State of Rhode Island

TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2022–2031

RI Division of Statewide Planning | RI Department of Transportation | RI Public Transit Authority

Final Adoption September 9, 2021

FFY 2022-2031 State Transportation Improvement Program Amendments

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PREFACE

The Federal Fiscal Year (FFY) 2022-2031 Rhode Island State Transportation Improvement Program (STIP) was prepared by the Division of Statewide Planning for adoption by the State Planning Council. It covers the required four year time period of federal fiscal years 2022-2025, with additional information included for federal fiscal years 2026-2031.

The Rhode Island Division of Statewide Planning is established by Chapter 42-11-10 of the Rhode Island General Laws as the central planning agency for state government. The work of the Division is guided by the State Planning Council, comprised of state, municipal, and public representatives, as well as federal advisors. The Council also serves as the single statewide Metropolitan Planning Organization (MPO) for the State of Rhode Island. The staff component of the Division resides within the Department of Administration.

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Abbreviations & Acronyms

3C	Continuing, Cooperative and Comprehensive Planning Process
ACS	U.S. Census Bureau's American Community Survey
ADA	Americans with Disabilities Act
ATP	Active Transportation Program
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development Grant
C-D	Collector-distributor
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CARES	Coronavirus Aid, Relief, and Economic Security Act
CCRI	Community College of Rhode Island
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
COVID Relief	Coronavirus Response and Relief Supplemental Appropriations Act
CRISI	Consolidated Rail Infrastructure and Safety Improvements Grant
DDI	Diverging Diamond Interchange
DMV	Rhode Island Division of Motor Vehicles
DOL	United States Department of Labor
DOJ	United States Department of Justice
DOT	United States Department of Transportation
EJ	Environmental Justice
EPA	United States Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act (Federal Transportation Funding Bill of 2015)
FFY	Federal Fiscal Year (October 1st to September 30th)
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FTA	Federal Transit Administration
GAAP	Generally Accepted Accounting Principles
GARVEE	Grant Anticipation Revenue Vehicle bond
GATRA	Greater Attleboro Taunton Regional Transit Authority
GIS	Geographic Information System
HHS	United States Department of Health and Human Services
HMA	Highway Maintenance Account
HSFT	High-friction Surface Treatment
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
INFRA	Infrastructure for Rebuilding America Grants
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
LED	Light Emitting Diode
LEP	Limited English Proficiency
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (Federal Transportation Funding Bill 2012)
MASSDOT	Massachusetts Department of Transportation
MBTA	Massachusetts Bay Transportation Authority
MFB	Motor Fuel Bond
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEMT	Non-Emergency Medical Transportation
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
OMB	United States Office of Management and Budget
PPM	Parts Per Million
PSHI	Pavement Structural Health Index
PTASP	Public Transportation Agency Safety Plan
PTSID	Project Tracking System ID
RHCP	Railway-Highway Crossings Program
RIGL	Rhode Island General Laws
RISPC	Rhode Island State Planning Council
RI*STARS	Strategically Targeted Affordable Roadway Solutions
RICAP	Rhode Island Capital Plan

RIde	RIPTA's ADA Comparable Paratransit Service required by Americans with Disabilities Act (ADA).
RIDOT	Rhode Island Department of Transportation
RFP	Request for Proposals
RIHMA	Rhode Island Highway Maintenance Account
RIPTA	Rhode Island Public Transit Authority
RISM	Rhode Island Statewide Travel Demand Model
RIDSP	Rhode Island Division of Statewide Planning
RTAP	Rural Transportation Assistance Program
S&D	Study and Development
SHSP	Rhode Island's Strategic Highway Safety Plan
SIP	State Implementation Plan
SPG	Select Population Groups
SPM	Safety Performance Measures
SPR	State Planning and Research
SPT	Safety Performance Targets
SRTA	Southeastern Regional Transit Authority
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STU	Structural Treatment Units
TAC	Transportation Advisory Committee
TAM	Transit Asset Management
TAMP	Transit Asset Management Plan
TAP	Transportation Alternatives Program
TCM	Transportation Control Measures
TEBA	Transportation Equity Benefit Analysis
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Program
TIGER	Transportation Investments Generating Economic Recovery Grant
TMC	Transportation Management Center
TMP	Transit Master Plan
TSMO	Transportation System Management and Operations
ULB	Useful Life Benchmark
USDOT	U.S. Department of Transportation
UST	Underground Storage Tank
VRM	Vehicle Revenue Miles
WIM	Weigh-in-motion

Section 1: STIP Background

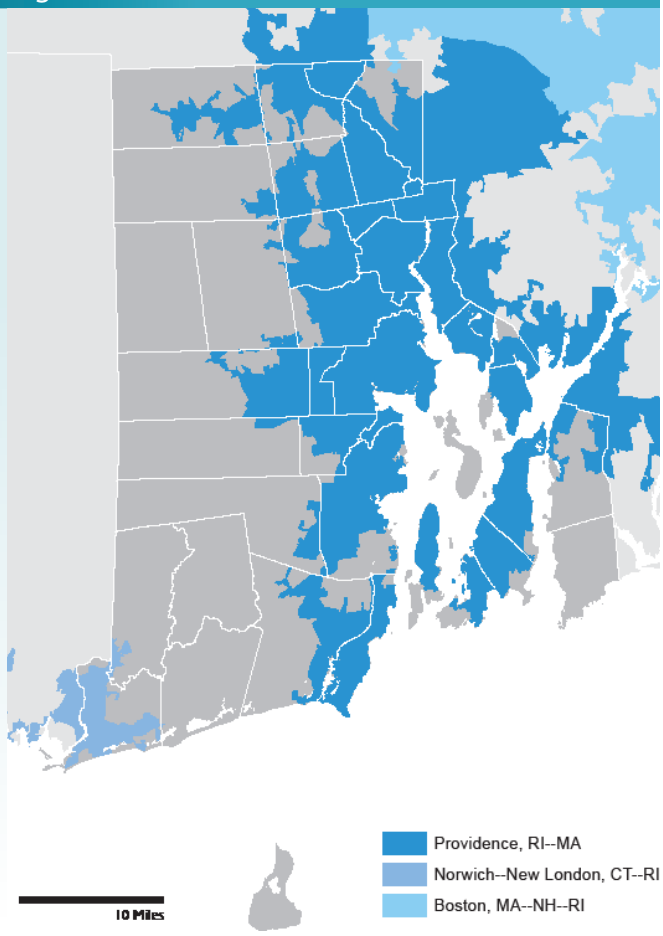
Agencies driving decision-making in transportation investment are the Rhode Island Department of Transportation, Rhode Island Public Transit Authority, and the Rhode Island Division of Statewide Planning serving as the MPO. RIDOT, RIPTA, and the MPO carry out a continuing, cooperative, and comprehensive (3C) metropolitan transportation planning and programming process within the State of Rhode Island as defined and required by federal law (49 USC 5303 and 5304) and the U.S. Department of Transportation regulations 23 CFR 450; 23 USC 134 and 135.

The State Transportation Improvement Program (STIP) is a list of transportation projects the State of Rhode Island intends to implement using U.S. Department of Transportation funds. For a transportation project to utilize federal funds it must be included in the STIP.

The MPO must adopt a new STIP at a minimum of every four years. The STIP must present a four-year program, by year, and may present additional projects proposed for funding in future years. The Federal Fiscal Year (FFY) 2022-2031 STIP covers the required four fiscally constrained years (FFY 2022-2025) and anticipates projects from 2026 to 2031 to give municipalities and the general public a better idea of which projects are moving through development into implementation.

Federal regulations require that a Transportation Improvement Program (TIP) be prepared for the urbanized areas within the state. Rhode Island is covered by three urbanized areas: the Providence RI-MA urbanized area, the Norwich-New London CT-RI urbanized area, and the Boston MA-NH-RI urbanized area (Figure 1: Rhode Island Urbanized Area). The Rhode Island MPO covers the entire state, therefore a single, statewide TIP/STIP, which satisfies all requirements for metropolitan and statewide planning under federal law is adopted. In Rhode Island, the terms STIP and TIP are used interchangeably.

Figure 1-1: Rhode Island Urbanized Area



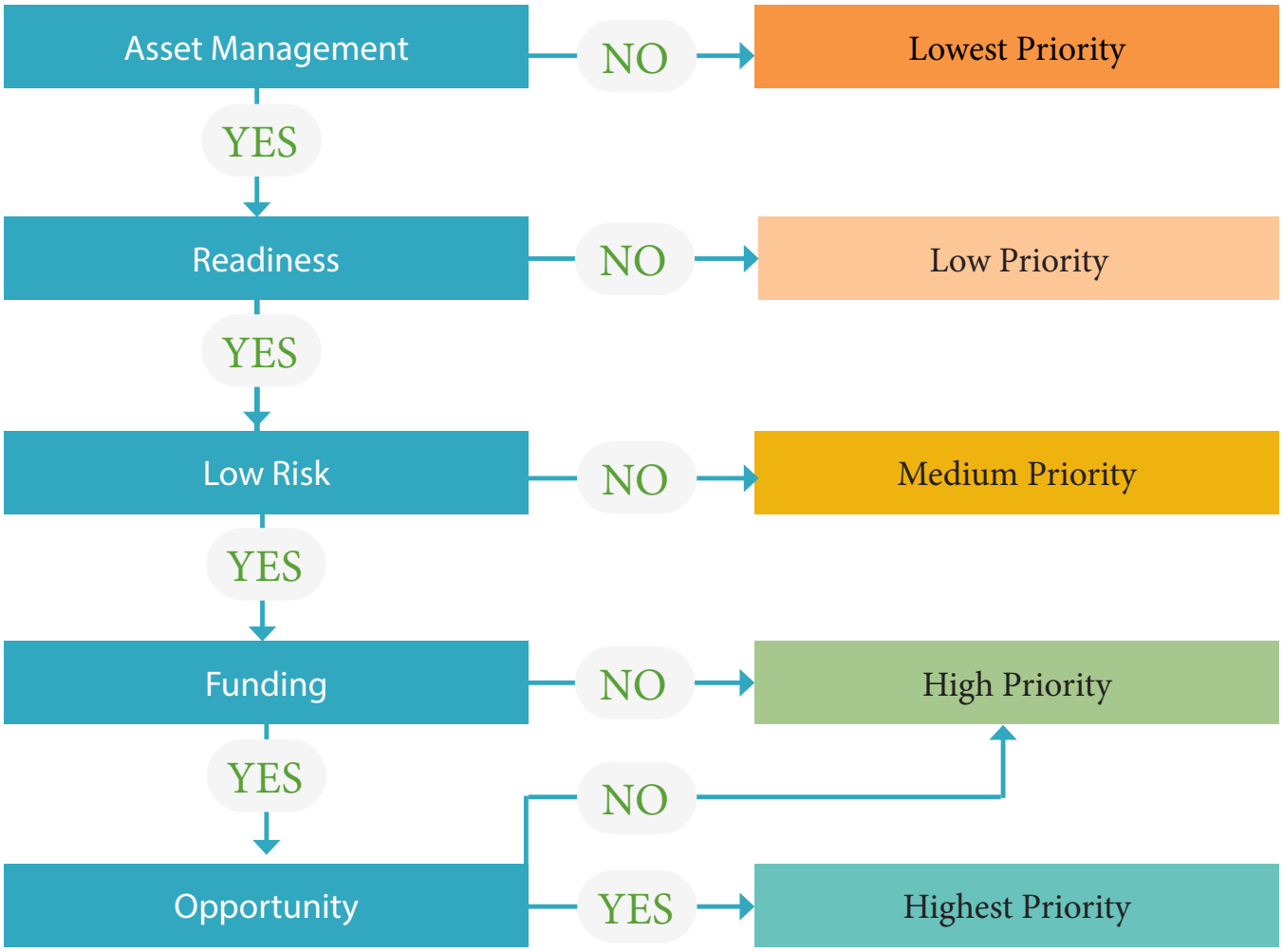
Putting the STIP Together

The development process for the STIP involves prioritizing projects based on asset management objectives, project readiness, project risk (environmental factors including sea-level rise, historic and cultural, archaeological, complex permitting, and coordination with utility companies and rail carriers), project costs/ funding availability, and delivery opportunities. The framework for prioritizing the projects in the FFY 2022-2031 STIP are further detailed below.

