


State Planning Council - Rhode Island
Division of Statewide Planning



FY2023
Unified
Planning
Work Program

Adopted May 12, 2022

Preface

Rhode Island General Law 42-11-10 established a Statewide Planning Program, which is overseen by the State Planning Council and staffed by the Division of Statewide Planning. The Division of Statewide Planning 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. In addition to overseeing the Statewide Planning Program, the State Planning Council is the designated Metropolitan Planning Organization (MPO) for the state.

Mission Statement: The Division of Statewide Planning promotes and encourages best practices for the balanced growth and development of the State of Rhode Island. We do so by:

- Connecting agencies, communities, and organizations;
- Guiding land use and transportation choices; and
- Promoting continuous, cooperative, and comprehensive application of planning principles, along with data-driven analysis, to create and implement State, regional, and local plans.

Our goal is to ensure equitable, sustainable, and resilient development that meets the needs of the present without compromising the needs of the future.

Under the direction of the State Planning Council/MPO, this document was prepared in cooperation with the Rhode Island Department of Transportation, the Rhode Island Public Transit Authority, and the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration. The contents of this work program 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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Section I: Background

Purpose and Authority

The Unified Planning Work Program (UPWP) describes the transportation planning activities and projects that the State's Metropolitan Planning Organization (MPO) and its partnering entities expect to conduct over the next state fiscal year. It serves as the basis by which Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) urban transportation planning funds are spent in the region. Additionally, the UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating entities. As a management tool for the Rhode Island Department of Administration, Division of Statewide Planning (RIDSP), staff to the MPO, it also includes activities undertaken by the Division that are not funded through FHWA or FTA transportation funds.

This UPWP is intended to implement State policy as outlined in the State Guide Plan, particularly *Moving Forward: Transportation 2040* and *Land Use 2025*. The work program forms a holistic transportation planning process unique to Rhode Island. Rhode Island's government structure provides significant advantages because the MPO, transit agency, and department of transportation all cover the same geographic area; making the State a perfect laboratory to develop partnerships and coordinate the transportation planning process.

Transportation planning requirements for statewide and metropolitan planning organizations are set by federal legislation and rules issued by the United States Department of Transportation (USDOT). This UPWP complies with the requirements set forth in regulations adopted on November 14, 2007 in 23 CFR Part 450 and 49 CFR Part 613, Statewide and Metropolitan Planning Final Rule.

Unified Planning Work Program – Changes in FY 2023 Document

The Division is beginning the process of streamlining and improving the overall format of the UPWP, as recommended by our federal partners and as envisioned by staff and leadership. The reader will note that this UPWP document itself is much more concise, particularly the introduction and background. Some of the information, such as the listing of acronyms used in the document, has now been incorporated into the resources section, while other materials have moved, or will be moving, to the Division's website at: <http://www.planning.ri.gov> as we migrate to a more flexible web platform at the state level.

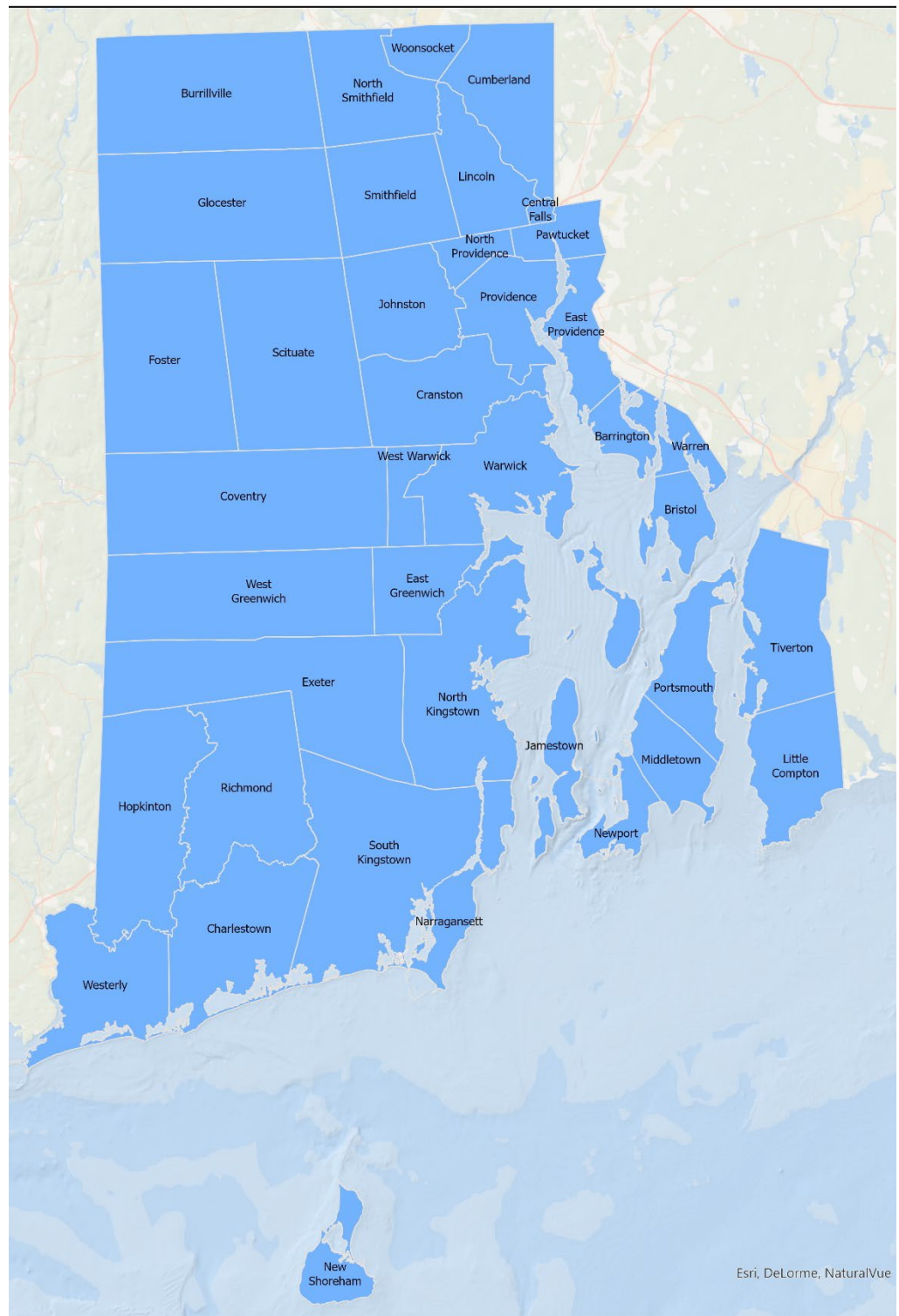
One of the things we will be working to develop this year is a timeline graphic for each project, and ways to feature our ongoing tasks which are of significance to the MPO and our staff: there are things that we do for which we should be receiving recognition, but they are not called out or highlighted. Other changes, this year: our distribution of time highlights positions instead of staff by name. Similarly, aside from the project lead, partners are listed by agency for specific projects.

Finally, we encourage the public and partners alike to review the website, to sign up for our newsletter, and to reach out to staff with any follow up questions. We are always happy to set up a call, an online meeting, or an in-person training or discussion.

Geography of the MPO

The MPO boundaries cover the entire state of Rhode Island, which has a land area of approximately 1,054 square miles and a population of approximately 1,097,379 according to the 2020 U.S. Census. The MPO also includes the Rhode Island portion of the Providence, RI-MA Urbanized Area (“UZA”), the Rhode Island portion of the Norwich-New London, CT-RI UZA, and the Rhode Island portion of the Boston, MA-NH-RI UZA. The area is fully incorporated and is comprised of thirty-nine individual municipalities (Figure 1). There are no county government structures in Rhode Island.

Figure 1



Organizational Structure

The Statewide Planning Program in Rhode Island is overseen by the State Planning Council (SPC) and is staffed by the Department of Administration's Division of Statewide Planning. 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 the Rhode Island General Laws, titled "Statewide Planning Program," was amended to designate the State Planning Council as the State's single, statewide MPO. The Statewide Planning Program statute was amended in the summer of 2019 to bring more local officials to the table and specify affiliation of several of the Governor's appointees.

The twenty-seven-person membership of the SPC consists of:

- The Director of the Department of Administration as Chairperson;
- The Director of the Policy Office in the Office of the Governor, as Vice-Chairperson;
- The Governor, or his or her designee;
- The Chairperson of the Housing Resources Commission;
- The highest-ranking administrative officer of the Division of Planning, as Secretary;
- The President of the League of Cities and Towns, or his or her designee;
- The Executive Director of the League of Cities and Towns;
- Three (3) chief elected officials of cities and towns appointed by the Governor after consultation with the Rhode Island League of Cities and Towns, one of whom shall be from a community with a population greater than 40,000 persons; one of whom shall be from a community with a population of between 20,000 and 40,000 persons; and one of whom shall be from a community with a population less than 20,000 persons;
- One representative of a nonprofit community development or housing organization, appointed by the Governor;
- Four (4) public members, appointed by the Governor, one of whom shall be an employer with fewer than fifty (50) employees; one of whom shall be an employer with greater than fifty (50) employees; one of whom shall represent a professional planning or engineering organization in Rhode Island; and one of whom shall represent a chamber of commerce or economic development organization;
- Two (2) representatives of a private, nonprofit environmental advocacy organization, both to be appointed by the Governor;
- The Director of Planning and Development for the City of Providence;
- The Director of the Department of Transportation;
- The Director of the Department of Environmental Management;
- The Director of the Department of Health;
- The Chief Executive Officer of the RI Commerce Corporation;
- The Commissioner of the Rhode Island Office of Energy Resources;
- The Chief Executive Officer of the Rhode Island Public Transit Authority;

- The Executive Director of Rhode Island Housing;
- The Executive Director of the Coastal Resources Management Council; and
- The Director of the Rhode Island Emergency Management Agency.

The State Planning Council is supported by several advisory committees, with the first three of these committees established by statute:

The Transportation Advisory Committee (TAC) advises the SPC on transportation planning and encourages public involvement in the process. The TAC reviews and provides input for transportation planning documents, notably the Long-Range Transportation Plan (LRTP) and the State Transportation Improvement Program (STIP). The membership of the TAC is appointed by the SPC and includes local officials, State agencies, organizations representing a variety of transportation interests, citizens from different areas of the State, and the Narragansett Indian Tribe.

The Technical Committee provides advice to the SPC and feedback to the staff of the RIDSP on the development of major plans, as well as other items as requested by the State Planning Council. Membership of the Technical Committee is appointed by the SPC and includes representatives of State agencies, local governments, citizens from different areas of the State, and federal advisory members. A staff member of the Division serves as its Secretary. The Committee is intended to ensure representation of diverse interests and views in State-level planning activities.

The Rhode Island Geographic Information System (RIGIS) Executive Committee provides policy guidance and coordination of efforts of organizations in Rhode Island using GIS technology. It coordinates data development, adopts technical standards, sets distribution policy for GIS products, promotes the use of GIS, and provides information and assistance to users. The membership is appointed by the SPC and includes individuals and organizations with GIS expertise, including those in federal, state, and local government, education, consulting services, and utility operation.

- **The Bicycle Mobility Advisory Committee** was established to support the TAC and the SPC by:
 - Reviewing and advising on materials, proposals, programs, projects, and plans related to bicycle planning;
 - Providing program ideas to further implementation of the Bicycle Mobility Plan;
 - Providing a regional perspective and information on transportation planning, particularly qualitative data; and
 - Ensuring participation with broad public input and community viewpoints.

In addition, the Committee may provide guidance to State agencies concerning funding, public education/awareness, safety, and other issues concerning bicycling and bicycle infrastructure.

The Bicycle Mobility Advisory Committee is convened as needed.

- **The Freight Advisory Committee** is intended to enhance the MPO's plans to expand on current freight transportation planning efforts and to provide ongoing guidance that addresses new developments and trends in goods movement utilizing road, rail, air, and water. The Freight Advisory Committee will provide a forum for regional freight stakeholders to discuss

strategies to aid in the efficient movement of freight and increase collaboration between the public and private sectors regarding freight matters. This committee assists in overseeing the implementation of the 2016 *Rhode Island Freight and Good Movements Plan*, and advises on evolving issues affecting freight transportation planning such as goods and materials costs, fuel costs, regulatory constraints and incentives, and industry trends. The Committee is expected to:

- Provide input on regional transportation policies that impact freight movements;
- Help prioritize freight-related transportation infrastructure investment that is overseen by the MPO;
- Aid in the MPO's efforts to improve public recognition of freight's importance in the regional economy; and
- Improve regional coordination to address problems of shared interest.

In addition to the SPC/MPO, a portion of RIDSP serves as staff to the Water Resources Board (WRB). The WRB is an executive agency charged with managing the proper development, use, and conservation of the state's water resources while providing for economic development and protection for the environment. Water resources play a key role in Rhode Island's vision to concentrate infrastructure and development within an urban services boundary. Staff supporting the WRB engage in data coordination, right-of-way assessments, water modeling, etc., all of which also support land use planning and transportation analyses.

RIDSP currently consists of 18 full-time staff who specialize in transportation, land use, natural resources, comprehensive planning, GIS, data analysis, water resources, and other related topics. (See Figure 2, following page.)

RIDSP also closely collaborates with other agencies in fulfilling its duties, particularly those related to transportation planning. These agencies include:

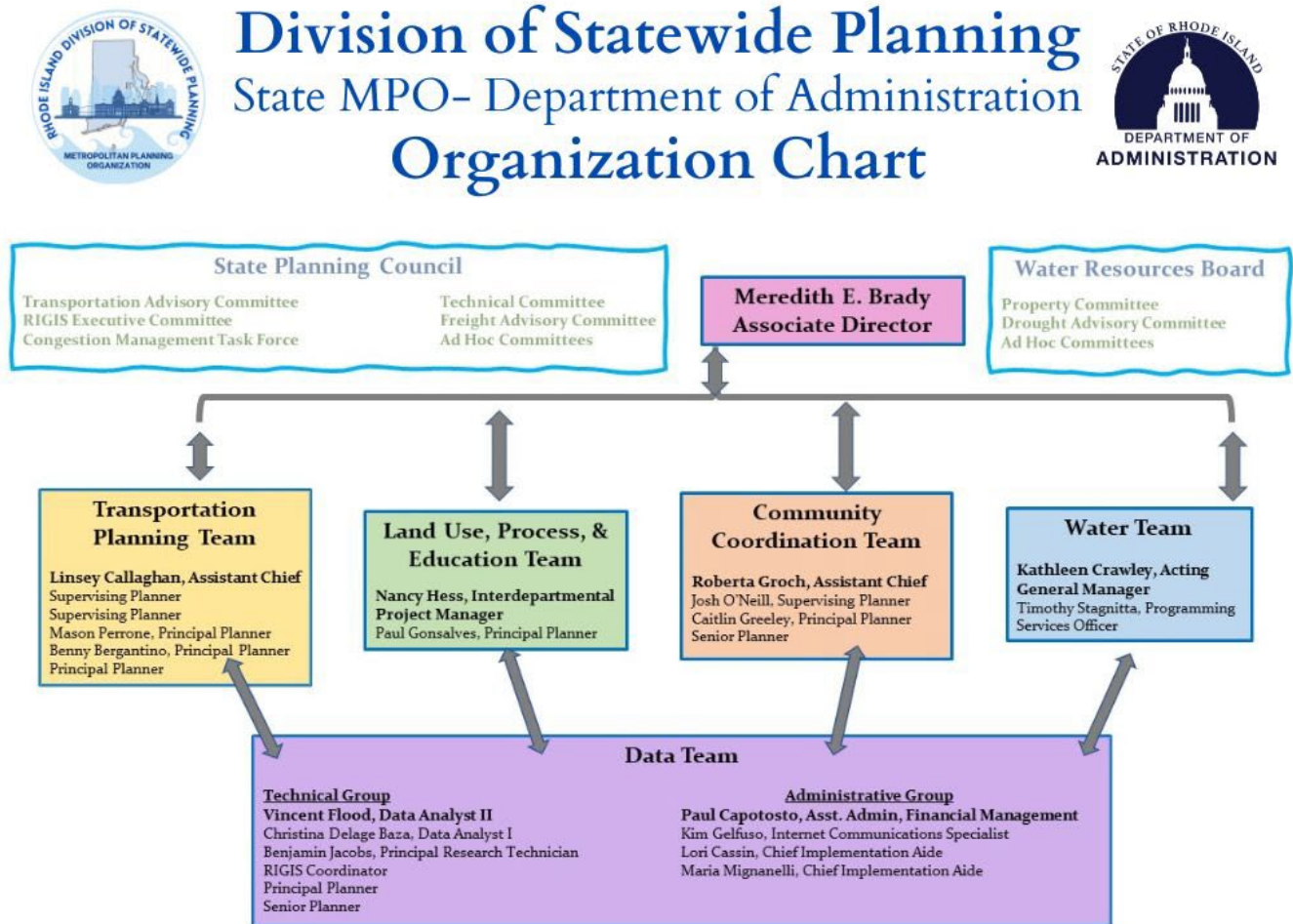
Rhode Island Department of Transportation (RIDOT) – The MPO works cooperatively with RIDOT in carrying out all its transportation and air quality activities. RIDOT serves on the SPC as well as the Technical Committee, TAC, Freight Advisory Committee, and the Bicycle Advisory Committee. RIDOT has the lead responsibility in many areas of transportation, including safety, intermodal/transit planning, and system operations: the MPO is an active partner and collaborator in 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 State Transportation Improvement Program (STIP). RIDOT is a key partner in the implementation of the State's Congestion Management Process. In addition, it serves as the conduit for the metropolitan planning funds the State receives from the FHWA and the FTA.

