



U.S. Department
of Transportation

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June 30, 2016

Gina M. Raimondo, Governor
State of Rhode Island
State House, Room 224
Providence, RI 02903

Subject: Rhode Island FY13-16 STIP Amendment #7

Dear Governor Raimondo:

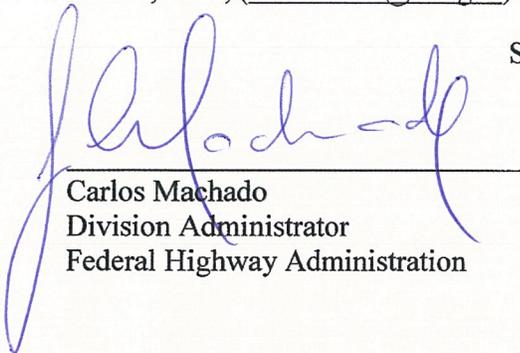
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the Fiscal Years 2013-2016 Statewide Transportation Improvement Program (STIP) Amendment #7 submitted to our office on June 28, 2016. The amendment aligns the FFY 2016 projects of the STIP with the projects identified for FFY 2016 in RIDOT's Ten Year Strategic Plan, which covers 2016 to 2025. The amendment incorporates changes in available funding authorized by the Rhode Island General Assembly and Congress over the past several years, as well as RIDOT's new asset management based project selection process. The amendment adds the Downtown Providence Enhanced Transit Corridor project into the STIP in FFY 2016. The total project cost is \$17 million, funded through a \$13 million Transportation Investment Generating Economic Recovery (TIGER) discretionary grant and \$4 million in state funds. This amendment also adds a one-time apportionment of \$54,066 of federal formula State of Good Repair High Intensity Bus program funding (Section 5337) matched with \$13,517 in RIPTA operating budget funds for repairs to the East Side Bus Tunnel in Providence.

Based upon the RIDOT and MPO self-certifications of their statewide and metropolitan transportation planning processes and federal agency routine involvement in the transportation planning processes, we make the following determinations:

- The projects in the STIP are based on a planning process that is consistent with the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- The component TIPs are based on a continuing and comprehensive transportation planning process carried on cooperatively by the State, the MPO, and the transit operator in accordance with the provisions of 23 USC 134, 49 USC 5303 and 5304, and subparts A and C of 23 CFR 450.

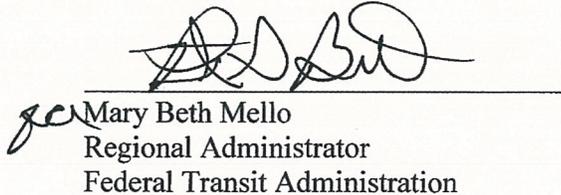
- The changes called for in this STIP amendment maintain financial constraint as required under 23 CFR 450.216 (m).

The FHWA and FTA have determined that the STIP, as revised, substantially meets all requirements and is hereby approved. If you have any questions please send them to Leah Sirmin, FTA, (leah.sirmin@dot.gov) or Barbara Breslin, FHWA, (barbara.breslin@dot.gov).



Carlos Machado
Division Administrator
Federal Highway Administration

Sincerely yours,



Mary Beth Mello
Regional Administrator
Federal Transit Administration

cc: Peter Alviti, Director, RIDOT
Jared Rhodes, Chief – RISPP
Ray Studley, General Manager – RIPTA
Janet Coit, Director – RIDEM
Curt Spalding, Administrator – EPA Region I



State of Rhode Island and Providence Plantations

State House
Providence, Rhode Island 02903-1196
401-222-2080

Gina M. Raimondo
Governor

June 27, 2016

Mr. Carlos C. Machado
Division Administrator
Federal Highway Administration
Suite 547
380 Westminster Mall
Providence, Rhode Island 02903

Ms. Mary Beth Mello
Regional Administrator
Federal Transit Administration
55 Broadway
Cambridge, MA 02142

Dear Mr. Machado and Ms. Mello:

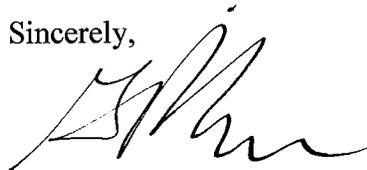
The Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA) have requested an amendment to the FFY 2013-2016 State Transportation Improvement Program (STIP). RIDOT's request aligns the FFY 2016 projects of the STIP with the projects identified for FFY 2016 in RIDOT's Ten Year Strategic Plan, which covers 2016 to 2025. The amendment incorporates changes in available funding authorized by the Rhode Island General Assembly and Congress over the past several years, as well as RIDOT's new asset management based project selection process. RIPTA's amendment request adds the Downtown Providence Enhanced Transit Corridor project into the STIP in FFY 2016. The total project cost is \$17 million, funded through a \$13 million Transportation Investment Generating Economic Recovery (TIGER) discretionary grant and \$4 million in state funds. This amendment also adds a one-time apportionment of \$54,066 of federal formula State of Good Repair High Intensity Bus program funding (Section 5337) matched with \$13,517 in RIPTA operating budget funds for repairs to the East Side Bus Tunnel in Providence.

This amendment is classified as a Major Amendment which requires a 30 day public notice period, public hearing, review and recommendation by the Transportation Advisory Committee, and final decision by the Rhode Island State Planning Council. After following the required process, the State Planning Council granted final approval to Amendment #7 to the FFY 2013-2016 STIP on June 9, 2016.

I hereby approve the amended STIP and provide my assurance that the STIP and this amendment satisfy all requirements of state and federal laws and regulations. I request that you provide the appropriate approvals so that the projects and programs contained in this STIP amendment may proceed.

Enclosed are copies of the public hearing report, the amended FFY 2016 STIP table, a report detailing the status of all the projects originally listed in FFY 2016 of the FFY 2013-2016 STIP, and a fiscal constraint analysis. If you have any questions regarding this action, please contact Karen Scott of the Statewide Planning Program at (401) 222-4411 or karen.scott@doa.ri.gov.

Sincerely,



Gina M. Raimondo
Governor

cc: Mr. Peter Alviti, Jr., Director, RI Department of Transportation
Mr. Ray Studley, CEO, RI Public Transit Authority
Mr. Michael DiBiase, Chairman, State Planning Council
Mr. Parag Agrawal, Secretary, State Planning Council

Enclosures: 4



PUBLIC HEARING REPORT | MAY 2016

PROPOSED AMENDMENT #7 TO FFY 2013—2016 STIP



1. INTRODUCTION

This public comment report outlines the opportunity provided for public comment and the input received related to Amendment #7 to the Federal Fiscal Year (FFY) 2013-2016 State Transportation Improvement Program (STIP). Two public hearings were held on May 26, 2016, at which public comment was received on Amendment #7 to the FFY 2013-2016 STIP, as well as the draft FFY 17-25 STIP. However, this public hearing report only addresses comments related to Amendment #7 to the FFY 2013-2016 STIP. The public comment period for Amendment #7 ended with the close of the second public hearing, while the public comment period for the FFY 17-25 STIP does not end until June 26, 2016. A second public comment report addressing the input related to the draft FFY 17-25 STIP will be published once the public comment period for that document closes.

PURPOSE OF THE PROPOSED AMENDMENT

The State Planning Council has under consideration Amendment # 7 to the FFY 2013-2016 STIP for the State of Rhode Island, as adopted by the State Planning Council on July 12, 2012. The amendment has been requested by the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA), as shown in Attachment 1. The proposed STIP amendment realigns the FFY 2016 projects of the STIP with additional available state and federal funding sources and with RIDOT's Ten Year Strategic Plan (FFY 2016 to FFY 2025). In addition, the amendment includes new transit and highway projects not included in the FFY 2013-2016 STIP. The amendment will affect all programs of the STIP.

PUBLIC HEARINGS AND COMMENT PERIOD

The State Planning Council gave notice of its intent to hold a public hearing to afford interested parties the opportunity to provide public comment. Notice of the two public hearings and opportunity to comment on Amendment #7 to the FFY 2013-2016 STIP was provided through advertisement in the Providence Journal on April 25, 2016, posting on the Statewide Planning Program's website in English and Spanish, a direct mailing to the over 800 planning and transportation contacts in the Statewide Planning Program's database, and inclusion in the Statewide Planning Program's May newsletter, which was sent to interested parties on May 2, 2016. In addition, the public notice was read in Spanish on the Spanish language radio station Podor 1110, 14 times leading up to the hearings. Both the English and Spanish hearing notices posted on the Division of Planning website are included as Attachment 2.

All persons were invited to present their views on the proposed amendments in person at the public hearings, through a representative, or by filing a written statement with the Secretary of the State Planning Council by the end of the second public hearing on May 26, 2016. Written statements could be mailed or e-mailed to Jared Rhodes, Chief of the RI Statewide Planning Program, One Capitol Hill, Providence, RI 02908, or submitted at a hearing. All written statements are included in Attachment 3.

On May 26, 2016, the Statewide Planning Program, on behalf of the State Planning Council, held two public hearings, one at 2:00 p.m. and one at 6:30 p.m. in front of the Transportation Advisory Committee, to accept comments on the proposed amendment. Both hearings were held at the Department of Administration, William E. Powers Building, Conference Room A, Providence, RI 02908.

The hearing locations were accessible to individuals with disabilities. Any individual with physical or sensory impairments requiring assistance for a reasonable accommodation in order to participate in the hearings, or any individual requiring the services of a spoken language interpreter, was instructed by the hearing notice as to how to request accommodation. A stenographer was present to create a transcript of both public hearings, which are included in Attachment 4.

ORGANIZATION OF THE REPORT

This report contains three additional sections. Section 2 describes the proceedings of the 2:00 p.m. public hearing, Section 3 describes the proceedings of the 6:30 p.m. public hearing, and Section 4 includes a summary of the written and oral comments received at both hearings and during the public comment period relevant to proposed Amendment #7 to the FFY 2013-2016 STIP and responses to the comments.

2. PROCEEDINGS OF THE 2:00 P.M. PUBLIC HEARING

The hearing was called to order at 2:10 p.m. by Jared Rhodes, Chief of the Rhode Island Statewide Planning Program, who was the presiding officer at the hearing. He then overviewed the purpose of the hearing which was to accept public comment on the Amendment #7 to the State Transportation Improvement Program for Federal Fiscal Years 2013 – 2016 and the Draft State Transportation Improvement Program for Federal Fiscal Years 2017 – 2025.

Mr. Rhodes directed all those who wished to make comments to sign in, and clarified that there is opportunity to provide additional comments at the second public hearing scheduled for 6:30 p.m. that evening, and to provide written comments on the proposed FFY 17-25 STIP through June 26, 2016.

Mr. Rhodes then introduced Linsey Callaghan, Supervising Planner with the Statewide Planning Program who overviewed and gave context for Amendment #7 to the FFY 13-16 STIP and the draft FFY 17-25 STIP. The presentation included a description of policy and funding changes on both the federal and state level directing the state towards a more asset management based system of transportation planning. Amy Pettine, Executive Director of Planning for the Rhode Island Public Transit Authority (RIPTA), reviewed RIPTA's proposed amendments to the FFY 13-16 STIP. This presentation was followed by Meredith Brady, Acting Policy Director for the Rhode Island Department of Transportation (RIDOT), who explained RIDOT proposed amendments. Following the presentation on Amendment #7, a brief presentation was given by Ms. Callaghan, Ms. Pettine, and Ms. Brady regarding the draft FFY 17-25 STIP. Ms. Callaghan concluded the formal presentations by outlining the next steps in the FFY 13-16 STIP amendment and FFY 17-25 STIP adoption processes.

Mr. Rhodes noted that no responses to questions posed at the hearing would be given, however, anyone wishing to make comments was welcome to speak. In total, 20 members of the public provided comment, including Senator Dennis Algiere, Representatives Carlos Tobon and Carol Hagan McEntee, and the Mayors of Central Falls and Cumberland. All public comments are outlined and addressed in Section 4 of this report. All

written comments received at the meeting are included in Attachment 3.

When all interested parties had been given and exercised the opportunity to comment, Mr. Rhodes thanked those in attendance for their interest. The public hearing closed at 4:20 p.m.

3. PROCEEDINGS OF THE 6:30 P.M. PUBLIC HEARING AND DISCUSSION ON AMENDMENT #7 TO THE FFY 13-16 STIP BY THE TRANSPORTATION ADVISORY COMMITTEE

The hearing was called to order at 6:36 p.m. by Fran Shocket, Chairperson of the Transportation Advisory Committee (TAC), who was the presiding officer at the hearing. She then overviewed the purpose of the hearing which was to accept public comment on the Amendment #7 to the State Transportation Improvement Program for Federal Fiscal Years 2013 – 2016 and the Draft State Transportation Improvement Program for Federal Fiscal Years 2017 – 2025.

Ms. Shocket directed all those who wished to make comments to sign in and clarified that there is opportunity to provide additional written comments on the proposed FFY 17-25 STIP through June 26, 2016.

Ms. Shocket then introduced Linsey Callaghan, Supervising Planner with the Statewide Planning Program who overviewed and gave context for both Amendment #7 to the FFY 13-16 STIP and the draft FFY 17-25 STIP. The presentation included a description of policy and funding changes on both the federal and state level directing the state towards a more asset management based system of transportation planning. Amy Pettine, Executive Director of Planning for the Rhode Island Public Transit Authority (RIPTA), reviewed RIPTA's proposed amendments to the FFY 13-16 STIP. This presentation was followed by Meredith Brady, Acting Policy Director for the Rhode Island Department of Transportation (RIDOT), who explained RIDOT proposed amendments. Following the presentation on Amendment #7, a brief presentation was given by Ms. Callaghan, Ms. Pettine, and Ms. Brady regarding the draft FFY 17-25 STIP. Ms. Callaghan concluded the formal presentations by outlining the next steps in the FFY 13-16 STIP amendment and FFY 17-25 STIP adoption processes.

Ms. Shocket noted that no responses to questions posed at the hearing would be given, however, anyone wishing to make comments was welcome to speak. In total, 10 members of the public provided comment, including Municipal Councilors from the Towns of Warren and North Kingstown. All public comments are outlined and addressed in Section 4 of this report. All written comments received at the meeting are included in Attachment 3.

When all interested parties had been given and exercised the opportunity to comment, Ms. Shocket thanked those in attendance for their interest. The public hearing closed at 8:06 p.m.

After the hearing was closed, the TAC began a discussion of Amendment #7 to the FFY 2013-2016 STIP. The discussion was primarily focused on the proposed new interchange to Interstate 295 in Johnston. Several members of the TAC voiced their opposition to the project, including Bari Freeman, Everett Stuart, John Flaherty, and Johnathan Harris. Their main concerns centered around the location of a major employer outside of the urban core and the use of public funds on a project that may contribute to sprawl. Several members of the TAC spoke in support of the new interchange including Dan Baudouin, George Monaghan, and Mike Walker. They cited the retention of jobs in Rhode Island and the private investment in public infrastructure as reasons for support. It was also suggested that the creation of a transportation improvement district be explored for the area.

The TAC went on to vote to recommend that the State Planning Council approve Amendment #7 to the FFY 2013-2016 STIP.

4. SUMMARY OF AND RESPONSE TO COMMENTS RECEIVED RELATED TO AMENDMENT #7 TO THE FFY 2013-2016 STIP

Below, please find a table with a summary of all the comments, both written and oral, received as part of the public hearing and comment period related to Amendment #7 to the FFY 13-16 STIP. The table provides a summary of the comment, who made the comment, the project name, year in the STIP, TIP ID number, TIP program, municipality, reviewing entity, response, and change, if any, made to the STIP document.

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	TIP PROGRAM	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Barry Schiller	Johnston I-295 Interchange	2016	2028	Traffic Safety Capital	Johnston	Opposes spending \$3 million for the proposed ramps.	Residents don't want a commercial strip mall. Cannabilizes what Citizens already has in other areas. Not economic development. Can't tell Citizens Bank what to do, but can ask about public money. \$3 mil in public money is something we should not go along with. Environmental impact statement should be developed - explore whether ramps should only go to Citizens to limit sprawl impacts. Listing under highway safety is deceptive.	Oral	RIDOT	Inclusion of the \$3 million for a public private partnership to build the ramps on I-295 at Greenville Avenue is not the last step in the project development or the only opportunity for public review. FHWA will require an environmental assessment, and the community will be involved in the ongoing development process. With the potential traffic impacts and turning movements required to access the site using current infrastructure, staff believes that inclusion as a highway safety project is reasonable. Public funds are being matched by private investment.	
Barry Schiller	Travel Plaza	2016	2030	Transit Capital	Hopkinton	Listing the project under transit is misleading.	Only 3 buses a day on weekdays to this location. There is already a park and ride there, it is not really a transit proposal. It should be correctly labeled. The \$12 million inflates transit element of the TIP.	Oral	RIDOT	Due to its geographic location, besides a Welcome Center into the state, the potential exists for additional park & ride users for RIPTA buses, intercity buses and carpoolers for commuting and seasonal recreational trips. RIDOT is working with RIPTA and intercity bus providers on future service.	
Barry Schiller	Pawtucket/Central Falls Train Station	2016-2020	5011	Transit Capital - RIDOT	Pawtucket, Central Falls	The funds listed in the TIP are not enough to build the station.	Depending on a grant, nervous about not having enough money to ensure the station will be built. Nothing in State Rail Plan about infill stations, should be studying electrification of rail, as MBTA is for 10 years out.	Oral	RIDOT	The FFY2016 TIP amendment only includes federal and state funds for FFY2016. The FFY2017-FFY2025 Draft TIP includes additional FTA funds. The TIGER grant RIDOT submitted an application for is not reflected in the TIP at this time because it has not yet been awarded. In addition, other prior year FTA funds have not been obligated yet. The FFY2017-FFY2025 Draft TIP does include project development for longer term projects such as in-fill stations and electrification of commuter service.	

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Barry Schiller	Downtown Providence Enhanced Transit Corridor	2016-2020	5184	Transit Capital	Providence	The TIP description of the project doesn't describe well enough how the \$17 million will be spent.	Where and how is the money going to be spent? The project doesn't seem to include transit signal priority, improvements to state office campus. If description is all that is going to happen, the project should be rejected. The funds and project must be accounted for and explained.	Oral	RIPTA	Downtown Transit Connector (DTC) is an enhanced transit corridor that will provide fast, frequent connections through downtown Providence, between Providence Station and Rhode Island Hospital. Comprised of 6 stops in each direction, the DTC will be anchored by the Providence Station Hub in the north (constructed under another project) and the Rhode Island Hospital Hub in the south. Investments include: 6 hybrid electric vehicles, 8 custom-designed shelters, seating, custom-designed signage including wayfinding, cycling infrastructure, ticket vending machines, real-time display panels, transit signal prioritization, and geometric roadway improvements. In addition, this project will also create a new southern operational hub for RIPTA in front of Rhode Island Hospital. This hub will create a centralized place for transfer activity, bus layovers, and improved passenger access.	

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Barry Schiller	Providence Station Transit Center	2016	5204	Transit Capital - RIDOT	Providence	The funds in the TIP are for Providence Station only, but the money could be spent elsewhere in the state, including for a Pawtucket bus hub.	The state won't spend \$35 million on the project this year. It should budget the same way it does a commuter rail stop - a little in the first year, next year, etc.	Oral	RIDOT	The mass transit bond language does allow for other transit hub investments. However a new hub at the train station on the northern end of Downtown offers the best potential for alleviating capacity issues in Kennedy Plaza. In terms of programming the funding, a decision has not yet been reached regarding allocation of expenditures to specific years, but as the General Obligation bond issue was approved several years ago, and the revised TIP will show state resources, RIDOT felt it was important to show available state resources before too much time had elapsed.	
Barry Schiller	Toll Gantry Costs	2016	8000	Toll Capital	Statewide	Determine if tolling is legal.	Supports idea of tolls, make sure it isn't spent before we know it is legal to do it.	Oral	RIDOT	RIDOT staff and consultants have engaged in a thorough review of the legality of tolling bridges to pay for their reconstruction or replacement. In addition, RIDOT is working to complete an MOU with FHWA regarding tolling. The process will not be complete tomorrow, or next month: staff has developed a detailed project timeline and will follow all required and recommended steps to implement RhodeWorks. The cost of tolling infrastructure is anticipated to be repaid with toll revenue.	

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Barry Schiller	6/10 Project	2016, 2019-2024	9500	6/10 Project	Providence	Not ready to give RIDOT \$195 million when basic design is being debated and the City is putting out bids for alternative designs.	If it can be done, boulevard could be cheaper, make money available for other things heard today. To add things, need to cut things. 6-10 should only be funded in 2016 to keep the oversight, process fastlane application, so on. Shouldn't get a blank check before study done. If a boulevard could be done, we wouldn't need to spend an extra \$50 mil on I-95 viaduct widening. All interconnected. Providence has already sacrificed a huge amount of land for through traffic, interchanges, etc. Reduce the damage that the auto age has done to our core city. Plan is not a gamchanger in changing our reliance on auto, dealing with climate change, etc.	Oral	RIDOT	RIDOT will be completeing NEPA and Conceptual Design for the Route 6/10 Project and will continue to examine alternatives for this corridor including assessing all modes of transit that could potentially be used (bus, light rail, DMU, etc.).	
Barry Schiller	Bicycle Program	General comment			Statewide	Not enough spent on bicycle program.	More funds are available, and the bicycle program should be accelerated. Connectivity is critical for bicycle paths and completing the Blackstone Bikeway is an economic opportunity. Many projects went unfunded, including a connector to URI from the South County Bike Path as well as projects in Burrillville, Smithfield, Johnston, and North Smithfield.	Oral	RIDOT	Moving forward into future years, there will be an opportunity to review projects and progress on an annual basis, and projects not included in the FFY2016 amendment or the FFY2017-FFY2025 STIP may be included in a future revision or future years. At this time, the FFY2016 amendment is constrained fiscally and no additional funding is available.	
Barry Schiller	Snow Removal Equipment	Not in draft TIP			North Providence	Safety funds should be spent on projects such as snow clearance that improve conditions for pedestrians.		Oral	RIDOT	Snow removal is not a capital expenditure: it is considered an operating expense and does not qualify for federal funding or state capital funding.	

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Barry Schiller	Transportation Alternatives	General comment			Statewide	Too little is spent on TAP projects.	They have significant benefits for the state, and more should be spent on them.	Oral	RIDOT	In the FFY2016 amendment, more than \$11 million is allocated to TAP projects, compared to the \$4.0 million annually allocated in the original FFY2013-FFY2016 TIP, as approved. However, the primary focus of the ten year TIP remains attaining a state of good repair: additional investments in many pipelines, including TAP, will be made in future years.	
Bob Votava, Executive Director, DOT Watch	Trestle Trail - West Section - 2 Bridges	2016-2017, 2023-2024	9001, 9002	Transportation Alternatives Program	Coventry	Complete the Trestle Trail		Written	RISPP	Two bridges of the Trestle Trail (West Section) are included in the TIP for 2016-2017. The paving for the west section is included in the FFY 2017-2025 in 2023-2024.	
Bob Votava, Executive Director, DOT Watch	Downtown Providence Enhanced Transit Corridor	2016-2020	5184	Transit Capital	Providence	The TIP description of the project doesn't describe well enough how the \$17 million will be spent.	\$17 million in grant fund seems excessive for construction of a bus route.	Written	RIPTA	Downtown Transit Connector (DTC) is an enhanced transit corridor that will provide fast, frequent connections through downtown Providence, between Providence Station and Rhode Island Hospital. Comprised of 6 stops in each direction, the DTC will be anchored by the Providence Station Hub in the north (constructed under another project) and the Rhode Island Hospital Hub in the south. Investments include: 6 hybrid electric vehicles, 8 custom-designed shelters, seating, custom-designed signage including wayfinding, cycling infrastructure, ticket vending machines, real-time display panels, transit signal prioritization, and geometric roadway improvements. In addition, this project will also create a new southern operational hub for RIPTA in front of Rhode Island Hospital. This hub will create a centralized place for transfer activity, bus layovers, and improved passenger access.	

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Brian Bishop	Travel Plaza	2016	2030	Transit Capital	Hopkinton	Listing the project under transit is misleading.	The project is misidentified; it's a welcome center. Residents of Ashaway don't see this as a good idea, and they thought they would get more transit. Where is the transit service to go along with the travel plaza/transit hub? The state wants to compete with existing truck stops and other private businesses along the route. Why do the the state funds come from Bridge and Highway Maintenance?	Oral	RIDOT	Due to its geographic location, besides a Welcome Center into the state, the potential exists for additional park & ride users for RIPTA buses, intercity buses and carpoolers for commuting and seasonal recreational trips. RIDOT is working with RIPTA and intercity bus providers on future service.	
Brian Bishop	Wickford Junction Operations	2016	7103	Transit Operations	North Kingstown	The station is the result of building infrastructure before improving service.		Oral	RIDOT	The recent MBTA schedule changes has improved the RI service south of Providence. The FFY16 TIP includes funding for marketing this improved service along with RIPTA bus service at this transit center.	
Brian Bishop	Toll Gantry Costs	2016	8000	Toll Capital	Statewide	Determine if tolling is legal and feasible before purchasing and installing all of the gantries.	A full rebuild of the 6/10 Connector was a reason used to advance the toll proposal, but the state doesn't know what the design or cost of the project will be.	Oral	RIDOT	RIDOT staff and consultants have engaged in a thorough review of the legality of tolling bridges to pay for their reconstruction or replacement. In addition, RIDOT is working to complete an MOU with FHWA regarding tolling. The process will not be complete tomorrow, or next month: staff has developed a detailed project timeline and will follow all required and recommended steps to implement RhodeWorks. The cost of tolling infrastructure is anticipated to be repaid with toll revenue. Also, the 6/10 Connector is just one component of the tolling program. RIDOT is working to move the 6/10 project forward by leveraging all available funding sources, three decades after the project first became a concern.	

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Brian Bishop	6/10 Project	2016, 2019-2024	9500	6/10 Project	Providence	Do not obligate \$200 million for 6/10 Connector in FFY 2016.	Obligating \$200 million for 6/10 Connector in FFY 2016 is too much for a project for which design isn't final. Too early to issue bonds for this project when we haven't settled on a final concept. What does the obligation of the funds now have to do with the FAST LANE grant application.	Oral	RIDOT	The funds allocated to the 6/10 Connector in FFY2016 will not be obligated to the project: they are state funds borrowed through the GARVEE financing tool and the intent of showing these funds as allocated to the 6/10 Connector in the FFY2016 TIP amendment is to make clear (particularly to those who may be awarding grants) that the state has funding allocated to the project. In future years, as the project progresses, RIDOT will develop a cash flow for the use of the funds.	
Cumberland PW Director	Marshall Avenue Drainage	Not in draft TIP			Cumberland	Reconsider inclusion of project in TIP.	Only new project submitted. 1,000 linear feet, older, corrugated metal pipe. Saw deterioration, water leaking out. In need of rehabilitation. Principal primary, state road, connecting Mendon Rd (122) and High St (114). In need of investigation and maintenance. Flooding and inundation of property at the corner.	Oral	RIDOT	This project is not designated for inclusion in the FFY2016 amendment, but will be reviewed for potential inclusion in future TIP years.	
Dylan Zelazo, Chief of Staff, Pawtucket	Pawtucket/Central Falls Train Station	2016-2020	5011	Transit Capital - RIDOT	Pawtucket, Central Falls, Cumberland	In support of the project.	The project is critical to advancing multi-modal transportation throughout the state. There are 1 million square feet of vacant mill space available for transit-oriented development as well as underutilized properties. a destination brewery, and the Pawsox stadium.	Oral	RISPP	Support noted.	

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REQUESTED BY	PROJECT NAME	YEAR	TIP ID	TIP PROGRAM	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Ellen Waxman, Town Councilor, North Kingstown	Summer Service	2016	7109	Transit Operations	North Kingstown	Requests weekend passenger rail service at Wickford Junction.	Wickford Junction Train station is under utilized. How can we leverage the station to revitalize our economy and improve access to Southern Rhode Island and its beaches? It should be a transportation asset for non-work related commutes with weekend service all year. Attitude that rail is only for commuting is short sighted - weekend ridership could exceed weekday ridership. Page 309 - excited to see ID 7109, summer service; also pg 32 and 308. RIDOT staff informed that 7109 is not weekend service to Wickford Junction - will be ferry to Newport. Gave specific language changes to Chair.	Both Oral and Written	RIDOT	Prior to introducing weekend train service, focus should be on increasing the core weekday service first. Ridership data at Providence and along Connecticut's Shoreline East shows that weekend service typically attracts half the weekday ridership. Weekend service did not start at Providence until 8 years after the weekday service started in 1988. Also, Baltimore to Washington DC commuter rail did not introduce weekend service until last year, 25 years after weekday service began. Moving forward, we would look at event-based weekend service for next summer season as a way of introducing it and testing its potential ridership, which is the similar approach to the pilot ferry service this year.	
FHWA	Signage, Lighting Repair	2016	1116	Traffic Safety	Statewide	Amend description to read "This line item includes the repair of signing and lighting highway assets as part of systematic improvements."		Oral	RISPP		Text changed
FHWA	LTAP	2016-2025	7809	Planning-Program Development		Funding should be \$300,000		Oral	RIDOT	Funding is shown both under LTAP and within the Planning project line.	
FHWA		2016		All tables		Retitle Program from "Bridge Maintenance" to "Bridge Preservation"		Oral	RISPP		Reference changed throughout the document
FHWA		2016		All tables		Retitle Program from "Traffic Safety Maintenance" to "Traffic Safety"		Oral	RISPP		Reference changed throughout the document

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REQUESTED BY	PROJECT NAME	YEAR	TIP ID	TIP PROGRAM	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Friends of the William C. O'Neill South County Bike Path	South County Bike Path Extension	2016-2020	5089	Transportation Alternatives Program	South Kingstown	Amend the project description to read, "Design and construction of the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach using an off-road route through Canonchet Farm."	On- and off-road alternatives for the bike path extension have already been evaluated. The description given creates an opening for another round of delay. After a presentation to the Town Council on December 7, 2015, which described seven possible routes for the path extension, the Town Council voted to maintain its earlier recommendation that the bike path be completed using an off-road route through Canonchet Farm. The \$1.62 million in FY 2017 and FY 2018 should be used for design and permitting of the selected route.	Written	RIDOT	Suggest that language be modified to insure that if there are permitting problems with the off-road route chosen, due to environmental issues, the project could still move forward. Otherwise, the change in description is appropriate.	Amend the project description to read, "Design and construction of the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach using a permissible off-road route through Canonchet Farm".
Friends of the William C. O'Neill South County Bike Path	South County Bike Path Extension	2016-2020	5089	Transportation Alternatives Program	South Kingstown	Change the title of the project to, "South County Bike Path Completion."	This title is more indicative of the work to be done.	Written	RIDOT	This would be an acceptable title change.	Text changed
FTA	Pawtucket/Central Falls Train Station	2016-2020	5011	Transit Capital - RIDOT	Pawtucket/Central Falls	This project is ineligible for 5337 funds as it is a new station. The funding source should be corrected to an eligible federal program or to state funds.		E-mail	RIDOT	FTA 5337 funding will be removed from this line item	Table updated.