1. Asset Management. Does the project meet the asset management objectives specified in RIDOT's TAMP? Projects that meet the TAMP objectives will:
   a. Achieve and maintain a state of good repair for all of Rhode Island's transportation assets, beginning with NHS bridges and pavement
   b. Improve public safety by making safety improvements on state bridges and roadways
2. Is the Project Ready? Is it the right time to do the project based on asset conditions and needs? Projects that are ready:
   a. Have clear, well-defined permitting needs
   b. Have an agreed-upon scope and limits
3. Risk Level. Is the project low-risk, or are there significant risks associated with the project, such as potential exposure to environmental impacts? Projects that are low-risk will not be subject to:
   a. Sea-level rise and other environmental risks
   b. Extensive coordination with utility companies, Amtrak or other rail carriers
   c. Disturbing historic and/or cultural areas, assets, or districts
   d. Complex levels of environmental permitting
   e. Significant levels of archaeological investigation

4. Funding Available. Is sufficient funding available to support completion of the project? In order for a project to be funded, there must be:
   a. The proper type of funding available to support the work required
   b. Enough funding to see a project to completion without interruption
5. Opportunity. Do extenuating circumstances present an opportunity to complete the project? Opportunities may include:
   a. Opportunities to utilize special funding from federal grants or other programs
   b. Collaboration and/or consensus with other stakeholders on project scope and delivery

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



The STIP may be revised after it is adopted. Under the provisions of federal law and regulation, the approved STIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the STIP are outlined in the Memorandum of Agreement - Procedures to Amend and Modify the State Transportation Improvement Program executed on June 4, 2020.

Themes and Priorities of the STIP

The Rhode Island MPO develops a Long-Range Transportation Plan (LRTP) and a State Transportation Improvement Program (STIP) to prioritize the expenditure of federal funds on transportation projects.

The Rhode Island Long Range Transportation Plan (LRTP)—Moving Forward RI 2040 establishes a 20-year horizon for investing in the State's transportation system. Moving Forward 2040 examines the State's most critical transportation needs and challenges, provides a framework for statewide goals and objectives, and identifies strategies to help Rhode Island facilitate the efficient movement of people and goods. Regionally significant projects must be drawn from the state's Long-Range Plan, and all projects in the STIP must be consistent with the LRTP and help implement the goals of the LRTP. The STIP represents the translation of recommendations from the LRTP into a shorter-term program of improvements.

The Rhode Island MPO produces a LRTP every four to five years. Moving Forward RI 2040, the current LRTP, was adopted by the State Planning Council on December 10, 2020. Figure 1-2 on the following page shows the MPO's goals and objectives as adopted in Moving Forward RI 2040. A complete list of regionally significant projects is detailed in Section 4—Regionally Significant Projects of this STIP.

Figure 1-2: MPO Goals and Objectives

Vision

This Plan envisions a multimodal transportation network that connects people, places, and goods in a safe and resilient manner by providing effective and affordable transportation choices that are supportive of healthy communities, provide access to jobs and services, and promote a sustainable and competitive Rhode Island economy.

Goals and Objectives

CONNECT PEOPLE & PLACES

- Expand connectivity across modes
- Reduce Travel Congestion
- Improve regional connectivity

MAINTAIN TRANSPORTATION INFRASTRUCTURE

- Design roadways to increase transportation choices
- Achieve a state of good repair
- Enhance transportation network resilience
- Enhance transportation safety

STRENGTHEN COMMUNITIES

- Improve individual and community health
- Foster social equity
- Encourage connected communities

PROMOTE ENVIRONMENTAL SUSTAINABILITY

- Reduce vehicle miles traveled
- Reduce transportation greenhouse gas emissions
- Create a network of open space, trails, and paths

SUPPORT ECONOMIC GROWTH

- Expand connections to jobs
- Improve freight connectivity access to national/global freight markets
- Make transportation investments supportive of tourism

STIP Priority Areas

A number of themes emerge in the STIP that highlight the areas where transportation investments are being made. These themes are main drivers of the projects that appear in the STIP and overall help to achieve the State's long-term goals.

Asset Management (State of Good Repair)

Maintain and modernize the transportation network to achieve a state of good repair across the roadway, transit, freight, and active transportation networks. Plan and program projects to replace assets as they near the end of their useful lives and design system upgrades to integrate modernization, new technology and resiliency.

Congestion Management and Traffic Alleviation

Employ technology, Transportation System Management and Operations (TSMO), and other approaches to effectively and actively manage transportation network capacity, improve system reliability, and enhance economic competitiveness. Address bottlenecks on both the roadway and rail networks, alleviate traffic congestion and provide real time user information. Increase the competitiveness of travel time on alternative modes as part of a comprehensive multi-modal network.

Improving Connectivity

Enhance regional connectivity by providing fast, convenient and seamless multimodal transfers within both the passenger and freight networks. Link key destinations by reducing geographical, physical and systematic barriers, filling in network gaps, improving the user experience, supporting fare integration and addressing other systematic challenges.

Expanding Transportation Options

Increase the capacity and scope of the region's multi-modal network to better meet regional travel demand and enhance regional mobility for all residents, workers and visitors in Rhode Island. Design new services to effectively build upon and integrate with the broader transportation network, introduce new technologies and follow best practices. Provide a strong foundation for economic vitality and prioritize investments to ensure an equitable distribution of benefits.

Multimodal Transportation Safety

Enhance transportation safety across all modes with investments and initiatives that help protect the public by reducing the occurrence and severity of incidents. Track incidents across the passenger and freight network to prioritize and address critical locations.

Future Potential Projects—Study & Development

Conduct comprehensive, coordinated, and continuous planning to ensure the development and operation of a modern, safe and integrated transportation network. Advance project readiness and coalesce community support through deliberate study, evaluation, and implementation to ensure projects are appropriately scoped and designed to be consistent with federal, state and local goals. Allocate funding to meet these goals and use best management practices to ensure accurate and reasonable construction budgets and schedules.

STIP Resources

In 2012, Congress approved a two-year transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), which shifted the federal planning and project model toward performance management and measurement. In December 2015, Congress passed a five-year authorization: Fixing America's Surface Transportation, or the FAST Act. The FAST Act continues the MAP-21 focus on performance and asset management, while providing for a modest increase in federal program funds.

From FFY 2022 to 2025 it is anticipated that FHWA will provide just over $1.08 billion in funding to Rhode Island. Overall, Rhode Island anticipates that the FAST Act will provide an average of $271 million annually.

Funding levels and increases based on average growth in federal funding have been assumed and could change if a new federal transportation authorization is passed. Federal funds received by the state must be matched in varying amounts by state funds, generally at a ratio of 80 percent federal to 20 percent state.

Federal Highway Administration Program

The Federal-Aid Highway Program dollars discussed in this section come through several Federal Highway Administration (FHWA) funding programs, each of which has unique requirements.

Table 1-1 shows these programs, which come from the Fixing America's Surface Transportation (FAST) Act and fund projects in the FFYs 2022–2025 STIP.

Federal Transit Administration Programs

The Federal Transit Administration (FTA) provides funds through a variety of programs that support capital investments and eligible transit services. The FAST Act will provide an average of $58 million annually in FTA funding to Rhode Island between FFY 2022 to 2031.

Funds are distributed by Urbanized Area, Non-Urbanized Area, or to the state as a whole. When multiple agencies operate in the same Urbanized Area, funds must be split through an agreement among the eligible transit agencies. In the Providence, RI–MA Urbanized Area, funds are divided between RIPTA, RIDOT, Greater Attleboro Taunton Regional Transit Authority (GATRA), Massachusetts Department of Transportation and the Southeastern Regional Transit Authority (SRTA) in Massachusetts. In the Norwich, New London, CT–RI Urbanized Area, funds are divided between RIPTA and the Connecticut Department of Transportation. Factors influencing the amount of money available include census population data as well as operating data, such as efficiency of transit operations, mileage, and passengers served. Rhode Island is eligible for a "density bonus" to its programs through the Section 5340 program, which augments several formula programs. The additional funding is included with the formula funding and not as a separate category of funding.

Table 1-1: Federal Highway Administration Programs Applicable to the FFY 2022-2031 STIP

Federal Source	Background and Eligible Uses
National Highway Performance Program (NHPP)	NHPP is a broad category of funding which allows expenditures on a wide range of programs and projects. The State Planning and Research (SPR) programs receives a 2% set-aside from this category, which is detailed under Planning funding. Expenditures must support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS.
National Highway Freight Program (NHFP)	NHFP funds must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be identified in the State's freight plan. In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects.
Surface Transportation Block Grant (STBG)	The STBG program has the most flexible eligibilities among all federal aid highway programs. Eligible activities include most items eligible under NHPP.
Highway Safety Improvement Program (HSIP)	Projects funded under the HSIP strive to achieve a reduction in traffic fatalities and serious injuries on public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
Congestion Mitigation Air Quality (CMAQ)	CMAQ provides a flexible funding source to state, local governments, and transit agencies for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). On March 1, 2019, the Environmental Protection Agency's Region I supported USDOT's positive conformity determination for the Providence (all of Rhode Island) RI non-attainment area under the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS).
Railway-Highway Crossings Program (RHCP)	RHCP provides funds for the elimination of hazards at railway-highway crossings. The Program funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths.
Planning (MPO)	Supports the metropolitan planning process including the development of the LRTP, STIP, and other types of planning activities including improving transportation system resiliency and reliability, environmental mitigation activities including reducing (or mitigating) the stormwater impacts of surface transportation, strategies to reduce the vulnerability of existing transportation infrastructure to natural disaster, and enhancing travel and tourism. Facilities that contribute to an intermodal transportation system, including intercity bus and commuter van pools, pedestrian, and bicycle facilities. Also the Congestion Management Process and travel demand reduction strategies for congestion management.
State Planning & Research	Funding for statewide and non metropolitan planning as part of a 2 percent set-aside for planning and research activities from each State's apportionments of five core programs: NHPP, STBG, HSIP, CMAQ, and NHFP. It also includes projects, strategies, and services that will improve transportation system resiliency and reliability; reduce (or mitigate) the stormwater impacts of surface transportation; and enhance travel and tourism.
August Redistribution/Project Close Outs	Includes non-formula funding received by RIDOT including old earmark funds, August Redistribution funds, and federal funds secured from closing out old projects.
Grant Anticipation Revenue Vehicle (GARVEE)	GARVEE bonds are used to finance a surge of capital projects. GARVEE bonds are being repaid with federal formula funds.