Rhode Island Public Transit Authority (RIPTA) – The MPO works cooperatively with RIPTA, the only provider of public bus transit in the State. RIPTA has many responsibilities including capital and service bus transit needs; identifying bus transit projects for inclusion in the STIP; and serving on the SPC, TAC, and the Bicycle Advisory Committee.

Rhode Island Department of Environmental Management (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 (SIP). 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 for transportation plans and projects. RIDEM serves on the SPC, Technical Committee, and the TAC.

Figure 2 Organization and Staff Chart



Section II: Planning Priorities and Issues

Key Areas of Emphasis

Rhode Island is committed to implementing a work program that supports and implements the federal key areas of emphasis for both metropolitan and statewide planning that were established under SAFETEA-LU and MAP-21 with elements (numbers 9 and 10 in the table below) from the Fixing America’s Surface Transportation (FAST) Act. 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.
9. Enhance travel and tourism transportation.
10. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation.

FY 23 Activities	MAP-21								FAST ACT	
	1	2	3	4	5	6	7	8	9	10
1 – Management and Administration					X		X			
2 – Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X
3 – State and Regional Transportation Operations, Management, and Planning Coordination	X	X	X	X	X	X	X	X	X	X
4 – Transit Planning	X	X	X	X	X	X	X	X	X	
5 – Freight Planning Implementation	X	X	X	X	X	X	X	X	X	
6 – Transportation Planning and Bicycle and Pedestrian Mobility	X	X	X	X	X	X	X	X	X	
7 – Long-Range Land Use & Transportation Planning	X	X	X	X	X	X	X	X	X	X

FY 23 Activities (continued)	1	2	3	4	5	6	7	8	9	10
8 – Intergovernmental Coordination	X	X		X	X	X	X	X	X	X
9 – Planning Information and Education	X	X	X	X	X	X	X	X	X	X
10 – Public Information and Outreach					X	X	X			X
11 – Title VI Compliance and Environmental Justice	X	X	X	X	X	X			X	
12 – Climate Change Resiliency, Adaptation, and Mitigation	X	X			X	X	X	X	X	X
13 – Support to Other State Agencies and Municipalities	X	X	X	X	X	X	X	X	X	X
14 – Special Projects and Activities Not Federally Funded										
15 – Energy Facility Siting Review					X					
16 – State Data Center	X			X	X	X		X	X	X

In addition to the key areas of emphasis promulgated as part of the statutes and subsequent regulations, in December of 2021, USDOT sent out a memo highlighting some new Planning Emphasis Areas which MPOs, DOTs, and other partners are encouraged (but not required) to incorporate in programs and projects moving forward.

The additional PEAs include:

- A. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- B. Equity and Justice⁴⁰ in Transportation Planning
- C. Complete Streets
- D. Public Involvement
- E. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- F. Federal Land Management Agency (FLMA) Coordination
- G. Data in Transportation Planning

Staff members were encouraged to incorporate these new PEAs in the development of the FY 2023 UPWP, and we are looking at ways that we can provide training, hire staff, and build next year’s projects around the priorities that will connect us to our partners and the broader region. We already had an increased focus on G – Data in Transportation Planning, while we have incorporated projects addressing both B – Equity and Justice⁴⁰ in Transportation Planning and C – Complete Streets directly, the Climate Crisis (A) is an underpinning of our work in the Ocean State. We cannot live in a place with nearly 420 miles of coastline and a progressive renewable energy goal without wrapping our arms around the issue of climate and transportation.

Activity Areas, Tasks, and Projects

Following this introductory section of the document, the following pages detail each activity included in the FY 23 UPWP, along with an objective for each activity, the tasks needed to implement the activity, and any specific projects that will be undertaken as a means to advance the objective.

RIDSP started to differentiate tasks, special tasks, and projects in the UPWP a couple of years ago as a way to better indicate whether our work was foundational or time limited. The MPO's intent in making the distinction between tasks and 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 regular tasks.

- Tasks may be either “ongoing” or “special.”
- **Ongoing tasks** continue from year to year, as part of the routine processes necessary to achieve a given activity's objective.
- **Special tasks** are time limited, are undertaken by Division staff, may have an internal schedule, and will result in a product or deliverable.
- **Projects** are time limited and include specific schedules and deliverables that can be identified upfront: they also involve grants or payments to partners.

Please note, in some instances there are gaps in the numbering of projects. This is by design: projects continuing from one fiscal year to the next retain their project identification number regardless of whether other project numbers are assigned or deleted.

At the conclusion of each of the activity descriptions is a table displaying financial commitments by agency. If shares of project funding between sources and agencies differs from the activity area, it is noted in the activity funding table.

Activity 1 – Management and Administration

Objective: To ensure that the transportation planning process is in conformity with any and all applicable federal and State laws, regulations, and guidance; ensure the Metropolitan Planning Organization, the Governor’s Office, and other stakeholders are informed of pending or adopted legislation that may impact or increase management and administration responsibilities; effectively manage and administer the Statewide Planning Program and functions of the MPO; 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; and maintain a collaborative performance management system through performance measures, targets, and metrics.

Ongoing Tasks

- a. Preparation and approval of the annual Unified Planning Work Program.
- b. Prepare and submit reports to FHWA and FTA. This task includes quarterly progress reports and participation in the certification review of the transportation management area when applicable.
- c. 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 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.
- d. Maintain membership lists, meeting calendars, and website content.
- e. Maintain orderly and accurate accounting of all finances including weekly payroll processing, invoice processing, monthly and quarterly cost accounting and reporting, and indirect cost management.
- f. Maintain the operations of the Division of Statewide Planning by attending regularly scheduled staff meetings and ordering supplies, computer equipment, etc. as needed.
- g. Attend training sessions, seminars, conferences, etc. Participate in professional organizations.
- h. Collect and report performance data to the RI Office of Performance Management to improve transparency and accountability of State government operations.
- i. Monitor legislation for content that might affect the implementation of the SGP and/or the MPO, and the responsibilities of the Division as staff of the MPO.
- j. Advise the MPO and coordinate with the Director’s and the Governor’s Offices, and other stakeholders about the ramifications of proposed legislation on the transportation and land use planning systems of the State.
- k. Respond to interagency or legislative requests/mandates that qualify for funding under this Activity, as they arise.
- l. Prepare UPWP Quarterly Reports to track progress on the UPWP.
- n. Participate in quarterly meetings with FHWA, FTA, RIDOT, and RIPTA to discuss current work products and activities.
- o. Annually, review and update the Rules and Regulations of the State Planning Council to account for changes in state and federal statute and policy.

	RIDSP	FHWA	FTA	Other	Total
Activity 1 (salary and operating)	\$121,152 (20%)	\$302,879 (50%)	\$181,728 (30%)	\$0	\$605,759

Activity 2 – State Transportation Improvement Program (STIP)

Objective: In close cooperation with RIDOT and RIPTA, administer the State Transportation Improvement Program process for Rhode Island to ensure that financial and project planning for transportation responds to current needs, reflects available resources, and meets all federal and State mandates.

Ongoing Tasks

- a. Administer the process for 1) identification and selection of transportation projects that address the needs of the State and advance the goals of the Long-Range Transportation Plan and RIDOT’s Transportation Asset Management Plan; 2) review and process modifications and amendments to the STIP; 3) monitor Fiscal Constraint and performance of the STIP; 4) providing information related to the STIP to stakeholders and the public; 5) coordinate with municipal project sponsors, consultants, RIDOT, and RIPTA regarding implementation of existing projects and future potential projects; 6) Maintain and improve the E-STIP Manager database and E-STIP Viewer.
- b. Enhance and maintain the E-STIP Manager database in terms of design, maintenance, workflow, reporting, workflows, etc.
- c. Monitor and evaluate the STIP update processes and procedures in the Memorandum of Agreement on Procedures to Amend and Modify the STIP; recommend improvements as needed.

Special Tasks

- d. **E-STIP Viewer Public Launch:** Conduct demonstration presentations, informational materials, and social media outreach for the launch of the new online E-STIP Viewer. The E-STIP Viewer will provide the public with a map based online portal to access STIP project data and information. It anticipated that demonstration presentations on the E-STIP Viewer will be conducted to the Technical Committee, Transportation Advisory Committee, State Planning Council, RIDOT’s Lunch and Learn series, the RI League of Cities and Towns and other opportunities. The launch will also be shared in RIDSP’s monthly e-Newsletter, social media posts, and notification to transportation stakeholders including municipalities, state and local officials, and other state agencies.
- e. **Performance-Based Project Selection Criteria for Transportation Projects:** Continue to develop a transparent, data-driven performance-based project selection criteria for prioritizing all asset-based (e.g. bicycle and pedestrian, pavement, traffic safety, bridge, and transit infrastructure) projects proposed for the STIP. Utilize the Transportation Advisory Committee and the State Planning Council to develop

guidance for scoring projects and overseeing the implementation of the proposed project selection criteria framework. The framework will then be integrated into the E-STIP project intake application being developed with ESRI under Project 2.1 E-STIP Software Platform. This Special Task will produce a project selection criteria for transportation STIP project selection.

- f. **E-STIP Project Application Guidebook for Municipalities:** Provide municipalities with a guidebook for submitting new project applications requesting funding through the Electronic State Transportation Improvement Program (E-STIP) development process. The guidebook will consist of several components which will clarify and outline the submission process for municipalities when submitting new projects to be considered for the STIP. Items that will be detailed in the Guide include federal design and construction requirements, project eligibility, project requirements, sponsor and match funding requirements, the reimbursement process, the E-STIP online application process, scoring/selection criteria, and timeline. This will provide a level of transparency both in how projects are selected and how to make sure these requirements are met prior and to navigate the E-STIP SWIFT application process.
- g. **Annual Federal Obligation Report:** Develop the Annual Federal Obligation Report. This includes compiling, reviewing, and classifying federal obligation data from RIDOT and RIPTA. Report on this information to the TAC and SPC, as well as to general public through web posting.

Projects

Project 2.1: Electronic State Transportation Improvement Program (E-STIP) Software Platform

Project Description: This project is a continuation of the STIP Process and Database Enhancements project that began in FY 18. It is for the integration and adoption of State Transportation Improvement Program software platforms to support the development of a web based Electronic State Transportation Improvement Program (E-STIP) database, online project intake, online public comment tools, and online revision toolset. The STIP software applications for the Division of Statewide Planning will link the project information into a geographically based online database for improved project management, coordination with RIDOT and RIPTA, workflow, data/project analysis, and transparency. The software will also improve the STIP project solicitation process by providing the capability for online submissions and prioritization. This function will also greatly improve the staffing workflow, automation, and public transparency.

Project Agency Lead: RIDSP

Partner Agencies: RIDOT

Contact Person: Linsey Callaghan

Schedule for Completion: This project is an ongoing effort through the duration of the UPWP timeframe: it began in 2019 and will implemented within the next 18 to 24 months.

Products / Deliverables:

- E-STIP software system and public facing website capabilities
 - PMG – E-STIP Manager and E-STIP Viewer
 - ESRI SWIFT– Online Project Intake Application

Project Cost (other than staff time): \$441,125
(\$296,436 FHWA; \$56,464 FTA; \$60,225 RIDOT; \$28,000 RIDSP)

	RIDSP	FHWA	FTA	Other	Total
Activity 2 (salary and operating)	\$49,123 (20%)	\$147,369 (60%)	\$49,123 (20%)	\$0	\$245,615
Project 2.1 (E-STIP Software Platform)	\$28,000 (6%)	\$296,436 (67%)	\$56,464 (13%)	\$60,225 (14%)	\$441,125
Total	\$77,123	\$443,805	\$105,587	\$60,225	\$686,740

Activity 3 – State and Regional Transportation Operations, Management, and Planning Coordination

Objective: Improve the performance of the existing transportation system in order to 1) relieve recurring and non-recurring vehicular congestion; and 2) maximize safety and mobility for people and goods. Work with partner agencies to implement strategies such as the use of travel demand reduction, operational management strategies, education, enforcement, and engineering. Partner with State and regional agencies on such issues as coordinated regional planning, transportation finance reform, and IJIA implementation. In collaboration with federal, state, municipal, and private partners, promote projects that enhance the connectivity between transportation modes. Promote consistency between transportation systems and planned growth.

Ongoing Tasks

- a. Facilitate and implement the Congestion Management Process Plan (CMP) to analyze the multi-modal transportation system using performance measures, define congested corridors, and implement strategies for reducing recurring congestion in defined problem areas. Engage and work with RIDOT, RIPTA, and other members of the Congestion Management Task Force.
- b. Lead quarterly meetings of the Congestion Management Task Force.
- c. Implement strategies for reducing the effects of non-recurring congestion such as assisting RIDOT with the identification and implementation of its Transportation System Management & Operations (TSMO) objectives.
- d. Collaborate with the Department of Administration’s Director’s Office to implement policies and programs to reduce single occupancy vehicle trips by State employees.
- e. Participate in Road Safety Audits as requested by RIDOT.

- f. Serve on the Advisory Committee working to update and implement the Strategic Highway Safety Plan.
- g. Support and participate in quarterly meetings of the Incident Management Task Force.
- h. Cooperate with RIDOT to support the 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.
- i. 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.
- j. Meet regularly with RIDOT and RIPTA to coordinate activities and to monitor and plan for federal planning requirements as they are released by USDOT.
- k. Continue to participate in the National Cooperative Highway Research Program's including 08-132 Accessing America's Great Outdoors: Understanding Recreational Travel Patterns, Demand, and Future Investment Needs for Transportation Systems and 08-138 Connecting Transportation Asset Management (TAM) and Transportation System and Management Operations (TSMO).
- l. Meet regularly and partner with regional planning agencies, adjacent Metropolitan Planning Organizations, the Eastern Transportation Coalition, and larger regional organizations on mutually beneficial projects.
- m. Support the Tri-Party Agreement between the SPC, RIDSP, RIDOT, and RIPTA to achieve Performance-Based Planning and Programming requirements and the development of financial plans as mandated in MAP-21, the FAST Act, and IJA and associated federal rulemaking.

Special Tasks

- n. **Congestion Management Annual Report:** Prepare an annual report that presents data on each of the identified Congestion Management Process performance measures. The report will include:
 - An inventory of the status of congestion mitigation projects listed in the CMP, as well as any other projects undertaken that might have had significant congestion impacts.
 - A comparative review of each performance measure during 2022 as compared to the baseline data set from 2018, and the Congestion Report from 2019, 2020, and 2021 to analyze congestion levels and trends.
 - Observations on any significant trends and a discussion of factors that may have led to those trends, including actions to implement congestion management strategies, as well as external factors such as growth in traffic or population, severe weather conditions, etc. that may have influenced congestion during the year.
 - Identification of any changes in data sources or computational methods that may have influenced each measure.
 - Potential responses to trends e.g., if congestion is significantly increasing in a corridor, should efforts be made beyond existing plans to address the congestion?
 - Review of the trends in relation to established performance targets to determine if additional responses to manage congestion are needed.

- Staff will also look at the overall congestion management ‘process’ during the annual report preparation to assess how it is working and if adjustments need to be made.

Staff will utilize data from INRIX/RITIS travel time data platform and coordinate efforts to obtain the necessary data from the other agencies responsible for its collection for the preparation of the Annual Congestion Report. Since the baselines were set in 2018, and data was available for 2019, 2020, and 2021, a separate report will be completed for the 2022 Report. RIDSP is the lead agency for this Special Task with RIDOT as a partner. The contact persons are Linsey Callaghan and Mason Perrone. The deliverable for this Special Task is the Annual Congestion Report for 2022.

- o. **Congestion Management GIS StoryMap Update:** To better display the results of the CMP and the 2022 Annual Congestion Report, RIDSP staff will update the Congestion Management online ESRI hosted ArcGIS StoryMaps utilizing the 2021 travel time data. The ESRI StoryMaps mapping platform provides the public with a web resource to easily view many of the congestion ranking data findings identified in the CMP in an attractive and straightforward platform. This Special Task will update the Congestion Management Plan/Process GIS StoryMaps with 2021 data or other updates as data and guidance becomes available. The deliverable for this Special Task is the updated Congestion Management GIS StoryMap with 2021 travel time data.
- p. **Congested Corridors Online Dashboard:** Utilizing INRIX’s Signal Analytics/Corridors tool, staff will work to produce a congested corridors online dashboard. The original CMP produced a congested corridors layer that was based on bottleneck locations throughout the system. As bottleneck locations fluctuate, RIDSP staff has worked with RIDOT to identify and track 36 bi-directional corridors that show travel count, speed differential, and other data points that can be used more actively in promoting projects in congested corridors. This project would include:
 - Ongoing efforts to maximize the output of the INRIX Corridors Tool by reviewing improved corridors and replacing/modifying them as needed.
 - Adding to the existing 36 bi-directional corridors to improve the quality of the data output by both reducing corridor length and adding new corridors.
 - Add new corridors as needed for potential RIDOT projects.
 - Hosting a dashboard via either INRIX or ArcGIS to demonstrate the data as it’s produced on a quarterly basis.
 - Incorporating the dashboard into annual CMP reporting.