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Grant Dulgarian, Ecology Action for RI	Downtown Providence Enhanced Transit Corridor	2016-2020	5184	Transit Capital	Providence	Run a pilot bus route along the proposed corridor before committing \$17 million to the project.	Combine Routes 6 and 49 on the proposed corridor, do a lot of promotion and see what kind of ridership we get, before we do in the ground investments, we need data before we make investments.	Oral	RIPTA	The DTC will be served by several routes that currently connect to downtown Providence at Kennedy Plaza but will drastically improve the connection between the northern (Providence Station) and southern end of downtown (RI Hospital) by extending several of these routes to continue all the way down to the southern hub. The extension of service on these routes will create a transit corridor with an average headway for service of five minutes, improving connections between one of RI's largest employers (RI Hospital) and the state's largest regional connection (Providence Station). The DTC will provide a one-seat ride to Prov Station for many RI residents. In summary, six routes will serve the DTC. Routes 1 and 3 currently operate through this corridor and will require no modification to serve the route. Routes 51, 58, and 72 will be extended to provide service directly to RI Hospital. Route 6 will be modified slightly to serve Dudley St.	
Grant Dulgarian, Ecology Action for RI	6/10 Project	2016, 2019-2024	9500	6/10 Project	Providence	\$800 million is too much for the project, and more needs to be done to determine the actual problem and potential solutions.	\$800 million is amazing - need to sit down and try to determine what makes sense. Would like to see some data. Continual traffic jam at 6-10/I-95. Look at data from before it was constructed. Look at data on Union Ave bridge - before, during and after bridge replacement. Might inform us about what we should be looking at for 6-10.	Oral	RIDOT	RIDOT will be completeing NEPA, Conceptual Design, and Preliminary Engineering for the Route 6/10 Project. During this time alternatives will be evaluated and additional data will be collected and analyzed including an examination of historical data.	

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Grant Dulgarian, Ecology Action for RI	GARVEE Bonds	2016			Statewide	Troubled by additional borrowing through GARVEE bonds.	Did GARVEE decade and a half ago. Governor Chafee implemented pay as you go, but now the state needs to borrow money again. How much can we borrow over what period of time? Troubled by all the borrowing. Stuff that is deteriorating, spend on that now, wait on things that are already deteriorated.	Oral	RIDOT	There are two types of borrowing: 1) GARVEE bonds and other project specific bonds, which are similar to the borrowing done for a mortgage or car - a large purchase and 2) borrowing to match the Federal program, which is like paying your utility or grocery bills on a credit card. It is the second type of borrowing that was eliminated through the establishment of the Highway Maintenance Account (HMA). GARVEE borrowing proposed also has two components: first, the refunding of the existing bonds to allow investment of Federal funds into projects instead of debt service in FFY2016 through FFY2017, and, second, borrowing of an additional \$300 million against future Federal program funds. The new money will come with a 15 year term, and at historically low interest rates, will allow the state to maintain coverage ratios of more than 4x needed revenue.	
Joseph DiPasquale, Chair Town Council, Warren	Water Street Sidewalks and Streetscape	2016	5268	Transportation Alternatives	Warren	Glad it is programmed for the current year.		Both Oral and Written	RISPP	Support noted.	

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Justin Boyan	Bike Infrastructure	General comment			Providence	Encourage earlier funding for bike infrastructure that is not strictly recreational but transportation for people getting to work, shopping, etc.	Providence bicycle infrastructure deferred until 2023 - concerned, not very safe for bicyclists.	Oral	RIDOT	In the FFY2016 amendment, more than \$11 million is allocated to TAP projects, compared to the \$4.0 million annually allocated in the original FFY2013-FFY2016 TIP, as approved. However, the primary focus of the ten year TIP remains attaining a state of good repair: additional investments in many pipelines, including TAP, will be made in future years. In addition, this concern may be better addressed in relation to the FFY2017 to FFY2025 TIP. State systems have been viewed as a whole as part of the Ten Year Plan, instead of on a community by community basis, and not every project can be funded in the first few years.	
Lewis Dana, Jewelry District Condominium District	Providence River Dredging	Not in draft TIP			Providence	Reconsideration of dredging.		Oral	RIDOT	This project did not neatly fit into a specific category for TIP selection: it is a complex project which will likely require multiple funding sources to develop and complete. Furthermore, the ability to use FHWA funds for this project is currently subject to review. At this time, further discussion with stakeholders to determine potential approaches and funding for the project is necessary.	
Lisa Nolan, Executive Director Southeast Lighthouse Association	Southeast Lighthouse Museum Restoration	2016	5095	Transportation Alternatives	New Shoreham	In support of this project, which is shovel-ready and part of Amendment 7.		Both Oral and Written	RISPP	Support noted.	
Mayor Bill Murray, Cumberland	Marshall Avenue	Not in draft TIP			Cumberland	The city asks that the project be reconsidered for inclusion in the TIP.	Cumberland faces a lawsuit because of this issue. The project was submitted but not included in the draft TIP.	Oral	RIDOT	This project is not designated for inclusion in the FFY2016 amendment, but will be reviewed for potential inclusion in future TIP years.	
Mayor James Diossa, Central Falls	Pawtucket/Central Falls Train Station	2016-2020	5011	Transit Capital - RIDOT	Central Falls, Pawtucket, Cumberland	Thanks TAC for considering the project.	The project is important to the city and the region.	Oral	RISPP	Support noted.	

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Michael DeLuca, Planning Director	Bonnet Point Road Causeway	Not in draft TIP			Narragansett	Reconsider Bonnet Shores Causeway - want to resubmit a "Plan B" for the project.	Submitted letter from Town Manager.	Both Oral and Written	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given the scope and scale of the project.	
Michael DeLuca, Planning Director, Narragansett	Ocean Rd Phase 1 and 2	Not in draft TIP			Narragansett	Asks that the projects be reconsidered for inclusion in the TIP.	Improvements for sidewalks and amenities near Narragansett's ocean walk and Narragansett Towers. It would offer a high return on investment.	Both Oral and Written	RISPP	The Ocean Road application was a mid-level priority of the Town's that was evaluated in the sub-committee process as a TAP project, where many different transportation needs compete for a decidedly finite amount of funding. Going forward, the Town should consider discussing the ADA related elements of the proposed project with RIDOT's ADA team to determine whether this work could be funded at a future point in time under ADA related funding.	
Peter Brassard, RI Assoc of RR Passengers	Pawtucket CF Commuter Rail/ Other Train Stations	2016-2020	5011		Pawtucket, CF	Commend for inclusion. Ask to include an allocation for preliminary study for other infill train station locations, due to time involved in developing. Suggest that the TAC include multiple train station proposals concurrently.	Infill station has minimal added cost to the state because trains are already running by. Possible locations - Cranston, Olneyville, West Greenwich.	Oral	RIDOT	Staff acknowledges this comment. The FFY2017-FFY2025 Draft TIP includes project development for longer term projects such as in-fill stations.	

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Peter McClure, Planning and Zoning Committee, Jewelry District Association	Providence River Dredging	Not in draft TIP			Providence	Requests that the project be reconsidered for inclusion in the TIP.	Has impacts for the city and state because of events like WaterFire. The mud is a visible problem, and the river needs to be dredged.	Oral	RIDOT	This project did not neatly fit into a specific category for TIP selection: it is a complex project which will likely require multiple funding sources to develop and complete. Furthermore, the ability to use FHWA funds for this project is currently subject to review. At this time, further discussion with stakeholders to determine potential approaches and funding for the project is necessary.	
Peter Roberts	Tolls	Not in draft TIP			Portsmouth	Weight of the trucks not hurting the bridges, weight of the cars on the bridges much more than the trucks - not being taken care of. Deterioration has nothing to do with the trucks. Spending money on the wrong things.	Weight of the trucks not hurting the bridges, weight of the cars on the bridges much more than the trucks - not being taken care of. Deterioration has nothing to do with the trucks. Spending money on the wrong things.	Oral	RIDOT	Scientific studies have shown that one fully-loaded tractor trailer can do the damage of 9,600 passenger cars. The Ten Year Plan allocates funding to ensure that Rhode Island transportation infrastructure is brought into a state of good repair.	
Peter Roberts	Traffic Signals	Not in draft TIP			Portsmouth	Request light at Caution Hill, near assisted living facility and near Town hall.	Need a light at Caution Hill near assisted living facility, also at facility near Town Hall. Someone he talked to said no one would stop at the light. People get off the bus at the far side and can't get across the road.	Oral	RIDOT	A traffic control device (flasher, traffic signal, signs etc) falls under the jurisdiction of the State Traffic Commission, which is responsible for all traffic control devices on State roads. An elected official or Town representative could request such a device and it would be added to the STC agenda for consideration. If approved, it would be forwarded to RIDOT's traffic engineering section to be added to a design project.	
Rep Carol Hagen-McEntee, District 33	South County Bike Path Extension	2016-2020	5089	Transportation Alternatives	Narragansett	Appreciates the inclusion of the project in the TIP.		Oral	RISPP	Support noted.	

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Rep Carole Hagan McEntee	Plan B for Bonnet Shores Causeway	Not in draft TIP			Narragansett	Reconsider Bonnet Shores Causeway - want to resubmit a "Plan B" for the project.	Substantially less. \$788k. Services 600 of 900+ households in Bonnet Shores. 930 bath houses and cabanas - 2-3k people a day to Bonnet Shores beach. Only access to beach club is causeway. Pond on either side, culverts between/ under road. Water level is very high. Need to dredge West Bray pond - not included. Getting a permit from CRMC, can dredge once a year. Causeway floods and no one can get through. Fire chief - to go around the causeway, 5-7 minutes longer. Federal aid highway, evacuation route. Reconsider and look at new plan - submitted amended application. Bonnet Shores beach club planning on putting a sewer line down causeway, timing perfect.	Oral	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given the scope and scale of the project.	
Representative Carlos Tobon, District 15	Pawtucket/Central Falls Train Station	2016- 2020	5011	Transit Capital - RIDOT	Pawtucket, Central Falls, Cumberland	In support of the project.	The project would have significant positive impacts on the state. Important for economic development in Pawtucket and Central Falls.	Oral	RISPP	Support noted.	
RI Bike Coalition		General comment				Increase the percentage of funding that goes to TAP projects.	Needed to reverse the financially and environmentally unsustainable dependence on motor vehicle transportation.	Written	RIDOT	There are a number of components of robust transportation infrastructure. Unfortunately, we do not have unlimited resources: by the end of the Ten Year Plan, funding for Transportation Alternatives Program (TAP) projects will have increased significantly. In the FFY2016 amendment, specifically, more than \$11 million is dedicated to TAP projects, including bike infrastructure.	
RI Bike Coalition		General comment				Design all bridge and pavement projects as "complete streets".	If we want to build a transportation network in our state that makes people and jobs want to locate here, we cannot continue dismissing vulnerable road users as an aberration when we design our streets.	Written	RIDOT	The Department will continue to look at accommodating complete streets principles as much as possible, commensurate with the scope of work for each project and given budgetary, temporal, and physical constraints.	

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RI Bike Coalition		General comment				Include more bike projects, including the eight bike projects included in the previous TIP that were omitted from the draft, and the segment of the Blackstone River Bikeway through Central Falls that the RI Bike Coalition prioritized as "high" in their submission.		Written	RIDOT	The Transportation Advisory Committee (TAC) and its subcommittees reviewed all current and new TAP projects and ranked more than 55 projects for inclusion in the TIP. The bike projects not included did not rank highly compared to other bike projects and were a lower priority, either for the communities or based on subcommittee discussion.	
RIDOT	Projects Currently Under Construction	2016	1264	Pavement Capital	Statewide	Increase NHPP funding from \$5.44 to \$5.53	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Projects Currently Under Construction	2016	1264	Pavement Capital	Statewide	Add gas tax funding of \$0.07	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Projects Currently Under Construction	2016	1264	Pavement Capital	Statewide	Add RICAP (HIP) funding of \$5.97	Revised project estimate, switching between available funding sources.	Written	RISPP		Table updated
RIDOT	I-95 (US-1 to Eddy St)	2016	1269	Pavement Capital	Providence	Increase NHPP funding from \$0.05 to \$0.18	Revised project estimate.	Written	RISPP		Table updated
RIDOT	US-1 Commodore Perry Hwy	2016	1277	Pavement Capital	South Kingstown	Increase NHPP funding from \$0.07 to \$0.10	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Rt 24 (Rt 114 to Hummocks Ave)	2016	1286	Pavement Capital	Portsmouth	Increase NHPP funding from \$0.07 to \$0.10	Revised project estimate.	Written	RISPP		Table updated
RIDOT	US 44 and Rt 100 Intersection	2016	1330	Pavement Capital	Glocester	Increase NHPP funding from \$0.30 to \$0.34	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Two Mile Corner	2016	1356	Pavement Capital	Middletown	Decrease NHPP funding from \$3.50 to \$3.40	Revised project estimate.	Written	RISPP		Table updated
RIDOT	US-6 Harford Pike and Harford Ave (Danielson Pk to I-295)	2016	1393	Pavement Capital	Scituate, Johnston	Increase NHPP funding from \$0.20 to \$0.29	Revised project estimate.	Written	RISPP		Table updated

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RIDOT	Improvements to Downtown Providence C-3	2016	2002	Pavement Capital	Providence	Decrease NHPP funding from \$1.90 to \$1.10	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Rt 107, Main St (Rt 100 to Union Ave)	2016	2006	Pavement Capital	Burrillville	Decrease NHPP funding from \$2.40 to \$2.32	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Rt 108, Kingston Rd & High St	2016	2007	Pavement Capital	South Kingstown	Increase NHPP funding from \$1.80 to \$2.20	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Rt 138, East Main Rd & Park Ave	2016	2009	Pavement Capital	Portsmouth	Increase NHPP funding from \$0.09 to \$0.14	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Rt 146 (I-95 to 6 Miles South of Sherman Ave)	2016	2010	Pavement Capital	Providence, North Providence, Lincoln	Increase NHPP funding from \$0.19 to \$0.26	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Pawtucket/Central Falls Train Station	2016	5011	Transit Capital	Pawtucket	Increase FTA funding from \$2.80 to \$3.30	Revised project estimate and funding schedule.	Written	RISPP		Table updated
RIDOT	Pawtucket/Central Falls Train Station	2016	5011	Transit Capital	Pawtucket	Add gas tax funding of \$0.43	Revised project estimate and funding schedule.	Written	RISPP		Table updated
RIDOT	Pawtucket/Central Falls Train Station	2016-2020	5011	Transit Capital	Pawtucket	Change project name to "Pawtucket Central Falls Transit Center"		Written	RISPP		Text changed
RIDOT	Woonasquatucket Ave (Fruit Hill Rd to US Rt 44)	2016	2014	Pavement Capital	Providence, North Providence	Decrease RICAP (HIP) funding from \$4.50 to \$4.30	Revised project estimate.	Written	RISPP		Table updated
RIDOT	Blackstone River Bikeway - Segment 8C	2016	5320	Transportation Alternatives Program	Woonsocket, North Smithfield	Add STBG funding of \$1.18	Switching between available funding sources. Use of STBG setaside funds (formerly TAP funds).	Written	RISPP		Table updated
RIDOT	Blackstone River Bikeway - Segment 8C	2016	5320	Transportation Alternatives Program	Woonsocket, North Smithfield	Decrease RIHMA funding from \$1.39 to \$0.21	Switching between available funding sources. Use of STBG setaside funds (formerly TAP funds).	Written	RISPP		Table updated
RIDOT	Trestle Trail - West Section - 2 Bridges	2016	9001	Transportation Alternatives Program	Coventry	Decrease RICAP (projects) funding from \$1.56 to \$1.39	Switching between funding sources.	Written	RISPP		Table updated
RIDOT	Trestle Trail - West Section - 2 Bridges	2016	9001	Transportation Alternatives Program	Coventry	Add earmark funding of \$0.17	Switching between funding sources.	Written	RISPP		Table updated

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RIDOT	State Traffic Commission - Pedestrian and Intersection Safety Improvements	2016	9610	Traffic Safety Capital	Statewide	Decrease STBG funding from \$1.60 to \$0.42	Switching between funding sources.	Written	RISPP		Table updated
RIDOT	State Traffic Commission - Pedestrian and Intersection Safety Improvements	2016	9610	Traffic Safety Capital	Statewide	Add RIHMA funding of \$1.18	Switching between funding sources.	Written	RISPP		Table updated
RIDOT	Main St (First Ave to Division St)	2016	5038	Pavement Capital	East Greenwich	Add new project with \$0.05 in NHPP funding	Meeting immediate needs of an area which is programmed in the FFY 17-25 STIP	Written	RIDOT	This project meets immediate needs of the project area, but with a smaller scope than the project proposed in the FFY 17-25 STIP. RIDOT is currently working with the Town to develop more accurate estimates based on a potentially expanded scope for the larger project, which will be included in the FFY 17-25 STIP.	Table updated
RIDOT, FHWA	Rt 102, Victory Hwy (Harkney Hill Rd to Old Plainfield Pk)	2016	2005	Pavement Capital	Coventry, Foster	Remove all funding - \$0.05 gas tax and \$5.60 RICAP (HIP)	Project has been completed. All funds previously authorized.	Written	RISPP		Table updated
Robert V. Russo, President, Johnston Town Council	Woonasquatucket River Greenway Extension through Johnston, from Cricket Field to Allendale Avenue	Not in draft TIP				Request that funding that had previously been designated for the project not be reallocated, and that this project be included in the TIP.	Earmark funding of \$1.5 million has been allocated to designing the next phase of this project. The Woonasquatucket River Watershed Council met with Town residents and reached a compromise on the location of the extension through Johnston. Over 700 Johnston residents have written letters or signed a petition indicating support for this project.	Written	RIDOT	This project was not intended for inclusion in the FFY2016 amendment and was not incorporated into the FFY2017 to FFY2025 STIP: the project was not a high priority, as established by the TAC and its subcommittees. In addition, concerns remained regarding the level of support from all municipal partners. RIDOT and the TAC may reexamine this project as future annual updates to the TIP are undertaken.	

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Senator Daniel DaPonte, D. 14; Representative Katherine Kazarian, D. 63; Representative Gregg Amore, D. 65; Senator William J. Conley Jr., D. 18; Representative Helio Melo, D. 64	I-195 Interchange	Not in draft TIP			East Providence	Strong objection to not including the project in the draft TIP.	This project is curcial to the future success of East Providence.	Written	RIDOT	The Department and the City have engaged in discussions regarding public private partnership potential for this project, with potential for the City to take the lead and move the project forward. The Department is open to future discussions regarding ways to develop this project. At this time, the project was not included because of the emphasis on state of good repair in the current Ten Year Plan. Once strategic and targeted investments are made in existing structures to insure the viability of our transportation infrastructure into the future, additional projects with economic development significance must be considered.	
Senator Daniel DaPonte, D. 14; Representative Katherine Kazarian, D. 63; Representative Gregg Amore, D. 65; Senator William J. Conley Jr., D. 18; Representative Helio Melo, D. 64	Waterfront Drive	Not in draft TIP			East Providence	Strong objection to not including the project in the draft TIP.	This project is curcial to the future success of East Providence.	Written	RIDOT	At this time, the project was not included because of the emphasis on state of good repair in the current Ten Year Plan. Once strategic and targeted investments are made in existing structures to insure the viability of our transportation infrastructure into the future, additional projects with economic development significance must be considered.	

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Terry Duffy, Chairman of Bonnet Shores Land Trust	Bonnet Shores Causeway	Not in draft TIP				Reconsider Bonnet Shores Causeway - want to resubmit a "Plan B" for the project.	Reinforce Rep. McEntee's comments. Amended application removes some obstacles they had concerning the lesser reconstruction of the causeway. Stable construction plan. Window of 15-20 years. Not a long-term amelioration of the hazards - vehicular danger, particularly in the summer. 20 feet wide, no shoulder, pedestrians crossing, traffic in both directions. Serious hazard. Without dredging, the overtaxed and overloaded West Weig watershed will continue to flood. Only two roads in and out of BS, both subject to flooding with major rainfall.	Oral	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given the scope and scale of the project.	

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Woonasquatucket River Watershed Council	Woonasquatucket River Greenway Extension through Johnston, from Cricket Field to Allendale Avenue	Not in draft TIP				Add this segment of the Woonasquatucket River Greenway to the 10-year TIP.	(1) For the first time in history, all the communities in the northwest part of the state are showing staunch support for extending the Greenway, as there are very few safe places to bike and walk in this quarter of RI. (2) RI has already invested significant funds on design and construction of this section of bike path. The WRWC and RIDOT completed major improvements to Cricket Field in Johnston in 2015 using earmark funds for the Northwest Trail. RIDOT completed and updated a preliminary design study for the next section of path using hundreds of thousands of dollars in earmark and state funding. (3) WRWC has in hand a proposal from an on-call design and engineering firm to move the project forward to the next step immediately. Other paths have been included in the TIP that both lack existing funds and preliminary design. (4) Over 700 residents from Johnston signed a petition or wrote letters supporting the expansion.	Written	RIDOT	This project was not intended for inclusion in the FFY2016 amendment and was not incorporated into the FFY2017 to FFY2025 STIP: the project was not a high priority, as established by the TAC and its subcommittees. In addition, concerns remained regarding the level of support from all municipal partners. RIDOT and the TAC may reexamine this project as future annual updates to the TIP are undertaken.	

ATTACHMENT #1

FFY 2013-2016 STIP Amendment Requests:

- (1) Rhode Island Public Transit Authority
- (2) Rhode Island Department of Transportation



March 31, 2016

Jared Rhodes, Secretary
State Planning Council
One Capitol Hill
Providence, RI 02908

Re: Request for TIP Amendment

Dear Mr. Rhodes:

I am writing on behalf of the Rhode Island Public Transit Authority to request a TIP Amendment adding two new categories to the FFY 2016 Transit program.

RIPTA seeks to amend the TIP to include the Downtown Providence Enhanced Transit Corridor project. This project will provide scheduled, frequent bus service through the heart of Downtown Providence along a 1.4-mile corridor, connecting some of Rhode Island's largest employment hubs and world-class institutions to the downtown core and adjacent neighborhoods. Service will be provided as frequently as every five minutes during peak hours.

Bus stops along the corridor will include a high level of passenger amenities including branding, bus shelters, seating, real time arrival information, increased signage, ticket vending machines for off-board fare payment, WiFi, and integrated bike-share amenities. New branding will make the route and the buses that serve it easily recognizable for passengers.

The total project cost is \$17 million, funded through a \$13 M federal TIGER grant and \$4 M in state RICAP and Highway Maintenance Account funds. It is anticipated that preliminary engineering work will begin in Fall 2016 and that the project will move to the final design phase in Spring 2017. Construction is anticipated to begin in Spring or Summer 2018.

The TIGER grant was awarded to the City of Providence with RIPTA named as the fiscal agent. Fiscal Constraint is maintained because local match for the project is identified from the RICAP program and Highway Maintenance Account. Note that although the funds will be granted in 2016 in accordance with Federal Transit Administration requirements, state match will be drawn down over several years as project costs are incurred.

In addition, RIPTA is requesting a one-time apportionment of \$54,066 of federal formula State of Good Repair High Intensity Bus program funding (Section 5337). These funds were generated from mileage associated with buses running through the East Side Bus Tunnel. Funds will be directed to repairs associated with programmed improvements

for the East Side Bus Tunnel. Fiscal constraint is maintained because RIPTA will use \$13,517 in operating budget funds for the required 20% match.

The Amendment is summarized as follows:

Line Item	TIP Category	Project	Activity	Old FY 2016 TIP Amount (Millions)	New FY 2016 TIP Amount (Millions)	Change	Funding
Providence Enhanced Transit Corridor	Bus	Major Projects	Upgrades	N/A	\$ 17.000	\$ 17.000	Total
					\$ 13.000	\$ 13.000	TIGER
					\$ 4.000	\$ 4.000	RICAP/HWM
East Side Bus Tunnel	Bus	Facilities, Passenger	Rehab/Renovation	N/A	\$ 0.068	\$ 0.068	Total
					\$ 0.054	\$ 0.054	FTA 5337 - HIB
					\$ 0.014	\$ 0.014	RIPTA Operations

Please do not hesitate to contact me at 784-9500 x216 with any questions or concerns related to this proposed Amendment. Thank you for your continued assistance with the management of the TIP.

Sincerely,



Amy Pettine
Executive Director, Planning



State of Rhode Island and Providence Plantations

Interoffice Memorandum

April 6, 2016

To: Jared Rhodes, Chief
Rhode Island Statewide Planning Program

Department: Administration

From: Meredith E. Brady
Acting Policy Director

A handwritten signature in blue ink, appearing to read 'M. Brady', is written over the name 'Meredith E. Brady' in the 'From:' field.

Department: Transportation

Subject: Request for FFY2016 TIP Amendment

Background:

As part of the development of the RhodeWorks initiative and the shift to a ten-year State Transportation Improvement Program (STIP) from the current 4-year STIP, RIDOT developed a Ten Year Plan, which extended from FFY2016 through FFY2025. As a result, the first year of the Ten Year Plan overlapped with the last year of the current (FFY2013-FFY2016) STIP.

In order to align the Department's priorities and the integrated asset-management and performance-based focus that was used in developing the Ten Year Plan, RIDOT is requesting an amendment that replaces the former FFY2016 STIP program with a new FFY2016 STIP program. There are some items which carry forward into FFY2016, but comparing the two programs is particularly difficult for several reasons:

- Since the FFY2013-FFY2016 STIP was enacted, there have been TWO new federal transportation authorizations: MAP-21 (Moving Ahead for Progress in the 21st Century), which was passed just before the STIP was adopted, and the FAST (Fixing America's Surface Transportation) Act, which passed in December 2015. Both of these authorizations changed funding categories, developed performance and asset management requirements, and set specific national priorities. The proposed FFY2016 STIP amendment allows RIDOT to accurately portray the use of funds from specific pools and brings us closer to conforming to a range of federal requirements and goals.
- In addition to changing requirements, the FAST Act provided slightly less than a 3% average annual increase over the five years from FFY2016 through FFY2020, or approximately \$20

million more per year. In FFY2016, the increase is only \$5 million, but the revised program accounts for both the increase in funding and new or redefined categories.

- At the state level, there were a number of changes since September 2012, not least of which was the creation of the Highway Maintenance Account (HMA) and its subsequent funding through license and registration fees; the indexing of the gas tax; a shift of gas tax to the Rhode Island Turnpike and Bridge Authority (RITBA); and other General Assembly initiatives geared toward providing a more sustainable funding source for transportation operations and infrastructure in Rhode Island.
- In February 2016, the General Assembly enacted the RhodeWorks initiative, which allows for tolling of tractor trailers to help pay for the reconstruction, replacement, and maintenance of specific bridges on high-volume corridors throughout the state. RhodeWorks will bring future toll revenue, which is shown in the FY2017-FY2025 proposed STIP, but the legislation also allowed for the refinancing of existing Grant Anticipation Revenue Vehicle (GARVEE) debt and the issuance of \$300 million in new GARVEE proceeds (backed by the increased federal revenue from the FAST Act). This FY2016 STIP amendment accounts for both the refinancing of the existing GARVEE debt (which reduces FY2016 debt service payments) and the issuance of the new GARVEE in FY2016.
- RIDOT has undertaken an unprecedented reorganization in 2015 and 2016: the new pipelines, or programs, coincide with organizational changes and a move toward a project management approach to delivering concrete results.
- RIDOT is now displaying all maintenance and operating costs as part of the STIP, along with all state funding sources, in order to be more transparent and provide more accurate information.

Fiscal Constraint:

The attached table shows the sources and uses and demonstrates fiscal constraint for FFY2016 as part of the proposed amendment. The current, adopted FFY2013-FFY2016 STIP shows a bottom line of \$304 million in revenues and expenditures for FFY2016 (including the December 2015 Travel Plaza amendment). The proposed FFY2016 amendment shows a bottom line of \$763 million in revenues and expenditures. The difference of \$459 million between the two programs is primarily driven by the changes in state transportation infrastructure and maintenance funding.

