequent contributions to RIGIS.
 - RIPTA, as the agency continues to build its in-house GIS capabilities.
 - RI E-911, including maintaining the address data redlining application that was developed by the URI EDC during the previous fiscal year. This application greatly increases RI E-911's ability to gather constructive feedback regarding the accuracy of their data from municipal partners.
 - RIEMA, as the agency continues to work towards establishing a robust GIS that can be quickly staffed by state partners to support emergency response efforts. When specifically requested by the Statewide Planning Program, provide additional hands-on support to RIEMA to assist with any active disaster preparation and/or response efforts as time and resources permit.
- Continue serving as a member of the RIGIS Executive Committee, serving in an advisory role to the RIGIS Executive Committee Working Groups, and be an active participant of the RIGIS Data Distribution Working Group.
- Continue outreach support for RIGIS by responding to an estimated fifty technical support questions regarding RIGIS data.
- Continue spending one day per month working at the Statewide Planning Program, RIDOT, RIPTA, RI E-911, or other state agencies according to a schedule mutually determined with the RIGIS Coordinator. The primary intent of this time will be face-to-face meetings with the RIGIS Coordinator and state agency GIS professionals to help complete the objectives of this proposal.

FY 15 tasks by quarter

Quarter 1

- Conduct website design charrette with the RIGIS Executive Committee Data Distribution Working Group. The purpose of this workshop is to frame out the look and feel of the next-generation RIGIS website.
- Develop and publish new map services that depict the most recent available bus route and bus stop datasets contributed to RIGIS by RIPTA.
- Begin process of updating RIGIS metadata records to reflect a new open data distribution policy anticipated to be adopted by the RIGIS Executive Committee in June 2014.

Quarter 1 – Actual

- Updated data access constraints and data distribution information sections have been written and are now being incorporated into existing RIGIS metadata. Workflow written for updating metadata records. An updated primary point of contact has been researched for about 50% of all RIGIS metadata records. A new undergraduate student research

assistant was hired as of September 30 to assist with implementing these metadata updates, then subsequently with the development of the new RIGIS data distribution website.

Explanation of project delay

- Rather than focusing on visual design aspects of the new website up front, the RIGIS Data Distribution Working Group will instead be asked to provide feedback for the taxonomy that will be implemented by the new website during the next quarter. Once the initial taxonomic structure has been settled, we will move forward with the database design for the new website, which will finally lead to visual design aspects of the new website.
- Unanticipated need to develop a new data schema and crosswalk for RIPTA transit data shared with RIGIS. This new schema will help our end users take better advantage of these data and derived map services. Work will continue into Q2.

Quarter 2

- Begin development work on the next-generation RIGIS website. Create a new Drupal-based website for closed testing purposes. Research and test publicly available modules that may be incorporated into website.
- Complete updating RIGIS metadata records to reflect a new open data distribution policy anticipated to be adopted by the RIGIS Executive Committee in June 2014.
- Update the publicly available Esri file geodatabase that contains all vector datasets distributed by RIGIS. Release an updated version of this geodatabase in December 2014.
- Process and publish statewide orthophotographs that were collected in Spring 2014, and are anticipated to be delivered by the end of calendar year 2014.

Quarter 2 – Actual

- Draft website taxonomy completed. Replacement undergraduate student assistant hired, who is expected to begin work in early Q3.
- Completed updating the access and liability statements in metadata records for all datasets currently distributed by RIGIS.
- Received delivery of the statewide April 2014 orthophotographs coordinated by the USGS. Discovered that an incorrect datum is listed in the raster datasets. Published and publicized new image and hosted tile layer services representing a delivery of statewide April 2014 orthophotographs. (These services account for the incorrect datum listed in the source files delivered by USGS).

Explanation of project delay

- Unanticipated need to accommodate the time necessary to train a replacement undergraduate student assistant who will assist with website development. Revised completion in Q4.
- No progress made on updating the primary points of contact for every dataset distributed by RIGIS due to ineffectual student assistant. The same replacement student assistant will work on this effort. Revised completion for this task and updating the publicly available Esri file geodatabase is Q4.

- In negotiations with USGS for corrected orthophotography horizontal datum. Anticipated completion is now Q3.
- RIPTA map services update is on hold until RIPTA reviews the draft data schema, and the schema is subsequently finalized. Now anticipated to be completed during Q3.

Quarter 3

- Continue development work on the next-generation RIGIS website. Continue testing modules. Begin building a custom theme for RIGIS website, incorporating information gathered during the design charrette conducted during Q1. Release alpha testing website to a limited number of partners for feedback.
- Update the publicly available Esri file geodatabase that contains all vector datasets distributed by RIGIS. Release an updated version of this geodatabase in December 2014.

Quarter 3 – Actual

- Received repaired Spring 2014 orthophotography including necessary metadata changes from USGS. Processed and published revised imagery to the RIGIS website.
- In terms of the next-generation RIGIS website development, the vector data download area structure and functions are complete and are ready for population with content.

Explanation of project delay

- RIPTA map services update is in progress. With the new RIPTA dataset schemas complete and updated RIPTA datasets now available via RIGIS, new RI Digital Atlas map services featuring these data will be published during state fiscal year Q4.
- Update of RIGIS metadata records is in progress. This task will be completed in Q4. Once updated points-of-contact are identified and documented for each dataset, an archival copy of all existing metadata distributed by RIGIS will be created, then all metadata records distributed by RIGIS will be updated.
- Release of the RIGIS vector data file geodatabase is on hold until the completion of the previously described task regarding RIGIS metadata records. Will be completed in Q4.
- Conduct a website design charrette in Q4. This meeting will be scheduled after the tiled image and raster data download functions for the new RIGIS data distribution website are largely complete, the proposed Drupal theme is implemented on a trial basis, and the website is populated with basic content.
- The RIGIS alpha testing website will be completed during state fiscal year Q4. The replacement tiled image and raster data download mechanism is currently in work. The theme (the components that guide the "look and feel" for a Drupal-based website) has been tentatively identified, and is ready to be implemented on a trial basis.

Quarter 4

- Continue development work on the next-generation RIGIS website. Further adjustments to the custom Drupal theme developed for this website. Begin populating content of the alpha testing website with assistance from trusted volunteers from the RIGIS community.
- Update the publicly available Esri file geodatabase that contains all vector datasets distributed by RIGIS. Release an updated version of this geodatabase in June 2014.

Quarter 4 – Actual

- Developed and published two new RI Digital Atlas map services featuring RIPTA data.

- Conducted a website design charrette and continued development work on the next-generation RIGIS website.
- Updated the publicly available Esri file geodatabase.
- Completed all work products noted below.

Products

- At least twenty new or updated datasets published on behalf of RIGIS partners.
- Two semi-annual updates of the publicly available Esri file geodatabase that contains all vector datasets distributed by RIGIS.
- At least fifteen updated map services.
- At least one hundred fifty updated metadata records.
- Alpha testing version of the next-generation RIGIS data distribution website shared with a number of trusted partners for feedback.
- The state government agencies and the general public alike continue to enjoy reliable access to the RIGIS data distribution website.

Project Cost (outside of staff time): \$62,500 (FHWA - \$37,500, FTA - \$12,500, URI - \$12,500)

Project 17.1 Public Participation Guide

Program Area/Task: Equity in Planning

Project Manager: Michael C. Moan

Supporting Staff: Linsey Callaghan, Chris Witt, Vincent Flood, Amanda Martin, Shane White, and Christina Delage-Baza

Project Overview: Develop and adopt a new MPO Public Participation Guide to replace the 2007 Public Participation Guide.

FY 15 tasks by quarter

Quarter 1

- Develop a timeline and approach to update the Public Participation Guide.
- Introduce the project and timeline to the Transportation Advisory Committee (TAC).
- Identify any MAP-21 and USDOT public participation guidance/requirements.
- Convene an Advisory Committee, possibly the Social Equity Advisory Committee (SEAC) for the purpose of reviewing the existing public participation procedures.

Quarter 1 – Actual

- No activity.

Explanation of project delay

- Staff faced unexpected delays from additional civil rights duties under Title VI and DBE, including preparation time for RIDOT and sub-recipient civil rights audit by FHWA.

Quarter 2

- Utilize the findings and recommendations of the SEAC under Rhode Map RI regarding social equity gaps found in *Transportation 2035* and propose amendments to address those gaps in the Public Participation Guide.
- Solicit ideas from Advisory Committee for new/modified techniques, technology, or initiatives and recommendations on how we can better serve and communicate with the public.
- Research other MPOs best public engagement practices to encourage public participation and techniques to include in Guide.
- Review the State Planning Council's Rules and Standards (updated in 2014) and identify public participation elements for inclusion and compatibility within the revised Guide.
- Review all MOUs for amending the TIP for compatibility.

Quarter 2 – Actual

- Identified and utilized the findings and recommendations of the SEAC under Rhode Map RI regarding social equity gaps found in *Transportation 2035* and proposed amendments to address those gaps in the Public Participation Guide.

- Solicit ideas from Advisory Committee for new/modified techniques, technology, or initiatives and recommendations on how we can better serve and communicate with the public. The committee will convene in Quarter 3.
- Researched other MPOs best public engagement practices to encourage public participation and techniques to include in Guide.
- Review of the State Planning Council's Rules and Standards (updated in 2014) and identify public participation elements for inclusion and compatibility within the revised Guide have been completed.
- Review all MOUs for amending the TIP for compatibility is complete and will be provided to the committee once they meet.
- Developed a timeline and approach to update the Public Participation Guide update.
- Identified any MAP-21 and USDOT public participation guidance/requirements.
- Assembled list of individuals and organizations for an Advisory Committee to review the existing public participation procedures.

Explanation of Project Delay

- Staff faced unexpected delays in the 1st quarter from additional civil rights duties under Title VI and DBE, including preparation time for RIDOT and sub-recipient civil rights audit by FHWA.

Quarter 3

- Incorporate Advisory Committee's recommended policies and procedures, to ensure that social equity is better incorporated into the State's regional planning process, in the updated Guide.
- Convene the Advisory Committee and present proposed itemized changes to the Guide.
- Draft updated Guide.

