

# Project Prioritization Cover Sheet

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>	
	Agency/Organization _____	
	Contact Person _____	Title _____
	Mailing Address _____	
	City _____	Zip Code _____
	Phone _____	Email _____

<b>PROJECT PRIORITIZATION</b>	<b>Project Prioritization</b> <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	

<b>CERTIFICATION</b>	<b>Applicant Certification</b>	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Applicant _____	Title _____
	Signature _____	Date _____

**Submittal Checklist**

- 3 collated copies of complete TIP submittal package
  - Project Prioritization Cover Sheet
  - New Project Application Form for each new project
  - 2-page narrative on evaluation criteria
  - 8.5" x 11" PDF map of project location

Email a copy of complete TIP submittal package to [Kimberly.Crabill@doa.ri.gov](mailto:Kimberly.Crabill@doa.ri.gov) or provide on a CD

Submit complete TIP submittal package to:

Rhode Island Statewide Planning Program  
ATTN: Kimberly Crabill  
One Capitol Hill  
Providence, RI 02908

Note: evaluation criteria narrative is incorporated into application form, page 2, Project Benefits Description.

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

## Transit Program – Bus

### Replacement of Fixed Route Vehicles

RIPTA's highest capital priority is regular replacement of revenue vehicles. RIPTA's current fleet includes 230 buses, trolleys, and vans used for fixed route and Flex zone service. Under the FAST act, RIPTA anticipates continuing to use Section 5307 and Section 5339 programs to fund 80% 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.

### Replacement of Paratransit Vehicles

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. This year, RIPTA introduced a program, Rural Ride, which 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 110 vehicles, with adjustments based on size and cost of available vehicles. RIPTA also provides a limited amount of Non Emergency Medical Transportation (NEMT) service, which may increase in coming years. The funds shown here do not include the cost of increasing the fleet for an expanded NEMT program.

### Preventive Maintenance

RIPTA uses federal funds to support ongoing maintenance of federal 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.

### Renovation of Maintenance and Administrative Facilities

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

### Replacement and Renovation of Passenger Facilities

This program funds improvements to passenger hubs, bus shelters, and transit corridors, as identified in RIPTA's strategic plan. CMAQ funds may be used for improvements to passenger facilities as prioritized in RIPTA's passenger facilities enhancement program and to accommodate new technologies.

### Intelligent Transportation System Equipment and Computers

This program funds the purchase of a variety of Intelligent Transportation System (ITS) equipment, including both regular replacement of standard information systems as well as upgrades associated with increasing operational efficiency and improved communications.

### Replacement Equipment and Supplies

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

### Service to Jobs and Training

RIPTA uses a portion of Section 5307 funds to support fixed route service associated with the Jobs Access Reverse

Commute program. These routes support urban residents commuting to jobs in lower density areas.

### **Transportation for Individuals with Disabilities**

This item funds a portion of the costs of service required under the Americans with Disabilities Act of 1990. RIPTA provides scheduled door to door paratransit service for qualified individuals on paratransit vans. In 2017, additional federal funds are available to offset program costs.

### **Rural Service / RTAP / Intercity Bus Connections**

These programs defray half the cost of rural service as well as training, technical assistance and support services that benefit the rural areas of the state.

### **Planning, Outreach, and Training**

This program supports RIPTA's long and short term transit planning efforts, including data collection and analysis, transit service evaluation, and execution of plans and studies programmed in the MPO's Unified Planning Work Program. Within certain limitations, federal funds can also be used for direct training expenses, such as safe driving, maintenance skills, and environmental compliance.

### **Mobility Management**

This program funds activities which support Ride coordination and brokerage activities.

### **Transit Service Initiatives – Rapid Bus**

CMAQ transit service initiative 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. Through a combination of elements to improve service, passenger travel time and air quality benefits are realized. Elements include signal priority, artist-designed station improvements, improved stop spacing, and branded vehicles. New services will be developed as needed, bringing service to key areas of need such as Quonset Point.

### **Commuter Resource / Passenger Initiatives**

This category funds programs to improve air quality by reducing vehicle emissions and increasing transit mode split through a variety of means including commuter outreach and education, promotion of EcoPass and other transit incentive programs, publication and distribution of timetables and transit marketing materials at intermodal facilities, on the web, and other key points within the state's transportation network. Funds may also support transit fare subsidies through targeted "Try Transit" or similar efforts during seasons of elevated ozone levels.