RIDSP would lead this task with assistance from RIDOT and the Congestion Management Task Force. The deliverable for this task is a Congested Corridors Dashboard which will be added to the RIDSP website.

- q. **RITIS/INRIX Data Collection and Integration:** Over the last three years, the data licensing that provides the State with travel data from INRIX (with integrated tools to analyze this information from the University of Maryland’s RITIS platform) has given RIDSP the ability to assist in more data collection for several use cases. The scope of this ranges, but the efforts are ongoing and include:

- Data collection for the planning purposes of current and potential STIP projects.
- Research relevant to assistance in TMC operations.
- Ongoing reporting on system performance, particularly as it relates to the everchanging landscape of transportation amidst the COVID-19 pandemic.
- General data research and exporting on a case-by-case basis.

This task is led by RIDSP, and deliverables vary based on data needs. This is an ongoing activity that could result in future UPWP projects if the scope surpasses general data needs.

- r. **Greenhouse Gas Emission Reduction with Targeted Data-Driven Signal Retiming:** Poorly timed signalized intersections and corridors can result in idling cars sitting in traffic for several million hours every day across the United States. To reduce the mobile source emissions from vehicles idling at intersections and to aid in meeting the goals set forward by Rhode Island’s Act on Climate, RIDSP and RIDOT will work to identify intersections where signal retiming can help reduce idling cars on roadways. By utilizing various INRIX tools, such as Signal Analytics, RIDSP can analyze intersections across the State which could benefit from retiming and adjusted signals to better coordinate signals along a corridor to improve traffic flow, reduce congestion, and cut down on greenhouse gas emissions.

Deliverables for this task include a list of signals that can be further analyzed to see if retiming is appropriate. The list will be shared with RIDOT to see if signals could be appropriate for retiming or if intersections could be improved in other ways that could alleviate idling for an extended period of time.

	RIDSP	FHWA	FTA	Other	Total
Activity 3 (salary and operating)	\$23,754 (20%)	\$71,263 (60%)	\$23,754 (20%)	\$0	\$118,771

Activity 4 – Transit Planning

Objective: 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 automobile dependency.

Ongoing Tasks

- a. Provide technical advice, assistance, and support to RIDOT and RIPTA with public transit planning efforts as well as data collection, monitoring, and reporting. This may include:
 - Data collection and analysis for the National Transit Database (NTD), including review of draft data submissions for accuracy and consistency, and researching the NTD for comparable transit systems to assess and compare operating statistics with RI's bus, rail, and ferry systems.
 - Passenger (rail, ferry or bus) surveys, including assistance at stations, stops, or terminal locations in conducting outreach for surveys, analysis of survey results, and researching comparable transit passenger surveys in the region.
 - Discretionary grant assistance through providing statewide demographic data, State Guide Plan reviews and references, and other statewide-related requests for the application narrative or the benefit-cost analysis.
- b. Identify, assess, and enhance transit access, connectivity, and mobility.
- c. Research a mix of laws, policies, and regulations to identify ways to better position the State for growth that is supportive of enhanced transit services. Strategies to advance Transit-Oriented Development (TOD) and an action plan for implementation will be developed. This may include:
 - Review and assess development policies in other states that pertain to housing, commercial development, and institutional uses (e.g. MA Chapters 40B and 40R), along with TOD programs/policies/laws to encourage TOD and assist local communities.
 - Evaluate State employee policies that could encourage transit use and lead as an example, particularly considering the State Office complex proximity to the Providence Station and the future DTC and Providence Intermodal Transportation Center
 - Consider the need and utility for a TOD Working Group of RIDSP, RIDOT, RIPTA, CommerceRI, and other state-level stakeholders.
 - Review all State-supported programs/incentives (e.g. Rebuild RI incentives), and local redevelopment district master plans, design guidelines, market analyses, access plans, zoning ordinances, branding/marketing, etc.
 - Research the relationship between of transit service frequency and development potential, including thresholds for various service levels and type and size of development projects
 - Conduct outreach to Warwick, Pawtucket, and Central Falls on the status, ongoing efforts, and lessons learned in establishing their developing TOD districts

Project 4.1: High Capacity Transit Project Development

Project Description: Transit Forward RI 2040, the transit element of Rhode Island’s Long-Range Transportation Plan, identifies two corridors that have the level of transit demand to warrant high-capacity transit – either bus rapid transit or light rail. These prospective corridors, running from Central Falls to Warwick via Reservoir Avenue and from downtown Providence to Warwick via Post Road, present the greatest opportunities to leverage federal New Starts/Small Starts funding through the Federal Transit Administration’s Capital Investment Grant (CIG) program. To be eligible for these funds in the future, RIPTA, with its partners at RIDOT and Statewide Planning, will undertake planning activities consistent with those outlined in the CIG program, including a Planning and Environmental Linkages (PEL) study, alternative analyses, and selection of locally-preferred alternatives. These UPWP funds will supplement additional funds programmed in the STIP for a total of approximately \$2.16M. Largest among these is a USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant of \$900k awarded to the project in November 2021; this grant will support a feasibility study and alternatives analysis, including public engagement, for the prospective corridor linking Central Falls to Warwick. Remaining funds will support completion of the full study of the two corridors, including both the Reservoir and Post Road legs.

Project Agency Lead: RIPTA

Partner Agencies: RIDSP; RIDOT

Contact Person: Sara Ingle, Director of Long-Range Planning

Schedule for Completion: Project will be completed within 24-36 months of FY 22 start.

Products / Deliverables:

- Environmental Analysis
- Alternative Analysis
- Selection of Locally Preferred Alternative(s)

Project Cost (other than staff time): \$2,162,500 (\$80,000 FTA; \$20,000 RIPTA = \$100,000 included un the UPWP; \$900,000 RAISE grant; \$750,000 in 5307 funding; \$225,000 in RICAP match (state capital funds); \$187,500 in RIPTA gas tax match)

Project 4.2: Transit Surveys & Data Acquisition

Project Description: This project is a continuation from FY 21. As a data-driven industry, transit requires a steady influx of timely information in order to provide optimal services. RIPTA acquires data from a wide variety of sources ranging from on-vehicle fareboxes and automated passenger counters to customer and community surveys. This multi-year project will support RIPTA’s efforts relating to data gathering and integration, including implementation of a Title VI-compliant on-board customer survey on a three- to five-year cycle. The project information that follows is specific to this FTA-mandated survey; however, additional survey work and/or data acquisition may be undertaken should funding resources allow.

On-Board Customer Survey: FTA requires all transit agencies that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population to collect survey data regarding customer demographics and travel patterns no less than every five years. In compliance with this requirement, and with the further goal of maximizing service equity and

efficiency through a data-driven approach to service planning, RIPTA will conduct a comprehensive on-board survey of existing riders. The survey results will also be used to help validate and calibrate the Rhode Island Statewide Model.

Project Agency Lead: RIPTA

Partner Agencies: RIDSP

Contact Person: Sarah Ingle, Director of Long-Range Planning

Schedule for Completion:

- Phase I: Procurement – Issue RFP FY 21 Q4, Notice to Proceed FY 22 Q1
- Phase II: Survey – FY 22 Q2

Products / Deliverables:

- Survey report and dataset including origins/destinations, demographic/socio-economic characteristics, and fare payment

Project Cost (other than staff time):

Phase II: Survey – \$82,071 (\$64,671 FTA; \$17,400 RIPTA)

Note: This project remains in the UPWP to ensure that the final billings and product can be completed without concerns regarding the timing of the June 30, 2022 deadline.

Project 4.3: Coordinated Public Transit – Human Services Transportation Plan Update

Project Description: As Rhode Island’s manager of federal funds under the Section 5310 Program for Enhanced Mobility for Seniors and Individuals with Disabilities, RIPTA is required to develop and maintain a statewide Coordinated Public Transit-Human Services Transportation Plan that identifies unmet transportation needs, provides implementation strategies, and prioritizes projects and programs for funding. Rhode Island’s current Coordinated Plan was developed in 2017. This project will enable RIPTA to incorporate elements of the recently adopted Transit Master Plan into a new version while meeting its federal obligation to update the Coordinated Plan every five years. Older adults, individuals with disabilities, and representatives of public, private, and nonprofit transportation and human service providers will be involved in the planning process.

Project Agency Lead: RIPTA

Partner Agencies: RIDSP

Contact Person: Sara Ingle, Director of Long-Range Planning

Schedule for Completion: Plan will be developed between July 1, 2021 and December 31, 2022

Products / Deliverables:

- Updated Coordinated Public Transit-Human Services Transportation Plan

Project Cost (other than staff time): \$100,000 (\$80,000 FTA; \$20,000 RIPTA)

	RIDSP	FHWA	FTA	Other	Total
Activity 4 (salary and operating)	\$3,345 (20%)	\$3,345 (20%)	\$10,036 (60%)	\$0	\$16,726
Project 4.1 (High Capacity Transit Project Development)	\$0	\$0	\$80,000 (80%)	\$20,000 (20%)	\$100,000
Project 4.2 (Transit Surveys & Data Acquisition)	\$0	\$0	\$64,671 (80%)	\$17,400 (20%)	\$82,071
Project 4.3 (Coordinated Public Transit)	\$0	\$0	\$80,000 (80%)	\$20,000 (20%)	\$100,000
Total	\$3,345	\$3,345	\$234,707	\$57,400	\$298,797

Activity 5 – Freight Planning Implementation

Objective: Support a vigorous economy by facilitating the multi-modal movement of freight within Rhode Island and the northeast region.

Ongoing Tasks

- a. Organize and lead quarterly meetings of the Freight Advisory Committee and sustain meaningful outreach to public and private freight stakeholders by engaging the FAC membership.
- b. Continue to work on the truck model component of the statewide travel demand model.
- c. Update and develop new freight data and GIS information for State freight facilities and activity, as available and especially associated with the update to the Freight and Goods Movement Plan.
- d. Collect data to monitor the state Freight Priority Network and update, as needed.
- e. Respond to any freight-related questions and/or concerns from FHWA.
- f. Participate as requested to provide freight related input for local planning studies.
- g. Continue to participate in the quarterly Providence Port Community Engagement Meetings.
- h. Promote local learning opportunities and initiatives related to freight.
- i. Support and participate in workshops, meetings, and other freight planning activities of the Eastern Transportation Coalition (TETC) including the Assistant Chief serving as

Vice-Chair of the TETC's Freight Committee and the Supervising Planning as Chair of TETC's Freight Data Subcommittee.

- j. Continue to participate in the National Cooperative Highway Research Program's (NCHRP) 08-134 Integrating Freight Movement into 21st Century Communities' Land Use, Design, and 23-13 (03) Transportation Systems and Guidance for State DOT's on Truck Rest and Service Areas for Critical Supply Chain Delivery.
- k. Continue to support staff's participation as a member on the Transportation Research Board's Standing Committee on Urban Freight.

Special Tasks

- 1. **Freight Tours:** Conduct and lead 2-3 freight tours/events to better equip and educate the staff of municipal departments, particularly planning, with an increased understanding of freight trends and with a greater capacity to address freight issues by organizing tours and surveys of significant freight companies within the state. Staff will set up tours at key freight facilities within the State of Rhode Island.

Projects

Project 5.1: Freight and Goods Movement Plan Update with Statewide Truck Parking Study Appendix

Project Description: Rhode Island's *Freight and Goods Movement Plan* was developed to address the MAP-21 and FAST Act requirements to address freight mobility within a statewide multimodal infrastructure network. The Plan was approved by FHWA on July 21, 2017 and will expire on July 21, 2022. This project will fulfil the requirement that the Plan must be updated every five years (under the 2021 Infrastructure Investment and Jobs Act (IIJA) updates are now required every four years). This update will include all the required elements of a State Freight Plan as required by 49 U.S.C. § 70202 and under IIJA to ensure that Rhode Island maintains eligibility for the National Highway Freight Program formula funds. We will also update the required freight investment plan to include a project list as required by 49 U.S.C. § 70202 (b). The Plan update will be completed by a combination of staff work and contractor assistance in consultation with the Freight Advisory Committee and other public and private sector stakeholders. The contractor assistance will primarily include work to update the State of Rhode Island Freight Forecast as well as related data, mapping assistance, and plan implementation. State Truck Parking Study Appendix

MAP-21 and the FAST Act enacted Jason's Law which identified requirements for states to identify, monitor, and improve parking for trucks and to address the shortage of long-term truck parking and improve safety for trucks parking along the National Highway System. The *Freight and Good Movement Plan* identified truck parking demand constraints within Rhode Island highlighting the state's current efforts to monitor truck parking spaces along with the need to address existing and future growth challenges. The Plan identified the need to better understand the supply and demand of Rhode Island's existing truck parking infrastructure, the systems gaps, future needs statewide, and to add expanded capacity for parking and services if feasible. Moving forward, Rhode Island will need to have a foundation to further justify, strategize, and prioritize future truck parking infrastructure investments statewide along the

highway freight network. To this end, a Statewide Truck Parking Study will be added as an Appendix to the update of the *Freight and Goods Movement Plan*.

The Truck Parking Study will allow the RIDSP and RIDOT to achieve the following key objectives:

- Document Truck Parking Supply, both in list form and graphically, for public and private truck parking
- Identify Truck Parking Demand factors
- Utilize the RITIS PDA USER SUITE and INRIX Probe Data to analyze and assess current Truck Parking supply and demand, and the gaps statewide
- Develop Truck Parking improvement opportunities
- Document the truck parking needs statewide, both in list form and graphically
- Identify and prioritize truck parking projects
- Develop Truck Parking solution implementation strategies:
 - Identify and develop Truck Parking policies
 - Identify State agency and private sector company role(s) in advancing truck parking
 - Identify New and Existing Private-Public Partnership (P3) opportunities
- Identify and analyze performance metrics for future truck parking advancement (including Freight ITS and / or other existing technology - e.g. DMS system).

Project Agency Lead: RIDSP

Partner Agencies: RIDOT

Contact Person: Josh O’Neill and Linsey Callaghan

Products / Deliverables:

- Updated and Compliant Statewide Freight and Goods Movement Plan
- Statewide Truck Parking Study as an Appendix to the Plan
- Executive Summary

Project Cost (other than staff time): \$335,860 (\$201,488 FHWA; \$33,600 RIDOT; \$33,600 RIDSP; \$67,172 FTA)

	RIDSP	FHWA	FTA	Other	Total
Activity 5 (salary and operating)	\$20,985 (20%)	\$52,463 (50%)	\$31,478 (30%)	\$0	\$104,926
Project 5.1 (Freight Plan & Truck Parking)	\$33,600 (10%)	\$201,488 (60%)	\$67,172 (20%)	\$33,600 (10%)	\$335,860
Total	\$54,585	\$253,951	\$98,650	\$33,600	\$440,786

Activity 6 – Transportation Planning and Bicycle and Pedestrian Mobility

Objective: Improve the overall performance, safety, and reliability of the multi-modal transportation system in Rhode Island through local, regional, and statewide transportation planning efforts. Utilize performance management data to support decisions to help achieve desired performance outcomes. Performance management is credited with improving project and program delivery, informing investment decision-making, focusing staff on priorities, and providing greater transparency and accountability to the public. Transportation Planning also includes maintaining and implementing the Long-Range Transportation Plan and related plans including those for bicycles, pedestrians, rail and complete streets. Through coordinated planning efforts, seek ways to reduce auto congestion and single occupant vehicle dependency, enhance transit usage and connections, and encourage more walking and biking in communities and downtowns, resulting in improved public health, air quality, and quality of life for residents.

Ongoing Tasks

- a. Monitor federal transportation legislation and guidance on state transportation plans.
- b. Conduct research and other background work that may be used for future transportation projects or for amendments to the Long-Range Transportation Plan. Propose and process amendments as needed.
- c. Continue to implement and integrate Performance Based Planning and Programming (PBPP) which is the application of performance management within the planning and programming process to achieve desired outcomes for the multimodal transportation system.
- d. Update and maintain RIDSP's PBPP web content with updated performance targets and progress.
- e. Continue to work with RIDOT, RIPTA, the TAC, and SPC on the identification of performance trends (direction of results), measures (measures of performance to provide a basis for comparing alternative packages of strategies) and targets (specific levels of performance desired to be achieved within a certain timeframe).
- f. Continue to monitor, evaluate, and report on the performance targets to ensure that the goals translate and are linked to project selection and programming decisions in the LRTP and STIP.
- g. Participate with RIDOT in efforts to increase bicycle and pedestrian safety and the development of a Vulnerable Road User Safety Action Plan.
- h. Coordinate with stakeholders on the implementation of the Bicycle Mobility Plan.
- i. Coordinate with the Department of Health through participation in programs such as the Health Opportunity Zones and other planning-based initiatives.
- j. The MPO will carry out compliance with the Clean Air Act Amendments of 1990 through the U.S. Environmental Protection Agency's Air Quality Conformity Regulations. RIDSP will continue to work with RIDEM in updating the State Implementation Plan and the execution of the Motor Vehicle Emission Simulator (MOVES) to estimate emissions for mobile sources for air pollutants, greenhouse gases, and air toxins, as necessary.
- k. Convene the Air Quality Working Group, as necessary to ensure transportation conformity for air quality. The Working Group is comprised of representatives from RIDSP, RIDEM, RIDOT, RIPTA, RI Department of Health, FHWA, FTA, U.S. EPA, the RI Association of Railroad Passengers, the American Lung Association of RI, the Rhode Island Sierra Club, and public members.