Quarter 3 – Actual

- Reviewed existing Public Participation Guide and solicited ideas from Advisory Committee (convened 1st meeting on February 25th, 2015) for new/modified techniques, technology, or initiatives and recommendations on how we can better serve and communicate with the public.
- Incorporated select best public engagement practices to encourage public participation and techniques into draft plan.
- Identified and utilized select findings and recommendations of the SEAC under Rhode Map RI regarding social equity gaps found in *Transportation 2035* and proposed amendments to address those gaps in the draft plan.
- Continued to develop draft plan.

Quarter 4

- Continue to draft Public Participation Plan

Quarter 4 – Actual

- Completed drafting plan for internal review.
- Scheduled Advisory Committee Meeting to review draft.

Explanation of Project Delay

- No additional delays beyond those outlined in Q1 and Q2.

FY 16 tasks by quarter

Quarter 1

- Distribute draft Guide to Advisory Committee
- Convene Advisory Committee for review and comment of draft Guide.
- Incorporate Committee's feedback into draft Guide.

Quarter 2

- Distribute and present draft Public Participation Guide to TAC, Technical Committee, and State Planning Council.
- Hold public hearing and public comment period on Public Participation Guide.
- Develop Public Hearing and Comment Period Report summarizing all public comments and responses.
- Incorporate appropriate comments and finalize Public Participation Guide.
- Develop updated Public Participation Brochure (English, Spanish, and potentially Portuguese) and distribute to full mailing list.
- Update website content to reflect updated Guide.

Products

- Public Hearing and Comment Period Report
- Updated Public Participation Guide
- Updated Public Participated Brochure (English, Spanish, and potentially Portuguese) and public participation website content

Project Cost (outside of staff time): None

Project 17.2 Title VI and Limited English Proficiency Plan Implementation

Program Area/Task: Equity in Planning

Project Manager: Michael C. Moan

Supporting Staff: Linsey Callaghan, Benjamin Jacobs, Vincent Flood, Amanda Martin, Shane White, Christina Delage-Baza

Project Overview: Prepare and submit the Title VI Report of the Rhode Island Metropolitan Planning Organization 2014, the Limited English Proficiency Plan (LEP) 2014, and the Environmental Justice Report for 2014 to RIDOT in compliance with FHWA Civil Rights regulations for sub-recipients of USDOT funding. Implement recommended measures to enhance engagement of Title VI and Environmental Justice populations.

FY 15 tasks by quarter

Quarter 1

- Summarize the follow efforts and activities Statewide Planning engaged in over the last 2 years (since October 2012):
 - Major public outreach efforts conducted
 - Minority and disabled citizen outreach activities
 - Consultant contracts and Minority Business Enterprise (MBE) awards including MBE participation level, MBE outreach, consultant compliance with Title VI
 - Efforts of Social Equity Advisory Committee (SEAC)
 - Update items under Title VI General Reporting Requirements
- Conduct four factor analyses according to USDOT methodology and guidance and update the Limited English Proficiency (LEP) Plan and include an update to the LEP populations by municipality map.
- Post all notices and available Statewide Planning Title VI and LEP services in Portuguese.

Quarter 1 – Actual

- FHWA conducted a Civil Rights Audit of RIDOT. SPP prepared answers to questions from FTA and FHWA to provide an outline of its role with regards to Title VI, civil rights requirements and transportation planning.
- Statewide Planning prepared and distributed new Title VI Assurances to all sub-recipients of FHWA and FTA funding. This effort continued with follow-up into the 2nd quarter.
- Statewide Planning initiated an inventory and audit of all past and present contracts and cooperative agreements going back to 2009 that contained a DBE/MBE component. This continued into the 2nd quarter.

Explanation of project delay

- The time required for the Title VI Assurances and DBE inventory has exceeded what was anticipated.

Quarter 2

- Review Rhode Map RI Social Equity Advisory Committee (SEAC) products and methods for applicability to Title VI, EJ and LEP elements of the report.
- Draft the following reports and transmit to RIDOT's Office of Civil Rights:
 - Updated Title VI Report (October 2014)
 - Updated Limited English Proficiency Plan (October 2014)
 - Environmental Justice Report for MPO

Quarter 2 – Actual

- Reviewed Rhode Map RI Social Equity Advisory Committee (SEAC) products and methods for applicability to Title VI, EJ and LEP elements of the report.
- Draft the following reports and transmit to RIDOT's Office of Civil Rights:
 - Updated Title VI Report (October 2014) and transmitted to RIDOT
 - Started work on the Limited English Proficiency Plan (October 2014) update.
 - Started to update the Environmental Justice Report for MPO.
 - Posted all notices and available Statewide Planning Title VI and LEP services in Portuguese

Explanation of Project Delay

- The time required for the Title VI Assurances and DBE inventory has exceeded what was anticipated in the 1st quarter and has contributed to a delay in a couple of task items including the update of the LEP Plan and update to the Environmental Justice Report.

Quarter 3

- Incorporate any changes in the report required by RIDOT
- Publish the report to the Statewide Planning Webpage

Quarter 3 – Actual

- Summarized the following efforts and activities Statewide Planning engaged in over the last 2 years (since October 2012):
 - Major public outreach efforts conducted
 - Minority and disabled citizen outreach activities
 - Efforts of Social Equity Advisory Committee (SEAC)
- Conducted four factor analyses according to USDOT methodology and guidance and updated the Limited English Proficiency (LEP) Plan.
- Worked with RIDOT on an update to the LEP populations' municipal mapping.

Explanation of Project Delay

- The time required for the Title VI Assurances and DBE inventory along with the civil rights audit required tasks, exceeded what was anticipated in the 1st and 2nd quarter and has contributed to a delay in task items including the update of the LEP Plan. Staff expects to be back on schedule in the next quarter and complete the project according to the original UPWP time-line.

Quarter 4

- Track and report MBE participation for FY 2014 Statewide Planning contracts.
- Update E.J. and Title VI contact lists-Title VI Coordinator.

- Update a list of paid and unpaid oral language services, as well as associated costs and update on an annual basis.
- Update public participation brochure in Spanish, Portuguese and English

Quarter 4 – Actual

- Worked with RIDOT on an update to the LEP populations' municipal mapping.
- Completed draft of LEP Plan
- Staff continues to track MBE participation in contracts
- Continue to update E.J. and Title VI contact lists

Explanation of Project Delay

- An updated public participation brochure will be produced once the Public Participation Plan has been updated and finalized in FY 2016.

Products

- Updated Title VI Report
- Updated Limited English Proficiency Plan
- Environmental Justice Report for MPO

Project Cost (outside of staff time): None

Project 19.1 Transportation Advisory Committee Educational Series

Program Area/Task: MAP 21 Implementation, Performance Management

Project Manager: Linsey Callaghan

Supporting Staff: Chris Witt

Project Overview

Continue to work with RIDOT and RIPTA on the development of a collaborative performance management system as outlined in MAP-21 by establishing performance measures, targets and metrics. Continue to engage and educate the Transportation Advisory Committee (TAC) on the various components that comprise Rhode Island's transportation system and in determining the specific measures, targets, and metrics for Rhode Island to meet its transportation goals. This project was initiated in FY 14.

FY 15 tasks by quarter

Quarter 1

- Continue TAC education series presentations regarding Rhode Island's transportation system.
- Discuss potential measures, targets, and metrics scenarios with RIDOT and RIPTA.

Quarter 1 – Actual

- Statewide Planning continued the TAC education series with presentations on RIDOT's Transportation Alternatives Program and System Performance.
- Statewide Planning and RIDOT have discussed potential measures, targets, and metrics as they receive more information from USDOT on federal requirements through published Notices of Proposed Rulemaking.

Explanation of project delay

- This project is on schedule.

Quarter 2

- Identify focus areas for program funding
- Develop a hierarchy of objectives, outputs, and activities
- Engage the TAC in developing goals and objectives

Quarter 2 - Actual

- Continued with the TAC education series with presentations on asset management and performance-based planning.
- Continue to work with RIDOT in the discussion and identification of potential measures, targets, and metrics as they receive more information from USDOT on federal requirements through published Notices of Proposed Rulemaking.

Explanation of Project Delay

- Statewide Planning will begin to identify potential measures, targets, and metrics once it has completed the TAC education series and a new TIP structure to the TAC.

Quarter 3

- Select performance measures
- Identify trends and targets
- Identify strategies and analyze alternatives
- Develop investment priorities for the Long Range Transportation Plan

Quarter 3 - Actual

- Continued to work with RIDOT in the discussion and identification of potential measures, targets, and metrics as they receive more information from USDOT on federal requirements through published Notices of Proposed Rulemaking.

Explanation of Project Delay

- Statewide Planning will begin to identify potential measures, targets, and metrics once a TIP timeline and process for the upcoming update has been finalized.

Quarter 4

- Develop investment priorities and allocate funding levels according to investment priorities for the FY 2017 - 2020 TIP.

Quarter 4 - Actual

- Continued to work with RIDOT on a schedule to move the next TIP forward.

Explanation of Project Delay

- Statewide Planning will begin to identify potential measures, targets, and metrics once a TIP timeline and process for the upcoming update has been finalized.

Products

- Performance Targets in accordance with MAP-21

Project Cost (outside of staff time): None

V. RESOURCES

Available Federal Funding

The following are estimates of federal funds assumed to be available in FY 2015 to support the work program. In most cases, a state match share is required. Expenditures of these funds by task and project and their associated matches are detailed below

1. Federal Highway Administration (FHWA) Metropolitan Planning (PL)
fund projected balance as of July 1, 2014 including the anticipated
FFY 14 grant amount. \$4,646,924
2. Federal Transit Administration (FTA) Metropolitan Planning (5303)
fund projected balance as of July 1, 2014 including the anticipated
FFY 14 grant amount. \$1,433,729
3. US Dept. of Housing and Urban Development (HUD) Sustainable
Communities fund projected balance as of July 1, 2014. \$692,960

Staff Support

The following is a listing of staff within the Rhode Island Department of Administration that is responsible for supporting the MPO and implementing this work Program.