### 10-Year TIP Municipal Projects - RIPTA Review

Town	RIDOT Project #	Project Location	RIPTA Rating: 1-high prorpity 3-priority	RIPTA Planning Comments
Barrington	1290	Rt 114, Wampanoag Trail (East Shore Expressway to Federal Rd)	1	Passenger facilities needed, accessibility and safety concerns
	1298	Rt 103, Willet Ave (Bullocks Point Ave to Wamponoag Ave)	1	Passenger facilities needed, accessibility and safety concerns
	1297	Rt 103/114, County Rd (Federal Rd to Barrington Bridge)	1	Passenger facilities needed, accessibility and safety concerns
Central Falls	1374	Dexter St (School St to Goff Ave)	1	Passenger facilities needed
Charlestown	1469	Guardrail and Median Improvements to Rte 1	3	Pedestrian improvements
	1308	Rt 1A, Old Post Rd (US-1 to US-1)	3	Pedestrian improvements
	1423	US-1, Post Rd (Robin Hollow Rd to Prosser Tr)	3	Pedestrian improvements
Cranston	1537	Arterial Traffic Signal Improvements - Warwick Ave	2	Potential TSP inclusion
	1506	Park Ave Intersections - Ped Improvements and Left Turn Lanes	2	Pedestrian improvements
	1314	Rt 2, Reservoir Ave (Sockanosset Cross Rd to Rt 12)	1	Pedestrian improvements, passenger facilities needed
	1415	Rt 5, Lambert Lind Hwy (Mayfield Ave to I-95)	1	Pedestrian improvements
Cumberland	1317	Rt 114, Broad St (Mendon Rd to Central Falls C/L)	3	Pedestrian improvements
	1321	Rt 114, Diamond Hill Rd (I-295 to Rt 120)	3	Pedestrian improvements
	1322	Rt 116, Angell Rd (Rt 122 to Rt 114)	3	Pedestrian improvements
	1318	Rt 122, Mendon Rd (I-295 to Ann & Hope Way)	3	Pedestrian improvements
East Providence	1295	East Shore Exp (Rt 114 to US-6)	1	Passenger facilities needed, accessibility and safety concerns
	1522	Waterman and Pawtucket Avenue - Left Turn Lanes	2	Pedestrian improvements
Johnston	1339	Rt 6A, Hartford Ave (Rt 5 to Killingly St)	1	Pedestrian improvements, passenger facilities needed
Lincoln	1528	Route 146/Route 116 Lincoln - Acceleration/Deceleration Lanes	1	
	1291	Rt 146 (I-95 to 0.6 miles south of Sherman Ave)	1	Bus-on-shoulder development
	1292	Rt 146, Eddie Dowling Hwy (I-295 to Rt 146A)	1	Bus-on-shoulder development
Middletown	1356	Two Mile Corner (Coddington Hwy to Bailey Brook)	1	Pedestrian improvements, passenger facilities needed
Narragansett	1401	Bridgetown Rd (US-1 to Rt 1A)	2	
	1435	State Traffic Commission - Ped and Intersection Safety Improvements	1	Transit should be included in this scope of work
	1361	South Pier Rd (Rt 108 to Boone St)	3	
Newport	1364	JT Connell Hwy (Admiral Kalbfus to Rt 114)	2	Pedestrian improvements
North Kingstown	1439	Route 2 at Route 102 - Roundabout	2	Pedestrian improvements
North Providence	1454	Mineral Spring Avenue - Signal and Pedestrian Upgrades	1	Passenger facilities needed
	1385	Woonasquatucket Ave (Fruit Hill Rd to US Rt 44)	1	Pedestrian improvements, passenger facilities needed
Pawtucket	1374	Dexter St (School St to Goff Ave)	1	Passenger facilities needed
	1373	Rt 1A, Newport Ave (Federal St to Massachusetts S/L)	1	Pedestrian improvements, passenger facilities needed
	1375	Rt 1A, Newport Ave (Federal St to Pawucket Ave)	1	Pedestrian improvements, passenger facilities needed
Providence	1386	US-1, Pawtucket Ave and North Main St (Garden St to Rochambeau Ave)	2	Bus-only lane
	1510	Arterial Traffic Signal Improvements - Allens Avenue	1	Potential TSP inclusion
	1442	Memorial Blvd at Francis Street - Signal Replacement & Ped Improvements	1	
	1460	Pedestrian and Bicycle Safety Improvements - Exchange Street	1	
Warwick	480	Bald Hill Rd (West Natick Ave to U-turn at WB Mason)	1	Pedestrian improvements
	1436	Route 37 Ramp to Route 1 Northbound Warwick - Acceleration lane	1	Pedestrian improvements
Woonsocket	1453	Diamond Hill Road at Mendon Road - Additional Turning Lanes	2	Pedestrian improvements

