

FY 19 UNIFIED TRANSPORTATION PLANNING WORK PROGRAM

July 2018-June 2019



Approval Date:

June 14, 2018

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

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.

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, 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: Introduction

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 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 (RISP) who serve as staff to the MPO, it also includes activities undertaken by the Division that are not funded with transportation funds.

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 Development Process

This UPWP is intended to implement State policy as outlined in the State Guide Plan, particularly *Transportation 2037* and *Land Use 2025*. The work program forms a holistic transportation planning process unique to Rhode Island. Rhode Island's unique MPO structure provides significant advantages because the MPO, transit agency, and transportation department all cover the same geographic area; therefore, Rhode Island can plan its transportation system within the context of a statewide vision for the physical, social, and economic development of the State. This work program describes the MPO activities that will help the State to achieve its vision strategically, using a coordinated approach to planning and investment.

The development of the FY 19 UPWP began in January with the solicitation of major new projects from staff of the Rhode Island Department of Administration's Division of Statewide Planning (RISP), as well as from the Rhode Island Department of Transportation (RIDOT), and the Rhode Island Public Transit Authority (RIPTA). Several meetings of the three agencies were held to discuss the projects and ways to better coordinate and fund the work between the agencies. Several drafts of the UPWP were circulated to FTA and FHWA, the State Planning Council (in its role as the MPO), and its Technical and Transportation Advisory Committees for review and comment. Sections I-III were presented for review and comments in April and May, and Section IV was presented in May. Input from those bodies was taken and incorporated into the UPWP. The updated UPWP was then presented again to the MPO and MPO advisory committees for final review and approval. A complete final draft was presented for the MPO's approval in June. The approved UPWP was then submitted to FTA and FHWA for review and approval.

Acronyms used in this Document

CMP = Congestion Management Process

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

FHWA = Federal Highway 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

RIDOT = Rhode Island Department of Transportation

RIGIS = Rhode Island Geographic Information System

RIPTA = Rhode Island Public Transit Authority

RISP = Rhode Island Department of Administration, Division of Statewide Planning

SGP = State Guide Plan

SPC = State Planning Council

STIP = State Transportation Improvement Program

TAC = Transportation Advisory Committee

TIP = Transportation Improvement Program

UPWP = Unified Planning Work Program

USDOT = United States Department of Transportation

Section II: Transportation Planning in Rhode Island

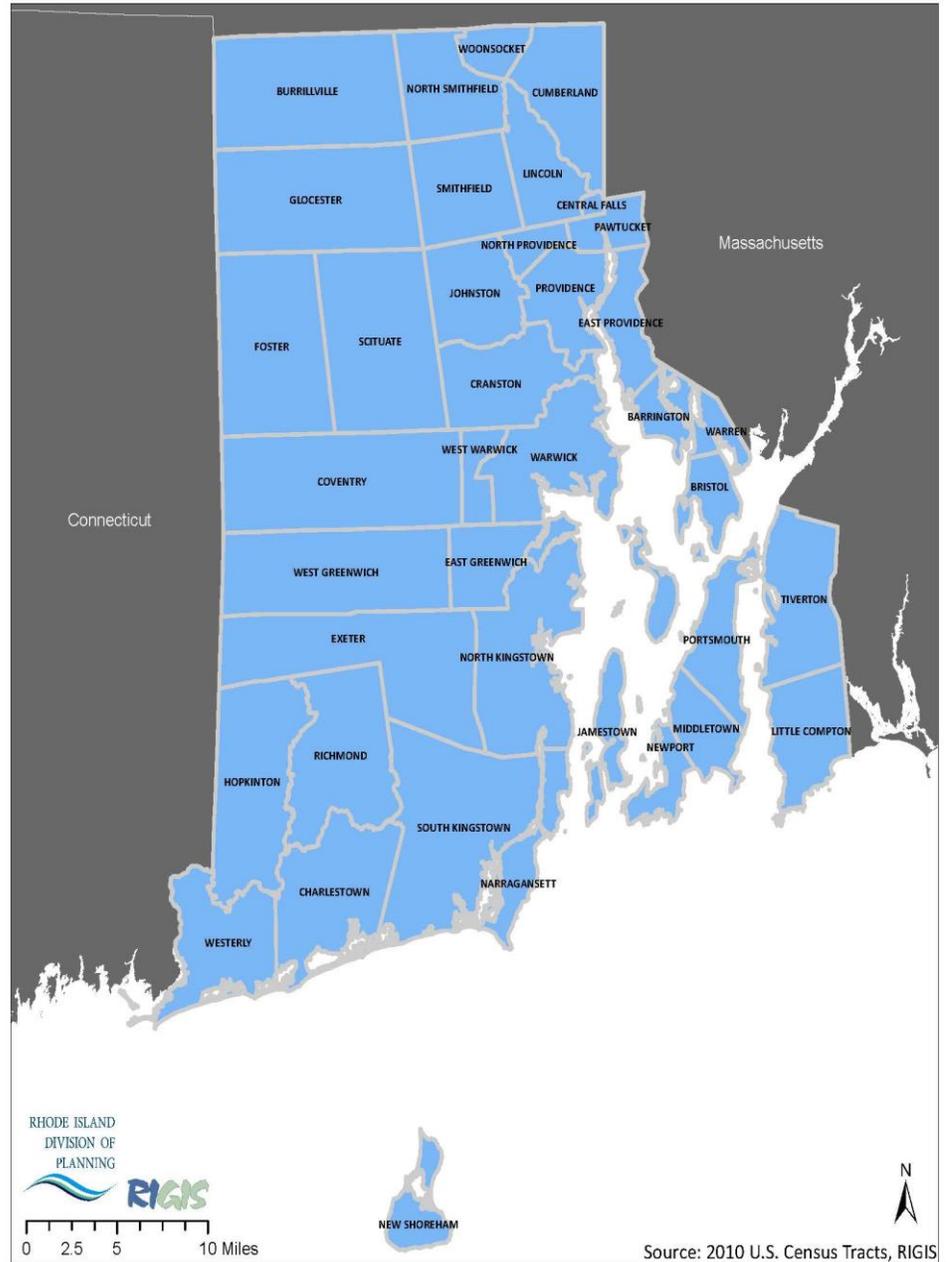
Definition of Area

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 1,060,000 according to the 2017 U.S. Census population estimate. The MPO also includes the Rhode Island portion of the Providence, RI-MA Urbanized Area, the Rhode Island portion of the Norwich-New London, CT-RI Urbanized Area, and the Rhode Island portion of 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

State of Rhode Island - Map of Municipalities

May 2017



Organizational Structure

Governor Philip W. Noel designated the State Planning Council (SPC) 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. RISP, described in detail below, serves as staff to the State Planning Council. The twenty-seven person membership of the SPC is also established in § 42-11-10 and consists of:

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

The State Planning Council is supported by several advisory committees:

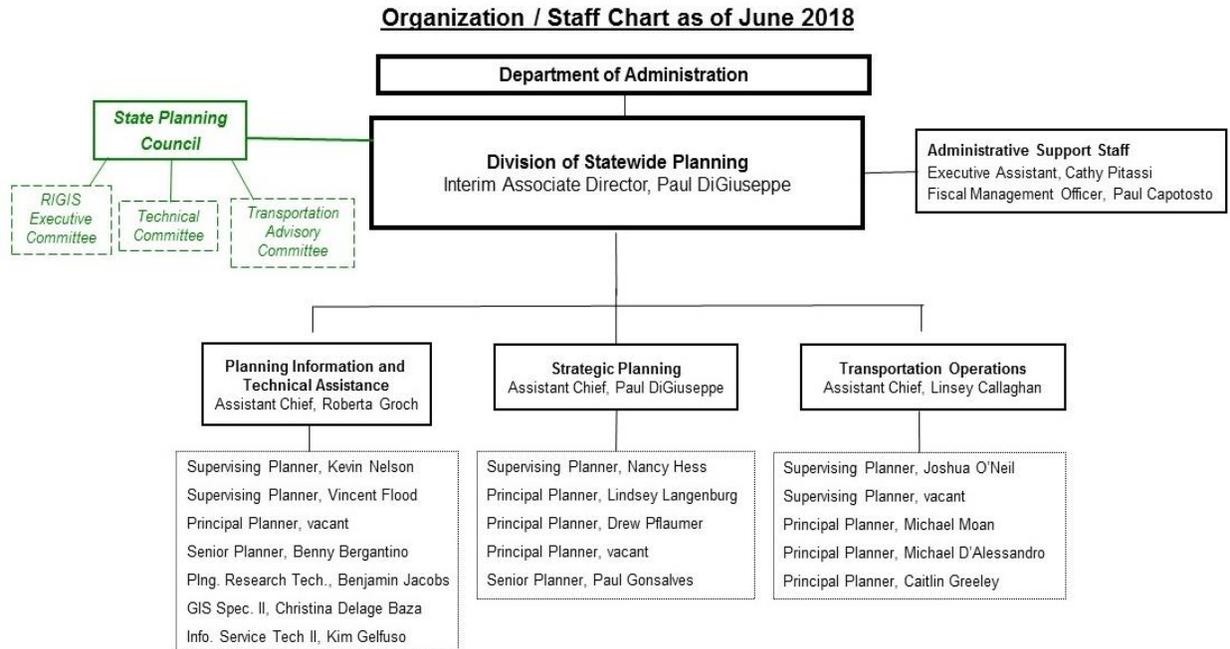
- **The Transportation Advisory Committee (TAC)** advises the SPC on transportation planning and encourages public involvement in the process. The TAC reviews and provides input into transportation planning documents, notably the Long-Range Transportation Plan (LRTP) and the Transportation Improvement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

- **The Technical Committee** provides advice to the SPC and feedback to the staff of the RISP 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 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 includes individuals and organizations with GIS expertise including those in federal, state, and local government, education, consulting services, and utility operation.
- **The Freight Advisory Committee (FAC)** 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 FAC 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 will assist in overseeing the implementation of the 2016 *Rhode Island Freight and Good Movements Plan* and advise on evolving issues affecting freight transportation planning such as goods and materials costs, fuel costs, regulatory constraints and incentives, and industry trends. Currently, 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.
- **The Bicycle Mobility Plan Advisory Committee** has been created to support the TAC and ultimately the SPC by endorsing plans, projects, and other deliverables flowing from the Bicycle Mobility Plan. In addition to the TAC and SPC, the Committee will provide guidance to State agencies concerning funding, public education/awareness, safety, and other issues concerning bicycling. Other support provided by the Committee will be to:
 - Ensure participation with broad public input and community viewpoints;
 - Provide a regional perspective and information on transportation planning, particularly qualitative data;
 - Provide new program ideas to further implementation of the Bicycle Mobility Plan; and
 - Review and advise on materials, proposals, and plans related to bike planning.

The RISP serves as the principal staff of the SPC. RISP prepares and maintains the State Guide Plan (SGP), which consists of a series of long-range plans for the physical, economic, and social development of the State and encourages their implementation. It also coordinates the actions of State, local, and federal agencies and private individuals within the framework of the State's development goals and policies. The basic mission is established by Section 42-11-10 of the Rhode Island General Laws. RISP currently consists of nineteen full time staff who specialize in transportation, land use, natural resources, comprehensive planning, GIS, data analysis, and other related topics (see Figure 2 for the organizational and staff chart). RISP 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, and the Bicycle Advisory Committee. RIDOT has the lead responsibility in many areas of transportation, including safety, intermodal planning, and system operations: the MPO is an active partner and collaborator in these areas. RIDOT also partners with the Massachusetts Bay Transit Authority (MBTA) for the provision of commuter rail service and identifies rail transit projects for inclusion in the TIP. RIDOT is 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 TIP; 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. 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.
- **Municipalities** – The MPO area is comprised of thirty-nine cities and towns that are key partners in the statewide planning process. Municipalities have representation on the State Planning Council, its advisory committees, and other committees as needed. They also identify and prioritize projects and provide the local knowledge and perspective needed to integrate transportation with sustainable land use, economic development, and housing.

**Figure 2
Organization and Staff Chart**



Integrated Long-Range Planning

State Guide Plan

The SGP is Rhode Island’s centralized and integrated long-range planning document. It is not a single document but a collection of plans that have been adopted over many years. It comprises separately published elements covering a range of topics. The State Guide Plan is required by Rhode Island General Law 42-11-10, which states:

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

The SGP provides a degree of continuity and permanent policy direction for the State’s future development. The SPC is responsible for approval of all elements of the SGP, which has four primary functions: it sets long-range goals and policy positions (generally twenty years;) it provides a means to evaluate and coordinate projects or proposals of State importance; it sets

standards for comprehensive community plans; and it serves as a source of information on various topics of statewide importance. Individual SGP elements provide objectives and strategies that advance implementation for specific topics. The creation, adoption, and maintenance of SGP elements allows opportunities for stakeholders, State entities, and their constituencies to be involved. This process seeks to ensure that issues have been thoroughly researched, options have been evaluated, and policies are consistent with other elements.

The SGP also provides a benchmark by which projects or proposals are evaluated for consistency with State goals, objectives, and policies for a variety of contexts. Some involve only State agencies while others involve the interaction of federal or local entities with the State.

Items that are evaluated for consistency with the SGP include:

- direct federal projects within the State;
- applications for U.S. Army Corps of Engineers permits;
- environmental impact statements;
- Rhode Island Commerce Corporation projects;
- projects being reviewed by the Energy Facility Siting Board;
- applications for various loans, grants, or other funding coming from the State; and
- property leases and conveyances proposed before the State Properties Committee.

The SGP currently contains eighteen elements that can be grouped into functional areas:

Economic Development

- “Rhode Island Rising” (2014) – Profiles the State’s economy using key indicators and presents goals, policies, and strategies for the enhancement of the economy.

Energy

- “Energy 2035: Rhode Island State Energy Plan” (2015) – Sets goals and makes recommendations for meeting future energy requirements that consider the State’s economic development, transportation, and environmental needs.

Historical Preservation and Cultural Heritage

- “Rhode Island State Historical Preservation Plan” (1996) – Describes the planning process for historical preservation. It includes setting priorities, goals, policies, and strategies.
- “Cultural Heritage and Land Management Plan for the Blackstone River Valley National Heritage Corridor” (1990) – This plan guided the management and development of the Blackstone River Valley National Heritage Corridor.

Housing

- Rhode Island Five Year Strategic Housing Plan (2006) – Quantifies housing needs and identifies implementation strategies to address these needs.
- State Housing Plan (March 2000) – Establishes housing goals and policies, analyzes major housing problems in Rhode Island and makes recommendations for action.

Land Use

- Land Use 2025: Rhode Island’s State Land Use Policies and Plan (2006) – Sets forth a statewide land use policy with a twenty-year time horizon. It covers general land and economic development, housing, energy, transportation, conservation, recreation, and open space.

Natural Resources

- “Forest Resources Management Plan” (2005) – Establishes a vision, goals, policies, and recommendations for the management of tree resources for effective public and private stewardship of the State’s tree and forest resources. Serves to meet the need to address federal funding eligibility requirements for U.S. Fish and Wildlife programs.
- “Urban and Community Forestry Plan” (1999) – Establishes a vision, goal, policies, and recommendations for the management of tree resources within the built environment.

Recreation and Open Space

- “Ocean State Outdoors: Rhode Island’s Comprehensive Outdoor Recreation Plan” (2009) – Sets policies and action agendas for providing priority recreation needs while protecting the state’s resource base. Assesses the status of issues and needs in recreation resources, land preservation, and resource protection. Serves to meet the need to address federal funding eligibility requirements for U.S. National Park Service programs.
- “A Greener Path: Greenspace and Greenways for Rhode Island’s Future” (1994) – Sets forth policies and recommendation to create a system of state and local greenspaces and greenways, including natural corridors, trails, and bikeways.

Solid Waste Management

- “Solid Waste 2035: Rhode Island Comprehensive Solid Waste Management Plan” (2015) – Describes existing practices, programs, and activities in all solid waste management areas. Sets goals, policies, and makes recommendations regarding source reduction, recycling, landfilling, management of special wastes, and financing costs of the system. Serves to meet the need for a solid waste management plan as required by the Federal Resource Conservation and Recovery Act of 1976 and the Statewide Resource Recovery System Development Plan.

Transportation

- “State Airport System Plan” (2011) – Establishes goals, objectives, policies, and strategies for the development and management of the State’s airports. It includes an overview of system needs through the year 2021.
- “Transportation 2037” (2017) – Provides a long-range framework, goals, policies, and recommendations for the movement of both goods and people. It encompasses the highway system, public transit, transportation system management, bicycle travel, pedestrian, intermodal, and regional transportation needs.
- “Rhode Island State Rail Plan” (2014) – Addresses passenger and freight rail transportation needs over the next twenty years, describes the State’s existing rail systems, assesses future needs, and includes prioritized short and long-term investment programs.

- Rhode Island Waterborne Passenger Transportation Plan (1998) – Analyzes the potential for expanded use of Rhode Island's waters for passenger transportation and makes recommendations for long-range development of water transportation services and facilities.

Water Resources

- “Rhode Island Water 2030” (2012) – Examines issues connected to drinking water including availability, demand, management, and protection, as well as the operation and maintenance of water systems. Establishes goals, policies, and actions to maintain existing and protecting future water supplies.
- “Water Quality 2035: RI Water Quality Management Plan” (2016) – Establishes goals, policies, and actions for the protection and restoration of all the State’s water resources, both fresh and salt water. It serves as the nonpoint source management program required by the U.S. Environmental Protection Agency and the National Oceanic and Atmospheric Administration.

Comprehensive Plans

Rhode Island General Law 45-22.2, the Comprehensive Planning and Land Use Regulation Act, requires every Rhode Island community to adopt a comprehensive community plan, which is required to be consistent with the SGP. The SGP serves both as a guidance document to municipalities as they formulate their individual comprehensive plans and subsequently as a standard by which the State reviews the plans.