Division of Planning Associate Director's Office

| | |
|---------------------|------------------|
| Associate Director | Kevin Flynn |
| Executive Assistant | Kimberly Crabill |

Division of Planning Statewide Planning Program

| | |
|--|---------------------|
| Chief | Jared L. Rhodes, II |
| Assistant Chief (Maternity Leave – Q1, Q2, Q3) | Karen Scott |

Transportation Planning

| | |
|--|------------------|
| Supervising Planner (Maternity Leave – Q1, Q2, Q3, Q4) | Linsey Callaghan |
| Principal Planner | Chris Witt |
| Principal Planner | Michael Moan |
| Principal Research Technician | Benjamin Jacobs |
| Principal Planner (Retired – Q1) | Vacant |

Land Use and Natural Resources

| | |
|---------------------|----------------|
| Supervising Planner | Nancy Hess |
| Principal Planner | Jeff Davis |
| Senior Planner | Paul Gonsalves |

Sustainable Communities

| | |
|--|----------------|
| Supervising Planner | Melanie Army |
| Principal Planner (Maternity Leave – Q4) | Siobhan O'Kane |

Comprehensive Planning and Consistency Reviews Section

Supervising Planner

Principal Planner

Principal Planner (Maternity Leave – Q2, Q3)

Senior Planner

Kevin Nelson

Caitlin Greeley

Chelsea Siefert

Benny Bergantino

Planning Information Center

Supervising Planner

GIS Coordinator

Principal Planner (Left Position – Q1)

GIS Specialist II (Maternity Leave – Q4)

Information Services Technician II

Vincent Flood

Shane White

Vacant

Christina Delage Baza

Kim A. Gelfuso

Support Staff

Principal Accountant

Paul Capotosto

Central Business Office

Principal Technical Support Analyst

Thomas DeFazio

Task and Project Funding Sources

Attached please find the following supporting documentation:

- Hours expended by Task as of April 30, 2015
- Expenditures by Funding Source as of April 30, 2015
- Expense Distribution as of April 30, 2015
- Funding Expended by Task as of April 30, 2015



**Statewide
Planning
Program**

**Monthly Cost
Accounting**

As of April FY 2015

Statewide Planning

Hours Expended by Task Number

As of April 2015 83% of Fiscal Year 2015

| No. of Hours Assigned in the Work Program | Hours Expended | Percent Expended | Task Number | Task Title | FUNDING SOURCES | | | | | | | | | | |
|---|----------------|------------------|-------------|--|-----------------|-----|------|------|------|------|------|------|--|--|------|
| | | | | | SPP | FTA | HUD | FHWA | RIAR | SRTS | EFBS | OHCD | | | |
| 4,325.0 | 3,571.7 | 82.6% | Task 1 | PROGRAM MANAGEMENT | 23% | 17% | | 60% | | | | | | | |
| 921.0 | 733.3 | 79.6% | Task 1.1 | PROGRAM MANAGEMENT - CDBG | | | 100% | | | | | | | | 100% |
| 637.0 | 335.1 | 52.6% | Task 2 | PROFESSIONAL DEVELOPMENT | 23% | 14% | | 61% | | | | | | | |
| 215.0 | 80.0 | 37.2% | Task 3 | TRANSPORTATION SAFETY | 20% | 15% | | 65% | | | | | | | |
| 779.0 | 127.0 | 16.3% | Task 3.1 | TRANSPORTATION SAFETY - SRTS | | | | | | 100% | | | | | |
| 1,799.0 | - | 0.0% | Task 4 | CORRIDOR PLANNING | 20% | 15% | | 65% | | | | | | | |
| 285.0 | 302.4 | 106.1% | Task 5 | TRANSPORTATION OPERATIONS AND MANAGEMENT | 20% | 15% | | 65% | | | | | | | |
| 401.0 | 142.4 | 35.5% | Task 6 | TRANSIT PLANNING | 20% | 15% | | 65% | | | | | | | |
| 1,220.0 | 290.9 | 23.8% | Task 7 | TRANSPORTATION IMPROVEMENT PROGRAM | 20% | 15% | | 65% | | | | | | | |
| 798.0 | 677.3 | 84.9% | Task 8 | FREIGHT PLANNING | 20% | 15% | | 65% | | | | | | | |
| 381.0 | 361.5 | 94.9% | Task 9 | TRANSPORTATION PLANNING COORDINATION | 20% | 15% | | 65% | | | | | | | |
| 1,769.0 | 1,244.2 | 70.3% | Task 10 | ENVIRONMENTAL SUSTAINABILITY | 60% | 10% | | 30% | | | | | | | |
| 305.0 | 288.8 | 94.7% | Task 10.3 | WETLAND AND WASTEWATER SETBACKS | 100% | | | | | | | | | | |
| 3,694.0 | 3,366.4 | 91.1% | Task 11 | LONG RANGE PLANNING | 60% | 10% | | 30% | | | | | | | |
| 4,736.0 | 3,277.0 | 69.2% | Task 12 | CONSISTENCY REVIEW | 45% | 15% | | 40% | | | | | | | |
| 1,750.0 | 75.6 | 4.3% | Task 12.1 | CONSISTENCY REVIEW - EFSB | | | | | | | 100% | | | | |
| 2,664.0 | 2,160.5 | 81.1% | Task 13 | TECHNICAL ASSISTANCE | 23% | 17% | | 60% | | | | | | | |
| 1,490.0 | 1,507.2 | 101.2% | Task 14 | DATA MANAGEMENT AND COORDINATION | 20% | 15% | | 65% | | | | | | | |
| 3,473.0 | 979.5 | 28.2% | Task 15 | DATA DEVELOPMENT AND ANALYSIS | 20% | 15% | | 65% | | | | | | | |
| 641.0 | 102.8 | 16.0% | Task 16 | DATA DELIVERY | 20% | 15% | | 65% | | | | | | | |
| 940.0 | 1,112.7 | 118.4% | Task 17 | EQUITY IN PLANNING | 23% | 17% | | 60% | | | | | | | |
| 1,456.0 | 1,228.3 | 84.4% | Task 18 | PUBLIC OUTREACH | 40% | 10% | | 50% | | | | | | | |
| 1,049.0 | 118.9 | 11.3% | Task 19 | PERFORMANCE MANAGEMENT | 20% | 15% | | 65% | | | | | | | |
| 3,640.0 | 3,081.5 | 84.7% | Task 20 | SUSTAINABLE COMMUNITIES GRANT | | | 100% | | | | | | | | |
| 6,160.0 | 5,403.0 | 87.7% | ICAP | ICAP (Paid Leave - See Appendix D) | 32% | 16% | | 52% | | | | | | | |

43,953.0 30,567.6

Statewide Planning
 Dept. of Administration
 Expenditures by Funding Source
 April FY 2015

| Account Number | Account Name | FY 2015 Budget | YTD Budget | YTD Expense | Variance |
|----------------------------------|--------------------|------------------|------------------|------------------|------------------|
| 1165101 | Systems Planning | 803,946 | 669,955.00 | 543,561 | 126,394 |
| 1165101 | EFSB | 8,536 | 7,113.33 | 4,866 | 2,247 |
| 1165103 | OHCD | 60,263 | 50,219.17 | 29,529 | 20,690 |
| 1166102 | FTA | 342,945 | 285,787.50 | 212,803 | 72,985 |
| 1166122 | Sus. Communities | 195,078 | 162,565.00 | 157,266 | 5,299 |
| 1170101 | FHWA | 1,282,211 | 1,068,509.17 | 937,755 | 130,754 |
| | OTHER | 48,769.00 | 40,640.83 | 17,956 | 22,685 |
| | Sub Total | 2,741,748 | 2,284,790 | 1,903,736 | 381,054 |
| Contractual and Pass Thru Grants | | | | | |
| | OTHER | 272,220 | 226,850.00 | | 226,850 |
| | URI | 12,500 | 10,416.67 | | 10,417 |
| | RI BRWCT | 65,000 | 54,166.67 | | 54,167 |
| | RIPTA | 82,146 | 68,455.00 | | 68,455 |
| | RIDOT | 372,358 | 310,298.33 | | 310,298 |
| 1165101 | Systems Planning | 8,400 | 7,000.00 | 851 | 6,149 |
| 1166102 | FTA | 760,645 | 633,870.83 | 42,791 | 591,080 |
| 1166122 | Sus. Communities | 420,000 | 350,000.00 | 394,287 | (44,287) |
| 1170101 | FHWA | 2,061,554 | 1,717,961.67 | 273,894 | 1,444,068 |
| | Sub Total | 4,054,823 | 3,379,019 | 711,823 | 2,667,196 |
| | Grand Total | 6,796,571 | 5,663,809 | 2,615,559 | 3,048,250 |