Federal Source	Background and Eligible Uses
Transportation Alternatives Program (TAP)	TAP provides for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
Better Utilizing Investments to Leverage Development (BUILD)	The U.S. DOT's BUILD grant award fund investments in transportation infrastructure, including transit. BUILD grants were awarded on a competitive basis for projects that will have a significant local or regional impact. Funding provided supports capital projects which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and job growth in communities. It should also be noted that BUILD Grants have been replaced by U.S. DOT's Rebuilding American Infrastructure with Stainability and Equity (RAISE) grant awards however Rhode Island's previous awarded BUILD grants will still be identified as such in the STIP.
2020 & 2021 Bridge	Set aside funding from FHWA for the specific construction of highways, bridges, tunnels and the elimination of hazards and the installation of protective devices at railway-highway crossings.
Infrastructure for Rebuilding America (INFRA) Grants	INFRA competitive grants provide financial assistance, or credit assistance—to nationally and regionally significant freight and highway projects that align with US DOT goals to improve the safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.; reduce highway congestion and bottlenecks; improve connectivity between modes of freight transportation; enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; and; address the impact of population growth on the movement of people and freight.
Coronavirus Response and Relief Supplemental Appropriations Act – (COVID Relief)	Apportionment of federal funds to state transportation agencies for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. Also to fund transportation infrastructure projects on the Federal-aid highway system.
Section 402	Section 402, supports state highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State must have an approved Highway Safety Plan and provide assurances that it will implement activities in support of national goals that also reflect the primary data-related factors within the State. The program is administered by the National Highway Traffic Safety Administration (NHTSA) at the Federal level and by the Rhode Island Office of Highway Safety.
Section 405	NHTSA grant award for occupant protection, State traffic safety information systems, impaired driving countermeasures, distracted driving, motorcyclist safety, State graduated driver licensing laws, and non-motorized safety.
Section 1906	NHTSA grant award to encourage states to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for all motor vehicle stops made on all public roads except local or minor rural roads.
Section 164	NHTSA grant award to encourage states to enact a repeat offender law that provides specific minimum penalties to individuals convicted of a second or subsequent impaired driving offence.

The FTA distributes funding to transit agencies through several different programs. Table 1-2 shows FTA programs that come from the FAST Act and support transit investments in the FFYs 2022–2031 STIP. As noted, federal funds received by the state must be matched in varying amounts by state funds, generally at a ratio of 80% federal to 20% state.

Table 1-2: Federal Transit Administration Programs Applicable to the FFY 2022-2031 STIP

Federal Source	Background and Eligible Uses
Urbanized Area Formula Grants (Section 5307)	Transit capital and operating assistance formula funds in urbanized areas.
Fixed Guideway/Bus (Section 5337)	Replacement, rehabilitation, and other state of good repair capital projects.
Bus and Bus Facilities (Section 5339)	Capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities. Paratransit Vehicle replacement project funded by Section 5310 funds is prioritized in Rhode Island's Coordinated Public Transit- Human Services Transportation Plan.
Fixed Guideway Capital Investment Grants (Section 5309)	Grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.
Formula Grants for Rural Areas (5311)	Grants for Rural Areas for capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. Rural service funded by the Section 5311 program specifically requires consultation with intercity bus carriers.
RIPTA COVID Relief	Federal emergency relief appropriations allocated under the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan of 2021 to support the transit industry during the COVID-19 public health emergency.
Carry Forward	Prior year funds (typically formula funds) reserved for future expenditures.
Rural Transit Assistance Program (RTAP)	Provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas.
Discretionary	Competitive grant awards.

As noted, federal funds received by the state must be matched in varying amounts by state funds, generally at a ratio of 80 percent federal to 20 percent state.

Table 1-3 describes the state sources of transportation funding used to leverage federal programs.

Table 1-3: State Funding Sources Applicable to the FFY 2022-2031 STIP

State Source	Background and Eligible Uses
Gas Tax	Rhode Island's gas tax was $0.34 per gallon in FY 2019 (and remains frozen until at least 2021), with an additional penny assessed to fund the Underground Storage Tank (UST) fund, for a total of $0.35 cents. The distribution of the gas tax is set by statute and cannot be diverted to the General Fund, or for other purposes. Projections of gas tax revenue are revised semi-annually at the Revenue Estimating Conference. Gas tax funds are used to support RIDOT's operations and RIPTA's bus operations and as match to federal funds.
Rhode Island Capital Plan (RICAP) Funds	The RICAP fund is an account that receives any revenues more than the 95% of state revenue upon which the Governor is required to build the annual budget. RICAP funds are restricted to capital projects only and are constitutionally prohibited from use for debt service payments. Both RIDOT and RIPTA use RICAP funds to support capital projects.
RI Highway Maintenance Account (RIHMA)	Initially created in 2011 as an account to hold the funds from dedicated registration and license fee increases, along with RICAP funds, the funds are intended to replace the annual $40 million in state match borrowing, the RIHMA has been amended by statute several times and now is the repository for all transportation-related funds formerly allocated to the General Fund and now directed to "programs that are designed to eliminate structural deficiencies of the state's bridge, road, and maintenance systems and infrastructure" (RIGL § 39-18.1-5(b). RIHMA also funds bus transit operations.
Prior Year State Funding	Prior year RIHMA or Gas Tax funding that was previously unspent.
Truck Toll Revenue	A central component of RhodeWorks, all-electronic, truck-only tolling. Tolls will be collected along 6 major highway corridors at 12 locations. The tolls collected at each location in Rhode Island will go to repair the bridge or bridge group associated with that toll location.
2021 General Obligation Transportation Bond	Due to the loss of gas tax revenues resulting from COVID-19 and the reduction of Capital Plan dollars for transportation, these GO Bond funds will provide $71.7 million is state match funds to support $286.8 million in federal funding.
2014 Transit Bond	2014 Mass Transit Hub Infrastructure Bonds that approved up to $35 million to fund enhancements and renovations to mass transit hub infrastructure throughout Rhode Island. The purpose is to improve access to multiple intermodal sites, key transportation, healthcare, and other locations.
2022 Revenue Bond	Future Anticipated 2022 Transportation Revenue Bond
Motor Fuel Bond (MFB) Debt Service	Special and limited obligations of the Rhode Island Turnpike and Bridge Authority payable from pledged motor fuel taxes, which consist of three- and one-half cents of the state's motor fuels tax, subject to annual RI State Legislative appropriation.
Land Sales	Revenue from land sales of property owned by RIDOT.
Local	Municipal contributions towards projects.
Third Party	Matching funds for projects from third party sources including the Quonset Development Corporation.
OutYear	Federal, state, and other sources of funding reasonably anticipated for FFY's 2026-2031 of the STIP.

Additional state and local sources of money applicable to this STIP include state and local sources used to fund RIPTA operations. Table 1-4 describes the additional state sources of transportation funding.

Table 1-4: Additional State Funding Sources Applicable to the FFY 2022-2031 STIP

State or Local Source	Background and Eligible Uses
Passenger Revenue	Funds received from passengers.
Capital Revolving Loan Fund	Capital revolving account for capital match.
Paratransit Revolving Loan Fund	Capital investment account funded via trip fees.
Local funds	Matching funding from another source such as a municipality, quasi-agency, university, etc.
Other	Miscellaneous revenues including advertising revenue from ads placed on buses/shelters, paratransit, rent, vehicle repairs and pass through funding.

Fiscal Constraint

Federal regulations require that the STIP be fiscally constrained, which means that the STIP may only utilize funding that is reasonably expected to be available within the time period contemplated for completion.

RIDOT

RIDOT receives funding from federal, state, and other sources. A majority of RIDOT funding is federal, primarily federal formula funding distributed in accordance with the current FAST Act. Federal revenue estimates for both FHWA and FTA formula funds are projected based on the following principles and rules:

- Initial formula funding types and levels are estimated based on FAST Act allocations.
- Adjustments may be made to reflect restrictions imposed by existing agreements, split letters (as with RIPTA or RIDSP), or other program needs.
- Future year funding levels are then projected using an average of recent year growth rates.
- A multiplier is applied equally to all FHWA formula funding types such that the total formula funding available equals an estimate of the obligation limits for the year, approximately 90 percent of the total contract authority available by year.
- Funding is the shifted between types, in accordance with federal regulations, to meet estimated program needs year by year.

Other sources of federal funding for RIDOT include Grant Anticipation Revenue Vehicle (GARVEE) bonds, discretionary grants, August Redistribution, and Closeouts.

- GARVEE bonds are programmed in eligible projects only during the estimated year of their expenditure. The cost of servicing GARVEE debts, supported by FHWA formula funding, is also programmed as a use.
- Discretionary grants are programmed in eligible projects only during the estimate year of their obligation and expenditure. Discretionary grant funding is not

programmed in the STIP unless awarded by USDOT.

- August Redistribution funding is programmed based on recent year awards.
- Closeouts funding is the federal portion of funding secured when a contract containing previously obligated but unspent funding is closed out. Closeouts funding levels are set and programmed based on recent year actuals and estimates of funding availability.

State revenues also support RIDOT operations and provide the required non-federal match for capital projects. Major state sources include Gas Tax, Rhode Island Highway Maintenance Account (RIHMA) funds, which are derived from DMV fees, and Rhode Island Capital Plan (RICAP) funds. All state revenue estimates are derived from the most recently available state budget figures.

Other funding sources include truck toll revenues, land sales revenue, and local match, and third-party contributions. Revenue from truck tolls and land sales are projected and programmed based on data collected and maintained by RIDOT. All other revenues are programmed on a case-by-case basis.

Table 1-5: RIDOT Funding Sources - *Updated January 18, 2023*

Fiscal Constraint Report

STIP: 2022-2031 Revision #7 (Administrative Adjustment)

	Funding Sources					Funding Programmed				
Funding Category	**2022**	**2023**	**2024**	**2025**	**Total**	**2022**	**2023**	**2024**	**2025**	**Total**
RIDOT	**$ 887.03**	**$ 909.07**	**$ 896.76**	**$ 867.82**	**$ 3,560.69**	**$ 861.93**	**$ 905.32**	**$ 892.65**	**$ 865.51**	**$ 3,525.41**
Highway	**$ 870.53**	**$ 895.72**	**$ 888.82**	**$ 862.38**	**$ 3,517.46**	**$ 845.48**	**$ 892.02**	**$ 884.75**	**$ 860.11**	**$ 3,482.36**
Federal	**$ 532.91**	**$ 532.08**	**$ 531.30**	**$ 499.27**	**$ 2,095.57**	**$ 531.19**	**$ 528.70**	**$ 529.53**	**$ 497.13**	**$ 2,086.56**
2018 BUILD - 2018 BUILD	$ 10.00	$ 10.00	$ -	$ -	$ 20.00	$ 10.00	$ 10.00	$ -	$ -	$ 20.00
2019 BUILD - 2019 BUILD	$ 10.00	$ 10.00	$ 5.00	$ -	$ 25.00	$ 10.00	$ 10.00	$ 5.00	$ -	$ 25.00
2019 INFRA - 2019 INFRA	$ 15.00	$ 15.00	$ 15.36	$ -	$ 45.36	$ 15.00	$ 15.00	$ 15.36	$ -	$ 45.36
2020 Bridge - 2020 Bridge	$ 50.00	$ -	$ -	$ -	$ 50.00	$ 49.99	$ -	$ -	$ -	$ 49.99
2020 BUILD - 2020 BUILD	$ 4.00	$ 12.50	$ 8.80	$ -	$ 25.30	$ 4.00	$ 12.50	$ 8.80	$ -	$ 25.30
2020 GARVEE - 2020 GARVEE	$ 25.00	$ 33.00	$ 43.25	$ 68.76	$ 170.01	$ 25.00	$ 33.00	$ 43.25	$ 68.76	$ 170.00
2020 INFRA - 2020 INFRA	$ 25.00	$ 25.00	$ 15.00	$ -	$ 65.00	$ 25.00	$ 25.00	$ 15.00	$ -	$ 65.00
2021 Bridge - 2021 Bridge	$ 26.45	$ 23.60	$ 13.50	$ -	$ 63.55	$ 26.45	$ 23.60	$ 13.50	$ -	$ 63.55
2021 COVID - 2021 COVID	$ 19.60	$ -	$ -	$ -	$ 19.60	$ 19.60	$ -	$ -	$ -	$ 19.60
2022 Bridge - 2022 Bridge THUD Appropriation	$ -	$ 2.40	$ 20.36	$ 17.25	$ 40.00	$ -	$ 2.40	$ 20.30	$ 17.25	$ 39.95
AugRed - August Redistribution	$ 48.54	$ 23.25	$ 22.55	$ 25.50	$ 119.84	$ 48.52	$ 22.72	$ 22.55	$ 25.46	$ 119.25
Bridge Formula - Bridge Formula Program	$ -	$ 58.64	$ 79.10	$ 67.26	$ 205.00	$ -	$ 58.64	$ 79.10	$ 65.56	$ 203.30
Closeouts - Closeouts	$ 17.84	$ 16.82	$ 15.89	$ 18.01	$ 68.56	$ 17.84	$ 16.82	$ 15.89	$ 17.80	$ 68.35
HSIP - Highway Safety Improvement Program (HSIP)	$ 20.98	$ 17.30	$ 15.30	$ 15.98	$ 69.56	$ 20.98	$ 17.30	$ 14.85	$ 15.93	$ 69.06
MPO - Metroplitan Planning Organization (MPO)	$ 2.20	$ 2.25	$ 2.29	$ 2.34	$ 9.08	$ 2.20	$ 2.25	$ 2.29	$ 2.34	$ 9.08
NHFP - National Highway Freight Program (NHFP)	$ 6.57	$ 6.60	$ 5.00	$ 8.00	$ 26.17	$ 6.50	$ 6.50	$ 4.66	$ 8.00	$ 25.66
NHPP - National Highway Performance Program (NHPP)	$ 132.25	$ 144.15	$ 146.55	$ 150.70	$ 573.65	$ 132.11	$ 143.79	$ 146.50	$ 150.67	$ 573.07
Other Federal - Other Federal	$ 1.10	$ 2.28	$ -	$ 0.69	$ 4.06	$ 1.10	$ 2.28	$ -	$ 0.69	$ 4.06
RHCP - Railway-Highway Crossing Program (RHCP)	$ 1.10	$ 3.10	$ 1.10	$ 1.10	$ 6.40	$ 1.10	$ 3.10	$ 1.10	$ 1.10	$ 6.40
RIDOT CMAQ - RIDOT Congestion Mitigation and Air Quality (CMAQ)	$ 14.98	$ 10.60	$ 10.39	$ 10.44	$ 46.41	$ 14.98	$ 9.89	$ 10.38	$ 10.43	$ 45.68
Sec164 - Section 164	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 12.00	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 12.00
Sec1906 - Section 1906	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 1.52	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 1.52
Sec402 - Section 402	$ 2.20	$ 2.20	$ 2.20	$ 2.20	$ 8.80	$ 2.20	$ 2.20	$ 2.20	$ 2.20	$ 8.80
Sec405 - Section 405	$ 3.50	$ 3.50	$ 3.50	$ 3.50	$ 14.00	$ 3.50	$ 3.50	$ 3.50	$ 3.50	$ 14.00