Overview of Interconnected Planning Process in Rhode Island

The fact that Rhode Island’s MPO, transit agency, and department of transportation all cover the same geographic area allows the State to more fully plan for transportation in a larger context with land use, housing, and economic development, all of which are integrally connected with the transportation system. As described below, Rhode Island’s system of interconnected planning allows us to analyze and, in some cases, help shape where people are working, where they are living, where their children go to school, where they recreate and where they shop; these are the things that cumulatively drive our transportation choices. How fast we can move people to and from these places is only part of the equation; we also want to help shape how far apart these places are. The more efficient the locations, the more our highway, transit, bike, and pedestrian resources can be used effectively to benefit the highest numbers of people. This is where Rhode Island can capitalize on its unique circumstances, not only from a planning standpoint but from a governmental structure standpoint.

As previously mentioned, the SPC is the designated MPO for the State. The primary duties of the SPC include: setting land use and development policy through the SGP (of which the LRTP is an element); programing federal and State transportation investments through the TIP process; and establishing this annual UPWP. The primary staff of the SPC is the Department of Administration’s Division of Statewide Planning. Each staff member’s specific contribution is outlined in Section IV of this UPWP.

Another advantage that Rhode Island capitalizes on is its reciprocal system of land use planning, whereby the State sets broad goals and policies through the SGP and municipalities express local

desires and conditions through the development of local comprehensive plans, which serve as the basis for land use regulation and establish an implementation program for achieving each community's stated goals. All local land use decisions must be consistent with the local comprehensive plan, making it an important tool in the implementation of State policy. To ensure that local plans are in line with the policies presented in the SGP, local comprehensive plans are reviewed by the State for consistency. Once approved, comprehensive plans become binding on State agencies by requiring conformance of their programs and projects to the comprehensive plan. This is a great process for the practical implementation of USDOT's "3C" program of Continuous, Comprehensive, and Cooperative planning between State and municipal governments (Figure 3).

Figure 3.

The "3C" Planning Process

The 3 Cs define an approach to valuable transportation planning and are required by the federal government:

Continuing: Transportation planning should incorporate all the stages and levels of the process and observe all modes to ensure balanced planning, programming, and implementation. Transportation planning should be done with the recognition of the necessity for continuous reevaluation of data and plans.

Comprehensive: Transportation planning should consider all the stages and levels of the process and examine all modes to ensure balanced planning and programming, planning economics, environmental resources, and population.

Cooperative: Transportation planning should be a process designed to encourage involvement and participation by all users of the system including businesses, community groups, environmental organizations, the traveling public, freight operators, and the general public.

Recent Funding Initiatives

Over the past few years, Rhode Island has taken some key steps to provide sustainable transportation infrastructure funding and broaden available resources. These steps include:

- Redirection of the gas tax to focus on transportation needs;
- Replacement of biennial bond borrowing with an increase in registration and license fees along with Rhode Island Capital Plan funds to provide the State match for the annual federal transportation program;
- Refinance of existing general obligation bonds to soften the anticipated sharp peak in debt service payments;
- Creation of the Rhode Island Highway Maintenance Account and a shift of future funding from transportation-related sources, such as registrations, title fees, gas tax indexing, and other accounts to establish a State-funded pool for critical transportation infrastructure projects; and,
- Adoption of RhodeWorks by the Rhode Island General Assembly in February 2016. RhodeWorks is a transportation infrastructure improvement funding plan which calls for the repair of the State's deteriorating bridges. The proposal funds projects in two ways: 1) borrowing \$300 million against future federal highway funding and refinancing old borrowing to yield an additional \$120 million and 2) imposing a new toll on large commercial trucks, which is expected to bring in \$45 million a year when operational.

Section III: Planning Priorities

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 19 Activities | MAP-21 | | | | | | | | FAST ACT | |
|---|--------|---|---|---|---|---|---|---|----------|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1 – Management and Administration | | | | | | | X | | | |
| 2 – Transportation Improvement Program | 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 | |

| FY 19 Activities (continued) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|----|
| 7 – Long-Range Planning | X | X | X | X | X | X | X | X | X | X |
| 8 – Intergovernmental Coordination | X | X | | X | X | X | X | X | X | X |
| 9 – Planning Information | X | X | X | X | X | X | X | X | X | X |
| 10 –Public Information, Outreach, and Equity | | | | | X | X | X | | | |
| 11 –Climate Change Resiliency, Adaptation, and Mitigation | X | X | | | X | X | X | X | X | X |
| 12 –Support to Other State Agencies and Municipalities | X | X | | X | X | X | X | X | X | X |
| 13 –Special Projects and Activities Not Federally Funded | | | | | | | | | | |
| 13.1 – Energy Facility Siting Review | | | | | | | | | | |

The remainder of this document includes a listing of each activity covered in the UPWP, an objective for each activity, the routine tasks for each activity, and any specific projects that will be undertaken as a means to advance the objective. “Projects” are generally classified as non-routine work items for which specific schedules and deliverables can be identified upfront. The MPO’s intent in making the distinction between routine tasks and clearly definable projects is to provide additional detail and transparency relative to project management while simplifying quarterly reporting requirements by focusing on the status of projects as opposed to routine tasks.

Following each of the activity descriptions is a table displaying financial commitments by agency. If a project has a different funding split than the activity area, it is so noted in the funding table.

Activity 1 – Management and Administration

Objective: Ensure that the transportation planning process is in conformity with any and all applicable federal and State laws, regulations, and guidance. 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. Maintain a collaborative performance management system through performance measures, targets, and metrics.

Tasks:

- a. Preparation and approval of the annual Unified Planning Work Program.
- b. 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.
- c. 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.
- d. Prepare and submit quarterly reports to FHWA. This task also includes preparation and participation in the certification review of the transportation management area when applicable.
- e. Collect and report performance data to the RI Office of Performance Management to improve transparency and accountability of State government operations.
- f. Attend training sessions, seminars, conferences, etc. Participate in professional organizations.
- g. Attend regularly scheduled staff meeting of the Division of Statewide Planning. Order supplies, computer equipment, etc. as needed.

| | RISP | FHWA | FTA | Other | Total |
|--------------------------------------|--------------------|--------------------|-------------------|-------|-----------|
| Activity 1 (salary and operating) | \$115,908 (23%) | \$302,369 (60%) | \$85,671 (17%) | \$0 | \$503,948 |

Activity 2 – State Transportation Improvement Program (STIP)

Objective: Ensure that financial planning for transportation responds to current needs, reflects available resources, and meets all federal and State mandates.

Tasks:

- a. In close cooperation with RIDOT and RIPTA, oversee the State Transportation Improvement Program process for Rhode Island including the identification and selection of transportation projects that address the needs of the State and advance the goals of Long-Range Transportation Plan, documenting modifications and amendments to the Program, and providing information related to the Program to stakeholders and the public.
- b. Enhance and maintain the STIP database in terms of design, maintenance, workflow, reporting and form applications, etc. Maintain backup versions of database and log date of edits, what edits were made and what entity made the change etc.
- c. Monitor and evaluate the STIP update processes; recommend improvements as needed.

Projects:

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

Project Overview: This project is a continuation and refinement of the STIP Process and Database Enhancements project that began in FY 18. It is for the identification, selection, and integration of a software platform to support the development of an Electronic State Transportation Improvement Program database and online mapping application. The E-STIP software 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. This function will also greatly improve the staffing workflow and public transparency.

Project Lead: RISP

Partners: RIDOT

FY 19 Tasks by Quarter:

Quarter 1

- Meet with stakeholders on desired software functionality
- Complete and submit an application for the STIP software to the DOA Division of Information Technology Project Review Committee

Quarter 2

- Develop Request for Proposals (RFP) or identify a vendor through State of Rhode Island Master Price Agreement
- Issue RFP or select a vendor
- Work with vendor/provider on E-STIP software solutions

Quarter 3

- Continue to work with vendor/provider on software solutions
- Transition STIP database to new E-STIP software
- Implement E-STIP software/system

Quarter 4

- Continue to implement E-STIP software/system
- Institute appropriate database integrity security measures
- Identify and remedy any glitches in E-STIP software or applications
- Integrate software onto the Division of Statewide Planning website
- Schedule and hold training workshop(s) for appropriate staff at RISP, RIDOT, and RIPTA on how to work with E-STIP

Deliverables:

- E-STIP software system and public facing website capabilities

Project Cost (other than staff time): \$410,000 (\$328,000 FHWA; \$82,000 RIDOT)

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Project 2.2: Performance-Based Project Selection Criteria for Transportation Alternatives and Transit Projects

Project Overview: This project will develop transparent and data-driven performance-based project selection criteria for prioritizing investments in transportation alternatives (bicycle and pedestrian) and transit (bus and rail) projects proposed for the State Transportation Improvement Program (STIP). Prioritizing and programing these investments in the STIP according to data driven solutions will put Rhode Island on an effective and responsible path to maximizing the return on our transportation infrastructure investments. This effort will utilize the Transportation Advisory Committee and the State Planning Council for developing guidance for scoring projects and overseeing the implementation of the proposed project selection criteria framework.

Project Lead: RISP

Partners: RIPTA, RIDOT

FY 19 Tasks by Quarter:

Quarter 1

- No activity planned

Quarter 2

- Meet with internal stakeholders on revised process/direction
- Review other DOTs or MPOs performance based criteria for Transportation Alternatives and Transit projects
- Develop a plan development of criteria for Transportation Alternatives and Transit

Quarter 3

- Develop draft criteria
- Meet with internal stakeholders to review proposed criterial
- Share and solicit feedback from the TAC and SPC

Quarter 4

- Make revisions to criteria and finalize
- Meet with internal stakeholders to finalize criteria
- Share finalized criteria with the TAC and SPC and request adoption

Deliverables:

- Criteria guide for Transportation Alternatives and Transit STIP selection

Project Cost (other than staff time): \$0

Project 2.3: Project Estimates from Applicants for STIP Projects

Project Overview: This project will help improve the cost estimates associated with STIP applications and includes an in-house study of changes to the STIP application process to improve municipal estimates for proposed STIP projects. Estimates at the application stage should, but do not always, include the use of RIDOT standards and specifications for projects, sometimes underestimate right-of-way needs, Americans with Disability Act compliance, and environmental permitting costs. The study will also consider developing methods to allow for estimates developed in the current STIP year to be adjusted according to changes in costs to design and construct projects based on industry standards to provide for more reliable out-year programming.

Project Lead: RIDOT

Partners: RISP

FY 19 Tasks by Quarter:

Quarter 1

- Review and revise STIP application
- Research and develop Master Price Agreements for estimating projects

Quarter 2

- Develop cost escalation methods (for use on projects programmed in STIP out-years)
- Develop RIDOT soft-cost estimates (for true accounting of project cost to be programmed)

Quarter 3

- Distribute guidance to municipalities and post on Division’s website
- Host a public education session
- Project complete

Deliverables:

- A guide demonstrating professionally acceptable ways to estimate STIP project costs.

Project Cost (other than staff time): \$0

Project 2.4: State Transportation Improvement Program (STIP) – Process Improvements

Project Overview: Update the Procedures to Amend and Modify the State Transportation Improvement Program Memorandum of Understanding (MOU) between the Rhode Island State Planning Council, the Rhode Island Department of Transportation, and the Rhode Island Public Transit Authority. An update to the MOU is necessary because the funding categories of the STIP have changed since the existing MOU was executed in 2003. The program funding amounts and thresholds for amendments and adjustments also need to be better aligned with the

current funding levels of the STIP, which are over \$6.5 billion for FY 2018-2027. The updated MOU will also take into account process changes that come as the Division shifts to an Electronic (E) based STIP, or E-STIP.

Project Lead: RISP

Partners: RIDOT, RIPTA

FY 19 Tasks by Quarter:

Quarter 1

- Identify objectives for a new MOU
- Meet with RIPTA and RIDOT on revised process/direction
- Meet with FHWA and FTA on intent of modifying MOU

Quarter 2

- Continue to meet with RIPTA and RIDOT on revision to the MOU
- Draft a proposed MOU
- Meet with RIPTA and RIDOT on proposed MOU
- Meet with FHWA and FTA on proposed MOU
- Solicit feedback from the SPC and TAC

Quarter 3

- Incorporate changes based on feedback into the MOU
- Continue to meet with RIPTA and RIDOT on proposed MOU
- Present proposed MOU to the SPC and TAC

Quarter 4

- Execute signatures of MOU

Deliverables:

- Revised and updated MOU between the SPC, RIDOT, and RIPTA for the Procedures to Amend and Modify the STIP

Project Cost (other than staff time): \$0

| | RISP | FHWA | FTA | Other | Total |
|--------------------------------------|-------------------|--------------------|-------------------|-------------------|-----------|
| Activity 2 (salary and operating) | \$35,872 (20%) | \$116,585 (65%) | \$26,904 (15%) | \$0 | \$179,361 |
| Project 2.1 (E-STIP) | \$0 | \$328,000 (80%) | \$0 | \$82,000 (20%) | \$410,000 |
| Total | \$35,872 | \$444,585 | \$26,904 | \$82,000 | \$589,361 |

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

Objective: Improve the performance of the existing transportation system in order to relieve recurring and non-recurring vehicular congestion and maximize safety and mobility for people and goods through methods 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 FAST Act 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.

Tasks:

- a. Participate in the Congestion Management Process to analyze the multi-modal transportation system using performance measures, define congested corridors, and implement strategies for reducing recurring congestion in defined problem areas. Work with RIDOT and other members of the Congestion Management Task Force.
- b. 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 objectives.
- c. Participate with RIDOT in efforts to increase bicycle and pedestrian safety and the development of a Vulnerable Road User Safety Action Plan.
- d. Coordinate with the Department of Health through participation in the Pedestrian Action Team Program, which will aid municipalities in becoming more walkable and safer for pedestrians.
- e. Participate in Road Safety Audits as requested by RIDOT.
- f. Serve on the Advisory Committee working to implement the recommendations of the Strategic Highway Safety Plan.
- g. 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.
- 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. Collaborate with the Department of Administration's Director's Office to implement policies and programs to reduce single occupancy vehicle trips by State employees.
- 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. Work with RIDOT on implementation of Strategic Highway Research Program II products.
- l. Participate in the selection of projects for the University of Rhode Island Transportation Center / RIDOT Joint Research Program.
- m. Meet regularly and partner with regional planning agencies, adjacent Metropolitan Planning Organizations, and larger regional organizations on mutually-beneficial projects.

Projects:

Project 3.1: Congestion Management Process

Project Overview: Update the Congestion Management Process (CMP) to better identify the causes of recurring congestion, have a greater emphasis on multimodal travel, and make better use of travel time data as well as performance measures. The updated CMP will analyze the State's transportation network and identify congested corridors and strategies to minimize congestion. The plan will be used to guide the investment of future funding into the State's overall transportation system through a program of recommended short, medium, and long-term capital improvements to reduce congestion on the roadways. It will also evaluate strategies for both their anticipated and experienced effectiveness. This plan will reach across all modes of transportation and seek to make modal connections and improvements consistent with sound land use planning in an effort to increase overall mobility, modal choice, and safety for residents, businesses, employees, and visitors while decreasing traffic congestion and its negative impacts on our environment, economy, and quality of life. The updated CMP will advance the goals of the Long-Range Transportation Plan and strengthen the connection to the State Transportation Improvement Program.

Project Lead: RISP

Partners: Congestion Management Task Force

FY 19 Tasks by Quarter:

Quarter 1

- Execute an MOU with RIDOT
- Develop draft scope of work and/or RFP for consultant support

Quarter 2

- Finalize RFP for consultant support
- Release RFP for consultant support

Quarter 3

- Identify preferred consultant and execute a contract
- Develop a detailed work plan in collaboration with the selected consultant and begin development of the CMP
- Hold project kick off meeting
- Begin development of the CMP Plan
- Continue regular meetings of the Congestion Management Task Force (CMTF)

Quarter 4

- Continue development of the CMP Plan
- Continue regular meetings of the CMTF

FY 20 Tasks by Quarter:

Quarter 1

- Continue development of the CMP Plan
- Continue regular meetings of the CMTF

Quarter 2

- Continue development of the CMP Plan
- Continue regular meetings of the CMTF

Quarter 3

- Complete a final draft of the CMP Plan that is approved by the CMTF.
- Continue regular meetings of the CMTF.

Quarter 4

- Present the CMP Plan to the Transportation Advisory Committee and State Planning Council for information.
- Continue regular meetings of the Congestion Management Process Plan to plan for implementation.

Deliverables:

- Congestion Management Plan

Project Cost (other than staff time): \$350,000 (\$280,000 FHWA; \$70,000 RIDOT)

Project 3.2 Addressing Active Transportation Issues to Stimulate Local Economies

Project Overview: This project is a continuation from FY 18. It is intended to enable municipalities to access planning, transportation, and design expertise to define multimodal transportation problems, explore alternatives, and create conceptual plans to support economic development efforts in their communities. Three municipalities were initially selected in FY 18 to receive assistance for planning specific multimodal transportation problems, such as traffic control, intermodal connectivity and access, safety, parking, or other issue(s). RISP will coordinate planning, transportation, and design professionals for several days of onsite technical review and evaluation of the problem. In addition, RISP 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 Lead: RISP

Partners: Municipalities

FY 19 Tasks by Quarter:

Quarter 1

- The municipalities will meet with the chosen consulting firm on their individual projects
- Begin public participation

Quarter 2

- Continue working with municipalities and consultants on projects
- Public outreach continues

Quarter 3

- Draft reports and concept renderings issued
- Presentation of reports to public

Quarter 4

- Consultants incorporate comments on draft reports
- Final reports issued

Deliverables:

- Three municipalities with conceptual plans or resolutions to multi-modal issues affecting their economic development efforts

Project Cost (other than staff time): \$350,000 (\$280,000 FHWA; \$70,000 municipal match)

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Project 3.3: Transit-Oriented Development Planning

Project Overview: Create an information clearinghouse including an interactive map of development opportunities and regulations around transit hubs, create model transit oriented development zoning ordinances for municipalities, and establish a statewide Transit Oriented Development (TOD) designation program. The purpose of this project is to create a unified voice for TOD in Rhode Island and to better align transit investments with land use planning across the State. By combining transit investments with corresponding land use regulations, it is possible to ensure growth occurs in a predictable way that accomplishes the State goals of reducing dependency on Single Occupancy Vehicle transportation, preserving undeveloped spaces, unlocking economic development opportunities, and improving the health of Rhode Islanders through the creation of dense, walkable places around transit hubs. To accomplish these goals, RISP will utilize the TOD Working Group to provide additional development incentives.