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# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization \_\_\_\_\_

Contact Person \_\_\_\_\_ Title \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

PROJECT INFORMATION

### Type of Project *select all that apply*

Bridge

Pavement

Drainage

Planning

Traffic

Transit

Bicycle

Pedestrian

Transportation Enhancement

Other \_\_\_\_\_

### Project Description

Project Title \_\_\_\_\_

Location by Street Name \_\_\_\_\_

Project Limits - From \_\_\_\_\_ To \_\_\_\_\_

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

Provide a brief description of the proposed project:

Describe need for proposed project:

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

- Is the project consistent with the local Comprehensive Plan?      Yes      No
- Is the project on the Federal Aid System?      Yes      No
- Is the project on the National Highway System?      Yes      No



**CRITERIA**

**Evaluation Criteria**

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

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

**PROJECT ESTIMATES**

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs					
				Total Cost	
				Amount Requested through TIP Process	

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

Source	Amount
	Total

Estimated date of construction \_\_\_\_\_

**CERTIFICATION**

**Applicant Certification**

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

\_\_\_\_\_  
Applicant’s Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief Executive Officer’s Signature

\_\_\_\_\_  
Date

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

# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization RIPTA  
Contact Person Amy Pettine Title \_\_\_\_\_  
Mailing Address 705 Elmwood Avenue  
City Providence Zip Code 02907  
Phone 401-784-9500 x216 Email \_\_\_\_\_

PROJECT INFORMATION

### Type of Project *select all that apply*

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

### Project Description

Project Title Passenger Infrastructure Enhancement  
Location by Street Name Statewide  
Project Limits - From \_\_\_\_\_ To \_\_\_\_\_

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

Provide a brief description of the proposed project:

RIPTA is requesting funds for major investments in Rhode Island's passenger infrastructure for transit riders. While RIPTA budgets federal funds for repair and for targeted improvements, we are looking to accelerate these investments to maximize economic and transportation benefits. We are requesting funds for project development and construction in the fiscally unconstrained years of the TIP, years 2021-2026.

Working with partners, our Hub Development Project will establish new hubs at key destinations, including two new hubs in Downtown Providence and at half a dozen locations throughout the state. RIPTA will also implement a "Passenger Experience Enhancement Plan" (PEEP), bringing bus stop amenities up to the levels established in RIPTA's board-adopted Service Standards. Bus shelters, seating, signage, and other amenities will be addressed through a coordinated statewide campaign on an accelerated timeframe.

Describe need for proposed project:

While RIPTA budgets federal funds to enable minor investments in facilities, additional funds are needed to accelerate the strategy outlined in the Comprehensive Operational Analysis: improvements to bus stops statewide and investments in major new passenger hubs to enable improvements related to convenience and comfort.

Currently RIPTA's 4,000 stops range in quality from simple signs tacked to utility poles alongside the shoulder of the road to stops with indoor waiting areas and rest room facilities. RIPTA is engaged in an effort to create clear standards for bus stops commensurate with their level of use. This project will allow RIPTA, working with municipalities and the State, to make the planned passenger investments. These enhancements include ADA accessibility, security, and full integration with the urban environment, improving safety and comfort for all users.

Funds will also allow RIPTA to move forward with partner-supported investments in a half dozen transit hub facilities around the state. New hubs allow RIPTA to improve connections among routes, adding convenience, comfort and visibility to transit. Investments will also support local and state infrastructure improvement goals by coordinating investments in the streetscape, including ADA, bicycle, and pedestrian access.

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

Creating Passenger Infrastructure has been demonstrated to increase ridership throughout the country. When thoughtfully planned, these investments will increase ridership and transit mode share across the state. By advancing investment in bus stop amenities hub infrastructure at key transfer points, the following benefits will ensue:

- 1) Mobility: Passenger hubs increase mobility options; investments will be designed to improve ADA accessibility and stop integration with the urban environment, including bike/ped infrastructure.
- 2) Cost Effectiveness: With its limited operating budget, RIPTA carefully considers cost-effective investments, including long-term maintenance costs.
- 3) Economic Development: Working with municipalities, the project will provide improved streetscape and integration with the urban environment.
- 4) Environment: By making transit more attractive, these investments reduce vehicle use and emissions.
- 5) Local and State Goals: Transit investment is a key goal for the state. On a local level, projects can be aligned with local economic development efforts when plans are developed with the community and developed in a transparent process. RIPTA kicked off its long term planning process with an initial listening session with municipalities and commits to an ongoing relationship with localities.
- 6) Safety and Security: By improving ADA accessibility and stop integration with the urban environment, stops can be made safer for pedestrians.