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STIP: 2022-2031 Revision #7 (Administrative Adjustment)

SPR - State Planning and Research	$ 5.43	$ 5.73	$ 5.80	$ 5.81	$ 22.77	$ 5.43	$ 5.73	$ 5.80	$ 5.81	$ 22.77
STBG - Surface Transportation Block Grant	$ 67.25	$ 70.50	$ 72.90	$ 69.50	$ 280.15	$ 66.94	$ 69.70	$ 72.85	$ 69.48	$ 278.97
TAP - Transportation Alternatives Program	$ 3.18	$ 3.86	$ 3.29	$ 3.62	$ 13.95	$ 2.38	$ 3.85	$ 3.28	$ 3.54	$ 13.06
Carbon - Carbon Reduction Program	$ 4.10	$ 8.38	$ 6.40	$ 6.57	$ 25.45	$ 4.10	$ 8.38	$ 6.40	$ 6.57	$ 25.45
PROTECT - PROTECT Formula	$ 6.20	$ 6.25	$ 6.70	$ 7.40	$ 26.55	$ 5.83	$ 5.38	$ 5.90	$ 7.40	$ 24.51
EV - EV Charging Infrastructure	$ 4.57	$ 4.57	$ 4.57	$ 4.57	$ 18.28	$ 4.57	$ 4.57	$ 4.57	$ 4.57	$ 18.28
2022 Earmark - 2022 Earmark	$ 2.50	$ 7.22	$ 3.14	$ 6.70	$ 19.56	$ 2.50	$ 7.22	$ 3.14	$ 6.70	$ 19.56
State	**$ 288.12**	**$ 318.59**	**$ 312.17**	**$ 308.35**	**$ 1,227.22**	**$ 287.55**	**$ 318.27**	**$ 312.06**	**$ 308.22**	**$ 1,226.10**
2021 GO Bond - 2021 GO Bond	$ 24.35	$ 32.25	$ 13.35	$ 1.70	$ 71.65	$ 24.35	$ 32.25	$ 13.35	$ 1.70	$ 71.65
2022 Rev Bond - 2022 Rev Bond	$ -	$ -	$ 16.05	$ 18.75	$ 34.80	$ -	$ -	$ 16.05	$ 18.75	$ 34.80
MFB DebtService - Motor Fuel Bond Debt Service	$ 5.36	$ 5.36	$ 5.24	$ 4.88	$ 20.84	$ 5.36	$ 5.36	$ 5.24	$ 4.88	$ 20.84
PY State - Prior-Year State	$ 17.05	$ 23.91	$ 24.10	$ 21.50	$ 86.56	$ 17.05	$ 23.91	$ 24.08	$ 21.49	$ 86.52
RICAP Match - Rhode Island Capital Plan (RICAP) Match	$ 75.42	$ 68.70	$ 65.36	$ 71.71	$ 281.19	$ 75.13	$ 68.50	$ 65.36	$ 71.71	$ 280.69
RICAP Non Match - Rhode Island Capital Plan (RICAP) Non-Match	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 20.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 20.00
RIDOT Gas Tax - RIDOT Gas Tax	$ 79.44	$ 82.15	$ 82.97	$ 83.81	$ 328.37	$ 79.43	$ 82.15	$ 82.97	$ 83.80	$ 328.35
RIDOT RIHMA - RIDOT Rhode Island Hwy Maintenance Account (RIHMA)	$ 81.50	$ 101.22	$ 100.10	$ 101.00	$ 383.82	$ 81.23	$ 101.11	$ 100.01	$ 100.90	$ 383.25
Other	**$ 49.50**	**$ 45.05**	**$ 45.35**	**$ 54.76**	**$ 194.66**	**$ 26.74**	**$ 45.05**	**$ 43.15**	**$ 54.76**	**$ 169.70**
Land Sales - Land Sales	$ 5.90	$ 5.00	$ 3.00	$ 5.00	$ 18.90	$ 5.90	$ 5.00	$ 3.00	$ 5.00	$ 18.90
Local - Local	$ 3.50	$ 0.05	$ 0.15	$ 0.76	$ 4.46	$ 3.50	$ 0.05	$ 0.15	$ 0.76	$ 4.46
Third Party - Third Party	$ 0.10	$ -	$ -	$ 2.00	$ 2.10	$ 0.10	$ -	$ -	$ 2.00	$ 2.10
Truck Tolls - Truck Tolls	$ 40.00	$ 40.00	$ 42.20	$ 47.00	$ 169.20	$ 17.24	$ 40.00	$ 40.00	$ 47.00	$ 144.24
Transit	**$ 16.50**	**$ 13.35**	**$ 7.94**	**$ 5.44**	**$ 43.23**	**$ 16.45**	**$ 13.30**	**$ 7.90**	**$ 5.40**	**$ 43.05**
Federal	**$ 6.50**	**$ 5.35**	**$ 5.39**	**$ 5.44**	**$ 22.68**	**$ 6.45**	**$ 5.30**	**$ 5.35**	**$ 5.40**	**$ 22.50**
FerryBoatCap - Ferry Boat Capital	$ 1.60	$ 0.40	$ 0.40	$ 0.40	$ 2.80	$ 1.60	$ 0.40	$ 0.40	$ 0.40	$ 2.80
RIDOT 5307 - RIDOT FTA 5307	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 0.80	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 0.80
RIDOT 5337 - RIDOT FTA 5337	$ 4.70	$ 4.75	$ 4.79	$ 4.84	$ 19.08	$ 4.65	$ 4.70	$ 4.75	$ 4.80	$ 18.90
State	**$ 10.00**	**$ 8.00**	**$ 2.55**	**$ -**	**$ 20.55**	**$ 10.00**	**$ 8.00**	**$ 2.55**	**$ -**	**$ 20.55**

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Fiscal Constraint Report

STIP: 2022-2031 Revision #7 (Administrative Adjustment)

2014 T Bond - 2014 Transit Bond	$ 10.00	$ 8.00	$ 2.55	$ -	$ 20.55	$ 10.00	$ 8.00	$ 2.55	$ -	$ 20.55
Total	**$ 887.03**	**$ 909.07**	**$ 896.76**	**$ 867.82**	**$ 3,560.69**	**$ 861.93**	**$ 905.32**	**$ 892.65**	**$ 865.51**	**$ 3,525.41**

Reported Date: 1/18/2023

RIPTA

Transit service is paid for with RIPTA operating budget revenues, with support from federal programs. All federally reimbursable operating expenses have been projected through the time frame of the STIP using inflation estimates and planning values provided by the State Budget Office. RIPTA's Capital Program is heavily supported by federal funds.

Under normal circumstances, federal funds provide approximately 20 percent of RIPTA's operating budget. Due to the ongoing COVID-19 pandemic, RIPTA has covered operating losses with federal stimulus funding and will continue to use those federal stimulus funds through the STIP constraint period.

Operations are supported by a combination of fare box revenue, state transportation funding, contract revenue and other revenue like advertising and leases. The major state contribution to the operating budget match is the Gasoline Tax, which is collected by the Division of Taxation with $.0975 per gallon distributed to RIPTA. RIPTA relies on the State's long-term projections, which assumes an increase in revenue beginning in FY 2022. In FY 2020, RIPTA received $43.55 million from Gasoline Tax

Table 1-6: RIPTA Funding Sources - *Updated February 17, 2022*

RIPTA Fiscal Constraint Report

FFY 2022-2031 STIP, Revision #2 (Minor Amendment)

	Funding Sources					Funding Programmed				
Funding Category	**2022**	**2023**	**2024**	**2025**	**Total**	**2022**	**2023**	**2024**	**2025**	**Total**
RIPTA	**$ 183.94**	**$ 169.27**	**$ 162.11**	**$ 164.42**	**$ 679.74**	**$ 183.92**	**$ 169.23**	**$ 162.07**	**$ 164.36**	**$ 679.57**
Transit	**$ 183.94**	**$ 169.27**	**$ 162.11**	**$ 164.42**	**$ 679.74**	**$ 183.92**	**$ 169.23**	**$ 162.07**	**$ 164.36**	**$ 679.57**
Federal	**$ 95.33**	**$ 76.23**	**$ 69.80**	**$ 70.76**	**$ 312.12**	**$ 95.32**	**$ 76.21**	**$ 69.78**	**$ 70.73**	**$ 312.03**
PY 5307 - Prior-Year FTA 5307	$ 12.42	$ 8.96	$ 8.36	$ 8.10	$ 37.85	$ 12.42	$ 8.96	$ 8.36	$ 8.10	$ 37.84
PY 5310 - Prior-Year FTA 5310	$ 0.48	$ 0.48	$ 0.30	$ 0.01	$ 1.27	$ 0.48	$ 0.48	$ 0.29	$ -	$ 1.25
PY 5311 - Prior-Year FTA 5311	$ 0.63	$ 0.24	$ 0.24	$ 0.24	$ 1.35	$ 0.63	$ 0.24	$ 0.24	$ 0.24	$ 1.34
PY 5339 - Prior-Year FTA 5339	$ 15.01	$ 0.00	$ 0.00	$ 0.00	$ 15.02	$ 15.01	$ -	$ -	$ -	$ 15.01
PY RTAP - Prior-Year RTAP	$ 0.07	$ -	$ -	$ -	$ 0.07	$ 0.07	$ -	$ -	$ -	$ 0.07
RIPTA 5307 - RIPTA FTA 5307	$ 29.10	$ 32.84	$ 33.44	$ 34.06	$ 129.44	$ 29.10	$ 32.84	$ 33.44	$ 34.06	$ 129.43
RIPTA 5310 - RIPTA FTA 5310	$ 1.05	$ 1.05	$ 1.05	$ 1.05	$ 4.19	$ 1.05	$ 1.05	$ 1.05	$ 1.05	$ 4.19
RIPTA 5311 - RIPTA FTA 5311	$ 0.58	$ 0.67	$ 0.69	$ 0.71	$ 2.65	$ 0.58	$ 0.67	$ 0.69	$ 0.71	$ 2.65
RIPTA 5339 - RIPTA FTA 5339	$ 15.31	$ 13.37	$ 5.32	$ 5.42	$ 39.43	$ 15.31	$ 13.37	$ 5.31	$ 5.41	$ 39.40
RIPTA CMAQ - RIPTA CMAQ	$ 3.70	$ 3.70	$ 3.70	$ 3.70	$ 14.80	$ 3.70	$ 3.70	$ 3.70	$ 3.70	$ 14.80
RIPTA COVID - RIPTA COVID Relief	$ 15.93	$ 14.83	$ 16.63	$ 17.39	$ 64.79	$ 15.93	$ 14.83	$ 16.63	$ 17.39	$ 64.78
RTAP - RTAP	$ 0.15	$ 0.08	$ 0.08	$ 0.08	$ 0.38	$ 0.15	$ 0.08	$ 0.08	$ 0.08	$ 0.38
RAISE - RIPTA RAISE	$ 0.90	$ -	$ -	$ -	$ 0.90	$ 0.90	$ -	$ -	$ -	$ 0.90
State	**$ 58.19**	**$ 63.15**	**$ 61.93**	**$ 62.79**	**$ 246.06**	**$ 58.19**	**$ 63.14**	**$ 61.93**	**$ 62.78**	**$ 246.05**
RIPTA GT Match - RIPTA Gas Tax Match	$ 14.11	$ 10.15	$ 10.20	$ 10.21	$ 44.67	$ 14.11	$ 10.15	$ 10.20	$ 10.21	$ 44.67
RIPTA GT Ops - RIPTA Gas Tax Ops	$ 31.86	$ 37.40	$ 37.58	$ 38.38	$ 145.22	$ 31.86	$ 37.40	$ 37.58	$ 38.38	$ 145.22
RIPTARICAPMatch - RIPTA RICAP Match	$ 2.77	$ 0.65	$ 0.93	$ 0.94	$ 5.28	$ 2.77	$ 0.64	$ 0.93	$ 0.93	$ 5.27
RIPTA HMA Match - RIPTA RIHMA Match	$ -	$ 5.43	$ 3.64	$ 3.64	$ 12.71	$ -	$ 5.43	$ 3.64	$ 3.64	$ 12.71
RIPTA RIHMA Ops - RIPTA RIHMA Ops	$ 9.45	$ 9.52	$ 9.58	$ 9.62	$ 38.18	$ 9.45	$ 9.52	$ 9.58	$ 9.62	$ 38.17
Other	**$ 30.42**	**$ 29.90**	**$ 30.38**	**$ 30.87**	**$ 121.56**	**$ 30.41**	**$ 29.88**	**$ 30.36**	**$ 30.85**	**$ 121.50**
Capital RLF - Capital Revolving Loan Fund	$ 0.57	$ 0.57	$ 0.57	$ 0.57	$ 2.28	$ 0.57	$ 0.57	$ 0.57	$ 0.57	$ 2.28
Paratransit RLF - Paratransit Revolving Loan Fund	$ 0.38	$ 0.39	$ 0.39	$ 0.39	$ 1.54	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 1.52
Passenger Rev - Passenger Revenue	$ 24.63	$ 23.85	$ 24.42	$ 25.01	$ 97.91	$ 24.63	$ 23.85	$ 24.42	$ 25.01	$ 97.90
RIPTA Other - RIPTA Other	$ 4.84	$ 5.10	$ 5.00	$ 4.90	$ 19.84	$ 4.83	$ 5.09	$ 4.99	$ 4.89	$ 19.80
Total	**$ 183.94**	**$ 169.27**	**$ 162.11**	**$ 164.42**	**$ 679.74**	**$ 183.92**	**$ 169.23**	**$ 162.07**	**$ 164.36**	**$ 679.57**

Reported Date: 2/2/2022

STIP Investment Framework and Program Descriptions

The STIP is a staged, multi-year, statewide multimodal program of transportation projects, consistent with the statewide transportation plan and planning processes.

The LRTP defines the investment framework that informs the specific investment decisions made in the STIP by establishing Rhode Island's transportation vision, goals, and objectives. The LRTP's goals and objectives provide the foundation for selecting transportation projects to be funded in the STIP. These goals and objectives are listed on page 1-5. In addition, investment priority areas have been identified that highlight how projects in the STIP help to achieve long term goals and objectives.

This STIP also includes a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets. These performance measures are discussed in the Performance Management section of this STIP.

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STIP Investment Priority Areas

Asset Management (State of Good Repair)

- Improving economic competitiveness by addressing structurally deficient bridges and poor pavement conditions on the NHS
- Improving asset resiliency to climate change, storm surge, and sea level rise
- Improving resiliency through expanded drainage capacity and capabilities
- Making progress toward the stormwater consent decree

Congestion Management & Traffic Alleviation

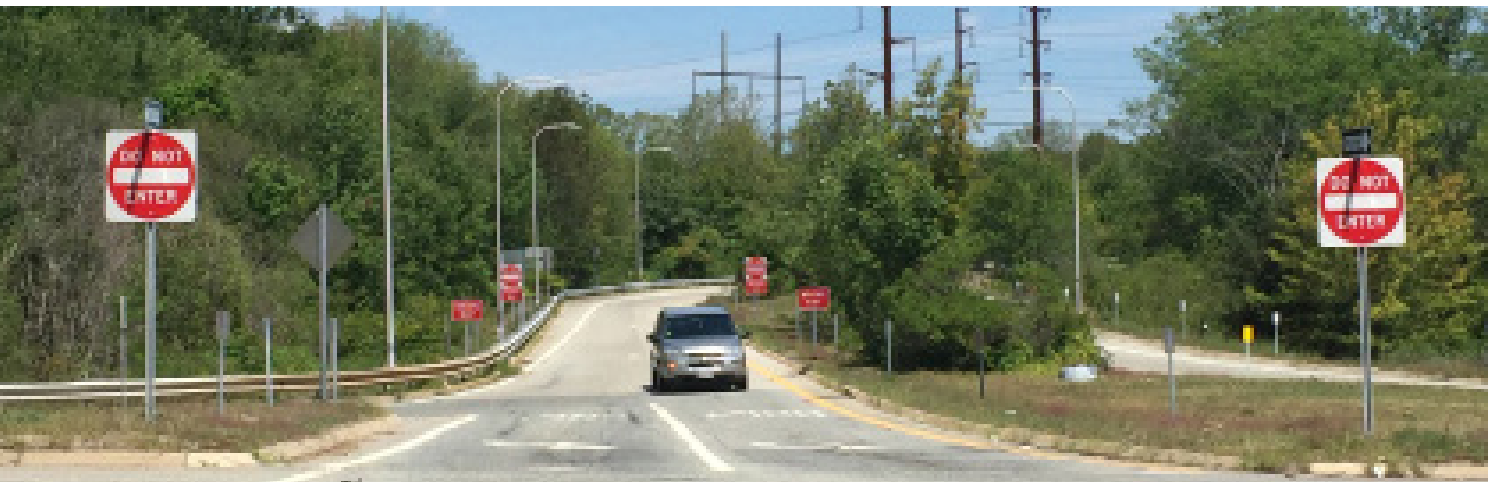
- Resolving bottlenecks to improve travel time and improving economic competitiveness by addressing bottlenecks that impact the freight network
- Encouraging mode shift to environmentally friendly alternatives to reduce greenhouse gas emissions
- Improving signal and traffic management technologies (e.g. transit signal priority, intelligent transportation systems) to alleviate traffic
- Addressing Transportation Systems Management & Operations needs and expand use of Active System Management Tools
- Improving travel reliability and information for users

Improving Connectivity

- Filling gaps in the transportation system and providing linkages between modes (intermodal) to support all users
- Supporting electric charging infrastructure for electric vehicles, trucks, buses, and electrified rail
- Improving economic competitiveness by improving freight network connectivity

Expanding Transportation Options

- Modernizing transit to improve convenience and quality of bus travel
- Improving and expanding the Active Transportation Network to promote walkability and bikeability



- Supporting community improvements (e.g. streetscape improvements, preservation) and implementing Complete Streets
- Supporting economic competitiveness by addressing challenges to travel related tourism or major events
- Investments that support future "smart infrastructure (e.g. Smart Cities, Connected-Automated Vehicle applications)

Multimodal Transportation Study

- Addressing safety hotspots to reduce serious injuries and roadway fatalities
- Providing infrastructure improvements/tools to enhance safety

Future Potential Projects - Study and Development

- Planning for new facilities or expansion of existing facilities to accommodate all users
- Planning for new connectivity and closing key gaps at local or regional level
- Planning for reconstructing major infrastructure

RIDOT Programs

The Rhode Island Department of Transportation designs, constructs and maintains the state's surface transportation system. With a staff of more than 700 transportation professionals, RIDOT serves as the steward of a statewide multimodal transportation network, consisting of 1,100 lane miles of roadway, 1,178 bridges, five rail stations and more than 80 miles of bike and pedestrian paths.

Active Transportation Program

The Active Transportation Program (ATP) aims to encourage the use of active, healthful, and environmentally conscious avenues for transportation. Formerly known as the Transportation Alternative Program (TAP), Active Transportation projects may include investments in sidewalks, shared-use-pathways, safety improvements for bicyclists and pedestrians, data collection, or support for other recreational facilities. Active Transportation projects may be managed by RIDOT or by other stakeholders, such as municipalities, through the use of subrecipient agreements.

Bridge Program

The Bridge Program includes projects focused on preservation, rehabilitating, replacing, and maintaining bridge infrastructure throughout the state. Developed using an asset management approach to achieve and maintain a state of good repair, the Bridge Program bundles assets into bridge groups, according to their location, type, cost, and structural needs. The Bridge Program includes capital projects, preservation activities, and administrative expenses to support bridge inspections and ratings. The largest program in the STIP by expenditure, the Bridge Program supports RIDOT's continued pursuit towards RhodeWorks' principal objective to bring 90 percent of the state's bridges up to a state of good repair as defined in RIDOT's Transportation Asset Management Plan (TAMP).

Corridor Projects Program

The Corridor Projects Program consists of multidisciplinary projects including a mixture of asset types. A Corridor Project will often bundle bridges, pavement, and safety improvements together into a single project to achieve economies of scale, minimize traffic impacts in a given area, and deliver projects more efficiently. The component parts of corridor projects are often linked together by a shared attribute, such as geographic proximity or treatment need. The Corridor Project Program is designed with efficiency in mind.

Debt Service Program

The Debt Service Program includes the expenses associated with borrowing funds to support transportation investments. A portion of RIDOT's debt service costs are supported by state revenues, including General Obligation Bonds, Motor Fuel Bonds, and support for debt incurred by RIPTA. Federal funds are used to service GARVEE Bond debts.

Headquarters Operations Program

The Headquarters Operations Program encompasses the administrative functions of RIDOT. This includes functions such as the Director's Office, Legal, Human Resources, Communications, Information Technology, and Financial Management. This program also accounts for support of other agencies, including RIPTA and the Division of Statewide Planning.

Maintenance Operations Program

The Maintenance Operations Program includes operational line items to support the core functions of Division of Highway & Bridge Maintenance. Responsible for the continued maintenance and upkeep of state facilities, roadways, and small bridges, maintenance personnel conduct regular inspections, perform preventative maintenance, and make essential repairs to ensure that the state's transportation network remains operational. The Maintenance Operations Program also includes funding to maintain and operate RIDOT's vehicle fleet, support plowing in the winter months, and monitor traffic conditions through the Department's Transportation Management Center (TMC).

Major Capital Projects Program

The Major Capital Projects Program contains projects of regional significance to both Rhode Island and the greater New England area. Projects included in this program, such as the I-95 Northbound Viaduct in Providence, the Route 6/10 Connector, and the Route 146 Reconstruction project, are often supported by special financing or discretionary grants from USDOT. The cornerstones of Rhode Island's growing transportation infrastructure, Major Capital Projects are among the most transformative in the STIP.

NHTSA Program

The National Highway Traffic Safety Administration (NHTSA) Program provides funding to support RIDOT's Office on Highway Safety, which is responsible for implementing RIDOT's Highway Safety Plan. The line items funded by this program include public outreach, education, and enforcement efforts to improve public safety and combat impaired driving, including the Ripple Effect media campaign. Additional information about NHTSA-funded programs and initiatives can be found in the Highway Safety Plan on RIDOT's website.

Pavement Program

The Pavement Program provides funding for both capital projects and regular preservation of Rhode Island's roadways. RIDOT aims to maintain a roadway's Pavement Structural Health Index (PSHI) at an 80 percent average for more than 10 years by identifying the right treatment, to the right pavement at the right time. RIDOT's approach extends the life of existing pavement surface to ensure maximum traffic flow through our roadways.

RIDOT Transit Program

The RIDOT Transit Program includes both capital and operational expenses to support transit programs and initiatives. Transit projects often happen outside the highway right-of-way, and may include construction of new stations and hubs, Northeast Corridor capacity improvements, passenger rail expansion, or investments in ferry infrastructure.

Stormwater Program

The Stormwater Program includes funding to support improvements to the state's drainage and stormwater management assets. In December 2015, Rhode Island entered into a Consent Decree with the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Justice (DOJ) which lays out specific actions and conditions which must be met, including reduction of pollutant discharges and the development of Stormwater Control Plans for 33 watersheds identified in Rhode Island. Investments in the Stormwater Program, which may include construction of Structural Treatment Units (STUs), are consistent with the consent decree and will ensure that the state is able to meet its federal environmental obligations and the RIPDES MS4 General Permit.

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Study and Development Program

The Study and Development (S&D) Program provides funding to support the investigation, planning, and development of transportation projects that may require special attention and planning. Projects assessed through the Study and Development Program will be reviewed by RIDOT for possible graduation to design and construction in future years.

Traffic Safety Program

The Traffic Safety Program includes projects which aim to improve the safety of all users of Rhode Island's transportation network. The primary objective of the Traffic Safety Program is to reduce fatal and serious injury events on all public roadways. To achieve these goals, the Traffic Safety Program includes improvements to interchanges and intersections, pedestrian and ADA safety improvements, roadway departure mitigation, signal optimization, systematic improvements along corridors or bottlenecks, and other tasks to further RIDOT's traffic safety objectives.

RIPTA Programs

RIPTA is Rhode Island's statewide transit provider, serving 36 of the state's 39 municipalities, operating 7 days a week with 53 fixed routes, zone-based Flex service, and paratransit services. RIPTA administers the statewide RIde program for seniors and people with disabilities and provides Park n' Ride Service at 32 sites around Rhode Island. In FY 2019, RIPTA provided over 16 million fixed route and Flex trips and over 380,000 paratransit trips.

The majority of RIPTA's transit investment program revolves around the operation of the fixed route bus system. RIPTA's three major programs are:

- Transit Capital
- Transit Support Operations
- Transit Service

RIPTA Transit Capital

This program funds the regular replacement of fixed route and paratransit revenue vehicles, as well as fleet expansion associated with service enhancements. Funding is also available for capital investments in passenger facilities and amenities, including signage, shelters, bicycle-pedestrian infrastructure, and ADA accessibility improvements at bus stops and passenger ticketing, waiting and other transit-related amenities at bus hubs, intermodal facilities, and ferry terminals. This program includes funds for the development of high-capacity corridors (light rail and/or bus rapid transit), dedicated transit rights-of-way, mobility hubs, and rapid/regional bus corridors. It also includes state of good repair maintenance of existing transit corridors.

Fleet – Fixed Route

RIPTA's highest capital priority is regular replacement of revenue vehicles. RIPTA's current fleet includes 235 fixed route buses, 15 Flex vans, and 104 paratransit vans. RIPTA will continue to use Section 5307 and Section 5339 programs to fund 80 percent of the cost of replacement vehicles. Full-size buses are expected to operate a minimum of 12 years and 500,000 miles. Regular replacement of older vehicles allows RIPTA to keep maintenance costs predictable and keep the fleet up to date with current emissions control technology.

Fleet - Paratransit

Passenger vans are used to transport passengers on RIPTA's ADA complementary paratransit service, which is required of every public transit provider. Qualified passengers use this scheduled

door-to-door service if they are unable to use fixed route service. Paratransit vehicles may also provide Non-Emergency Medical Transportation (NEMT) service and/or other services under contract with State human services agencies.

RIPTA's Rural Ride program provides on-demand service to grocery stores and job sites in rural areas utilizing paratransit vehicles during off-peak hours when there is less demand for ADA trips. RIPTA anticipates using a combination of Section 5307 Urban Area program and Section 5310 Elderly/Disabled program funds to upgrade the current fleet of 104 vehicles, with adjustments based on size and cost of available vehicles.

Support Facilities

This program funds repairs and improvements to RIPTA's Elmwood and Newport bus garages, Elmwood administrative offices, and Elmwood bus storage facility. Improvements include security enhancements, roof replacements, and repairs to building systems.

Passenger Facilities

This program funds improvements to bus stops, hubs, and intermodal facilities. In addition to Section 5307 Urban Area program and/or Section 5339 program funds, CMAQ funds may be used for improvements to passenger facilities and to accommodate new technologies.

Intelligent Transportation Systems

This program funds the purchase of a variety of Intelligent Transportation System (ITS) equipment, including both regular equipment replacement as well as upgrades directed towards increasing operational efficiency and improving communications.

Equipment and Supplies

This item funds replacement of support equipment, capital supplies and non-revenue vehicles.

East Side Tunnel

This project will modernize and return to a state of good repair Providence's East Side Bus Tunnel, a 100-year old dedicated transit facility linking South Main Street, at the base of College Hill, with Thayer Street at the top. Work is expected to include tunnel structure stabilization, as well as an improved drainage system, lighting, and other improvements.

RIPTA Transit Support Operations

Travel Demand Management

This program includes Commuter Resource RI, Rhode Island's travel demand management program, which provides commuter and employer outreach and education, travel training, traveler information services, promotion of transit incentive programs, transit fare subsidies,

and direct support of van-pooling. Funds are also used for transit customer communications including the marketing of transit services, development of schedules and timetables, and distribution of passenger information at hubs, intermodal facilities, online, via smart media, and other key points within the state's transportation network. Funds may additionally be used to support technology innovations, pilot or demonstration projects, transit-related efforts supporting the implementation of Rhode Island's Congestion Management Plan, and partnerships supporting increased access, choice, and mobility for Rhode Islanders.

RTAP

The Rural Transit Assistance Program (RTAP) is a federally mandated program to support rural operations through investments in training and technical assistance. Funds can be used to develop performance dashboards, performance management systems, alternative fuels training, sustainability program development and support, and development of training materials.

Preventative Maintenance

RIPTA uses federal funds to support ongoing maintenance of federally funded assets through the Preventive Maintenance program. RIPTA anticipates continuing to use Preventive Maintenance funds to support maintenance department salaries, maintenance supplies, and contracted work such as elevator repair, inspection of generators, and repairs to bus lifts.

Mobility Management

Mobility Management programs support a strategic approach to service coordination and customer service in order to better synchronize mobility services within the community. Funds offset the cost of staff that broker rides for paratransit customers. Funds have also been used to invest in technological improvements that better coordinate riders across platforms.

High Capacity Transit Development

Transit Forward RI 2040, the Transit Master Plan (TMP) element of Rhode Island's Long-Range Transportation Plan, identifies two corridors that have the level of transit demand to warrant high-capacity transit – either bus rapid transit or light rail. These prospective corridors present the greatest opportunities to leverage federal New Starts/Small Starts funding through FTA's Capital Investment Grants Program. To be eligible for these funds in the future, RIPTA, with its partners at RIDOT and Statewide Planning, will undertake planning activities required under FTA's project development procedures, including but not limited to environmental review, developing and identifying alternatives, selection of the locally-preferred alternatives, and other activities specified by the FTA.

Planning, Training and Program Management

These funds partially offset the costs of long and short term planning activities, staff and driver training, and management of federally funded transit support programs.

Security

RIPTA is required to spend 1 percent of its 5,307 funds each year on Security Enhancements. Recent initiatives have included installing cameras, gates, and card readers at RIPTA's Newport transportation and maintenance facility. Future gate installations, security camera upgrades, and safety signage replacements will continue across RIPTA properties on a yearly basis.

Study and Development

These funds will support planning for emerging projects such as Mobility Hubs, Frequent Transit Network, Crosstown Service, Rapid Bus, Regional Rapid Bus and facility and sustainability improvements associated with TMP implementation.

RIPTA Transit Service

JARC

Job Access and Reverse Commute (JARC) program funds partially offset the cost of selected RIPTA services that provide access for low income individuals traveling to workplaces and associated activities.

Complementary ADA

These funds partially offset the cost of federally mandated ADA complementary paratransit service.

Rural Service

These funds support rural transit service and services linking rural areas to urban areas.

Service Initiatives

Transit Service refers to CMAQ funded transit service. These funds are used to support continuing operations of the R-Line and to defray three years of the cost of new pilot service projects. The R-Line connects downtown Pawtucket to the Providence Train Station and Broad Street in South Providence.

Through a combination of elements to improve service, passenger travel time and air quality benefits are realized. Elements include signal priority, bus stop improvements, improved stop spacing, and branded vehicles. New services will be developed as needed, bringing service to key areas of need such as the Quonset Business Park.

Performance Management

The 2012 surface transportation authorization Moving Ahead for Progress in the 21st Century Act (MAP-21), which was upheld by the 2015 Fixing America's Surface Transportation Act (FAST Act) directed Metropolitan Planning Organizations (MPOs) to develop Long Range Transportation Plans (LRTPs) and State Transportation Improvement Programs (STIPs) through a "performance-driven, outcome-based approach to planning." It required state Departments of Transportation, MPOs, and operators of public transportation to establish targets for performance measures in key areas, and to coordinate with one another when setting these targets.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requires DOTs, Transit providers, and MPOs to adopt performance targets for defined measures for the following national goal areas:

- Safety
- Infrastructure Condition
- System Reliability
- Freight Movement & Economic Vitality
- Emission Reductions

The Rhode Island State Planning Council (RISPC), as MPO for the State of Rhode Island, has established targets in the areas of Safety, Infrastructure Condition, and System Reliability and Freight Movement required by the U.S. Department of Transportation (USDOT). Since Rhode Island is currently considered attainment/unclassifiable for the 2015 eight-hour ozone National Ambient Air Quality Standard

(NAAQS), the State is not required to set performance goals for total emissions reduction under the Environmental Sustainability National Goal.

Federal Requirements

There are two primary federal requirements for incorporating performance management into the STIP. For all federally required targets, the State of Rhode Island must show that the STIP "makes progress towards achieving the performance targets" and that the STIP includes, "to the maximum extent practicable, a description of the anticipated effect of the STIP towards achieving the performance targets" (23 CFR§ 450.326).

The State of Rhode Island is required to demonstrate that project investments are being used to help meet performance targets and quantify the extent to which the investments are expected to assist in reaching those targets.

This section is broken down by goal area as listed above and the supporting performance measures with each section provide the following information:

- Performance Measures. This includes an overview of the national goal areas and each of the federally-required metrics for that goal, a summary of the target setting process and Rhode Island's most recent established targets.
- Performance Assessment. Each goal area includes an overall assessment of the anticipated impact of the FFY 2018-2027 STIP on achieving performance targets and a discussion of related efforts related to specific targets.