- l. Demonstrate transportation conformity of the long-range transportation plan and the STIP with the State Implementation Plan if necessary.
- m. Support planning and implementation of Complete Streets in the State of Rhode Island.

Special Tasks

- n. **Long Range Transportation Plan Project Mapping:** To improve and build upon the Long Range Transportation GIS project data for use in planning applications, most notably the E-STIP, as well as for purposes of updating the Long Range Transportation Plan (LRTP), Regionally Significant Projects List, and other pertinent planning activities.

The current LRTP project list known as the Pool of Projects (<http://www.planning.ri.gov/documents/LRTP/LRTP-app/AppendixE.pdf>) was developed as part of Moving Forward RI 2040. The list contains data necessary to develop fiscal constraint estimates and investment priorities as described in the LRTP. This data must be continuously updated as project descriptions become more refined including project limits, assets, cost estimates, and Purpose and Need objectives.

RIDSP has been working with RIDOT to develop access to a shared interface and data layers that encompass the entire list of priority and long-range projects. A number of tasks must be completed in order to completely map the Pool of Projects and provide better project data including the following:

- Aligning the Bicycle Mobility Plan corridor layer with the state’s Advanced Linear Referencing System (ALRS)
- Aligning the Transit Master Plan corridor projects (and corridor projects within the Pool of Projects) with the ALRS
- Establishing better data for known bicycle amenities including existing bicycle lanes
- Establishing better data for known pedestrian amenities, specifically data for a pedestrian/sidewalk layer
- Researching locations associated with Mobility Hubs (currently missing)
- Researching locations and limits associated with new projects
-

It is expected that the “LRTP layer” as this data layer is come to be known, will be used in applications ranging from ESRI SWIFT, Transportation Equity Analysis, planning on-going Fiscal Constraint, and updating Moving Forward RI 2040.

Projects

Project 6.1 Complete Streets Plan / Design Guidelines

Project Description: RIDSP, in cooperation with RIDOT and RIPTA, will solicit consultant assistance to develop a Statewide Complete Streets Plan. The Plan will include the following elements:

- Research state and national best practices in planning for and implementing Complete Streets and other tools.
- Development of a statewide complete streets policy and vision
- Recommended municipal complete streets policy

- Recommendations to build state and municipal capacity to implement Complete Streets approaches and to strengthen relations between state transportation offices, municipalities, and the community.
- Complete Streets design guidelines for various street types and for a street's active zone (sidewalks), street zone, bikeways, and intersections.
- Collect economic, crash, bus, and usage data on infrastructure projects that include significant complete streets elements to identify benefits.
- Complete Streets prioritization methodology for project selection.

Project Agency Lead: RIDSP

Partner Agencies: RIDOT, RIPTA

Contact Person: Linsey Callaghan

Schedule for Completion: Expected to take 2.5 years, with completion in calendar year 2025.

Products / Deliverables:

- State of Rhode Island Complete Street Plan / Design Guidelines.

Project Cost (other than staff time): \$251,556 (\$61,245 FHWA; \$140,000 RIDOT; \$15,311-RIDSP; \$35,000 OTHER)

Project 6.2 State Bicycle Counting Data

Project Description: RIDSP, in cooperation with RIDOT and RIPTA, will examine the acquisition of bicycle counting data, potentially through partnership with The Eastern States Coalition (TETC) and through their marketplace (see also Activity 9) or through other private-sector data sources. Development of bicycle data is critical to modeling efforts, ensuring that the right connections are made in developing the statewide bicycle network, and for purposes of realistically assessing proposed bicycle infrastructure projects.

Project Agency Lead: RIDSP

Partner Agencies: RIDOT, RIPTA

Contact Person: Linsey Callaghan

Schedule for Completion: It is anticipated that a data source will be identified in FY 23, and additional funding may be needed in future years to acquire and update statewide bicycle data.

Products / Deliverables:

- Bicycle count data with enough detail to allow for examination of and planning for discrete bicycle infrastructure segments, in coordination with existing and future projects.

Project Cost (other than staff time): \$60,000 (\$30,000 FHWA; \$18,000 FTA; \$12,000 RIDSP)

	RIDSP	FHWA	FTA	Other	Total
Activity 6 (salary and operating)	\$36,895 (20%)	\$129,134 (70%)	\$18,448 (10%)	\$0	\$184,477
Project 6.1 (Complete Streets)	\$15,311 (6%)	\$61,245 (24%)	\$0	\$175,000 (70%)	\$251,556
Project 6.2 (Bicycle Data)	\$12,000 (20%)	\$30,000 (50%)	\$18,000 (30%)		\$60,000
Total	\$64,206	\$220,379	\$36,448	\$175,000	\$496,033

Activity 7 – Long-Range Land Use & Transportation Planning

Objective: Guide development and transportation patterns in the State through the State Guide Plan (SGP) to create a resilient network of concentrated healthy population centers with access to affordable housing, economic opportunity, and an extensive greenspace network connected by transportation options including convenient transit, and high-quality infrastructure corridors. The collective group of Elements (or Plans) of the SGP sets long-range goals, provide a means to evaluate and coordinate projects or proposals of state or regional importance, and provides uniform and stakeholder vetted state goals to be reflected in local comprehensive plans.

Ongoing Tasks

- a. Update or amend the 16 Elements of the State Guide Plan as needed. This is typically topic or project-driven (current projects are individually listed below). It may include research and other background work that may be used for future SGP projects or for amendments to existing SGP.
- b. Continue to implement the SGP strategies and actions. This may involve working with municipalities, other state agencies and authorities, nongovernmental organizations, the General Assembly, and other planning stakeholders.
- c. Update the list of State Guide Plans on-line as needed. The list of State Guide Plans provides a synopsis of each Plan along with a link to the individual plans.
- d. Continue to maintain the history of the SGP by updating as needed an inventory of current, amended, and rescinded Elements of the SGP.

Special Tasks

- e. Comprehensive Economic Development Strategy (CEDS): In an election year, Commerce RI is tasked with developing a Five-Year Economic Development Strategy for the new administration. It is anticipated that funding made available through the State Planning Assistance program of the U.S. Economic Development Administration will allow state partners to draft a Post-Pandemic Five-Year Comprehensive Economic Development Strategy for the State of Rhode Island. The Economic Development State Guide Plan element serves as a coordinating vehicle to ensure that the activities of the state and local government, as well as the private sector, are focused on achieving a shared vision. The Plan serves both as a guidance document to municipalities as they draft their individual local comprehensive plans and as one of the standards for State approval of a local comprehensive plan. Core components of the CEDS relate to infrastructure, land use, tourism, climate change, and other focus areas as defined by USDOT.
- f. Housing State Guide Plan element: It is not yet known whether a cohesive effort to develop an adopt an update to the Housing element of the SGP will be initiated in FY 2023, but this task is being included in order to provide support for element development.

Projects

Project 7.4: Land Use 2050: Rhode Island's Plan for Land Use and Transportation Project

Overview: Land-use decisions play a key role in shaping the long-term success of virtually every transportation system in the United States. This project will continue the process started in FY20 of updating the State Guide Plan Element 121, *Land Use 2025: Rhode Island's Land Use Policies and Plan* to complement the updated SGP Element 611, *Moving Forward RI 2040*. The intent of the Land Use Plan is to inform and guide decision-makers by including transportation supportive goals and policies for land development and conservation in the State over a twenty-year horizon. This Plan will provide a range of goals, policies, and actions for enhancing communication and coordination among land use stakeholders as well the transportation community. Work will be accomplished through both DSP Staff and consulting services. An informal working group of municipal planners will be assembled by Staff to assist as an advisory stakeholder/ writing group for vetting the technical papers with local planning expertise. A public participation process will be developed after completing the technical papers to draft goals, and strategies to engage other state officials, municipal planners, the public, regional associations, and other stakeholder groups. After conducting extensive outreach and public participation, a preliminary draft will be presented to Technical Committee and State Planning Council for review and adoption through the [State Planning Council's adoption process for the SGP](#). The project will continue work to:

1. Create a series of technical papers developing broad background data for use in creating a plan for a sustainable state with land use, transportation and infrastructure systems that work for all, and provides policy options including the ability to prepare for and adapt to the impacts of climate change.
 - a. Technical Paper on Rhode Island Zoning & Land Use – Update the existing technical paper [Technical Paper 148, Inventory of Local Zoning Ordinances and Land Development Regulations](#) . Survey all 39 communities for modern planning techniques, adoption of growth centers, and inclusionary zoning practices. Contract with a mapping specific consultant who focuses on GIS data to collect and create new

digital information for: creating a statewide composite of municipal future land use maps, statewide generalized zoning districts, and growth centers for each RI community. The consultant will create a new geodatabase with information and base maps for each item listed above along with a technical document outlining the procedures used in data development with appropriate metadata. Staff will include the maps in the update of the Technical Paper. Consult with municipal planners on advisory stakeholder group throughout to confirm findings. Include selected map products and a summary of the topics and any potential goals and policies recommended in the SGP Element update.

b. Technical Paper on Agriculture, Food Security & Land Use - Draft a new technical paper on agriculture and food policy in Rhode Island to ensure the availability of adequate, affordable, socially, and culturally appropriate food under a variety of environmental, and public health conditions. The Paper will examine food security in a normal economy and in times of crisis and the need for economically vibrant markets for local and regional food. Staff will engage other key state and regional stakeholders in a collaborative effort to discuss regional food system planning and development in RI. Consult with municipal planners on advisory stakeholder group throughout to confirm findings. Include a summary of the topics and any potential goals and policies recommended in the SGP Element update.

c. Technical Paper on Rhode Island's Changing Landscape – Draft a new technical paper to analyze land use trends between 1988 and 2020 using digital land use/land cover GIS data, aerial photos, other media, and maps showing land use change over time. Contract with a mapping specific consultant who focuses on GIS data to 1) show graphic illustration of changes to the landscape over time and 2) compare new composite future land use municipal map with historical 2002 composite future land use map for changes to desired land uses. Consult with municipal planners on advisory stakeholder group throughout to confirm findings. Include selected map products and a summary of the trends discovered and any potential goals and polices recommended in the SGP Element update.

d. Technical Paper on Equity & Rhode Island Land Use Planning – Draft a new technical paper. Contract with an equity consultant with expertise on equity in land use to identify environmental justice, social equity, and disparity issues related to land use in the State. Focusing on disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. and to identify preliminary inclusive policies to address social equity in land use and identify preliminary strategies that could be used, in a variety of settings statewide to implement effective change. Consult with municipal planners on advisory stakeholder group throughout to confirm findings. Include a summary of the topic and any potential goals and polices recommended in the SGP Element update.

e. Technical Paper on Climate Change and Sea Level Rise & Rhode Island Land Use Issues - Draft a new technical paper. Division staff working on climate change and sea level rise will be asked to identify climate impacts to land uses and transportation infrastructure and write the technical paper. Provide oversight for Division staff to update this SGP Element with climate change, resiliency, adaption, and mitigation strategies and with other relevant SGP Element updates. Division staff working on

climate change and sea level raise will write a new text section, which includes preliminary strategies related to climate change and sea level rise. Consult with municipal planners on advisory stakeholder group throughout to confirm findings. Include a summary of the trends discovered and any potential goals and polices recommended in the SGP Element update.

Project Lead: RIDSP

Contacts: Nancy Hess, Paul Gonsalves

Partners: URI/RIGIS; RIDOT; RIPTA; DEM; RIEMA; CRMC; DOH; CommerceRI, Municipal Planners, and the RI Interagency Food Nutrition & Policy Council

Schedule for Implementation: This is the third year of a five-year planning process

Deliverables:

- 5 Technical Papers for LU 2050 Update

Project Cost (other than staff time):

\$180,000 (\$117,000 FHWA; \$27,00 FTA; \$36,000 RIDSP)

	RIDSP	FHWA	FTA	Other	Total
Activity 7 (Salary and operating)	\$38,872 (20%)	\$126,335 (65%)	\$29,154 (15%)	\$0	\$194,361
Project 7.4 (Land Use 2050)	\$36,000 (20%)	\$117,000 (65%)	\$27,000 (15%)	\$0	\$180,000
Total	\$74,872	\$243,335	\$56,154	\$	\$374,361

Activity 8 – Intergovernmental Coordination

Objective: Ensure intergovernmental coordination on issues of transportation, land use, housing, economic development, etc. Provide guidance to State, local, and other agencies to ensure plans and actions are consistent with, and help to implement, the SGP.

Ongoing Tasks

- Participate on the RIDOT Land Sales Committee to alert RIDOT to any potential planning consistency issues arising from proposed transactions.
- Review transactions affecting State-owned properties, including highway rights-of-way, for consistency with the SGP, including the four transportation-based elements, and provide findings to the State Properties Committee for their consideration. Reviews are conducted as needed.
- 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 such as environmental impact statements,

direct federal actions, and Army Corps of Engineers permits. Reviews are conducted as needed.

d. Upon request, review projects proposed or funded by the Rhode Island Commerce Corporation or its subsidiaries to determine conformity with the SGP, including its four transportation-based elements.

e. Review municipal comprehensive plans for consistency with the SGP including its four transportation-based elements. Reviews of plans and plan amendments are conducted as plans or amendments are submitted by municipalities.

f. Review as needed because of mandate by R.I. General Law for Water Supply System Management Plans (WSSMPs), Clean Water Infrastructure Replacement Plans, State Revolving Fund applications for drinking water and clean water infrastructure for consistency with the SGP including *Land Use 2025* and *Transportation 2037*.

g. Upon request, review and analyze annual Community Development Block Grant applications for SGP consistency.

	RIDSP	FHWA	FTA	Other	Total
Activity 8 (salary and operating)	\$24,648 (40%)	\$30,810 (50%)	\$6,162 (10%)	\$0	\$61,620

Activity 9 – Planning Information and Education

Objective: Develop and provide data analysis on pertinent topics such as but not limited to transportation demographic, social, economic, and housing. Perform data analysis as requested. Manage and coordinate data and municipal training to support transportation and other planning activities. Ensure the accessibility and dissemination of geospatial and demographic data to State agencies, local governments, and other data users.

Ongoing Tasks

- a. Monitor, coordinate, and provide leadership for activities related to the Rhode Island Geographic Information System (RIGIS) and the use of geospatial technology within the State. Support initiatives to implement or use the technology including:
 - Continue to partner with all State agencies actively using GIS to further implement a centralized and maintain access to a common database.
 - Foster participation in the RIGIS Municipal GIS User Group.
 - Update the RIGIS Event Calendar and inform the RIGIS community of newsworthy announcements and upcoming events.
 - Provide technical assistance to municipalities and state agencies in the coordinated development and use of GIS data.
- b. Coordinate with State agencies, municipalities, and others on the integration and sharing of data.

- c. Develop transportation, land use/land cover, impervious surface, population, population projections, employment, housing and other MPO planning related data. Provide analysis, visualizations of the data, and share with State, federal, regional, and local agencies.
- d. Ascertain needs, requirements, benefits, and costs for conducting a transportation survey of all the households in the state.
- e. Continue work with the Data Committee to maintain open lines of communication between State agencies and to identify information gaps that exist, assess the reasons for these gaps, and suggest steps that could be taken to resolve them in the short, medium, and long term. Maintain a “data phone book,” a searchable document that would give a brief description of the existing datasets created by the various State agencies, a contact person, and instructions for acquiring the data. Make formal recommendations to State agencies on existing data gaps, data governance best practices, and recommend data purchases.
- f. Provide technical assistance and planning expertise to the RI Agricultural Lands Preservation Commission; Grow Smart RI; RI Natural Heritage Preservation Commission; RI Recreation Resources Review Committee; Rhode Island Historic Preservation and Heritage Commission; Rhode Island Resource Conservation and Development Council; Rhode Island Rivers Council; Rhode Island Trails Advisory Committee; RI State Conservation Commission; RI Food Policy Council; and RI Water Resources Board.

Special Tasks

- g. **Transportation Performance Management Dashboard:** Develop and maintain a dashboard of federally required, and State priority, performance measures designed to help benchmark and track the State’s progress in achieving the goals and targets outlined in State Guide Element 611, *Long-Range Transportation Plan: Moving Forward RI 2040*. The dashboard will focus in phases on Transportation Performance Management, and 2-year and 4-year targets as required by FAST-Act reporting guidelines. The dashboard will be updated annually with compiled data, or relevant web links. Staff may also work with RIDOT and DOA Information Technology resources as needed to develop an ESRI map online.
- h. **Statewide Parcel Initiative:** Continue to provide a framework by which parcel data is published at a municipal level for inclusion in a Statewide Digital Parcel Dataset to support regional and statewide planning purposes.
- i. **Basic Transportation Data Layer Maintenance:** The layers listed are small layers with importance in numerous state projects. Lacking them has caused problems in the past, or the existing data is out of date. Coordinating with other agencies to make sure up to date data is in place before the next major planning effort
 - Sidewalk Layer: Ben work with RIDOT to update sidewalks to support TDM and ADA
 - Ferry Layer: Consult with RIDOT Transit about the status of the layer on RIGIS
 - Bike Layers: Create definitive layers showing existing bike infrastructure and prioritized future bike infrastructure.