1. State funding sources increase from just \$41 million in the adopted FFY2013 to FFY2016 STIP to more than \$528 million, an increase of \$487 million.
2. Of this \$487 million state revenue increase, approximately \$130 million is allocated to operating and maintenance expenditures, and is derived from gas tax in combination with the Highway Maintenance Account (HMA). These expenditures have always been part of RIDOT's operating budget, but the proposed FFY2016 amendment would show them in the STIP for the first time.
3. Of the remaining \$357 million in increased state revenue, \$300 million comes from the new GARVEE bonds, which RIDOT expects to have issued in the late summer. Nearly \$200 million will be allocated to the Route 6/10 Interchange, although RIDOT does not expect immediate expenditure of the funds. The remaining \$100 million will allow the RhodeWorks program to advance repair, replacement, and preventative maintenance on bridges, saving nearly a billion dollars in the long-term.
4. The remaining increase in state sources includes the \$35 million transit hub bond, approved by the voters in November 2014; \$10 million in prior year project closeouts; More than \$6 million

in additional Rhode Island Capital Plan (RICAP) funds budgeted to RIDOT in FY2016 for capital projects; \$3 million in third party funds for the construction of the I-295 ramps in Johnston at Greenville Avenue; and \$3 million in unallocated bond funds, also allocated to the I-295 ramp project. [*Note: unallocated bond funds are a limited source accrued through past accounting practices that fiscal staff in the General Assembly and budget office have determined is available for capital projects and should be spent down.*]:

RIDOT hereby requests a major amendment to the FFY2013-2016 STIP to replace the current FFY2016 program with an updated FFY2016 program that reflects changes in state and federal funding, along with a realistic assessment of the way in which projects should be scheduled to meet asset management and performance-driven goals. None of the changes will reduce, nor otherwise impact, funds already committed as part of approved FFY2013-2016 STIP and total funding sources match total funding uses: fiscal constraint is maintained.

Please let us know if you require additional information regarding this request. Thank you for your assistance in this matter.

FFY2016 Funding Sources (in millions)

Highway - State		FY2016
ISTF Fund		
Gas Tax		\$85.2
RICAP Funds		\$28.2
RI Highway Maintenance Account		\$53.1
RICAP For Projects		\$6.5
RICAP for Maintenance Facilities		\$4.5
Project Closeouts		\$10.0
IWAY Land Sales Proceeds		--
GARVEE Bond Proceeds		\$300.0
Transit Hub Bond		\$35.0
Unallocated Bond Proceeds		\$3.0
Third Party Funding		\$3.0
Toll Bond Proceeds		--
Toll Revenue		--
Total RIDOT State Resources Available		\$528.5
Highway - Federal		
FY2016		
Railway-Highway Crossings Program		--
Highway Safety Improvement Program		\$17.5
Transportation Alternative Program		--
National Highway Performance Program		\$123.2
CMAQ Program		\$10.7
Planning		\$6.4
Surface Transportation Block Grant Program		\$62.0
National Freight Program		\$6.4
TIGER Grant		\$9.0
Federal Budgetary Holdback		(\$6.2)
Total Federal Highway Funding Sources		\$229.0
Non-Highway Revenue		
FY2016		
NHTSA		\$3.0
FTA (Fixed Guideway)		\$2.8
Total Non-Highway Funding Sources		\$5.8
Total RIDOT Funding Sources		\$763.3

FFY2016 Funding Uses (in millions)

Pipeline Summary		2016
Bridge Maintenance		11.7
Pavement Maintenance		8.7
Traffic Safety Maintenance		10.1
Drainage Maintenance		5.0
Maintenance Operations		40.8
Transit Operations - RIDOT		7.7
Toll Operations		0.0
Headquarters Operations		18.6
	Subtotal	102.6
Debt Service		66.3
Passthroughs		7.9
Contingency - Inflation		1.7
Bridge Capital Program		184.4
Pavement Capital		56.0
Traffic Safety Capital Program		27.0
Drainage Capital Program		3.2
Transportation Alternatives		11.1
Planning - Program Development		14.7
Toll Capital		38.0
Maintenance Capital Program		4.5
Transit Capital Program - RIDOT		50.2
	Subtotal	465.0
RT 6/10 Project		195.7
	Subtotal	195.7
	Total	763.3

ATTACHMENT #2

May 26, 2016 Public Hearing Notice:

(1) English

(2) Spanish

RHODE ISLAND STATE PLANNING COUNCIL
One Capitol Hill
Providence, RI 02908-5870

NOTICE OF PUBLIC HEARINGS

**State of Rhode Island
FFY 2017-2025 Draft State Transportation Improvement Program
and
Amendment #7 to the
FFY 2013-2016 State Transportation Improvement Program**

The Rhode Island State Planning Council will conduct **two (2) public hearings**. These hearings will be held to accept comments on the FFY 2017-2025 Draft State Transportation Improvement Program (STIP) and Amendment #7 to the FFY 2013-2016 STIP.

Opportunity for Public Comment - FFY 2017 – 2025 Draft STIP

The State Planning Council is developing the State Transportation Improvement Program for federal fiscal years 2017-2025. The STIP is a nine-year program which includes Bridge Capital, Bridge Maintenance, Debt Service, Contingency-Inflation, Drainage Capital, Drainage Maintenance, Headquarters Operations, Maintenance Capital, Maintenance Operations, Pavement Capital, Pavement Maintenance, Planning – Program Development, Toll Operations, Traffic Safety Capital, Traffic Safety Maintenance, Transit Capital (RIPTA & RIDOT), Transit Operations (RIPTA & RIDOT), Other Transit Initiatives (RIPTA), Route 6/10, and Transportation Alternatives projects that are eligible to receive federal funding. The TIP must be updated at a minimum of every (4) years in accordance with federal requirements and the State Planning Council's Rules of Procedure and the first four years of the STIP (FFY 2017-FFY 2020) must be fiscally constrained. This STIP update included a full solicitation of new projects from Rhode Island state agencies, municipalities, organizations, and individuals. These projects were reviewed by subcommittees of the State Planning Council's Transportation Advisory Committee, Rhode Island Department of Transportation, and Rhode Island Public Transit Authority staff. Recommendations were incorporated into the full draft FFY 2017-2025 STIP document. A complete description of the STIP development process is outlined in the draft STIP document. The public comment period for this document begins on April 25, 2016, includes the two (2) public hearings outlined below, and closes on June 26, 2016. All comments on the draft FFY 2017-2025 STIP must be received by June 26, 2016.

The draft FFY 2017-2025 STIP is available for review online at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> or at the R.I. Statewide Planning Program, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday.

Opportunity for Public Comment - Amendment #7 to the FFY 2013 – 2016 STIP

Amendment # 7 is being proposed to the FFY 2013-2016 STIP for the State of Rhode Island, as adopted by the State Planning Council on July 12, 2012. The amendment has been requested by the Rhode Island Department of Transportation and the Rhode Island Public Transit Authority. This proposed TIP amendment realigns the FFY 2016 projects of the STIP with additional available state and federal funding sources and with RIDOT's Ten Year Strategic Plan (FFY 2016 to FFY 2025). In addition, this amendment includes new transit and highway projects not included in the FFY 2013-2016 STIP. This amendment will affect all programs of the STIP. The public comment period for this amendment begins on April 25, 2016, includes the two (2) public hearings outlined below, and closes at the conclusion of the second public hearing on May 26, 2016. All comments on Amendment #7 to the FFY 2013-2016 STIP must be received by the close of the hearing on May 26, 2016.

The proposed amendment is available for review online at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> or at the R.I. Statewide Planning Program, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday.

Informational presentations and formal public hearings for both FFY 2017 – 2025 Draft STIP and Amendment #7 to the FFY 2013 – 2016 STIP will be held:

Thursday, May 26, 2016 at 2:00 p.m.

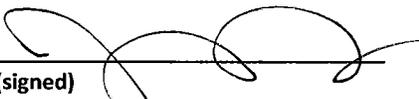
Department of Administration
William E. Powers Building
Conference Room A, 2nd Floor
One Capitol Hill, Providence, RI

Thursday, May 26, 2016 at 6:30 p.m.

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

Each public hearing will include the same informational presentation. All persons may present their views on the draft FFY 2017-2025 STIP or Amendment #7 to the FFY 2013-2016 STIP documents in person, through a representative, or by filing a written statement with the Secretary of the State Planning Council. Written statements may be submitted at the hearings noted above or mailed to Jared L. Rhodes, Secretary (Acting), Rhode Island State Planning Council, One Capitol Hill, Providence, RI 02908.

This meeting place is accessible to individuals with disabilities. Any individual requiring a reasonable accommodation in order to participate in this meeting should contact Thomas Mannock, Ph.D at 401-222-6377 (voice) or #711 (R.I. Relay) 5 business days in advance of the meeting. Any individual requiring the services of an interpreter to participate in this meeting should contact Michael Moan at 222-1236 (voice) at least five (5) business days prior to the meeting. Any individual requiring the services of a spoken language interpreter to participate in this meeting should contact Michael Moan at (401) 222-1236 (voice) at least five (5) business days prior to the meeting. Public transit schedule information for the public hearings is available from RIPTA at (401)781-9400 or www.ripta.com.



(signed)

Jared L. Rhodes
Secretary (Acting), State Planning Council

CONSEJO DE PLANIFICACIÓN ESTATAL DE RHODE ISLAND
One Capitol Hill
Providence, RI 02908-5870

NOTIFICACIÓN DE AUDIENCIAS PÚBLICAS

**Estado de Rhode Island.
FFY 2017-2025 Boceto del Programa de Mejora del Transporte Estatal
y
Enmienda #7 al
FFY 2013-2016 Programa de Mejora del Transporte Estatal**

El Consejo de Planificación Estatal de Rhode Island realizará **dos (2) audiencias públicas**. Estas audiencias tendrán lugar con el fin de aceptar comentarios al FFY 2017-2025 Boceto del Programa de Mejora del Transporte Estatal (STIP, por sus siglas en inglés) y a la Enmienda #7 al FFY 2013-2016 STIP.

Oportunidad para comentarios del público - FFY 2017 – 2025 Boceto del STIP

El Consejo de Planificación Estatal está en proceso de desarrollar el Programa de Mejora del Transporte Estatal para los años fiscales 2017 a 2025. El STIP es un programa de nueve años que incluye capital para puentes, mantenimiento de puentes, servicio de deudas, contingencia - inflación, capital para drenaje, mantenimiento del sistema de drenaje, operaciones de la oficina central, capital para mantenimiento, operaciones de mantenimiento, capital para el pavimento, mantenimiento del pavimento, planificación - desarrollo de programas, operaciones de peaje, capital para la seguridad del tráfico, mantenimiento de la seguridad del tráfico, capital para el tránsito (RIPTA y RIDOT), operaciones de tránsito (RIPTA y RIDOT), otras iniciativas de tránsito (RIPTA), Ruta 6/10 y, proyectos de alternativas de transporte que cumplen con los requisitos necesarios para recibir financiamiento federal. Cada cuatro (4) años, como mínimo, se debe actualizar el TIP, de acuerdo a los requisitos federales y las Normas de Procedimiento del Consejo de Planificación Estatal, y los primeros cuatro años del STIP (FFY 2017 - FFY 2020) deben ser fiscalmente restringidos. La actualización al STIP incluyó una solicitud completa de proyectos nuevos a las agencias estatales, municipalidades, organizaciones e individuos de Rhode Island. Subcomités del Comité Consultivo del Transporte del Consejo de Planificación Estatal, el Departamento de Transporte de Rhode Island y personal de la Autoridad del Tránsito Público de Rhode Island, revisaron estos proyectos. Se incorporaron recomendaciones al documento de boceto completo FFY 2017-2025 STIP. El boceto del STIP resume una descripción completa del proceso de desarrollo del STIP. El período de comentarios del público sobre este documento comienza el 25 de abril de 2016, incluye las dos (2) audiencias públicas especificadas a continuación, y concluye el 26 de junio de 2016. Se deben recibir todos los comentarios al boceto FFY 2017-2025 STIP antes del 26 de junio de 2016.

El boceto FFY 2017-2025 STIP está disponible para su revisión en línea en <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> o en el Programa de Planificación Estatal de R.I., One Capitol Hill, 3er piso, Providence, RI, entre las 8:30 a.m. y las 4:00 p.m. de lunes a viernes.

Oportunidad para comentarios del público - Enmienda #7 al FFY 2013 – 2016 STIP

Se propone la Enmienda #7 al FFY 2013 – 2016 STIP para el Estado de Rhode Island, tal y como la adoptó el Consejo de Planificación Estatal el 12 de julio de 2012. El Departamento de Transporte de Rhode Island y la

Autoridad del Transporte Público de Rhode Island solicitaron la enmienda. Esta enmienda propuesta al TIP realinea los proyectos FFY 2016 del STIP con fuentes de financiamiento estatales y federales adicionales disponibles y con el Plan Estratégico de Diez Años del RIDOT (FFY 2016 al FFY 2025). Adicionalmente, esta enmienda incluye nuevos proyectos de tránsito y autopistas que no estaban incluidas en el FFY 2013 – 2016 STIP. Esta enmienda afectará todos los programas del STIP. El período de comentarios del público sobre esta enmienda comienza el 25 de abril de 2016, incluye las dos (2) audiencias públicas especificadas a continuación, y concluye al culminar la segunda audiencia pública el 26 de mayo de 2016. Se deben recibir todos los comentarios sobre la Enmienda #7 al FFY 2013 – 2016 STIP al concluir la audiencia el 26 de mayo de 2016.

La enmienda propuesta está disponible para su revisión en línea en <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> o en el Programa de Planificación Estatal de R.I., One Capitol Hill, 3rd floor, Providence, RI, entre las 8:30 a.m. y las 4:00 p.m. de lunes a viernes.

Las presentaciones informativas y las audiencias públicas formales tanto para el Boceto de STIP FFY 2017 – 2025 y la Enmienda #7 al FFY 2013 – 2016 STIP tendrán lugar el:

Jueves, 26 de mayo de 2016 a las 2:00 p.m.	Jueves, 26 de mayo de 2016 a las 6:30 p.m.
Department of Administration	Department of Administration
William E. Powers Building	William E. Powers Building
Sala de Conferencias A, 2 ^{do} piso	Sala de Conferencias A, 2 ^{do} piso
One Capitol Hill, Providence, RI	One Capitol Hill, Providence, RI

Cada audiencia pública incluirá la misma presentación informativa. Todas las personas pueden presentar sus opiniones sobre el boceto al FFY 2017-2025 STIP o la Enmienda #7 FFY 2013-2016 STIP en persona, mediante un representante o mediante documento escrito presentado al Secretario del Consejo de Planificación Estatal. Se podrán presentar declaraciones escritas durante las audiencias antes mencionadas o se pueden enviar por correo a Jared L. Rhodes, Secretary (Acting), Rhode Island State Planning Council, One Capitol Hill, Providence, RI 02908.

Individuos con discapacidades pueden acceder el lugar de las audiencias. Cualquier individuo que necesite adaptación de acceso razonable para poder participar en esta reunión, deberá contactar a Thomas Mannock, Ph.D al -222-6377 (voz) o #711 (Relevo de R.I.) cinco días hábiles antes de la reunión. Cualquier individuo que requiera los servicios de intérprete para participar en esta reunión, debe contactar a Michael Moan al 222-1236 (voz) al menos cinco (5) días hábiles antes de la reunión. Cualquier individuo que requiera los servicios de intérprete de un idioma hablado para participar en esta reunión, debe contactar a Michael Moan al (401) 222-1236 (voz) al menos cinco (5) días hábiles antes de la reunión. La información sobre el horario del transporte público para acudir a las audiencias públicas se puede obtener de RIPTA llamando al (401) 781-9400 o en www.ripta.com.

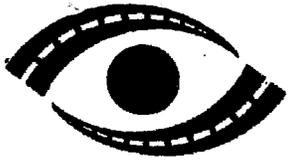
(firmado)

Jared L. Rhodes

Secretario (Interino), Consejo de Planificación Estatal

ATTACHMENT #3

Written comments related to Amendment #7 to the FFY 2013-2016 STIP.



DOT WATCH

*A Citizen Advisory Group
on Transportation Issues*

Karen Salvatore
Founder & Consultant

Winston Stadig
Co-Founder

Prarag Argawal, Associate Director
Rhode Island State Planning Council
One Capital Hill
Providence, Rhode Island 02908

May 23, 2016

Dear Mr. Argawal,

Our organization takes this opportunity to compliment all involved in the arduous task to prepare the 580 page Transportation Improvement Plan. Certainly, a compliment to the municipalities and citizens who have had to decipher this document. Several concerns, which we describe as omissions, include the following.

If read correctly, there is no reference for commuter rail being extended in South County to Kingstown and Westerly. If our state participates in the national effort to reduce the dependency on petroleum, which involves the automobile, we must continue to extend our commuter rail. The attached letter which we have sent to our South County legislators as well as the South County Tourism Council Director, Myrna George, who also sent a letter to the Governor soliciting their leadership to achieve this goal. Meanwhile, Connecticut is working to extend their Shore Line Train to Rhode Island, and a third rail is presently being installed at the Kingston Station to assist in maintaining Acela efficiency. **LETS NOT BE THE STATE THAT DROPS THE BALL TO ACHIEVE A NETWORK OF COMMUTER RAIL FROM NEW YORK TO BOSTON.**

We understand the national concern for restoration of infrastructure. Economic development is also a powerful voice being heard in our state's planning objectives. Unfortunately building bike paths, a major contributor to our tourism industry is being ignored in this TIP document. Meanwhile Connecticut is soon to award a bike path contract which will bring the East Coast Greenway to our state line. Lets complete the Trestle Trail, our link to Connecticut. I have included an article which recently appeared in the Providence Journal regarding the national economic success of building bike and pedestrian paths.

Supposedly the defense of this omission of bike paths is lack of funding. Meanwhile, the \$17m Federal Tiger grant for the light rail project in Providence is now being reconfigured for a bus route. It is difficult to grasp how all of this money would be spent to construct only a "bus route". It would appear that major consultant contracts would be awarded to expedite this expenditure of dollars which seems to contradict the recent Providence Journal article about RIDOT's excessive consultant spending? Prioritizing infrastructure is understandable. Waste of money is no excuse for lack of dollars to build bike paths.

Please help Governor Raimondo work toward achieving her goals to expand a unique quality of life in our wonderful state. This is what attracts business to achieve job growth and also encourages our young people to stay in our state and become leaders in making Rhode Island a major player in the north-east.

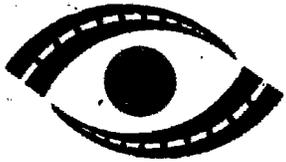
Sincerely,

Bob Votava, Executive Director

CC: Jack Reed, Senator
Sheldon Whitehouse, Senator
David Cicilline, Congressman
James Langevin, Congressman
Gina Raimondo, Governor
Peter Alviti, RIDOT Director
Janet Coit, RIDEM Director
Ed Achorn, Providence Journal

DOT Watch, Inc.

Dot-Watch
481 Post Road
Wakefield, RI 02879
(401) 783-8886



DOT WATCH

*A Citizen Advisory Group
on Transportation Issues*

Karen Salvatore
Founder & Consultant

Winston Stadig
Co-Founder

May 9, 2016

Dear South County State Senators, Representatives, and Town Managers,

Now that RIDOT has prepared their ten year transportation plan (approximately 480 pages), we have noticed that South County towns have not requested expanding commuter rail in this part of the state. However, there is a request for a Pawtucket train station.

In terms of priority, over the past decades, there has been movement to bring commuter rail south. First, the new airport station in Warwick, then the new Wickford station, and supposedly Kingstown and Westerly are next. Certainly are organization as well as Myrna George at the South County Tourism Council have contacted the Governor to bring the train south. However, with the re-birth of Pawtucket, they have campaigned for a stop in their city, unfortunately they don't have a building or funding for the project. This means many years before service could be in place.

Both Kingstown and Westerly have a station and are ready to accept service. Meanwhile, Connecticut is thinking about bringing the Shore Line Train up to the Rhode Island line. This would complete a network of commuter rail from Boston to New York City. In Kingstown, a third track is being constructed to allow the Acela to move more efficiently. Meanwhile there is important investment taking place in Westerly which is generating a loud drumbeat. Help bring commuter rail south to Kingstown and Westerly. Please contact the Governor and voice your concern, and have this put on the ten year plan.

Thank you.

Bob Votava,
Executive Director

CC: Jack Reed, Senator
Sheldon Whitehouse, Senator
James Langevin, Congressman
David Cicilline, Congressman
Ed Achorn, Providence Journal

DOT Watch, Inc.

Dot-Watch
481 Post Road
Wakefield, RI 02879
(401) 783-8886

MY TURN BOB VOTAVA

Bike paths pay off for Rhode Island

Economic development is a top priority for most towns and cities. Though communities might like to attract a large company, they have discovered that bike and pedestrian paths are important economic generators for tourist dollars. In addition, these paths pay dividends by promoting exercise, good health, beautification and appreciation of the landscape.

One example is the former Flagler Rail Line, which once connected Miami to Key West, Fla. It was built to take people to the Key West ferry to Cuba. Hurricane damage ended the rail use and it was converted to an auto route. After new traffic bridges were built, some sections of the rail bridge sat abandoned until about a decade ago, when local officials recognized their potential for a bike path that would stimulate economic development. It is now in construction and will be the last south-bound leg of the East Coast Greenway, which starts in Calais, Maine, and connects major seaboard cities, including Providence.

Closer to home is Poughkeepsie, N.Y., where a two-track abandoned rail bridge over the Hudson River now serves pedestrians and cyclists. The bridge is called "Walk Across the Hudson," and it has boosted tourism. Philadelphia used a federal grant to build a \$17 million bike boardwalk over the Schuylkill River as part of the Schuylkill Banks River Trail. London is considering a multimillion-dollar floating walkway in the Thames.

Everybody, it seems, has heard of the High Line in New York City, an abandoned elevated freight rail viaduct that stood abandoned for many decades. Former Mayor Rudy Giuliani wanted to tear it down. Thanks to the wisdom of citizens, it was saved and turned into a park, with Mayor Michael Bloomberg's support. It mimics an elevated train line in Paris that was converted into a park several decades ago, called the Promenade Plantee, which goes from the new opera house out to the Park Vincennes. It is a major tourist draw to a beautiful Parisian neighborhood.

Given the success of the High Line, a fourth section is now being completed that will take people to the Convention Center on 34th Street. This project has become

the second-highest tourist draw in the city. In addition, New York has just completed the \$61.8 million reconstruction of the elevated High Bridge, which once supported an aqueduct between Manhattan and the Bronx. This architectural gem sat abandoned for over four decades before local officials recognized that it could serve as a major economic generator as a pedestrian bike path connecting communities.

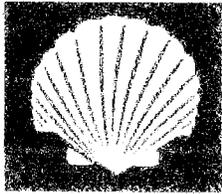
Here in Rhode Island, the William O'Neill South County Bike Path, which connects the Kingston Amtrak station to Wakefield (and soon the beaches in Narragansett), is a major economic development success story. In 1995, the project was suggested by state Sen. William O'Neill on the abandoned Narragansett Pier rail easement, and the state Department of Transportation used federal funds to build it. It is the town's most heavily used park and a major tourist draw.

Thanks to the leadership of former Gov. Lincoln Chafee and former DOT Director Michael Lewis, the old masonry Washington Bridge on Route 195 between Providence and East Providence has been restored and converted into a pedestrian bike path called the George Redman Linear Park. It was recently dedicated by Gov. Gina Raimondo and Janet Coit, director of the Department of Environmental Management, and named for a longtime environmental activist. Construction on the Providence Bike Pedestrian Bridge is scheduled to begin soon. That will be another success story for Rhode Island.

As state legislators fine-tune the recently unveiled 10-year transportation plan, they should prioritize bike path and pedestrian projects. Transportation dollars can generate economic development. Since Governor Raimondo is a cyclist, I hope she will take note of this economic generator that can improve the quality of life here in Rhode Island by building on our state's incredible assets.

— Bob Votava (bobvotava@mac.com) is a retired architect who worked in the New York mayor's Office of Development. He is chairman of the Friends of the William C. O'Neill South County Bike Path.

SOUTH
COUNTY



TOURISM
COUNCIL

Her Excellency the Governor of Rhode Island
Gina Raimondo
State House, Room 224, 82 Smith Street
Providence, Rhode Island 02903

Dear Governor Raimondo,

June 19, 2015

South County Tourism Council writes to encourage the expansion of a strong commuter rail service to Kingston and Westerly be included in the planning process as Rhode Island works to develop a ten year transportation plan. We assume that this is in the draft presently being reviewed since the third track design is moving forward which we are told includes a section in Kingston.

Passenger rail service on the eastern seaboard is the main economic generator for Amtrak. One reason for success is ensuring the frequency of trains. Hopefully, the MBTA being reviewed in Boston will bring opportunity of increased frequency to Rhode Island. Rail passenger service historically, has not been a profitable operation. Many would say, neither are roads which service the trucking industry at no charge even though trucks are the main generator of wear and tear on the roads. Neither South County visitors nor residents can enjoy an evening in Providence or Boston using rail service because trains are not running either frequently or late enough.

Wickford station was a major victory in reducing our dependency on our overburdened highways and byways throughout our state but more importantly, particularly, in South County.

The happy consequence of restoration at Kingston Station has provided 180,000 people use of the historic train station. The southern end of our state continues to grow and greet visitors. I implore you to prepare for the next twenty years of growth both to residents and visitors – view it as an imperative - we simply must provide alternative modes of transportation to our southern region. One former RI DOT Director opined: “There will be no more taking of land for new roads in South County.”

Passenger rail use is increasing worldwide with the installation of new infrastructure. Let us seize the opportunity to unite our state from our northern border to southern border. Let us be forward thinking and take bold action in planning now. After all, it is up to us to write with vision and veracity our ten year transportation plan.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Myrna George'.

Myrna George
President & CEO

CC: DOT Director Alвити, Jr.
Senator Jack Reed
Senator Sheldon Whitehouse
Congressman James Langevin
Congressman David Cicilline

www.southcountyri.com | 4808 Tower Hill Road, Suite 101 | Wakefield, RI 02879 |
401.789.4422 | 800.548.4662 | Fax 401.789.4437

Charlestown

Coventry

East Greenwich

Exeter

Hopkinton

Narragansett

North Kingstown

Richmond

South Kingstown

West Greenwich

Westerly

FROM: Ellen Waxman, Town Councilor, North Kingstown

From: Five Main <fivemain@verizon.net>
Subject:
Date: May 26, 2016 5:47:43 PM EDT



As a member of the North Kingstown Town Council, I'm here to bring attention to Wickford Junction, one of Rhode Island's most significant transportation assets. Wickford Junction opened four years ago, and there is still no service on weekends.

on page 32 of this TIP draft

Summer Service

The state is anticipating the further development of limited season bus/rail/ferry services connecting major tourist attractions, recreational facilities and summer events along Narragansett Bay. Specific service locations include but are not limited to Wickford Junction and (list other locations). It is anticipated that initial start-up service would be limited at select locations but could be expanded based on demand and usage.

on page 309 funding tables

ID 7109 SUMMER SERVICE DESCRIPTION

This line item involves the start-up operations and further development of limited seasonal bus/rail/ferry services connecting major tourist attractions and recreational facilities along Narragansett Bay. Specific service locations include but are not limited to Wickford Junction and (list other locations). It is anticipated that the initial service in FY16 will be limited to weekends during the summer season at select locations, and depending upon usage and demand, could be expanded with additional locations and operations in subsequent years.

on page 308 funding tables

ID 7108 T-LINK BUS SERVICE

Proposed RIPTA bus service connecting RI's three commuter rail stations, Wickford Junction and (list other locations) that would supplement MBTA service gaps, in addition to possible linkages to connect other regions of the state to commuter rail, including but not limited to major tourist attractions, recreational facilities and summer events along Narragansett Bay, with an emphasis on weekend bus service to test the commuter rail market.

Summer is the time of year when people want to get out of the city and come to the seashore to relax and cool off. While visiting they will eat, shop and contribute to our economy. Let's act now and make it easy for people to visit Beautiful Southern Rhode Island!

- Improve access to southern Rhode Island
- Improve access to Boston
- Improve access to TF Green Airport
- Improve access to South County Beaches
- Improve access to art and culture
- Add options for shopping
- Add options for dining out
- Reduce traffic congestion
- Reduce parking congestion
- Reduce pollution
- Preserve the environment

Improve health
Improve safety
Attract students
Attract seniors
Attract cyclists
Attract businesses
Generate jobs
Increase property values

The 2014 Rhode Island State Rail Plan that was published in December of 2013

6.1.1 SOUTH COUNTY COMMUTER RAIL PHASE I

The commuter rail station at Wickford Junction opened with MBTA commuter rail service in April 2012.

one of the goals of the overall transportation system in the State is to create an intermodal system with seamless transitions between modes with aligned schedules to reduce congestion and emissions along the State's highways.

add system capacity without expanding the road network, and attract economic development.

The current service to the InterLink and Wickford Junction does not operate on weekends and provides less frequent weekday service than MBTA service to Providence or within Massachusetts. Limited rail service between the two stations and Providence is provided on the weekdays, with two inbound trips and three outbound trips provided to and from Providence. Additional service is under consideration to fill the service gaps; however, any added service needs to be examined for coordination with Amtrak and freight operations, as capacity on the NEC is an issue.

May 24, 2016

Mr. Jared L. Rhodes
Secretary (Acting)
Rhode Island State Planning Council
One Capitol Hill
Providence, RI 02908

Dear Mr. Rhodes:

Re: Public Comment on ID 5089 SOUTH COUNTY BIKE PATH EXTENSION

This letter is in response to State of Rhode Island Transportation Improvement Program FY 2017-2025 Public Review Draft - April 25, 2016 as posted on the <http://www.planning.ri.gov/> for public review and comment.

On behalf of the Friends of the William C. O'Neill South County Bike Path, we are commenting on:

ID 5089 SOUTH COUNTY BIKE PATH EXTENSION

on page 316 under Transportation Alternatives Program.

On January 7, 2016, we submitted a New Project Application for the FY2017-2025 Transportation Improvement Plan titled *Completion of the South County Bike via Canonchet Farm, Narragansett, R.I.* A similar application, though described with less detail, was included in the Town of Narragansett TIP submission as a High Priority. These two submissions followed a R.I. Department of Transportation presentation before the Narragansett Town Council on December 7, 2015 of:

FEASIBILITY STUDY
SOUTH COUNTY BIKE PATH - PHASE 4
CANONCHET FARM EXTENSION
NARRAGANSETT/SOUTH KINGSTOWN BICYCLE FACILITY
RHODE ISLAND CONTRACT NO. 89111

The study provided a thorough review of seven possible routes (both off-road and on-road) to complete the bike path. (A similar study was done in 2000.)

In its regular meeting immediately following the presentation the Narragansett Town Council voted to maintain its earlier recommendation that the bike path be completed using an off-road route through Canonchet Farm.