Table 1-7 summarizes performance measures and provides target adoption status.

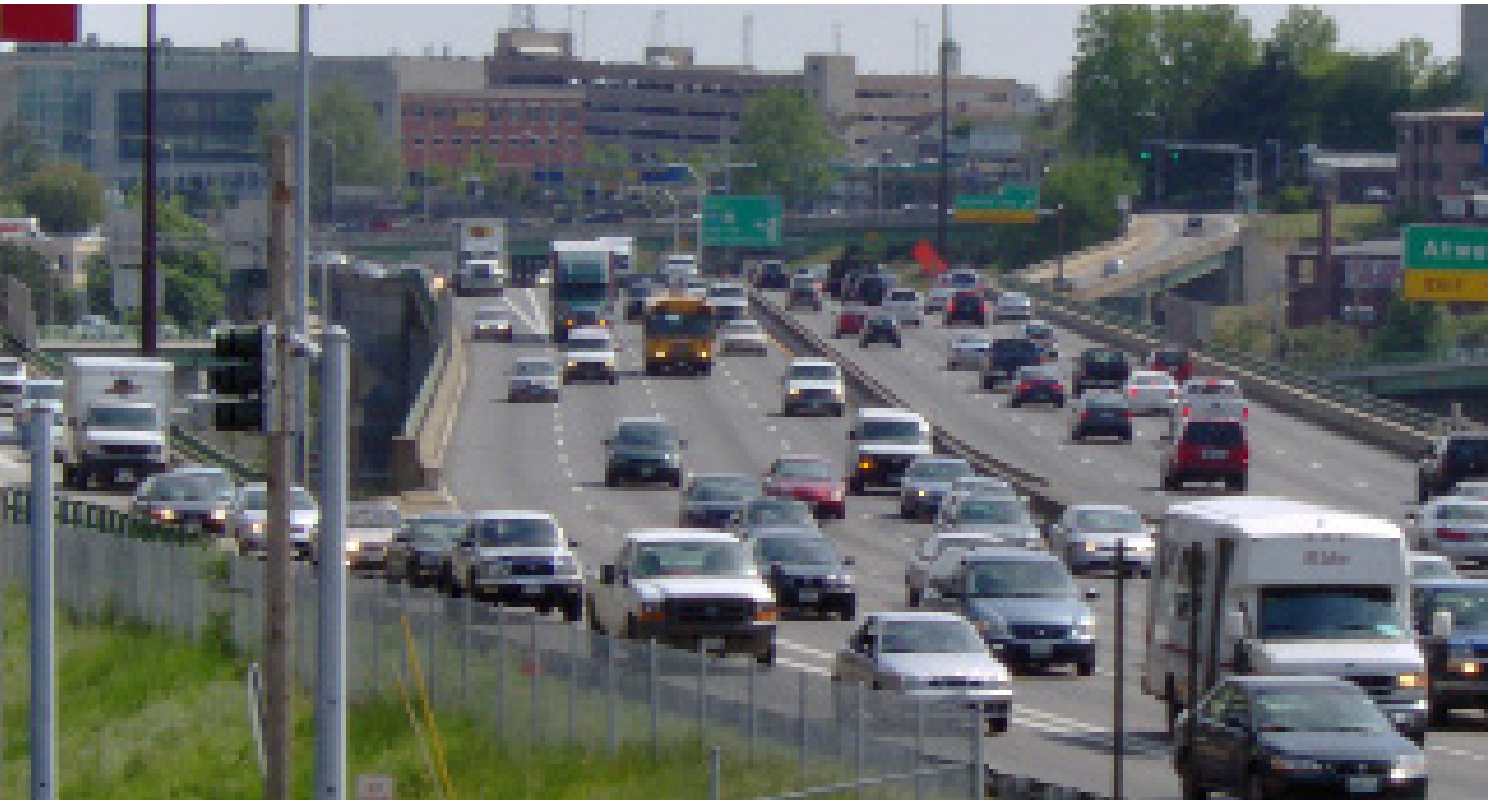


Table 1-7: Performance Measures and Targets for STIP Inclusion

Goal Area	Measures	Target Setting Status
Highway Safety Performance	• Number of fatalities • Rate of fatalities per 100 vehicle miles traveled • Number of serious injuries • Rate of serious injuries per 100 vehicle miles traveled • Number of non motorized fatalities and non motorized serious injuries combined	• 2021 Safety Targets Adopted by the State Planning Council on February 11, 2021
Pavement and Bridge Asset	• Percent NHS Bridges in good and poor condition • Percent Interstate pavement in good and poor condition • Percent Non-Interstate NHS pavement in good and poor condition	• 2020 and 2022 Pavement and Bridge Targets Adopted by the State Planning Council on October 11, 2018 • 2024 and 2026 Pavement and Bridge Targets are anticipated October 1, 2022
System Performance and Freight	• Interstate travel time reliability • Non-Interstate travel time reliability • Truck travel time reliability	• 2019 and 2021 System Performance and Freight Targets Adopted by the State Planning Council on November 8, 2018 • 2024 and 2026 System Performance and Freight Targets are anticipated October 1, 2022
Congestion Mitigation and Air Quality	• Peak hour excessive delay per capita • Percent of non-single occupancy vehicle travel • Total emissions reduction	• Not Applicable for Rhode Island during this performance period
Transit Safety	• Total number of fatalities and rate per total vehicle revenue miles (VRM) • Total number of injuries and rate per total VRM • Total number of safety events and rate per total VRM • Mean distance between vehicle mechanical failures	• 2021 Safety Targets were set by the Transportation Advisory Committee on June 10, 2021

Safety Performance

The Rhode Island Strategic Highway Safety Plan (SHSP) guides the State's efforts in outlining broad long-term goals for safety to achieve zero fatalities. The SHSP is a five-year plan led by RIDOT and is reviewed annually. The goal of the Rhode Island Strategic Highway Safety Plan is for Rhode Island to continue to move "Toward Zero Deaths" and halving serious injuries by 2027.

Traffic Safety project programming in the STIP is based on meeting established goals using a data-driven analysis to determine if current investments are yielding the results in the State's SHSP and for the federally required performance targets.

Table 1-8: Safety Performance Measures and Targets

Safety Measure	CY 2019 Baseline	CY 2021 Target
Number of fatalities	59.2	69
Rate of fatalities per 100 million VMT	0.74	0.89
Number of serious injuries	355.4	309
Rate of serious injuries per 100 million VMT	4.47	3.97
Number of non-motorized- fatalities and non-motorized serious injuries	78	79

Performance Measures and Targets: Safety

In addition to the SHSP, the State of Rhode Island establishes Highway Safety Improvement Program (HSIP) safety targets and reports them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by September 30th each year. Targets are applicable to all public roads, regardless of functional classification or ownership.

The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The Rhode Island MPO has chosen to adopt and support the safety targets set by the RIDOT. Adopted safety performance targets for the five categories of fatality and serious injury data represented in Table 1-8.

Performance Assessment: Highway Safety

The FFY 2022-2031 STIP includes several projects that will help Rhode Island meet its Safety Performance Targets, including the follow notable line items:

Roadway Departure Mitigation

Roadway departure crashes are consistently more or less half of Rhode Island's traffic fatalities. The purpose of these projects is to reduce fatalities and serious injuries as a result of roadway departure crashes. Objectives for the program include keeping vehicles from encroaching on the roadside; minimizing the likelihood of crashing or overturning if the vehicle travels off the shoulder; and reducing the severity of the crash. Projected reduction of 50% for lane departure/wet weather crashes. Most of the locations included are based on a systemic, risk-based approach.

Intersection & Crosswalk Safety Improvements

- Intersections: Intersection crashes account for between 15 and 20 percent of the State's fatalities. Of the typical intersection crashes, right angle crashes present the largest probability of a fatality, given the speeds and angles of impact involved. The locations included in these projects have the following objectives:
  - Reduce frequency and severity of intersection conflicts through traffic control
  - Reduce frequency and severity of intersection conflicts through geometric improvements; improve access management near intersections
  - Improve sight distance at intersections
  - Improve driver awareness of intersection

  Projected reduction of 35% for right angle/ broadside crashes. Most of the locations included are based on systemic, risk-based approach.

- Crosswalks: Pedestrians and cyclists account for between 17 and 33 percent of fatalities and serious injuries in Rhode Island. To reduce fatalities and serious injuries, the objectives of these projects include:
  - Reduce pedestrian exposure to vehicular traffic
  - Reduce vulnerable user crashes at intersections, along the roadway, and at mid-block crossings

  Projected reduction of 35-50% for pedestrian related crashes. Most of the locations included are based on systemic, risk-based approach.

Master Price Agreement for Low Cost Safety Improvements

To help streamline lower cost improvements to help drive down fatalities and serious injuries quicker and show action taken to safety stakeholders, RIDOT has developed a Master Price Agreement contract for lower cost improvements. This is funded with HSIP funds and enables RIDOT to reduce project soft costs and accelerate delivery. The Office of Safety administers these contracts with the goal to turn projects around within 6 months to a year from study. Low-cost improvements include signing, signal, and striping improvements to enhance traffic signal systems, crosswalks, and horizontal curves. Typical benefits range 30-50% reduction in target crashes.

Safety improvements are also incorporated into other projects throughout the STIP, most notably major bridge and pavement projects. Line items located in those programs which are likely to generate positive safety impacts include 6/10 Project, Providence Viaduct Northbound, and Cranston Canyon.

Pavement and Bridge Asset Performance

The Pavement and Bridge Condition Performance Measures Final Rule, effective May 20, 2017, establishes six measures to monitor to carry out the National Highway Performance Program (NHPP). The overall goal of these performance areas is to improve the condition of existing pavement and bridge assets.

States are required to establish 2-year and 4-year targets for Pavement Condition and Bridge Condition reporting progress on a biennial basis beginning in May 2018. MPOs are required to establish 4-year targets for those same measures within 180 days of the DOT's target setting.

MPOs have the option to support the DOT's targets or to establish their own for each of the pavement and bridge measures. The Rhode Island State Planning Council has chosen to adopt and support the bridge and pavement targets set by RIDOT.

Pavement Condition Targets

RIDOT's pavement-specific asset management objective is to maximize the usable life of pavement structures through innovative design, timely preservation, and regular maintenance.

The table below details the performance targets associated with each pavement type. Table 1-9 has been updated with 2020 condition/performance data according to the Mid Performance Period Progress Reporting.

Table 1-9: Pavement Condition Measures and Targets

	Pavement Condition	Baseline (2018)	2-Year Condition/ Performance (2020)	2-Year Target (2020)	4-Year Target (2022)
Interstate NHS	Good	55.05%	50.6%	-	55.00%
	Fair	44.95%	-	-	41.00%
	Poor	0.00%	0.4%	-	5.00%
Non-Interstate NHS	Good	21.80%	22.4%	10.00%	10.00%
	Fair	37.40%	-	70.00%	70.00%
	Poor	40.80%	40.70%	20.00%	20.00%

Bridge Condition Targets

According to the FHWA, Rhode Island's bridges rank among the worst in the nation. For this reason, the central focus of the RhodeWorks program is to use a data-driven, asset management-based protocol to update the State's entire bridge inventory to a state of good repair. Bridge conditions are determined by the lowest rating of the deck, superstructure, substructure, or culvert, rated on a 0 to 9 scale. If any component of a bridge is in "poor" condition-designated by a rating of 4 or lower-the entire bridge is assigned a rating of "Poor".

In October 2018, RIDOT established performance targets for bridges on the National Highway System (NHS) classified in Good and Poor condition, as required under MAP-21 and the FAST Act. Those targets are reported below.

Table 1-10 has been updated with 2020 condition/ performance data according to the Mid Performance Period Progress Reporting.