- RIPTA Layers: Coordinate existing and future year layers for fixed and flex services

Projects

Project 9.1: Vehicle Probe Transportation Dataset and Eastern Transportation Coalition

Project Description: This is a continuation from FY 21. Vehicle probe transportation data is used to monitor Rhode Island’s roadway system’s performance. RIDSP and RIDOT will purchase INRIX traffic and travel data through the Eastern Transportation Coalition pooled fund (see paragraph below). The INRIX data provides a comprehensive and consistent data source for traffic and travel times on Rhode Island’s roadways. INRIX aggregates GPS probe data from a wide array of commercial vehicle fleets, connected cars and mobile apps. INRIX, through its partnership with the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab), operates the Regional Integrated Transportation Information System portal that staff will use to analyze, visualize, and understand road performance and state traffic signals based on the INRIX data. INRIX’s real-time data will help staff actively measure, report, and manage traffic. Use of the historic INRIX data will help establish federally required performance targets, report on targets, and better plan for future transportation projects and programs. This information can also be analyzed to provide a variety of information about the transportation system including the general origins and destinations of travel, the travel times across a segment of road, the speed of travel incidents, and historical travel times. These datasets are important for operations, project planning, and project scoping activities. They are also invaluable to long-range planning, congestion management, transit planning, land use planning, bicycle planning, pedestrian planning, and travel demand modeling conducted by RIDSP. The data outputs produced have potential applications for many state and municipal agencies beyond those listed. This project also provides funding to support the State’s annual membership in the Eastern Transportation Coalition. The Coalition is an alliance of state transportation agencies, toll authorities, and related organizations, including public safety, that provides a forum for key decision and policy makers to address transportation management and operations issues of common interest. Rhode Island’s participation in the Coalition helps to develop consensus, cooperation, coordination, and communication with other member states. Benefits of membership in the Coalition allows the State access to the “pooled fund,” which permits the Division to purchase data at the membership rate and includes:

- Greater efficiency through coordination
- Mutual support and technical assistance
- Opportunities to learn from each other’s experiences
- Shared research and development and field testing
- Access to a network of peers

Project Agency Lead: RIDOT

Partner Agencies: RIDSP

Contact: Linsey Callaghan, Pamela Cotter, Christos Xenophontos,

Schedule for Completion: This is an annual special task which supports many projects and activities throughout the UPWP.

Products / Deliverables:

- Transportation Dataset from INRIX and University of Maryland’s CATT Lab’s Regional Integrated Transportation Information Systems
- Data for all federally mandated RIDOT performance reporting

Project Cost (other than staff time): \$883,367 (\$258,046 FHWA; \$81,910 RIDSP; \$442,510 RIDOT match and SPR funding; \$121,434 FTA)

Project 9.2: Travel Demand Model Update and Maintenance

Project Overview: Update and maintenance of the Rhode Island Statewide Model (RISM) is an ongoing function of the RIDSP along with its partner agencies with support from hired consultants. This includes data inputs/outputs, enhancements, and updates to the RISM. For FY 23, efforts will focus on:

- Maintain and enhance the RISM as directed and to reflect current data availabilities and integrate updated/extended forecasts and the latest planning assumptions
- Updates:
 - The roadway network
 - Travel speed data from INRIX, FHWA’s National Performance Management Research Data Set (NPMRDS), and/or RIDOT’s traffic sensor database
 - Vehicle Miles Traveled (VMT) data utilizing RIDOT’s annual HPMS submission and/or data pulled from RIDOT’s road sensor database, MS2.
- Incorporation of RIDOT Transit Rail Ridership Survey Information – Data from the RIDOT transit ridership survey of rail passengers on the MBTA line in Rhode Island will be incorporated into the RISM to improve the accuracy of the model, especially when combined with the data from the cell phone probe.
- Run future year build/no-build scenarios

Project Lead: RIDSP

Partners: RIDOT, RIPTA, RIDEM

Schedule for Implementation: This project is an ongoing effort.

Deliverables:

- Fully functional transportation planning-level use of the RISM

Project Cost (other than staff time): \$226,100 (\$135,700 FHWA; \$45,200 FTA; \$45,200 RIDSP)

Project 9.3: GHG Modeling Implementation Assessment Transportation accounts for the largest share of Greenhouse Gas (GHG) emissions in Rhode Island, with passenger vehicles being primarily responsible for the pollution. RIDSP and RIDOT must adopt long-range transportation plans that reduce GHGs to set reduction levels. Current air quality measurements and travel-demand models do not specify GHG levels as they pertain to transportation projects in the LRTP and STIP. Coordinate with RIDOT, RIDEM, and other state agencies to hire consultant support to identify programs, data, methods, and analysis needs, as well as staff level support to better account for mobile source emissions from the transportation sector. The deliverable is a set of

recommendations of data, modeling tools, software, and staffing resources needed to support the analysis that will help to achieve carbon emissions reductions in the transportation sector as established in the 2021 Act on Climate and 40 CFR Parts 51 and 934.

Project Lead: RIDSP

Partners: RIDOT, RIPTA, RIDEM

Schedule for Implementation: This project is expected to be completed in FY 2023 but is likely to lead to additional projects to implement recommendations.

Deliverables:

- Assessment of Rhode Island's technology, data, process, tools, and staffing needs to implement a fully functional GHG modeling software and/or process to do project-level modeling.

Project Cost (other than staff time): \$250,000 (\$60,000 FHWA; \$20,000 FTA; \$20,000 RIDSP; \$150,000 Other RIDOT funding from SPR program)

Project 9.4: Sustaining and Enhancing Access to the RIGIS Geospatial Database

Project Overview: Utilizing the University of Rhode Island's Environmental Data Center (URI EDC) as a subcontractor, this project will continue to maintain and update the Rhode Island Geographic Information System consortium's data distribution clearinghouse (www.rigis.org). The primary function of this project is to continue developing new data and map services developed by RIGIS partners and to maintain the underlying software and hardware systems that support the clearinghouse. With the creation of many new hosted feature services within ArcGIS Online, it is now possible to create more advanced web mapping applications featuring RIGIS data and imagery. These web maps and web mapping applications will continue to allow users of all skill levels to access and interact with popular RIGIS datasets such as RIDOT roads, sea level rise datasets, and RIPTA bus stops and routes. Additional, detailed data may be obtained from a variety of sources to assist in developing more robust data sets. The geospatial data distributed by RIGIS supports numerous ongoing transportation and economic development planning initiatives.

Project Lead: RIDSP and URI EDC

Schedule for Implementation: This is an annual project that utilizes a contract with the University of Rhode Island to leverage GIS expertise to make data accessible and available to our staff, our partners, municipalities, and the public.

Deliverables:

- Story Maps/Journals and apps featuring RIGIS map services
- Approximately 25 new or updated datasets reviewed, processed, and published
- Four quarterly updates of the publicly available Esri file geodatabases
- Four quarterly blog posts summarizing RIGIS-distributed datasets
- Responses to requests for technical assistance
- Approximately 10 metadata records updated
- Reliable access to the RIGIS data distribution website

Project Cost (other than staff time): \$75,000 (\$41,250 FHWA; \$18,750 FTA; \$15,000 URI)

Project 9.5: Municipal Planning Enhanced Education Requirement

Project Overview: Staff will continue to deliver a curriculum of training consisting of educational programs for volunteer members of municipal planning and zoning boards and historic district commissions **as mandated by RI General Laws. For FY 23 this task will include:

- By December 31, 2022, the State Planning Council must adopt an amendment to the Council's Rules for conducting education programs for members of municipal planning and zoning boards and historic district commissions. The Rules need to dictate appointment of a new advisory committee which will be overseen by Division staff. The Rules will also need to include a description of and procedures for applying for any exemptions as may be allowed under RI General Law.
 - Staff will ensure that the advisory committee meets at least annually as mandated by RI General Law to consult with for preparation of and delivery of flexible training content. Staff will ensure that content for training may include at a minimum, but is not limited to, the topics outlined in RI General Law. Staff will ensure that training methodologies used are but, are not limited to, in-person training when possible, and remote learning options.
 - Staff will prepare a schedule and offer on a quarterly basis through workshops the educational courses as mandated by RI General Law as follows: a three-hour introductory course on conducting public meetings and land use responsibilities
 - a one-hour continuing education course refreshing land use responsibilities and any potential legislative changes
 - a two-hour course concerning development in flood plains and sea level rise for planning board members to complete once every two years. Staff will use existing materials such as but not limited to workshops of [PrepRI](#) and other relevant materials for content.
 - If circumstances allow, staff will prepare, and offer a one-half day, in-person Statewide Planner's Institute for local planning and zoning officials focusing on educational responsibilities ** required under RI General Law. This would be in-person delivery of some of the courses identified above and or equivalent courses with compensation for outside expert speakers and allow local officials to have peer exchanges and networking.
 - Staff will ask training participants to evaluate the training conducted to gather additional information regarding understanding of materials and identify additional training needs. Staff will summarize the training conducted and evaluations received in an annual report published at the end of each calendar year.

Project Agency Lead: RIDSP

Contacts: Nancy Hess, Paul Gonsalves

Partner Agencies: R.I. Chapter-American Planning Association American Council of Engineering Companies-RI, Grow SmartRI, RI League of Cities and Towns, RI Builders Association, University of RI Coastal Resource Center, and Office of Housing and Community Development

Schedule for Completion: Ongoing effort through the duration of the UPWP

Products/ Deliverables

- Amended State Planning Council Rules for compliance with RIGL, specifically related to education and training requirements.
- Appointment of a new advisory committee for compliance with RIGL
- An estimated 12 training courses = (3 course x 4 quarters)
- A one-half day in-person conference for a RI Planner’s Institute
- Annual Report

**= Pending changes to Rhode Island General Law, proposed in [2022-H-7023A](#)

Project Cost (Other than staff time):

RI Planner’s Institute - \$7,500 (\$7,500 RIDSP)

	RIDSP	FHWA	FTA	Other	Total
Activity 9 (salary and operating)	\$102,204 (20%)	\$332,164 (65%)	\$76,653 (15%)	\$0	\$511,021
Project 9.1 (Vehicle Probe Dataset)	\$81,910 (9%)	\$258,046 (29%)	\$121,434 (14%)	\$442,510 (48%)	\$883,367
Project 9.2 (TDM)	\$45,200 (20%)	\$135,700 (60%)	\$45,200 (20%)		\$226,100
Project 9.3 (GHG Model)	\$20,000 (8%)	\$60,000 (24%)	\$20,000 (8%)	\$150,000 (60%)	\$250,000
Project 9.4 (RIGIS)	\$0	\$41,250 (55%)	\$18,750 (25%)	\$15,000 (20%)	\$75,000
Project 9.5 (Municipal Planning)	\$7,500 (100%)	\$0	\$0	\$ (%)	\$7,500
Total	\$256,814	\$827,160	\$282,037	\$607,510	\$1,973,521

Activity 10 – Public Information and Outreach

Objective: Maintain and make available an array of planning-related information. Promote public participation in planning processes by providing timely and user-friendly information to the public. This Activity will be closely coordinated with Activity 11 – Title VI Compliance and Environmental Justice.

Ongoing Tasks

- a. Conduct public events, including forums, workshops, listening sessions, and meetings on transportation-related issues that outreach to all segments of the community.
- b. Maintain and enhance the MPO website and create web pages for major activities as needed. Increase the use of data visualizations on the RIDSP website, improving the ability to communicate with our users via map and enhanced graphical charts and tables.
- c. Work within RIDSP and with other State agencies to determine strategies and outreach opportunities for public comment and education on transportation related planning efforts (e.g. SmartComment, social media, and other community meetings). This will assist in expanding the public outreach and public participation feedback engagement process.
- d. Publish and send an e-newsletter ten times per year 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.
- e. Manage the State’s planning archives, including a multi-year inventory of aerial photography, and provide controlled loan access to public and private organizations and individuals for duplication. Maintain the RIDSP electronic and paper copy archives of publications, including the upkeep and inventory of the RIDSP library.
- f. Maintain and work to expand the MPO’s existing database of over 1,400 contacts that are notified for updates or amendments to transportation plans including the STIP, LRTP, etc. Update the contact database with the most up-to-date roster of state and local elected officials, city and town council representatives, community and special interest groups, stakeholders, and pertinent State and municipal agency contacts.

Special Tasks

- h. **Public Participation Plan Limited Update:** Complete a limited update the MPO’s Public Participation Plan (PPP). In light of COVID-19, public participation has evolved to include more online and virtual public participation opportunities. This special task will provide an update to the plan with a virtual public engagement strategy and implementation plan that can be utilized in addition to traditional in person meetings or events. In addition, as part of the PPP update freight shippers and providers of freight transportation services will be considered in the public coordination and outreach effort, especially related to the STIP and the congestion management process.

	RIDSP	FHWA	FTA	Other	Total
Activity 10 (salary and operating)	\$40,259 (20%)	\$140,908 (70%)	\$20,130 (10%)	\$0	\$201,297

Activity 11 – Title VI Compliance and Environmental Justice

Objective: To ensure accessible participation and prevent discrimination in the State’s planning processes so that all residents of the State are treated fairly and ensure that all provisions of Title VI of the Civil Rights Act of 1964 are implemented. To ensure Environmental Justice– meaning no group of people, including any racial, ethnic, or socioeconomic group bears a disproportionate share of the negative environmental consequences resulting from federal, State, local, or Tribal policies– is a component of planning processes. To 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, are treated fairly, and are equitably served by the actions, plans, programs, and projects of the Metropolitan Planning Organization.

Ongoing Tasks

- a. Review contracts, MOUs, public meeting notices, public hearing notices, plans, and procedures for compliance with Title VI of the Civil Rights Act of 1964, including the completion of all required Title VI forms.
- b. Ensure compliance with Title VI reporting requirements for complaints, investigations, and lawsuits.
- c. Solicit and summarize demographic information on public participants at public meetings and hearings.
- d. Prepare an annual (federal fiscal year) *Title VI Report and Implementation Plan* (due to RIDOT in November of every year).
- e. Maintain and implement the MPO’s *Public Participation Plan*.
- f. Maintain and implement the RIDSP *Limited English Proficiency Plan*.
- g. Monitor and report Disadvantage Business Enterprise (DBE) information for all U.S. DOT funded contracts and cooperative agreements entered into by Statewide Planning and its sub-recipients (DBE reporting to RIDOT due on November 1 and May 1 of every year).
- h. Assist RIDOT and RIPTA in Title VI program monitoring through data collection and analysis of levels of transit services as well as the provision of mapping and demographic data as needed.
- i. Support RIDOT and RIPTA in conducting required Title VI service and fare equity analyses for major service changes. This may include coordinating directly with CTPS regarding any major MBTA commuter rail service or fare changes that impact Rhode Island’s service and documenting work on service equity analysis and coordination with CTPS.

- j. Monitor and respond to requests for translation of key Statewide Planning documents, public workshops and hearings, and public hearing notices and materials. Provide for interpreter service as requested.
- k. Assess the adequacy of the collection, accuracy, and analysis of demographic data for the Transportation Equity Benefit Analysis (TEBA) and Environmental Justice purposes; revise as needed to improve and maintain consistency in data collection and analysis when considering all groups under Title VI and other civil rights laws.
- l. Increase the number of ongoing relationships with community groups in the Environmental Justice areas, groups representing people protected by nondiscrimination regulations and other traditionally underserved populations.
- m. Monitor Federal Environmental Justice guidance (i.e. updated Executive Order 12898, the Justice40 Initiative, and the Climate and Economic Justice Screening Tool).

Special Tasks

- n. **Transportation Equity Analysis Platform:** The purpose of this project is to develop a social equity platform to better align social equity policies, decisions, and outcomes in the transportation planning process. This work will include the development of an effective model to advance equity in transportation for underserved and marginalized groups, including low-income and communities of color. This social equity platform would significantly revamp and expand the transportation equity methodology RIDSP currently utilizes to evaluate transportation investments, including in the STIP and LRTP.

This project will review other DOT and MPO social equity analysis methodologies and tools to develop a set of best practices that can be implemented and deployed in Rhode Island to advance transportation investments to disadvantaged communities. The work will seek stakeholder and working group feedback on the methodologies and tools to advance transportation equity in the transportation planning process. Deployment can include but is not limited to the development of Social Equity Performance measures for the STIP, a social equity online dashboard to track and monitor performance towards the equity goals, and an Equity Index Analysis that can be integrated into the E-STIP's SWIFT project intake application. These items under the Equity Platform will better inform planners and decision makers in a quantitative way and help to protect these identified communities, as well as implement plans that deliver projects better suited to these areas. The outcome of this work will be a set of recommendations, actions, and methodology for equity analysis for the social equity platform that can be deployed to the statewide transportation planning process.

This task will also involve staff from other groups within RIDSP to ensure that equity and social justice considerations are integrated into all of our outreach and project development platforms.