Statewide Planning
 Department of Administration
 Monthly Cost Accounting
 April 2015

| Task Number | Task Title | FY 2015 Budget | Total Expended | % of Budget (March 83%) |
|-------------|--|----------------|----------------|----------------------------|
| Task 1 | PROGRAM MANAGEMENT | 272,069 | 216,513.97 | 79.58% |
| Task 1.1 | PROGRAM MANAGEMENT - CDBG | 53,782 | 44,452.76 | 82.65% |
| Task 2 | PROFESSIONAL DEVELOPMENT | 39,405 | 20,310.78 | 51.54% |
| Task 3 | TRANSPORTATION SAFETY | 14,176 | 4,849.61 | 34.21% |
| Task 3.1 | TRANSPORTATION SAFETY - SRTS | 49,424 | 7,698.76 | 15.58% |
| Task 4 | CORRIDOR PLANNING | 122,134 | - | 0.00% |
| Task 5 | TRANSPORTATION OPERATIONS AND MANAGEMENT | 17,845 | 18,331.53 | 102.73% |
| Task 6 | TRANSIT PLANNING | 27,285 | 8,632.31 | 31.64% |
| Task 7 | TRANSPORTATION IMPROVEMENT PROGRAM | 75,671 | 17,634.40 | 23.30% |
| Task 8 | FREIGHT PLANNING | 46,833 | 41,058.03 | 87.67% |
| Task 9 | TRANSPORTATION PLANNING COORDINATION | 26,432 | 21,914.19 | 82.91% |
| Task 10 | ENVIRONMENTAL SUSTAINABILITY | 107,951 | 75,420.56 | 69.87% |
| Task 10.3 | WETLAND AND WASTEWATER SETBACKS | 22,337 | 17,507.10 | 78.38% |
| Task 11 | LONG RANGE PLANNING | 242,228 | 204,068.66 | 84.25% |
| Task 12 | CONSISTENCY REVIEW | 285,493 | 198,652.25 | 69.58% |
| Task 12.1 | CONSISTENCY REVIEW - EFSB | 12,567 | 4,582.88 | 36.47% |
| Task 13 | TECHNICAL ASSISTANCE | 164,473 | 130,966.81 | 79.63% |
| Task 14 | DATA MANAGEMENT AND COORDINATION | 91,185 | 91,363.67 | 100.20% |
| Task 15 | DATA DEVELOPMENT AND ANALYSIS | 206,992 | 59,377.44 | 28.69% |
| Task16 | DATA DELIVERY | 39,603 | 6,231.75 | 15.74% |
| Task 17 | EQUITY IN PLANNING | 64,201 | 67,449.01 | 105.06% |
| Task 18 | PUBLIC OUTREACH | 68,317 | 74,459.74 | 108.99% |
| Task 19 | PERFORMANCE MANAGEMENT | 66,569 | 7,207.74 | 10.83% |
| Task 20 | SUSTAINABLE COMMUNITIES GRANT | 195,078 | 186,801.01 | 95.76% |
| ICAP | ICAP (Paid Leave - See Appendix D) | 380,928 | 327,527.66 | 85.98% |

Total

2,692,978

1,853,012.63

68.81%

Statewide Planning
Expense Distribution - Breakout
Fiscal Year 2015
As of April 30, 2015

| Account # | Total | 1165101 SPP | 1166102 FTA | 1166122 Sus. Comm. | 1170101 FHWA | EFSB | OHCD | CBO |
|---|---------------------|-------------------|-------------------|-----------------------|---------------------|-----------------|------------------|------------------|
| 611000 Regular Wages | 1,195,632.49 | 341,233.01 | 133,689.57 | 97,880.68 | 582,454.67 | 3,171.59 | 19,246.97 | 17,956.00 |
| 616200 Family Medical Insurance Coverage | 2,264.88 | 647.60 | 260.63 | 180.23 | 1,135.15 | 5.84 | 35.42 | |
| 619000 Family Medical Waiver Bonus | - | - | - | - | - | - | - | |
| 620100 Payroll Accruals | 266,500.36 | 76,201.42 | 30,666.98 | 21,207.23 | 133,569.67 | 686.85 | 4,168.21 | |
| 620700 Employees Retirement- State Contribution | 1,509.92 | 431.74 | 173.75 | 120.15 | 756.77 | 3.89 | 23.62 | |
| 621110 Social Security (FICA) | 90,595.02 | 25,904.17 | 10,425.04 | 7,209.26 | 45,406.12 | 233.49 | 1,416.95 | |
| 624110 Medical Insurance | 164,769.70 | 47,113.20 | 18,960.53 | 13,111.84 | 82,582.38 | 424.66 | 2,577.09 | |
| 624120 Dental Care | 10,946.90 | 3,130.09 | 1,259.69 | 871.12 | 5,486.57 | 28.21 | 171.22 | |
| 624130 Vision Care | 1,698.66 | 485.70 | 195.47 | 135.17 | 851.36 | 4.38 | 26.57 | |
| 624210 Retirees Medical Insurance | - | - | - | - | - | - | - | |
| 625200 Worker's Compensation Payment | - | - | - | - | - | - | - | |
| 626100 Assessed Fringe | 47,751.13 | 13,653.65 | 5,494.86 | 3,799.88 | 23,932.81 | 123.07 | 746.85 | |
| 626300 Retiree Health Insurance | 71,343.58 | 20,399.53 | 8,209.72 | 5,677.29 | 35,757.32 | 183.87 | 1,115.85 | |
| Total Personnel | 1,853,012.63 | 529,200.11 | 209,336.24 | 150,192.85 | 911,932.83 | 4,865.86 | 29,528.75 | 17,956.00 |
| 632160 Info Support | - | - | - | - | - | - | - | |
| 633001 Training / Education | - | - | - | - | - | - | - | |
| 633200 Seminars/Conferences | - | - | - | - | - | - | - | |
| 634001 Design/Surveying | - | - | - | - | - | - | - | |
| 631200 Management Consultants | 448,972.91 | - | 10,937.26 | 394,286.66 | 43,748.99 | - | - | |
| 634300 Surveyor Services | - | - | - | - | - | - | - | |
| 634500 Other design,Engineering | - | - | - | - | - | - | - | |
| 641001 | - | - | - | - | - | - | - | |
| 641300 Maintenance Repairs: Software | 1,900.00 | - | - | - | 1,900.00 | - | - | |
| 641400 Maintenance Repairs: Office Equipment | 1,751.65 | 445.20 | 309.86 | - | 996.59 | - | - | |
| 641600 Maintenance Repairs: Other Equipment | - | - | - | - | - | - | - | |
| 643030 Food | 183.00 | - | - | 183.00 | - | - | - | |
| 643110 Office Supplies: (Less than 5,000) | 5,536.17 | 1,150.00 | 560.00 | - | 3,826.17 | - | - | |
| 643120 Computer Supplies | 1,045.95 | - | - | - | 1,045.95 | - | - | |
| 643150 Program Supplies (Less than 5,000) | - | - | - | - | - | - | - | |
| 643200 Dues/Fees | 2,665.00 | 1,705.00 | - | - | 960.00 | - | - | |
| 643300 Subscriptions | 516.00 | - | - | - | 516.00 | - | - | |
| 643401 Postal,Delivery Services | - | - | - | - | - | - | - | |
| 643410 Postage and Postal Services | 2,810.38 | 1,467.38 | 373.00 | - | 970.00 | - | - | |
| 643420 Express Delivery | - | - | - | - | - | - | - | |
| 643430 Freight | - | - | - | - | - | - | - | |
| 643440 Central mailing | - | - | - | - | - | - | - | |
| 643520 Advertising | - | - | - | - | - | - | - | |
| 643611 Print Advertising | 1,687.02 | 1,012.22 | 168.70 | - | 506.10 | - | - | |
| 643620 Printing- Outside Vendors | - | - | - | - | - | - | - | |
| 643700 Miscellaneous Expenses | 3,026.38 | 57.68 | - | 2,764.00 | 204.70 | - | - | |
| 643710 Staff Training | 1,520.00 | - | - | 810.00 | 710.00 | - | - | |
| 643799 Statewide Cost Savings | - | - | - | - | - | - | - | |
| 643801 Insurance | - | - | - | - | - | - | - | |
| 643810 Insurance: Property,Liability | 242.43 | 242.43 | - | - | - | - | - | |
| 643830 Insurance: Cost Reimbursement | - | - | - | - | - | - | - | |
| 645200 Rental/Lease-Equipment | - | - | - | - | - | - | - | |
| 646200 Mileage Allowance- Personal Cars | 65.86 | - | - | - | 65.86 | - | - | |
| 646301 Out of State Travel | 1,511.36 | - | - | 1,284.00 | 227.36 | - | - | |
| 646310 Out of State Transportation | 576.81 | 232.61 | - | (194.56) | 538.76 | - | - | |
| 646320 Out of State Lodging | 1,633.70 | 171.86 | - | 1,461.84 | - | - | - | |
| 646330 Out of State Registration | 5,857.70 | 960.75 | 396.75 | - | 4,500.20 | - | - | |
| 646340 Out of State Other | 617.45 | 14.50 | - | 602.95 | - | - | - | |
| 646400 Other Travel Costs | - | - | - | - | - | - | - | |
| 648110 Central Telephone | - | - | - | - | - | - | - | |
| 648200 Telephone Charges | 479.19 | 479.19 | - | - | - | - | - | |
| 648112 ISF Overhead | 10,026.01 | 4,498.81 | 1,027.00 | - | 4,500.20 | - | - | |
| 649120 Fees- Single Audit | 162.24 | - | - | 162.24 | - | - | - | |
| 654120 Other Grants | 262,851.50 | 850.58 | 31,854.31 | - | 230,146.61 | - | - | |
| 660095 Expense Under Capitalization | - | - | - | - | - | - | - | |
| 661605 Furniture/Equipment | - | - | - | - | - | - | - | |
| 661701 Computer Equipment | 1,171.39 | 374.85 | - | - | 796.54 | - | - | |
| 662150 Capital Lease | 5,737.00 | 1,549.00 | 631.00 | - | 3,557.00 | - | - | |
| 699200 Authorized Red Balances | - | - | - | - | - | - | - | |
| Total Non Personnel | 762,547.10 | 15,212.06 | 46,257.88 | 401,360.13 | 299,717.03 | - | - | - |
| Grand Total | 2,615,559.73 | 544,412.17 | 255,594.12 | 551,552.98 | 1,211,649.86 | 4,865.86 | 29,528.75 | 17,956.00 |