Performance Assessment: Bridge and Pavement Conditions

The FFY 2022-2031 STIP includes a number of projects that will help Rhode Island meet its Bridge & Pavement Targets, including the following notable line items:

- Providence Viaduct Northbound
  This project will replace the 1,295 foot long northbound section of the Providence Viaduct Bridge which carries I-95 over numerous local roads and highway ramps, Amtrak's Northeast Corridor and the Woonasquatucket River. Construction of a new collector-distributor (C-D) road along the east side of the Interstate will eliminate the weaving conflicts and congestion that plague the segment of I-95 Northbound from the 6/10 Connector and Downtown on-ramps to the Route 146/ State Offices interchange. Ramps will also be reconfigured to disentangle conflicting movements, improving motorist safety.
- Cranston Canyon
  This line item involves the rehabilitation of several bridges and construction of an auxiliary travel lane through the Cranston Canyon (I-295 North from RI-37 to US-6). Bridges #072801, 072821, 062101, and 062201, will undergo major rehabilitation work, superstructure, and/ or total bridge replacement. Bridge #083101 will undergo major rehabilitation, widening to support an additional lane, and installation of a high-friction surface treatment (HSFT), and Bridge #062001, will undergo preservation and realignment as a new fly-over bridge to allow a right-hand merge from RI-37 East to I-295. A new off-ramp to RI-37 West will also be installed.

Table 1-10: Bridge Condition Measures and Targets

	Bridge Condition Classification	Baseline (2018)	2-Year Condition/ Performance (2020)	2-Year Target (2020)	4-Year Target (2022)
National Bridge Inventory - NHS	Good	13.1%	14.8%	14.0%	16.0%
	Fair	63.0%	-	60.0%	63.0%
	Poor	24.0%	20.4%	26.0%	21.0%

- Washington Bridge North
  This project involves major rehabilitation work, superstructure, and/or total bridge replacement. Phase II work on I-195 Washington Bridge Westbound includes repairs to bridge #070001 as well as restriping the approach to the bridge along I-195 Westbound. A new ramp connecting I-195 to Waterfront Drive in East Providence will also be constructed, and I-195 West will be resurfaced from Broadway in East Providence to the Providence River Bridge in Providence.
- Pavement Projects
  Several major highways will be resurfaced including, I-295 (from RI-5 to RI-146), I-295 (from I-95 to RI-5), US-6, Danielson Pike (from Connecticut S/L to RI-102), and I-95 (from RI-10 to I-195).

System Performance Measures

The System Performance Final Rule, effective, May 20, 2017, establishes six measures in three performance areas to carry out the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP), and Congestion Mitigation and Air Quality Program (CMAQ). The overall goal of these performance areas is to promote effective use of Federal transportation funds in addressing congestion and highway capacity needs, as well as reducing emissions from the transportation system.

The CMAQ emissions reduction measure is applicable only to those areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter. The CMAQ traffic congestion measures are applicable only to those nonattainment areas that are also in urbanized areas of over 1 million people. Rhode Island does not need to comply with these requirements.

Performance Measures and Targets: System

On November 8, 2018, the Rhode Island State Planning Council approved and adopted the following System Performance targets set by RIDOT and presented to the MPO as shown in Table 1-11 below. The targets were developed using the Rhode Island Statewide Model (RISM). Reliability targets do decrease from the 2017 baseline in upcoming years. The influencing factors on that trend include socioeconomic changes, the number of incidents on highways, on-going highway construction projects which impact highway capacity, number of work zones involving lane closures, and precipitation levels in Rhode Island. The table has been updated

Table 1-11: System Performance and Freight Measures

System Performance Measures	Baseline (2017)	2-Year Condition/ Performance (2019)	2-Year Target (2019)	4-Year Target (2021)
Percent of Person-Miles Traveled on Interstate NHS that is Reliable	78.2%	80.6%	71.1%	71.2%
Percent of Person-Miles Traveled on Non-Interstate That is Reliable	86.5%	88.4%	77.6%	77.3%
Truck Travel Time Reliability	1.72	1.79	1.94	1.96

Performance Assessment: System

Several projects are scheduled for completion in the FFY 2022-2031 STIP that will contribute to RIDOT's continued pursuit of system performance improvements within the ten-year period covered by this STIP. Notable contributing projects include:

- Providence Viaduct Northbound: The Providence Viaduct I-95 Northbound Project will generate significant travel time savings for thousands of daily users. As a result of this project, all three performance measures above will likely improve.
- Route 6/10 Project: The reconstruction of this pivotal interchange will impact travelers throughout the Providence metropolitan region, improving traffic flows, reducing congestion, and improving travel time reliability.
- Washington Bridge North: The rehabilitation of the northern span of the Washington Bridge, which carries I-195 Westbound, this project will reduce congestion between Providence and the Massachusetts state line, improving access to I-95 North and South.
- Reconstructing the Pell Bridge Approaches: This two-phase project will reconfigure the ramps connecting Newport to the Pell Bridge, a critical East-West gateway for residents and visitors of Aquidneck Island and the surrounding area. This project will also reduce congestion and improve traffic flows.

Transit Asset Management Measures

MAP-21 and the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 CFR 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures, which include the following:

1. Rolling Stock: means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.
2. Equipment: means an article of non-expendable, tangible property has a useful life of at least one year.
3. Facilities: means a building or structure that is used in providing public transportation.
4. Infrastructure: means the underlying framework or structures that support a public transportation system.

The goal of the Transit Asset Management performance measures is to maintain and improve transit assets in Rhode Island.

Performance Measures and Targets: Transit Asset Management

For each asset category, the performance measure is a characterization of the percentage of the number of assets that are not in a state of good repair. For facilities, the performance measure is the percentage of facilities within an asset class, rated below condition 3 on the Transit Economic Requirements Model (TERM) scale. For equipment and rolling stock, the performance measure is the percentage of vehicles that have

met or exceeded their useful life benchmark (ULB).

The Rhode Island State Planning Council approved and adopted on June 10, 2021 the Transit Asset Management targets set by RIPTA and presented to the MPO as shown in Table 1-12. In 2021, a 2-year condition assessment was performed and targets were established for 2024. The results are included in Table 1-12.

Table 1-12: Transit Asset Management Performance Measures and Targets

Performance Measures	2018 Baseline Condition	2020 Target	2020 Baseline Condition	2022 Target	2022 Expected Condition	2024 Target	2024 Expected Condition
Facilities – Admin/Maintenance. The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	20%	0%	0% (0 of 5)	0%	0% (0 of 5)	0%	0% (0 of 5)
Facilities – Passenger and Parking. The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	100%	0%	0% (0 of 1)	0%	0% (0 of 1)	0%	0% (0 of 1)
Rolling Stock – Bus. The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	16%	16%	0% (0 of 250)	2%	1.5% (4 of 256)	20%	21.5% (62 of 289)
Rolling Stock – Cutaway Bus (Paratransit). The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	48%	48%	65% (47 of 72)	0%	48% (47 of 97)	25%	24% (25 of 105)
Rolling Stock – Cutaway Bus (Flex). The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	35%	35%	13% (3 of 24)	35%	0% (0 of 32)	0%	0% (0 of 32)
Equipment. The percentage of non-revenue service vehicles (by type) that exceed the UBL.	40%	51%	52% (14 of 27)	60%	52% (14 of 27)	60%	52% (14 of 27)

Performance Assessment: Transit Asset Management

RIPTA, as a Tier I provider, and as a recipient of federal financial assistance under 49 U.S.C. Chapter 53, adheres to their established Transit Asset Management (TAM) Plan to guide the agency in reaching a State of Good Repair. To meet this, the following goals and objectives have been adopted:

1. Ensure that RIPTA's services are provided and maintained in a sustainable manner.
   a. Consider the risks and consequences of action, and inaction, when prioritizing asset replacement or repair, and when identifying and allocating funding sources.
   b. Incorporate complete asset lifecycle costs into long-term financial planning to achieve cost-effective asset management planning.
   c. Inform decision-making by planning for, reporting, and considering future lifecycle costs of new services and assets including when considering upgrades and expansions to existing physical infrastructure.
2. Safeguard assets, including employees and physical assets, by implementing asset management strategies and directing appropriate resources to these strategies.
   a. Develop employee capacity and competency in asset management practices and promote agency-wide stewardship of asset management strategies and governance.
   b. Identify and apply consistent criteria in prioritizing funding of asset management projects throughout RIPTA.
   c. Annually allocate appropriate financial and operational resources to implement asset management strategies and devote resources to prioritized projects.
3. Demonstrate transparent and responsible asset management processes that align with best practices and federal standards.
   a. Annually review and update all asset management plans to ensure assets are managed, valued, and depreciated in accordance with Generally Accepted Accounting Principles (GAAP) and federal standards.
   b. Ensure alignment amongst RIPTA's annual operating and capital budgets, and Rhode Island's Transportation Improvement Program to inform decision makers.
4. Meet federal legislative requirements.
   a. Develop Asset Management Plans that include, at a minimum:
      - Capital asset inventories
      - Condition assessments
      - Risk-based decision-making, and
      - Investment prioritization.
   b. Establish performance targets in relation to State of Good Repair measures, as required by the FTA.

Performance Measures and Targets: Safety

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan(49 CFR§673.11(a)(3)).

On June 10, 2021 the Rhode Island State Planning Council approved the Safety Performance Measure targets set by the MPA.Transit Safety Targets are reevaluated on an annual basis in conjunction with RIPTA's PTASP.

Table 1-13: Safety Performance Measures and Targets

Safety Measures	CY 2019 Baseline	CY 2021 Target
Total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode	• 0 reported fatalities • 0 fatalities per VRM	• 0 fatalities • 0 fatalities per VRM
Total number of reportable injuries and rate per total vehicle revenue miles (VRM) by mode	• 4 reported injuries • 0.04 injuries per 100K VRM	• 4 reported injuries • 0.04 injuries per 100K VRM
Total number of reportable events and rate per total vehicle revenue miles (VRM) by mode	• 4 reported injuries • 0.04 injuries per 100K VRM	• 4 reported injuries • 0.04 injuries per 100K VRM

Performance Assessment: Transit Safety

RIPTA has established a Public Transit Authority Safety Plan (PTASP) which was adopted by the RIPTA Board on October 21, 2020. RIPTA's PTASP lays out the transit providers Safety Management Policy and includes detailed sections that address Accountability and Responsibilities for maintaining safe operational environment. Several policies and programs have been established to operate transit safely, including clear reporting responsibilities and the Employee Safety Reporting Program that encourages employees to identify safety concerns and report to management. RIPTA also uses the Safety Risk Management Process as a primary method to ensure the safety of operators passengers, employees, vehicles, and facilities. It is a process whereby hazards and their consequences are identified, assessed for potential safety risk, and resolved in a manner acceptable to RIPTA's leadership. RIPTA also maintains a Safety Assurance process that evaluates compliance with operations and maintenance procedures to determine whether existing rules and procedures are sufficient to control safety risk. RIPTA also assesses the effectiveness of safety risk mitigation, investigates safety events to identify cause, and analyzes information from safety reporting, including data about safety failures, defects or conditions.

Conclusion

In conclusion, the performance measures established by the MPO include Highway Safety, Highway (Pavement and Bridge) Asset Management, System Performance, and Transit Asset Management. The purpose of these measures is to comply with FHWA requirements that DOTs, Transit Providers, and MPOs adopt performance targets for defined measures under MAP-21 and the FAST Act.

This section demonstrates the FFY 2022 -2031 STIP makes progress towards achieving the performance targets and that the STIP includes, "to the maximum extent practicable, a description of the anticipated effect of the STIP towards achieving the performance targets" per 23 CFR§ 450.326.

RIDSP, RIDOT, and RIPTA have coordinated in analyzing the performance measures herein. These performance goals and assessments detailed above give the State of Rhode Island a performance-based approach to tracking progress toward better transit and transportation services.