We are pleased to see that the work on the path completion is in the Highway Maintenance Account in the first four years of the plan.

However, the description of the project as "evaluation of on-road and off-road alternatives for the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach" is not acceptable. The alternatives already been evaluated. Twice. The description creates an opening for another round of study and delay.

The \$1.62 million allocated for FY2017 and FY2018 should be used for design and permitting of the off-road route through Canonchet Farm. The project should be described accordingly to remove any ambiguity:

Design and construction of the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach using an off-road route through Canonchet Farm.

Such a description would communicate readiness and commitment and be helpful in securing funding from other public and private sources.

We also recommend that the title of the project be changed to **"South County Bike Path Completion,"** as the project is not to extend an already completed bike path, but to finish development of this valuable state transportation and recreation asset.

We realize that the title and project description may be holdovers from previous TIPs carried forward for convenience, but they should not stand.

Thank you for your consideration of these comments.

Sincerely,



David and Rosemary Smith
24 Castle Road
Narragansett, RI 02882
401 783-5344
dsmithmark@cox.net

Copies:

Bob Votava, Friends of the William C. O'Neill South County Bike Path

R.I. Legislators

Sen. Mark Gee, R.I. Senate District 35

Rep. Carol Hagan McEntee, R.I. House District 33

Sen. James Sheehan, R.I. Senate District 36

Sen. Susan Sosnowski, R.I. Senate District 37

Rep. Teresa Tanzi, R.I. House District 33

Town of Narragansett

Town Council

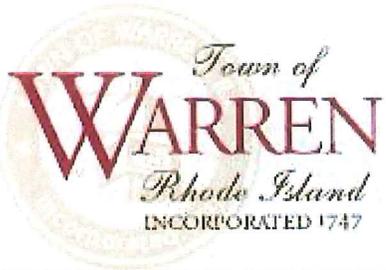
Jeffrey Ceasrine, Acting Town Manager

Michael DeLuca, Director of Community Development

TOWN OF WARREN

TRANSPORTATION IMPROVEMENT PROGRAM: 2017-2025 / STATUS OF TOWN'S PRIORITY LIST

WARREN'S PRIORITY	PROJECT DESCRIPTION	TIMEFRAME DRAFT TIP	COMMENTS
1	Water Street Sidewalks & Streetscape	n/a	Included in 2016 – Thank you!
2	Main Street Curbs and Sidewalks	2023 & 2024 2019 & 2020	TIP description: Main St (Warren Bridge to Child) Resurfacing / Limited Sidewalk Replacement / Limited Handicapped Ramp Installation TIP description: Bristol (Washington St to Dyer Ave) includes Warren portion – Town line to Dyer – replace sidewalks
3	Market Street Curbs and Sidewalks	2023 & 2024	TIP description: Route 136, Market St, Kickemuit St, Metacom (Bristol Town Line to Mass. State Line) – Resurfacing / Limited Sidewalk Replacement / Limited Sidewalk Extension & Handicapped Ramp Installation
4	Belcher's Cove Bridge at Market St	2017-2025	Included in Bridge Group #15
5	East Bay Bike Path Extension	Split	Safe Routes to School Infrastructure for Hugh Cole and KMS (2016) Safe Route to School Final Design and Implementation (2017-2021) East Bay Bike Path Extension – Including "Broken Bridge" (2022)
6	Intersection Safety Improvements for Main St. at Market / Miller	2017	TIP description: Curbing / Signal Improvements / Geometric Improvements
7	Intersection Improvements to Metacom	Split 2016 & 2017	TIP description: Signal Upgrades & Left Turn Lanes
8	Resurfacing Vernon Street	2024 & 2025	TIP description: Vernon St from Rt. 114 to Rt. 136
9	South Warren Bridge at South Main St	2017-2025	Included in Bridge Group #15
10	Kickemuit River Bridge at Child St	2017-2025	Included in Bridge Group #15
11	Resurfacing Rt. 114, Warren Bridge to Child Street	See item #2 2023 & 2024	Incorporated with Sidewalks and Curbs
12	Resurfacing Rt. 136	See Item #3 2023 & 2024	Incorporated with Sidewalks and Curbs
13	Resurfacing Birch Swamp Road & Schoolhouse Road (Market to Long Ln)	2024 & 2025	



TIPID 1300 - MAIN STREET CURBS AND SIDEWALKS
RT 114 / WARREN TOWN LINE TO DYER STREET
(COMBINED WITH BRISTOL)
FUNDED IN FY 2019-2020

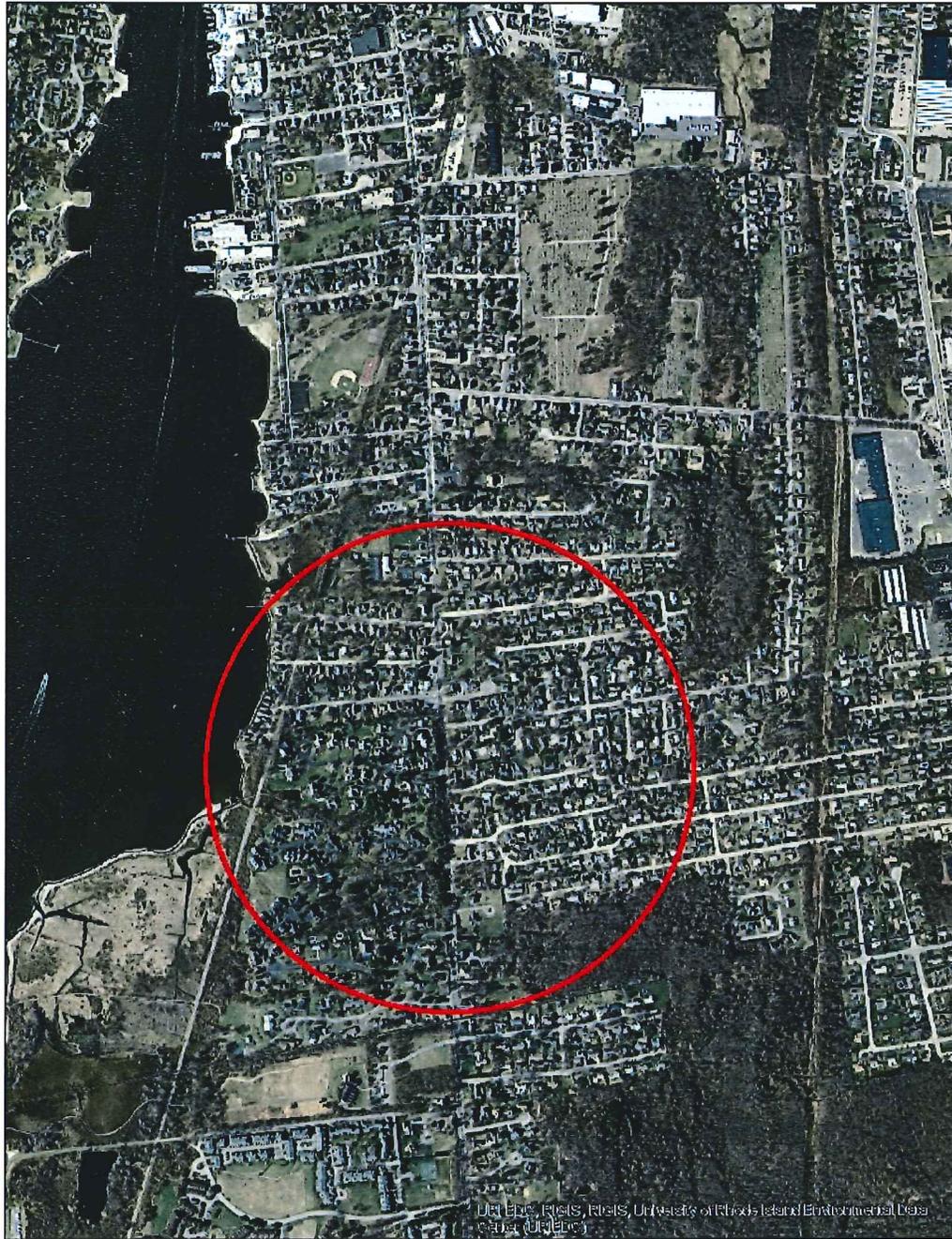


- Located within SPG area for aging households
- Located within an area with a high concentration of disabled residents
- Many areas are not passable for those with disabilities
- Vital connection to the center of Town / services
- Sidewalk condition forces pedestrians into the street
- Sidewalks were programmed for completion with repaving that was completed several years ago
- Project has been in planning stages for a decade.



May, 2016 photos

MAIN STREET - BRISTOL TOWN LINE TO DYER ST

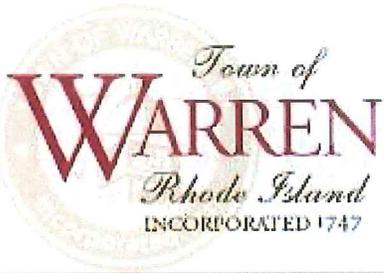


WARREN CONTACTS

Jan H. Reitsma
Interim Town Manager
jreitsma@townofwarren-ri.gov
401.245.7554



Kate Michaud
Town Planner
kmichaud@townofwarren-ri.gov
401.245.2469



TIPID 5269 - MAIN STREET CURBS AND SIDEWALKS
RT 114 / WARREN BRIDGE TO CHILD STREET
FUNDED IN FY 2023

- Located within Census Tract 305 / majority low and moderate income households
- Located within SPG area for Carless Households and Environmental Justice
- Within the SPG area containing a high percentage of disabled residents
- Non-ADA compliant crossings (curbs) and sidewalks
- Area of extreme importance for economic development
- Walkability and quality of experience is the key to the area's economic recovery
- High traffic area, well used RIPTA route, many pedestrians
- Area contains the Corliss Institute, churches and the American Tourister Mill redevelopment.
- Critical infrastructure need.

May, 2016 photos



MAIN STREET - WARREN BRIDGE TO CHILD STREET

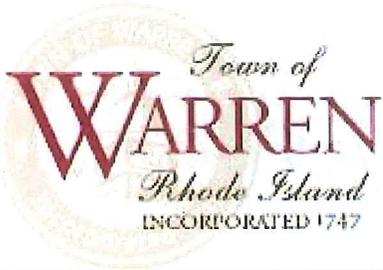


WARREN CONTACTS

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Interim Town Manager
jreitsma@townofwarren-ri.gov
401.245.7554

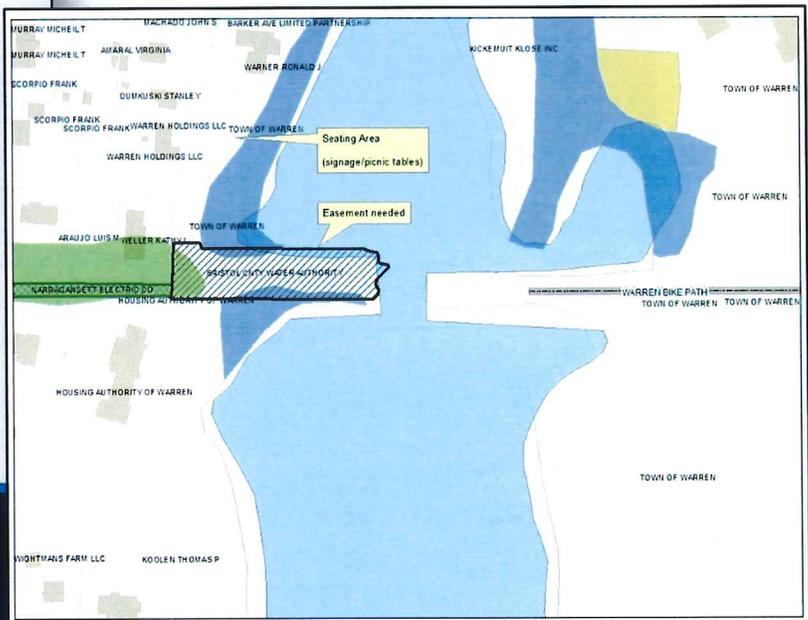
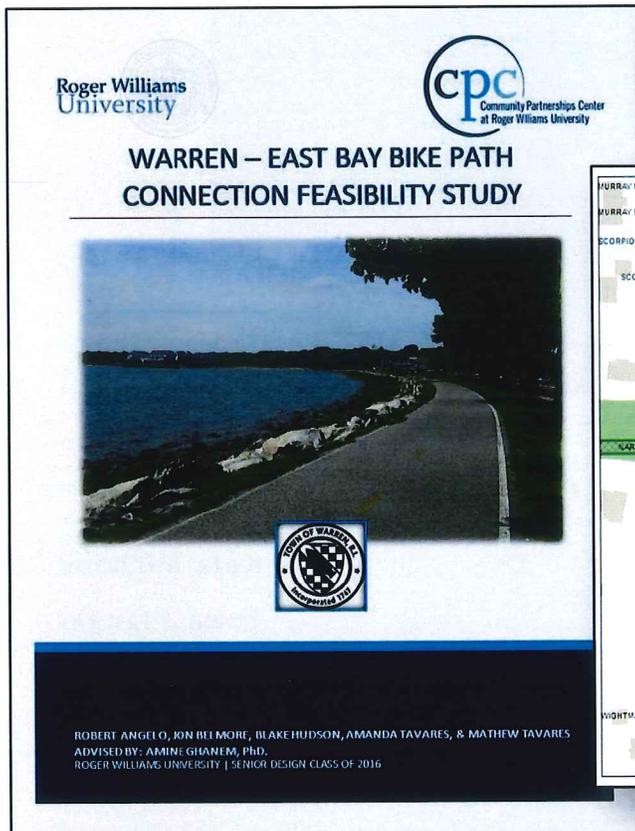
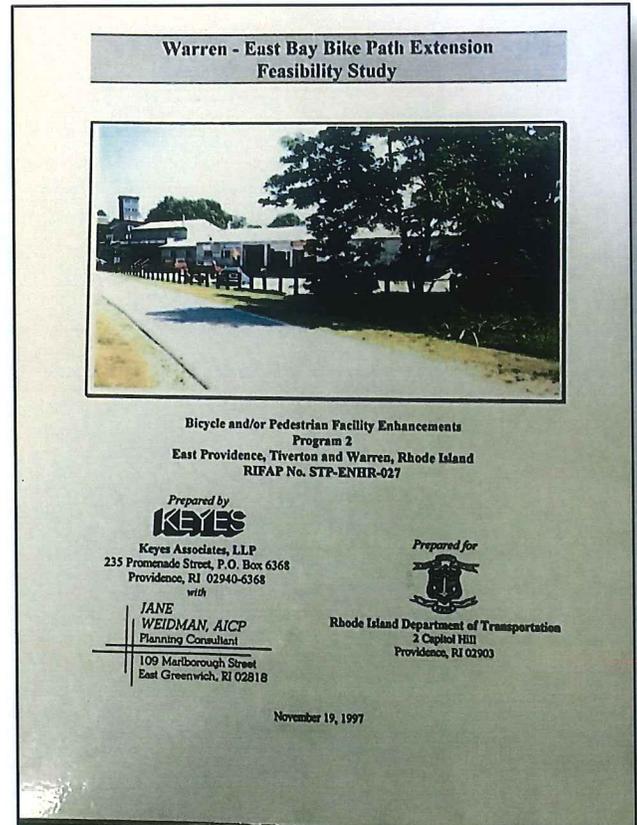


Kate Michaud
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kmichaud@townofwarren-ri.gov
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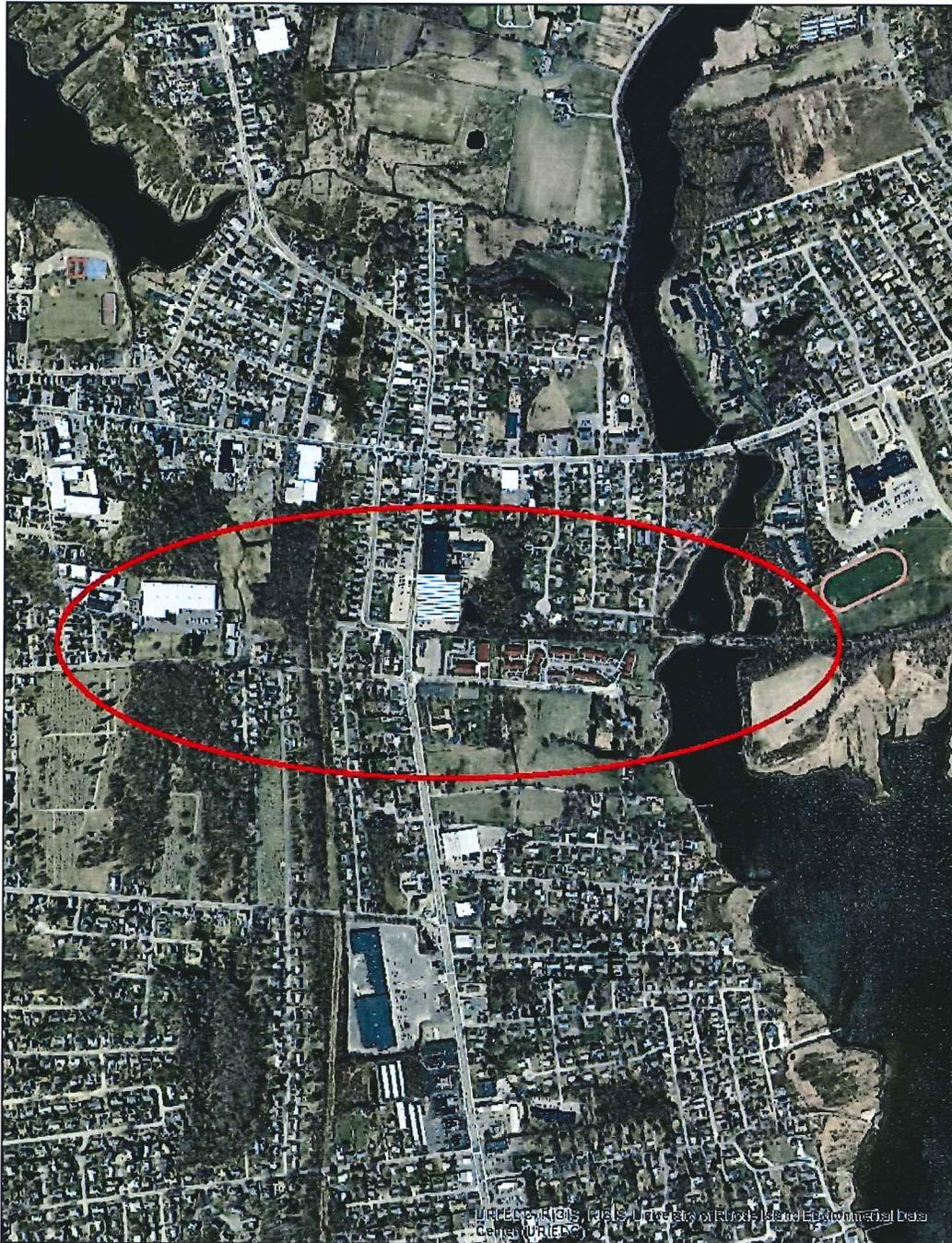


TIPID 5271 - WARREN BIKE PATH EXTENSION
 EAST BAY BIKE PATH TO KICKEMUIT RIVER BRIDGE
 (INCLUDES KICKEMUIT RIVER PEDESTRIAN / BIKE BRIDGE)
 FUNDED IN FY 2022

- First submitted by the Town as a project in 1993.
- Feasibility study completed in 1997. →
- First segment construction completed in July, 2009.
- Completion will connect KMS and Hugh Cole School to the most densely populated areas of Town.
- Will connect eastern Warren to the East Bay Bike Path / Providence to Provincetown Bikeway
- Will divert bicycle traffic off of Child St / Route 103, which is not suitable for bike traffic.
- Study recently completed by RWU – now is the time to act and move forward.



WARREN BIKE PATH EXTENSION

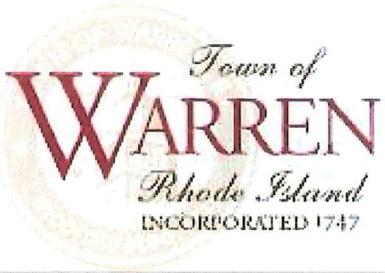


WARREN CONTACTS

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Interim Town Manager
jreitsma@townofwarren-ri.gov
401.245.7554



Kate Michaud
Town Planner
kmichaud@townofwarren-ri.gov
401.245.2469



TIPID 1409 – ROUTE 136, MARKET ST / KICKEMUIT ST / METACOM AVE (BRISTOL T/L TO MASSACHUSETTS T/L) ALSO, MARKET ST FROM RT 114 TO RT 136 FUNDED IN FY 2023-2025

- Identified by Statewide Planning in 2003 as an area in need of improvements.
- Metacom Ave Corridor Plan completed in 2012. →
- Difficult to comment on a TIP project with such a large scope.
- The Town has received multiple complaints regarding safety and the lack of ADA compliance.
- Opportunity exists to work collaboratively with the Town to expedite and facilitate improvements.

Metacom Avenue Corridor Plan
Warren, Rhode Island
2012

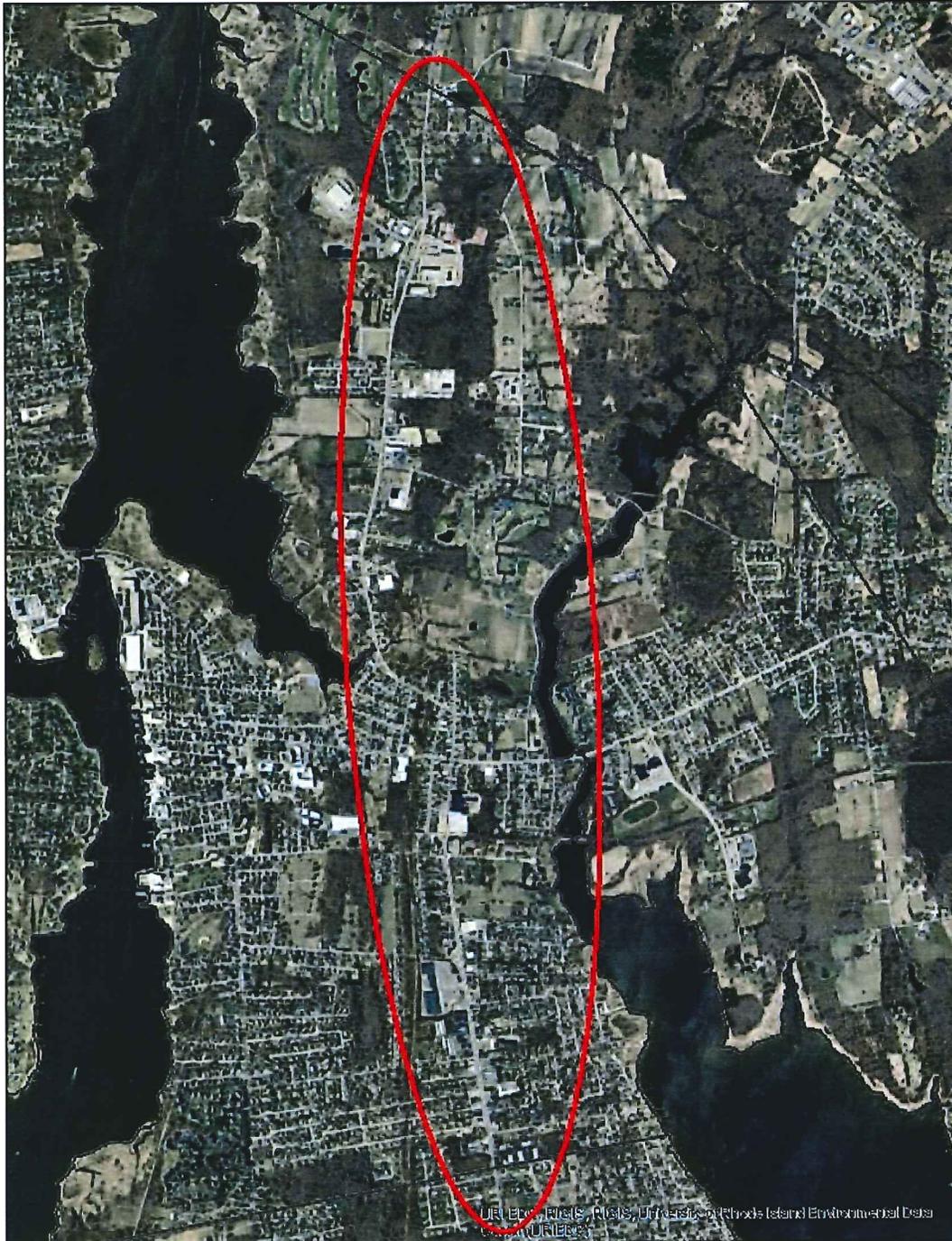


METACOM AVENUE
TWO-WAY LEFT TURN LANE CONCEPT
WARREN, RHODE ISLAND

EXISTING
PROPOSED CONCEPT

JANUARY 2011

METACOM AVENUE / MARKET STREET



WARREN CONTACTS

Jan H. Reitsma
Interim Town Manager
jreitsma@townofwarren-ri.gov
401.245.7554



Kate Michaud
Town Planner
kmichaud@townofwarren-ri.gov
401.245.2469

Southeast Lighthouse Foundation
122 Mohegan Trail
PO Box 949
Block Island, RI 02807

May 26, 2016

Jared Rhodes, Secretary (Acting)
Rhode Island Statewide Planning Council
One Capital Hill
Providence, RI 02908

Re: FFY2016 STIP Amendment #7

Dear Mr. Rhodes,

I am writing on behalf of the Block Island Southeast Lighthouse Foundation in support of the obligation of funding for the Southeast Lighthouse Museum Rehabilitation project in FY 2016 as provided for in Amendment #7 to the 2013-2016 State Transportation Improvement Program.

As requested by the RI Department of Transportation, the re-alignment of priorities and funding in this amendment will ensure that shovel-ready projects like the Southeast Lighthouse Rehabilitation will proceed in a timely and cost-effective manner.

We thank the Transportation Advisory Subcommittee members for our project's inclusion into Amendment #7 and strongly urge the Transportation Advisory Council to recommend its adoption to the RI State Planning Council at its upcoming meeting in June.

Sincerely,



Lisa D Nolan
Executive Director



OFFICE OF THE TOWN MANAGER

May 23, 2016

Jared L. Rhodes, Secretary
RI State Planning Council
One Capitol Hill
Providence, RI 02908

RE: 2017 Transportation Improvement Program

Dear Mr. Rhodes:

I am writing to thank the State Planning Council's TIP Review Subcommittee for acknowledging the need for roadway infrastructure improvement in Narragansett by placing nine (9) projects on its draft 2017 – 2025 STIP list. The roads, bridges and bike path projected in your list are all worthy projects and notably in need of attention.

We are, however, dismayed at the omission of our two Ocean Road enhancement projects, Mettatuxet Road reconstruction and the Bonnet Point Road causeway replacement from the list. The relatively low-cost enhancements projected for the Ocean Road segment near the Town Beach would have had enormous bang-for-the-buck benefits in this primary tourist area for hundreds of thousands of visitors Narragansett receives annually from out of state. We ask that you reconsider these two requests.

The causeway reconstruction project would have the effect of ensuring the safety of over 600 households to evacuate the Bonnet Shores neighborhood in the event of a natural disaster. On this submittal we acknowledge that the high cost estimate makes it difficult to justify a complete removal and reconstruction. In response we have drafted a lower cost alternative that we hope the State Planning Council will consider as a short/medium term improvement. That application is attached to this letter and we ask that you review and consider placing the new Bonnet Point Road Causeway project request on the 2017 TIP program.

On behalf of the Town of Narragansett, I thank you for your consideration of our transportation needs. Please contact Michael DeLuca, Community Development Director at 782-0602, or via email at mdeluca@narragansettri.gov, should you or your staff need additional information.

Sincerely,


Jeffrey Ceasrine
Acting Town Manager

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Town of Narragansett

Contact Person Michael DeLuca Title Community Development Director

Mailing Address 25 Fifth Avenue

City Narragansett, RI Zip Code 02882

Phone 401-782-0602 Email mdeluca@narragansetttri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Bridge | <input checked="" type="checkbox"/> Pavement | <input checked="" type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input checked="" type="checkbox"/> Bicycle | <input checked="" type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input checked="" type="checkbox"/> Other <u>Evacuation Route</u> | | |

Project Description

Project Title Bonnet Point Road Causeway Rehabilitation - AMENDED APPLICATION

Location by Street Name Bonnet Point Road

Project Limits - From Allagash Trail To Dunes Road

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This section of road, a Federal Aid highway, is prone to periodic flooding and associated closures. Reclaiming and repaving of 1,850+/- feet of Bonnet Point Road between Allagash Trail and Dunes Road. Total reconstruction of an elevated structure has been eliminated for a limited repair and resurfacing project.

This revised project will include planning, design, permitting, and the physical repair of the causeway road surface including installation of permeable geotextile and polypropylene geogrid base reinforcement over the subgrade, reclaimed granular subbase material, and four (4) inches of hot asphalt applied in two 2-inch layers. It will not increase the elevation or width of the roadway.

The proposed funding will cover the estimated cost of design, permitting, and repair for the 0.35 mile section of Bonnet Point Road and associated dredging of the southeastern corner of Wesquage Pond that will serve to lower the water level and extend the life span of the new roadway surface.

The element of the project to fund dredging of the sand delta in the southeast corner of Wesquage Pond is necessary to ensure the viability of this project. Successful dredging will result in a lowering of the pond elevation by 2-3 feet. The Bonnet Shores Fire District currently has a permit to dredge a channel of 300 feet into the pond to achieve this result. The cost of this dredging project is in the \$150,000 - \$200,000 range and is incorporated within the cost estimate shown on page 3. The Town requests this cost be considered as a part of the TIP project.