Project Lead: RISP

Partners: RIDOT, RIPTA, municipalities with passenger rail stations

FY 19 Tasks by Quarter:

Quarter 1

- Establish regular quarterly meetings of the TOD Working Group
- TOD Definition - Finalize at Working Group meeting
- Information Clearinghouse - Compile information/data (regulations, parcel availability, transit service, incentives available, etc.) for the development of the interactive map and begin design work
- TOD Model Ordinances - Collect and synthesize TOD ordinances from similar urban and suburban contexts
- Interactive Map - Complete a working draft containing information on regulations, parcel availability, transit service, incentives available, etc.
- TOD Designation Program - Draft criteria and potential incentives for a State TOD designation program and present to the Working Group

Quarter 2

- Information Clearinghouse - Finalize design work and present to TOD Working Group
- TOD Model Ordinances - Present draft models to TOD Working Group
- Interactive Map - Continue to add new data as available regarding regulations, parcel availability, transit service, incentives available, etc.
- TOD Designation Program - Refine designation criteria and work with State and municipal partners to establish viable incentives. Criteria to be presented to Working Group

Quarter 3

- Information Clearinghouse - Finalize and release alongside interactive map. Present to TOD Working Group.
- TOD Model Ordinances - Finalize and release, sharing directly with the relevant municipalities. Present to TOD Working Group.
- Interactive Map - Finalize initial map. Updates to be done on a rolling basis to reflect changing conditions. Present to TOD Working Group.
- TOD Designation Program - Refine possible incentives and present draft to TOD Working Group

Quarter 4

- Present Information Clearinghouse, TOD Model Ordinances, and Interactive Map to Transportation Advisory Committee and State Planning Council.
- Update all as needed.
- TOD Designation Program - Finalize desired incentives and work with the TOD Working Group to determine necessary steps to implement the TOD Designation Program.

Deliverables:

- Rhode Island specific definition of TOD
- Clearinghouse of information on TOD in Rhode Island
- Online maps of TOD areas containing development opportunities and regulations
- TOD model ordinances for TOD areas in urban and suburban contexts
- TOD designation program and available State/local incentives

Project Cost (other than staff time): \$0

Project 3.4 Tri-Party Agreement Amendment

Project Overview: Develop a supplement to the Tri-Party Agreement between the SPC, 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 associated federal rulemaking as well as the Corrective Action under Finding 4.1.3 of the MPO Certification Report.

Project Lead: RISP

Partners: RIDOT, RIPTA

FY 19 Tasks by Quarter:

Quarter 1

- Convene RIPTA and RIDOT to discuss the scope of the agreement and timeline for execution
- Create initial draft of agreement
- Identify what data needs to be collected and responsibility parties

Quarter 2

- Identify which State planning documents require performance measures and targets and coordinate between the planning efforts of the three agencies to ensure the plans are identified in the Tri-Party Agreement

- Create a final draft agreement
- Present draft agreement to the State Planning Council for approval
- Sign agreement with SPC, RIDOT, and RIPTA

Deliverables:

- Amendment to the Tri-Party Agreement

Project Cost (other than staff time): \$0

| | RISP | FHWA | FTA | Other | Total |
|--|-------------------|--------------------|-------------------|-------------------|-------------|
| Activity 3 (salary and operating) | \$61,253 (20%) | \$199,073 (65%) | \$45,940 (15%) | \$0 | \$306,266 |
| Project 3.1 (CMP) | \$0 | \$280,000 (80%) | \$0 | \$70,000 (20%) | \$350,000 |
| Project 3.2 (Trans. to Stimulate Economies) | \$0 | \$280,000 (80%) | \$0 | \$70,000 (20%) | \$350,000 |
| Total | \$61,253 | \$759,073 | \$45,940 | \$140,000 | \$1,006,266 |

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.

Tasks:

- a. Provide technical advice and assistance to RIDOT and RIPTA with public transit planning efforts.
- b. Identify, assess, and enhance transit access, connectivity, and mobility.
- c. Provide technical assistance to RIPTA and the City of Providence in advancing the Downtown Enhanced Transit Corridor.

Projects:

Project 4.1: Transit Master Plan

Project Overview: This project is a continuation from FY 18. The purpose of the Transit Master Plan is to identify opportunities for transit network efficiencies, enhancement, and expansion, resulting in a list of clearly identified operational and capital transit projects to be implemented in the coming five to twenty years. The Transit Master Plan will involve significant public participation and analysis of ridership trends and development potential in order to create a clear direction for the growth of transit ridership in Rhode Island. Multiple modes will be evaluated, including bus, bus rapid transit (BRT), rail, ferry, and emerging alternatives, to determine those that best meet identified public transportation needs and build a culture of transit. Funding opportunities such as Small Starts, New Starts, and statewide bond issuance will be identified for each project in the plan. Public-private partnerships, innovative funding strategies, and alternative service delivery models will be considered and, as with mode options, will be evaluated based on best fit and potential return on investment.

This project is distinct from the Long-Range Transportation Plan in that it specifically focuses on transit investment, establishing a work program for RIPTA and RIDOT’s Office of Transit to pursue. The planning process will address Rhode Island’s existing organizational structure governing transit planning, development, and operations, and will result in recommendations regarding clarity of roles and best options to ensure efficient project delivery and maintenance.

Project Lead: RIPTA

Partners: RISP, RIDOT

FY 19 Tasks by Quarter:

Quarter 1

- Continue working group meetings
- Initiate preparation of draft study
- Develop Public Involvement section of the Plan
- Develop the Evaluation Framework section of the Plan

Quarter 2

- Continue working group meetings
- Conduct public outreach
- Develop Transit System Overview section of the Plan

- Develop Market and Trend Analysis section of the Plan

Quarter 3

- Conduct public outreach
- Develop the Emerging Technologies and New Transportation Options section of the Plan
- Develop the State of the System Report
- Develop the Identification of Strategies section of the Plan

Quarter 4

- Conduct public outreach
- Continue working group meetings
- Develop the Scenario Development and Evaluation section of the Plan
- Develop the Funding and Implementation Strategies section of the Plan

FY 20 Tasks by Quarter:

Quarter 1

- Develop Final Recommendations section of the Plan
- Begin final drafting report

Quarter 2

- Review draft study and implementation plan

Quarter 3

- Present to TAC for comment
- Complete final report
- Present to State Planning Council for approval

Deliverables:

- Transit Master Plan

Project Cost (other than staff time): \$600,000 (\$94,260 FHWA; \$354,740 FTA; \$131,000 RIDOT; \$20,000 RIPTA)

Project 4.2: TF Green Amtrak Stop

Project Overview: This project will advance the concept for a new Amtrak stop beyond feasibility. The project will focus on infrastructure needs and cost estimates. It is anticipated that minimum station needs will include an electrified fourth track, electrification (and potential undercutting) of the existing third track, and an eastbound passenger platform.

In the summer of 2017, a feasibility study for intercity rail connections to TF Green Airport was completed by RIDOT, Amtrak, and the Federal Railroad Administration (FRA). Adding Northeast Regional service to the existing MBTA station in Warwick was deemed feasible and recommended for advancement. Amtrak has expressed interest and support, and RIDOT’s Office of Transit will work closely with Amtrak on this phase, including but not limited to rail operations, conceptual layouts, environmental screening, and capital cost estimate refinements.

It is anticipated that Amtrak will procure the consultant services for this work.

Project Lead: RIDOT Office of Transit

Partners: FRA, Amtrak, Rhode Island Airport Corporation (RIAC)

FY 19 Tasks by Quarter:

Quarter 1

- Execute MOU between RIDOT and Amtrak regarding scope, schedule, and budget
- Award consultant NTP
- Hold kick-off meeting with stakeholders, including RIDOT, Amtrak, and RIAC

Quarter 2

- Conduct qualitative assessment of surface and sub-surface topography in and around the TF Green Airport Station area
- Establish preferred conceptual layout/schematics for station stop and track infrastructure

Quarter 3

- Draft 10% plans
- Draft capital cost estimate

Quarter 4

- 10% plans complete
- Capital cost estimate complete

Deliverables:

- 10% Plans and Capital Cost Estimates

Project Cost (other than staff time): \$400,000 (\$300,000 FHWA; \$25,000 FTA; \$75,000 RIDOT)

Project 4.3: Human Services Transportation Technology Integration Strategy

Project Overview: This project will provide an action plan for integrating of Rhode Island’s human services transportation (HST) services, including a single fare card and integrated payment system for all RIPTA, NEMT, Veterans, Seniors, RI Works, and other special needs public transportation riders. Building on the State’s recently adopted “Coordinated Public Transit-Human Services Transportation Plan”, this project will leverage RIPTA’s newly acquired, state-of-the-art fare technology (upgrade in progress) to improve mobility for Rhode Islanders, especially those most in need of financial and logistical assistance in accessing and navigating the State’s transportation system. Additionally, this project will aid the newly-established statewide HST Coordinating Council in delivering a positive report to the Governor and General Assembly, and will position Rhode Island favorably for discretionary “rides to wellness”-type grants such as those offered periodically by the FTA.

Project Lead: RIPTA

FY 19 Tasks by Quarter:

Quarter 1

- Issue consultant RFP

Quarter 2

- Notice to proceed

Quarter 3

- Draft action plan

Quarter 4

- Complete plan

Deliverables:

- Action plan for human services transportation technology integration

Project Cost (other than staff time): \$80,000 (\$64,000 FTA; \$16,000 RIPTA)

Project 4.4: Strategic Transit Business Initiatives

Project Overview: This project seeks to grow transit ridership and support mode shift through targeted business improvements focusing on customized business development planning and quality market research. The project will support implementation of existing plans, interagency partnerships, and priority statewide initiatives. Specifically, it will strengthen Rhode Island’s Commuter Resource RI and EC4 partnerships through:

- Shared mobility action plan including performance measures and targets
- Market research including surveys, interviews, and focus groups targeting both non-transit (80%) and transit (20%) riders, to increase understanding of traveler behaviors, preferences, satisfaction levels (including non-work trips)
- Identifying specific strategies and targets for growing EcoPass program and bundling fare products and incentives into an integrated family of mobility services (“bus plus”)

Project Lead: RIPTA

FY 19 Tasks by Quarter:

Quarter 1

- Issue consultant RFP

Quarter 2

- Notice to proceed

Quarter 3

- Draft action plan

Quarter 4

- Complete plan

Deliverables:

- Survey and/or focus group results and analysis
- Business plan detailing steps to enhance Commuter Resource RI, including growth targets for RIPTA pass programs and other alternative commuting programs

Project Cost (other than staff time): \$62,500 (\$50,000 FTA; \$12,500 RIPTA)

Project 4.5: Transit Infrastructure Sustainability Plan

Project Overview: This project seeks to grow transit ridership and support mode shift through targeted infrastructure improvements. The project will support implementation of existing plans, interagency partnerships, and priority statewide initiatives. Specifically, it will support implementation of RIPTA’s Sustainable Fleet Transition Plan through:

- Identification of specific infrastructure investments to support transition to a ZEV transit fleet, including garage, yard, maintenance facility, and on-road infrastructure at RIPTA’s Elmwood campus and transit hubs throughout the State
- Planning for the re-use and improvement of existing facilities for increased sustainability and green fleet support
- Leveraging investments in emerging technologies including solar, renewable electric, wind, graywater capture and reuse, and LED

Project Lead: RIPTA

FY 19 Tasks by Quarter:

Quarter 1

- Issue consultant RFP

Quarter 2

- Notice to proceed

Quarter 3

- Draft action plan

Quarter 4

- Plan complete

Deliverables:

- Roster of action steps to upgrade RIPTA infrastructure and facilities to meet sustainability goals
- Preliminary budget with potential funding sources
- Limited preliminary engineering

Project Cost (other than staff time): \$57,500 (\$46,000 FTA; \$11,500 RIPTA)

Project 4.6: Mobility On-Demand Pilot Implementation Plan

Project Overview: This project would introduce a new scheduling module to RIPTA’s existing paratransit dispatching software. The new module would allow us to offer rides on flexible transit services on-demand, rather than requiring bookings the day before. Bookings could be made via an agent interface (if customers call for a ride) or directly by the customer using a mobile app or website interface. In areas where Flex zones are open to the public, this software will make the Flex zones competitive with private cars by allowing customers to book curb-to-curb rides right from their phones, potentially within the hour. This project will make existing services far more useful to customers, allowing for spontaneous travel for both the general public and the senior/disabled community. It will provide opportunities to ensure that vehicles are more efficiently used by offering up excess capacity that is currently unused. In a world where

creative technological solutions are rapidly changing the face of transportation, adopting this new schedule module will help RIPTA stay competitive and efficient.

Project Lead: RIPTA

FY 19 Tasks by Quarter:

Quarter 1

- Issue vendor RFP

Quarter 2

- Notice to proceed

Quarter 3

- Blueprint for beta test

Quarter 4

- Launch beta test, plan for full-implementation

Deliverables:

- Scheduling module software
- Implementation plan
- Completed test

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

| | RISP | FHWA | FTA | Other | Total |
|---|-------------------|--------------------|--------------------|--------------------|-----------|
| Activity 4 (salary and operating) | \$30,528 (20%) | \$30,528 (20%) | \$91,584 (60%) | \$0 | \$152,640 |
| Project 4.1 (TMP) | \$0 | \$94,260 (21%) | \$354,740 (46%) | \$151,000 (33%) | \$600,000 |
| Project 4.2 (T.F. Green Amtrak Stop) | \$0 | \$300,000 (74%) | \$25,000 (6%) | \$75,000 (20%) | \$400,000 |
| Project 4.3 (HST Technology) | \$0 | \$0 | \$64,000 (80%) | \$16,000 (20%) | \$80,000 |
| Project 4.4 (Transit Business Initiatives) | \$0 | \$0 | \$50,000 (80%) | \$12,500 (20%) | \$62,500 |

| | RISP | FHWA | FTA | Other | Total |
|--|----------|-----------|-------------------|-------------------|-------------|
| Project 4.5 (Transit Infrastructure Sustainability) | \$0 | \$0 | \$46,000 (80%) | \$11,500 (20%) | \$57,500 |
| Project 4.6 (Mobility On-Demand) | \$0 | \$0 | \$80,000 (80%) | \$20,000 (20%) | \$100,000 |
| Total | \$30,528 | \$424,788 | \$711,324 | \$286,000 | \$1,452,640 |

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.

Tasks:

- a. Support regular meetings of the Freight Advisory Committee.
- b. Continue to work on the truck model component of the statewide travel demand model.
- c. Respond to any freight-related questions and/or concerns of the FHWA.

Projects:

Project 5.1: Freight Climate Change Resiliency Vulnerability Assessment

Project Overview: Conduct an analysis of the vulnerability of the State’s freight infrastructure to climate change. This project will be a valuable follow up to previous successful projects undertaken to assess other aspects of transportation and socio-economic vulnerabilities.

Project Lead: RISP

FY 19 Tasks by Quarter:

Quarter 1

- No activity planned

Quarter 2

- No activity planned

Quarter 3

- Conduct a literature review
- Scope project methodology
- Conduct an exposure assessment utilizing the STORMTOOLS dataset
- Analyze vulnerability of freight assets and freight transportation system

Quarter 4

- Complete analysis of freight assets and freight transportation system vulnerability
- Final assessment
- Publish on the Division of Statewide Planning website and RIGIS
- Update Sea Level Rise Online Mapper

Deliverables:

- Final methodology including list of scoped assets
- Exposure assessment
- Vulnerability assessment

Project Cost (other than staff time): \$0

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Project 5.2: Freight Finder App: Web Mapping and Data Application

Project Overview: Develop an Open Freight App framework and an online freight finder mapping and data platform. Additionally, story maps will be created for specific items of statewide significance for freight. This project will provide access to information on freight

facilities and their role in economic development and transportation in Rhode Island. Specifically, this project will:

- Make RI freight transportation data public;
- Offer map services and story maps to planners, developers, public officials, and other decision-makers;
- Help decision-makers and developers make informed decisions.

Project Lead: RISP

Partners: RIDOT, University of Rhode Island

FY 19 Tasks by Quarter:

Quarter 1

- Give a presentation to the Freight Advisory Committee and the RIGIS Executive Committee on the scope of the project and gain feedback from committee members
- Review existing data layers and summarize data collections needs
- Review and summarize similar Freight Mapping and Applications for best practices

Quarter 2

- Create a first draft of the mapping and data platform
- Create a first draft of the freight app
- Present first draft of the mapping and data platform to the Freight Advisory Committee and to the RIGIS Executive Committee

Quarter 3

- Continue working on final mapping and data platform
- Continue working on final freight app
- Draft freight story maps for project capstone

Quarter 4

- Complete final mapping and data platform and post to website
- Continue final freight app and post to website
- Complete freight project story maps

Deliverables:

- Freight Finder App
- Mapping and Data Platform
- Story Maps
- New Set of Publicly Available Statewide Data Layers including: Trucking and Highway; Rail Freight; Port and Waterway; and Aviation

Project Cost (other than staff time): \$0

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Project 5.3: Municipal Freight Scans

Project Overview: Conduct municipal freight scans 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. The project will examine a municipality's freight activity for a one-month time-period. RISP staff will meet with the municipal planning staff members at the beginning of the month for an orientation and discussion about the desired

outcomes of the program, and then again at the end of the month for a wrap-up and presentation of findings. At the conclusion of the scan, RISP staff will prepare a freight-related brochure and online content for that specific municipality. This content will provide useful guidance for the municipality in attempting to balance freight operations with community goals, plans, and projects. The scans could also serve as a potential basis for the preparation of suggested new transportation studies, recommended system improvements, refine the vision for growth and development, for the long-range transportation plan, and as a tool to better educate the public, especially area businesses and residents.

Project Lead: RISP

Partners: Municipalities

FY 19 Tasks by Quarter:

Quarter 1

- Identify components of the scan
- Assemble data from the Freight and Goods Movement Plan
- Identify target municipalities

Quarter 2

- Contact municipality
- Assemble data
- Hold kick off meeting with the municipality
- Conduct scan
- Hold freight meetings and site visits
- Develop and finalize scan deliverables
- Hold final meeting with the municipality and share findings

Quarter 3

- Repeat scan tasks outlined in Quarter 2 in a different municipality

Quarter 4

- Repeat scan tasks outlined in Quarter 2 in a different municipality

Deliverables:

- Freight-related brochure and online content for each participating municipality

Project Cost (other than staff time): \$0

| | RISP | FHWA | FTA | Other | Total |
|--------------------------------------|-------------------|-------------------|-------------------|-------------|-----------|
| Activity 5 (salary and operating) | \$24,303 (20%) | \$78,983 (65%) | \$18,227 (15%) | \$0 (0%) | \$121,513 |

Activity 6 – Transportation Planning and Bicycle and Pedestrian Mobility

Objective: Improve the bicycle and pedestrian transportation network and the overall safety and reliability of the multi-modal transportation system in Rhode Island by enhancing mobility through local, regional, and statewide planning efforts. Create and maintain safe and attractive walkable communities and downtowns to encourage more walking and biking trips, enhance transit usage and connections, improve public health, and reduce auto congestion and single occupant vehicle dependency while improving quality of life for residents.

Tasks:

- a. Participate with RIDOT in efforts to increase bicycle and pedestrian safety and the development of a Vulnerable Road User Safety Action Plan.
- b. Coordinate with the Bicycle Advisory Committee and other stakeholders on the implementation of the Bicycle Mobility Plan.
- c. Coordinate with the Department of Health through participation in the Pedestrian Action Team Program.
- d. Coordinate and process Safe Routes to School programs and invoices.

Projects:

Project 6.1 Bicycle Mobility Plan

Project Overview: This is a continuation of a project initiated in FY 18. The Bicycle Mobility Plan (BMP) will run in parallel to the development of the Long-Range Transportation Plan. The BMP will provide a set of policy and infrastructure recommendations, as well as an implementation plan, intended to advance bicycle mobility and safety in the state. The BMP will be built on an analysis of bicycle traffic and crash data, existing bicycle policies, and past and proposed bicycle investments. The plan will outline a strategy for leveraging bicycle, pedestrian, safety, accessibility, air quality, and multimodal mobility dollars to develop a premier alternative transportation system, including a vision for the development of bike-friendly complete streets, a network of off- and on-road trails, and comprehensive bicycle infrastructure at intermodal facilities and city and town centers throughout the State. The plan will identify an inventory of bicycle projects to be developed within the upcoming ten-year TIP horizon and include preliminary cost estimates and implementation timelines.

Project Lead: RISP

Partners: RIDOT

FY 19 Tasks by Quarter:

Quarter 1

- Completion of a BMP implementation plan and strategy with descriptions
- Final draft of the BMP and standalone executive summary
- State Planning Council/MPO approval

Deliverables:

- Bicycle Mobility Plan

Project Cost (other than staff time): \$330,000 (\$264,000 FHWA; \$66,000 RIDOT)

Project 6.2: Bicycle Mobility Plan Implementation and Technical Assistance

Project Overview: This project will encourage and assist local planning and public works offices with the creation of tailored bicycle plans. This will allow participating municipalities to make local investments complimenting the State’s BMP to ensure that bicycling becomes a viable means of transportation both locally and between municipalities. RISP will promote local bicycle networks by working with municipalities to identify gaps, connect bike facilities, develop typology by location, and local prioritization criteria. Quick/affordable improvements as well as longer-term physical alterations will be identified. In addition, this project will also include tactical events to promote cycling such as pop-up events.

Project Lead: RISP

Partners: RIDOT, municipalities

FY 19 Tasks by Quarter:

Quarter 1

Local bicycle plan

- Create selection criteria
- Solicit municipalities
- Select up to four municipalities

Pop-Up/Tactical Events

- Plan and assist municipalities for tactical events

Quarter 2

Local bicycle plan

- Assess existing municipal bike conditions
- Undertake identification of gaps, bike facility connections, typology by location, and develop local prioritization criteria

Pop-Up/Tactical Events

- Assist in securing locations and work on designs

Quarter 3

Local bicycle plan

- Prioritize routes and other improvements
- Identify opportunities for traffic calming/lane reduction
- Create a municipal bicycle facility inventory and identify how it can be maintained

Pop-Up/Tactical Events

- Promote events and hold events

Quarter 4

Local bicycle plan

- Plan development and adoption by municipality

Pop-Up/Tactical Events

- Promote events and hold events

Deliverables:

- Up to four municipal bicycle plans
- Up to four bicycle events

Project Cost (other than staff time): \$0

Project 6.3: Active Commuting Initiative

Project Overview: Develop active commuting options through the expansion of transportation demand management projects such as promoting the development of bike racks, showers in places of employment, and bike lockers as well as educational and promotional material, and events. Communities will be invited to host events such as pop-up bike lanes, bulb-outs, open street events, public art installation, or other programming which could be eligible for assistance. A “Streetscape Innovation Lab” will be created to provide temporary roadway materials such as cones that can be used in implementation of traffic calming measures. This could be owned by a community partner and materials could be made available for use by municipalities that wish to construct pop-up measures for bike and pedestrian safety. The Division will work with member municipalities, RIDOT, and bicycle advocacy groups to facilitate bike education events. This project is proposed for municipalities as well as State office buildings. In addition, this project will promote events such as Bike to Work Day throughout the State.

Project Lead: RISP

Partners: RIDOT, RIPTA, RIDEM, RIDOH, municipalities, cycling organizations

FY 19 Tasks by Quarter:

Quarter 1

- Create informational material supporting transportation demand management
- Conduct outreach and coordinate with municipalities and Department of Administration Division of Capital Asset Management and Maintenance
- Promote and distribute bike maps and safe cycling guides

Quarter 2

- Create incentives for transportation demand management strategies
- Identify leaders in each community to facilitate community-specific activities and serve as liaison with RIDOT and a bicycle advisory group
- Design and execute events to support bicycle and pedestrian safety or otherwise positively impact a street or public space in a member municipality
- Create the “Streetscape Innovation Lab”

Quarter 3

- Plan for active commuting events

Quarter 4

- Promote active commuting events
- Hold the events

Deliverables:

- Material promoting transportation demand management strategies
- Active commuting events

Project Cost (other than staff time): \$0

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Project 6.4: Regional Pedestrian Plan

Project Overview: The Regional Pedestrian Plan will improve the pedestrian transportation network in the greater Providence urban area by determining the existing conditions for pedestrians and outlining a plan to improve connectivity at a regional level and with other modes. The Plan will embrace a “Vision Zero” approach of planning to reduce traffic fatalities and severe injuries to zero. The plan will provide guidance to communities for improving pedestrian transportation including financial opportunities and best practices for implementing improvements geared toward pedestrian safety and greater urban form.

Project Lead: RISP

Partners: RIDOT, municipalities within Greater Providence area, community organizations

FY 19 Tasks by Quarter:

Quarter 1

- Form a Regional Pedestrian Plan Working Group comprised of planners and public works officials from as many of the following communities as possible:
 - Providence
 - Central Falls
 - Pawtucket
 - East Providence
- Execute an MOU with participating communities for match time and cost sharing (if necessary)
- Prepare scope of work and advertise RFP for Regional Pedestrian Plan Design and Data Analysis Assistance. Baseline data assessment report on infrastructure and pedestrian safety from RIDOT reports.
- Review and summarize similar MPO Regional Pedestrian Plans
- Review existing pedestrian plans or policy documents within the study area such as comprehensive plans, complete streets policies, transportation plans, or transit area plans

Quarter 2

- Award contract and hold project kick-off. Continue working group meetings and begin working with contractor for review of existing conditions to include sidewalk and curb cut inventory, assessment of pedestrian network connectivity, and analysis of pedestrian generators and attractors
- Begin public outreach meetings within communities participating in the project
- Begin staff initial drafting of Plan text
- Begin staff drafting of Regional Pedestrian Plan GIS mapping of corridors

Quarter 3

- Continue working group meetings
- Continue drafting the Plan
- Incorporate existing conditions analysis within Plan draft
- Conduct public workshop on Plan goals and objectives

Quarter 4

- Conduct public workshop on existing conditions analysis
- Continue working group meetings
- Continue public workshops

FY 20 Tasks by Quarter:

Quarter 1

- Recommend specific improvements and designs for each pedestrian corridor
- Hold a public workshop on recommended design improvements for each corridor
- Present first Draft of Regional Pedestrian Plan for the Providence Metro Urban Area to the working group members for comment

Quarter 2

- Final Plan draft for public comment and review; draft includes the following:
 - recommended pedestrian improvements, including detailed description of each project
 - an implementation plan, including cost estimates, recommended phasing for projects, ongoing maintenance needs, and existing and potential funding sources such as the STIP and potential municipal infrastructure grant program
 - pedestrian corridor design guidelines

Deliverables:

- A regional pedestrian plan for the Providence Metro Urban Area

Project Cost (other than staff time): \$40,000 (\$32,000 FHWA; \$4,000 RIDOT; \$4,000 municipal)

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Project 6.5: Pastore Center Master Plan

Project Overview: This is a continuation of a project initiated in FY 18. The Pastore Center is comprised of approximately 346 acres and eighty-two buildings. Several State departments are located on the grounds. The campus is a regional center of employment and is one of the most heavily-utilized stops in the RIPTA bus system. The purpose of the plan is to develop Pastore Center to its maximum potential as: a multi-purpose State government campus; a hub of safe and efficient transportation choices; and a jobs center.

Project Lead: RI Department of Administration (DOA), Division of Capital Asset Management and Maintenance (DCAMM)

Partners: RISP

FY 19 Tasks by Quarter:

Quarter 1

- Choose consultant team for project
- Work with consultant on data collection
- Gather existing data and plans; document existing conditions
- Identify ongoing initiatives on the Pastore campus and coordinate in planning process
- Research existing rail spur for potential transportation use
- Meet with Advisory Committee

Quarter 2

- Develop map incorporating expansion needs of major institutions on campus
- Draft development options with potential building sites

- Hold planning workshops with representatives from all stakeholders
- Provide draft traffic and parking plan
- Summarize development opportunities and constraints

Quarter 3

- Develop design guidelines for future building development on the campus
- Develop plan for streetscape improvements for pedestrian safety including sidewalk improvements, accessibility improvements, crosswalks, and appropriate lighting
- Provide for public outreach and input
- Provide cost estimates for infrastructure, landscaping, streetscape improvements, and a phased budget recommendation

Quarter 4

- Work with consultant to review and comment on draft master plan
- Present draft master plan to Steering Committee for reviews and comments
- Revise draft to include comments
- Finalize Master Plan
- Conduct public outreach on Plan

Deliverables:

- Pastore Center Master Plan, including:
 - Parking and transportation plan
 - Design guidelines for streetscape and pedestrian safety improvements
 - Cost estimates and tasks to be completed in short-, medium- and long-term timeframes

Project Cost (other than staff time): \$500,000 (\$100,000 FHWA; \$400,000 DOA)

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Project 6.6: City Centre Warwick Corridor Study

Project Overview: In order to promote ridership at the Warwick Station rail stop and TF Green International Airport, conduct a study of corridors within Jefferson Boulevard, the Airport Connector, Post Road, and Airport Road. The project would look at needed mobility improvements to support the transit-oriented development zoning districts adopted by the City of Warwick such as improvements to promote walking, cycling, and transit including bus and rail, access, and congestion management. Warwick Station currently has MBTA service and RIDOT has submitted a proposal to advance the concept for a new Amtrak stop beyond feasibility. Not only is this corridor been identified as a bottleneck, it also has obstacles for pedestrians and cyclists. This builds off the Coronado Road project, located within the proposed study area, which made improvements to pedestrian access and safety as well as aesthetic improvements.

Project Lead: RISP

Partners: City of Warwick

FY 19 Tasks by Quarter:

Quarter 1

- No activity planned

Quarter 2

- Coordinate with City of Warwick to determine the scope of work
- Begin baseline data collection
- Review City Centre TOD Zoning

Quarter 3

- Form advisory group consisting of stakeholders within project area
- Hold public workshop/kickoff meeting
- Continue advisory group meetings
- Develop recommendations, strategies, and projects for various modes
- Initial preparation of draft study

Quarter 4

- Draft study reviewed by advisory group
- Team refines study based on advisory group
- Present draft at public open house
- Finalize plan

Deliverable:

- City Centre Warwick Corridor Study

Project Cost (outside of staff time): \$0

| | RISP | FHWA | FTA | Other | Total |
|---|-------------------|--------------------|-----|--------------------|-----------|
| Activity 6 (salary and operating) | \$33,666 (20%) | \$134,665 (80%) | \$0 | \$0 | \$168,331 |
| Project 6.1 (Bicycle Mobility Plan) | \$0 | \$264,000 (80%) | \$0 | \$66,000 (20%) | \$330,000 |
| Project 6.4 (Pedestrian Plan) | \$0 | \$32,000 (80%) | \$0 | \$8,000 (20%) | \$40,000 |
| Project 6.5 (Pastore Master Plan) | \$0 | \$100,000 (80%) | \$0 | \$400,000 (20%) | \$500,000 |
| Total | \$33,666 | \$266,665 | \$0 | \$408,000 | \$708,331 |

Activity 7 – Long-Range Planning

Objective: Guide development patterns in the State 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, uncongested roadways, bikeways, rail and air. Maximize the efficiency of the public and private investments by promoting high-quality infrastructure corridors.

Tasks:

- a. Maintain and update the SGP which sets long-range goals and policies (generally twenty years), provides a means to evaluate and coordinate projects or proposals of State importance, sets goals and policies to be reflected in local comprehensive plans, and serves as a general background information source on various topics.
- b. Further the implementation of SGP strategies and actions.

Projects:

Project 7.1: Long-Range Transportation Plan

Project Overview: This project is continued from FY 18. The Long-Range Transportation Plan (LRTP) informs and guides decision-makers by setting the direction for major transportation investments in the State over a twenty-year horizon. This project will update the 2037 LRTP to a 2040 horizon and include updated data and analysis; cost estimates and funding sources; short-term and long-term goals, objectives, and strategies as well as performance measurements that reflect federal transportation priorities. The State's LRTP will be designed to satisfy federal regulations related to a long-range statewide transportation plan and a metropolitan transportation plan.

In addition, the State Rail Plan will be updated in a manner compliant with Section 303 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 and included as a component of the LRTP.

Project Lead: RISP

Partners: RIDOT, RIPTA

FY 19 Tasks by Quarter:

Quarter 1

- Continue completion of LRTP and a user-friendly executive summary

Quarter 2

- Present draft to the TAC, Technical Committee, and SPC for approval
- Update Division website

Deliverables:

- Updated Long-Range Transportation Plan
- Updated State Rail Plan

Project Cost (other than staff time): \$485,000 (\$388,000 FHWA; \$97,000 RIDOT)

Project 7.2: State Conservation and Outdoor Recreation Plan

Project Overview: This project is continued from FY 18. It will provide oversight and assist the Department of Environmental Management with long-range and transportation planning technical assistance for a full update of the 2009 “Ocean State Outdoors, Rhode Island Comprehensive Outdoor Recreation Plan” (SCORP). This Plan sets goals, policies, and implementation strategies for open space, conservation, and recreation for RIDEM and others. It will evaluate outdoor recreation needs statewide, and develop implementation strategies to meet the needs. It will also fulfill the requirements of the Recreational Trails Program (RTP) of the FAST Act for the use of funds from the Transportation Alternatives Set-Aside required under the Surface Transportation Block Grant Program. The update will also include relevant goals, policies, and actions of the State Guide Plan element, “A Greener Path: Greenspace and Greenways for Rhode Island’s Future” (1994). Consolidating these two plans will provide for a more streamlined SGP. RISP staff will ensure related goals, policies, and performance measures of recently updated transportation related documents, such as “Transportation 2037” and the Bicycle Mobility Plan will be included in the update. Completion of this update will:

- Maintain the eligibility of the State for federal funding from the FHWA for the RTP.
- Maintain the eligibility of the State for federal funding from the U.S. Department of the Interior’s Fish and Wildlife Service and National Park Service.
- Guide RIDEM and others in administering grant programs for the acquisition, development and renovation of local and State park development, land conservation, and recreational land.
- Guide the Recreation Resources Review and Trails Advisory Committees of RIDEM on recommendations for the RTP and the acquisition and development recreational trails and bikeways.

Project Lead: RISP

Partners: RIDEM

FY 19 Tasks by Quarter:

Quarter 1

- Continue to organize and convene monthly meetings of the advisory committee to formulate a draft plan with stakeholder input
- Create a topical land use webpage for the project on the RISP website

Quarter 2

- Continue monthly meetings of the advisory committee
- Continue to update topical land use webpage for the project
- Conduct several regional and focused meetings with target organizations for stakeholder input

Quarter 3

- Continue monthly meetings of the advisory committee
- Continue to update topical land use webpage for the project
- Provide oversight to DEM and consultant to create an initial preliminary draft plan consistent with SGP parameters
- Present initial draft plan to and obtain the consensus of the advisory committee
- Obtain approval of DEM Director on preliminary draft plan

Quarter 4

- Conduct formal public review through the Technical Committee and SPC
- Consult with DEM staff on comments received through the public review process
- Create report of public comments
- Present a final recommended plan to SPC for approval
- Finalize project land use webpage for the project and publish approved plan webpage
- Inform municipalities of updated SGP element
- Implement the approved plan through technical support to communities in addressing open space and recreation issues in comprehensive community plans

Deliverables:

- Approved SCORP with a survey of statewide outdoor recreation needs
- Updated webpage

Project Cost (other than staff time): \$0

| | RISP | FHWA | FTA | Other | Total |
|---|--------------------|--------------------|-------------------|-------------------|-----------|
| Activity 7 (salary and operating) | \$115,942 (60%) | \$57,971 (30%) | \$19,324 (10%) | \$0 | \$193,237 |
| Project 7.1 (LRTP) | \$0 | \$388,000 (80%) | \$0 | \$97,000 (20%) | \$485,000 |
| Total | \$115,942 | \$445,971 | \$19,324 | \$97,000 | \$678,237 |

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.

Tasks:

- a. Participate on the RIDOT Land Sales Committee to alert RIDOT to any potential planning consistency issues arising from proposed transactions.
- b. 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.
- c. 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 Water Supply System Management Plans (WSSMPs) and drinking water infrastructure applications as mandated by R.I. General Law for consistency with the SGP including “Land Use 2025” and “Transportation 2037”. The WSSMPs are updated on a five-year schedule; reviews are conducted as plans are submitted by water suppliers.
- g. Upon request, review and analyze annual Community Development Block Grant applications for SGP consistency.

| | RISP | FHWA | FTA | Other | Total |
|--------------------------------------|-------------------|-------------------|-----------------|-------|----------|
| Activity 8 (salary and operating) | \$69,371 (73%) | \$19,006 (20%) | \$6,652 (7%) | \$0 | \$95,029 |

Activity 9 – Planning Information

Objective: Provide original data analysis on pertinent topics, provide custom transportation demographic, social, economic, and housing analysis as requested. Manage and coordinate data to support transportation and other planning activities. Ensure the availability, accessibility, and dissemination of geospatial and demographic data to State agencies, local governments, and other data users.

Tasks:

- a. As the Governor’s designated State Data Center, continue to partner with the U.S. Census Bureau to provide data users with understandable, accurate, and timely information. Create visualizations for the RISP website and a network of other partners in State agencies, universities, libraries, and regional and local governments. Compile data sets required annually (e.g. Vital Statistics Report; Boundary and Annexation Survey; State Data Center Report; Group Quarters Survey).
- b. Monitor, coordinate, and provide leadership for activities related to the Rhode Island Geographic Information System (RIGIS) and the use of GIS technology within Rhode Island to support initiatives to implement or use the technology, and to manage and provide access to a common database of geographically-referenced information including:
 - Continue to partner with all State agencies actively using GIS to further implement a centralized and common database, application, and mapping resource.
 - Foster participation in the RI 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.
- c. Coordinate with State agencies, municipalities, and others on the integration and sharing of data.
- d. Develop transportation, land use, population, employment, and housing data analysis, visualizations of the data, and share with State, federal, regional, and local agencies.
- e. 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. On April 30, 2018, the State was notified it may be in nonattainment for the 1997 ozone standard. If it is determined the State is in nonattainment, RISP will work with RIDEM in updating the State Implementation Plan as necessary and the transition to MOVES Air Quality Model.
- f. Convene the Air Quality Working Group, as necessary. The Working Group is comprised of representatives from RISP, RIDEM, RIDOT, RIPTA, RI Department of Health, FHWA, FTA, USEPA, the RI Association of Railroad Passengers, the American Lung Association of RI, the Rhode Island Sierra Club, and public members.
- g. Demonstrate transportation conformity of the long-range transportation plan and the TIP with the State Implementation Plan if necessary.

Projects:

Project 9.1: Performance Metrics Dashboard

Project Overview: Develop a Performance-Based Planning and Programing online public-facing dashboard that will display performance measures and performance targets and report on

performance outcomes included in the “Long-Range Transportation Plan: Moving Forward RI 2040.” The dashboard will be the online public portal to display the performance data for the monitoring and analysis of trends to help make better transportation investment decisions. The dashboard will highlight the success in performance based planning and programing implementation, as well as illuminate challenges, such as inadequate transportation funding to achieve a state of good repair, system expansion, and transit level of service.

Project Lead: RISP

FY 19 Tasks by Quarter:

Quarter 1

- No activity planned

Quarter 2

- No activity planned

Quarter 3

- Meet with stakeholders on proposed dashboard
- Review other DOTs and MPOs performance-based planning and programs online dashboards
- Review and collect data from partners for the dashboard
- Draft an RFP for consultant service to develop an online dashboard
- Review RFP with stakeholders
- Finalize and post RFP
- Review proposals
- Select a consultant/vendor

Quarter 4

- Work with the chosen vendor on developing the online dashboard
- Continue to collect data from partners for the dashboard
- Publish the online dashboard on the RISP website

Deliverables:

- A Performance-Based Planning and Programing online public-facing dashboard available on the RISP website.

Project Cost (other than staff time): \$30,000 (\$19,500 FHWA; \$4,500 FTA; \$6,000 RIDOT)

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Project 9.2: Travel Demand Model Update and Maintenance

Project Overview: This is a continuation of a project identified in the FY 18 UPWP. In conjunction with hired consultants, RISP staff will maintain, work with partner agencies on data inputs/outputs and functioning of the Rhode Island Statewide Model (RISM), and make enhancements and updates to the RISM. Staff will complete a plan for the future use and expansion of the model, build State competency through a training program, and seek to make the model more useful.

Project Lead: RISP

Partners: RIDOT, RIPTA, RIDEM

FY 19 Tasks by Quarter:

Quarter 1

- Implement FY 19 annual update
- Craft update memo describing annual update for inclusion in appendix of Technical Paper 166 - Statewide Travel Model Update, including truck model upgrade
- Produce annual update report
- Share report data to RIGIS
- Update RISM website in preparation for the creation of a story map
- Update training materials
- If funding becomes available, continue work on upgrades
- Continue to work with consultant and partner agencies on the RISM, in line with tasks discussed in Model Maintenance Plan

Quarter 2

- Create draft story map
- Hold annual primary consumer training session
- Determine interest and begin scheduling agency specific training sessions
- If funding becomes available, continue work on upgrades
- If funding becomes available, final updates to Technical Paper 157, “Statewide Travel Model Update” documenting MBTA Ridership Survey alterations

Quarter 3

- Informational presentation to TAC on RISM status
- Organize first meeting with RISM user group.
- Survey stakeholders on model progress
- Hold agency specific training sessions
- If funding becomes available, continue work on unfunded upgrades

Quarter 4

- Gather data and identify specific upgrades for FY 20 annual update
- Tentatively, update demographic forecasts to bring model up to base year 2015
- Hold final agency specific training sessions for FY 19
- If funding becomes available, continue work on upgrades

Deliverables:

- RISM Model Maintenance and Update Plan FY 2017-2021
- RISM and associated TransCAD and ESRI GIS data
- Report containing relevant data for RISM stakeholders
- Memo appended to Technical Paper 157 - Statewide Travel Model Update describing annual update
- RISM and associated TransCAD and ESRI GIS data updated with Transit Assignment Application and RIPTA Passenger Survey Data
- If funds become available, RISM and associated TransCAD and ESRI GIS data updated with MBTA Ridership Survey Data
- Appendix of Technical Paper 157 - Statewide Travel Model Update changed to reflect addition of Transit Assignment and RIPTA Passenger Survey
- If funds become available, appendix of Technical Paper 157, “Statewide Travel Model Update” changed to reflect addition of MBTA Passenger Survey

Project Cost (other than staff time): \$298,767 (\$238,053 FHWA; \$52,255 RIDOT; \$8,459 Commerce RI)

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Project 9.3: Data Quality Control

Project Overview: This project will be to purchase and incorporate 1Spatial software into RIDOT’s operations. 1Spatial software uniquely fills a niche in the geospatial industry by enabling evaluation of proposed changes to a master dataset prior to acceptance. When an issue with a proposed change is found, the data entry person is presented with rules that are not met and a recommended remedy. FHWA purchased 1Spatial software and contracted with them to develop a state DOT data upload acceptance test and quality control toolset. RIDOT’s 2017 submission was chosen as the pilot test dataset. When complete, FHWA will freely give the developed 1Spatial testing rules to any state DOT that also purchases 1Spatial software. This would enable RIDOT to run proposed HPMS submissions through tests and resolve issues prior to submission. RIDOT’s Office of Transportation Information Systems envisions embedding this functionality in every data maintenance workflow to enforce database integrity at the point of entry.

Project Lead: RIDOT

FY 19 Tasks by Quarter:

Quarter 1

- Purchase software
- Integrate software into RIDOT processes

Quarter 2

- Project complete

Deliverables:

- 1Spatial software incorporated into RIDOT’s operations

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

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

Project Overview: Continue to maintain and update the Rhode Island Geographic Information System (RIGIS) 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. The continued creation of web maps and web mapping applications will allow users of all skill levels to access and interact with popular RIGIS datasets such as RIDOT Roads, Land Use and Land Cover, E-911 Points, and RIPTA Bus Stops and Routes. The geospatial data distributed by RIGIS with University of Rhode Island’s Environmental Data Center (URI EDC) supports numerous ongoing transportation and economic development planning initiatives. This project will ensure reliable access to the RIGIS data distribution website.

This project will utilize the URI EDC as a subcontractor.

Project Lead: RISP and URI EDC

FY 19 Tasks by Quarter:

The following tasks are undertaken on an ongoing basis and therefore could occur in any quarter:

- Process and publish dataset contributions developed by RIGIS partners by reviewing the integrity and metadata of new data; importing the new data into two geodatabases, publishing new data to the RIGIS website, and updating the RIGIS community via RIGIS-L
- Introduce new/updated datasets; remove retired/archived datasets
- Maintain RIGIS data distribution site by adding additional online resources on all Dataset Details and Tiled Data Download Details pages, diagnose and fix bugs that may arise, and add software updates
- Maintain the server system that supports RIGIS data distribution by providing nightly backups, and maintain a separate, offline, dark archive of all RIGIS data
- Research and apply virtualization, operating system, and server software updates
- Monitor hardware health, adjust systems as necessary to accommodate hardware changes, task repairs as necessary
- Monitor and optimize network traffic
- Respond to technical assistance requests

Quarter 1

- Draft a new guide to RIGIS map services and their associated deprecation plans
- Design a recorded demonstration tutorial highlighting transportation data from the RIGIS database as an educational resource for RIGIS users
- Develop application to allow users to highlight RIGIS dataset features within a buffered user selected location, for example, a selection of RIPTA bus stops within a 1/4 mile of hospitals
- Author and publish two RIGIS blog posts
- Publish updated RIGIS vector data geodatabase
- Provide administrative assistance and attend RIGIS Executive Committee meeting

Quarter 2

- Complete and publish guide to RIGIS map services and associated deprecation plans
- Update records to existing RIGIS map and image services to reflect new URLs
- Publish recorded demonstration tutorial using the RIGIS database as an educational resource for RIGIS users
- Continue web applications development using the templates and proposed ideas listed in the FY 2019 Objective Overview, Enhancement of the RIGIS Website Utilizing RIGIS Feature Services section
- Author and publish three RIGIS blog posts
- Publish updated RIGIS vector geodatabase update
- Provide administrative assistance and attend RIGIS Executive Committee meeting

Quarter 3

- Update existing maps and applications previously produced by the URI EDC on behalf of RIGIS with new RIGIS map service REST endpoints

- Develop new story map journal focusing on transportation planning or economic development in Rhode Island
- Retire old ArcGIS Enterprise REST endpoints used by RIGIS map services
- Author and publish three RIGIS blog posts
- Publish RIGIS vector geodatabase update
- Provide administrative assistance and attend RIGIS Executive Committee meeting

Quarter 4

- Create various web apps utilizing the Web App Builder from RIGIS website
- Finalize story map journal focusing on transportation planning or economic development in Rhode Island
- Author and publish two RIGIS blog posts
- Publish RIGIS vector geodatabase update
- Provide administrative assistance and attend RIGIS Executive Committee meeting

Deliverables:

- Approximately twenty-five new or updated datasets reviewed, processed, and published on behalf of RIGIS contributors
- Four quarterly updates of the publicly available Esri file geodatabase that contains nearly all vector datasets distributed by RIGIS
- Map Applications and Web Maps using RIGIS map services
- Story map journal focusing on transportation planning or economic development in Rhode Island
- Ten quarterly educational blog posts featuring new, updated, and retired RIGIS datasets
- At least one educational resource recorded tutorial featuring RIGIS datasets
- Responses to requests for technical assistance
- Approximately ten metadata records updated with the new URL of the new RIGIS data distribution website

Project Cost (other than staff time): \$99,000 (\$63,360 FHWA; \$15,840 FTA; \$19,800 URI)

Project 9.5: Environmental Resiliency Tool

Project Overview: The development of the “Environmental Resiliency Tool” will allow RIDOT, local governments, and other State agencies to assess the unique environmental risks associated with asset management in a coastal state. The effort will focus on assessing these risks through the use of GIS models and overlaying the data with our asset inventories, Transportation Asset Management Plan (TAMP), and our Ten-Year State Transportation Improvement Plan (STIP) processes. RIDOT will work with State agency partners and other subject matter experts to produce three key deliverables: 1) an easy-to-use, interactive tool that will allow users to seamlessly identify environmental and natural risks and overlay them with other asset management information; 2) a detailed, instructive guide that will help users implement smart, resilient policies and asset management strategies, and 3) a template for RI municipalities to utilize during the STIP project proposal phase. The tool will incorporate GIS models of environmental data into our various data management systems driving the RIDOT’s asset management coordination and STIP planning process. Initially, the tool will provide

information on coastal flooding impacts to transportation assets resulting from storms and sea-level rise, with additional risks added as data becomes available. The guide will inform decision making, provide users with direction to utilize that information, including best practices for asset maintenance, policies for how to integrate various levels of risk, and recommended adjustments to long-term asset management plans and project designs. Finally, the template will ensure that all future applicants proposing new STIP projects complete a mandatory set of sea-level rise and storm surge analyses to inform the designs and viability assessments of their proposals.

Project Lead: RIDOT Office of Sustainability and Innovation

Partners: RISP, RIDEM, RI Executive Climate Change Coordinating Council (EC4), RI Emergency Management Agency, University of Rhode Island, RI Coastal Resources Management Council, RI Infrastructure Bank

FY 19 Tasks by Quarter:

Quarter 1

- Develop an RFP to procure one or more partners capable of working with the team to develop the deliverable
- Award consultant contract
- Hold kick-off meeting with stakeholders, including RIDOT, and selected vendor

Quarter 2

- Vendor development of deliverables

Quarter 3

- Completion of vendor development of deliverables

Quarter 4

- Provide training to key RIDOT staff members in scoping, planning, and project management
- Ensure that the environmental resiliency tool can be integrated into RIDOT's asset management planning efforts

Deliverables:

- Interactive tool that will allow users to seamlessly identify environmental and natural risks and overlay them with other asset management information
- A detailed, instructive guide that will help users implement policies and asset management strategies
- A template for RI municipalities to utilize during the STIP project proposal phase

Project Cost (other than staff time): \$400,000 (\$150,000 FHWA; \$250,000 RIDOT)

| | RISP | FHWA | FTA | Other | Total |
|---|-------------------|--------------------|-------------------|--------------------|-------------|
| Activity 9 (salary and operating) | \$87,273 (20%) | 283,636 (65%)\$ | \$65,454 (15%) | \$0 | \$436,363 |
| Project 9.1 (Perform. Metrics Dashboard) | \$0 | \$19,500 (65%) | \$4,500 (15%) | \$6,000 (20%) | \$30,000 |
| Project 9.2 (TDM) | \$0 | \$238,053 (80%) | \$52,255 (17%) | \$8,459 (3%) | \$298,767 |
| Project 9.3 (Data Quality) | \$0 | \$80,000 (80%) | \$0 | \$20,000 (20%) | \$100,000 |
| Project 9.4 (RIGIS) | \$0 | \$63,360 (64%) | \$15,840 (16%) | \$19,800 (20%) | \$99,000 |
| Project 9.5 (Environmental Resiliency Tool) | \$0 | \$150,000 (80%) | \$0 | \$250,000 (20%) | \$400,000 |
| Total | \$87,273 | \$834,549 | \$138,049 | \$304,259 | \$1,364,130 |

Activity 10 – Public Information, Equity, and Outreach

Objective: Promote public participation by providing timely and user-friendly information to the public. Ensure that all Rhode Islanders regardless of race, ethnic origin, income, age, mobility impairment, or geographic location have the opportunity to be involved in the planning process and are equitably served by the actions, plans, programs, and projects of the Metropolitan Planning Organization.

Tasks:

- a. Conduct public events, including forums, workshops, 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 RISP website, improving the ability to communicate with our users via map and enhanced graphical charts and tables.
- c. Publish a monthly e-newsletter to interested stakeholders as a means of publicizing federal, State, and local opportunities for funding, networking, and educational opportunities in transportation, land use, climate change, and other relevant planning topics.
- d. 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 RISP electronic and paper copy archives of publications including the upkeep of the RISP library.
- e. Monitor and respond to requests for translation of key RISP documents, public workshops, and public hearing notices and materials.
- f. Provide for interpreter service as requested.
- g. Ensure that Environmental Justice is considered in planning and outreach practices. Continue to implement Title VI of the Civil Rights Act of 1964 by ensuring that all residents of the State are treated fairly—meaning no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from federal, State, local, or Tribal policies—and not discriminated against in the planning process.

Projects:

Project 10.1: Public Participation Plan

Project Overview: Update the current Public Participation Plan to ensure compliance with federal law and regulations.

Project Lead: RISP

Partners: RIDOT, RIPTA, Advisory Committee

FY 19 Tasks by Quarter:

Quarter 1

- Develop a timeline and approach to update the Public Participation Plan
- Identify federal public participation guidance/requirements
- Research other MPOs best public engagement practices to encourage public participation and techniques to include in the Plan
- Review the SPC Rules and Standards and identify public participation elements for inclusion and compatibility within the revised Plan

- Introduce the project and timeline to the TAC
- Convene a project Advisory Committee, including members from community organizations representing disadvantaged and under-represented groups

Quarter 2

- Solicit ideas from the project Advisory Committee for new/modified techniques, technology, or initiatives and recommendations on how we can better serve and communicate with the public
- Identify Advisory Committee’s recommended policies and procedures to be included in the Guide that ensure social equity is better incorporated into the State’s regional planning process

Quarter 3

- Draft updated Plan
- Distribute draft Plan to Advisory Committee
- Convene Advisory Committee for review and comment of draft Plan
- Incorporate Committee’s feedback into draft Plan

Quarter 4

- Distribute and present draft Public Participation Plan to TAC, Technical Committee, and SPC
- Hold public hearing and public comment period
- Develop Public Hearing and Comment Period Report summarizing all public comments and responses
- Incorporate appropriate comments and finalize Plan
- Develop updated Public Participation Brochure and website content (English, Spanish, and potentially Portuguese) and distribute to full mailing list
- Update website content to reflect updated Plan

Deliverables:

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

Project Cost (other than staff time): \$0

| | RISP | FHWA | FTA | Other | Total |
|---------------------------------------|-------------------|-------------------|------------------|-------|----------|
| Activity 10 (salary and operating) | \$36,924 (40%) | \$46,155 (50%) | \$9,231 (10%) | \$0 | \$92,310 |

Activity 11 – Climate Change Resiliency, Adaptation, and Mitigation

Objective: Identify transportation-related infrastructure including roads, bridges, and ports, as well as natural resources, threatened by climate change. Identify strategies and actions for promoting adaptation and mitigation in order to strengthen resilience to the effects and long-term costs of climate change.

Tasks:

- a. Work on projects that will focus resources and attention on developing policies and strategies for adapting to predicted climate change impacts. This will include:
 - Participating on the Governor’s Executive Climate Change Coordinating Council (EC4)
 - Working with the Coastal Resources Management Council in the development of the Shoreline Change Special Area Management Plan
 - Assisting in the development of a Statewide Resiliency Strategy
 - Supporting the Resilient Rhode Island website

Projects:

Project 11.1: Assessing Economic Infrastructure Vulnerability to Natural Hazards and Climate Change

Project Overview: This project is a continuation from FY 18. It will offer an understanding of the vulnerability of Rhode Island’s coastal job-producing economic assets in Washington and Newport Counties to natural hazards and climate change and provide a quantification of potential losses that can inform decision-making. Economic infrastructure to be considered will include ports and marinas, medical facilities, manufacturing facilities, educational facilities, and small businesses, as well as tourist and agricultural assets. In addition, the planning process will identify strategies that could assist in building resiliency for the State’s economic assets. Finally, a pilot project will be identified in this process that demonstrates methods to protect the State’s most vulnerable economic assets.

Project Lead: RISP

Partners: Commerce RI

FY 19 Tasks by Quarter:

Quarter 1

- Gather data for GIS modeling and analysis
- Establish metrics for asset valuation and vulnerability assessment
- Initiate vulnerability assessment
- Identify pilot project

Quarter 2

- Stakeholder review of modeling and metrics
- Complete vulnerability assessment
- Finalize pilot project

Quarter 3

- Complete data modeling and analysis
- Refine resilience strategies
- Implement pilot project

Quarter 4

- Finalize resilience strategies
- Prepare final report

Deliverables:

- Report and associated mapping of economic assets, related infrastructure, vulnerability assessment, resilience strategies, and pilot project

Project Cost (other than staff time): \$320,000 (Community Development Block Grant Disaster Recovery funds)

| | RISP | FHWA | FTA | Other | Total |
|--|-------------------|-------------------|------------------|---------------------|-----------|
| Activity 11 (salary and operating) | \$11,618 (30%) | \$21,300 (55%) | \$5,809 (15%) | \$0 | \$38,727 |
| Project 11.1 | \$0 | \$0 | \$0 | \$320,000 (100%) | \$320,000 |
| Total | \$11,618 | \$21,300 | \$5,809 | \$320,000 | \$358,727 |

Activity 12 – Support to Other State Agencies and Municipalities

Objective: Ensure that residents and businesses have convenient transportation options that are coordinated with opportunities such as access to good jobs, affordable housing, and quality schools, while also balancing environmental sustainability by providing technical assistance and training to State, local, and other agencies in support of the SGP.

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 technical assistance to municipal governments in the development of comprehensive plans, provide guidance on State statutes relating to planning and land use, and answer various planning, land use, 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. Track requests received, effort invested in fulfilling the request, any products or deliverables produced, the final disposition of the request, and the time to complete.
- d. Provide technical assistance and support to the Rhode Island Airport Corporation’s airport master planning processes to ensure coordination of the State’s airports and surface transportation networks.
- e. Support DCAMM for the reuse and redevelopment of the Cranston Street Armory, a 192,000 sq., historic, State-owned building located in Providence’s West Side Neighborhood, a neighborhood of need. Staff will work with a steering committee of State, City, and neighborhood stakeholders to bring this building to its fullest economic potential.
- f. Provide technical assistance and planning expertise to the Agricultural Lands Preservation Commission; Green Building Council; Natural Heritage Preservation Commission; Recreation Resources Review Committee; Rhode Island Historic Preservation and Heritage Commission; Rhode Island New Urban Farmers Board; Rhode Island Resource Conservation and Development Council; Rhode Island Rivers Council; Rhode Island Trails Advisory Committee; State Conservation Commission; and Water Resources Board.

Projects:

Project 12.1: Rhode Island Land Use Training Collaborative

Project Overview: This project is to develop and deliver training and technical assistance to municipal boards and commissions, elected officials, and professional staff. These are the local officials responsible for municipal land use decisions that impact transportation systems and planning and the public. The project will continue to use the existing Land Use Training Collaborative (LUTC). The LUTC develops and delivers cost-effective training that enables participants to build planning and decision-making capacity and gain insights to innovative planning, design and other economic development strategies. The project also assists with implementation of SGP elements “Land Use 2025” and “Transportation 2037.” RISP and Grow Smart will work together to provide a variety of alternative methods for providing education such as, but not limited to, in-classroom instruction, remote learning, on-line handbooks, guidance memos, and/or workshop sessions at local or regional conferences.

As part of this project, a new statewide forum will be developed, “Transportation Initiatives: From Policy to Practice.” The Bicycle Mobility Plan, Long-Range Transportation Plan, Green Economy Bond, and State Comprehensive Outdoor Recreation Plan are all in transition from policy to practice and are overlapping in a wide variety of ways. This workshop will explore the history and future of each one and what opportunities lie ahead.

Project Lead: RISP

Partners: Grow Smart RI

FY 19 Tasks by Quarter:

Quarter 1

- Deliver first of six core workshops on Making Good Land Use Decisions for local officials
- Develop new workshop on Meeting Mandatory Education Requirements for Planning or Zoning Boards/ Commissions
- Develop new workshop on TOD
- Begin development of statewide forum, “Transportation Initiatives: From Policy to Practice”
- On-going implementation of training evaluation plan

Quarter 2

- Deliver second of six workshops on Making Good Land Use Decisions for local officials
- Deliver first of two workshops on Meeting Mandatory Education Requirements for Planning or Zoning Boards/ Commissions
- Deliver first of two workshops on TOD
- Begin development of new workshop on Alternative Tools for Encouraging Alternative Transportation
- Report second quarter progress on development of statewide forum
- On-going implementation of training evaluation plan

Quarter 3

- Deliver third and fourth of six core workshops from Making Good Land Use Decisions for local officials
- Deliver second of two workshops on Meeting Mandatory Education requirements for Planning Boards/ Commissions
- Deliver second of two workshops on TOD
- Deliver first of two workshops on Alternative Tools for Encouraging Alternative Transportation
- Report third quarter progress on development of statewide forum
- Convene meeting of Land Use Training Collaborative Partners for training evaluation
- On-going implementation of training evaluation plan.

Quarter 4

- Deliver fifth and sixth of six core workshops on Making Good Land Use Decisions for local officials
- Deliver second of two workshops on Alternative Tools for Encouraging Alternative Transportation
- Deliver statewide forum on a topic to be determined
- Prepare FY 19 evaluation results report

Deliverables:

- Outlines and materials for three new workshops/training programs
- Delivery of twelve workshops/training programs on:
 - Making Good Land Use Decisions for local officials (6)
 - Meeting Mandatory Education Requirements for Planning or Zoning Boards/Commissions (2)
 - Transit Oriented Development (2)
 - Alternative Tools for Encouraging Alternative Transportation (2)
- One new statewide forum on “Transportation Initiatives: From Policy to Practice.”
- Report on evaluation results

Project Cost (other than staff time): \$87,500* (\$61,000 FHWA; \$9,000 FTA; \$17,500 Grow Smart RI)

* New funds; does not include potential carryover balance from FY 18)

| | RISP | FHWA | FTA | Other | Total |
|--|--------------------|-------------------|------------------|-------------------|-----------|
| Activity 12 (salary and operating) | \$63,733 (100%) | \$0 | \$0 | \$0 | \$63,733 |
| Project 12.1 (Training Collaborative) | \$0 | \$61,000 (70%) | \$9,000 (10%) | \$17,500 (20%) | \$87,500 |
| Total | \$63,733 | \$61,000 | \$9,000 | \$17,500 | \$151,233 |

Activity 13 – Special Projects and Activities Not Federally Funded

Objective: Ensure the MPO, Governor’s Office, and other stakeholders are informed of pending or adopted legislation. Provide planning support to projects and opportunities on topics outside of the Division’s transportation focus.

Tasks:

- a. Monitor federal and State legislation for content pertaining to transportation and land use planning. Advise the MPO, Governor’s Office, and other stakeholders of the ramifications of proposed legislation on the State’s transportation and land use planning system.
- b. Respond to internal or legislative requests as they arise.

| | RISP | FHWA | FTA | Other | Total |
|---|--------------------|------|-----|-------|----------|
| Activity13 (salary and operating) | \$60,538 (100%) | \$0 | \$0 | \$0 | \$60,538 |

Activity 13.1 – 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.

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.

| | RISP | FHWA | FTA | Other | Total |
|---|------|------|-----|-------------------|---------|
| Activity 13.1 (salary and operating) | \$0 | \$0 | \$0 | \$7,160 (100%) | \$7,160 |

Project List

1. Project 2.1: Electronic State Transportation Improvement Program (E-STIP) – Software Improvements
2. Project 2.2: Performance Based Project Selection Criteria for Transportation Alternatives and Transit Projects
3. Project 2.3: Project Estimates from Applicants for TIP Projects
4. Project 2.4: State Transportation Improvement Program (STIP) – Process Improvements
5. Project 3.1: Congestion Management Process
6. Project 3.2: Addressing Active Transportation Issues to Stimulate Local Economies
7. Project 3.3: Transit-Oriented Development Planning
8. Project 3.4: Tri-Party Agreement Amendment
9. Project 4.1: Transit Master Plan
10. Project 4.2: TF Green Amtrak Stop
11. Project 4.3: Human Services Transportation Technology Integration Strategy
12. Project 4.4: Strategic Transit Business Initiatives
13. Project 4.5: Transit Infrastructure Sustainability Plan
14. Project 4.6: Mobility On-Demand Pilot Implementation Plan
15. Project 4.7: State Rail Plan Update
16. Project 5.1: Freight Climate Change Resiliency Vulnerability Assessment
17. Project 5.2: Freight Finder App: Web Mapping and Data Application
18. Project 5.3: Municipal Freight Scans
19. Project 6.1: Bicycle Mobility Plan
20. Project 6.2: Bicycle Mobility Plan Implementation and Technical Assistance
21. Project 6.3: Active Commuting Initiative
22. Project 6.4: Regional Pedestrian Plan
23. Project 6.5: Pastore Center Master Plan
24. Project 6.6: City Centre Warwick Corridor Study
25. Project 7.1: Long-Range Transportation Plan
26. Project 7.2: State Conservation and Outdoor Recreation Plan
27. Project 9.1: Performance Metrics Dashboard
28. Project 9.2: Travel Demand Model Update and Maintenance
29. Project 9.3: Data Quality Control
30. Project 9.4: Sustaining and Enhancing Access to the RIGIS Geospatial Database
31. Project 9.5: Environmental Resiliency Tool
32. Project 10.1: Public Participation Plan
33. Project 11.1: Assessing Economic Infrastructure Vulnerability to Natural Hazards and Climate Change
34. Project 12.1: Rhode Island Land Use Training Collaborative

Section IV: Resources

Staff Support

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

Division of Statewide Planning

| | |
|---|----------------------|
| Associate Director's Office | |
| Associate Director | Vacant |
| Executive Assistant | Catherine Pitassi |
| Principal Accountant | Paul Capotosto |
| Transportation Operations Unit | |
| Assistant Chief | Linsey Callaghan |
| Supervising Planner | Joshua O'Neil |
| Supervising Planner | Vacant |
| Principal Planner | Michael D'Alessandro |
| Principal Planner | Michael Moan |
| Principal Planner | Caitlin Greeley |
| Strategic Planning Unit | |
| Assistant Chief | Paul DiGiuseppe |
| Supervising Planner | Nancy Hess |
| Principal Planner | Lindsey Langenburg |
| Principal Planner | Drew Pflaumer |
| Principal Planner | Vacant |
| Senior Planner | Paul Gonsalves |
| Planning Information and Technical Assistance Unit | |
| Assistant Chief | Roberta Groch |
| Supervising Planner | Kevin Nelson |
| Supervising Planner | Vincent Flood |
| Principal Planner | Vacant |

| | |
|------------------------------------|-----------------------|
| Senior Planner | Benny Bergantino |
| GIS Specialist II | Christina Delage Baza |
| Principal Research Technician | Benjamin Jacobs |
| Information Services Technician II | Kim Gelfuso |

Central Business Office

| | |
|-------------------------------------|----------------|
| Principal Technical Support Analyst | Thomas DeFazio |
|-------------------------------------|----------------|

Available Federal Funding

The following are estimates of federal funds assumed to be available in FY 2019 to support the work program. In most cases, a State match share 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: \$5,520,303***
 * Includes projected balance (as of July 1, 2018) of remaining FFY 2018 grant amounts and anticipated FFY 2019 grant amounts.
2. **Federal Transit Administration Metropolitan Planning (5303) funds: \$934,037****
 ** Includes projected balance (as of July 1, 2018) of remaining FFY 2018 grant amounts and anticipated FFY 2019 grant amounts.

Table 5.1: FY 2019 Activity and Funding Sources by Percentage

Table 5.1 presents the percentage of each available funding source to be applied to the personnel and operating costs associated with UPWP activities and to the contractual and pass-through costs of individual projects.

| ACTIVITY AREA | PERSONNEL AND OPERATING | Total | FUNDING SOURCES | | | | | | | | |
|---------------|--|-------|-----------------|------|-----|-------|-------|------|-----|------|-------|
| | | | RISP | FHWA | FTA | RIDOT | RIPTA | CDBG | URI | EFSB | OTHER |
| Activity 1 | MANAGEMENT AND ADMINISTRATION | 100% | 23% | 60% | 17% | | | | | | |
| Activity 2 | TRANSPORTATION IMPROVEMENT PROGRAM | 100% | 20% | 65% | 15% | | | | | | |
| Activity 3 | STATE AND REGIONAL TRANSPORTATION OPERATIONS, MANAGEMENT, PLANNING | 100% | 20% | 65% | 15% | | | | | | |
| Activity 4 | TRANSIT PLANNING | 100% | 20% | 60% | 20% | | | | | | |
| Activity 5 | FREIGHT PLANNING IMPLEMENTATION | 100% | 20% | 65% | 15% | | | | | | |
| Activity 6 | LONG RANGE TRANSPORTATION, BICYCLE, AND PEDESTRIAN MOBILITY | 100% | 20% | 80% | 0% | | | | | | |
| Activity 7 | LONG RANGE PLANNING | 100% | 60% | 30% | 10% | | | | | | |
| Activity 8 | INTERGOVERNMENTAL COORDINATION | 100% | 73% | 20% | 7% | | | | | | |
| Activity 9 | PLANNING INFORMATION | 100% | 20% | 65% | 15% | | | | | | |
| Activity 10 | PUBLIC INFORMATION, OUTREACH, AND EQUITY | 100% | 40% | 50% | 10% | | | | | | |
| Activity 11 | CLIMATE CHANGE, RESILIENCY, ADAPTATION, MITIGATION | 100% | 30% | 55% | 15% | | | | | | |
| Activity 12 | SUPPORT TO OTHER STATE AGENCIES | 100% | 100% | | | | | | | | |
| Activity 13 | SPECIAL PROJECTS AND ACTIVITIES NOT FEDERALLY FUNDED | 100% | 100% | | | | | | | | |
| Activity 13.1 | ENERGY FACILITY SITING BOARD | 100% | | | | | | | | 100% | |
| ICAP | PAID LEAVE | 100% | 30% | 55% | 15% | | | | | | |
| PROJECT | CONTRACTUAL AND PASS THRU GRANTS | Total | RISP | FHWA | FTA | RIDOT | RIPTA | CDBG | URI | EFSB | OTHER |
| 2.1 | TIP Process Database Enhancements (continuing) | 100% | | 65% | 15% | 20% | | | | | |
| 3.1 | Congestion Management Process (new - split over 2 years) | 100% | | 80% | | 20% | | | | | |
| 3.2 | Addressing Active Transportation Issues to Stimulate Local Economies (new) | 100% | | 80% | | | | | | | 20% |
| 4.1 | Transit Master Plan (new) | 100% | | 21% | 46% | 33% | | | | | |
| 4.2 | TF Green Amtrak Stop (new - split over 2 years) | 100% | | 80% | | 20% | | | | | |
| 4.3 | Human Services Transportation Technology Ramp Up (new) | 100% | | | 80% | | 20% | | | | |
| 4.4 | Strategic Transit Business Initiatives (new) | 100% | | | 80% | | 20% | | | | |
| 4.5 | Transit Infrastructure Sustainability Plan (new) | 100% | | | 80% | | 20% | | | | |
| 4.6 | Mobility On Demand Pilot Implementation Plan (new) | 100% | | | 80% | | 20% | | | | |
| 6.1 | Bicycle Mobility Plan (continuing) | 100% | | 80% | | 20% | | | | | |
| 6.4 | Regional Pedestrian Plan (new) | 100% | | 80% | | 20% | | | | | |
| 6.5 | Pastore Center Master Plan (continuing) | 100% | | 20% | | | | | | | 80% |
| 7.1 | Long Range Transportation Plan (continuing) | 100% | | 80% | | 20% | | | | | |
| 9.1 | Performance Metrics (new) | 100% | | 65% | 15% | 20% | | | | | |
| 9.2 | Travel Demand Model Update and Maintenance (continuing) | 100% | | 80% | 17% | | | | | | 3% |
| 9.3 | Data Quality Control (new) | 100% | | 80% | | 20% | | | | | |
| 9.4 | Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing) | 100% | | 64% | 16% | | | | 20% | | |
| 9.5 | Environmental Resiliency Tool (new) | 100% | | 37% | | 63% | | | | | |
| 11.1 | Assessing Econ. Infrastructure Vulnerability to Natural Hazards/Climate Change (new) | 100% | | | | | | 100% | | | |
| 12.1 | RI Land Use Training Collaborative (continuing) | 100% | | 70% | 14% | | | | | | 16% |

Table 5.2: FY 2019 Time Distribution Budget by Activity

Table 5.2 presents the number of hours each Department of Administration staff member has been budgeted to each activity.

| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 13.1 | ICAP* |
|------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|-----------|--------------|
| Vacant Assoc. Director | 1820 | 590 | 100 | 150 | 120 | 50 | 250 | 35 | 25 | 35 | 35 | 50 | 50 | 50 | | 280 |
| Paul DiGiuseppe | 1820 | 441 | | | 152 | | 231 | 400 | 92 | | | | 112 | 112 | | 280 |
| Roberta Groch | 1820 | 480 | | 630 | | | | 135 | | 130 | | | 110 | 55 | | 280 |
| Linsey Callaghan | 1820 | 450 | 280 | 260 | 32 | 150 | 31 | 80 | 2 | 150 | 35 | 70 | | | | 280 |
| Nancy Hess | 1820 | 365 | | 300 | | | | 290 | 125 | 285 | | | 35 | 140 | | 280 |
| Paul Gonsalves | 1820 | 56 | | 250 | 110 | 100 | 300 | 300 | 200 | | | | 100 | 124 | | 280 |
| Vacant Prin. Planner | 1820 | 56 | | 541 | | | 225 | 200 | 173 | 100 | | 70 | 75 | 100 | | 280 |
| Drew Pflaumer | 1820 | 56 | 70 | 70 | 1220 | 40 | 77 | | | | | 7 | | | | 280 |
| Lindsey Langenburg | 1820 | 56 | | 150 | | | 1101 | | | | | | 133 | 100 | | 280 |
| Vacant Suprv. Planner | 1820 | 85 | 500 | 200 | 200 | 200 | 145 | 80 | | 130 | | | | | | 280 |
| Joshua O'Neill | 1820 | 85 | 160 | 35 | 35 | 535 | | 70 | | 480 | 70 | 70 | | | | 280 |
| Michael Moan | 1820 | 56 | 110 | 240 | 120 | 160 | 120 | 200 | 180 | 124 | 160 | | | | | 350 |
| Michael D'Alessandro | 1820 | 56 | 470 | 80 | 35 | 70 | | 380 | | 449 | | | | | | 280 |
| Caitlin Greeley | 1820 | 56 | 234 | 500 | 70 | 250 | 20 | 70 | | | 100 | 240 | | | | 280 |
| Kevin Nelson | 1820 | 500 | | 75 | | | | 140 | 225 | | 100 | 35 | 225 | 100 | 70 | 350 |
| Benny Bergantino | 1820 | 250 | | | 200 | | 43 | 280 | 320 | | 327 | | | 100 | 20 | 280 |
| Vincent Flood | 1820 | 190 | | 250 | | 64 | | | | 636 | 400 | | | | | 280 |
| Vacant Prin. Planner | 1820 | 56 | | 250 | | | | 70 | | 1095 | | | 69 | | | 280 |
| Benjamin Jacobs | 1820 | 56 | 120 | 100 | | 70 | | 154 | | 1040 | | | | | | 280 |
| Kim Gelfuso | 1820 | 56 | | | | | | | | 1464 | | | | | | 300 |
| Christina Delage Baza | 1820 | 56 | 400 | 350 | | 70 | | | | 664 | | | | | | 280 |
| Paul Capotosto | 1820 | 1320 | 150 | | | | | | | 70 | | | | | | 280 |
| Catherine Pitassi | 1820 | 1540 | | | | | | | | | | | | | | 280 |
| Tom DeFazio | 270 | 270.2 | | | | | | | | | | | | | | |
| TOTAL HOURS | 42,130 | 7,182 | 2,594 | 4,431 | 2,294 | 1,759 | 2,543 | 2,884 | 1,342 | 6,852 | 1,227 | 542 | 909 | 881 | 90 | 7,160 |

* ICAP (Indirect Cost Allocation Plan) is Paid Leave. See Appendix D.

Table 5.3: FY 2019 Projected Costs by Activity and Funding Sources

Table 5.3 presents the projected costs for both the personnel and operating and the contractual and pass-through components of the budget.

| ACTIVITY | PERSONNEL AND OPERATING | TOTAL | RISP | FHWA | FTA | RIDOT | RIPTA | CDBG | URI | EFSB | OTHER |
|---------------|--|---------------------|-------------------|---------------------|---------------------|-------------------|------------------|-------------------|------------------|-----------------|-------------------|
| Activity 1 | MANAGEMENT AND ADMINISTRATION | \$ 503,948 | \$ 115,908 | \$ 302,369 | \$ 85,671 | | | | | | |
| Activity 2 | STATE TRANSPORTATION IMPROVEMENT PROGRAM | \$ 179,361 | \$ 35,872 | \$ 116,585 | \$ 26,904 | | | | | | |
| Activity 3 | STATE AND REGIONAL TRANSPORTATION OPERATIONS, MANAGEMENT, PLANNING | \$ 306,266 | \$ 61,253 | \$ 199,073 | \$ 45,940 | | | | | | |
| Activity 4 | TRANSIT PLANNING | \$ 152,640 | \$ 30,528 | \$ 30,528 | \$ 91,584 | | | | | | |
| Activity 5 | FREIGHT PLANNING IMPLEMENTATION | \$ 121,513 | \$ 24,303 | \$ 78,983 | \$ 18,227 | | | | | | |
| Activity 6 | LONG RANGE TRANSPORTATION, BICYCLE, AND PEDESTRIAN MOBILITY | \$ 168,331 | \$ 33,666 | \$ 134,665 | | | | | | | |
| Activity 7 | LONG RANGE PLANNING | \$ 193,237 | \$ 115,942 | \$ 57,971 | \$ 19,324 | | | | | | |
| Activity 8 | INTERGOVERNMENTAL COORDINATION | \$ 95,029 | \$ 69,371 | \$ 19,006 | \$ 6,652 | | | | | | |
| Activity 9 | PLANNING INFORMATION | \$ 436,363 | \$ 87,273 | \$ 283,636 | \$ 65,454 | | | | | | |
| Activity 10 | PUBLIC INFORMATION, OUTREACH, AND EQUITY | \$ 92,310 | \$ 36,924 | \$ 46,155 | \$ 9,231 | | | | | | |
| Activity 11 | CLIMATE CHANGE, RESILIENCY, ADAPTATION, MITIGATION | \$ 38,727 | \$ 11,618 | \$ 21,300 | \$ 5,809 | | | | | | |
| Activity 12 | SUPPORT TO OTHER STATE AGENCIES AND MUNICIPALITIES | \$ 63,733 | \$ 63,733 | | | | | | | | |
| Activity 13 | SPECIAL PROJECTS AND ACTIVITIES NOT FEDERALLY FUNDED | \$ 60,538 | \$ 60,538 | | | | | | | | |
| Activity 13.1 | ENERGY FACILITY SITING BOARD | \$ 7,160 | | | | | | | | \$ 7,160 | |
| ICAP | Paid Leave | \$ 451,707 | \$ 135,512 | \$ 248,439 | \$ 67,756 | | | | | | |
| | Sub Total | \$ 2,870,863 | \$ 882,441 | \$ 1,538,710 | \$ 442,552 | | | | | \$ 7,160 | |
| PROJECTS | CONTRACTUAL AND PASS THRU GRANTS | TOTAL | RISP | FHWA | FTA | RIDOT | RIPTA | CDBG | URI | EFSB | OTHER |
| 2.1 | TIP Process Database Enhancements (continuing) | \$ 410,000 | | \$ 328,000 | | \$ 82,000 | | | | | |
| 3.1 | Congestion Management Process (new - split over 2 years) | \$ 350,000 | | \$ 280,000 | | \$ 70,000 | | | | | |
| 3.2 | Addressing Active Transportation Issues to Stimulate Local Economies (new) | \$ 350,000 | | \$ 280,000 | | | | | | | \$ 70,000 |
| 4.1 | Transit Master Plan (new) | \$ 600,000 | | \$ 94,260 | \$ 354,740 | \$ 131,000 | \$ 20,000 | | | | |
| 4.2 | TF Green Amtrak Stop (new - split over 2 years) | \$ 400,000 | | \$ 300,000 | \$ 25,000 | \$ 75,000 | | | | | |
| 4.3 | Human Services Transportation Technology Ramp Up (new) | \$ 80,000 | | | \$ 64,000 | | \$ 16,000 | | | | |
| 4.4 | Strategic Transit Business Initiatives (new) | \$ 62,500 | | | \$ 50,000 | | \$ 12,500 | | | | |
| 4.5 | Transit Infrastructure Sustainability Plan (new) | \$ 57,500 | | | \$ 46,000 | | \$ 11,500 | | | | |
| 4.6 | Mobility On Demand Pilot Implementation Plan (new) | \$ 100,000 | | | \$ 80,000 | | \$ 20,000 | | | | |
| 6.1 | Bicycle Mobility Plan (continuing) | \$ 330,000 | | \$ 264,000 | | \$ 66,000 | | | | | |
| 6.4 | Regional Pedestrian Plan (new) | \$ 40,000 | | \$ 32,000 | | \$ 4,000 | | | | | \$ 4,000 |
| 6.5 | Pastore Center Master Plan (continuing) | \$ 500,000 | | \$ 100,000 | | | | | | | \$ 400,000 |
| 7.1 | Long Range Transportation Plan (continuing) | \$ 485,000 | | \$ 388,000 | | \$ 97,000 | | | | | |
| 9.1 | Performance Metrics (new) | \$ 30,000 | | \$ 19,500 | \$ 4,500 | \$ 6,000 | | | | | |
| 9.2 | Travel Demand Model Update/Maintenance (continuing) | \$ 298,767 | | \$ 238,053 | \$ 52,255 | | | | | | \$ 8,459 |
| 9.3 | Data Quality Control (new) | \$ 100,000 | | \$ 80,000 | | \$ 20,000 | | | | | |
| 9.4 | Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing) | \$ 99,000 | | \$ 63,360 | \$ 15,840 | | | | \$ 19,800 | | |
| 9.5 | Environmental Resiliency Tool (new) | \$ 400,000 | | \$ 150,000 | | \$ 250,000 | | | | | |
| 11.1 | Assessing Econ. Infrastructure Vulnerability to Natural Hazards/Climate Change (new) | \$ 320,000 | | | | | | \$ 320,000 | | | |
| 12.1 | RI Land Use Training Collaborative (continuing) | \$ 154,898 | | \$ 106,680 | \$ 19,485 | | | | | | \$ 28,733 |
| | Sub Total | \$ 5,167,665 | \$ - | \$ 2,723,853 | \$ 711,820 | \$ 801,000 | \$ 80,000 | \$ 320,000 | \$ 19,800 | \$ - | \$ 511,192 |
| | TOTAL | \$ 8,038,528 | \$ 882,441 | \$ 4,262,563 | \$ 1,154,372 | \$ 801,000 | \$ 80,000 | \$ 320,000 | \$ 19,800 | \$ 7,160 | \$ 511,192 |

Appendix A

RIDOT FY 2019 Work Program

FHWA PARTICIPATION COSTS BY PROJECT AND EXPENDITURE CLASSIFICATION

| Task | Personnel | Contractual Services | Equipment/Supplies | Travel/Training | FY19 Budget | % Federal Share |
|--|-----------|----------------------|--------------------|-----------------|-------------|-----------------|
| | | | | | | |
| Fiscal & Project Programming | \$250,000 | | | \$8,000 | \$258,000 | 81% |
| | | | | | | |
| Bicycle & Pedestrian Coordination | | | | | | |
| Personnel | \$100,000 | | | | \$100,000 | 80% |
| Print Bike Map | | \$25,000 | | | \$25,000 | 80% |
| Bikeway Facility Design Manual | | \$50,000 | | | \$50,000 | 80% |
| Pavement Condition/Distress Survey | | \$120,000 | | | \$120,000 | 80% |
| New Bike Path/Corridor Studies | | \$25,000 | | | \$25,000 | 80% |
| Travel/Training | | | | \$5,000 | \$5,000 | 100% |
| ECO Counter Maintenance | | \$5,000 | | | \$5,000 | 80% |
| | | | | | | |

| | | | | | | |
|--|-----------|-----------|---------|----------|-----------|-----|
| Planning, Studies, & Technical Assistance | \$375,000 | \$600,000 | | \$5,000 | \$980,000 | 80% |
| | | | | | | |
| Traffic Safety and Pavement | | | | | | |
| Road Inventory | \$150,000 | | \$4,000 | | \$154,000 | 80% |
| Management and Monitoring Systems | \$200,000 | \$575,000 | | | \$775,000 | 80% |
| On-Line System for Crash Analysis (OSCAR) | \$150,000 | \$600,000 | | | \$750,000 | 80% |
| MS2 Data Man System Support | \$50,000 | \$50,000 | | | \$100,000 | 80% |
| Statewide Traffic Counts | \$150,000 | \$500,000 | | | \$650,000 | 80% |
| Traffic Monitoring Stations On Call | \$150,000 | \$350,000 | | | \$500,000 | 80% |
| | | | | | | |
| STC Support | \$200,000 | \$250,000 | | | \$450,000 | 80% |
| | | | | | | |
| Asset Information Systems | \$750,000 | | \$8,000 | \$12,500 | \$770,500 | 80% |
| ESRI Software Maintenance | | \$88,000 | | | \$88,000 | 80% |
| VUEWorks Maintenance | | \$20,000 | | | \$20,000 | 80% |

| | | | | | | |
|---|----------|-----------|----------|--|-----------|-----|
| Spotlight and Toad for SQL Server Software maintenance | | \$12,000 | | | \$12,000 | 80% |
| ESRI EAP for GIS Scoping Application and Roads and Highways Support | | \$350,000 | | | \$350,000 | 80% |
| Historic Preservation/Heritage Commission Project (Phase II) | | \$60,000 | | | \$60,000 | 80% |
| Orthophoto Cost Share | | \$150,000 | | | \$150,000 | 80% |
| ADA Curb Ramp Inventory Update | | \$100,000 | | | \$100,000 | 80% |
| | | | | | | |
| Training | \$75,000 | | | | \$75,000 | 80% |
| Web Design Contract/Maintenance | | \$100,000 | | | \$100,000 | 80% |
| Wireless/Mobile Service Contract | | \$140,000 | | | \$140,000 | 80% |
| Course Hosts/Trainer Contract | | \$100,000 | | | \$100,000 | 80% |
| Mobile Classroom Equipment Administrative Supplies | | | \$40,000 | | \$40,000 | 80% |
| | | | | | | |
| Workforce Development | | | | | | |
| SMILE, TRAC, Summer Inst/Acads, Career Days | | \$475,809 | | | \$475,809 | 80% |

| | | | | | | |
|---|-----------|-----------|---------|----------|-----------|-----|
| | | | | | | |
| Equal Employment Opportunity Compliance | | | | | | |
| OJT Support Services * | | \$400,000 | | | \$400,000 | 80% |
| Disadvantaged Business Ent. Supp. Serv. | | \$400,000 | | \$10,000 | \$410,000 | 80% |
| | | | | | | |
| Performance Management | | \$49,657 | | | \$49,657 | 80% |
| | | | | | | |
| Innovation and Climate | \$150,000 | | | \$10,000 | | 81% |
| | | | | | | |
| Environmental Programs | \$300,000 | | | \$4,000 | \$304,000 | 80% |
| HPC Personnel | \$105,000 | | | | \$105,000 | 80% |
| CRU | | | | | | |
| Cultural Resources On-Call Consultant Services | | \$175,000 | | | \$175,000 | 80% |
| One-year end user support services for collection management software program | | | \$1,800 | | \$1,800 | 80% |

| | | | | | | |
|--|--------------------|--------------------|------------------|-----------------|--------------------|-----|
| Reference material purchases | | | \$500 | | \$500 | 80% |
| Photo/film development, 16 mm film conversion to DVD of RIDOT films | | | \$20,000 | | \$20,000 | 80% |
| Consultant Services: Inventory/evaluation of historic sites in Interstate Highway ROW | | | \$30,000 | | \$30,000 | 80% |
| Services of RIDOT Maintenance Division (Sign Shop) to design, fabricate signage for archaeological preserves and Statewide Historic Cemeteries | | | \$25,000 | | \$25,000 | 80% |
| NRU | | | \$40,000 | | \$40,000 | 80% |
| Natural Resources On-Call Consultant Services | | \$150,000 | | | \$150,000 | 80% |
| | | | | | | |
| TOTAL | \$3,155,000 | \$5,920,466 | \$169,300 | \$54,500 | \$9,139,266 | 80% |

Appendix B

RIPTA FY 2019 Unified Planning Work Program

RIPTA's unified planning work program for FY 2019 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
- Development of improved Flex and Ride services to enhance service in lower density areas
- Implementation of technology enhancements such as CAD AVL for use in performance monitoring and HASTUS upgrades to enable scheduling improvements
- Design of transit operations appropriate to available funding levels
- Design of deployment scenarios for battery electric bus (BEB) testing
- Monitoring of BEB performance on test routes
- Coordination between transit operations and planning functions
- Coordination of fare system upgrade, including fare media transition and monitoring of new fare collection and distribution systems
- Redesign and/or improvement of communications materials such as system map and website
- Review and evaluation of new transit markets and opportunities
- Solicitation of feedback from fixed route and paratransit customers and agency partners
- Engagement in inclusionary planning and clear communication regarding civil rights of riders
- Coordinated planning with human services agencies and transportation providers
- Coordination with RIDOT 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 |
| \$654,135 | \$163,534 | \$817,669 |

Long-Range Transportation Planning

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

- Development of a statewide, multimodal “Transit Master Plan” in partnership with RIDOT and RISP, including extensive public participation and providing a slate of short, mid, and long-range projects ready for design, financing, and construction
- Preparation of long-term plans for multimodal capital investments, including planning and evaluation related to expansion or realignment of the statewide transportation network, development of funding plans, and preparation of applications for discretionary TIGER, Small Starts, New Starts, LoNo, Bus and Bus Facilities, and/or other funds
- Planning and design of transit services and facilities, such as bus, trolley, ferry, bus rapid transit, park and ride, circulator, and other modes as appropriate, including support for the following projects: Providence Intermodal Transportation Center, Providence Downtown Transit Connector, Warwick Transit Hub, Pawtucket/Central Falls Transit Center, and the East Side Bus Tunnel
- Participation in the preparation of TOD plans in association with bus hub and intermodal center design and development
- Implementation of Rhode Island’s “Coordinated Public Transit/Human Services Transportation Plan,” including provision of staff leadership to the Statewide Human Services Transportation Coordinating Council
- Preparation of fleet plans addressing vehicle size, type, and fueling technology, including a Sustainable Fleet Transition Plan assessing Zero Emissions Vehicle (ZEV) options and associated infrastructure needs
- Sustainability planning focusing on fleet, passenger and administrative facilities, resiliency, GHG emissions reduction, and long-term cost savings
- Data collection, analysis, and modelling, including administration of rider surveys and origin-destination analyses, and data-sharing and collaboration with RISP and other partner organizations
- Development and tracking of performance standards in conjunction with the LRTP 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 Transit Signal Prioritization expansion and/or enhancement

- Development 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, and dynamic scheduling, including coordination with RI's Congestion Management Task Force
- Travel demand management planning and best practices research, and identification of potential Transportation Management Association (TMA) partnerships
- 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 TAC and SPC, maintenance and updating of Rhode Island's State Management Plan, publication of a transit program of projects in the TIP, assistance in preparation of the 2040 LRTP
- 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 |
| \$280,344 | \$70,086 | \$350,429 |

Appendix C

Transportation Planning Certification Review 2018: Corrective Actions and Recommendations

Corrective Action 1: The MPO, RIDOT, and RIPTA must develop written agreement(s) that fulfill federal requirements. The MPO, RIDOT, and RIPTA are required to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process including provisions for:

- developing and sharing information related to transportation performance data;
- the selection of performance targets;
- the reporting of performance targets;
- the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO;
- the development of financial plans that support the metropolitan transportation plan; and
- the annual listing of obligated projects.

The agreement should be periodically reviewed and updated, as appropriate, to reflect effective changes.

Response: The parties are nearing completion of the Tri-Party Agreement and expect a signed agreement prior to the end of SFY 18 that will focus on our overall roles and responsibilities in metropolitan transportation planning, objectives of the agreement, and roles and responsibilities for the UPWP and STIP. The agreement will also contain a provision committing the parties to continue to meet to produce an amended agreement that addresses performance measures and the development of financial plans which will be signed prior to May 1, 2019. The amendment to address the corrective action will be addressed by Project 3.4.

Corrective Action 2: The MPO must develop a documented process for local elected officials from local governments and other governmental agencies to participate in the planning process for developing the TIP and metropolitan transportation plan for the region, and implement that process.

Response: This issue will be addressed by requesting that the Rhode Island General Assembly amend Rhode Island General Law, Section 42-11-10 -- which specifies SPC membership -- to specifically include local elected officials. Regardless of the outcome of this request, the Division will develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as well as operators of major modes of transportation such as the Port of Providence, freight rail, passenger rail, etc.

Corrective Action 3: The MPO, RIDOT, and RIPTA must develop a listing of obligated projects on an annual basis. The roles and responsibilities for compiling and publishing the list should be documented to ensure that this federal requirement is met regardless of any changes in staffing over time.

Response: The Division/MPO will work with RIDOT and RIPTA to develop a list of projects obligated during the prior year. The first of such list will be developed after the end of the State fiscal year on June 30, 2018 but prior to October 31, 2018.

Corrective Action 4: The MPO must develop an up to date congestion management process (CMP) that is cooperatively developed and includes:

- performance measures;
- periodic assessment of the effectiveness of CMP strategies; and
- incorporating the CMP as an important component that can support transportation decision-making such as when scoring projects during the project prioritization process.

Response: This issue will be addressed by Project 3.1 – Congestion Management Process and completed no later than the time the 2020 STIP is adopted.

Recommendation 1: Inclusion of local officials and major modes of transportation should be implemented to the maximum extent possible.

Response: As noted under Corrective Action 2 above, RISP will be seeking an amendment to the statute that establishes the membership of the SPC in the next legislative session. In the interim the RISP and SPC will look for opportunities to include local officials and representatives of major modes of transportation on advisory bodies such as the TAC and the Freight Advisory Committee.

Recommendation 2: The MTP should clearly identify projects for the out-years of the plan. The financial constraint analysis should provide an easy-to-understand comparison of these anticipated costs against anticipated revenues.

Response: As RISP continues to develop the 2040 LRTP, the project and consultant team is focusing on identifying projects for the out-years of the plan. The team has identified a pool of projects from many sources including the STIP and various statewide transportation plans. We will also continue to work closely with RIDOT and RIPTA to ensure this information is provided. This recommendation has been shared with the project and consultant team.

Recommendation 3: In preparation of the plan, the MPO should coordinate closely with its partner agencies on transit topics, especially to ensure consistency of proposed investments in the MTP and in relevant transit asset management plans.

Response: The MPO, RIPTA, and RIDOT actively coordinate on the development of the LRTP as well as other planning initiatives that have transit implications including the Transit Master Plan and Bicycle Mobility Plan. Not only does the MPO, RIPTA, and RIDOT meet and communicate on a frequent basis, RIPTA and RIDOT are members of the LRTP Internal Team, the TAC, and the SPC. Both will play an important role in providing information about their asset management plans, priority investments, and anticipated costs and revenues.

Recommendation 4: The MPO and its partners should consider developing a template or guide for an MOU to be used on projects involving multiple jurisdictions.

Response: As there are multiple projects in this UPWP that involve multiple partners (including municipalities) it may be wise to enter a MOU, if appropriate, to promote coordination and an understanding of roles. While each agreement will be unique to the project and parties, a template could help identify appropriate provisions to consider for each agreement including potential topics that could be covered under an agreement.

Recommendation 5: The MPO should develop its performance measures spreadsheet in greater specificity, giving transit its own section.

Response: RISP has created a new performance measures matrix with greater detail including the transit related performance measures and targets. This document will be developed further as RISP continues to meet with RIDOT and RIPTA on a bi-weekly basis to discuss performance measures.

Recommendation 6: RIPTA should complete its target setting, which was required to be complete by December 31, 2017, and coordinate with the MPO as the MPO adopts region TAMP targets. RIPTA should also coordinate closely with the MPO to ensure that the deadline of October is met for having a completed TAMP.

Response: RISP will hold monthly meetings with RIPTA regarding their TAMP targets in order to meet the TAMP submission deadline of October 1, 2018.

Recommendation 7: RIDOT, RIPTA, the MBTA, and the MPO should coordinate to develop a shared understanding of the process of target setting and planning for state of good repair for commuter rail assets in Rhode Island.

Response: RISP is coordinating monthly meetings with RIDOT's Office of Performance Management and Office of Transit, along with RIPTA regarding target setting for a state of good repair for commuter rail assets in Rhode Island. We also anticipate reaching out to the MBTA to discuss target setting.

Recommendation 8: The MPO and RIPTA must work together to provide timely and accurate project financial sources and funding levels for each of the federal, and non-federal funding sources, for all capital and operating costs in the metropolitan planning area. This must be completed during the next update to the transportation improvement program.

Response: The RISP and RIPTA will seek additional guidance and clarification from FTA regarding how to improve the STIP's financial information for federal and non-federal funding sources for RIPTA's capital and operating expenditures. This work will take place prior to the next major update to the STIP.

Recommendation 9: SPC, RIDOT, and RIPTA should revisit their agreement on the management and development of the TIP/STIP in consideration of the roles and responsibility, methodology, schedule, and amendment/administrative modification procedures.

Response: RISP, SPC, RIDOT, and RIPTA plan to revisit the Procedures to Amend and Modify the STIP. The task is included in the FY 2019 UPWP. In addition, RISP applied for a FHWA

sponsored peer exchange that will focus on and learn from peer agencies how Rhode Island can improve the responsibilities, methodology, schedule, and modification processes for the STIP.

Recommendation 10: SPC, RIDOT, and RIPTA should review the representation of phases in the STIP for consistency, sufficient details on the definition of a phase, and implementation time frame associated with identified phases.

Response: RISP SPC, RIDOT, and RIPTA will work to improve the representation of phases for projects listed in the STIP. We will also include definitions of phases and implementation time frames associated with identified phases. RISP will also work to move to an electronic based STIP, or e-STIP, where it will be easier to track project phase status.

Recommendation 11: The Review Team recommends that SPC expand the contemporary public involvement strategies it employed during the development of the Bicycle Master Plan to the development of all other plans.

Response: RISP will update the Public Participation Plan (PPP) as part of Activity 10, Project 10.1 in the proposed 2019 UPWP. During this process staff will incorporate contemporary outreach measures that were used in the Bicycle Master Plan and in the ongoing Transit Master Plan. Staff will also research other MPOs best public engagement practices to encourage public participation and techniques.

Recommendation 12: The Review Team recommends that SPC capture all public participation activities accurately and completely in the PPP, including outreach to low-income, minority, and LEP populations.

Response: As part of the PPP update, RISP may convene an Advisory Committee that includes members from community organizations representing disadvantaged and under-represented groups. This Committee's recommended policies and procedures will be included in the Plan to ensure social equity is better incorporated into the State's regional planning process.

Recommendation 13: The Review Team recommends that SPC increase its efforts to measure the effectiveness of its public involvement strategies.

Response: As part of the update of the PPP, RISP will research improvement its means of measuring the effectiveness of its public involvement programs.

Recommendation 14: The MPO should ensure all outreach activities, including nontraditional strategies, consistently address accessibility needs including Section 508, ADA, and LEP provisions.

Response: RISP will review all its outreach activities including any new nontraditional strategies to assure that they address Section 508 of the Rehabilitation Act of 1973, ADA, and LEP requirements.

Recommendation 15: The MPO should develop additional methods for reaching low income populations and minority populations, including both direct engagement with these populations and engaging with community organizations and other grassroots groups.

Response: RISP will develop and adopt additional methods and partnerships to reach low income and minority populations as part of the update to the PPP.

Recommendation 16: The MPO should develop a new complaint form that will accurately capture the nondiscrimination statutes and protections. In addition, all complaints filed directly with the MPO should be forwarded and processed by RIDOT in accordance with the complaint procedures as required under 23 CFR 200.9(b)(3). Copies of these complaints should be sent to FHWA and FTA.

Response: RISP has revised the Title VI Complaint Form to reflect the comments received as part of the Recertification review to better reflect statutes and protections.

Recommendation 17: To be consistent with Title VI, the MPO should expand the data collection and analysis to specifically include White, Black or African American, American Indian & Alaska Native, Asian, and Hispanic or Latino. In addition, the analysis should compare the allocation of investments among the Title VI protected classes and conduct a burdens and benefits analysis.

Response: RISP will review its data collection and analysis to assure accurate and consistent capture of all populations according to race, color and national origin along with minority data. This will ensure ever more accurate measurements of equity allocations and Title VI assurance in the MPO program delivery areas.

Recommendation 18: The MPO is recommended to work with RIDOT to educate municipalities on their responsibilities under ADA and Section 504 to ensure that all programs, activities, and services under their jurisdiction are examined to identify barriers to access for persons with disabilities. With RIDOT's assistance, an ADA Transition Plan or Program Access Plan should be developed describes the steps to make their program areas accessible to persons with disabilities.

Response: The MPO and RIDOT is willing to coordinate and would like additional information and guidance on this recommendation.

Recommendation 19: The MPO should develop a complete LEP plan.

Response: The MPO does have a complete LEP Plan which it has now posted to its website. RISP will be updating the 2015 LEP Plan with 2017 ACS data.

Recommendation 20: The Review Team recommends RIDOT, SPC, and the FAC to coordinate in identifying the agency(ies) responsible for the development and implementation of the State Freight Plan and freight performance measures for Rhode Island, potentially in the Tri-Party agreement.

Response: RISP has been identified in the Tri-Party agreement as the agency responsible for the development/update of the State Freight and Goods Movement Plan. Three freight implementation tasks have included in the FY 2019 UPWP and is also working with RIDOT on target setting for the freight related performance measures.

Recommendation 21: The Review Team encourages the SPC, RIDOT, and the FAC to build professional freight capacity in the Region by seeking opportunities to bring in National Highway Institute courses on freight, attend the I-95 Corridor Coalition Freight Academy, conduct freight peer exchanges, tour freight facilities, and work with other states on freight planning.

Response: RISP/SPC will actively pursue opportunities to build professional freight capacity and will work with neighboring states and MPOs on freight planning activities.

Recommendation 22: The Review Team encourages the SPC, RIDOT, and the FAC to seek opportunities to convene with neighboring state to address freight issues and collaborate on freight opportunities that may benefit the movement of goods in the economic region.

Response: RISP will seek opportunities to convene with neighboring states and MPOs to address freight issues and collaborate on freight opportunities that may benefit the regional economy. In fact, RISP recently convened the first of many regularly scheduled meetings with our partners in Massachusetts and Connecticut to discuss various transportation issues.

Recommendation 23: FHWA and FTA encourage the MPO, RIDOT, and RIPTA to continue collaborating on TPM, especially in establishing targets and addressing PBPP in the next tri-party agreement.

Response: RISP/MPO will continue to collaborate with RIDOT and RIPA on TPM especially in establishing targets and addressing PBPP. These responsibilities will be defined in the next tri-party agreement.

Recommendation 24: FHWA/MPO/RIDOT should initiate recurring meetings to discuss the status and reporting requirements for PBPP and TAMP.

Response: RISP and RIDOT have resumed biweekly meetings to discuss Performance-Based Planning and Programing. A meeting to discuss the TAMP was scheduled for May.

Recommendation 25: The MPO should follow through with including a task to modify the project selection criteria for the TIP so that it is aligned with the performance measures and targets identified in the MTP in the FY 2019 UPWP as identified in their response to the on-site review advance questions.

Response: Performance based project selection criteria for the STIP's transportation alternatives and transit has been included in the FY 2019 UPWP.

Recommendation 26: As performance measures continue to be required the MPO should educate the TAC and SPC on performance based/data driven planning and programming emphasizing their role in setting targets as a way to continue influencing the program.

Response: As staff, RISP will continue to educate the TAC and SPC on performance based planning and programing and emphasizing their role in the target setting process.

Appendix D

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 (RISP) 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 RISP'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 RISP 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 IV: Resources; namely, Table 5.1: FY 2019 Activity and Project Funding Sources by Percentage; Table 5.2: FY 2019 Time Distribution; and Table 5.3: FY 2019 Projected Costs by Activity and Funding Sources.

Certificate of Cost Allocation Plan

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and believe:

1. All costs included in this proposal dated June 14, 2018, establish cost allocations or billings for July 1, 2018 – June 30, 2019 are allowable in accordance with the federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
2. All costs included in this proposal are properly allocable to federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

Governmental Unit: RI Department of Administration - Division of Statewide Planning and State Planning Council / Metropolitan Planning Organization (SPC/MPO)

Signature:



Name of Official:

Paul DiGiuseppe

Title:

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

Date of Execution:

June 14, 2018

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.



Michael DiBiase
Chair, Metropolitan Planning Organization
6/14/18

Date



Paul DiGiuseppe,
Secretary, Metropolitan Planning Organization
6/17/18

Date