Schedule for Completion:

- Quarter 1
 - Kickoff meeting with internal social equity working group.
 - Discuss current methodologies in place and ways to improve.
 - Establish workflow and responsibilities for internal social equity working group.
 - Research other MPO and DOT equity platforms and methodologies.
 - Begin SWIFT integration discussion to frame the platform output (ongoing)
- Quarter 2, 3 and 4 FY2023
 - Determine best practices to implement social equity analysis.
 - Research data availability as it pertains to the final methodology.
 - Initiate meeting with interagency working group (RIDOT, RIPTA, RIDEM, possibly CRMC and RIDOH).
 - Begin development of social equity performance measures.
- Quarter 4FY2023 and Quarter 1 FY2024
 - Determine how platform will function.
 - Continue and finalize development of social equity performance measures.
- Quarter 1 and 2 FY2024
 - Finalize methodology for new State of Rhode Island Social Equity Analysis Platform and next steps for integration into the E-STIP SWIFT
 - o. **Title VI Report and Implementation Plan:** RIDSP will work to expand evaluation efforts related to the *Public Participation Plan* within the annual *Title VI Report and Implementation Plan*.
 - p. **ADA Assessment:** Coordinate with RIDOT to develop a municipal ADA Assessment. The results shall be shared with FHWA annually.

	RIDSP	FHWA	FTA	Other	Total
Activity 11 (salary and operating)	\$22,913 (20%)	\$68,738 (60%)	\$22,913 (20%)	\$0	\$114,564

Activity 12 – Climate Change Resiliency, Adaptation, and Mitigation

Objective: To identify transportation-related infrastructure including roads, bridges, and ports, as well as natural resources, threatened by climate change to identify strategies and actions for promoting adaptation and mitigation in order to strengthen resilience to the effects and long-term costs of climate change; identify transportation system vulnerabilities to climate change impacts and evaluate potential solutions; to determine ways to integrate resiliency, adaptation, and mitigation into a wide range of state plans and projects; to work through regional initiatives where possible; and to collect and analyze data regarding patterns of climate change and associated issues, concerns, costs, and necessary regulatory and statutory changes.

Ongoing Tasks

- a. Work on projects that focus resources and attention on developing policies and strategies for adapting to predicted climate change impacts and increasing resiliency.
- b. Participate on the Governor’s Executive Climate Change Coordinating Council (EC4).
- c. Assist in the implementation of the *Resilient Rhody: An Actionable Vision for Addressing the Impacts of Climate Change in Rhode Island*.
- d. Partner with the Rhode Island Infrastructure Bank (RIIB) on municipal climate change, resiliency, and vulnerability planning initiatives.
- e. Work with sub-cabinet for climate change through the Governor’s Office.
- f. Work with the Infrastructure and Climate Initiative at the University of New Hampshire.
- g. Work with the Georgetown Climate Center.
- h. Work with other organizations within and outside of Rhode Island to leverage data, knowledge, and funding and develop plans that meet state resiliency, adaptation, and mitigation needs.

Special Tasks

- i. Assist the Office of Energy Resources and the RIDEM with the five-year update of the *Rhode Island Greenhouse Gas Emissions Reduction Plan* (December 2016)
- j. Assist the Office of Energy Resources, the RIDEM, and the EC4 with the implementation of the 2021 Act on Climate, which sets mandatory, enforceable climate emissions reduction goals to achieve net-zero emissions economy-wide by 2050.
- k. Assist the Office of Energy Resources with the implementation of *Electrifying Transportation: A Strategic Policy Guide for Improving Public Access to Electric Vehicle Charging Infrastructure in Rhode Island*.

Projects

Project 12.1 -Community Resilience and Planning

Project Description: This project offers funding to municipalities that wish to assess their vulnerability to and prepare for climate change impacts while building community resilience.

The plan will examine the impacts of increasing temperatures, more frequent (and stronger) severe weather events, drought, and sea level rise on a municipality’s residents (including vulnerable populations), economy, housing, community assets, agriculture and fishing grounds, infrastructure, and natural resources in a holistic manner.

Project Agency Lead: RIDSP

Partner Agencies: RIIB, RI municipalities

Contact: Roberta Groch

Schedule for Completion: This project is new in FY 2023, but is anticipated be developed as an annual project, to provide communities with limited resources the opportunity to access Division staff to assist with resilience projects.

Products / Deliverables: Plans, data, goals, and implementation steps in support of municipal resilience planning, in conjunction with the Rhode Island Infrastructure Bank (RIIB) and other public and private entities.

Project Cost (Other than staff time):

\$75,000 (\$15,000 RIDSP; \$37,500- FHWA; \$22,500-FTA)

	RIDSP	FHWA	FTA	Other	Total
Activity 12 (salary and operating)	\$32,650 (20%)	\$97,950 (60%)	\$32,650 (20%)	\$0	\$163,250
Project 12.1 (Resilience)	\$15,000 (20%)	\$37,500 (50%)	\$22,500 (30%)	\$0	\$75,00
Total	\$37,913	\$106,238	\$45,413	\$0	\$189,564

Activity 13 – Support to Other State Agencies and Municipalities

Objective: To 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 ensuring environmental sustainability and resilience by providing technical assistance and training to State, local, and other agencies in support of the SGP.

Ongoing Tasks

- a. Provide training, information, technical assistance, and where possible, financial assistance to State agencies, municipalities, and other parties on issues affecting transportation and land use planning.

- b. Provide outreach and technical assistance to municipal governments in the development of comprehensive plans and other topical questions as requested.
- c. Respond to requests for technical assistance and planning guidance from local governments, the general public, and other interested parties.

Special Tasks

- d. State Facility Planning: Support DCAMM in planning for the reuse and redevelopment of the Cranston Street Armory and the RI State House master planning process. Staff will incorporate concepts aligned with long-range planning, related to land use, parking, circulation, connection to transit, electric vehicles, transportation mode shift, innovation, economic development, tourism, and other appropriate goals and objectives.
- e. State Employee Commuting – Lead By Example: Help administration to develop a post-pandemic action plan to implement statutory requirements and develop transit, telework, and alternate mode opportunities for state employee commuting.

Projects

Project 13.1: Local Active Transportation Technical Enhancements

Project Description: This project enables municipalities to access planning, transportation, and design expertise to identify transportation system vulnerabilities to climate change impacts and evaluate potential solutions, define multimodal transportation problems such as traffic control, intermodal connectivity and access, safety, parking, or other issue(s); explore alternatives; and create conceptual plans to support economic development and climate resiliency efforts in their communities.

RIDSP will contract with planning, transportation, and design consultants for technical review/evaluation of the problem and drafting a plan for the chosen project. In addition, RIDSP will rely on and coordinate with local municipal officials to schedule meetings with staff and relevant stakeholders. The technical assistance team, in collaboration with the municipality, will develop a report with concept renderings that defines and evaluates alternatives and next steps for the municipality, and may provide the foundation for a STIP project application.

Project Agency Lead: RIDSP

Partner Agencies: RIDOT, RI municipalities

Contact: Roberta Groch

Schedule for Completion: This project is an ongoing, annual effort working with different municipalities to develop plans that align with SGP goals and objectives.

Products / Deliverables:

- Conceptual plans and/or solutions to transportation issues that affect municipal economic development and climate resiliency efforts.

Project Cost (other than staff time): \$285,000
(\$121,000 FHWA; \$46,000 FTA; \$118,000 municipal match)

Project 13.2: Development and Enhancement for Local Transportation Applications (DELTA)

Project Description: RIDSP, in collaboration with RIDOT, will issue a notice of funding for small and rural municipalities (with populations under 15,000) to support consultant assistance for municipal-led transportation planning grant applications preparedness for opportunities made available by the U.S. Department of Transportation under the Infrastructure Investment and Jobs Act (IIJA) or other available grants relating to transportation infrastructure. RIDSP and RIDOT will review project applications and award funding support for the municipality to retain a consultant to assist the municipality in applying for U.S. DOT grants or associated grants. A local 20 percent match will be required for all project recipients.

Project Agency Lead: RIDSP

Partner Agencies: RIDOT, Rhode Island Municipalities

Contact: Roberta Groch, Meredith Brady

Schedule for Completion: The first round of this project is expected to be awarded in the first 12-18 months of the project.

Products / Deliverables:

- Municipal grant applications that will be submitted for funding opportunities made available under IIJA and other federal transportation infrastructure funding opportunities.

Project Cost (other than staff time): \$312,000 (\$250,000 RIDOT SPR Funds; \$62,500 municipal match)

	RIDSP	FHWA	FTA	Other	Total
Activity 13 (salary and operating)	\$24,606 (30%)	\$49,212 (60%)	\$8,202 (10%)	\$0	\$82,020
Project 13.1 (LATTE)	\$0	\$121,000 (42%)	\$46,000 (16%)	\$118,000 (42%)	\$285,000
Project 13.2 (DELTA)				\$312,500	\$312,500
Total	\$24,606	\$170,212	\$54,202	\$430,500	\$679,520

Activity 14 – Special Projects and Activities Not Federally Funded

Objective: Provide planning support to projects and opportunities on topics of state concern that are not eligible for federal funding.

Ongoing Tasks

- a. Respond to internal, executive, or legislative requests as they arise.

	RIDSP	FHWA	FTA	Other	Total
Activity 14 (salary and operating)	\$1,194 (100%)	\$0	\$0	\$0	\$1,194

Activity 15 – Energy Facility Siting Board Review

Objective: Provide the Energy Facilities Siting Board (EFSB) with advisory opinions on proposed projects including power plants, substations, power lines, storage and transport facilities, and other structures subject to the Board’s review so that projects can be designed to maximize consistency with the SGP and to minimize negative affect to the community. The Associate Director serves, by statute, as a member of the EFSB.

Ongoing Tasks:

- a. Review of applications for energy facilities as required by the Energy Facility Siting Act (Rhode Island General Law 42-98). Reviews are conducted as needed.

	RIDSP	FHWA	FTA	Other	Total
Activity 15 (salary and operating)	\$0	\$0	\$0	\$42,280 (100%)	\$42,280

Activity 16 – State Data Center

Objective: As the Governor’s designated State Data Center – which is a partnership between each U.S. State and the Census Bureau – RIDSP makes Census data available locally. This includes gathering, integrating, and providing demographic, economic, and social statistics for research, planning, and decision-making, and providing analysis, mapping, modeling, etc. to RI municipalities and other interested parties.

Ongoing Tasks

- a. Continue to partner with the U.S. Census Bureau to provide data users with understandable, accurate, and timely information. Create visualizations for the RIDSP website and a network of other partners in State agencies, universities, libraries, and regional and local governments.
- b. Compile datasets required annually (e.g. Vital Statistics Report; Boundary and Annexation Survey; State Data Center Report; Group Quarters Survey).
- c. Develop and participate in training for Census-related data use, modeling, technology updates, etc.
- d. Develop data briefs and information on Census data analysis.

Special Tasks

- e. Municipal Monograph Series: Develop city and town monographs using 2020 Decennial Census Data, including Demographic Housing Characteristics (DHC and Demographic Profile (DP) data from the 2020 Census.

	RIDSP	FHWA	FTA	Other	Total
Activity 16 (salary and operating)	\$34,947 (20%)	\$87,368 (50%)	\$52,421 (30%)	\$0	\$174,736

Projects List

1. 2.1 E - STIP Software Improvements (continuing)
2. 4.1 High-Capacity Transit Project Development (continuing)
3. 4.2 Transit Surveys & Data Acquisition (continuing)
4. 4.3 Coord. Public Transit-Human Services Transportation Plan Update (continuing)
5. 5.1 Freight Planning Projects and Truck Monitoring Study (continuing)
6. 6.1 Complete Streets Plan (new)
7. 6.2 State Bicycle Counting Data (new)
8. 7.4 Land Use 2050 (continuing)
9. 9.1 Vehicle Probe Dataset and Eastern Transportation Coalition (continuing)
10. 9.2 Travel Demand Model Update/Maintenance (continuing)
11. 9.3 GHG Modeling Implementation Assessment Plan (new)
12. 9.4 Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing)
13. 9.5 Municipal Planning Enhanced Education Requirement (new)
14. 12.1 Community Resilience Planning (new)
15. 13.1 Local Active Transportation Technical Enhancement (continuing)
16. 13.2 Development and Enhancement for Local Transportation Applications (new)

Section III: Resources

Frequently Used Acronyms of the UPWP

CRMC = Coastal Resources Management Council

EFSB = Energy Facility Siting Board

FFY = Federal Fiscal Year (October 1 – September 30)

FHWA = Federal Highway Administration

FRA = Federal Railroad Administration

FTA = Federal Transit Administration

FY = Fiscal Year (State Fiscal Year: July 1 – June 30)

LRTP = Long-Range Transportation Plan

MPO = Metropolitan Planning Organization

MBTA = Massachusetts Bay Transit Authority

RIDEM = Rhode Island Department of Environmental Management

RIDOH = Rhode Island Department of Health

RIDOT = Rhode Island Department of Transportation

RIEMA = Rhode Island Emergency Management Agency

RIGIS = Rhode Island Geographic Information System

RIIB = Rhode Island Infrastructure Bank

RIPTA = Rhode Island Public Transit Authority

RIDSP = Rhode Island Division of Statewide Planning (Department of Administration)

SGP = State Guide Plan

SPC = State Planning Council

STIP = State Transportation Improvement Program (also see “TIP”)

TAC = Transportation Advisory Committee

TAP = Transportation Alternative Program

TETC = The Eastern Transportation Coalition

TIP = Transportation Improvement Program (also see “STIP”)

UPWP = Unified Planning Work Program

USDOT = United States Department of Transportation

USGS = United State Geological Service

WRB = Water Resources Board

Staff Support

The following is a list of current staff within the Rhode Island Department of Administration that is responsible for supporting the MPO and implementing this work program:

Associate Director's Office	
Associate Director	Meredith Brady
Transportation Planning	
Assistant Chief	Linsey Callaghan
Supervising Planner	Vacant
Supervising Planner	Vacant
Principal Planner	Mason Perrone
Principal Planner	Benny Bergantino
Principal Planner	Vacant
Community Coordination	
Assistant Chief	Roberta Groch, AICP
Supervising Planner	Joshua O'Neil, AICP
Principal Planner	Caitlin Greeley
Senior Planner	Vacant
Land Use, Process & Education	
Interdepartmental Project Manager	Nancy Hess
Principal Planner	Paul Gonsalves
Water	
Acting General Manager	Kathleen Crawley
Programming Services Officer	Timothy Stagnitta
Data	
Data Analyst II (Census)	Vincent Flood
➤ Technical Staff	
Data Analyst I	Christina Delage Baza
Principal Research Technician	Benjamin Jacobs

RIGIS Coordinator	Vacant
Principal Planner	Vacant
Senior Planner	Vacant
➤ Administrative	
Asst. Admin. Financial Management	Paul Capotosto
Internet Communications Specialist	Kim Gelfuso
Chief Implementation Aide	Lori Cassin
Chief Implementation Aide	Maria Mignanelli

Available Federal Funding

The following are estimates of federal funds assumed to be available in FY 2023 to support the work program. In most cases, a State match is required. Expenditures of these funds by activity and project and their associated matches are presented in the following tables.

1. **Federal Highway Administration Metropolitan Planning (PL) funds: \$3,423,463***
* Includes projected balance (as of July 1, 2022) of remaining FFY 2022 grant amounts and anticipated FFY 2023 grant amounts.
2. **Federal Transit Administration Metropolitan Planning (5303) funds: \$1,588,098****
** Includes projected balance (as of July 1, 2022) of remaining FFY 2022 grant amounts and anticipated FFY 2023 grant amounts.