Describe need for proposed project:

This project is needed due to the age and condition of the existing causeway which was built in the early 20th century. Documents available through the Bonnet Shores Fire District indicate the original causeway was constructed of several thousand yards of unconsolidated fill. The make-up of that fill is unknown. This causeway provides one of only 2 roadways for access and egress of the Bonnet Shores neighborhood. Severe rain events in the recent past have resulted in numerous incidences of Wesquage Pond over-topping the roadway with flood waters. Town DPW has closed the causeway in numerous winters when the pond water has flooded over and frozen on the roadway surface making it unsafe for vehicular travel. This condition limits access to and from a large portion of Bonnet Shores serving upwards of 600 households. A re-constructed road will provide for improved regular and emergency access for this densely-populated neighborhood.

The cost and effectiveness of adding fill to raise the causeway or build an elevated structure 4-6 feet higher has been determined to be cost prohibitive. This alternative proposal seeks funding to repair and repave the causeway to ensure its continued use for the next 10 - 20 years.

Describe anticipated municipal or state transportation network or economic development benefits:

Over 600 of the 900+ households in Bonnet Shores rely on this road as their primary route to and from Boston Neck Road. As such it also serves as a primary evacuation route in the event of a hurricane. Added to this is the reliance placed on the causeway by the Bonnet Shores Beach Club, (BSBC). The BSBC has 930 cabanas in addition to a restaurant and other facilities that attract 2,000 - 3,000 visitors on a typical summer day. This facility is in the process of pursuing local and state permits to install a sewer force main to replace its current on-site sewerage treatment system. This commitment of funds along with the site's appraised value in excess of \$70 million for its tangible assets alone make the BSBC one of the major commercial entities in the Town.

Is the project consistent with the local Comprehensive Plan? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	-0-	-0-	\$63,100	\$725,600	\$788,700
				Total Cost	\$788,700
				Amount Requested through TIP Process	\$788,700

Is there funding from other sources committed to this project? Yes No

Source	Amount
Town	TBD
Bonnet Shores Beach Club, Bonnet Shores Fire District	TBD
Total	TBD

Estimated date of construction 2018

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Michael De Luca _____ May 24, 2016
 Applicant's Signature Date

Jill Kusner _____ May 24, 2016
 Chief Executive Officer's Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

NARRAGANSETT TIP PROJECT DESCRIPTIONS – EVALUATION CRITERIA

HIGH PRIORITY – BONNET POINT ROAD – CAUSEWAY REPAIR

- **Mobility Criteria**

- *Travelers served* – Bonnet Point Road serves as a minor arterial roadway carrying traffic between the outer Bonnet Shores Peninsula and Route 1A. While no traffic counts are available through RIDOT, Town staff estimates between 1,600 – 3,200 vehicle trips per day are generated by properties located in this area. This figure more than doubles in the summer when the Bonnet Shores Beach Club (BSBC) is open to its 900+ cabana owners.
- Planning staff estimates the ambient ADT to be 2,500 and the summer ADT to be 5,000.
- *Modes* – This road carries a great deal of vehicular traffic. It also serves as a favorite bicycling and pedestrian route and should accommodate a wider multi-use curb lane.
- *Transit mobility* - This area of Town supports a high percentage of elderly residents which create significant demand for special service buses (*i.e.*, RIPTA/Flex).
- *Walkability / Bikeability* – This roadway is currently less than 20 feet wide with no sidewalk or useable shoulder. A modest widening of the lane width would significantly improve conditions for bicycling. Addition of a sidewalk on at least one side of the road would enhance the pedestrian users safety and comfort significantly.
- *Activity Centers* – With its 930 cabanas, in-ground pool and restaurant, the BSBC attracts thousands of people on a hot summer day. Without this improvement these beach goers and the 600+ households on the outer Bonnet peninsula would be relegated to a single access corridor on nearby Bonnet Shores Road.
- *Connectivity* – This road segment is a key piece in the primary road loop road that serves Bonnet Shores' 2,000 + residents.

- **Cost Effectiveness**

- *Capital Cost* – Staff estimates 5,000 trips per day of summer traffic would directly benefit from this project. Using the figures noted above and estimating the lifespan of the causeway to be at least 15 years, the cost per person benefitted is very low; about \$10/ user. This figure does not address tourists and their guests renting in Bonnet Shores in the summer. It would be lowered even more when this population is calculated into the result.
- *Budget* – The project budget anticipates removal and replacement of the paved surface over a stabilized sub-base. This \$590,000 budget is considered efficient when the safety benefits are factored into the equation.
- *Infrastructure efficiency* - This roadway has served as a primary route to Bonnet Shores since the 1920's. The road base has deteriorated over time and would be exceedingly expensive to expand and elevate to address current standards and sea level rise.
- *Complements other projects* – Construction of the elevated roadway would allow for placement of a sewer pipe within the structure to serve the BSBC, which is currently engaged in design and permitting for said facility.
- *Resiliency* –

- **Economic Development Impact**

- *Employment Centers & Opportunities* – Rebuilding the causeway will ensure ease of access to the BSBC which seasonally employs 100+ individuals.
- *Movement of Goods* – Reconstruction of this road will significantly enhance the movement of goods. Along with Bonnet Shores Road, this road is an essential component of the primary roadway network serving Bonnet Shores

- *Tourism* – This project will vastly improve tourist access to the BSBC and the Bonnet Shores neighborhood beach on Dunes Road along with the access trail to Bonnet Point which is a CRMC-designated right-of-way to the water.
- *Urban Services Boundary* – This road is located within the USB.
- **Environmental Impact**
 - *Air Quality & Energy Conservation*– Improved conditions will enhance use of this roadway by pedestrians and bikers, which will translate into a small reduction in vehicle miles travelled.
 - *Water Quality* – Dredging of the outlet channel in the SE corner of the pond will allow for more frequent flushing of the pond water therefore, reducing eutrophication and stagnation.
 - *Protect Natural Resources /Greenways* – This road will protect Wesquage Pond by eliminating the intrusion caused by the current causeway and including updated stormwater management components.
- **Support to Local and State Goals**
 - *Priority* –High (1 of 4)
 - *Comprehensive Plan* –This project will respond to the goal of improving and maintaining a safe convenient traffic circulation system and the goal to correct road deficiencies and improve traffic safety. (See Comprehensive Plan at page 90).
 - *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2035: B.2.d, B.3.a, D.1.b, D.1.d, D.2.a, D.2.d, D.2.f, ED.1.a, ED.2.h, ER.1.a, ER.2.f, ER.3.b, EN.1.b, En.2.d, EN.2.e, EN.2.f, EQ.1.a, EQ.2.b, H.1.b, H.2.b, LU.1.c, PE. 1.b, PE. 2.a, PE.2.c, PE.3.j, PL.2.g, S.1.b, S.1.c, S.2.c, S.3.q, S.4.h.
 - *Public Support* – This project was heard on December 7, 2015 and was supported by the public and the Town Council.
- **Safety, Security & Tech**
 - *Enhances Safety* – Project will replace a roadway that is past its useful life with a new stabilized road surface that will enhance safety for drivers, bikers and pedestrians.
 - *Public Safety & Emergency Response* – This roadway serves as one of only two immediate and direct routes for emergency response vehicles into and out of the Bonnet Shores district. Fire, EMS, & Police response is often diverted around this flooded-closed causeway resulting in delayed on scene emergency services and extended EMS patient transports to the hospital.
 - *Improves Evacuation Route* – In its current unreliable condition due to over-flooding, and/or ice coverage, there are many times when the road is closed to vehicular traffic. As a result, this roadway cannot be designated as a local evacuation route. Its replacement and associated channel dredging will improve public safety and dramatically enhance the evacuation routes for the Bonnet Shores residents and BSBC.
 - *Passenger safety* – This will improve safety for vehicle passengers and walkers by replacing the narrow, deteriorated surface with a new facility designed to 21st century standards. Biking safety will vastly improve.
- **Equity**
 - *Elderly and Disabled* - This replaced roadway will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that a safe, secure and well-constructed roadway is in place to serve daily and emergency travel needs.



MEMORANDUM

Date: May 23, 2016 Job No.: 4511-2
To: Michael DeLuca
Narragansett Director of Community Development
Cc:
From: BETA Group, Inc.
Subject: **Bonnet Causeway – Reconstruction/Reinforcement Conceptual Plan & Cost Estimate**

Project Summary Statement

In the spring of 2016, the Town of Narragansett submitted an application to the Rhode Island Department of Transportation (RIDOT) for Transportation Improvement Program (TIP) funding for the replacement of the Bonnet Shores Causeway, which carries Bonnet Point Road across and between two sections of Wesquage Pond. The initial approach contemplated by the Town was to convert the existing fill-supported causeway and roadway with an elevated bridge causeway between Allagash Trail to the north and the entrance to the Bonnet Shores Beach Club to the south. The initial comprehensive cost estimate for this project (design, permitting and construction) was \$15M; the funding request for that amount was rejected.

RIDOT, however, did indicate to the Town that it would be eligible to receive some level of TIP funding to be applied to a less comprehensive shorter-term project involving the roadway over the causeway. To that end, the Office of Community Development requested that the Department of Public Works, in conjunction with BETA, develop a conceptual plan and construction cost estimate for reconstructing and reinforcing the causeway section of Bonnet Shores Road.

Existing Conditions

The Bonnet Shores Causeway was constructed in the early 1920's over dumped/placed fill material across Wesquage Pond. It runs for ≈1,850 feet between the Bonnet Shores Beach Club (BSBC) driveway to the south and Allagash Trail to the north, and carries Bonnet Point Road, an existing ≈21-foot wide bituminous concrete roadway that provides access to the Bonnet Shores Beach Club and the Point section of Bonnet Shores further to the east. Bonnet Point Road is one of only two designated emergency evaluation routes from the Bonnet Shores neighborhood, and is therefore a critical element of the Town's road system.

The pavement structure of the roadway consists of approximately four (4) inches of bituminous concrete pavement over a variable-thickness sandy/gravelly granular base material; the subgrade consists of the original fill material used to construct the causeway. The causeway has two concrete culverts that connect the eastern and western sections of Wesquage Pond; they are intended to equalize the water elevations between both sections of the pond.

Wesquage Pond is a tidal pond, connected to Narragansett Bay by a natural breachway just east of the BSBC. There is an elevation control structure at the outlet from the breachway that is intended in part to maintain the levels of Wesquage Pond below the elevation of the causeway; however, in recent years the pond side of the breachway and the outlet control structure have been filled/buried by a significant volume of sediment, mostly from deposition of sand carried by tidal movement through the breachway. As a result, during even moderate storm events, water levels in the pond rise high enough to overtop and submerge the causeway, resulting in road closures and accelerated deterioration of the roadway structure.

Michael DeLuca
Narragansett Director of Community Development
May 23, 2016
Page 2 of 2

Proposed Project

The goal of the prospective reconstruction/reinforcement project is to “harden” the roadway across the causeway to be less susceptible to structural damage when the pond water surface elevations rise to or close to the roadway subgrade/subbase. This will be achieved by reclaiming the existing roadway pavement structure and reconstructing the road with permeable geotextile and polypropylene geogrid base reinforcement over the subgrade, reclaimed granular subbase material, and four inches of hot-mix asphalt (two inches base and two inches surface). The reconstruction shall not increase the footprint (width) of the roadway or causeway, nor shall it increase the elevation of the roadway or causeway.

It is anticipated that a separate comprehensive breachway maintenance project shall also be undertaken to alleviate, or at least moderate, the frequency and severity of Wesquage Pond surcharging and causeway flooding. The combination of the breachway maintenance project and hardening the causeway roadway will enhance the durability and life cycle of the road, which is a critical element of the Town’s road system.

BSBC Participation

The BSBC is in the process of designing and permitting the installation of a seasonal sanitary sewer force main in the causeway from its property to the Town’s Allagash Trail sanitary sewer pump station; this project was going to include full-width resurfacing of Bonnet Point Road along the sewer service installation area. However, in light of the potential causeway reconstruction project, the BSBC has agreed in principle to assist the Town with its project by providing the funds that would have been allocated for the resurfacing to the Town for use in the reconstruction/reinforcement project.

Budgetary Cost Estimate

A budgetary cost estimate for the proposed reconstruction of the causeway was prepared, based on existing information gathered from various sources. The estimate is attached hereto; the total project cost (including soft costs and construction costs) is approximately \$590,000.

BONNET SHORES CAUSEWAY RECONSTRUCTION & REINFORCEMENT

Conceptual Budgetary Cost Estimate Sheet

Item #	RIDOT Section	RIDOT Item Code	Item Description	Unit	Quantity	Price	Item Cost
1	932	932.0200	Full-Depth Sawcut of Bituminous Pavement	LF	50	\$3.00	\$150.00
2	204	204.0100	Trimming & Fine Grading	SY	9,800	\$4.50	\$44,100.00
3	206	206.0201	Baled Hay Erosion Check, Std. 9.1.0	LF	3,380	\$6.00	\$20,280.00
4	406	406.0100	Cold Recycled Base Course	SY	4,300	\$2.00	\$8,600.00
5	202	202.0100	Unclassified / Earth Excavation	CY	1,800	\$15.00	\$27,000.00
6	N/A	N/A	Polypropylene Triaxial Geogrid Base Reinforcement	SY	4,250	\$6.00	\$25,500.00
7	N/A	N/A	Non-Woven Permeable Geotextile Filter Fabric	SY	4,250	\$3.00	\$12,750.00
8	N/A	N/A	Placement & Compaction of Reclaimed Base Course	CY	1,000	\$15.00	\$15,000.00
9	401	401.2000	Class 12.5 HMA Base/Surface Course	TON	500	\$130.00	\$65,000.00
10	401	401.3000	Class 9.5 HMA Surface Course	TON	500	\$130.00	\$65,000.00
11	901	901.0101	Guardrail Steel Beam Single Face - Earth & Asphalt	LF	164	\$50.00	\$8,200.00
12	L01	L01.0104	Plantable Loam 4" Deep	SY	1,220	\$5.00	\$6,100.00
13	L02	L02.0102	Residential Seeding (Type 2)	SY	1,220	\$2.00	\$2,440.00
14	T20	T20.2006	6" Epoxy Resin Traffic Markings - White	LF	3,650	\$3.00	\$10,950.00
15	T20	T20.2016	6" Epoxy Resin Traffic Markings - Yellow	LF	3,650	\$3.00	\$10,950.00
16	N/A	N/A	Water Quality BMP	EA	1	\$60,000.00	\$60,000.00
17	N/A	N/A	Traffic Protection/Traffic Control	ALL	1	\$8,000.00	\$8,000.00
18	N/A	N/A	Testing of Materials and Methods	ALL	1	\$8,000.00	\$8,000.00

Rounded Subtotal

Mobilization (10%)

Subtotal w/Mobilization

Contingency (20%)

Rounded Total Construction Cost

Soft Costs (Design & Permitting, 12%)

Rounded Total Project Cost

\$398,100.00
\$39,900.00
\$438,000.00
\$87,600.00
\$525,600.00
\$63,100.00
\$588,700.00

NOTES

1. THIS PLAN IS FOR CONCEPTUAL REVIEW ONLY, AND THE INFORMATION PRESENTED HEREON SHALL ONLY BE CONSIDERED APPROXIMATE.
2. AERIAL ORTHOPHOTOGRAPHY FROM RIGIS, 2014.
3. GIS BASE MAPPING (TOPOGRAPHY & UTILITIES) FROM TOWN OF NARRAGANSETT.
4. THE WORK PROPOSED HEREBY SHALL NOT ALTER THE EXISTING FOOTPRINT OR ELEVATION OF THE CAUSEWAY ROADWAY.

PROSPECTIVE ROADWAY RECONSTRUCTION/REINFORCEMENT SCOPE OF WORK

1. INSTALL EROSION CONTROL MEASURES
2. RECLAIM EXISTING ROADWAY TO ±12'D
3. REMOVE RECLAIMED MATERIAL TO SUBGRADE ELEV & STOCKPILE OFF-SITE
4. SAMPLE & TEST RECLAIMED MATERIAL FOR SUITABILITY AS ROAD BASE, AND AMEND AS REQUIRED
5. INSTALL PERMEABLE GEOTEXTILE FABRIC AND GEOGRID BASE REINFORCEMENT
6. INSTALL RECLAIMED GRANULAR BASE MATERIAL
7. PAVE WITH 2" HMA BASE COURSE AND 2" HMA SURFACE COURSE
8. INSTALL ANCILLARY ITEMS (GUARDRAIL, TRAFFIC STRIPING, ETC.)
9. INSTALL SHOULDER LOAM & SEED
10. REMOVE & DISPOSE EROSION CONTROL MEASURES

WESQUAGE POND
CRM TYPE A WATER BODY

BONNET SHORES BEACH CLUB (BSBC) MAIN DRIVEWAY

BONNET POINT ROAD
(40' WIDE PUBLIC RIGHT OF WAY)

FULL DEPTH SAWCUT

BONNET SHORES CAUSEWAY
±1,850 FEET BETWEEN ALLAGASH TRAIL & BSBC MAIN DRIVEWAY

REMOVE AND REPLACE EXISTING STEEL GUARDRAIL AT ACROSS CULVERT (BOTH SIDES)

FULL DEPTH SAWCUT

WHITE SHOULDER LINES (TYP BOTH SIDES)

NORTH EQUALIZER CULVERT

BONNET POINT ROAD
(40' WIDE PUBLIC RIGHT OF WAY)

SOUTH EQUALIZER CULVERT

DOUBLE-YELLOW CENTERLINE

STRAW WATTLE EROSION CHECKS (TYP BOTH SIDES)

ALLAGASH TRAIL

WESQUAGE POND
CRM TYPE A WATER BODY

Engineered by:

BETA Group, Inc.

Engineers • Planners • Landscape Architects
Lincoln, RI • Norwood, MA • Hartford, CT

email: BETA@BETA-inc.com

Plot Date: 5/20/2016 4:10 PM

P.E. Stamp:

Subconsultant:

Project

Bonnet Shores Causeway

Narragansett, Rhode Island

Title

CONCEPTUAL DESIGN PLAN

Revisions

No.	Description	Date

File: 4511 Bonnet Causeway Concept Plan.dwg

Drawn By: MCZ/TD

Designed By: MCZ/TD

Checked By: WM

Job No: ###-000 Date: 05/16/16

North Arrow



Scale



UNLESS OTHERWISE NOTED OR CHANGED BY REPRODUCTION

For Review ONLY

Sheet No.:

1

X:\4508\4511_NARRAGANSETT\ROADS\AUTOCAD FILES\PLAN SET\BONNET CAUSEWAY\CONCEPT PLAN.DWG



RHODE ISLAND BICYCLE COALITION

May 26, 2016

To: Members of the Rhode Island Transportation Advisory Committee

From: Alex Krogh-Grabbe
Executive Director, Rhode Island Bicycle Coalition

Dear members of the TAC:

The RI Bicycle Coalition has been paying close attention as the 2017-2025 Transportation Improvement Plan has been in development, and we would like to provide comment as you consider the approval of the draft plan today.

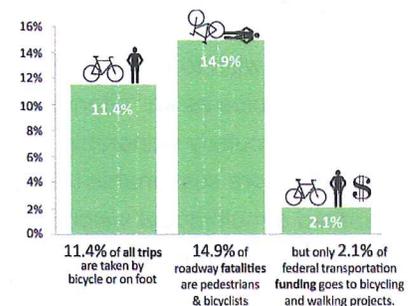
The Bike Coalition was supportive of the RhodeWorks proposal because the resulting increase in funding for the Transportation Alternatives Program (TAP) was significant. However, this increase has still only resulted in **four** bike projects that are scheduled to be constructed in the next ten years: Blackstone River Bikeway Segments 8A, 8C, and 8B-1 (all in Woonsocket), and the two bridges (not even the paving) of the final section of the Trestle Trail in Coventry.

Furthermore, this plan's funding of bike and pedestrian infrastructure is even more out of step with usage than the national average. Nationally, 11.4% of all trips are taken by bike or by foot, 14.9% of all roadway fatalities are pedestrians & bicyclists, but only 2.1% of transportation funding goes to projects designed for these users. In our four-year TIP, only 1.9% of funding goes to TAP. We must increase that number if we want to reverse the financially and environmentally unsustainable dependence on motor vehicle transportation.

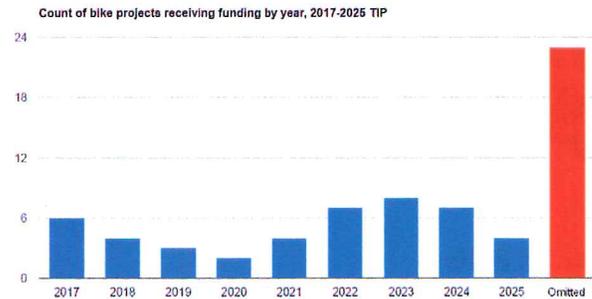
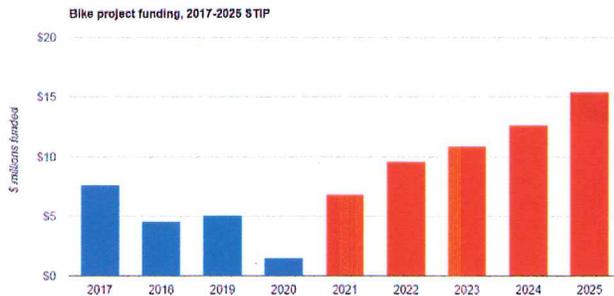
One reason the Bike Coalition nonetheless found it palatable to support RhodeWorks was that we expected that all of the bridge & paving projects consuming the bulk of the funding would be constructed with complete streets in mind. If you're not familiar with the term, "complete streets" means streets that are built to be safe and comfortable for all road users, with the inclusion of sidewalks, bike lanes, and real transit accommodation in addition to basic motor vehicle striping. However, it is concerning to us that the phrase "complete streets" only appears twice in the draft TIP. If we want to build a transportation network in our state that makes people and jobs want to locate here, we cannot continue dismissing vulnerable road users as an aberration when we design our streets.

While the most obvious shovel-ready bike projects around the state, as well as several vital bike improvements in the City of Providence and on Aquidneck Island are present in the draft plan, beyond that we are disappointed with how statewide bike priorities were included or not included. Eight bike projects included in the previous TIP were completely omitted from this draft plan, and a critical segment of the Blackstone River Bikeway through Central Falls prioritized as "high" in our submission is also absent.

Disparity of Pedestrian and Bicycle Mode Share, Fatalities, and Funding



Sources: NHTS 2009, FARS 2009-2011, FHWA FMIS 2009-2012



A few final notes about process:

- I know the Bike Coalition is not alone in frustration about the timetable forced on municipal and other submitters by the late release of RIDOT's recommendations last fall. That imbalance was too much like the historical practice of back-room decisions and token public meetings that RIDOT is known for. If the new RIDOT administration truly seeks to change those perceptions of the agency, that timetable must be more collaborative in the future.
- In this transition year to a ten-year TIP, there were a few confusions that are worth mentioning here. First, in subcommittees, a "low" prioritization was interpreted more like "do not recommend" than like an overflow "medium" prioritization. Had that interpretation been clearer before submissions were due, we would have submitted many more projects with "low" priority and upgraded all our "lows" to "mediums".
- In general, the subcommittee decision-making process could be made much more objective. In meetings I attended, prioritization was often made merely by members' statement of their personal priority, which usually met with no comment or at least unfamiliarity from other members. Perhaps greater education about the universe of potential projects before the decision-making meetings would help.

In sum, if we wish to increase the proportion of Rhode Islanders who get around by bike, we must stop treating this mode choice as an "alternative" and instead consider it an equally valid transportation decision. As Rhode Island is particularly vulnerable to climate change, it is our responsibility to change the conversation to encourage more sustainable transportation decisions such as bicycling. In the Transportation 2035 plan, we articulated a multimodal vision for the state. This TIP does not put us adequately on track for that vision, and we encourage future updates of the TIP to include a more fair funding allocation.

Thank you,

Alex Krogh-Grabbe

Executive Director, Rhode Island Bicycle Coalition.

FFY 2016

PTSID	TIP ID#	Project	Pipeline	Year	Funding	Original	Add/Subtract	Revised	Reason
0165X	2007	Rt 108, Kingston Rd & High St	Pavement	2016	NHPP	\$1.80	\$0.40	\$2.20	Revised Project Estimate.
0078U	2002	Improvements to Downtown Providence C-3	Pavement	2016	NHPP	\$1.90	(\$0.80)	\$1.10	Revised Project Estimate.
0079G	1269	I-95 (US- 1 To Eddy St)	Pavement	2016	NHPP	\$0.05	\$0.13	\$0.18	Revised Project Estimate.
0173N	1277	US-1 Commodore Perry HWY	Pavement	2016	NHPP	\$0.07	\$0.03	\$0.10	Revised Project Estimate.
0081R	1286	Rt 24 (Rt 114 To Hummocks Ave)	Pavement	2016	NHPP	\$0.07	\$0.03	\$0.10	Revised Project Estimate.
0061A	1330	US 44 and Rt 100 Intersection	Pavement	2016	NHPP	\$0.30	\$0.04	\$0.34	Revised Project Estimate.
0173X	1393	US -6 Hartford Pike and Hartford Ave (Danielson PK to I-295)	Pavement	2016	NHPP	\$0.20	\$0.09	\$0.29	Revised Project Estimate.
0007C	2009	Rt 107, Main St (Rt 100 to Union Ave)	Pavement	2016	NHPP	\$2.40	(\$0.08)	\$2.32	Revised Project Estimate.
0081W	2010	Rt 138, East Main Rd & Park Ave	Pavement	2016	NHPP	\$0.09	\$0.05	\$0.14	Revised Project Estimate.
0007F	2010	Rt 146 (I-95 to 6 Miles South of Serman Ave)	Pavement	2016	NHPP	\$0.19	\$0.07	\$0.26	Revised Project Estimate.
	1356	Two Mile Corner	Pavement	2016	NHPP	\$3.50	(\$0.10)	\$3.40	Revised Project Estimate.
	New	Main St. in East Greenwich (First Ave to Division St)	Pavement	2016	NHPP	\$0.00	\$0.05	\$0.05	New Proposed Project.
0172Y	1264	Projects Currently Under Construction	Pavement	2016	NHPP	\$5.44	\$0.09	\$5.53	Revised Project Estimate.
	2005	Rt 102, Victory Hwy (Harkney Hill Rd to Old Plainfield Pk)	Pavement	2016	Gas Tax	\$0.50	(\$0.50)	\$0.00	Project has been completed. All funds previously authorized.
	1264	Projects Currently Under Construction	Pavement	2016	Gas Tax	\$0.00	\$0.07	\$0.07	Revised Project Estimate.
0172Y	2005	Rt 102, Victory Hwy (Harkney Hill Rd to Old Plainfield Pk)	Pavement	2016	RICAP (HIP)	\$5.60	(\$5.60)	\$0.00	Project has been completed. All funds previously authorized.
0172B	2014	Woonasquacket Ave (Fruit Hill Rd to US Rt 44)	Pavement	2016	RICAP (HIP)	\$4.50	(\$0.20)	\$4.30	Revised Project Estimate.
	1264	Projects Currently Under Construction	Pavement	2016	RICAP (HIP)	\$0.00	\$5.97	\$5.97	Revised Project Estimate. Switching Between Available Funding Sources.
		Total Pavement Pipeline				\$56.01	(\$0.26)	\$55.75	
9610		State Traffic Commission - Ped and Inter Safety Imprv.	Traffic	2016	STPG	\$1.60	(\$1.18)	\$0.42	Switching Between Funding Sources.
9610		State Traffic Commission - Ped and Inter Safety Imprv.	Traffic	2016	RIHMA	\$0.00	\$1.18	\$1.18	Switching Between Funding Sources.
		Total Traffic Safety Pipeline				\$27.00	\$0.00	\$27.00	
5011		Pawtucket/Central Falls Train Station	Transit Capital	2016	FTA	\$2.80	\$0.50	\$3.30	Revised Project Estimate and Funding Schedule.
5011		Pawtucket/Central Falls Train Station	Transit Capital	2016	Gas Tax	\$0.00	\$0.43	\$0.43	Revised Project Estimate and Funding Schedule.
		Total Transit Capital Pipeline				\$50.20	\$0.93	\$51.13	
9001		Trestle Trail - West Section -2 Bridges	TAP	2016	RICAP (Projects)	\$1.56	(\$0.17)	\$1.39	Switching Between Available Funding Sources.
9001		Trestle Trail - West Section -2 Bridges	TAP	2016	Earmark	\$0.00	\$0.17	\$0.17	Switching Between Available Funding Sources.
5320		Blackstone River Bikeway - Segment 8C	TAP	2016	STPG	\$0.00	\$1.18	\$1.18	Switching Between Available Funding Sources. Use of STPG Setaside Funds (Formerly TAP funds).
5320		Blackstone River Bikeway - Segment 8C	TAP	2016	RIHMA	\$1.39	(\$1.18)	\$0.21	Switching Between Available Funding Sources. Use of STPG Setaside Funds (Formerly TAP funds).
		Total TAP Pipeline				\$11.09	\$0.00	\$11.09	
		Total FFY 2016 Changes				\$144.30	\$0.67	\$144.97	

Project Name Changes to STIP

FFY 2016

PTSID	TIP ID#	Project	Pipeline	Project Name Revision
5011		Pawtucket/Central Falls Train Station	Transit	Pawtucket/Central Falls Transit Center

Funding Changes to STIP
 FFY 2016

Funding Source	Year	Original	Add(Subtract)	FFY 2016		Reason
				Revised	Revised	
FTA (Fixed Guideway)	2016	\$3.43	\$0.50	\$3.93		Error: FY 2016 Did not receive the correct amount of FTA Funding available to RI.
Total FTA Funding		\$3.43	\$0.50	\$3.93		
SAFETEA-LU High Priority Projects 3677-5173	2016	\$0.00	\$0.17	\$0.17		Available Earmark Funds for Trestle Trail Project.
Total Earmark Funding		\$0.00	\$0.17	\$0.17		
Total FFY 2016 Funding Changes		\$3.43	\$0.67	\$4.10		



Robert V. Russo
Councilman
District 4

Town of Johnston

May 23, 2016

2017-2025

Amendment #7 to the FFY 2013-2016 STIP



14 Colony Drive,
Johnston, Rhode Island 02919

Tel: (401) 233-9099

Jared L. Rhodes
Secretary (Acting)
Rhode Island State Planning Council
One Capitol Hill
Providence, RI 02908

Dear Mr. Rhodes:

I am writing to show my support for the extension of the Woonasquatucket River Greenway through the Town of Johnston. Mayor Polisenia asked that the Woonasquatucket River Watershed Council meet with a small group of residents at the end of Lyman Avenue and the Tyler Avenue area who were opposed to having the bike path go behind their homes on land that is owned by National Grid or go on road in front of their homes on Lyman Avenue due to various issues.

The WRWC reached a compromise with the residents where we will focus on completing the bike path off road from Cricket Field to Allendale Avenue and will continue on road in North Providence connecting Lyman Avenue with a *bridge* over the Woonasquatucket River. This *compromise* will provide access to the residents in North Providence and to commuters from RI College to downtown Providence.

Over 700 Johnston residents have written letters or signed a petition indicating that they are excited and support the continuation of the bike path into Smithfield. The Northwestern part of the state is lacking safe routes to bike, jog and walk. For the first time in history, there is support from all of the in the Northwestern towns to design the expansion of the Northwest Bike Path through the towns of Johnston, Smithfield, North Smithfield and Burrillville.

Earmark funding of 1.5 million dollars has been allocated to this effort to design this next phase. We are strongly requesting that the funding that is designated for this purpose, not be reallocated to another RIDOT project and that we move forward with the project as the money was intended.

Thank you for the consideration.

Very truly yours,

Robert V. Russo
President – Johnston Town Council



State of Rhode Island and Providence Plantations
GENERAL ASSEMBLY

May 26, 2016

VIA HAND DELIVERY

Rhode Island State Planning Council
One Capitol Hill
Providence, RI 02908-5870

To the Rhode Island State Planning Council:

It is with great frustration and disappointment that we hereby submit for the hearing record this letter strongly objecting to the FFY 2017-2025 Draft State Transportation Improvement Program (TIP), which is scheduled for public hearing today, Thursday, May 26, 2016.

The timeline set forth in the TIP for addressing projects we consider crucial to the future success of East Providence—such as Waterfront Drive, the I-195 Interchange, and the Extension of the Ten Mile River Greenway—is simply unsatisfactory to us and to the residents of East Providence whom we’re honored to represent.

Even worse, the repaving of Pawtucket Avenue—a state managed roadway about which we’ve previously written to urge a priority status (see enclosure)—is not scheduled to occur for many years to come. Given this dreadful determination, we must ask with all sincerity: Does the Draft TIP even attempt to address the immediate and ongoing safety/vehicular concerns we’ve continued to raise to RIDOT and others, both in public and in private? It would seem that the answer is a resounding, “NO.”

Kindly ensure this letter and enclosures are included as part of the formal hearing record today, Thursday, May 26th, the scheduled timing of which is disappointing to all of us, as well as to our constituents—the vast majority of whom work for a living, and in any case should not be compelled to take time out of their busy schedules in order to voice their objection to such a blatantly flawed plan.

As taxpayers, we all deserve better than this.

Sincerely,

Sen. Daniel Da Ponte
D. 14 (E. Providence)

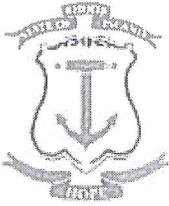
Rep. Katherine S. Kazarian
D. 63 (E. Providence)

Rep. Gregg Amore
D. 65 (E. Providence)

Sen. William J. Conley, Jr.
D. 18 (E. Providence, Pawtucket)

Rep. Helio Melo
D. 64 (E. Providence)

Encl. November 2, 2015 letter to DOT Director Alviti
December 18, 2015 response letter from DOT Director Alviti



State of Rhode Island and Providence Plantations
GENERAL ASSEMBLY

November 2, 2015

Peter Alviti, Jr. P.E.
Director, RI Department of Transportation
Two Capitol Hill
Providence, RI 02903

Dear Director Alviti,

As you are aware, the districts we represent cover substantial portions of East Providence. In recent months, each of us has been inundated with complaints regarding the deplorable condition of Pawtucket Avenue—a state managed roadway and the primary thoroughfare which residents must traverse to get from Point A- to-Point B in the City. In short, Pawtucket Ave. might otherwise be referred to as “Townie Highway.”

In order to be responsive to our constituents’ safety and vehicular concerns, we are writing to jointly and respectfully request that the Department provide us with a detailed update on RIDOT’s plans for repairing and resurfacing Pawtucket Avenue in East Providence.

As state legislators, we certainly appreciate the overwhelming demand for improvement of our state’s roadways. However, we must insist that a priority status for Pawtucket Ave. is truly warranted, due to the level of deterioration that both we and many, many city residents see and “feel” on a daily basis.

Thank you in advance for your timely consideration of this request. Please know that we will make ourselves available to further discuss this matter if you should have any concerns.

Sincerely Yours,

Senator Daniel Da Ponte
D. 14 - East Providence

Representative Gregg Amore
D. 65 - East Providence

Representative Katherine Kazarian
D. 63 - East Providence



OFFICE OF THE DIRECTOR

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2481
Fax 401-222-2086
www.dot.ri.gov

December 18, 2015

Senator Daniel DaPonte
District 14 - East Providence
State House
Providence, Rhode Island 02903

Subject: Pavement Condition of Pawtucket Avenue (Route 103, Rout 114 and Route 1A)
From Willett Avenue (Route 103) to City of Pawtucket
Schedule for Upcoming Repairs to Pawtucket Avenue

Honorable Senator DaPonte,

Thank you for the November 2, 2015 letter bringing attention to the pavement condition of Pawtucket Avenue in the City of East Providence. As you know, Pawtucket Avenue begins as Route 103 at the intersection with Willett Avenue and extends north to the border with the City of Pawtucket becoming portions of Route 114 and Route 1A along the way.

Using an asset management approach and with current funding levels, the Department has developed a 10 Year Paving Pipeline that utilizes an objective method (pavement condition, surface type and traffic volumes) to plan and schedule future resurfacing projects. Based on anticipated funding, the following table shows various sections of Pawtucket Avenue that are included in Roadworks program for resurfacing:

<u>Begin</u>	<u>End</u>	<u>Year to be Paved</u>
Newport Ave (Rt 1A)	Beverage Hill Ave	2016
Warren Ave (US-6)	Taunton Ave (US-44)	2023
Bullocks Point Ave	Wampanoag Tr (Rt 114)	2024

The proposed 10 Year Plan can be accessed on our website. Comments on the proposed 10 Year Paving Pipeline may be submitted through the Division of Planning (www.planning.ri.gov), as this is the process for approval of all Federal funds. The condition of all State roads will be evaluated every year and the 10 Year Paving Pipeline will be updated as well. Should you have any questions or require additional information please contact me.

Sincerely,

Peter V. Alviti, Jr., P.E.

Director

Rhode Island Department of Transportation



**WOONASQUATUCKET RIVER
WATERSHED COUNCIL**

45 Eagle Street, Suite 202 • Providence RI 02909
(401) 861-9046 • FAX (401) 861-9038
www.wrwc.org

May 23, 2016

Roy Najecki
President
Glocester

John P. Hake
Vice President

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Lauren Ratti
Fidelity, Smithfield

Doug Stephens
Johnston

Alicia J. Lehrer
Executive Director

Lisa Aurecchia
Director of Projects

Den DeMarinis, Jr.
Director of
Development

Jared L. Rhodes
Secretary (Acting)
Rhode Island State Planning Council
One Capitol Hill
Providence, RI 02908

Re: FFY 2017-2025 Draft State Transportation Improvement Program

Dear Mr. Rhodes:

The Woonasquatucket River Watershed Council (WRWC) is extremely disappointed and concerned that Johnston Extension of the Woonasquatucket Greenway/Northwest Trail from Cricket Field to Allendale Avenue was not included in the RI's new 10-Year TIP. It seems like an opportunity for which the time has arrived.

For the first time in history, all the communities in the northwest part of the state are showing staunch support for extending the Woonasquatucket Greenway/Northwest Trail to connect the historic mill towns along this former rail corridor. Currently, there are very few safe places to bike and walk in this quarter of RI.

In addition, the state of RI has invested significant funds already on design and construction for this section of bike path. The WRWC and RIDOT completed major improvements to Cricket Field in Johnston in 2015 using earmark funds for the Northwest Trail, specifically to create a destination for the future bike path. In addition, RIDOT completed and updated a preliminary design study for the next section of path using hundreds of thousands of dollars in earmark and state funding. We have in hand a proposal from an on-call design and engineering firm to move the project forward to the next step immediately.

There is also local support from Johnston for this project and earmark funds ready for use. Over 700 residents from neighborhood in Johnston where the bike path will be constructed signed a petition or wrote letters supporting the expansion of the bike path into Smithfield.

It seems unusual, and certainly sparks our dismay, that the TAC prioritized other paths in the 10 year TIP that lack both existing funds and preliminary designs.

Waiting 10 years to continue work that is already underway would be the same as wasting funds already spent on feasibility and design. We encourage you to rethink your decision and add this segment to the 10 year TIP to embrace the momentum that we currently see with the present town administrations.

Sincerely,

Alicia J. Lehrer
Executive Director

ATTACHMENT #4

Transcript of May 26, 2016 Public Hearings

FY 16 TIP PROGRAM ALLOCATION SUMMARY

RIDOT TIP PROGRAMS	FY 2016
6/10 PROJECT	\$195.70
BRIDGE CAPITAL PROGRAM	\$184.40
BRIDGE PRESERVATION	\$11.70
CONTINGENCY - INFLATION	\$1.66
DEBT SERVICE	\$66.28
DRAINAGE CAPITAL PROGRAM	\$3.23
DRAINAGE MAINTENANCE	\$5.00
HEADQUARTERS OPERATIONS	\$18.59
MAINTENANCE CAPITAL PROGRAM	\$4.50
MAINTENANCE OPERATIONS	\$40.76
PAVEMENT CAPITAL PROGRAM	\$55.35
PAVEMENT MAINTENANCE	\$8.71
PLANNING - PROGRAM DEVELOPMENT	\$16.41
TOLL CAPITAL PROGRAM	\$38.00
TRAFFIC SAFETY	\$10.05
TRAFFIC SAFETY CAPITAL PROGRAM	\$30.00
TRANSIT CAPITAL PROGRAM - RIDOT	\$47.93
TRANSIT OPERATIONS - RIDOT	\$7.73
TRANSPORTATION ALTERNATIVES PROGRAM	\$11.09
RIDOT SUBTOTAL	\$757.09
RIPTA TIP PROGRAMS	FY 2016
OTHER TRANSIT INITIATIVES - RIPTA	\$20.80
TRANSIT CAPITAL PROGRAM - RIPTA	\$36.57
TRANSIT OPERATIONS - RIPTA	\$8.55
RIPTA SUBTOTAL	\$65.92
TOTAL	\$823.01

BRIDGE CAPITAL PROGRAM

ID 801 IMMEDIATE ACTION

MUNICIPALITIES:

DESCRIPTION:

This line item involves the unplanned repair/rehabilitation of bridges found necessary through inspection.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016			\$8.00																	\$8.00

ID 802 PROJECTS CURRENTLY UNDER CONSTRUCTION

MUNICIPALITIES:

DESCRIPTION:

This line item involves funding the continuing costs of projects currently under construction.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016							\$10.00													\$10.00

ID 883 BRIDGE GROUP 02T

MUNICIPALITIES:

Providence

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$0.50														\$0.50

BRIDGES WITHIN BRIDGE GROUP 02T

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
065301	Providence	Oxford Street	I-95 N&S & RAMP WS	OXFORD ST

ID 817 BRIDGE GROUP 05

MUNICIPALITIES:

E. Greenwich, W. Greenwich, Exeter, Warwick

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016													\$3.63						\$3.63

BRIDGES WITHIN BRIDGE GROUP 05

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
051601	East Greenwich	Shippeetown Road	SHIPPEETOWN RD	I-95 NB & SB
059001	Exeter	Austin Farm Road	AUSTIN FARM RD	I-95 NB & SB
068101	Warwick	Greenwich Ave	RI 5 GREENWICH AV	I-95 NB & SB
071901	Warwick	Knight	I-295 NB	I-95 SOUTHBOUND
080101	Warwick	Box Culvert	I-95 NB & SB	Maskerchugg River
080201	Warwick	Box Culvert	I-95 NB & RI 4 rmp	Maskerchugg River
080501	Warwick	Box Culvert	I-95 SB	Maskerchugg River
080801	Warwick	Hardig Brook Culvert 3	I-95 NB & SB	HARDIG BROOK
051701	West Greenwich	Hopkins Hill Road	I-95 NB & SB	HOPKINS HILL RD
051901	West Greenwich	New London Turnpike	NEW LONDON TRNPK	I-95 NB & SB
052101	West Greenwich	Hungry Hill	I-95 NB & SB	BIG RIVER
058701	West Greenwich	Nooseneck River	I-95 NB & SB	Nooseneck River

ID 885 BRIDGE GROUP 05TB

MUNICIPALITIES:

Richmond

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$0.60														\$0.60

BRIDGES WITHIN BRIDGE GROUP 05TB

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
059301	Richmond	Baker Pines	I-95 NB & SB	ROUTE 3

ID 886 BRIDGE GROUP 05TC

MUNICIPALITIES:

Warwick

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$7.60														\$7.60

BRIDGES WITHIN BRIDGE GROUP 05TC

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
068301	Warwick	Tollgate Road	I-95 NB & SB	RI 115 Toll Gate Road
068401	Warwick	Centerville Road	I-95 NB & SB	RI 117 CENTERVILLE RD

ID 887 BRIDGE GROUP 07T

MUNICIPALITIES:

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016						\$2.80													\$2.80

BRIDGES WITHIN BRIDGE GROUP 07T

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
040401	Hopkinton	Wood River Valley	I-95 NB & SB	WOOD RIVER & MECHANIC ST

ID 821 BRIDGE GROUP 09

MUNICIPALITIES:

Johnston, Cranston

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016									\$0.07	\$0.16									\$0.22

BRIDGES WITHIN BRIDGE GROUP 09

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
062001	Cranston	Cranston Park Ramp	RAMP E-N	I-295 SB
072921	Cranston	Phenix Ave WB	RI 51 PHENIX AV	I-295 SB
081221	Cranston	Meshanticut Brk Clvt 2 S	I-295 SB	Meshanticut Brook
081401	Cranston	Meshanticut Brook Culvert 4 NB	I-295 NB	MESHANTICUT BROOK
032401	Johnston	Dry Brook	Central Av & I-295	Dry Brook
073301	Johnston	Simmons Brook	I-295 NB & SB	Simmons Brook
073401	Johnston	Scituate Ave NB	SCITUATE AV	I-295 NB
073421	Johnston	Scituate Ave SB	SCITUATE AV	I-295 SB
073501	Johnston	Central Ave NB	I-295 NB	CENTRAL PIKE
073521	Johnston	Central Ave SB	I-295 SB	CENTRAL PIKE

ID 888 BRIDGE GROUP 09TG

MUNICIPALITIES:

Cranston

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016						\$2.40													\$2.40

BRIDGES WITHIN BRIDGE GROUP 09TG

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
073021	Cranston	Aqueduct SB	I-295 SB	WATER SUPPLY AQUADUCT
073201	Cranston	Plainfield Pike NB	I-295 NB	RI 14 PLAINFIELD PIKE
073221	Cranston	Plainfield Pike SB	I-295 SB	RI 14 PLAINFIELD PIKE

ID 889 BRIDGE GROUP 09TH

MUNICIPALITIES:

Johnston

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016						\$4.30													\$4.30

BRIDGES WITHIN BRIDGE GROUP 09TH

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
073601	Johnston	Ramp Bridge North	I-295 NB	RAMP 6 E-N
073621	Johnston	Ramp Bridge South	I-295 SB	RAMP 6 E-N
073721	Johnston	US 6 South	I-295 SB	US 6
074001	Johnston	Greenville Ave NB	I-295 NB	RI 5 GREENVILLE AV
075701	Johnston	Hartford Pike NB	I-295 NB	US 6A HARTFORD PIKE
075721	Johnston	Hartford Pike SB	I-295 SB	US 6A HARTFORD PIKE

ID 823 BRIDGE GROUP I I

MUNICIPALITIES:

Cranston, Warwick

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016									\$0.33	\$2.30									\$2.63

BRIDGES WITHIN BRIDGE GROUP I I

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
061601	Cranston	Glenhills Drive	GLENHILLS DRIVE	RI 37 EB & WB
083101	Cranston	Cranston Street Ramp	RI 37 RAMP	CRANSTON ST
063001	Warwick	Lincoln Park Ramp South	RI 37 EB	RAMP A
063101	Warwick	Lincoln Park Ramp North	RI 37 WB	RAMP B
063501	Warwick	Jefferson Blvd North	RI 37 WB	JEFFERSON BLVD
063601	Warwick	Hillsgrove RR South	RI 37 EB	AMTRAK
063701	Warwick	Hillsgrove RR North	RI 37 WB	AMTRAK
063801	Warwick	Boston Post Road	RI 37 EB & WB	US I POST RD

ID 824 BRIDGE GROUP 12

MUNICIPALITIES:

Richmond, Cranston, Warwick, W. Warwick, Westerly, Coventry, Hopkinton, Charlestown, W. Greenwich, E. Greenwich

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016									\$0.76	\$3.30									\$4.06

BRIDGES WITHIN BRIDGE GROUP 12

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
027101	Charlestown	Wawaloam	RI 2 SO COUNTY TR	PAWCATUCK RIVER
003301	Coventry	Spring Lake	RI 3 Nsnck Hill Rd	Mishnock River
007001	Coventry	Town Farm Culvert	RI 117 Flat Rvr Rd	Flat River
007501	Coventry	Green Bridge	RI 117 Flat Rvr Rd	Bucks Horn Brook
025701	Coventry	Sandy Bottom	RI 33 SDY BTM RD	PAWTUXET RIVER
025801	Coventry	Tiogue Lake Bridge	RI 3 Tiogue Rd	Dyer Brook
002401	Cranston	Moons Cut	RI 33 PROVIDNCE ST	MESHANTICUT BROOK
002501	Cranston	Moons Cut RR	RI 33 PROVIDNCE ST	WASH SEC BIKE PATH
015001	Cranston	Warwick Ave	RI 117 WARWICK AV	PAWTUXET RIVER
042101	Cranston	Reservoir Ave	RI 2 NEWLONDONAVE	MESH INTERCHANGE LANE B
042201	Cranston	Meshanticut	RI 2 MESH INT	RI 5 OAKLAWN AV
042301	Cranston	Meshanticut Viaduct	RI 2 MESH INT	RI 5 OAKLAWN AV & LANE C
042401	Cranston	New London Ave	LANE H	MESH INTERCHANGE LANE A
045501	Cranston	Mashapaug	RI 2 RESERVOIR AV	RI 10 HUNTINGTON EXPRESS
023901	East Greenwich	Great River	RI 2 Quaker Lane	Great River
004701	Hopkinton	Canonchet Brook	RI 3 Nsnck Hill Rd	Canonchet Brook
019901	Hopkinton	Meeting House	RI 3 MAIN ST	PAWCATUCK RIVER
026901	Richmond	Heaton Orchard	RI 2 SO COUNTY TR	USQUEPAUG RIVER
027001	Richmond	Miantonomi	RI 2 SO COUNTY TR	AMTRAK
002601	Warwick	Natick	RI 33 PROVIDNCE ST	PAWTUXET RIVER
013601	Warwick	Carpenters Corner	RI 117 Cntrvllle Rd	Tuscatucket River
013801	Warwick	Apponaug Mill	RI 117 Cntrvllle Rd	Apponaug River
016101	Warwick	Buckeye Brook	RI 117 W Shore Rd	Buckeye Brook

ID 824 BRIDGE GROUP 12

MUNICIPALITIES:

Richmond, Cranston, Warwick, W. Warwick, Westerly, Coventry, Hopkinton, Charlestown, W. Greenwich, E. Greenwich

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

022501	Warwick	Cottage Home	RI 117A Warwick Av	Buckeye Brook
080301	Warwick	Box Culvert RI 2	RI 2 Quaker Lane	Maskerchugg River
080701	Warwick	Hardig Brook Culvert 2	RI 117 CNTRVLE RD	HARDIG BROOK
003601	West Greenwich	Nooseneck Hollow	RI 3 NSNCK HILL RD	NOOSENECK RIVER
002701	West Warwick	Royal Mills	RI 33 PROVIDNCE ST	PAWTUXET RIVER
002801	West Warwick	Centerville	RI 117 MAIN STREET	PAWTUXET RIVER
003001	West Warwick	Quidnick RR	RI 117 CNTRVLE RD	WASH SEC BIKE PATH
085401	Westerly	Granite Quarry	RI 78 WEST BY-PASS	RI 3 ASHAWAY RD
092001	Westerly	High Street RR	RI 3 HIGH ST	AMTRAK

ID 890 BRIDGE GROUP 16T

MUNICIPALITIES:

Providence

DESCRIPTION:

Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016						\$1.20													\$1.20

BRIDGES WITHIN BRIDGE GROUP 16T

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
060401	Providence	Woonasquatucket River	US 6 EB & WB	WOONASQUATUCKET RIVER

ID 841 BRIDGE GROUP 30

MUNICIPALITIES:

Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$3.23										\$3.23

BRIDGES WITHIN BRIDGE GROUP 30

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
065701	Providence	Broad Street South	BROAD ST	I-95 NB & SB & P&W RR
065901	Providence	Elmwood Ave	I-95 NB & SB	US I ELMWOOD AV

ID 891 BRIDGE GROUP 34TG

MUNICIPALITIES:

Cranston

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$1.60														\$1.60

BRIDGES WITHIN BRIDGE GROUP 34TG

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
073001	Cranston	Aqueduct NB	I-295 NB	WATER SUPPLY AQUADUCT

ID 892 BRIDGE GROUP 35TH

MUNICIPALITIES:

Johnston

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$1.20														\$1.20

BRIDGES WITHIN BRIDGE GROUP 35TH

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
074021	Johnston	Greenville Ave SB	I-295 SB	RI 5 GREENVILLE AV

ID 893 BRIDGE GROUP 37T

MUNICIPALITIES:

Cumberland

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$2.50														\$2.50

BRIDGES WITHIN BRIDGE GROUP 37T

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
075201	Cumberland	Scott Road NB	I-295 NB	SCOTT RD
075221	Cumberland	Scott Road SB	I-295 SB	SCOTT RD
075301	Cumberland	Leigh Road NB	I-295 NB	LEIGH RD
075321	Cumberland	Leigh Road SB	I-295 SB	LEIGH RD

ID 849 BRIDGE GROUP 38

MUNICIPALITIES:

N. Smithfield, Providence, Exeter

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$1.62														\$1.62

BRIDGES WITHIN BRIDGE GROUP 38

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
078701	Exeter	Frosty Hollow Road	FROSTY HOLLOW RD	BREAKHEART BROOK
078801	Exeter	Midway	BARBER TRAIL	FALLS RIVER
010801	North Smithfield	Branch River	RI 146A GREAT RD	BRANCH RIVER
044201	North Smithfield	Woonsocket Hill Road	WOONSOCKET HILL RD	RI 146 N SMITHFIELD EXP
044301	North Smithfield	Pound Hill Road	RI 146 N SMFLD EXP	POUND HILL RD
097701	Providence	Geneva Pond	RI 7 DOUGLAS AV	WEST RIVER

ID 894 BRIDGE GROUP 38T

MUNICIPALITIES:

N. Smithfield

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$1.30														\$1.30

BRIDGES WITHIN BRIDGE GROUP 38T

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
044101	North Smithfield	Farnum Pike NB	RI 146 NB	RI 104 FARNUM PIKE
044121	North Smithfield	Farnum Pike SB	RI 146 SB	RI 104 FARNUM PIKE

ID 862 BRIDGE GROUP 51

MUNICIPALITIES:

Cranston, Warwick

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$11.83				\$3.40										\$15.23

BRIDGES WITHIN BRIDGE GROUP 51

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
062101	Cranston	Cranston Street	RI 37 EB & WB	CRANSTON ST
062201	Cranston	Cranston Park RR	RI 37 EB & WB	Wash Sec Bike Path
062301	Cranston	Oaklawn Ave	RI 37 EB & WB	RI 5 OAKLAWN AV
062401	Cranston	New London Ave	RI 37 EB & WB	RI 2 NEW LONDON AV
062501	Cranston	Howard	RI 37 EB & WB	POWER ROAD
062701	Cranston	Pontiac Ave	RI 37 EB & WB	PONTIAC AV
062801	Cranston	Pawtuxet River South	RI 37 EB	PAWTUXET RIVER
072801	Cranston	Cranston Park East	RI 37 EB & WB	I-295 NB
072821	Cranston	Cranston Park West	RI 37 EB & WB	I-295 SB
063401	Warwick	Jefferson Blvd South	RI 37 EB	JEFFERSON BLVD

ID 863 BRIDGE GROUP 52

MUNICIPALITIES:

Cranston, Warwick

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$0.80										\$0.80

BRIDGES WITHIN BRIDGE GROUP 52

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
062601	Cranston	Pontiac Branch RR	RI 37 EB & WB	PONTIAC BRANCH RR

ID 914 BRIDGE GROUP 52A

MUNICIPALITIES:

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$1.00										\$1.00

BRIDGES WITHIN BRIDGE GROUP 52A

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
068601	Warwick	South County Freeway	I-95 NB	RI 4 SOUTH CNTY FWY RAMP

ID 895 BRIDGE GROUP 52B

MUNICIPALITIES:

Cranston

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$5.48										\$5.48

BRIDGES WITHIN BRIDGE GROUP 52B

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
062901	Cranston	Pawtuxet River North	RI 37 WB	PAWTUXET RIVER

ID 864 BRIDGE GROUP 53

MUNICIPALITIES:

N. Smithfield

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$0.76											\$0.76

BRIDGES WITHIN BRIDGE GROUP 53

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
010701	North Smithfield	Union Village RR	RI 146A GREAT RD	SLATERSVILLE SEC RR

ID 896 BRIDGE GROUP 53B

MUNICIPALITIES:

Pawtucket

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$1.50											\$1.50

BRIDGES WITHIN BRIDGE GROUP 53B

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
055001	Pawtucket	Pawtucket	I-95	TAFT ST & PAWTUCKET RVR
096501	Pawtucket	Division Street	DIVISION ST	SEEKONK RVR & TAFT S

ID 865 BRIDGE GROUP 54

MUNICIPALITIES:

Richmond, S. Kingstown

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016									\$1.30	\$1.30									\$2.60

BRIDGES WITHIN BRIDGE GROUP 54

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
040301	Richmond	Kingston Road	I-95 NB & SB	RI I38 KINGSTOWN RD
037201	South Kingstown	Kingston Station RR	RI I38 KINGSTOWN RD	AMTRAK & ACCESS RD

ID 915 BRIDGE GROUP 56A

MUNICIPALITIES:

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016									\$0.38										\$0.38

BRIDGES WITHIN BRIDGE GROUP 56A

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
108301	Providence	Ramp EI	I-195 Ramp EI	I-195 Ramp SME

ID 916 BRIDGE GROUP 56B

MUNICIPALITIES:

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$1.39											\$1.39

BRIDGES WITHIN BRIDGE GROUP 56B

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
I08001	Providence	Clifford Street Bridge	Clifford St	Ramp SE,I-95,Ramp PN
I08201	Providence	South Main Street Bridge	I-195 EB & WB	South Main Street

ID 897 BRIDGE GROUP 56C

MUNICIPALITIES:

Lincoln

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$0.50											\$0.50

BRIDGES WITHIN BRIDGE GROUP 56C

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
038001	Lincoln	Mussey Brook Stone Arch Culvert	RI 126 Old RiverRd	Mussey Brook

ID 917 BRIDGE GROUP 56D

MUNICIPALITIES:

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$1.50											\$1.50

BRIDGES WITHIN BRIDGE GROUP 56D

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
091601	Pawtucket	Barton Street	BARTON ST	AMTRAK & P&W RR
093601	Pawtucket	Broad Street RR	RI 114 BROAD ST	AMTRAK & P&W RR

ID 868 BRIDGE GROUP 57

MUNICIPALITIES:

Exeter, Providence, W. Greenwich

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$10.41				\$1.99										\$12.40

BRIDGES WITHIN BRIDGE GROUP 57

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
003801	Exeter	Browning Mill	ARCADIA RD	ROARING BROOK
013101	Providence	Harbor Junction	US 1 ELMWOOD AV	HAR JUNC BR LINE P&W RR
003401	West Greenwich	Big River	RI 3 NSNCK HILL RD	BIG RIVER

ID 898 BRIDGE GROUP 57C

MUNICIPALITIES:

Johnston

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$0.09	\$0.01										\$0.10

BRIDGES WITHIN BRIDGE GROUP 57C

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
032601	Johnston	Simmons ville	SIMMONSVILLE AV	SIMMONS BROOK

ID 899 BRIDGE GROUP 57D

MUNICIPALITIES:

E. Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$0.88	\$0.13										\$1.00

BRIDGES WITHIN BRIDGE GROUP 57D

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
022401	East Providence	Newman Ave	RI 152 NEWMAN AV	TEN MILE RIVER

ID 900 BRIDGE GROUP 57F

MUNICIPALITIES:

Richmond

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$2.63	\$0.38										\$3.00

BRIDGES WITHIN BRIDGE GROUP 57F

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
005401	Richmond	First Carolina North	RI I 12 CAROLINA	MILL CANAL
005501	Richmond	Second Carolina	RI I 12 CAROLINA	MILL CANAL
005601	Richmond	Third Carolina South	RI I 12 CAROLINA	PAWCATUCK RIVER

ID 918 BRIDGE GROUP 57L

MUNICIPALITIES:

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$0.88	\$0.13										\$1.00

BRIDGES WITHIN BRIDGE GROUP 57L

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
084101	Warwick	Gorton RR NB	US I NB BY-PASS	AMTRAK

ID 901 BRIDGE GROUP 57M

MUNICIPALITIES:

E. Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016									\$4.81	\$0.69									\$5.50

BRIDGES WITHIN BRIDGE GROUP 57M

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
047201	East Providence	Horton Farm	RI 114 LANE F	I-195 EB & WB

ID 902 BRIDGE GROUP 57T

MUNICIPALITIES:

E. Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016						\$2.50													\$2.50

BRIDGES WITHIN BRIDGE GROUP 57T

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
070001	East Providence	Washington Bridge North	I-195 WB	SEEKONK RIVER

ID 869 BRIDGE GROUP 58

MUNICIPALITIES:

Coventry, Cranston, E. Greenwich, Hopkinton, Warwick, Burrillville, E. Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016									\$6.35	\$9.75									\$16.10

BRIDGES WITHIN BRIDGE GROUP 58

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
035401	Burrillville	Railroad Ave	RAILROAD AVE	PASCOAG RIVER
084401	Coventry	Barbs Hill Road	BARBS HILL RD	MOOSUP RIVER
067601	Cranston	Park Ave	RI 12 PARK AV	I-95 NB & SB
067701	Cranston	Laurens Street	LAURENS ST	I-95 NB & SB
067801	Cranston	Milford Street	MILFORD ST	I-95 NB & SB
076001	East Greenwich	Division	RI 401 DIVISION ST	RI 4
047101	East Providence	Pawtucket Ave	RI 114 PAWTUCKET AV	I-195 EB & WB
026101	Hopkinton	Wood River	RI 91 CHURCH ST	WOOD RIVER
026201	Hopkinton	Holburton Bridge	RI 91 Altn Brad Rd	Holburton Brook
061801	Warwick	Hillsgrove	SERVICE AV	I-95 NB & SB
063201	Warwick	Lincoln Park South	RI 37 EB	I-95 NB & SB
063301	Warwick	Lincoln Park North	RI 37 WB	I-95 NB & SB
063901	Warwick	Airport Interchange	AIRPORT CONNECTOR	I-95 NB & SB
068201	Warwick	East Ave	RI 113 EAST AV	I-95 NB & SB
068501	Warwick	Cowesett Road	COWESETT RD	I-95 NB & SB

ID 870 BRIDGE GROUP 59

MUNICIPALITIES:

Cranston

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$0.85										\$0.85

BRIDGES WITHIN BRIDGE GROUP 59

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
092201	Cranston	Park Ave RR	RI 12 PARK AV	AMTRAK

ID 903 BRIDGE GROUP 59B

MUNICIPALITIES:

Warwick

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$1.00										\$1.00

BRIDGES WITHIN BRIDGE GROUP 59B

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
042501	Warwick	Centerville Road	RI 117 CNTRVLE RD	RI 2 BALD HILL RD

ID 904 BRIDGE GROUP 59C

MUNICIPALITIES:

Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$0.10										\$0.10

BRIDGES WITHIN BRIDGE GROUP 59C

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
032701	Providence	Reservoir Ave RR	RI 2 RESERVOIR AV	AMTRAK & P&W RR

ID 871 BRIDGE GROUP 62

MUNICIPALITIES:

Cumberland

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016									\$0.30										\$0.30

BRIDGES WITHIN BRIDGE GROUP 62

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
039601	Cumberland	Manville	MANVILLE HILL RD	BLACKSTONE RVR, P&W, BP

ID 905 BRIDGE GROUP 62T

MUNICIPALITIES:

Lincoln

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016		\$0.06	\$0.09			\$0.36													\$0.50

BRIDGES WITHIN BRIDGE GROUP 62T

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
027601	Lincoln	Louisquisset Pike	RI 146 ED DOWL HWY	RI 116 GEORGE WASH HWY

ID 873 BRIDGE GROUP 66

MUNICIPALITIES:

E. Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL
2016										\$0.45									\$0.45

BRIDGES WITHIN BRIDGE GROUP 66

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
072701	Cranston	Wilbur Ave NB	I-295 NB	WILBUR AV
072721	Cranston	Wilbur Ave SB	I-295 SB	WILBUR AV
013401	East Providence	Coles	US1A&RI114PWTCKTAV	TEN MILE RIVER
064201	Portsmouth	Boyd Lane NB	RI 24 NB	BOYDS LANE
064221	Portsmouth	Boyd Lane SB	RI 24 SB	BOYDS LANE
064501	Portsmouth	Turnpike Ave NB	RI 24 NB	TURNPIKE AV
064521	Portsmouth	Turnpike Ave SB	RI 24 SB	TURNPIKE AV
108101	Providence	Providence River Bridge	I-195 EB & WB	ProvRiver,SoMain&SoWater
064921	Tiverton	Eight Rod Way-Fish Rd SB	RI 24 SB	EIGHT ROD WAY-FISH RD
072201	Warwick	Bald Hill Road NB	I-295 NB	RI 2 BALD HILL RD
081101	Warwick	Meshanticut Brook Culvert I	I-295 NB & SB	MESHANTICUT BROOK

ID 874 BRIDGE GROUP 67

MUNICIPALITIES:

Warwick

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$8.78										\$8.78

BRIDGES WITHIN BRIDGE GROUP 67

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
024501	Warwick	Pawtuxet River East	RI 2 SB BLD HLL RD	PAWTUXET RIVER
024601	Warwick	Pawtuxet River West	RI 2 SB BLD HLL RD	PAWTUXET RIVER
049001	Warwick	Pawtuxet River So. East	RI 2 NB BLD HLL RD	PAWTUXET RIVER
049101	Warwick	Pawtuxet River So. West	RI 2 NB BLD HLL RD	PAWTUXET RIVER
077001	Warwick	Westcott	METRO CENTER DRIVE	AIRPORT CONNECTOR
077101	Warwick	Jefferson Boulevard	AIRPORT CONNECTOR	JEFFERSON BLVD
077301	Warwick	Airport	AIRPORT CONNECTOR	US I POST RD

ID 907 BRIDGE GROUP 67B

MUNICIPALITIES:

Warwick

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$0.40										\$0.40

BRIDGES WITHIN BRIDGE GROUP 67B

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
077201	Warwick	Collingwood RR	AIRPORT CONNECTOR	AMTRAK

ID 908 BRIDGE GROUP 67T

MUNICIPALITIES:

Exeter

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$7.00														\$7.00

BRIDGES WITHIN BRIDGE GROUP 67T

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
059201	Exeter	Tefft Hill Trail NB	I-95 NB	TEFFT HILL TRAIL
059221	Exeter	Tefft Hill Trail SB	I-95 SB	TEFFT HILL TRAIL

ID 876 BRIDGE GROUP 69

MUNICIPALITIES:

N. Kingstown, Cranston, Westerly, Providence, Foster, E. Providence, Coventry, Hopkinton, Richmond

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$1.50	\$3.50										\$5.00

BRIDGES WITHIN BRIDGE GROUP 69

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
030701	Burrillville	Shippee	RI 98 SHR MN FRM RD	NIPMUC RIVER
076601	East Greenwich	South County Trail	RI 2 SO COUNTY TR	RI 4
001101	North Kingstown	C.L. Hussey Memorial	US 1A BSTN NCK RD	WICKFORD COVE
034801	Providence	Glenbridge Ave	GLENBRIDGE AV	WOONASQT RVR & BIKE PATH
066001	Providence	West Elmwood RR	I-95 NB & SB	AMTRAK
097801	Providence	Smith Street	US 44 SMITH ST	MOSHASSUCK RIVER
084001	Warwick	Main Street	RI 113 MAIN AV	US 1 POST RD
050001	Woonsocket	Hamlet Avenue	RI 122 HAMLET AVE	BLACKSTONE RIVER

ID 924 BRIDGE GROUP 69A

MUNICIPALITIES:

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$0.17	\$0.40										\$0.58

BRIDGES WITHIN BRIDGE GROUP 69A

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
085201	Westerly	Varietyville Road	RI 78 WEST BY-PASS	CANAL STREET
085601	Westerly	Chapman Pond RR	RI 78 WEST BY-PASS	RI 91 BRDFRD RD & AMTRAK

ID 926 BRIDGE GROUP 69D

MUNICIPALITIES:

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$0.56			\$0.24							\$0.80

BRIDGES WITHIN BRIDGE GROUP 69D

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
007101	Coventry	Flat River	RI 117 FLAT RVR RD	FLAT RIVER RESERVOIR
008001	Coventry	Hopkins Hollow	Hopkins Hollow Rd	Roaring Brook
020801	East Providence	Hunts Mills	RI 114A PLEASNT ST	TEN MILE RIVER
021301	Foster	Spears	RI 94 FOSTER CTRRD	HEMLOCK BROOK
004601	Hopkinton	Hope Valley	RI 3&138 NSNCKHLRD	BRUSHY BROOK
004501	Richmond	Wyoming	RI 3&138 NSNCKHLRD	WOOD RIVER

ID 920 BRIDGE GROUP 69TH

MUNICIPALITIES:

Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016						\$2.20														\$2.20

BRIDGES WITHIN BRIDGE GROUP 69TH

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
073701	Johnston	US 6 North	I-295 NB	US 6

ID 877 BRIDGE GROUP 70

MUNICIPALITIES:

E. Providence, S. Kingstown, Narragansett

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$2.65	\$3.08										\$5.73

BRIDGES WITHIN BRIDGE GROUP 70

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
047501	East Providence	East Shore Expressway	I-195 LANE E	US 6 WARREN AV
047601	East Providence	McCormick Quarry	RI 114 E SHORE EXP	US 6 WARREN AV
048301	Narragansett	Woodruff Ave	WOODRUFF AV	US 1 POST RD
077701	Providence	Pleasant Valley Parkway	DEAN ST	WOONASQUATUCKET RIVER
048401	South Kingstown	Salt Pond Road NB	US 1 POST RD NB	SALT POND RD
048421	South Kingstown	Salt Pond Road SB	US 1 POST RD SB	SALT POND RD
048501	South Kingstown	Silver Spring Cove NB	US 1 NB POST RD	SILVER SPRING COVE
048521	South Kingstown	Silver Spring Cove SB	US 1 SB POST RD	SILVER SPRING COVE
048601	South Kingstown	Pond Street NB	US 1 NB POST RD	POND ST
048621	South Kingstown	Pond Street SB	US 1 SB POST RD	POND ST

ID 910 BRIDGE GROUP 70A

MUNICIPALITIES:

Smithfield

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$0.81	\$0.94										\$1.75

BRIDGES WITHIN BRIDGE GROUP 70A

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
079201	Smithfield	Capron Road	CAPRON RD	WOONASQUATUCKET RIVER

ID 919 BRIDGE GROUP 70B

MUNICIPALITIES:

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$2.01				\$2.34							\$4.34

BRIDGES WITHIN BRIDGE GROUP 70B

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
044901	North Smithfield	Central Street	CENTRAL ST	RI I46 N SMITHFIELD EXP

ID 911 BRIDGE GROUP 70C

MUNICIPALITIES:

N. Smithfield

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016									\$1.16	\$1.35										\$2.50

BRIDGES WITHIN BRIDGE GROUP 70C

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
027301	North Smithfield	Slatersville Stone Arch	RI 5 PROVIDENCE PK	BRANCH RIVER

ID 878 BRIDGE GROUP 71

MUNICIPALITIES:

W. Greenwich

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$3.80										\$3.80

BRIDGES WITHIN BRIDGE GROUP 71

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
058901	West Greenwich	Victory Highway	RI 102 VICTORY HWY	I-95 NB & SB

ID 879 BRIDGE GROUP 75

MUNICIPALITIES:

Providence

DESCRIPTION:

Major rehabilitation work, superstructure, and/or total bridge replacement.

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	PROJECT CLOSEOUTS	HSIP	STBG	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	TOTAL	
2016										\$1.80										\$1.80

BRIDGES WITHIN BRIDGE GROUP 75

BRIDGE ID	MUNICIPALITY	STRUCTURE NAME	FACILITY	FEATURE INTERSECTED
057501	Providence	Atwells Ave	ATWELLS AV	I-95 RAMPS BC&CA
057601	Providence	Atwells Ave Ramp East	RAMP BR-4	I-95 RAMP BC
058301	Providence	Ramp DB Civic Center	RAMP DB	AMTRAK,CITY STS,WOON RVR
070101	Providence	Smith Street	US 44 SMITH ST	I-95 NB & SB
070301	Providence	Louisquisset Pike	RI 146 LSQSST PK	I-95 NB & SB
070601	Providence	Chalkstone RR	I-95 NB & SB	AMTRAK & P&W RR
070701	Providence	Ashburton Street	I-95 NB & SB	RI 246 EB (ASHBURTON ST)
070801	Providence	Charles Street	I-95 NB & SB	RI 246 WB(CHARLES ST)

ID 7613 DESIGN (LEGACY CONSULTANT WITH STAFF) BRIDGE

DESCRIPTION

This project funds existing design contracts for bridge projects already in design.

MUNICIPALITIES

LOCATION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL	
2016	\$6.00																		\$6.00

ID 7614 DESIGN (LEGACY CONSULTANT WITH STAFF) TRAFFIC

DESCRIPTION

This project funds existing design contracts for traffic safety projects already in design.

MUNICIPALITIES

LOCATION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL	
2016	\$5.00																		\$5.00

ID 7615 ICR/OVERHEAD RECOVERIES

DESCRIPTION

Indirect cost recovery formula agreed upon with FHWA each year.

MUNICIPALITIES

LOCATION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL	
2016	\$-9.00																		\$-9.00

TOTAL ALLOCATION: HEADQUARTERS OPERATIONS

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016	\$18.59																0	\$18.59

ID 2016 STATEWIDE RESURFACING 2016

DESCRIPTION

This line item involves resurfacing to the roadway, with ADA ramp upgrades to Plainfield Pike and Pawtucket Ave.

MUNICIPALITIES

Cranston, Johnston, Scituate, Glocester, S. Kingstown, E. Providence, Pawtucket, Lincoln, Smithfield, Richmond, E. Greenwich

LOCATION

Plainfield Pk; Money Hill Rd; Kingstown Rd; Pawtucket Ave; Albion Rd; Mooresfield Rd; G. Washington Hwy; Division St

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016									\$4.90									\$4.90

ID 2017 STATEWIDE RESURFACING 2017

DESCRIPTION

This line item involves resurfacing to the roadway.

MUNICIPALITIES

Hopkinton, Warwick, N. Smithfield, Portsmouth

LOCATION

Woodville-Alton Rd (Rt 3 to Townsend Rd); Bald Hill Rd (West Natick Ave to U-turn at WB Mason); Greenville Rd (Rt 7 to Rt 5); Mechanic St (Nichols Ln to Rt 3); Middle Rd (Union St to Schoolhouse Ln)

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016									\$0.05									\$0.05

ID 5038 MAIN STREET (RT.1) RESURFACING & SIDEWALK REHABILITATION

DESCRIPTION

Pavement Resurfacing for Main St. including sidewalk repairs and ADA ramps repairs.

MUNICIPALITIES

E. Greenwich

LOCATION

Division St. to First Ave

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016									\$0.05								\$0.00	\$0.05

TOTAL ALLOCATION: PAVEMENT CAPITAL PROGRAM

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016	\$0.07		\$19.37	\$1.86				\$1.00	\$33.05								0	\$55.35

ID 2026 INTERSECTION SAFETY IMPROVEMENTS TO AQUIDNECK AVENUE AT GREEN END AVENUE MIDDLETOWN - LEFT TURN LANES

DESCRIPTION

Signal improvements and geometric widening to provide left turn lanes on all approaches to the intersection of Aquidneck Avenue and Green End Avenue

MUNICIPALITIES

Middletown

LOCATION

Route 138A at Green End Avenue

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL	
2016							\$2.60												\$2.60

ID 2027 INTERSECTION SAFETY IMPROVEMENTS TO AIRPORT ROAD AT WINSLOW PARK WARWICK - ADAPTIVE SIGNAL CONTROL

DESCRIPTION

Installation of adaptive signal control (ASC) traffic signal improvements along Airport Road

MUNICIPALITIES

Warwick

LOCATION

Airport Road from Post Rd (US 1) to Warwick Ave (Route 117A)

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL	
2016							\$0.20												\$0.20

ID 2028 JOHNSTON I-295 INTERCHANGE

DESCRIPTION

Construction of a new interchange to improve the safety and provide access for an adjacent commercial property. For this project, "Other Funding" is from non-state, non-federal sources.

MUNICIPALITIES

Johnston

LOCATION

I-295 between the Exits 6 and 7 at the intersection with Greenville Avenue

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016																\$3.00	\$3.00	\$6.00

TOTAL ALLOCATION: TRAFFIC SAFETY CAPITAL PROGRAM

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016	\$0.47	\$1.18	\$0.02	\$0.31			\$17.02	\$2.01				\$3.00				\$3.00	3	\$30.00

ID 5204 PROVIDENCE STATION TRANSIT CENTER

DESCRIPTION

Creation of an expanded state-of-the-art transportation center/bus hub serving rail and bus passengers at the existing Amtrak and MBTA station

MUNICIPALITIES

Providence

LOCATION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016														\$35.00				\$35.00

TOTAL ALLOCATION: TRANSIT CAPITAL PROGRAM - RIDOT

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016	\$0.43	\$3.00	\$0.40							\$0.10				\$35.00	\$9.00			\$47.93

ID 7104 COMMUTER RAIL MARKETING

DESCRIPTION

To fund efforts to promote passenger rail as an alternative mode of travel, particularly at TF Green and Wickford Junction stations. Often undertaken in conjunction with RIPTA's Commuter Resources RI Program.

MUNICIPALITIES

LOCATION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016										\$0.10								\$0.10

ID 7105 OTHER OPERATING EXPENSES

DESCRIPTION

Other miscellaneous expenses that can arise with operations of commuter rail, including any coordination efforts with MBTA, Amtrak or RIPTA, or passenger surveys.

MUNICIPALITIES

LOCATION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016										\$0.10								\$0.10

ID 7106 SCCR CAPITAL MAINTENANCE

DESCRIPTION

Costs reimbursed to Amtrak, as owner of the NEC, for routine inspection and normalized replacement of track infrastructure between Providence and Wickford Junction by Amtrak forces.

MUNICIPALITIES

LOCATION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016													\$0.10					\$0.10

TOTAL ALLOCATION: TRANSIT OPERATIONS - RIDOT

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016	\$0.03	\$0.51								\$7.09			\$0.10					\$7.73

ID 9001 TRESTLE TRAIL - WEST SECTION -2 BRIDGES

DESCRIPTION

Bucks Horn Brook and Moosup River. An earmark has been included as "Other Funding" for this project.

MUNICIPALITIES

Coventry

LOCATION

Bucks Horn Brook and Moosup River

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016				\$1.39													\$0.17	\$1.56

ID 9011 ADA PLAN PROJECT IMPLEMENTATION

DESCRIPTION

Provide funding for curb ramp improvements based on overall accessibility need.

MUNICIPALITIES

Statewide

LOCATION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016				\$0.28														\$0.28

TOTAL ALLOCATION: TRANSPORTATION ALTERNATIVES PROGRAM

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (projects)	RICAP (facilities)	INDIRECT GARVEE	HSIP	STBG	NHPP	CMAQ	PLANNING	NHTSA	FTA 5337	Transit Hub Bond	TIGER Grant	Unallocated Bonds	Other Funding	TOTAL
2016		\$5.08	\$0.50	\$4.16				\$1.18									0.17	\$11.09

OTHER TRANSIT INITIATIVES - RIPTA

ID 7015 TRANSIT SERVICE INITIATIVES

DESCRIPTION

This program's funds are used to support continuing operations of the R-Line and to defray three years of the cost of new pilot service projects.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.24							\$0.96		\$1.20

ID 7016 PASSENGER INITIATIVES

DESCRIPTION

This program's funds are used towards distribution of timetables and transit marketing materials at intermodal facilities, on the web, and other key points within the state's transportation network.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016								\$0.50		\$0.50

ID 7018 COMMUTER RESOURCES

DESCRIPTION

The program includes commuter outreach and education, promotion of transit incentive programs, and transit fare subsidies or similar efforts.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.10							\$0.40		\$0.50

ID 7020 DOWNTOWN PROVIDENCE ENHANCED TRANSIT CORRIDOR PROJECT

DESCRIPTION

This project will provide scheduled, frequent bus service through the heart of Downtown Providence along a 1.4-mile corridor, connecting some of Rhode Island's largest employment hubs and world-class institutions to the downtown core and adjacent neighborhoods.

MUNICIPALITIES

Providence

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016		\$4.00							\$13.00	\$17.00

ID 7021 TRANSPORTATION SUPPORT PROJECTS

DESCRIPTION

This program allocates funding for expansion of passenger facilities and amenities such as bus stop signs, bus shelters, park and ride lots and transit hubs.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016								\$0.50		\$0.50

ID 7022 VEHICLES, REVENUE (REPLACEMENT)

DESCRIPTION

This program funds replacement of revenue vehicles, which includes busses, trolleys, and vans used in fixed route service.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.22							\$0.88		\$1.10

TOTAL ALLOCATION OTHER TRANSIT INITIATIVES - RIPTA

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.56	\$4.00						\$3.24	\$13.00	\$20.80

TRANSIT CAPITAL PROGRAM - RIPTA

ID 7001 FIXED ROUTE VEHICLE REPLACEMENT

DESCRIPTION

This program funds the regular replacement of revenue vehicles.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$2.43		\$7.12	\$2.60						\$12.15

ID 7002 PARATRANSIT VEHICLE REPLACEMENT

DESCRIPTION

This program will upgrade the current fleet of passenger vans.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.58		\$1.20	\$1.12						\$2.90

ID 7011 ADMINISTRATIVE FACILITY UPGRADES

DESCRIPTION

This program funds repairs to RIPTA's Elmwood and Newport bus garages, Elmwood administrative offices, and Elmwood solar bus storage facility.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.20		\$0.80							\$1.00

ID 7012 PASSENGER FACILITY UPGRADES

DESCRIPTION

This program funds improvements to passenger hubs, bus shelters, and transit corridors, as identified in RIPTA's strategic plan.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.14		\$0.56							\$0.70

ID 7019 EAST SIDE BUS TUNNEL

DESCRIPTION

This project will include repairs associated with programmed improvements for the East Side Bus Tunnel.

MUNICIPALITIES

Providence

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.01						\$0.05			\$0.06

TOTAL ALLOCATION TRANSIT CAPITAL PROGRAM - RIPTA

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$7.31		\$25.49	\$3.72			\$0.05			\$36.57

TRANSIT OPERATIONS - RIPTA

ID 7004 TRANSPORTATION FOR INDIVIDUALS WITH DISABILITIES

DESCRIPTION

This program provides scheduled door to door paratransit service for qualified individuals on paratransit vans.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.70		\$2.78							\$3.48

ID 7005 RURAL OPERATIONS/INTERCITY BUS

DESCRIPTION

This program defrays half the cost of rural service as well as training, technical assistance and support services that benefit the rural areas of the state.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.12					\$0.12				\$0.24

ID 7014 MOBILITY MANAGEMENT

DESCRIPTION

This program funds activities which support RIde (paratransit) coordination and brokerage activities.

MUNICIPALITIES

Statewide

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$0.24		\$0.96							\$1.20

TOTAL ALLOCATION TRANSIT OPERATIONS - RIPTA

YEAR	STATE FUNDING	RICAP	5307	5339	5310	5311	5337	CMAQ	TIGER GRANT	TOTAL
2016	\$2.52		\$5.17			\$0.86				\$8.55

Rhode Island Department of Transportation - State Transportation Improvement Program (STIP) FFY 2013 - 2016

FFY 2016 Project Status Report

Public Review Draft - April 25, 2016

PROGRAM/PROJECT FROM EXISTING FFY16	MUNICIPALITY	LIMITS	EXISTING FFY16 ALLOCATION	STATUS
Administrative Program				
Eeo/Training/Motor Carrier Safety			\$ 1.00	These projects are accounted for in highway safety or the individual capital programs.
Motor Fuel Tax Evasion Prevention Program			\$ 0.10	
Project Modifications			\$ 8.00	
Bike/Pedestrian Program				
Safe Routes to School	Statewide		\$ 1.00	Multiple Projects at 36 Schools; 16 completed, 20 active. Conceptual Design Reports completed. The STIP FFY 16 identifies \$0.77 million in funding for multiple Safe Routes to Schools projects as well as \$5.38 in the draft STIP 17-25.
Recreational Trails Program	Statewide		\$ 0.60	The Recreational Trails Program (ID 5253) has been allocated \$2.50 million in the proposed STIP FFY 16, as well as \$5.21 million in the draft STIP 17-25.
Bike Path Signage/Bike Map Printing	Statewide		\$ 0.04	RIDOT is completing an ongoing effort to print new maps in FFY 16.
Colt State Park Bike Path	Bristol		\$ 0.59	Construction has been completed.
Other Bike Projects - Listed Under Study & Development			\$ 5.00	"Other Bike Projects" are considered as part of the overall Transportation Alternatives Program in the draft STIP 17-25 and include more than \$60 million in funding.
Massasoit Ave Sidewalks	Barrington	Martin Ave and Arvin Ave	Study & Development	This project was not prioritized for funding by the TAC as part of the FFY 17-25 STIP review and therefore is not proposed to be included in the FFY 16 STIP or FFY 17-25 STIP.
Blackstone River Bikeway - Segment 3B	Central Falls, Cumberland, Pawtucket	Branch St in Pawtucket to Heritage Park in Cumberland	Study & Development	This project was not prioritized for funding by the TAC as part of the FFY 17-25 STIP review and therefore is not proposed to be included in the FFY 16 STIP or FFY 17-25 STIP.
Ice Road Bike Path	Jamestown	North Rd to East Shore Rd	Study & Development	This project was not prioritized for funding by the TAC as part of the FFY 17-25 STIP review and therefore is not proposed to be included in the FFY 16 STIP or FFY 17-25 STIP.
Jamestown Bridge / Pedestrian Access	Jamestown, North Kingstown	Access on and off the Jamestown Bridge	Study & Development	This project (ID 5060) was prioritized for funding by the TAC and has been included in the STIP 17-25 for \$0.80 in funding in FFY 22 under the Transportation Alternatives Program.
South County Bike Path Extension	Narragansett	Mumford Rd to Narragansett Pier Village/Town Beach	Study & Development	This project (ID 5089) was prioritized for funding by the TAC and has been included in the STIP 17-25 for \$8.3 million in funding in FFY 2017 under the Transportation Alternatives Program.
West Side Road Sidewalks	New Shoreham	Ocean Rd to Champlin Marina	Study & Development	This project (ID 5096) was prioritized for funding by the TAC and has been included in the STIP 17-25 for \$ 1.22 million in funding in FFY 2018 under the Transportation Alternatives Program.
Blackstone River Bikeway - Segment 3A	Pawtucket	Pawtucket Landing to Branch St	Study & Development	This project (ID's 9012 and 9013) was prioritized for funding by the TAC. RIDOT split the project into two separate line items, which are both included in the STIP 17-25 for funding in FFY 23.
Sprague Street Sidewalks to High School	Portsmouth	North side of Sprague St from East Main Rd. to Bristol Ferry Road, and on both sides of Sprague St from Education Lane to East Main Rd.	Study & Development	This project (ID 5166) was prioritized for funding by the TAC and has been included in the STIP 17-25 for \$0.50 million in funding in FFY 2017 under the Transportation Alternatives Program.
URI / South County Bike Path Connector	South Kingstown	Flagg Rd to South County Bike Path	Study & Development	This project was not prioritized for funding by the TAC as part of the FFY 17-25 STIP review and therefore is not proposed to be included in the FFY 16 STIP or FFY 17-25 STIP.
Tiverton Bike Path	Tiverton	Sakonnet River Bridge to MA Stateline along Newport Secondary Railroad ROW	Study & Development	This project was not prioritized for funding by the TAC as part of the FFY 17-25 STIP review and therefore is not proposed to be included in the FFY 16 STIP or FFY 17-25 STIP.

PROGRAM/PROJECT FROM EXISTING FFY16	MUNICIPALITY	LIMITS	EXISTING FFY16 ALLOCATION	STATUS
Pawtuxet Riverwalk	Warwick	Along Pawtuxet River from Father Tirocchi Field/Washington Secondary Bike Path to Greenwich Village Apts./Shalom Housing	Study & Development	This project was not prioritized for funding by the TAC as part of the FFY 17-25 STIP review and therefore is not proposed to be included in the FFY 16 STIP or FFY 17-25 STIP.
Blackstone River Bikeway -Segment 8B	Woonsocket, North Smithfield	Truman Dr. in Woonsocket to MA Stateline	Study & Development	This project (ID 5318) was prioritized for funding by the TAC and has been included in the STIP 17-25 for \$2.48 million funding in FFY 2017 under the Transportation Alternatives Program.
Bridge Program				
Bridge Design	Statewide		\$ 6.00	All of these line items have been incorporated into either the Bridge Maintenance or Bridge Capital Programs.
Bridge ROW	Statewide		\$ 0.50	
Bridge Inspection Program	Statewide		\$ 8.00	
Bridge Preventative Maintenance	Statewide		\$ 2.00	
Program to Eliminate Structurally Deficient Bridges	Statewide		\$ 4.00	
Howard Road Bridge No. 459	Cumberland	Howard Rd over the Abbott Run River	\$ 1.00	This bridge is included in the draft STIP 17-25 in Bridge Group 48, scheduled for \$16.43 of funding in FFY23-25.
Meshanticut Interchange, Bridge Contract 3	Cranston, Warwick	Includes the following bridges: 821, 820, 245, 246, 490 and 491. Route 2/5/295 interchange area.	\$ 5.00	This group of bridges is currently under construction and are included in the proposed STIP FFY 16 as ID 802, Projects Currently Under Construction with \$10 million in funding. This group of bridges has also been included in the STIP 17-25 within Bridge Group 12, funded in FFY 17-18 at \$7.83 million and within Bridge Group 42, funded in FFY 21-24 at \$11.38 million.
Newel Bridge No. 204	Cumberland	Diamond Hill Rd (Rt 114) over East Branch Sneeck Brook	\$ 1.50	This bridge is included in the draft STIP 17-25 in Bridge Group 17, scheduled for \$15.17 million of funding in FFY 18-20.
Teft Hill Trail Bridge No. 592	Exeter	I-95 over the Teft Hill Trail	\$ 2.50	This bridge is included in the draft STIP 17-25 in Bridge Group 67T, scheduled for \$3 million of funding in FFY 18.
Simmonsville Bridge No. 326	Johnston	Simmonsville Ave over Simmons Brook	\$ 1.00	This bridge is included in the draft STIP 17-25 in Bridge Group 57C, scheduled for \$0.30 million of funding in FFY 17-18.
Central Street Bridge No. 449	N. Smithfield	Central St over the N. Smithfield Expwy (Rt 146)	\$ 1.00	This bridge is included in the proposed STIP FFY 16, as part of Bridge Group 70B, which has been allocated \$4.34 million.
Branch River Bridge No. 108	N. Smithfield	Great Rd (Rt 146A) over the Branch River	\$ 1.00	This bridge is included in the draft STIP 17-25 in Bridge Group 38, scheduled for \$5.43 million in FFY 17-19.
Dean Street Bridge No. 776	Providence	Dean St over Rt 6, Harris Ave and Amtrak	\$ 4.00	This bridge is included in the draft STIP 17-25 in Bridge Group 20, scheduled for \$12.04 million in FFY 22-24.
Broadway Ramp Overpass (Tobey St) Bridge No. 509	Providence	Rt 6 Ramp over Rt 6, Amtrak & P&W RR	\$ 5.00	This bridge is included in the proposed FFY16 and draft STIP 17-25 as part of the 6/10 Project.
Harbor Junction Bridge, No. 131	Providence	Elmwood Ave (Rt 1) over P&W RR	\$ 1.50	This bridge is included in the proposed FFY 16 as part of Bridge Group 57, which has been allocated \$12.4 million.
Big River Bridge, No. 34	W. Greenwich	Nooseneck Hill Rd (Rt 3) over Big River	\$ 1.00	This bridge is included in the proposed FFY 16 as part of Bridge Group 57, which has been allocated \$12.4 million.
South County Freeway Bridge, No. 686	Warwick	I-85 North Bound over Rt 4/South County Freeway Ramp	\$ 1.00	This bridge is included in the proposed FFY 16 as part of Bridge Group 52A, which has been allocated \$1.0 million.
CMAQ				
South County Commuter Rail		Providence to Wickford Junction	\$ 5.00	Funding for commuter rail service from Providence to Wickford Junction has been incorporated under Transit Operations-RIDOT and funded at \$7.7 million for FFY 2016.
Bike/Pedestrian Projects	Statewide		\$ 1.50	Some of these projects have been incorporated into the Transportation Alternatives Program within the proposed STIP FFY 16 and the draft STIP 17-25. See status of FFY 2013-2016 Bike/Pedestrian Projects including those listed in Study and Development under the Bike/Pedestrian Program listing above.
Highway Program				
Highway Design			\$ 2.00	This project is now part of design oversight within the planning function, and also incorporated into the pavement program.

PROGRAM/PROJECT FROM EXISTING FFY16	MUNICIPALITY	LIMITS	EXISTING FFY16 ALLOCATION	STATUS
Highway ROW			\$ 0.50	This project is now part of the property management function, and also incorporated into the pavement capital program.
ADA Projects*			\$ 2.00	Some of these projects have been incorporated into the Transportation Alternatives Program within the proposed STIP FFY 16 and the draft STIP 17-25.
South County Trail (Route 2) ADA Projects	Charlestown	Carolina Back Rd. to Old Mill Lane	Listed at Candidate ADA Project	The project was not prioritized by the Town of Charlestown for inclusion in the STIP FFY 17-25 and therefore is not proposed for inclusion in the STIP FFY 16 or STIP FFY 17-25.
Pawtucket Avenue Sidewalk Reconstruction	East Providence	Taunton Ave to Veterans Memorial Parkway	Listed at Candidate ADA Project	This project (ID 1325-Pawtucket Ave (RT. 114)) is included for inclusion in the STIP 17-25 and funded for \$1.4 million in FFY 22-23.
Sidewalk and Curbing Replacement on Walcott Ave	Jamestown	Hamilton Ave to Ft. Wetherill State Park	Listed at Candidate ADA Project	This project was not prioritized for funding by the TAC as part of the STIP FFY 17-25.
East Main Road Sidewalks	Portsmouth	Turnpike Ave to Boyds Lane	Listed at Candidate ADA Project	This project (ID 5164) was prioritized for funding by the TAC and has been included in the STIP 17-25 for \$2 million in funding in FFY 2021 under the Transportation Alternatives Program.
Downtown Sidewalks	Providence	Various Roads in Downtown Providence,	Listed at Candidate ADA Project	This project (ID 2002 - Improvements to Downtown Providence C-3) is proposed for inclusion in the STIP FFY 16 for \$1.9 million under RIDOT's Pavement Capital Program.
South/North Main Street	Providence	Smith St to James St	Listed at Candidate ADA Project	This project is currently under construction and included in the STIP FFY 16 for \$6.8 million under ID 1264 - Pavement Projects Currently Under Construction.
Kingstown Road/Old Tower Hill Road Handicapped Access Project	South Kingstown	Intersection of Old Tower Hill Rd at Rt.1 to Old Mountain Field on Rt. 108	Listed at Candidate ADA Project	This project (ID 1395 - Old Tower Hill Rd (RT 108 to US-1)) is included in the STIP FFY 17-25 for \$1.5 million in funding during FFY 18-19 under RIDOT's Pavement Capital Program.
Main Street Curbs and Sidewalks	Warren	Warren Bridge to Park St.	Listed at Candidate ADA Project	This project includes sidewalk improvements and ADA ramps for a portion of this roadway which have been included in the STIP 17-25 under Project ID 1408, Rt 114, Main St (Warren Bridge to Child St), funded in FFY 23-24 for \$0.7 million. The remainder of this project has not been included in the STIP 17-25.
Market Street Curbs and Sidewalks	Warren	Rt. 136 into Main St. and at East Bay Bike Path crossing	Listed at Candidate ADA Project	This project includes sidewalk improvements and ADA ramps for a portion of this roadway which have been included in the STIP 17-25 under Project ID 1408, Rt 114, Main St (Warren Bridge to Child St), funded in FFY 23-24 for \$0.7 million. The remainder of this project has not been included in the STIP 17-25.
Church Street Sidewalk Construction	Westerly	Bradford Rd to Quarry Rd	Listed at Candidate ADA Project	This project was not identified and prioritized by the Town of Westerly during the STIP 17-25 solicitation process therefore the project is not advancing in the STIP FFY 16 or STIP FFY 17-25.
Town Center, East Main Rd, (Rt 138)	Portsmouth	Turnpike Ave to Hedley	\$ 7.00	This project (ID 1379) has been included in the draft STIP 17-25 as Rt 138, East Main Rd (Turnpike Ave to Hedley Ave), with \$15 million funding allocated in FFY 19-23.
Interstate Program				
Interstate Design			\$ 2.00	This project is now part of design oversight within the planning function, and also incorporated into the pavement program.
I-95 Resurfacing Contract - 5			\$ 10.00	These projects have been included in the draft STIP 17-25 as STIP IDs 1267, 1268, 1269, 1270 and 1271, with \$39.1 of funding allocated in FFY 17-23.
I-95 Resurfacing Contract - 6			\$ 1.00	
I-95 Resurfacing and Safety			\$ 1.50	
Traffic Management Center			\$ 3.50	This project has been included in the proposed FFY16 as STIP ID 7505, Transportation Management Center, with \$3.50 of funding.
Major Projects with Multi Year Funding				
GARVEE Debt Service			\$ 52.59	Payment on GARVEE Debt Service is included in the STIP FFY 16 under ID 7702 for \$13.07 million and continues in the STIP FFY 17-25.

PROGRAM/PROJECT FROM EXISTING FFY16	MUNICIPALITY	LIMITS	EXISTING FFY16 ALLOCATION	STATUS
Providence Viaduct Bridge No. 578, Rehabilitation	Providence		\$ 20.00	This project (ID 912) has been included in the STIP FFY 16 and STIP 17-25 within Bridge Group 75T.
Rhode Island Travel Plaza and Transit Hub	Hopkinton		\$ 12.00	This project (ID 2030) is included in the proposed STIP FFY 16, Travel Plaza, with \$12 million in funding.
Pavement Management Program				
Pavement Management Design and Right of Way			\$ 3.00	This line item is included in the proposed FFY 16 as STIP ID 1265, Pavement Program Planning, with \$2.5 million in funding.
Crack Sealing	Statewide		\$ 1.00	This line item is included in the proposed STIP FFY 16 as ID 7301, Crack Sealing, with \$1.0 million in funding.
Paver Placed Elastomeric Surface Treatment	Statewide		\$ 1.50	This line item is ongoing and in the proposed STIP FFY 16 as ID 7306 PPEST, with \$1.57 million in funding.
Surface Sealing	Statewide		\$ 2.00	This line item is ongoing and in the proposed FFY 16 STIP as ID 7305 Chip Seal, Surface Seal, with \$2.6 million in funding.
Route 116	Coventry	Route 33/117 (Washington St.) to Gervais Rd.	\$ 0.80	This project is in active construction.
Laurel Street and Maxon Street	Hopkinton	Laurel - Potter Hill Rd to Route 216 (High St) & Maxon St. Maxon - Laurel to Route 3 (Main St)	\$ 0.70	This project (ID 1334) has been included in the draft STIP 17-25 with \$1.5 million in funding allocated in FFY 20-21.
Narragansett Avenue	Jamestown	End to Southwest Ave	\$ 0.50	This project (ID 1336) has been included in the draft STIP 17-25 with \$1.4 million in funding allocated in FFY 22-23.
South Pier Road	Narragansett	Route 108 (Point Judith Rd) to Boon St	\$ 1.30	This project (ID 1361) has been included in the draft STIP 17-25 with \$1.8 million in funding allocated in FFY 19-20.
Post Road	N. Kingstown	Rt 1A (West Main St) to Maxwell Drive	\$ 3.00	Resurfacing of the roadway has not selected for inclusion in the STIP FFY 16 or STIP FFY 17-25 however the curbing and sidewalk component project (ID 5120) has been prioritized for funding by the TAC and has been included in the STIP 17-25 for \$2 million in funding in FFY 2019 as part of the Transportation Alternatives Program with limits from Route 1A (West Main Street) to Camp Avenue.
Woonasquatucket Avenue	N. Providence, Providence	Smith St (Rt 44) to Fruit Hill Rd	\$ 2.50	This project (ID 2014) has been included in the proposed STIP FFY 16 with \$4.5 million of funding.
US Route 44 Smith Street	Providence	Lyndhurst Ave to US Route 1 (North Main St)	\$ 2.00	This project (ID 1384) has been included in the draft STIP 17-25 with \$4.2 million in funding allocated in FFY 18-19.
Route 146	Providence, N. Providence, Lincoln	I-95 to Sherman Ave.	\$ 5.50	This project (ID 1291) has been included in the draft STIP 17-25 with \$11.1 million in funding allocated in FFY 17-18.
US Route 6 - Scituate Bypass/Hartford Pike	Scituate	Rt 102 (Chopmist Hill Rd) to Danielson Pike	\$ 2.00	This project (ID 1390) has been included in the draft STIP 17-25 with \$2.7 million in funding allocated in FFY 19-20.
Fish Road	Tiverton	Route 24 to MA Line Contract 1	\$ 1.20	This project (ID 1402) has been included in the draft STIP 17-25 with \$2.8 million in funding allocated in FFY 22-23.
Fish Road	Tiverton	Route 177 Bulgarmarsh Rd. to Goff Ave Contract 2	\$ 1.00	This project (ID 1402) has been included in the draft STIP 17-25 with \$2.8 million in funding allocated in FFY 22-23.
Canal Street	Westerly	White Roach Road to High Street	\$ 1.69	This project has not been selected for inclusion in the STIP 17-25. It is a low volume roadway.
Planning Program				
MPO Planning			\$ 1.30	This line item is included in both the proposed STIP FFY 16, with \$1.7 million in funding, and the draft STIP 17-25, with \$1.7 million in funding in all years, as STIP ID 11003 Metropolitan Planning.
RIDOT Research			\$ 0.50	This line item is included in the proposed STIP FFY 16 but has been combined into RIDOT's

PROGRAM/PROJECT FROM EXISTING FFY16	MUNICIPALITY	LIMITS	EXISTING FFY16 ALLOCATION	STATUS
RIDOT Planning			\$ 0.50	These line items are included in the proposed STIP FFY 16 but have been combined into RIDOT's Planning Program Development category. Funding for FFY 16 is proposed at \$14.7 million and includes the following STIP ID's/Titles 7801 Capital Program Planning/Oversight, 7802 Design Oversight, 7803 Construction Oversight, 7804 Materials Section, 7805 RI HPHC, 7806 Narragansett Tribe, 7807 RI Department of Environmental Management, 7808 Asset Management - Data Collection - Mapping, 7809 LTAP, 7810 DBE-Title VI Workforce Development, and 7811 Program Planning.
Study & Development Program				
Study & Development Budget			\$ 1.50	The STIP FFY 13-16 included \$1.5 million in total funding for Study and Development projects per year. However "Study and Development" has not been carried through to the proposed STIP FFY 16 or the draft STIP 17-25. Projects that require study and development have been allocated to their appropriate program (e.g. Pavement Capital Program, Transportation Alternatives Program, etc.). However a status of Study and Development Projects listed in the STIP 13-16 is provided within this table.
For ADA Sidewalks & Bike/Pedestrian project see listings above				
Highway				
Sidewalks and shoulder bike lane on Metacom Ave	Bristol	Bayview Ave to Bristol Warren Town Line	Study & Development	This project (ID 1301)has been included in the STIP 17-25 for funding in FFY 23 for \$6.10 million under Pavement Capital Program with limits from the Warren Town line to Ferry Rd. This project includes limited sidewalk replacement, and handicapped ramp installation. Other scope revisions have not been included in the STIP 17-25.
Route 6 / Route 10 Interchange	Cranston, Providence	Project will examine reconfiguring interchange to add mission movements	Study & Development	This project (ID 9500) is proposed for the STIP FFY 16 under 6/10 Project for \$195.7 million in funding. The project is also proposed for the STIP FFY 17-25 for \$204.3 million in funding.
Broad Street Improvement Program	Cumberland	Mendon Rd to Mill St	Study & Development	This project is proposed for the STIP FFY 17-25 and combines project IDs #1307 and 1317 under the Transportation Alternatives Program for \$7.54 million in FFY 18. It involves resurfacing the roadway, adding drainage improvements, turning and parking lanes, sidewalks, streetscape. New project limits are from Cumberland T/L to Exchange St in Pawtucket and from Mendon Rd to Central Falls C/L.
Route 4 & I-95 Interchange	East Greenwich	Construction of highway connections between I-95 north to Rt. 4 southbound, and Rt. 4 north to I-95 southbound	Study & Development	This project has not been selected for inclusion in the STIP 17-25. RIDOT is focused on existing asset management. Expansion projects may be considered if additional funds become available. The STIP 17-25 does recognize the regional significance of this project and it is described under Unfunded Regionally Significant Projects text of the STIP.
I-195 Interchange Taunton and Warren Ave	East Providence	The project is needed to improve highway access to I-195 from the commercial district of East Providence and to improve traffic circulation and safety in the surrounding area.	Study & Development	This project has not been selected for inclusion in the STIP 17-25. RIDOT is focused on existing asset management. Expansion projects may be considered if additional funds become available. The STIP 17-25 does recognize the regional significance of this project and it is described under Unfunded Regionally Significant Projects text of the STIP.
Roger Williams Ave	East Providence	Ruth St. to North Broadway. Road reconstruction including new sidewalks (ADA).	Study & Development	This project has not been selected for inclusion in the STIP 17-25 as it is a low volume roadway.
Aquidneck Ave (Route 138A) Reconstruction	Middletown	From East Main Road to Green End Avenue. Roadway reconstruction including stormwater drainage control and treatment, sidewalks, and shoulder and/or bike lanes.	Study & Development	This project (ID 1355) has been included in the STIP 17-25 for funding in FFY 19 for \$2.10 million under the Pavement Capital Program, however without the requested scope revisions. This is a resurfacing project which seeks to address the pavement condition and no sidewalks currently exist.

PROGRAM/PROJECT FROM EXISTING FFY16	MUNICIPALITY	LIMITS	EXISTING FFY16 ALLOCATION	STATUS
J.T. Connell Highway	Middletown, Newport	Adm. Kalbfus Rotary to E. Main Rd./Coddington Hwy. Reconstruction of the roadway	Study & Development	This project (ID 1364) has been included in the STIP 17-25 for funding in FFY 20 under the Pavement Capital Program for \$2.40 million. RIDOT will coordinate with RIPTA when undertaking this project, if bus stops have not already been added.
Burma Road	Middletown, Portsmouth	Examine potential benefits of constructing an additional North/South roadway along shoreline	Study & Development	This project has not been selected for inclusion in the STIP 17-25. RIDOT is focused on existing asset management. Expansion projects may be considered if additional funds become available.
Route 1/4	North Kingstown	Examine the elimination of the three intersections on Route 4.	Study & Development	This project has not been selected for inclusion in the STIP 17-25. RIDOT is focused on existing asset management. Expansion projects may be considered if additional funds become available. The STIP 17-25 does recognize the regional significance of this project and it is described under Unfunded Regionally Significant Projects text of the STIP.
Route 146 Sayles Hill Road Intersection	North Smithfield	Examine all alternatives to eliminate the at-grade intersection of Rt. 146 at Sayles Hill Rd.	Study & Development	This project has not been selected for inclusion in the STIP 17-25. RIDOT is focused on existing asset management. Expansion projects may be considered if additional funds become available. The STIP 17-25 does recognize the regional significance of this project and it is described under Unfunded Regionally Significant Projects text of the STIP.
Ocean Ave Seawall Improvements	Newport	From 326' East of Harrison Ave. to 1,400' West of Harrison Ave. Installation of reinforced concrete seawall, modification of existing catch basin, and installation of new sidewalk.	Study & Development	Repairs to the Ocean Ave Seawall were completed as part of RIDOT's Super Storm Sandy contract.
Thames St & Spring St Streetscape Improvement	Newport	Thames Street, from Memorial Blvd. to Wellington; Spring Street, from Memorial Blvd to Morton Ave. Complete rehabilitation, new sidewalks, curbing, accessibility, landscaping and signage	Study & Development	This project (ID 5105) was prioritized for funding by the TAC and has been included in the STIP 17-25 under the Transportation Alternatives Program for \$8.5 million funding in FFY 21.
Main Street Conversion	Pawtucket	2-way traffic conversion between High St. & Broad St.	Study & Development	This project has not been selected for inclusion in the STIP FFY 16 or the STIP 17-25.
Route 114	Portsmouth	Includes redesign of intersections at West Main Road at Hedly St. & Cory's Lane.	Study & Development	This request will be considered as part of the semi-annual safety project review conducted by RIDOT.
Thurbers Avenue / Allen's Avenue	Providence	Thurbers Avenue Interchange with I-95 on the south side of Providence, from Allens Avenue to Eddy Street, and to Broad Street. The project scope includes intersection improvements, resurfacing, pedestrian and ADA improvements at major intersections	Study & Development	This project (ID 5214) is to be completed in FFY 17 under the STIP FFY 17-25 under Traffic Safety Capital Program's Wrong Way Driving Mitigation - Geometric Improvements to Ramp Facilities 2018.
Westminster St	Providence	Construction of new road to connect Empire St. to Greene St.	Study & Development	This project was not identified as a priority by the City of Providence during the STIP FFY 17-25 solicitation and has not been selected for inclusion in the FFY 17-25 STIP.

PROGRAM/PROJECT FROM EXISTING FFY16	MUNICIPALITY	LIMITS	EXISTING FFY16 ALLOCATION	STATUS
Cedar Swamp Road - Rt. 5	Smithfield	Route 44 to Route 116. Reconstruction of the roadway including access control and drainage improvements	Study & Development	This project has not been selected for inclusion in the STIP FFY 16 or STIP FFY 17-25.
Main Road Reconstruction	Tiverton	Riverside Dr. to Nanaquaket Road. Roadway improvements including installation of sidewalks (ADA)	Study & Development	This project has not been selected for inclusion in the STIP FFY 16 or the STIP 17-25. It is a low volume roadway.
Warwick Interlink - Coronado Rd Improvements	Warwick	Reconstruction of Coronado Rd. between Post Rd. and the Amtrak railroad bridge. Includes widening the roadway to four lanes east of the bridge and a right-turn lane from Post Rd. to Coronado Rd.	Study & Development	This project (ID 5281-Pedestrian Enhancements to Coronado Road) is included in the STIP FFY 16 under RIDOT's Traffic Safety Capital Program and funded at \$1 million.
Atlantic Ave Reconstruction and Bike Path	Westerly	Winnepaug Rd. to Weekapaug Rd. Roadway reconstruction and provide bicycle accommodations on Atlantic Avenue.	Study & Development	This project was not prioritized for funding by the TAC as part of the STIP FFY 17-25 and was not selected for inclusion in the STIP 17-25 by RIDOT.
Traffic Safety Program				
Traffic/Safety Design/Planning/Right of Way	Statewide		\$ 4.00	The Traffic Safety Capital program has been overhauled in the proposed STIP FFY 16 for \$30 million (including \$3 million in NHTSA funding) and includes among other things, several municipal traffic safety projects, RI*STARS projects, traffic signal optimization, State Traffic Commission support, NHTSA Program grants, roadway departure mitigation projects.
Arterials Traffic Signal Synchronized System	Statewide		\$ 1.25	
Drainage Improvements	Statewide		\$ 1.00	
Highway Safety Improvement Program (HSIP)	Statewide		\$ 7.50	
Lighting Repair/Improvements	Statewide		\$ 1.25	
Municipal Traffic Projects	Statewide		\$ 0.50	
Pavement Striping	Statewide		\$ 7.00	
Railroad Grade Crossings	Statewide		\$ 0.50	
Repair Damaged Safety Devices	Statewide		\$ 1.00	
RI*STARS Program	Statewide		\$ 1.00	
Guide Signing Inventory/Improvements	Statewide		\$ 2.50	
State Traffic Commission Projects	Statewide		\$ 1.50	
Traffic Monitoring	Statewide		\$ 1.00	
Traffic Signal Optimization	Statewide		\$ 0.50	
Transit - Rail				
Commuter Rail Facilities & Equipment			\$ 3.10	This funding was used for grants to meet RIDOT's obligations with MBTA to provide operation services and is now covered under Transit Operations-RIDOT in the proposed STIP FFY 16 and draft STIP FFY 17-25.
Commuter Rail Feasibility Study			\$ 1.00	This feasibility study for commuter rail service at the Woonsocket Train Depot was never undertaken, however the private sector is examining the viability of a station at the Woonsocket location. This project is not included in the STIP FFY 16 or draft STIP FFY 17-25.
Enhancement Program				
Program Administration			\$1.6 million total FFY13-16	All administration, under any capital program, has been combined into RIDOT's Headquarters Operations program and is no longer shown separately.
Colt State Park Street Lighting and Restoration	Bristol		\$ 0.59	This project is managed by RIDOT's Road Design. The plans are at 90% and it was originally part of the Colt State Park Bike Path project and was separated for future consideration should additional funding become available however at this time, it has not been identified as a priority project. Therefore, this project is not included in either the proposed STIP FFY 16 or the proposed STIP FFY 17-25.

PROGRAM/PROJECT FROM EXISTING FFY16	MUNICIPALITY	LIMITS	EXISTING FFY16 ALLOCATION	STATUS
Rose Larisa Memorial Park	East Providence		\$ 0.10	This project was never initiated and is not proposed to move forward into the proposed STIP FFY 16 or the draft STIP 17-25.
Reuben Mason House Restoration	Glocester		\$ 0.10	This project was never initiated and is not proposed to move forward into the proposed STIP FFY 16 or the draft STIP 17-25.
Ocean Road Beautification	Narragansett		\$ 0.62	This project was not prioritized for funding by the TAC as part of the STIP FFY 17-25 review and therefore is not proposed to be included in the STIP FFY 16 or STIP FFY 17-25.
Saugatucket River Walkway - Phase II	South Kingstown		\$ 0.62	This project was never initiated and was identified as a low priority for the Town of South Kingstown and therefore is not proposed to move forward into the proposed STIP FFY 16 or the draft STIP 17-25.
Old Stone Bridge	Tiverton		\$ 2.33	This project (ID 5260) is included in the proposed STIP FFY 16 with \$1.6 million in funding.
Blackstone Navigation - Pawtucket	Pawtucket		\$ 0.04	The funding allocated for this project was insufficient for the scope. The project is not included in the proposed STIP FFY 16 or the draft STIP 17-25.
Crandall Farm Renovation	Westerly/ Narragansett Indian Tribe		\$ 0.15	The funding allocated for this project was insufficient for the scope. The project is not included in the proposed STIP FFY 16 or the draft STIP 17-25.
Canal Street/White Rock Road	Westerly		\$ 0.20	This project became Bay Street project, which is a roadway reconstruction and streetscape project in Watch Hill, adopted via STIP Amendment #1. It is approaching 90% design. Implementation of this project has been included in the draft STIP 17-25 as ID 5286, Bay Street Streetscape Improvements, with \$1.4 million in funding in FFY 22.

*ADA projects were not allocated individual funding or to specific years in the STIP FFY 13-16. The status of candidate projects listed in the STIP FFY 13-16 STIP are listed in the table.

**Fiscal Constraint Analysis
STIP FY 2013-2016
Amendment #7**

Rhode Island Public Transit Authority

Fiscal constraint is maintained as this amendment adds \$13 million in federal discretionary TIGER grant funding and \$4 million in RICAP and Highway Maintenance Account funds for the Downtown Providence Enhanced Transit Corridor project. In addition, \$54,066 of federal formula State of Good Repair High Intensity Bus program (FTA 5337) funding and \$13,517 in RIPTA operation budget funds will be directed for repairs associated with the East Side Bus Tunnel.

Rhode Island Department of Transportation

Fiscal constraint is maintained as the table below provided by RIDOT shows the sources and uses and demonstrates fiscal constraint for FFY 2016 as part of the proposed amendment.

FFY2016 Funding Sources (in millions)

Highway -State	FY2016
ISTF Fund	
Gas Tax	\$85.2
RICAP (HIP)	\$28.4
RI Highway Maintenance Account	\$53.1
RICAP For Projects	\$6.3
RICAP for Maintenance Facilities	\$4.5
Project Closeouts	\$10.0
GARVEE Bond Proceeds	\$300.0
Transit Hub Bond	\$35.0
Unallocated Bond Proceeds	\$3.0
Third Party Funding	\$3.2
Total RIDOT State Resources Available	\$528.7

Highway - Federal	FY2016
Highway Safety Improvement Program	\$17.0
National Highway Performance Program	\$119.4
CMAQ Program	\$7.2
Planning	\$6.2
Surface Transportation Block Grant Program	\$60.3
National Freight Program	\$6.2
TIGER Grant	\$9.0
Total Federal Highway Funding Sources	\$225.3

Non-Highway Revenue	FY2016
NHTSA	\$3.0
FTA (Fixed Guideway)	\$0.1
Total Non-Highway Funding Sources	\$3.1

Total RIDOT Funding Sources	\$757.1
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FFY2016 Funding Uses (in millions)

Pipeline Summary	2016
Bridge Preservation	\$11.7
Pavement Maintenance	\$8.7
Traffic Safety	\$10.1
Drainage Maintenance	\$5.0
Maintenance Operations	\$40.8
Transit Operations - RIDOT	\$7.7
Toll Operations	\$0.0
Headquarters Operations	\$18.6
Subtotal	\$102.6
Debt Service	\$66.3
Contingency - Inflation	\$1.7
Bridge Capital Program	\$184.4
Pavement Capital	\$55.3
Traffic Safety Capital Program	\$30.0
Drainage Capital Program	\$3.2
Transportation Alternatives	\$11.1
Planning - Program Development	\$16.4
Toll Capital	\$38.0
Maintenance Capital Program	\$4.5
Transit Capital Program - RIDOT	\$47.9
Subtotal	\$458.8
RT 6/10 Project	\$195.7
Subtotal	\$195.7
Total	\$757.1

The current, adopted FFY2013-FFY2016 STIP shows a bottom line of \$304 million in revenues and expenditures for FFY 2016 (including the December 2015 Travel Plaza amendment). The proposed FFY2016 amendment shows a bottom line of \$757.1 million in revenues and expenditures. The difference of \$453 million between the two programs is primarily driven by the changes in state transportation infrastructure and maintenance funding.

1. State funding sources increase from just \$41 million in the adopted FFY 2013 to FFY 2016 STIP to more than \$529 million, an increase of \$488 million.
2. Of this \$488 million state revenue increase, approximately \$130 million is allocated to operating and maintenance expenditures, and is derived from gas tax in combination with the Highway Maintenance Account (HMA). These expenditures have always been part of RIDOT's operating budget, but the proposed FFY2016 amendment would show them in the STIP for the first time.
3. Of the remaining \$357 million in increased state revenue, \$300 million comes from the new GARVEE bonds, which RIDOT expects to have issued in the late summer. Nearly \$200 million will be allocated to the Route 6/10 Interchange, although RIDOT does not expect immediate expenditure of the funds. The remaining \$100 million will allow the RhodeWorks program to advance repair, replacement, and preventative maintenance on bridges, saving nearly a billion dollars in the long-term.

The remaining increase in state sources includes the \$35 million transit hub bond, approved by the voters in November 2014; \$10 million in prior year project closeouts; More than \$6 million in additional Rhode Island Capital Plan (RICAP) funds budgeted to RIDOT in FY2016 for capital projects; \$3 million in third party funds for the construction of the I-295 ramps in Johnston at Greenville Avenue; and \$3 million in unallocated bond funds, also allocated to the I-295 ramp project. *[Note: unallocated bond funds are a limited source accrued through past accounting practices that fiscal staff in the General Assembly and budget office have determined is available for capital projects and should be spent down.]*