Statewide Planning

Dollars Expended by Task Number

As of April 2015 83% of Fiscal Year 2015

| No. of Dollars Assigned in the Work Program | Dollars Expended | Percent Expended | Task Number | Task Title | FUNDING SOURCES | | | | | | | | | | | | |
|---|------------------|------------------|-------------|--------------------|---|------|-----|------|--------|------|------|------|--|--|--|--|------|
| | | | | | SPP | FTA | HUD | FHWA | RI AIR | SRTS | FFSB | OHCD | | | | | |
| 0.11684431 | 272,069 | 79.6% | Task 1 | PROGRAM MANAGEMENT | | | | | | | | | | | | | |
| 0.02398945 | 53,782 | 44,453 | 82.7% | Task 1.1 | PROGRAM MANAGEMENT - CDBG | 23% | 17% | | 60% | | | | | | | | 100% |
| 0.01096095 | 39,405 | 20,311 | 51.5% | Task 2 | PROFESSIONAL DEVELOPMENT | 100% | 80% | 100% | 80% | | | | | | | | |
| 0.00261715 | 14,176 | 4,830 | 34.2% | Task 3 | TRANSPORTATION SAFETY | 20% | 14% | | 61% | | | | | | | | |
| 0.00415473 | 49,424 | 7,699 | 15.6% | Task 3.1 | TRANSPORTATION SAFETY - SRTS | | 15% | | 66% | | | | | | | | |
| 0 | 122,134 | 0 | 0.0% | Task 4 | CORRIDOR PLANNING | 20% | 15% | | 65% | | | | | | | | |
| 0.00989283 | 17,845 | 18,332 | 102.7% | Task 5 | TRANSPORTATION OPERATIONS AND MANAGEMEN | 20% | 15% | | 65% | | | | | | | | |
| 0.00465853 | 27,285 | 8,632 | 31.6% | Task 6 | TRANSIT PLANNING | 20% | 15% | | 65% | | | | | | | | |
| 0.00951661 | 75,671 | 17,634 | 23.3% | Task 7 | TRANSPORTATION IMPROVEMENT PROGRAM | 20% | 15% | | 65% | | | | | | | | |
| 0.02215745 | 46,833 | 41,058 | 87.7% | Task 8 | FREIGHT PLANNING | 20% | 15% | | 65% | | | | | | | | |
| 0.01182625 | 26,432 | 21,914 | 82.9% | Task 9 | TRANSPORTATION PLANNING COORDINATION | 20% | 15% | | 65% | | | | | | | | |
| 0.04070159 | 107,951 | 75,421 | 69.9% | Task 10 | ENVIRONMENTAL SUSTAINABILITY | 60% | 10% | | 30% | | | | | | | | |
| 0.00944791 | 22,337 | 17,507 | 78.4% | Task 10.3 | WETLAND AND WASTEWATER SETBACKS | 100% | | | | | | | | | | | |
| 0.11012804 | 242,228 | 204,069 | 84.2% | Task 11 | LONG RANGE PLANNING | 60% | 10% | | 30% | | | | | | | | |
| 0.10720501 | 285,493 | 198,652 | 69.6% | Task 12 | CONSISTENCY REVIEW | 45% | 15% | | 40% | | | | | | | | |
| 0.00247321 | 12,567 | 4,583 | 36.5% | Task 12.1 | CONSISTENCY REVIEW - EFSB | | | | | | | | | | | | 100% |
| 0.07067778 | 164,473 | 130,967 | 79.6% | Task 13 | TECHNICAL ASSISTANCE | 23% | 17% | | 60% | | | | | | | | |
| 0.04930547 | 91,185 | 91,364 | 100.2% | Task 14 | DATA MANAGEMENT AND COORDINATION | 20% | 15% | | 65% | | | | | | | | |
| 0.03204373 | 206,992 | 59,377 | 28.7% | Task 15 | DATA DEVELOPMENT AND ANALYSIS | 20% | 15% | | 65% | | | | | | | | |
| 0.00336304 | 39,603 | 6,232 | 15.7% | Task 16 | DATA DELIVERY | 20% | 15% | | 65% | | | | | | | | |
| 0.03639965 | 64,201 | 67,449 | 105.1% | Task 17 | EQUITY IN PLANNING | 23% | 17% | | 60% | | | | | | | | |
| 0.04018307 | 68,317 | 74,460 | 109.0% | Task 18 | PERFORMANCE OUTREACH | 40% | 10% | | 50% | | | | | | | | |
| 0.00388974 | 66,569 | 7,208 | 10.8% | Task 19 | PERFORMANCE MANAGEMENT | 20% | 15% | | 65% | | | | | | | | |
| 0.10080935 | 195,078 | 186,801 | 95.8% | Task 20 | SUSTAINABLE COMMUNITIES GRANT | | | | | | | | | | | | |
| 0.17675414 | 380,928 | 327,528 | 86.0% | ICAP | ICAP (Paid Leave - See Appendix D) | 32% | 16% | 100% | 52% | | | | | | | | |

2,692,978 1,853,012.63

APPENDIX D

Rhode Island State Planning Council/Metropolitan Planning Organization

Indirect Cost Allocation Plan

Effective July 1, 2015

Introduction

Definition of MPO Planning Area

The Metropolitan Planning Organization is uniquely structured in Rhode Island in that the MPO boundaries cover the entire state, which has a land area of approximately 1,045 square miles and a population of approximately 1,052,567, according to the 2010 U.S. Census. The MPO includes the Rhode Island portion of the Providence, RI-MA Urbanized Area and the Rhode Island portion of the Norwich-New London, CT-RI Urbanized Area. The area is fully incorporated and is comprised of 39 individual municipalities. There is no formal county government structure.

Organizational Structure of the MPO

Governor Philip W. Noel designated the State Planning Council as the MPO in 1974. Governor Bruce Sundlun reaffirmed that designation in 1992. In 2013, Section 42-11-10 of Rhode Island General Laws (RIGL) titled Statewide Planning Program was amended to designate the State Planning Council as the State's single, statewide MPO. The Statewide Planning Program serves as staff to the State Planning Council.

The Statewide Planning Program (SPP) serves as the principle staff of the State Planning Council. It is one of two programs housed within the Rhode Island Department of Administration's Division of Planning. The other program is the Water Resources Board. The SPP prepares and maintains plans for the physical, economic, and social development of the state; encourages their implementation; and coordinates the actions of state, local and federal agencies and private individuals within the framework of the state's development goals and policies. The basic charge is established by Sections 42-11-10 and 12 of the General Laws. The Statewide Planning Program currently consists of 23 full time staff that specialize in transportation, land use, comprehensive planning, GIS, data analysis and other related topics.

The Department of Transportation is the designated recipient of all FHWA funds for the State of Rhode Island. The Rhode Island Public Transit Authority is the designated recipient for all FTA funds for the State of Rhode Island, with the exception of 5303 funds, Statewide Transportation Planning funds, and 5307 & 5309 funds for rail, which are apportioned to the Department of Transportation and 5304 funds, which are apportioned to the Metropolitan Planning Program. FTA 5303 and 5304 funds are transferred to FHWA and then to the Department of Transportation through a consolidated planning grant. The Statewide Planning Program is the designated subrecipient to the Department of Transportation for all Metropolitan Planning Funds from the United States Department of Transportation.

Purpose of this Document

This Indirect Cost Allocation Plan is being prepared to satisfy the requirements of Title 2, Grants and Agreements, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of the Code of Federal Regulations. Although certain central services, such as motor pools, computer centers, purchasing, accounting, etc., are eligible indirect costs, the only indirect cost the

Statewide Planning Program assigns as a part of this Indirect Cost Allocation Plan is Paid Leave. Paid Leave includes all personal, vacation and sick leave discharged by an employee. As the pass through entity of USDOT Metropolitan Planning Funds, RIDOT is the monitoring agency for the Statewide Planning Program's Indirect Cost Allocation Plan.

Methodology

Each year, in close cooperation with the Rhode Island Department of Transportation and the Rhode Island Public Transit Agency, the staff of the MPO (the Statewide Planning Program) prepares a Unified Planning Work Program (UPWP). The UPWP provides an overview of the MPO Program, a report of accomplishments in the previous fiscal year, a series of priority work products presented by task, and a summary of the financial resources that will be utilized to implement the UPWP. This UPWP is approved by the State Planning Council and submitted to FHWA and FTA for review and approval.

The methodology used in the Financial Resources Section of the UPWP is outlined below. Please also refer to Attachment 2, FY 16 Budget Tables, for more information.

- Budget amounts are calculated by utilizing three worksheet tables, one that calculates hours per person, one that calculates dollars per person, and one that summarizes and allocates the dollars by task and by funding source.
- The first table, labeled Person Hours, calculates every budgeted hour for each individual staff member in the Statewide Planning Program (SPP), broken out by task number. Every individual on this table, with the exception of Central Business Office staff member Defazio, has a total of 1,820 hours which is the sum of 35 hours worked per week multiplied by 52 weeks in the year.
- The second table, named Person Dollars, calculates every budgeted dollar for each individual staff person in SPP, broken out by task number. The task dollars are calculated by multiplying each individual's hours from the Person Hours table for a particular task by said individual's budgeted salary & fringe rate (Column AA on the Person Dollars tab).
 - For example, Kevin Flynn has 7 person hours (Column J, Row 13) budgeted to Task Number 6 – Transit Planning. The 7 hours is then multiplied by the Salary & Fringe Rate from the Person Dollars table (Column AA, Row 13) resulting in a charge for Kevin Flynn to work on Task 6 for 7 hours in the amount of \$695.45.

This calculation process is performed for each individual for every task number. The dollar total by task number is calculated on the bottom of the Person Dollars table. Those totals are then carried over to the Summary table.

- The third and final table is the Summary. The total dollars for each task from the Person Dollars table is carried over and reflected on the Summary table in Column Q. Column P is the percentage of the total personnel dollars by task of the whole personnel dollar total. This percentage is used to calculate the operating expenses from Column R by multiplying the percentage per task from Column P by the total amount of operating expenses to get the operating expenses per task.
 - Operating expenses are made up of expenses for staff training, office supplies, computers, computer supplies, mileage, travel expenses for seminars, copy machine maintenance, dues and fees, postage and printing.

Column S is the total budgeted expense per task, which adds the personnel expense per task (Column Q) and the operating expense per task (Column R). Columns B and C provide the task numbers and titles. Column E – O include the funding source splits for each task.

- For example, Task 3 – Transportation Safety has a total task budget of \$25,446 from Column S. The approved funding split for this task number is 20% State dollars, 15% FTA dollars and 65% FHWA dollars, which are computed by formula within the spreadsheet in cells E7, F7, and G7. Column D totals the three funding source amounts used in the above example, which matches the total budget amount per task from Column S.

This process is used for all task numbers from Row 4 thru Row 25 for each task number with the exception of Task ICAP – Paid Leave.