TABLE 5.1 FY 2023 ACTIVITY AND PROJECT FUNDING SOURCES BY PERCENTAGE

ACTIVITY AREA	PERSONNEL AND OPERATING	Total	FUNDING SOURCES							
			RISP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER
Activity 1	Management and Administration	100%	20%	50%	30%					
Activity 2	State Transportation Improvement Program	100%	20%	60%	20%					
Activity 3	State/Regional Transportation Operations, Management, and Planning Coord.	100%	20%	60%	20%					
Activity 4	Transit Planning	100%	20%	20%	60%					
Activity 5	Freight Planning Implementation	100%	20%	50%	30%					
Activity 6	Transportation Planning, Bicycle and Pedestrian Mobility	100%	20%	70%	10%					
Activity 7	Long Range Land Use and Transportation Planning	100%	20%	65%	15%					
Activity 8	Intergovernmental Coordination	100%	40%	50%	10%					
Activity 9	Planning Information and Education	100%	20%	65%	15%					
Activity 10	Public Information and Outreach	100%	20%	70%	10%					
Activity 11	Title VI and Environmental Justice	100%	20%	60%	20%					
Activity 12	Climate Change, Resiliency, Adaptation and Mitigation	100%	20%	60%	20%					
Activity 13	Support to Other State Agencies and Municipalities	100%	30%	60%	10%					
Activity 14	Special Projects and Activities Not Federally Funded	100%	100%							
Activity 15	Energy Facility Siting Board	100%							100%	
Activity 16	Census and Data	100%	20%	50%	30%					
ICAP	ICAP	100%	20%	50%	30%					
PROJECT	CONTRACTUAL AND PASS THRU GRANTS	Total	RISP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER
2.1	E - STIP Software Improvements (continuing)	100%	6%	67%	13%	14%				
4.1	High Capacity Transit Project Development (continuing)	100%			80%		20%			
4.2	Transit Surveys & Data Acquisition (continuing)	100%			80%		20%			
4.3	Coordinated Public Transit-Human Services Transportation Plan Update (continuing)	100%			80%		20%			
5.1	Freight Planning Projects and Truck Monitoring Study (continuing)	100%	10%	60%	20%	10%				
6.1	Complete Streets Plan (new)	100%	6%	24%		56%				14%
6.2	State Bicycle Counting Data (new)	100%	20%	50%	30%					
7.4	Land Use 2050 (continuing)	100%	20%	65%	15%					
9.1	Vehicle Probe Dataset and Eastern Transportation Coalition (continuing)	100%	9%	29%	14%	11%				37%
9.2	Travel Demand Model Update/Maintenance (continuing)	100%	20%	60%	20%					
9.3	GHG Modeling Implementation Assessment Plan (new)	100%	8%	24%	8%	12%				48%
9.4	Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing)	100%		55%	25%			20%		
9.5	Municipal Planning Enhanced Education Requirement (new)	100%	100%							
12.1	Community Resilience Planning (new)	100%	20%	50%	30%					
13.1	Local Active Transportation Technical Enhancement (continuing)	100%		42%	16%					42%
13.2	Development and Enhancement for Local Transportation Applications (new)	100%								100%

TABLE 5.2 FY 2023 STAFF HOURS BY ACTIVITY

	TOTAL	Activity 1	Activity 2	Activity 3	Activity 4	Activity 5	Activity 6	Activity 7	Activity 8	Activity 9	Activity 10	Activity 11	Activity 12	Activity 13	Activity 14	Activity 15	Activity 16	ICAP
ASSOCIATE DIRECTOR - STATEWIDE PLANNING	1820	800	35	20	20	20	20	70	35	35	35	20	70	60		200	100	280
TRANSPORTATION PLANNING																		
ASSISTANT CHIEF - STATEWIDE PLANNING	1820	40	520	306	24	280	220			46	44	32	28					280
SPVR PLANNER	1820	40	520	160	30	10	340		6	10	200	200	24					280
PRINCIPAL PLANNER	1820	16	520	180	10	10	742	20			20	20	2					280
PRINCIPAL PLANNER	1820	80	260	18	6		120	40	30		240	744	2					280
PRINCIPAL PLANNER	1820	40	160	200	8	16	500	10		76	300	200	30					280
SENIOR PLANNER	1820	40	200	120	40	10	560	10		280	190	50	40					280
LAND USE, PROCESS AND INFORMATION																		
INTERDEPARTMENTAL PROJECT MANAGER	1820	505		150				500		330							35	300
PRINCIPAL PLANNER	1820	95		70				820	110	215			160	35			35	280
COMMUNITY COORDINATION																		
ASSISTANT CHIEF - STATEWIDE PLANNING	1820	440		25		35		180	150	20	130		200	220	20	100	20	280
SUPERVISING PLANNER	1820	200		90		800		15	135					280		20		280
PRINCIPAL PLANNER	1820	180						100	100				940	200		20		280
SENIOR PLANNER	1820	300		10		25		300	200		70		415	200		20		280
DATA																		
DATA ANALYST II	1820	100						75		345	30	70	70				850	280
DATA ANALYST I	1820	120	600					70		645		35	35				35	280
PRINCIPAL RESEARCH TECHNICIAN	1820	35	35		70	70	70	60		950		70	80				100	280
RIGIS COORDINATOR	1820	140								1330							70	280
PRINCIPAL PLANNER	1820	70.0								1170							300	280
SENIOR PLANNER	1820	35								1300							205	280
ADMINISTRATIVE																		
ASST ADMINISTRATOR, FINANCIAL MANAGEMENT	1820	1250	90									50					150	280
INTERNET COMMUNICATIONS SPECIALIST	1820	100									1370						50	300
CHIEF IMPLEMENTATION AIDE	1820	1330	35	70				35			35						35	280
CHIEF IMPLEMENTATION AIDE	1820	1330	35	70				35			35						35	280
CENTRAL BUSINESS OFFICE SUPPORT	270	270																
TOTAL HOURS	42,130	7,556	3,010	1,489	208	1,276	2,572	2,340	766	6,752	2,699	1,491	2,096	995	20	360	2,020	6,480

TABLE 5.3 FY 2023 PROJECTED COSTS BY ACTIVITIES AND FUNDING SOURCES

ACTIVITY	PERSONNEL AND OPERATING	TOTAL	RISP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER
Activity 1	Management and Administration	\$ 605,759	\$ 121,152	\$ 302,879	\$ 181,728					
Activity 2	State Transportation Improvement Program	\$ 245,615	\$ 49,123	\$ 147,369	\$ 49,123					
Activity 3	State/Regional Transportation Operations, Management, and Planning Coord.	\$ 118,771	\$ 23,754	\$ 71,263	\$ 23,754					
Activity 4	Transit Planning	\$ 16,726	\$ 3,345	\$ 3,345	\$ 10,036					
Activity 5	Freight Planning Implementation	\$ 104,926	\$ 20,985	\$ 52,463	\$ 31,478					
Activity 6	Transportation Planning, Bicycle and Pedestrian Mobility	\$ 184,477	\$ 36,895	\$ 129,134	\$ 18,448					
Activity 7	Long Range Land Use and Transportation Planning	\$ 194,361	\$ 38,872	\$ 126,335	\$ 29,154					
Activity 8	Intergovernmental Coordination	\$ 61,620	\$ 24,648	\$ 30,810	\$ 6,162					
Activity 9	Planning Information and Education	\$ 511,021	\$ 102,204	\$ 332,164	\$ 76,653					
Activity 10	Public Information and Outreach	\$ 201,297	\$ 40,259	\$ 140,908	\$ 20,130					
Activity 11	Title VI and Environmental Justice	\$ 114,564	\$ 22,913	\$ 68,738	\$ 22,913					
Activity 12	Climate Change, Resiliency, Adaptation and Mitigation	\$ 163,250	\$ 32,650	\$ 97,950	\$ 32,650					
Activity 13	Support to Other State Agencies and Municipalities	\$ 82,020	\$ 24,606	\$ 49,212	\$ 8,202					
Activity 14	Special Projects and Activities Not Federally Funded	\$ 1,894	\$ 1,894							
Activity 15	Energy Facility Siting Board	\$ 42,280							\$ 42,280	
Activity 16	Census and Data	\$ 174,736	\$ 34,947	\$ 87,368	\$ 52,421					
ICAP	ICAP	\$ 517,271	\$ 103,454	\$ 258,636	\$ 155,181					
	<i>Sub Total</i>	\$ 3,340,588	\$ 681,701	\$ 1,898,574	\$ 718,033				\$ 42,280	
PROJECTS	CONTRACTUAL AND PASS THRU GRANTS	TOTAL	RISP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER
2.1	E - STIP Software Improvements (continuing)	\$ 441,125	\$ 28,000	\$ 296,436	\$ 56,464	\$ 60,225				
4.1	High Capacity Transit Project Development (continuing)	\$ 100,000			\$ 80,000		\$ 20,000			
4.2	Transit Surveys & Data Acquisition (continuing)	\$ 82,071			\$ 64,671		\$ 17,400			
4.3	Coordinated Public Transit-Human Services Transportation Plan Update (continuing)	\$ 100,000			\$ 80,000		\$ 20,000			
5.1	Freight Planning Projects and Truck Monitoring Study (continuing)	\$ 335,860	\$ 33,600	\$ 201,488	\$ 67,172	\$ 33,600				
6.1	Complete Streets Plan (new)	\$ 251,556	\$ 15,311	\$ 61,245		\$ 140,000				\$ 35,000
6.2	State Bicycle Counting Data (new)	\$ 60,000	\$ 12,000	\$ 30,000	\$ 18,000					
7.4	Land Use 2050 (continuing)	\$ 180,000	\$ 36,000	\$ 117,000	\$ 27,000					
9.1	Vehicle Probe Dataset and Eastern Transportation Coalition (continuing)	\$ 883,900	\$ 81,910	\$ 258,046	\$ 121,434	\$ 94,870				\$ 327,640
9.2	Travel Demand Model Update/Maintenance (continuing)	\$ 226,100	\$ 45,200	\$ 135,700	\$ 45,200					
9.3	GHG Modeling Implementation Assessment Plan (new)	\$ 250,000	\$ 20,000	\$ 60,000	\$ 20,000	\$ 30,000				\$ 120,000
9.4	Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing)	\$ 75,000		\$ 41,250	\$ 18,751			\$ 14,999		
9.5	Municipal Planning Enhanced Education Requirement (new)	\$ 7,500	\$ 7,500							
12.1	Community Resilience Planning (new)	\$ 75,000	\$ 15,000	\$ 37,500	\$ 22,500					
13.1	Local Active Transportation Technical Enhancement (continuing)	\$ 285,000		\$ 121,000	\$ 46,000					\$ 118,000
13.2	Development and Enhancement for Local Transportation Applications (new)	\$ 312,500								\$ 312,500
	<i>Sub Total</i>	\$ 3,665,612	\$ 294,521	\$ 1,359,665	\$ 667,192	\$ 358,695	\$ 57,400	\$ 14,999	\$ -	\$ 913,140
TOTAL		\$ 7,006,200	\$ 976,222	\$ 3,258,239	\$ 1,385,225	\$ 358,695	\$ 57,400	\$ 14,999	\$ 42,280	\$ 913,140

Notes: 1) Continuing items include any balance remaining on existing contracts as of April 2022 2) RIDSP 3) FHWA 4) FTA 5) RIDOT 6) RIPTA 7) CDBG 8) URI EDC 9) EFSB 10) Other - Other Participant Match Contributions

Appendix A

RIDOT FY 2023 Work Program

Appendix A1												
PART I - FISCAL YEAR 2023												
FHWA PARTICIPATION COST BY PROJECT AND EXPENDITURE CLASSIFICATION (Federal funds plus state match)												
Task No.	Task	Personnel	Contractual Services	Equipment & Supplies	Travel & Training	Other Expenses	Payments to Other State Agencies	FY 2023 SPR Funds Budget	Federal Share	State Share	Funding from Other Sources	Total
10	ADMINISTRATION											
10-01	10-01 Civil Rights - ADA Transition Planning		\$ 250,000.00					\$ 250,000.00	\$ 200,000.00	\$ 50,000.00		\$ 250,000.00
10-02	10-02 Civil Rights - Disadvantaged Business Enterprise Supportive Services (DBE/SS)		\$ 100,000.00			\$ 10,000.00		\$ 110,000.00	\$ 88,000.00	\$ 22,000.00		\$ 110,000.00
10-03	10-03 Civil Rights - On-the-Job Training Supportive Services (OJT/SS)		\$ 400,000.00					\$ 400,000.00	\$ 320,000.00	\$ 80,000.00		\$ 400,000.00
10-14	10-14 Civil Rights - Resource Library			\$ 10,000.00				\$ 10,000.00	\$ 8,000.00	\$ 2,000.00		\$ 10,000.00
20	PLANNING											
20-01	20-01 AIS - Data Governance		\$ 150,000.00					\$ 150,000.00	\$ 120,000.00	\$ 30,000.00		\$ 150,000.00
20-02	20-02 AIS - GIS Software and Equipment		\$ 432,000.00	\$ 20,000.00				\$ 452,000.00	\$ 361,600.00	\$ 90,400.00		\$ 452,000.00
20-03	20-03 AIS - Project Scoping and Planning Application Sys		\$ 300,000.00					\$ 300,000.00	\$ 240,000.00	\$ 60,000.00		\$ 300,000.00
20-04	20-04 AIS - Staffing and Personnel	\$ 1,000,000.00						\$ 1,000,000.00	\$ 800,000.00	\$ 200,000.00		\$ 1,000,000.00
20-05	20-05 PEAM - Highway Performance Monitoring System (HPMS)	\$ 350,000.00	\$ 500,000.00	\$ 15,000.00	\$ 10,000.00			\$ 875,000.00	\$ 700,000.00	\$ 175,000.00		\$ 875,000.00
20-06	20-06 PEAM - Pavement Asset Management Systems	\$ 350,000.00	\$ 1,575,000.00	\$ 5,000.00	\$ 15,000.00			\$ 1,945,000.00	\$ 1,556,000.00	\$ 389,000.00		\$ 1,945,000.00
20-07	20-07 PLAN - e-STIP Software Development		\$ 300,000.00					\$ 300,000.00	\$ 240,000.00	\$ 60,000.00		\$ 300,000.00
20-08	20-08 PLAN - Planning Studies On-Call		\$ 1,000,000.00					\$ 1,000,000.00	\$ 800,000.00	\$ 200,000.00		\$ 1,000,000.00
20-09	20-09 PLAN - Travel-Time Data / RITIS *				\$ 5,000.00		\$ 370,014.00	\$ 375,014.00	\$ 300,011.20	\$ 75,002.80	\$ 418,614.00	\$ 793,628.00
20-10	20-10 TAMP - Transportation Asset Management Plan		\$ 500,000.00					\$ 500,000.00	\$ 400,000.00	\$ 100,000.00		\$ 500,000.00
20-11	20-11 GRANT - Grant Application Support and Related Tasks		\$ 750,000.00					\$ 750,000.00	\$ 600,000.00	\$ 150,000.00		\$ 750,000.00
20-20	20-20 AIS - Document Scanning Management		\$ 500,000.00					\$ 500,000.00	\$ 400,000.00	\$ 100,000.00		\$ 500,000.00
20-21	20-20 PEAM - Specialized Planning Consultant Services	\$ 200,000.00	\$ 300,000.00					\$ 500,000.00	\$ 400,000.00	\$ 100,000.00		\$ 500,000.00
20-22	20-21 PLAN - Greenhouse Gas Pollution Standard for Transportation Projects in STIP		\$ 250,000.00					\$ 250,000.00	\$ 200,000.00	\$ 50,000.00		\$ 250,000.00
20-23	20-22 PLAN - Bicycle Planning, Studies & Technical Assistance	\$ 175,000.00	\$ 400,000.00	\$ 25,000.00				\$ 600,000.00	\$ 480,000.00	\$ 120,000.00		\$ 600,000.00
20-24	20-23 PLAN - Complete Streets						\$ 175,000.00	\$ 175,000.00	\$ 140,000.00	\$ 35,000.00	\$ 76,556.00	\$ 251,556.00
20-25	20-25 PLAN Resiliency Planning of STIP Projects		\$ 500,000.00	\$ 50,000.00	\$ 60,000.00			\$ 610,000.00	\$ 488,000.00	\$ 122,000.00		\$ 610,000.00
								\$ -				
25	TRANSIT PLANNING											
25-01	25-01 Transit - Transit Planning	\$ 300,000.00	\$ 450,000.00					\$ 750,000.00	\$ 600,000.00	\$ 150,000.00		\$ 750,000.00
30	ENGINEERING											
30-01	30-01 NRU - Support RIDOT Natural Resources Programs	\$ 475,000.00	\$ 575,000.00	\$ 4,000.00	\$ 6,000.00			\$ 1,060,000.00	\$ 848,000.00	\$ 212,000.00	\$ 50,000.00	\$ 1,110,000.00
30-02	30-02 TS - Statewide Crash System FY2022 **	\$ 300,000.00	\$ 200,000.00					\$ 500,000.00	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	\$ 1,000,000.00
30-03	30-03 TS - State Traffic Commission FY2022	\$ 200,000.00	\$ 400,000.00					\$ 600,000.00	\$ 480,000.00	\$ 120,000.00		\$ 600,000.00
30-04	30-04 TS - Traffic Data Collection, Management, & Analysis **	\$ 300,000.00	\$ 1,000,000.00					\$ 1,300,000.00	\$ 1,040,000.00	\$ 260,000.00	\$ 300,000.00	\$ 1,600,000.00
30-15	30-15 - Development of Management Plans and Procedures for the RI Scenic Roadway Board	\$ 20,000.00	\$ 50,000.00	\$ 2,500.00	\$ 2,500.00			\$ 75,000.00	\$ 60,000.00	\$ 15,000.00		\$ 75,000.00
40	PROJECT MANAGEMENT											
40-01	40-01 CRU - Cultural Resources Services	\$ 405,000.00	\$ 276,000.00	\$ 3,300.00	\$ 2,000.00			\$ 686,300.00	\$ 549,040.00	\$ 137,260.00		\$ 686,300.00
40-02	40-02 Educational Advancement & LTAP ***		\$ 600,000.00	\$ 30,000.00	\$ 5,000.00	\$ 250,000.00		\$ 885,000.00	\$ 708,000.00	\$ 177,000.00	\$ 150,000.00	\$ 1,035,000.00
90	STATEWIDE PLANNING											
90-01	90-01 - Unified Planning Work Program							\$ -	\$ -	\$ -		\$ -
	Total SPR Part I	\$ 4,075,000.00	\$ 11,758,000.00	\$ 164,800.00	\$ 105,500.00	\$ 260,000.00	\$ 545,014.00	\$ 16,908,314.00	\$ 13,526,651.20	\$ 3,381,662.80	\$ 1,495,170.00	\$ 18,403,484.00
95	STATEWIDE PLANNING - SPR(PL)											
95-01	95-01 - SPR (PL) FY 2023 Unified Planning Work Program (estimate)						\$ 3,277,658.00	\$ 4,097,073.00	\$ 3,277,658.00	\$ 819,415.00		\$ 4,097,073.00
95-02	95-02 - SPR (PL) FY 2022 plus Carry Forward Unified Planning Work Program						\$ 1,365,806.00	\$ 1,707,257.50	\$ 1,365,806.00	\$ 341,451.50		\$ 1,707,257.50
	Subtotal SPR (PL)						\$ 4,643,464.00	\$ 5,804,330.50	\$ 4,643,464.00	\$ 1,160,866.50		\$ 5,804,330.50
	Grand Total SPR Part I & SPR(PL)	\$ 4,075,000.00	\$ 11,758,000.00	\$ 164,800.00	\$ 105,500.00	\$ 260,000.00	\$ 5,188,478.00	\$ 22,712,644.50	\$ 18,170,115.20	\$ 4,542,529.30	\$ 1,495,170.00	\$ 24,207,814.50
	* - Includes RIDSP Portion											
	** - Includes HSIP Funding											
	*** - Includes \$150,000 LTAP Funds											