Please note: Project estimate includes an estimated percent of bus stops slated for improvements combined with hub development estimate.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

**CRITERIA**

**Evaluation Criteria**

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

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

**PROJECT ESTIMATES**

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs	0	TBD	TBD	TBD	TBD
				Total Cost	TBD
				Amount Requested through TIP Process	TBD

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

Source	Amount
Project Development & Construction: Combination of City, State and Federal Sources	TBD
	TBD
	Total
	TBD

Estimated date of construction 2021-2026

**CERTIFICATION**

**Applicant Certification**

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

\_\_\_\_\_  
Applicant’s Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief Executive Officer’s Signature

\_\_\_\_\_  
Date

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# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization RIPTA  
Contact Person Amy Pettine Title Ex Dir, Planning  
Mailing Address 705 Elmwood Avenue  
City Providence Zip Code 02907  
Phone 784-9500 x216 Email apettine@ripta.com

PROJECT INFORMATION

### Type of Project *select all that apply*

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

### Project Description

Project Title Transit Corridor Capacity Expansion  
Location by Street Name Statewide  
Project Limits - From \_\_\_\_\_ To \_\_\_\_\_

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

Provide a brief description of the proposed project:

To grow Rhode Island's transit mode share, RIPTA is currently engaged in planning discussions about how to expand the capacity of the transit network. Thoughtful investments in transit infrastructure can turn us into a leader among metropolitan areas of our size and density.

RIPTA proposes to expand the capacity of Rhode island's transit infrastructure by investing in a combination of projects, guided by a long-term Regional Transit Master Plan:

- Fixed guideway corridors such as bus rapid transit, rail, light rail, ferry and enhanced bus
- Improving throughput by adding Bus On Shoulder capability for key choke points in the system, such as Route 146 and Route 195
- Partnering with municipalities and RIDOT to upgrade traffic signals. This technology has improved travel time on our pilot project, the R-Line corridor, by an average of 15%

Effective projects leverage local and state to make the most of projects. This is especially true for transit, where key factors influencing the choice to use transit are outside a transit agency's control (the the cost of gasoline, the availability and cost of parking, and the level of congestion). RIPTA will ensure transparent and effective communication with municipalities and stakeholders at every level of project planning.

Describe need for proposed project:

To grow Rhode Island's transit mode share, the state must determine the most compelling investments in increased capacity and mobility while ensuring they are sustainable over the long term. Increasing mode share supports economic development and aligns with many goals, including helping meet RI's Greenhouse Gas reduction requirements.

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

Transit infrastructure will improve the state transportation network (assuming it does not come at the cost of other investments).

- 1) Mobility: Transportation is a key household cost. Having the option to use transit decreases average household expenses, freeing funds for other uses.
- 2) Cost Effectiveness: RIPTA will work with municipalities and RIDOT to coordinate with local priority projects, leveraging resources.
- 3) Economic Development/Jobs: Transit infrastructure construction creates design and construction jobs
- 4) Environment and Climate Change: By shifting to transit, individuals reduce their carbon footprint, reducing greenhouse gas emissions. Increasing transit use will play a key role in meeting Rhode Island's adopted green house gas emissions reduction targets.
- 5) Local and State goals: Coordination with local goals for mobility are key to making an effective transit investment – zoning, parking, and neighborhood interest are some of the important factors for success. These projects must align with municipal and state goals in order to work.
- 6) Safety and Security: Riding transit is safer than other modes of travel; shifting people to transit will help with long-term safety goals.
- 7) Equity and Health: By shifting to transit, individuals reduce their vehicle miles travel and improve air quality, improving health.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

**CRITERIA**

**Evaluation Criteria**

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

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

**PROJECT ESTIMATES**

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs	TBD	TBD	TBD	TBD	TBD
				Total Cost	TBD
				Amount Requested through TIP Process	TBD

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

Source	Amount
Project Development & Construction: combination of City, State, and Federal Sources	
	Total
	TBD

Estimated date of construction \_\_\_\_\_

**CERTIFICATION**

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