- Paid Leave percentage by funding source is computed by taking each funding source total minus paid leave and dividing it by the total of all funding sources minus paid leave. This calculation is done manually and resulting percentages by funding source are then inputted into the spreadsheet and used to calculate the Paid Leave dollars by funding source by multiplying each funding source percentage by the Paid Leave budget total (Column D, Row 26).
- Within 30 days of the close of the State Fiscal Year, the actual paid leave hours discharged by each individual Statewide Planning Program employee will be calculated for the previous fiscal year, July 1 - June 30, based on their individual salary and fringe rate.
- The Paid Leave actual totals will be compared to the Paid Leave totals budgeted in the approved Work Program. Any end of year adjustment will be made to reconcile the Paid Leave with the next request for reimbursement submitted to RIDOT.
- Historically, leave time of 8 weeks per employee has been consistent with the actual paid leave dollars spent. With the exception of employees with scheduled extended family leave and employees with very high rates of leave accrual, all employees are budgets 8 weeks of paid leave per year.

Attachment 1 - Required Certification

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and believe:

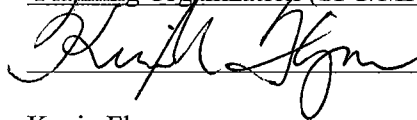
- (1) All costs included in this proposal dated 6/12/15 establish cost allocations or billings for July 1, 2015 – June 30, 2016 are allowable in accordance with the Federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
- (2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

Governmental Unit: RI Division of Planning (RIDOP) and State Planning Council/Metropolitan

Planning Organization (SPC/MPO)

Signature:



Name of Official:

Kevin Flynn

Title:

Associate Director, RI DOP and Secretary, SPC/MPO

Date of Execution:

6-11-15

Attachment 2 - Work Program FY16 - Hours per Person

| A | B. | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | |
|----|------------------|--------------|--------------------|---------------------------|--------------------------|-----------------------|-------------------|------------------------|------------------|--------------|------------------|--------------------------------------|------------------------------|---------------------|--------------------|---------------------------|----------------------|----------------------------------|-------------------------------|---------------|----------------------------|--------------------|------------------------|-------------------------|--------------|-----|
| | | | Program Management | Program Management - CDBG | Professional Development | Transportation Safety | Corridor Planning | Transportation Ops/Man | Transit Planning | TIP | Freight Planning | Transportation Planning Coordination | Environmental Sustainability | Long Range Planning | Consistency Review | Consistency Review - EFSB | Technical Assistance | Data Management and Coordination | Data Development and Analysis | Data Delivery | Equity And Public Outreach | Public Information | Performance Management | Other State Initiatives | Paid Leave | |
| 4 | Staff Member | Total | 1 | 1.1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 12.1 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | ICAP | |
| 5 | Bergantino, B. | 1820 | 21 | | 35 | | 20 | | | | | | | | 1344 | | 100 | | | | | | 20 | | 280 | |
| 6 | Callaghan, C. | 1820 | 100 | | 35 | 35 | 260 | 100 | 35 | 250 | 80 | 70 | 150 | 100 | | 21 | | | 80 | | | 203 | | 21 | | 280 |
| 7 | Capotosto, P. | 1820 | 1117 | 388 | 35 | | | | | | | | | | | | | | | | | | | | | 280 |
| 8 | Crabill, K. | 1820 | 1067 | 438 | 35 | | | | | | | | | | | | | | | | | | | | | 280 |
| 9 | Davis, J. | 1820 | 21 | | 35 | | | | | | | | 21 | 1048 | 200 | | 200 | | 15 | | | | | | | 280 |
| 10 | Defazio, T. | 273 | 273 | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | Delage Baza, C. | 1820 | 35 | | 35 | | | | | | | | 125 | | | | 105 | 430 | 400 | 329 | | 24 | 7 | | | 330 |
| 12 | Flood, V. | 1820 | 100 | | 35 | | | | | | | | 100 | | | | | 360 | 422 | 211 | 177 | 35 | 100 | | | 280 |
| 13 | Flynn, K. | 1820 | 500 | 35 | 35 | | | | 7 | 70 | 7 | | 35 | 536 | 35 | 9 | 28 | 28 | | | 35 | | | 180 | | 280 |
| 14 | Gelfuso, K. | 1820 | 21 | | 35 | | | | | | | | | | | | | | | | | 1367 | 70 | | | 327 |
| 15 | Gonsalves, P. | 1820 | 21 | 21 | 35 | | | | | | | | 180 | 828 | 250 | | 100 | | 25 | | | | 80 | | | 280 |
| 16 | Greeley, C. | 1820 | 21 | | 35 | | | | | | | | 35 | 40 | 939 | | 470 | | | | | | | | | 280 |
| 17 | Hess, N. | 1820 | 90 | | 35 | | | | | | | | 150 | 888 | 115 | 21 | 70 | | 150 | | | | 21 | | | 280 |
| 18 | Jacobs, B. | 1820 | 21 | | 35 | 35 | | | | 307 | 90 | | 547 | 35 | | | | | 470 | | | | | | | 280 |
| 19 | Moan, M. | 1820 | 21 | | 35 | 35 | 425 | 200 | 40 | 115 | | 64 | | 35 | 60 | | | | | | 403 | | | | | 387 |
| 20 | Nelson, K. | 1820 | 100 | | 35 | | 10 | | | | | | 10 | 35 | 950 | 35 | 255 | | | | | | | | | 390 |
| 21 | O'Kane, S. | 1820 | 21 | | 35 | 35 | 850 | | | 115 | 35 | | | 35 | | | | | | | | 414 | | | | 280 |
| 22 | Rhodes, J. | 1820 | 426 | | 35 | | | | | 100 | 21 | | 75 | 470 | 100 | 35 | 131 | | 35 | | 21 | | 21 | 70 | | 280 |
| 23 | Scott, K. | 1820 | 524 | | 35 | 40 | 140 | 10 | 35 | 376 | 35 | 100 | 70 | 35 | | | 35 | | 70 | | 35 | | | | | 280 |
| 24 | Siefert, C. | 1820 | 21 | | 35 | | | | | | | | 7 | | 730 | | 740 | | | | | | 7 | | | 280 |
| 25 | Vacant - Planner | 1820 | 21 | | 35 | | | | | | | | 4 | 1193 | 45 | | 242 | | | | | | | | | 280 |
| 26 | Vacant - Planner | 1820 | 21 | | 35 | | | | | | | | 234 | 56 | | | 21 | 285 | 394 | 125 | 210 | | 159 | | | 280 |
| 27 | White, S. | 1820 | 80 | | 35 | | | | | 7 | 14 | | 35 | | | | 140 | 500 | 283 | 405 | | 14 | 27 | | | 280 |
| 28 | Witt, C. | 1820 | 21 | | 35 | 240 | 121 | 35 | 100 | 140 | 660 | 14 | 35 | 35 | 14 | | | | 90 | | | | | | | 280 |
| 29 | Total | 42133 | 4,664 | 882 | 805 | 420 | 1,826 | 345 | 217 | 1,480 | 942 | 248 | 1,813 | 5,369 | 4,782 | 121 | 2,637 | 1,603 | 2,434 | 1,070 | 1,498 | 1,440 | 533 | 250 | 6,754 | |

Work Program FY16 - Dollars per Person

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | AA | |
|----|------------------|--------------------|--------------------|---------------------------|--------------------------|-----------------------|-------------------|------------------------|------------------|-----------------|------------------|--------------------------------------|------------------------------|---------------------|--------------------|---------------------------|----------------------|----------------------------------|-------------------------------|-----------------|----------------------------|--------------------|------------------------|-------------------------|------------------|----------------------|---------|
| | | | Program Management | Program Management - CDBG | Professional Development | Transportation Safety | Corridor Planning | Transportation Ops/Man | Transit Planning | TIP | Freight Planning | Transportation Planning Coordination | Environmental Sustainability | Long Range Planning | Consistency Review | Consistency Review - EFSB | Technical Assistance | Data Management and Coordination | Data Development and Analysis | Data Delivery | Equity And Public Outreach | Public Information | Performance Management | Other State Initiatives | Paid Leave | Salary & Fringe rate | |
| 4 | Staff Member | Total | 1 | 1.1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 12.1 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | ICAP | | |
| 5 | Bergantino, B. | \$ 94,640 | \$ 1,092 | | \$ 1,820 | | \$ 1,040 | | | | | | | | \$ 69,888 | | \$ 5,200 | | | | | | | | \$ 1,040 | \$ 14,560 | \$52.00 |
| 6 | Callaghan, C. | \$ 116,553 | \$ 6,404 | | \$ 2,241 | \$ 2,241 | \$ 16,650 | \$ 6,404 | \$ 2,241 | \$16,010 | \$ 5,123 | \$ 4,483 | \$ 9,606 | \$ 6,404 | | \$1,345 | | | \$ 5,123 | | \$13,000 | | | \$ 1,345 | | \$ 17,931 | \$64.04 |
| 7 | Capotosto, P. | \$ 107,125 | \$ 65,747 | | \$22,838 | \$ 2,060 | | | | | | | | | | | | | | | | | | | | \$ 16,481 | \$58.86 |
| 8 | Crabill, K. | \$ 80,262 | \$ 47,055 | | \$19,316 | \$ 1,544 | | | | | | | | | | | | | | | | | | | | \$ 12,348 | \$44.10 |
| 9 | Davis, J. | \$ 98,153 | \$ 1,133 | | \$ 1,888 | | | | | | | | \$ 1,133 | \$ 56,519 | \$ 10,786 | | \$ 10,786 | | \$ 809 | | | | | | | \$ 15,100 | \$53.93 |
| 10 | Defazio, T. | \$ 19,260 | \$ 19,260 | | | | | | | | | | | | | | | | | | | | | | | \$ 12,348 | \$44.10 |
| 11 | Delage Baza, C. | \$ 113,277 | \$ 2,178 | | \$ 2,178 | | | | | | | | \$ 7,780 | | | | \$ 6,535 | \$26,763 | \$ 24,896 | \$20,477 | | \$ 1,494 | \$ 436 | | | \$ 20,539 | \$62.24 |
| 12 | Flood, V. | \$ 126,508 | \$ 6,951 | | \$ 2,433 | | | | | | | | \$ 6,951 | | | | | \$25,024 | \$ 29,333 | \$14,667 | \$12,303 | \$ 2,433 | \$ 6,951 | | | \$ 19,463 | \$69.51 |
| 13 | Flynn, K. | \$ 180,817 | \$ 49,675 | \$ 3,477 | \$ 3,477 | | | | \$ 695 | \$ 6,955 | \$ 695 | | \$ 3,477 | \$ 53,252 | \$ 3,477 | \$ 894 | \$ 2,782 | \$ 2,782 | | | \$ 3,477 | | | | \$17,883 | \$ 27,818 | \$99.35 |
| 14 | Gelfuso, K. | \$ 85,085 | \$ 982 | | \$ 1,636 | | | | | | | | | | | | | | | | | \$63,907 | \$ 3,273 | | | \$ 15,287 | \$46.75 |
| 15 | Gonsalves, P. | \$ 102,011 | \$ 1,177 | \$ 1,177 | \$ 1,962 | | | | | | | | \$ 10,089 | \$ 46,409 | \$ 14,013 | | \$ 5,605 | | \$ 1,401 | | | | \$ 4,484 | | | \$ 15,694 | \$56.05 |
| 16 | Greeley, C. | \$ 100,682 | \$ 1,162 | | \$ 1,936 | | | | | | | | \$ 9,525 | \$ 56,388 | \$ 7,303 | \$1,334 | \$ 4,445 | | | \$ 9,525 | | | | \$ 1,334 | | \$ 15,490 | \$53.32 |
| 17 | Hess, N. | \$ 115,570 | \$ 5,715 | | \$ 2,223 | | | | | | | | \$ 9,525 | \$ 56,388 | \$ 7,303 | \$1,334 | \$ 4,445 | | | \$ 9,525 | | | | \$ 1,334 | | \$ 17,780 | \$63.50 |
| 18 | Jacobs, B. | \$ 101,192 | \$ 1,168 | | \$ 1,946 | \$ 1,946 | | | | \$17,069 | \$ 5,004 | | \$ 30,413 | \$ 1,946 | | | | | | \$ 26,132 | | | | | | \$ 15,568 | \$55.60 |
| 19 | Moan, M. | \$ 129,948 | \$ 1,499 | | \$ 2,499 | \$ 2,499 | \$ 30,345 | \$14,280 | \$ 2,856 | \$ 8,211 | | \$ 4,570 | | \$ 2,499 | \$ 4,284 | | | | | | \$28,774 | | | | | \$ 27,632 | \$71.40 |
| 20 | Nelson, K. | \$ 127,473 | \$ 7,004 | | \$ 2,451 | \$ 700 | | | | | | | \$ 700 | \$ 2,451 | \$ 66,538 | \$2,451 | \$ 17,860 | | | | | | | \$ - | | \$ 27,316 | \$70.04 |
| 21 | O'Kane, S. | \$ 97,516 | \$ 1,125 | | \$ 1,875 | \$ 1,875 | \$ 45,543 | | \$ - | \$ 6,162 | \$ 1,875 | | | \$ 1,875 | | | | | | | | \$22,182 | | | | \$ 15,002 | \$53.58 |
| 22 | Rhodes, J. | \$ 134,553 | \$ 31,494 | | \$ 2,588 | | | | | \$ 7,393 | \$ 1,553 | | \$ 5,545 | \$ 34,747 | \$ 7,393 | \$2,588 | \$ 9,685 | | \$ 2,588 | | \$ 1,553 | | \$ 1,553 | \$ 5,175 | | \$ 20,700 | \$73.93 |
| 23 | Scott, K. | \$ 141,214 | \$ 40,657 | | \$ 2,716 | \$ 3,104 | \$ 10,863 | \$ 776 | \$ 2,716 | \$29,174 | \$ 2,716 | \$ 7,759 | \$ 5,431 | \$ 2,716 | | | \$ 2,716 | | \$ 5,431 | | \$ 2,716 | | | | | \$ 21,725 | \$77.59 |
| 24 | Siefert, C. | \$ 109,073 | \$ 1,259 | | \$ 2,098 | | | | | | | | \$ 420 | | \$ 43,749 | | \$ 44,348 | | | | | | \$ 420 | | | \$ 16,780 | \$59.93 |
| 25 | Vacant - Planner | \$ 97,516 | \$ 1,125 | | \$ 1,875 | | | | | | | | \$ 12,538 | \$ 3,000 | | | \$ 1,125 | \$15,270 | \$ 21,111 | \$ 6,698 | \$11,252 | | \$ 8,519 | | | \$ 15,002 | \$53.58 |
| 27 | White, S. | \$ 105,214 | \$ 4,625 | | \$ 2,023 | | | | | \$ 405 | \$ 809 | | \$ 2,023 | | | | \$ 8,093 | \$28,905 | \$ 16,360 | \$23,413 | | \$ 809 | \$ 1,561 | | | \$ 16,187 | \$57.81 |
| 28 | Witt, C. | \$ 98,153 | \$ 1,133 | | \$ 1,888 | \$12,943 | \$ 6,526 | \$ 1,888 | \$ 5,393 | \$ 7,550 | \$35,594 | \$ 755 | \$ 1,888 | \$ 1,888 | \$ 755 | | \$ 8,093 | \$28,905 | \$ 16,360 | \$23,413 | | \$ 809 | \$ 1,561 | | | \$ 15,100 | \$53.93 |
| 29 | Total | \$2,481,793 | \$299,618 | \$46,808 | \$47,356 | \$24,609 | \$111,667 | \$23,347 | \$13,902 | \$98,928 | \$53,369 | \$17,566 | \$109,455 | \$272,307 | \$280,131 | \$8,611 | \$145,181 | \$98,744 | \$147,563 | \$65,254 | \$95,257 | \$68,643 | \$30,914 | \$23,058 | \$399,505 | | |

Work Program FY 16 - Summary - Total Cost by Task Number and Funding Source

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S |
|----|-------------|---|---------------------|-------------------|---------------------|---------------------|-------------|-------------------|-------------------|------------------|------------------|------------------|-----------------|-------------------|---|-----------------------|-----------------------|---------------------|
| 3 | Task Number | Task Title | TOTAL | SPP | FHWA | FTA | HUD | RIDOT | RIPTA | RI BRWCT | OHCD | URI | EFSB | OTHER | % of Total | Budget - Personnel | Budget - Operating | Total Budget |
| 4 | Task 1 | PROGRAM MANAGEMENT | \$ 309,807 | \$ 71,256 | \$ 185,884 | \$ 52,667 | | | | | | | | | 12.07% | \$ 299,618 | \$ 10,189 | \$ 309,807 |
| 5 | Task 1.1 | PROGRAM MANAGEMENT-CDBG | \$ 48,400 | | | | | | | | \$ 48,400 | | | | 1.89% | \$ 46,808 | \$ 1,592 | \$ 48,400 |
| 6 | Task 2 | PROFESSIONAL DEVELOPMENT | \$ 48,966 | \$ 11,262 | \$ 29,380 | \$ 8,324 | | | | | | | | | 1.91% | \$ 47,356 | \$ 1,610 | \$ 48,966 |
| 7 | Task 3 | TRANSPORTATION SAFETY | \$ 25,446 | \$ 5,089 | \$ 16,540 | \$ 3,817 | | | | | | | | | 0.99% | \$ 24,609 | \$ 837 | \$ 25,446 |
| 8 | Task 4 | CORRIDOR PLANNING | \$ 115,465 | \$ 23,093 | \$ 75,052 | \$ 17,320 | | | | | | | | | 4.50% | \$ 111,667 | \$ 3,797 | \$ 115,464 |
| 9 | Task 5 | TRANSPORTATION OPERATIONS AND MANAGEMENT | \$ 24,141 | \$ 4,828 | \$ 15,692 | \$ 3,621 | | | | | | | | | 0.94% | \$ 23,347 | \$ 794 | \$ 24,141 |
| 10 | Task 6 | TRANSIT PLANNING | \$ 14,375 | \$ 2,875 | \$ 9,344 | \$ 2,156 | | | | | | | | | 0.56% | \$ 13,902 | \$ 473 | \$ 14,375 |
| 11 | Task 7 | TRANSPORTATION IMPROVEMENT PROGRAM | \$ 102,292 | \$ 20,458 | \$ 66,490 | \$ 15,344 | | | | | | | | | 3.99% | \$ 98,928 | \$ 3,364 | \$ 102,292 |
| 12 | Task 8 | FREIGHT PLANNING | \$ 55,185 | \$ 11,037 | \$ 35,870 | \$ 8,278 | | | | | | | | | 2.15% | \$ 53,369 | \$ 1,815 | \$ 55,184 |
| 13 | Task 9 | TRANSPORTATION PLANNING COORDINATION | \$ 18,164 | \$ 3,633 | \$ 11,806 | \$ 2,725 | | | | | | | | | 0.71% | \$ 17,566 | \$ 597 | \$ 18,163 |
| 14 | Task 10 | ENVIRONMENTAL SUSTAINABILITY | \$ 113,177 | \$ 33,953 | \$ 62,247 | \$ 16,977 | | | | | | | | | 4.41% | \$ 109,455 | \$ 3,722 | \$ 113,177 |
| 15 | Task 11 | LONG RANGE PLANNING | \$ 281,567 | \$ 168,940 | \$ 84,470 | \$ 28,157 | | | | | | | | | 10.97% | \$ 272,307 | \$ 9,260 | \$ 281,567 |
| 16 | Task 12 | CONSISTENCY REVIEW | \$ 289,657 | \$ 211,450 | \$ 57,931 | \$ 20,276 | | | | | | | | | 11.29% | \$ 280,131 | \$ 9,526 | \$ 289,657 |
| 17 | Task 12.1 | CONSISTENCY REVIEW - EFSB | \$ 8,904 | | | | | | | | | | \$ 8,904 | | 0.35% | \$ 8,611 | \$ 293 | \$ 8,904 |
| 18 | Task 13 | TECHNICAL ASSISTANCE | \$ 150,118 | \$ 34,527 | \$ 90,071 | \$ 25,520 | | | | | | | | | 5.85% | \$ 145,181 | \$ 4,937 | \$ 150,118 |
| 19 | Task 14 | DATA MANAGEMENT AND COORDINATION | \$ 102,101 | \$ 20,420 | \$ 66,366 | \$ 15,315 | | | | | | | | | 3.98% | \$ 98,744 | \$ 3,358 | \$ 102,102 |
| 20 | Task 15 | DATA DEVELOPMENT AND ANALYSIS | \$ 152,581 | \$ 30,516 | \$ 99,178 | \$ 22,887 | | | | | | | | | 5.95% | \$ 147,563 | \$ 5,018 | \$ 152,581 |
| 21 | Task 16 | DATA DELIVERY | \$ 67,474 | \$ 13,495 | \$ 43,858 | \$ 10,121 | | | | | | | | | 2.63% | \$ 65,254 | \$ 2,219 | \$ 67,473 |
| 22 | Task 17 | EQUITY AND PUBLIC OUTREACH | \$ 98,496 | \$ 19,699 | \$ 62,053 | \$ 16,744 | | | | | | | | | 3.84% | \$ 95,257 | \$ 3,239 | \$ 98,496 |
| 23 | Task 18 | PUBLIC INFORMATION | \$ 70,978 | \$ 28,391 | \$ 35,489 | \$ 7,098 | | | | | | | | | 2.77% | \$ 68,643 | \$ 2,334 | \$ 70,977 |
| 24 | Task 19 | PERFORMANCE MANAGEMENT | \$ 31,965 | \$ 6,393 | \$ 20,777 | \$ 4,795 | | | | | | | | | 1.25% | \$ 30,914 | \$ 1,051 | \$ 31,965 |
| 25 | Task 20 | OTHER STATE INITIATIVES | \$ 23,842 | \$ 23,842 | | | | | | | | | | | 0.93% | \$ 23,058 | \$ 784 | \$ 23,842 |
| 26 | ICAP | ICAP | \$ 413,090 | \$ 149,993 | \$ 210,676 | \$ 52,421 | | | | | | | | | 16.10% | \$ 399,505 | \$ 13,586 | \$ 413,091 |
| 27 | | SUBTOTAL | \$2,566,191 | \$895,150 | \$1,279,174 | \$334,563 | | | | | \$48,400 | | \$8,904 | | 100.00% | \$ 2,481,793 | \$ 84,398 | \$ 2,566,191 |
| 28 | Task Number | Contractual and Pass Through Grants | TOTAL | SPP | FHWA | FTA | HUD | RIDOT | RIPTA | RI BRWCT | OHCD | URI | EFSB | OTHER | Note: Continuing items report the balance remaining on existing contracts as of 4/7/15. | | | |
| 29 | 3.1 | Bicycle Planning(new) | \$ 25,000 | | | | | \$ 5,000 | | | | | | \$ 20,000 | Abbreviations: | | | |
| 30 | 4.1 | East Bay Corridor Study RI Stars (continuing) | \$ 500,000 | | \$ 350,000 | \$ 50,000 | | \$ 100,000 | | | | | | | SPP - Statewide Planning Program | | | |
| 31 | 4.3 | Innovative Corridor Planning(new) | \$ 250,000 | | \$ 200,000 | | | \$ 50,000 | | | | | | | FHWA - Federal Highway Administration | | | |
| 32 | 6.1 | Transit Planning Assistance (continuing) | \$ 250,000 | | \$ 200,000 | | | \$ 50,000 | | | | | | | FTA - Federal Transit Administration | | | |
| 33 | 6.2 | Transit Signal Priority Project (continuing) | \$ 150,000 | | \$ 7,500 | \$ 112,500 | | | \$ 30,000 | | | | | | HUD - Department of Housing and Urban Development | | | |
| 34 | 6.3 | Fare Payment Planning (continuing) | \$ 170,540 | | \$ 8,527 | \$ 127,905 | | | \$ 34,108 | | | | | | RIDOT - Rhode Island Department of Transportation | | | |
| 35 | 6.4 | Transit/ Highway Design guidebook (continuing) | \$ 100,000 | | \$ 20,000 | \$ 60,000 | | \$ 10,000 | \$ 10,000 | | | | | | RIPTA - Rhode Island Public Transit Authority | | | |
| 36 | 6.5 | Commuter Services Planning Study(new) | \$ 300,000 | | \$ 120,000 | \$ 120,000 | | \$ 30,000 | \$ 30,000 | | | | | | RIBRWCT - Rhode Island Bays, Rivers, and Watersheds Coordination Team | | | |
| 37 | 6.6 | Quonset Transit Plan (new) | \$ 75,000 | | \$ 60,000 | | | \$ 15,000 | | | | | | | OHCD - Office of Housing and Community Development | | | |
| 38 | 7.2 | GIS Web based TIP Application (continuing) | \$ 500,000 | | \$ 300,000 | \$ 100,000 | | \$ 100,000 | | | | | | | URI EDC - University of Rhode Island Environmental Data Center | | | |
| 39 | 8.1 | Freight and Goods Movement Plan (continuing) | \$ 567,521 | | \$ 480,000 | | | \$ 55,000 | | \$ 32,521 | | | | | EFSB - RI Energy Facility Siting Board | | | |
| 40 | 8.2 | Freight Economics Impact (new) | \$ 150,000 | | | | | | | | | | | | OTHER - Participant match contributions | | | |
| 41 | 10.3 | RI Greenhouse Gas Reduction Plan (new) | \$ 300,000 | | \$ 75,000 | | | \$ 75,000 | | | | | | | \$ 150,000 | | | |
| 42 | 10.5 | Air Quality (new) | \$ 25,000 | | \$ 20,000 | | | \$ 5,000 | | | | | | | \$ 48,000 | | | |
| 43 | 13.1 | RI Land use Training Collaborative (continuing) | \$ 87,500 | | \$ 61,000 | \$ 9,000 | | | | | | | | | \$ 17,500 | | | |
| 44 | 13.3 | Planning Challenge Grants (continuing) | \$ 252,201 | | \$ 204,201 | | | | | | | | | | | | | |
| 45 | 15.3 | Travel Demand Model Update and Maintenance (continuing) | \$ 202,074 | | \$ 131,348 | \$ 30,311 | | \$ 40,415 | | | | | | | | | | |
| 46 | 15.5 | VPPP/INRIX Data | \$ 263,113 | | \$ 105,245 | | | \$ 157,868 | | | | | | | | | | |
| 47 | 16.1 | Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing) | \$ 62,500 | | \$ 42,500 | \$ 7,500 | | | | | | \$ 12,500 | | | | | | |
| 48 | 17.4 | Translation Services(new) | \$ 50,000 | | \$ 40,000 | | | \$ 10,000 | | | | | | | | | | |
| 49 | | SUBTOTAL | \$ 4,280,449 | \$ - | \$ 2,165,321 | \$ 877,216 | \$ - | \$ 688,283 | \$ 119,108 | \$ 32,521 | \$ - | \$ 12,500 | \$ - | \$ 385,500 | | | | |
| 50 | | TOTAL | \$ 6,846,640 | \$ 895,150 | \$ 3,444,495 | \$ 1,211,779 | \$ - | \$ 688,283 | \$ 119,108 | \$ 32,521 | \$ 48,400 | \$ 12,500 | \$ 8,904 | \$ 385,500 | | | | |

APPENDIX E

Rhode Island State Planning Council/Metropolitan Planning Organization

Self Certification

Effective July 1, 2015

I hereby certify that:

1. The planning process in Rhode Island is conducted in a continuing, cooperative, and comprehensive manner in accordance with all of the factors required of state and metropolitan plans and programs in 23 USC 134, 49 USC 5303, and 23 CFR Part 450 / 49 CFR Part 613. The process and products including all plans and programs support:
 - a. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – Public Law 109-59.
 - b. Title VI of the Civil Rights Act of 1964 (42 USC 2000d-1), Older Americans Act 42 USC 6101, 49 CFR 21, 23 USC 324 and 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age.
 - c. The Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), Sec. 504 of the Rehabilitation Act of 1973 (29 USC 794), and 49 CFR Parts 27, 37, and 38, relating to discrimination against individuals with disabilities.
 - d. Section 1101(b) of SAFETEA-LU, 23 CFR 230 and 49 CFR 26 relating to equal employment opportunities and involvement of disadvantaged business enterprises.
 - e. The Clean Air Act (42 USC 7504 and 7506), as amended, and 40 CFR 93 relating to nonattainment areas and compliance of transportation projects with the State Implementation Plan.
2. Project Selection – All projects are drawn from and/or are fully consistent with applicable elements of the State Guide Plan. The TIP presents a four-year program of funding for transportation projects from federal fiscal year 2013 to 2016. All projects in the four-year TIP are eligible for funding authorization. Projects listed for future years are shown for information.
3. Fiscal Constraint – Project costs in the TIP are limited to amounts less than federal funding authorization levels anticipated through FFY 2016; that is they reflect funds reasonably expected to be available to implement selected projects.
4. Conformity – All state and metropolitan planning programs, plans, and projects conform to the purposes of the Clean Air Act Amendments of 1990 and support relevant provisions of the State Implementation Plan (SIP) for Air Quality.

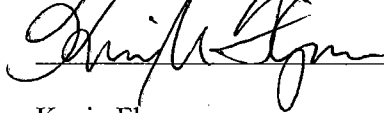
5. Public Participation – Adequate public notice and reasonable opportunity for public review and comment has been provided to citizens, public agencies, jurisdictions, employee representatives of transportation and other affected agencies, freight transportation and other private providers of transportation, representatives of the disabled, representatives of users of pedestrian walkways and bicycle facilities, and other interested parties, including those traditionally underserved by the existing transportation system. The State has followed published and adopted procedures for public involvement throughout the statewide transportation planning and programming process.

I declare that the foregoing is true and correct.

Governmental Unit: RI Division of Planning (RIDOP) and State Planning Council/Metropolitan

Planning Organization (SPC/MPO)

Signature:



Name of Official:

Kevin Flynn

Title:

Associate Director, RI DOP and Secretary, SPC/MPO

Date of Execution:

6-11-15