Appendix A

RIDOT FY 2023 Work Program

Appendix A2 - Amended 01/27/2022													
PART I - FISCAL YEAR 2022													
FHWA PARTICIPATION COST BY PROJECT AND EXPENDITURE CLASSIFICATION (Federal funds plus state match)													
Task No.	Task	Personnel	Contractual Services	Equipment & Supplies	Travel & Training	Other Expenses	Payments to Other State Agencies	FY 2022 SPR Funds Budget	Federal Share	State Share	Funding from Other Sources	Total	Percent Fed Share
10	ADMINISTRATION												
10-01	10-01 Civil Rights - ADA Transition Planning		\$ 250,000.00					\$ 250,000.00	\$ 200,000.00	\$ 50,000.00		\$ 250,000.00	80.00%
10-02	10-02 Civil Rights - Disadvantaged Business Enterprise Supportive Services (DBE/SS)		\$ 100,000.00					\$ 100,000.00	\$ 80,000.00	\$ 20,000.00		\$ 100,000.00	80.00%
10-03	10-03 Civil Rights - On-the-Job Training Supportive Services (OJT/SS)		\$ 400,000.00					\$ 400,000.00	\$ 320,000.00	\$ 80,000.00		\$ 400,000.00	80.00%
20	PLANNING												
20-01	20-01 AIS - Data Governance		\$ 250,000.00					\$ 250,000.00	\$ 200,000.00	\$ 50,000.00		\$ 250,000.00	80.00%
20-02	20-02 AIS - GIS Software and Equipment		\$ 389,000.00	\$ 20,000.00				\$ 409,000.00	\$ 327,200.00	\$ 81,800.00		\$ 409,000.00	80.00%
20-03	20-03 AIS - Project Scoping and Planning Application Sys		\$ 300,000.00					\$ 300,000.00	\$ 240,000.00	\$ 60,000.00		\$ 300,000.00	80.00%
20-04	20-04 AIS - Staffing and Personnel	\$ 1,000,000.00						\$ 1,000,000.00	\$ 800,000.00	\$ 200,000.00		\$ 1,000,000.00	80.00%
20-05	20-05 PEAM - Highway Performance Monitoring System (HPMS)	\$ 335,000.00	\$ 250,000.00	\$ 5,000.00				\$ 590,000.00	\$ 472,000.00	\$ 118,000.00		\$ 590,000.00	80.00%
20-06	20-06 PEAM - Pavement Asset Management Systems	\$ 335,000.00	\$ 1,070,000.00	\$ 5,000.00	\$ 20,000.00			\$ 1,430,000.00	\$ 1,144,000.00	\$ 286,000.00		\$ 1,430,000.00	80.00%
20-07	20-07 PLAN - e-STIP Software Development		\$ 100,000.00					\$ 100,000.00	\$ 80,000.00	\$ 20,000.00		\$ 100,000.00	80.00%
20-08	20-08 PLAN - Planning Studies On-Call		\$ 1,000,000.00					\$ 1,000,000.00	\$ 800,000.00	\$ 200,000.00		\$ 1,000,000.00	80.00%
20-09	20-09 PLAN - Travel-Time Data / RITIS *		\$ 370,014.00		\$ 5,000.00			\$ 375,014.00	\$ 300,011.20	\$ 75,002.80	\$ 418,614.00	\$ 793,628.00	37.80%
20-10	20-10 TAMP - Transportation Asset Management Plan		\$ 400,000.00					\$ 400,000.00	\$ 320,000.00	\$ 80,000.00		\$ 400,000.00	80.00%
20-11	20-11 GRANT - Grant Application Support and Related Tasks		\$ 375,000.00					\$ 375,000.00	\$ 300,000.00	\$ 75,000.00		\$ 375,000.00	80.00%
25	TRANSIT PLANNING												
25-01	25-01 Transit - Transit Planning	\$ 350,000.00	\$ 500,000.00					\$ 850,000.00	\$ 680,000.00	\$ 170,000.00		\$ 850,000.00	80.00%
30	ENGINEERING												
30-01	30-01 NRU - Support RIDOT Natural Resources Programs	\$ 450,000.00	\$ 375,000.00	\$ 4,000.00	\$ 6,000.00			\$ 835,000.00	\$ 668,000.00	\$ 167,000.00	\$ 50,000.00	\$ 885,000.00	75.48%
30-02	30-02 TS - Statewide Crash System FY2022 **	\$ 300,000.00	\$ 100,000.00					\$ 400,000.00	\$ 320,000.00	\$ 80,000.00	\$ 500,000.00	\$ 900,000.00	35.56%
30-03	30-03 TS - State Traffic Commission FY2022	\$ 200,000.00	\$ 400,000.00					\$ 600,000.00	\$ 480,000.00	\$ 120,000.00		\$ 600,000.00	80.00%
30-04	30-04 TS - Traffic Data Collection, Management, & Analysis **	\$ 300,000.00	\$ 925,000.00					\$ 1,225,000.00	\$ 980,000.00	\$ 245,000.00	\$ 275,000.00	\$ 1,500,000.00	65.33%
40	PROJECT MANAGEMENT												
40-01	40-01 CRU - Cultural Resources Services	\$ 405,000.00	\$ 276,000.00	\$ 3,300.00	\$ 2,000.00			\$ 686,300.00	\$ 549,040.00	\$ 137,260.00		\$ 686,300.00	80.00%
40-02	40-02 Educational Advancement & LTAP***		\$ 600,000.00	\$ 30,000.00	\$ 10,000.00	\$ 150,000.00		\$ 790,000.00	\$ 632,000.00	\$ 158,000.00	\$ 150,000.00	\$ 940,000.00	67.23%
90	STATEWIDE PLANNING												
90-01	90-01 - Unified Planning Work Program						\$ 319,545.00	\$ 319,545.00	\$ 255,636.00	\$ 63,909.00		\$ 319,545.00	80.00%
95	STATEWIDE PLANNING - SPR(PL)												
	Total SPR Part I	\$ 3,675,000.00	\$ 8,430,014.00	\$ 67,300.00	\$ 43,000.00	\$ 150,000.00	\$ 319,545.00	\$ 12,684,859.00	\$ 10,147,887.20	\$ 2,536,971.80	\$ 1,393,614.00	\$ 14,078,473.00	72.08%
95-01	95-01 - SPR (PL) FY 2022 Unified Planning Work Program (estimate)						\$ 1,990,474.00	\$ 1,990,474.00	\$ 1,592,379.20	\$ 398,094.80		\$ 1,990,474.00	80.00%
95-02	95-02 - SPR (PL) FY 2021 plus Carry Forward Unified Planning Work Program						\$ 2,332,859.00	\$ 2,332,859.00	\$ 1,866,287.20	\$ 466,571.80		\$ 2,332,859.00	80.00%
	Subtotal SPR (PL)						\$ 4,323,333.00	\$ 4,323,333.00	\$ 3,458,666.40	\$ 864,666.60		\$ 4,323,333.00	80.00%
	Grand Total SPR Part I & SPR(PL)	\$ 3,675,000.00	\$ 8,430,014.00	\$ 67,300.00	\$ 43,000.00	\$ 150,000.00	\$ 4,642,878.00	\$ 17,008,192.00	\$ 13,606,553.60	\$ 3,401,638.40	\$ 1,393,614.00	\$ 18,401,806.00	73.94%
	* - Includes RIDSP Portion												
	** - Includes HSIP Funding												
	*** - Includes \$150,000 LTAP Funds												

Appendix B

RIPTA FY 2023 Unified Planning Work Program

RIPTA's unified planning work program for FY 2023 will address short- and long-range planning concerns, incorporating planning needs identified by RIPTA's staff and Board of Directors. These tasks will be accomplished by RIPTA staff, supplemented by outside consultants as needed.

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
- Design of transit operations appropriate to available funding levels
- Implementation of the *Transit Forward RI 2040* master plan (TMP), including development of new transit services and service expansion initiatives together with associated fleet, human resources, ROW infrastructure, and financial planning
- Project Management activities to ensure development of appropriate project implementation timelines, quality assurance/quality control plans, bid specifications, project management plans, etc.
- Development of improved Flex and RId services to enhance service in lower density areas, including design of one or more mobility-on-demand pilot projects
- Ongoing enhancement of technology applications such as CAD AVL for use in performance monitoring and HASTUS upgrades to enable scheduling improvements
- Review of potential service and fare changes to assess impacts on minority and/or low income riders, pursuant to Title VI and Environmental Justice rules
- Design of deployment scenarios for ongoing battery electric bus (BEB) testing and service expansion
- Monitoring of performance of zero-emission vehicles
- Coordination between transit operations and planning functions
- Coordination of fare system upgrade, including fare media transition, onboarding of bulk purchasers and community partner organizations, and monitoring of new fare collection and distribution systems

- Ongoing updating and 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 and municipalities 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
\$994,201	\$248,551	\$1,242,752

Long-Range Transportation Planning

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

- Oversight and direction of *Transit Master Plan* (TMP) implementation efforts in partnership with service planning and project management staff, RIDOT and the RI Division of Planning staff, and municipal and regional planners, stakeholders, and elected leadership.
- Prioritization of TMP short, mid, and long range projects into the design, financing, and construction process
- Per the TMP, preparation for major capital investments, including alternatives analysis, public engagement, selection of locally preferred alternatives, and environmental review in accordance with NEPA
- Per the TMP, planning and evaluation related to expansion or realignment of the statewide transportation network, development of funding plans, and preparation of applications for discretionary grants

- Planning and design of transit services and facilities, such as bus, trolley, ferry, bus rapid transit, light rail, park and ride, circulator, and other modes as appropriate, pursuant to the Transit Master Plan, Transit Asset Management Plan, or other planning/prioritization efforts as appropriate
- Development of mobility hub plans and/or implementation guidelines addressing hubs at the regional, community, and village/neighborhood scale
- Assistance in the establishment of transit-supportive land use policies, both statewide and local/municipal, and participation in the preparation of Transit Oriented Development plans in association with bus hub and intermodal center design and development, housing planning and development initiatives, and other efforts as appropriate
- Implementation of RI's *Coordinated Public Transit/Human Services Transportation Plan*, including provision of staff leadership to the Statewide Human Services Transportation Coordinating Council, development of a community transportation partnership program, and planning toward launch of a one Call/One Click transportation information resource
- Preparation of fleet plans addressing vehicle size, type, fueling technology, and associated infrastructure needs
- Sustainability planning focusing on fleet, energy, passenger and administrative facilities, resiliency, GHG emissions reduction, and long-term cost savings.
- Participation in statewide and local sustainability and resiliency forums such as EC4
- Development and tracking of performance standards in conjunction with RI's *Long Range Transportation* and Congestion Management Plans and RIPTA's *Transit Asset Management Plan*.
- Development, evaluation, and revision of service models and transit development plans for key transit centers and developing markets throughout the State
- Coordination of statewide Transit Signal Prioritization expansion and/or enhancement
- Development and implementation of a bus stop improvement program, including partnerships with municipalities focusing on bus stop siting, design, and bicycle-pedestrian and ADA safety and accessibility improvements
- Planning and coordination of commuter and special mobility services such as vanpooling, handicap accessible taxi cabs, mobility on-demand/dynamic scheduling initiatives, development of a statewide one call/once click mobility information clearinghouse, and development of mobility management programs and resources

- Data collection, analysis, and modelling, including administration of rider surveys and origin-destination analyses, and data-sharing and collaboration with the RIDOT, and other partner organizations
- Collaborative congestion management and transportation system management planning with the RI Division of Planning and RIDOT, including work related to implementation of the state’s *Congestion Management Plan* and ongoing participation in the state’s Congestion Management Task Force
- Travel demand management planning and best practices research, identification of potential Transportation Management Association (TMA) partnerships, and planning related to development of a statewide mobility network
- Preparation, implementation, and monitoring of an agency-wide 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, including membership on the Transportation Advisory Committee and the State Planning Council, maintenance and updating of Rhode Island’s State Management Plan, development and publication of a transit program of projects in the Transportation Improvement Program consistent with the recommendations of the Transit Master Plan, and ongoing assistance in implementing the 2040 Long-Range Transportation Plan
- Coordination with State economic development leadership to ensure maximum leveraging of transit investment for job growth and economic benefit

Long Range Planning		
Federal	Local	Total
\$662,801	\$165,700	\$828,501

Appendix C

Indirect Cost Allocation Plan

Purpose of this Document

This Indirect Cost Allocation Plan (ICAP) is 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.

Introduction

The Rhode Island Department of Transportation (RIDOT) 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:

- Section 5303, Metropolitan Planning Program funds;
- Section 5304, Statewide Transportation Planning funds (which are apportioned to the Metropolitan Planning Program);
- Section 5307, Urbanized Area Formula funds; and
- Section 5309, Capital Investment Grants for rail which are apportioned to RIDOT.

FTA Section 5303 and 5304 funds are transferred to FHWA and then to RIDOT through a consolidated planning grant. The Rhode Island Department of Administration, Division of Statewide Planning (RIDSP) is the designated sub-recipient to RIDOT for all Metropolitan Planning Funds from the United States Department of Transportation (USDOT). As the pass-through entity of USDOT Metropolitan Planning Funds, RIDOT is the monitoring agency for the RIDSP's Indirect Cost Allocation Plan.

Methodology

Although certain central services, such as motor pools, computer centers, purchasing, accounting, etc., are eligible indirect costs, the only indirect cost RIDSP assigns as a part of this ICAP is Paid Leave. Paid Leave includes all personal, vacation, and sick leave discharged by an employee. Except for employees with scheduled extended family leave and employees with very high rates of leave accrual, all employees are budgeted eight weeks of paid leave per year, which is based on the historical experience of annual paid leave discharge. The actual Indirect Cost Allocation (Paid Leave) is calculated within thirty days of the close of the State Fiscal Year. The Indirect Cost Allocation is calculated by using the actual paid leave hours discharged by each individual employee during the previous fiscal year, July 1 to June 30, and their individual salary and fringe rate. The Paid Leave *actual* totals are then compared to the Paid Leave *budgeted* totals in the UPWP*. Any difference requiring an end of year adjustment will be made with the next request for reimbursement submitted to RIDOT.

* For more detail, please see the three worksheet tables listed in Section III: Resources; namely,

Table 5.1: FY 2022 Activity and Project Funding Sources by Percentage; Table 5.2: FY 2022 Time Distribution; and Table 5.3: FY 2022 Projected Costs by Activity and Funding Sources.

Appendix D

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:

3. All costs included in this proposal dated X, 2021, establish cost allocations or billings for July 1, 2021 – June 30, 2022 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.
4. 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 Department of Administration - Division of Statewide Planning and State Planning Council / Metropolitan Planning Organization (SPC/MPO)

Signature:



Name of Official: Meredith E. Brady

Title: Associate Director, Division of Statewide Planning and Secretary, SPC/MPO

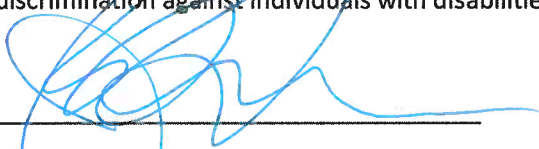
Date of Execution: June 8, 2022

Appendix E

MPO SELF-CERTIFICATION

In accordance with Title 23 CFR 450.336, the Rhode Island State Planning Council sitting as the Metropolitan Planning Organization for the State of Rhode Island hereby certifies to FHWA and FTA that the transportation planning process is addressing the major issues in the metropolitan planning area and are being conducted in accordance with all applicable requirements set forth in;

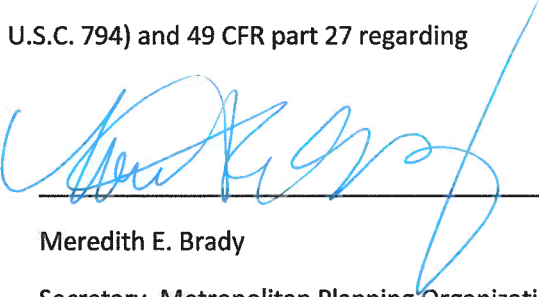
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



James E. Thorsen
Chair, Metropolitan Planning Organization

6-9-22

Date:



Meredith E. Brady
Secretary, Metropolitan Planning Organization

6-9-22

Date: