

# TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS  
2009 - 2012

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- *Amendment 2, approved April 16, 2009*
- *Amendment 3, approved June 23, 2009*
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State of Rhode Island  
and Providence Plantations

State Transportation  
Improvement Program (STIP)

Approved August 14, 2008

RI STATEWIDE PLANNING PROGRAM  
DEPARTMENT OF ADMINISTRATION  
ONE CAPITOL HILL, PROVIDENCE, RI 02908  
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## **ABOUT THE RHODE ISLAND STATEWIDE PLANNING PROGRAM....**

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

The objectives of the Program are to plan for the physical, economic, and social development of the state; to coordinate the activities of government agencies and private individuals and groups within this framework of plans and programs; and to provide planning assistance to the Governor, the General Assembly, and the agencies of state government. The Program prepares and maintains the State Guide Plan as the principal means of accomplishing these objectives. The State Guide Plan is comprised of a series of functional elements that deal with physical development and environmental concerns, the economy, and human services.

Program activities are supported by state appropriations and federal grants. Funding for production of this transportation improvement program was provided principally by grants from the Federal Highway Administration and Federal Transit Administration. State of Rhode Island general appropriations to the Statewide Planning Program provided additional support. The contents of the document reflect the views of the Statewide Planning Program, which is responsible for the accuracy of the facts and data presented herein. The contents do not necessarily reflect the views and policies of the U.S. Department of Transportation. This publication is based upon publicly supported research and may not be copyrighted. It may be reprinted, in part or in full, with proper attribution of the source.

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|

## PREFACE

This document is the twentieth in a series of Transportation Improvement Programs (TIPs) for the State of Rhode Island, prepared by Statewide Planning for adoption by the State Planning Council. It covers the period October 1, 2008, to September 30, 2012, coinciding with federal fiscal years 2009 through 2012. This TIP was prepared through the efforts of the Council's Transportation Advisory Committee, whose members are listed on page ii, and staff from the Statewide Planning Program and its transportation partner agencies.

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## PART ONE: INTRODUCTION AND BACKGROUND

### A. WHAT IS THE TIP?

At the most basic level, the Transportation Improvement Program (TIP) is simply a list of transportation projects that the State of Rhode Island intends to implement using federal highway and transit funds. Federal regulations require that states and metropolitan areas undertake an extensive public planning process resulting in an eligible project list, the TIP, as a prerequisite for receipt of federal highway and transit funds. No highway or transit project can utilize federal funds unless it appears in an approved TIP. The Rhode Island TIP serves as the Rhode Island and the Providence-Pawtucket Metropolitan Area eligible project list for receipt of federal highway and transit funds. As this TIP covers the entire state, it is also referred to by federal agencies as a Statewide Transportation Improvement Program, or STIP. The terms TIP and STIP are both used in this document, but they are one and the same. This is Rhode Island's first TIP adopted under regulations of the Safe Accountable Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The TIP is consistent with Transportation 2030, Rhode Island's long range transportation planning document.

Since Rhode Island is heavily dependent on federal transportation funding for improving and maintaining its transportation infrastructure, the TIP is vitally important to every citizen of the state. For state agencies charged with maintaining and operating the state's transportation facilities and equipment, RIDOT and RIPTA, the TIP is of utmost importance and serves as a work program for those agencies in many respects establishing priorities for planning, design and project implementation. Federal highway funds comprise the largest source of funding in the TIP, but Rhode Island has chosen to use the flexibility provided by federal laws to promote other transportation modes and enhance the environment.

While the TIP is financial in nature (e.g., it establishes program and project cost estimates) it does not, in itself, provide any funding for project implementation, and is not a *budget* document. The annual State Capital Budget allocates funds and establishes expenditure authority that state agencies need to implement the TIP's projects. Another distinction between the State Capital Budget and the TIP is the way funding is shown in each document. The TIP lists funding required at the time of project *authorization* by federal fiscal year (October 1- September 30). The full cost for a project or phase is shown in the year the project phase is programmed to start. The State Capital Budget shows the funding needed to *pay expenditures* for the projects on a state fiscal year basis (July 1 - June 30). This can vary significantly from the funding shown in the TIP, since most TIP projects are multi-year in nature.

RIDOT and RIPTA report periodically to the TAC on the status of projects in the STIP, including phase of design or construction, and funds authorized for each project or program. Per SAFETEA-LU regulations, the most recent status report for the FY 2007 STIP is posted at <http://www.planning.ri.gov/transportation/default.htm>.

## B. NATIONAL TRANSPORTATION POLICY

National transportation policy has particular importance to the State of Rhode Island since federal funding amounts to about 80% of the funding available to implement TIP projects. SAFETEA-LU, the federal legislation under which the state receives funding for its highway and transit programs, envisions a transportation system that has broad purposes. National policy focuses on making strategic transportation investments to improve the efficiency of the transportation system, to foster a robust economy, to enhance the environment, and to provide equity. Another important national policy is to develop a transportation system that is environmentally sound and "will move people and goods in an energy efficient manner," reducing energy consumption and air pollution.

SAFETEA-LU expires at the end of fiscal year 2009, the first year of this TIP. Due to the uncertainty of funding available to Rhode Island in coming years, a conservative assumption of incrementally increasing funding has been made for the purpose of producing a four-year fiscally constrained TIP.

Policies emphasized in federal legislation and regulations are to:

- create an interconnected transportation system, which includes all forms of transportation and provides for intermodal transfer;
- seek innovation and new technology;
- consider social benefits and "quality of life";
- involve the public in decision making; and
- develop a program that is realistic given the amount of funding expected to be available.

## C. PRIORITIES AND THEMES OF RHODE ISLAND'S TIP

The priorities emphasized in this TIP are:

- **Completion of Major Projects:** There are five large projects now under construction and funded mostly through GARVEE bonds (Grant Anticipation Revenue Vehicle). These include the Freight Rail Improvement Program (FRIP), Route 403, Interstate 195 Relocation, Washington Bridge, and Sakonnet Bridge. The FRIP and Route 403 are directly related to the redevelopment of former Navy lands at Quonset and Davisville. The other projects rebuild existing infrastructure, but the failure of any one of these facilities would have severe economic consequences.

- **Bridge Rehabilitation:** In addition to the above bridges, this TIP provides funding for an Interstate 95 Bridge in Pawtucket that is now weight posted and due for reconstruction. The Providence Viaduct, also on Interstate 95 is partially funded. This TIP provides more funding for bridges than previous years, as our decades-old infrastructure has reached a point where rehabilitation can no longer be postponed.
- **Preventive Maintenance:** The Bridge and Pavement Management Programs provide for renewed efforts in scheduled maintenance of roadway surfaces and bridge structures that will extend the life of the infrastructure and reduce future needs for costly reconstructions.
- **Safety:** The Traffic Safety Program continues to fund projects in hazard elimination, lighting, signage, and striping.
- **Congestion Relief and Environmental Quality:** The Congestion Mitigation Air Quality Program (CMAQ) funds the activities of RIDOT's Transportation Management Center, to better manage the flow of traffic on the freeway facilities and reduce vehicle emissions. Many other investments are intended to reduce roadway traffic by encouraging the use of other modes (bus and rail transit projects, and bicycle and pedestrian facilities). This in turn has positive benefits on public health and air quality.

In the past several years, construction costs have increased dramatically with no corresponding increase in revenue sources. As such, many projects have been deferred to future years, and the "project pipeline" remains full. Additionally, many projects were singled out for earmark funding as part of the SAFETEA-LU Authorization, resulting in less flexibility in the use of formula funds. In order to address the dire funding shortfall faced by the State, Governor Carcieri has convened a Blue Ribbon Task Force to investigate potential new revenue sources.

Given that there was no available funding in the TIP to accommodate new projects, a general project solicitation was not undertaken. The only exception was in the CMAQ Program for which a call for projects was issued. More information on the CMAQ project selection process can be found in the appendix. Should a general project solicitation be undertaken in the next several years, the State Planning Council has adopted the following criteria to be used in the scoring and selection and projects:

- mobility benefits,
- cost-effectiveness,
- economic development impact,
- environmental impact,
- support of local and state goals and plans, and
- safety, security, and technology.

Each of the above items is worth 20 points on a 120-point scale. The criteria reflect the goals established in the long range plan.

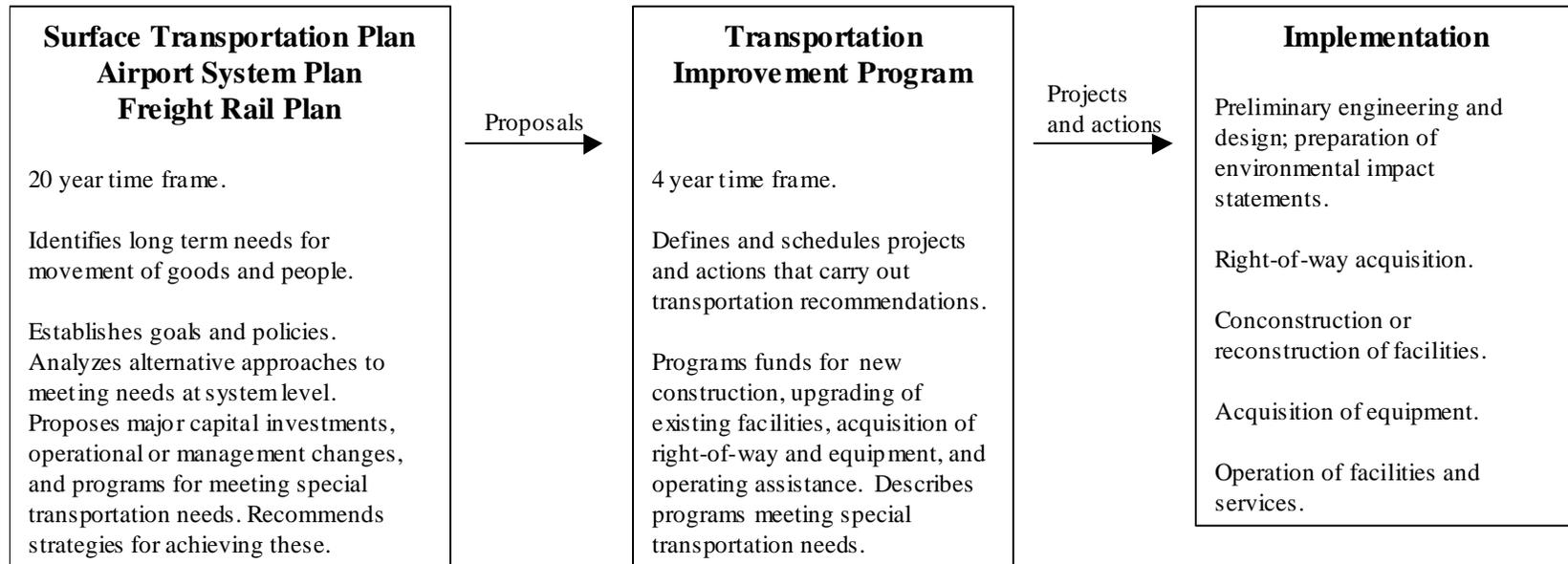
**D. THE TRANSPORTATION PLANNING PROCESS**

The Transportation Improvement Program (TIP) is one part of the state's transportation planning process, as illustrated in Figure 1. The planning process begins with development of long-range plans. The State Planning Council adopts a long range surface transportation plan, a state airport system plan, and a freight rail plan as elements of the State Guide Plan.

The next level of planning selects the projects and actions for inclusion in an implementation program, called the TIP. These projects, shown in phases, are those on which the state intends to work during the short term to implement long-term goals and objectives. RIDOT and RIPTA are the primary implementing agencies, although the cities and towns, and other transportation providers are also partners in delivering transportation projects and services.

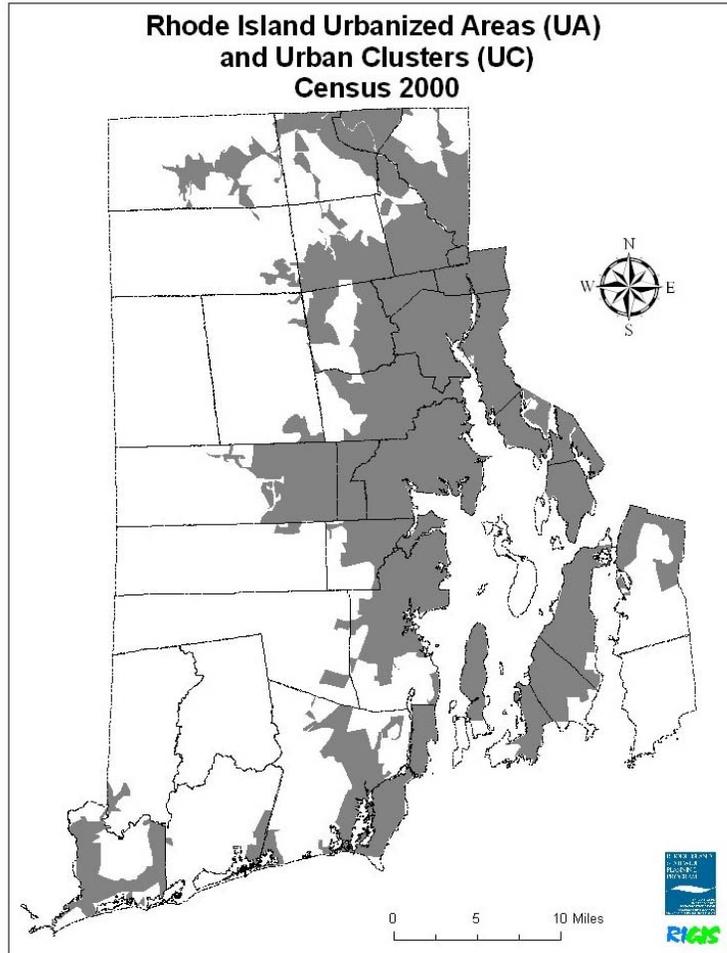
A continuous planning process that provides a current transportation plan and TIP makes the state eligible for funding from the federal highway and transit programs.

**Figure 1.**



## E. ORGANIZATION FOR TRANSPORTATION PLANNING

Figure 2.



Rhode Island, because of its size, is unique and efficient in its organizational structure for transportation planning. Planning activities are carried out on a consolidated statewide basis rather than at both state and regional / metropolitan levels, as is the case in most other states.

Federal regulations call for the Governor to designate a Metropolitan Planning Organization (MPO) as being responsible, along with the state transportation agency, for meeting requirements for highway and transit projects funded by the U.S. Department of Transportation. In Rhode Island, the MPO is the State Planning Council, whose staff is the Statewide Planning Program within the Department of Administration. The Council is established by state law and has seventeen members, from state executive agencies, local government, and the public.

Federal regulations state that a TIP must be prepared for the urbanized areas within a state. Rhode Island is covered by a main urbanized area that includes greater Providence, extending as far north as Woonsocket and Burrillville, as far south as North Kingstown, as far west as Coventry, and including nearly all of the East Bay down to Newport. Additionally, there are non-contiguous urban clusters in Narragansett/Wakefield, Charlestown, and Westerly (see Figure 2). The MPO, however, covers the entire state, not just the urbanized areas. The Rhode Island Department of Transportation (RIDOT) carries out most highway projects in the state, and the Rhode Island Public Transit Authority (RIPTA) operates a statewide public transit system. Therefore, a single Statewide TIP (also called a STIP), which satisfies all requirements for metropolitan and statewide planning under federal law, is adopted.

Further information and procedural guidelines are contained in State Planning Council Rule IX, "Transportation Planning and Public Involvement Procedures" (October 1994), Public Participation Guide (2007), and the Memorandum of Understanding on Procedures to Amend the TIP (2003), and in fulfillment of requirements defined by SAFETEA-LU planning regulations for FHWA and FTA.

## **PART TWO: DESCRIPTION OF THE TIP**

### **A. PROCEDURE FOR PREPARING THE TIP**

The TIP is prepared according to State Planning Council Rule IX, "Transportation Planning and Public Involvement Procedures." A Transportation Advisory Committee (TAC), appointed by the Council, works with staff in developing a draft TIP. Membership of the TAC reflects a diversity of geographic areas of the state and of transportation interests, including users, operators, environmental groups, economic development organizations, state and local officials, and interested citizens.

Typically, local officials play an important role in developing the TIP; however due to the backlog of projects and the need to devote additional resources to bridges, a full project solicitation was not undertaken for this TIP. Additionally, the Congressionally earmarked projects (some of which were already included in the TIP) limited the program flexibility and had the effect of further constraining available funding. In August of 2007, letters were sent to cities, towns, and the Narragansett Indian Tribe explaining this. The Enhancement Program, similarly, has more projects than can be completed with the available funding, and the Transportation Enhancements Advisory Committee (TEAC) did not issue a call for projects.

One of three TIP funding programs not already allocated to specific projects was the Congestion Mitigation Air Quality (CMAQ) Program. The Air Quality / Transportation Subcommittee (AQT), a separate subcommittee established by Rule IX, did undertake a project solicitation process. The CMAQ program has specific objectives and its own evaluation criteria. Following technical analysis of emissions benefits and the scoring and ranking process, the AQT made its recommendation to the Technical Committee of the State Planning Council. Upon the Technical Committee's acceptance of the projects, the CMAQ program was then included with the draft TIP for the public review process. Documentation of the project solicitation is included in the appendix, and proposals are on file at the Statewide Planning Program office.

The other two TIP programs for which a competitive selection process was undertaken are Federal Transit Administration programs 5316 Job Access Reverse Commute (JARC) and 5317 New Freedoms Initiative. This process was undertaken outside of the TIP process. Following state purchasing regulations, a Request For Proposals was administered by RIDOT through the State Purchasing Office. Proposals were evaluated and scored by a committee consisting of staff from RIDOT, Statewide Planning, and RI Department of Labor and Training. Although RIPTA is the designated recipient of 5316 and 5317 funds, this procurement process was undertaken to ensure fairness. The evaluation committee recommended awarding only those funds that would otherwise lapse

(prior year funding). RIPTA is a recipient of this funding and will also serve as the administrator of funds for other entities who were awarded. A new solicitation will be undertaken to award additional funding.

The TAC, using information provided by RIDOT and RIPTA on anticipated funding, project status, scheduling, safety considerations, and infrastructure condition recommended a financially constrained TIP list. At its April 24, 2008 meeting, the TAC voted to approve the Draft TIP for FY 2009-2012 for submission to the State Planning Council and for public review. The draft TIP was reviewed by the Technical Committee and the State Planning Council and approved for the purpose of a public hearing at their respective May 2008 meetings. The draft was then made available for review by the cities and towns (see transmittal letter, Appendix D) as well as the general public for a comment period beginning May 27 and closing on June 26.

The State Planning Council held two public hearings (daytime and evening) on the draft TIP on June 26, 2008 (advertised in the Providence Journal on May 27, 2008). A 20-day supplementary comment period (advertised in the Providence Journal on July 27, 2008) was held for the purpose of reviewing the TIP narrative and analytical sections. A summary of all comments received during the comment period, along with Statewide Planning responses, also appears in the appendix.

## **B. FORMAT OF THE TIP**

The TIP presents a four-year program of funding for transportation projects from federal fiscal year 2009 to 2012. Unlike the prior TIP, there is no “Biennial Element”, i.e., all projects in this four-year TIP are eligible for funding authorization. The funding allocation programs in the current TIP include the following categories:

- Administrative Program*
- Bicycle/Pedestrian Program*
- Bridge Improvement Program*
- Congestion Mitigation/Air Quality (CMAQ) Program*
- Enhancement Program (see Attachment A listing projects and costs)*
- Highway Program*
- Interstate Program*
- Major Projects with Multi Year Funding*
- Planning Program*
- Pavement Management Program*
- Study and Development Program*
- Traffic/Safety Program (see Attachment B listing projects and costs)*
- Transit Program*
- SAFETEA-LU Earmarks*

Indian Reservation Road (IRR) projects are governed by separate federal requirements. They are not required to be in the TIP but are typically included for planning and informational purposes. The IRR Program for the Narragansett Indian Tribe was requested from the Bureau of Indian Affairs on April 22, 2008 but has not yet been received.

For most projects, a description, location, and estimated cost are given. Also shown, for most projects, are the phases for which federal funding authorization is anticipated. The phases are as follows:

- A = administration
- C = construction
- D = design and engineering
- O = operation
- P = planning
- R = right-of-way and property acquisition
- S = study and development

### **C. PROJECT IMPLEMENTATION AND FUNDING**

Projects and Programs included in the TIP are implemented by the responsible state agencies, primarily RIDOT and RIPTA, based on project mode. In general, bus and ferry projects are implemented by RIPTA while highway, bicycle/pedestrian and rail projects are implemented by RIDOT. These agencies must include the funding for the TIP projects within their annual budgets. Generally, federal funds for both Transit (fixed guideway) and Highway projects flow through RIDOT which acts as the recipient for these federal funds. RIPTA is the designated recipient for the remaining bus transit funds.

The federal funding available to Rhode Island for transit and highway projects is established by the United States Congress in SAFETEA-LU, subject to the annual appropriations process. This program is in effect through fiscal year 2009. The TIP anticipates that fiscal year 2010 and beyond will be covered under an extended or newly reauthorized bill, but funds that may be available to Rhode Island are unknown at this time. Generally, incremental funding increases for FY 2010-2012 have been assumed based on historical allocations.

These federal funds must be matched in varying amounts with state funds, generally in a ratio of 80% federal and 20% state. For the highway program, Rhode Island has traditionally used General Obligation bonds for the State project contribution. Bond revenues are placed in a special fund called the Highway Fund from which project payments are made and which is replenished with reimbursements from the federal government for a percentage of eligible expenditures.

Unfortunately, the “build now – pay later” approach of reliance on bonds to provide the state highway program match has resulted in a heavy burden for the state: debt service payments of over \$40 million per year. The Capital Budget limits highway bond issuance to \$40 million per year. Additional funds are needed to provide the state match to federal highway projects. A portion of the state gasoline excise “gas” tax funding and other funds will be utilized to provide the needed state match.

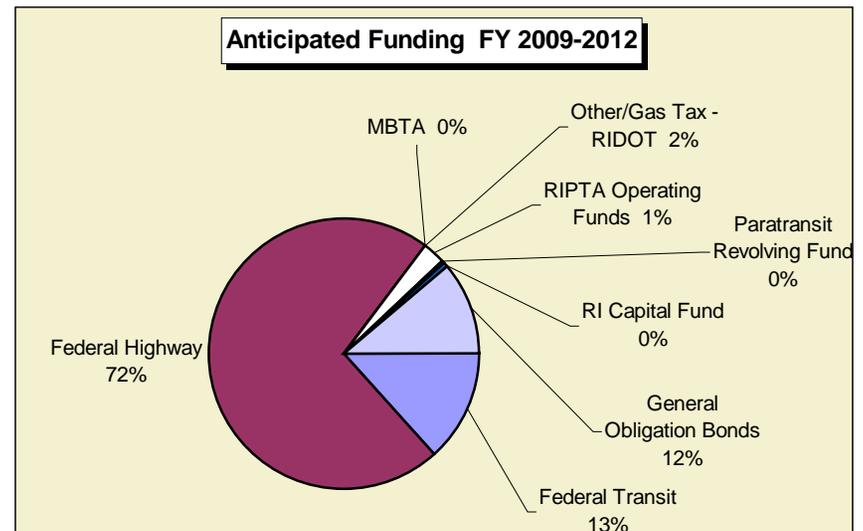
Transit funds utilize a variety of funds for match. Table 1 and Figure 3 show the funding that is expected to be available for implementation of TIP projects.

Table 1.

<b>TIP Funding Resources 2009-2012</b>			
<i>(millions of dollars)</i>			
Source	Highway	Transit	Total
Federal Transit		\$186.40	\$186.40
Federal Highway (incl. Earmarks)	\$996.00		\$996.00
MBTA		\$1.08	\$1.08
Other/Gas Tax - RIDOT			\$0.00
RIPTA Operating Funds*		\$37.20	\$37.20
Paratransit Revolving Fund		\$2.00	\$2.00
RI Capital Fund		\$7.40	\$7.40
General Obligation Bonds	\$160.00	\$14.50	\$155.60
Other			\$0.00
<b>Total</b>	<b>\$1,156.00</b>	<b>\$248.58</b>	<b>\$1,404.58</b>

\*passenger and other revenue

Figure 3.



RIDOT and RIPTA report periodically to the TAC on the status of projects in the STIP, including phase of design or construction, and funds authorized for each project or program. The Authorization Report for the most recently completed federal fiscal year (FY 2007) is available at <http://www.planning.ri.gov/transportation/default.htm>. FY 2008 will also be posted when available.

**D. STATUS OF THE TIP**

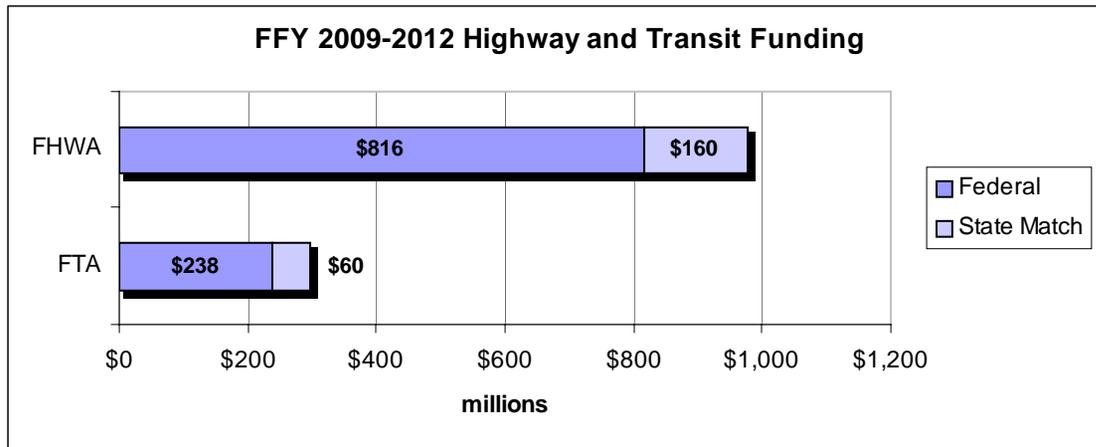
The State Planning Council approved this STIP on August 14, 2008. Amendments to the TIP follow a process specified in a Memorandum of Understanding between the Statewide Planning Program, RIDOT and RIPTA. This MOU defines major amendments, minor amendments, and administrative adjustments and is included under Tab 2.

## PART THREE: ANALYSIS OF THE TIP

### A. SUMMARY BY TRANSPORTATION MODE AND PROJECT PURPOSE

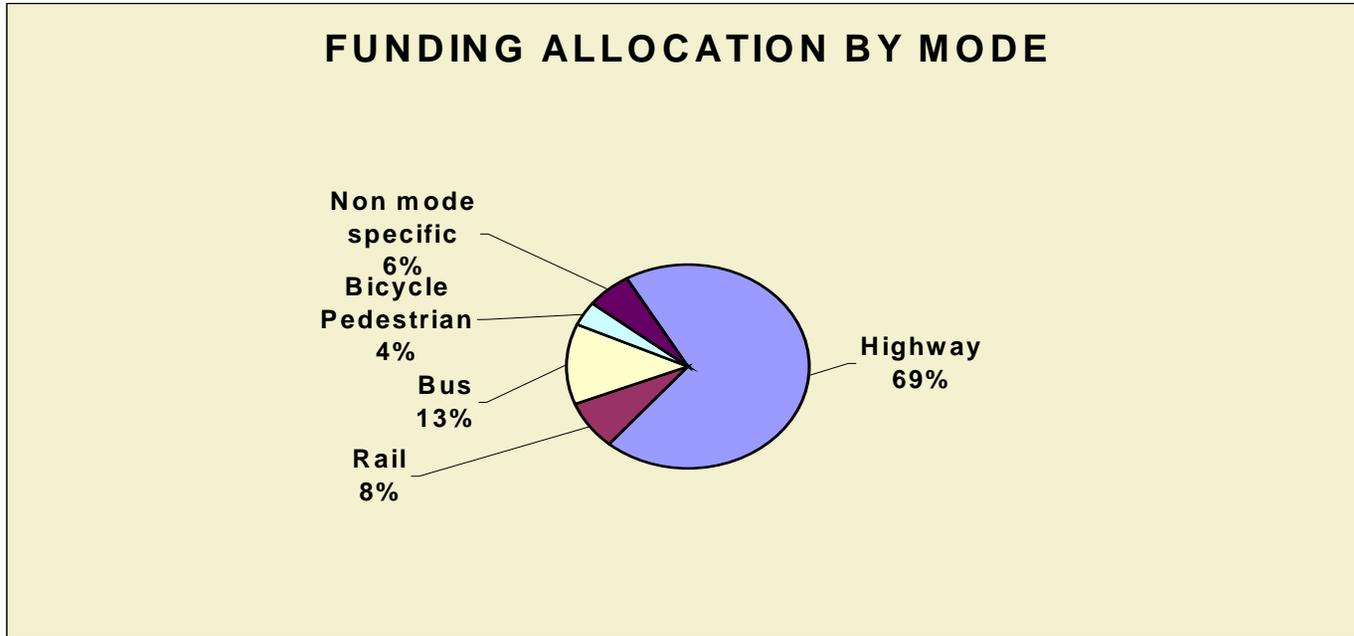
Surface transportation in Rhode Island is supported by federal funding assistance from U.S. Department of Transportation (USDOT), primarily from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The purpose of the TIP is to program those funds distributed by FTA and FHWA. Figure 4 shows the expected federal funding with the state match during the years of the TIP. This chart does not include earmarked funds.

Figure 4



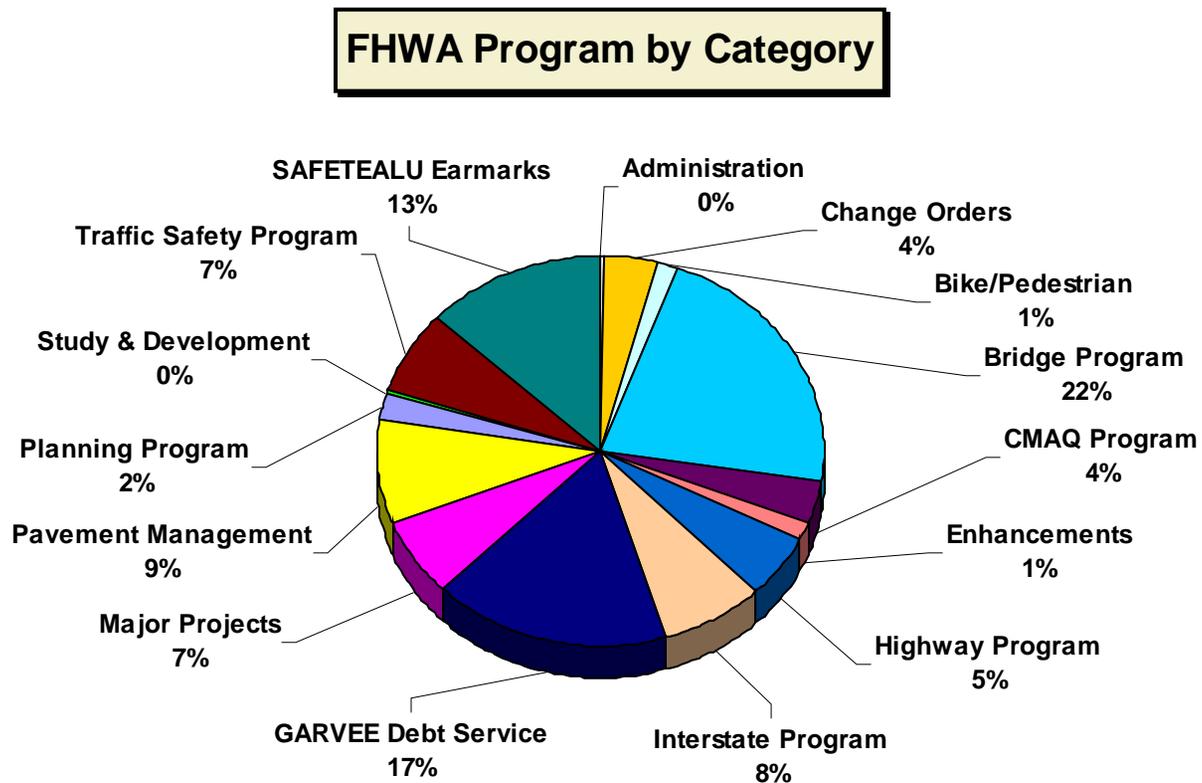
While FHWA primarily funds highway projects and FTA funds transit projects, federal legislation provides considerable flexibility in the use of federal funds leaving it up to the States to determine how to best use these resources. Rhode Island has chosen a balanced approach in funding transportation projects providing funds to all modes. Figure 5 shows the funding allocation for the TIP by transportation mode. Rhode Island's transportation program earmarks 24% of its resources to alternate modes of transportation, including rail, bus, and bicycle/pedestrian. This funding allocation shows an emphasis on encouraging alternatives to the automobile for transportation. One mode, however, is no longer funded in Rhode Island. The Newport-Providence Ferry service, previously funded through the CMAQ program, is no longer eligible due to the three-year limitation on operating funds. Unfortunately, a new source of funds has not been identified and this service is no longer included in Rhode Island's TIP.

Figure 5



Despite encouragement of alternative modes, highways remain the primary mode of travel in Rhode Island and elsewhere, and highway projects continue to receive the greatest share of STIP resources. Figure 6 further breaks down the highway program by project type. The chart shows that the Bridge Program is allocated the largest percent of the funding with 22%. The Major Projects and GARVEE debt service (both of which support major Interstate and freeway projects having statewide importance) considered together are allocated 24% of TIP resources. Other programs receiving major funding allocations are: SAFETEA-LU Earmarks (13%), Pavement Management (9%), Interstate (8%), and Traffic Safety (7%). In this TIP, only 5% of the resources are allocated to the traditional Highway Program which funds community requested projects. The remaining programs combined (Administration, Change Orders, Bicycle Pedestrian, CMAQ, Enhancements, Planning, and Study and Development) comprise only 13%.

Figure 6

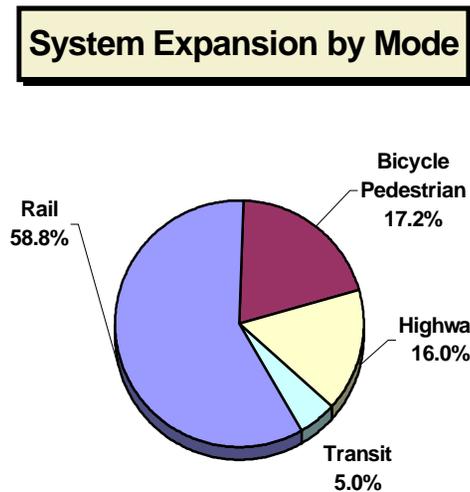


### SYSTEM EXPANSION

Although the vast majority of the STIP is dedicated to managing and preserving the infrastructure already in place, there have been strategic investments that add capacity to the system by addition of new facilities (e.g, construction of a new bike path), or enlargement of existing facilities (e.g., addition of lanes to a highway). Included in this category are the Quonset Access Road, the Freight Rail Improvement Program, South County Commuter Rail, and the bicycle path construction program. System Expansion activities comprise 17% of the TIP.

The nature of investments in system expansion is shown by mode in Figure 7. In terms of dollars, the majority (some 58.8%) of the TIP's system expansion investments are programmed for rail expansion projects, including Warwick Intermodal and Wickford Junction Train Stations. Traditional highway projects account for only 16% of system expansion investments programmed, and bicycle system projects represent 17.2%. It should be noted that most funding for rail and bicycle projects comes from Congressionally earmarked funds; however, in order to cover the full costs of these projects, formula funding is also used, thereby reducing the funding available for other transportation projects.

Figure 7



## B. FINANCIAL ANALYSIS

Federal regulations mandate that the TIP be financially constrained. From a state perspective it is appropriate to designate only program funds that are likely to be available, so that public expectations are not raised to a level that can not be met. Separate fiscal constraint analyses were developed for both the highway program and the transit program, and have been included in this section of the TIP.

### Highway Program

The availability of federal highway funds (not including discretionary projects) was estimated as follows.

<b>Federal Fiscal Year</b>	<b>Federal</b>	<b>State Match</b>	<b>Total</b>
2009	\$189 million	\$40 million	\$229 million
2010	\$199 million	\$40 million	\$239 million
2011	\$209 million	\$40 million	\$249 million
2012	\$219 million	\$40 million	\$259 million

This table represents the federal contractual authority expected to be available to the State to use Federal Highway apportionments. Using these estimates, a total of \$976 million of highway funds is expected to be available for FFY 2009 to 2012. The TAC used this funding estimate as a guideline in establishing the overall TIP program level for non-discretionary highway projects.

Federal Highway Administration funds are allocated to the state in numerous categories. The major funding categories are described below:

#### **National Highway System (NHS)**

The NHS consists of major roads in the United States, including Interstate highways, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.

*Interstate:* The Interstate system, which is a component of the NHS, is funded at a 90 percent federal share. Although part of the NHS, the Interstate System retains its separate identity and funding. The purpose of these highways is to connect the principal metropolitan areas, cities, and industrial centers by routes as direct as possible and to serve the national defense. Activities eligible for funding include design, right-of-way acquisition, and construction of Interstate highways.

*Interstate Maintenance:* This program funds projects to rehabilitate, restore, and resurface the Interstate system. Reconstruction is also eligible if it does not add capacity, and High-Occupancy-Vehicle (HOV) lanes can be added. The purpose of this funding is to maintain the existing Interstate system at acceptable levels of performance.

### **Surface Transportation Program (STP)**

The STP is a block grant type program that may be used by the states for any roads (including NHS) that are functionally classified above "local" for urban areas or above "rural minor collector". Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be used for any public road. Transit capital projects are also eligible under this program. States must set aside 10 percent of STP funds for safety construction projects and 10 percent for transportation enhancements.

### **Congestion Mitigation and Air Quality (CMAQ) Program**

The CMAQ program directs funds toward transportation projects in areas that have been classified under the Clean Air Act as being in non-attainment of the ozone and carbon monoxide standards. Implementation of these projects is intended to contribute to attainment of air quality standards.

Rhode Island remains a "moderate" non-attainment area for ozone. The state has procedures in place that assign a high priority to projects with air quality benefits. The State Planning Council's Technical Committee has established an Air Quality Transportation Subcommittee that has been charged with recommending CMAQ projects for inclusion in the TIP.

### **Bridge Program**

As Rhode Island's bridge infrastructure ages, it has become increasingly necessary to devote more resources to this program. The purpose of the Bridge Program is to replace or rehabilitate important highway bridges on any system, based on bridge sufficiency ratings. Other eligible activities include bridge preventive maintenance, bridge inspection, and seismic retrofitting.

### **Highway Safety Redistribution Funds**

Because Rhode Island has enacted legislation that criminalizes drunk driving offenses with 0.08 blood alcohol concentration, the State is not in danger of lapsing FHWA funds.

### **Minimum Guarantee**

This is a very flexible category that can be used for virtually any project eligible under any other federal funding category. These funds are administered like STP funds.

### **Recreational Trails**

This funding, begun under ISTEA and continued under TEA-21 and SAFETEA-LU, is specifically earmarked for the creation, rehabilitation and maintenance of multi-use recreational trails. In Rhode Island, the R.I. Trails Advisory Committee advises on the distribution of these funds and assists the Departments of Environmental Management and Transportation in overseeing the implementation of projects.

**Planning**

Federal Highway Administration funding is specifically set aside for each state to conduct the metropolitan and statewide planning activities needed to support development of the long range transportation plan and transportation improvement programs, and to conduct state transportation planning and research activities. Funding is also available from the Federal Transit Administration for metropolitan and transit planning.

**SAFETEA-LU Demo & High Priority**

These are funds earmarked in federal legislation for specific Rhode Island projects. Many of the projects shown as earmarks in this TIP were already included in the previous TIP. Some, however, were not in the previous TIP, and dedication of formula funds to these projects does take away resources from projects submitted by cities and towns and selected through a competitive process by the Transportation Advisory Committee.

In order to assure that the TIP program is fiscally constrained, it is necessary to show that the TIP projects can be implemented with categorical funding likely to be available to the State. Table 2 shows the results of this fiscal constraint analysis. The funding available for this TIP is not nearly enough to meet the needs that exist. Difficult decisions were made by the TAC to develop this balanced and fiscally constrained program.

**TABLE 2. FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS  
VERSUS PROGRAMMED FUNDING FOR PROJECTS - FHWA PROGRAM**

Dollars in (\$000's)

<b>RESOURCES AVAILABLE</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>Total</b>
<b>FEDERAL REVENUE</b>					
Federal Core Programs	\$ 185.00	\$ 195.00	\$ 205.00	\$ 215.00	\$ <b>800.00</b>
SAFETEA-LU Earmarks	\$ 45.00	\$ 45.00	\$ 45.00	\$ 45.00	\$ <b>180.00</b>
New Earmark Funds	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ <b>8.00</b>
NHTSA Hazard Elimination	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ <b>8.00</b>
<b>Total Federal Revenue Available</b>	<b>\$ 234.00</b>	<b>\$ 244.00</b>	<b>\$ 254.00</b>	<b>\$ 264.00</b>	<b>\$ 996.00</b>
<b>STATE REVENUE</b>					
GO Bond Proceeds	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ <b>160.00</b>
GARVEE Proceeds	\$ 38.70	\$ 38.70	\$ 38.70	\$ 38.70	\$ <b>154.80</b>
State Motor Fuel Revenue Bond Proceeds	\$ 5.93	\$ 5.93	\$ 5.93	\$ 5.93	\$ <b>23.70</b>
<b>Total State Revenue Available</b>	<b>\$ 84.63</b>	<b>\$ 84.63</b>	<b>\$ 84.63</b>	<b>\$ 84.63</b>	<b>\$ 338.50</b>
<b>TOTAL FEDERAL AND STATE REVENUE</b>	<b>\$ 318.63</b>	<b>\$ 328.63</b>	<b>\$ 338.63</b>	<b>\$ 348.63</b>	<b>\$ 1,334.50</b>

TABLE 2 continued

RESOURCE USES	2009	2010	2011	2012	Total
<b>PROJECT PROGRAM DEVELOPMENT</b>					
Study & Development	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 4.00
Right-of-Way	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 4.00
Project Design	\$ 19.00	\$ 19.00	\$ 19.00	\$ 19.00	\$ 76.00
Other	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 4.40
Planning Program	\$ 5.80	\$ 5.80	\$ 5.80	\$ 5.80	\$ 23.20
<b>Total Construction Development</b>	<b>\$ 27.90</b>	<b>\$ 27.90</b>	<b>\$ 27.90</b>	<b>\$ 27.90</b>	<b>\$ 111.60</b>
<b>DEBT SERVICES</b>					
GARVEE Debt Service	\$ 44.60	\$ 47.80	\$ 47.80	\$ 47.80	\$ 188.00
<b>Total Debt Services</b>	<b>\$ 44.60</b>	<b>\$ 47.80</b>	<b>\$ 47.80</b>	<b>\$ 47.80</b>	<b>\$ 188.00</b>
<b>MAJOR PROJECT DEVELOPMENT And CONSTRUCTION</b>					
Constructon - Highway					
Federal Core Program	\$ 8.00	\$ 3.60	\$ 2.00	\$ 2.00	\$ 15.60
GARVEE Program *	\$ 44.63	\$ 44.63	\$ 44.63	\$ 44.63	\$ 178.50
Constructon - Transit	\$ 24.00	\$ 23.00	\$ 5.00		\$ 52.00
<b>Total Major Project Development and Construction</b>	<b>\$ 76.63</b>	<b>\$ 71.23</b>	<b>\$ 51.63</b>	<b>\$ 46.63</b>	<b>\$ 246.10</b>
<b>PRESERVATION - Bridge, Pavement, ITS, Safety</b>					
Bridge Preservation	\$ 37.98	\$ 66.10	\$ 61.38	\$ 50.94	\$ 216.40
Pavement Preservation	\$ 17.66	\$ 8.33	\$ 25.83	\$ 30.35	\$ 82.17
Highway Program	\$ 5.49	\$ 3.59	\$ 5.27	\$ 22.23	\$ 36.58
Interstate Program	\$ 8.38	\$ 12.63	\$ 23.26	\$ 30.38	\$ 74.65
Intelligent Transportation System (CMAQ)	\$ 3.50	\$ 3.90	\$ 3.50	\$ 3.60	\$ 14.50
Safety Improvements	\$ 18.13	\$ 11.81	\$ 17.19	\$ 16.25	\$ 63.38
Construction Change Orders	\$ 11.00	\$ 12.00	\$ 12.00	\$ 12.00	\$ 47.00
<b>Total Preservation</b>	<b>\$ 102.14</b>	<b>\$ 118.36</b>	<b>\$ 148.43</b>	<b>\$ 165.75</b>	<b>\$ 534.68</b>
<b>ENHANCEMENTS, BICYCLE PEDESTRIAN AND CMAQ PROGRAMS</b>					
Enhancement Program	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 16.00
Bicycle Pedestrian Program	\$ 4.00	\$ 3.70	\$ 4.70	\$ 2.70	\$ 15.10
CMAQ Program	\$ 6.50	\$ 6.10	\$ 6.50	\$ 6.40	\$ 25.50
<b>Total Enhancements, Bicycle Pedestrian and CMAQ Programs</b>	<b>\$ 14.50</b>	<b>\$ 13.80</b>	<b>\$ 15.20</b>	<b>\$ 13.10</b>	<b>\$ 56.60</b>
<b>SAFETEA-LU EARMARKS *</b>					
Project Development and Construction	\$ 45.00	\$ 45.00	\$ 45.00	\$ 45.00	\$ 180.00
<b>Total SAFETEA-LU Earmarks</b>	<b>\$ 45.00</b>	<b>\$ 45.00</b>	<b>\$ 45.00</b>	<b>\$ 45.00</b>	<b>\$ 180.00</b>
<b>TOTAL RESOURCE USES</b>	<b>\$ 310.77</b>	<b>\$ 324.09</b>	<b>\$ 335.96</b>	<b>\$ 346.18</b>	<b>\$ 1,316.98</b>

\* Funding Committed to Specific Projects by Legislation - Expenditures Divided Equally Between Years for Simplicity

It is difficult to advance all projects to construction on schedule. Design and permitting can be more complicated, or community coordination could take longer than anticipated. To account for these problems, RIDOT needs some flexibility to advance another project when one is delayed. To provide this flexibility, RIDOT will be able to advance any project in the previous year, current year, or one year ahead. For example, in FY 2009, RIDOT may advance any project in FY 2008-2010.

“Project Modifications”, shown in the Administrative Program provides funding for change orders to federal project agreements due to increases in construction project costs while the project is being implemented. RIDOT's goal is to limit such changes to 10 percent or less of project estimates.

### **Transit Program**

#### **Financial Capacity for Transit Grants**

The Federal Transit Administration (FTA) requires that grantees have the financial capacity to carry out proposed transit projects. Financial capacity refers to (1) financial condition of the transit operating agency, and (2) financial capability in terms of reliable revenue sources.

RIPTA's operating budget is financed by three main sources: fare revenue, state funding dedicated from gasoline tax revenue, and federal capital funding for operating expenses (preventive maintenance). General fare increases were instituted in 1981, 1983, 1988, 1989, 1991, 1996, 1999, 2005, and 2008.

State funding for RIPTA operations comes from dedicated state gasoline tax proceeds. Years ago, this funding source was determined to be the most appropriate. However, the reliability of this stream is not what it once was due to recent spikes in the price of gasoline. The increase in the cost of driving has resulted in decreasing gasoline consumption (and tax revenue) and declining VMT. On the other hand, transit ridership has increased dramatically, so fare collections are up, but fuel expenses are up also. RIPTA's dedicated share is presently seven and one-quarter cents of the total thirty-cent tax. (One cent generates approximately \$4.55 million, down from \$4.7 million). An additional one-cent is dedicated to provide service for elderly and disabled individuals. RIPTA receives the majority of this penny which is dedicated to the Department of Elderly Affairs. RIPTA will receive an estimated total of \$37.5 million from the gas tax in 2009.

**Table 3. Fiscal Constraint Analysis FTA Projects: 2009-2012 Rhode Island STIP (July 2008)**

Year	Category (1)	Description	Carry over	FTA (2) Appropriation	GATRA/SRTA Allocation	Federal Funds Available	State (3) Match	Total Funds Available	STIP Program Budget	Balance	Fed. Portion of Balance
2009	FTA-5307	Urbanized Area Providence-RI-MA	\$0	\$34,300,000	-\$7,118,965	\$27,181,035	\$6,795,259	\$33,976,294	\$33,976,294	\$0	\$0
2009	FTA-5308	Clean Fuels	\$0	\$6,400,000	\$0	\$6,400,000	\$1,600,000	\$8,000,000	\$8,000,000	\$0	\$0
2009	FTA-5309 (F)	Rail modernization	\$6,060,981	\$3,100,000	-\$680,000	\$8,480,981	\$2,120,245	\$10,601,226	\$9,560,000	\$1,041,226	\$832,981
2009	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0	\$4,336,000	\$0	\$4,336,000	\$1,084,000	\$5,420,000	\$5,420,000	\$0	\$0
		New Start	\$13,553,169	\$1,350,000	\$0	\$20,404,049	\$5,101,012	\$25,505,061	\$15,640,000	\$7,860,061	\$6,288,049
2009	FTA-5310	Elderly and Disabled	\$0	\$638,900	\$0	\$638,900	\$159,725	\$798,625	\$798,625	\$0	\$0
2009	FTA-5311	Non-urbanized Area	\$0	\$652,410	\$0	\$652,410	\$652,410	\$1,304,820	\$1,234,160	\$70,660	\$35,330
2009	FTA-5316	Jobs Access/Reverse Commute	\$0	\$681,490	-\$121,665	\$559,825	\$559,825	\$1,119,650	\$1,119,650	\$0	\$0
2009	FTA-5317	New Freedom	\$0	\$454,978	-\$79,375	\$375,603	\$375,603	\$751,206	\$751,000	\$206	\$103
<b>FTA 2009 Totals:</b>			<b>\$19,614,150</b>	<b>\$51,913,778</b>	<b>-\$8,000,005</b>	<b>\$69,028,803</b>	<b>\$18,448,079</b>	<b>\$87,476,882</b>	<b>\$76,499,729</b>	<b>\$8,972,153</b>	<b>\$7,156,463</b>
2010	FTA-5307	Urbanized Area Providence-RI-MA	\$0	\$36,186,500	-\$7,510,508	\$28,675,992	\$7,168,998	\$35,844,990	\$33,975,000	\$1,869,990	\$1,495,992
2010	FTA-5308	Clean Fuels	\$0	\$6,400,000	\$0	\$6,400,000	\$1,600,000	\$8,000,000	\$8,000,000	\$0	\$0
2010	FTA-5309 (F)	Rail modernization	\$832,981	\$3,200,000	-\$700,000	\$3,332,981	\$833,245	\$4,166,226	\$4,166,226	\$0	\$0
2010	FTA-5309 (D)	Rail/Bus Capital					\$0				
		Bus and Bus facilities	\$0	\$4,336,000	\$0	\$4,336,000	\$1,084,000	\$5,420,000	\$5,420,000	\$0	\$0
		New Start	\$6,288,049	\$0	\$0	\$8,592,049	\$2,148,012	\$10,740,061	\$3,830,000	\$0	\$0
2010	FTA-5310	Elderly and Disabled	\$0	\$670,845	\$0	\$670,845	\$167,711	\$838,556	\$838,556	\$0	\$0
2010	FTA-5311	Non-urbanized Area	\$35,330	\$685,031	\$0	\$720,361	\$685,031	\$1,405,392	\$1,370,000	\$35,392	\$17,696
2010	FTA-5316	Jobs Access/Reverse Commute	\$0	\$715,564	-\$150,626	\$564,938	\$564,938	\$1,129,876	\$1,129,876	\$0	\$0
2010	FTA-5317	New Freedom	\$103	\$477,727	-\$103,189	\$374,641	\$374,641	\$749,282	\$749,282	\$0	\$0
<b>FTA 2010 Totals:</b>			<b>\$7,156,463</b>	<b>\$52,671,667</b>	<b>-\$8,464,323</b>	<b>\$53,667,806</b>	<b>\$14,626,577</b>	<b>\$68,294,383</b>	<b>\$59,478,940</b>	<b>\$1,905,382</b>	<b>\$1,513,688</b>
2011	FTA-5307/5340	Urbanized Area Providence-RI-MA	\$1,495,992	\$38,176,758	-\$7,923,586	\$31,749,163	\$7,937,291	\$39,686,454	\$39,500,000	\$186,454	\$149,163
2011	FTA-5308	Clean Fuels	\$0	\$6,400,000	\$0	\$6,400,000	\$1,600,000	\$8,000,000	\$8,000,000	\$0	\$0
2011	FTA-5309 (F)	Rail modernization	\$0	\$3,300,000	-\$715,000	\$2,585,000	\$646,250	\$3,231,250	\$3,231,250	\$0	\$0
2011	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0	\$4,336,000	\$0	\$4,336,000	\$1,084,000	\$5,420,000	\$5,420,000	\$0	\$0
		New Start	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2011	FTA-5310	Elderly and Disabled	\$0	\$704,387	\$0	\$704,387	\$176,097	\$880,484	\$880,484	\$0	\$0
2011	FTA-5311	Non-urbanized Area	\$17,696	\$719,282	\$0	\$736,978	\$719,282	\$1,456,260	\$1,438,625	\$17,635	\$8,817
2011	FTA-5316	Jobs Access/Reverse Commute	\$0	\$751,342	-\$158,158	\$593,185	\$593,185	\$1,186,369	\$1,186,369	\$0	\$0
2011	FTA-5317	New Freedom	\$0	\$501,614	-\$108,349	\$393,265	\$393,265	\$786,530	\$786,530	\$0	\$0
<b>FTA 2011 Totals:</b>			<b>\$1,513,688</b>	<b>\$54,889,383</b>	<b>-\$8,905,092</b>	<b>\$47,497,978</b>	<b>\$13,149,369</b>	<b>\$60,647,348</b>	<b>\$60,443,258</b>	<b>\$204,090</b>	<b>\$157,981</b>
2012	FTA-5307/5340	Urbanized Area Providence-RI-MA	\$149,163	\$40,467,363	-\$8,399,001	\$32,217,525	\$8,054,381	\$40,271,906	\$40,031,250	\$240,656	\$192,525
2012	FTA-5308	Clean Fuels	\$0	\$6,400,000	\$0	\$6,400,000	\$1,600,000	\$8,000,000	\$8,000,000	\$0	\$0
2012	FTA-5309 (F)	Rail modernization	\$0	\$3,400,000	-\$730,000	\$2,670,000	\$667,500	\$3,337,500	\$3,337,500	\$0	\$0
2012	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0	\$4,336,000	\$0	\$4,336,000	\$1,084,000	\$5,420,000	\$5,420,000	\$0	\$0
		New Start	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012	FTA-5310	Elderly and Disabled	\$0	\$739,607	\$0	\$739,607	\$184,902	\$924,509	\$924,000	\$509	\$407
2012	FTA-5311	Non-urbanized Area	\$8,817	\$755,246	\$0	\$764,064	\$755,246	\$1,519,312	\$1,510,000	\$9,312	\$4,656
2012	FTA-5316	Jobs Access/Reverse Commute	\$0	\$788,909	-\$166,065	\$622,844	\$622,844	\$1,245,688	\$1,245,688	\$0	\$0
2012	FTA-5317	New Freedom	\$0	\$526,694	-\$113,766	\$412,928	\$412,928	\$825,857	\$825,857	\$0	\$0
<b>FTA 2012 Totals:</b>			<b>\$157,981</b>	<b>\$57,413,819</b>	<b>-\$9,408,833</b>	<b>\$48,162,968</b>	<b>\$13,381,803</b>	<b>\$61,544,771</b>	<b>\$61,294,295</b>	<b>\$250,476</b>	<b>\$197,588</b>

(1) A category followed by (D) represents discretionary funding; followed by a (F) represents formula funding.

(2) Anticipated FTA Funding. FTA Sections 5307, 5309 (Rail Modernization), 5316 (Jobs Access Reverse Commute) and 5317 (New Freedom) funds are split with MA transit authorities in the RI/MA urban area.

(3) Match ratios: FTA 5311 and FTA 5316 are 50/50 match. All others are 80/20.

NOTE: FTA 5303 (Metropolitan Planning) and 5304 (State Planning and Research) are shown in RI Statewide Planning's Unified Planning Work Program.

RIPTA's capital needs have been provided by state transportation bond issues that are matched with 80 percent federal capital assistance. Past transportation bond referenda in Rhode Island have been successful, showing the public's willingness to pay for highway and transit improvements. The next referendum for transit is scheduled for November 2008. The State Capital Budget, however, does not provide adequate funding to meet the transit needs identified in the TIP. New gas-tax financing for transit operations and capital requirements, or a combination of gas tax, general obligation bonds and capital fund dollars will be needed. Non-RIPTA transit capital projects (e.g., passenger rail, marine transportation, and other new transportation systems and services) will require new state sources to match FTA and FHWA capital funding. Future passenger rail operations south of Providence will require a new source of funding for operations.

Table 3 above provides a fiscal constraint analysis for FTA funding.

### **C. ENVIRONMENTAL JUSTICE**

The State of Rhode Island is committed to environmental justice and the equitable distribution of transportation projects. As such, the TAC's criteria for evaluating proposals includes "support of state-designated enterprise zones," "benefit to economically disadvantaged populations," and "consistency with environmental justice for minority and low-income populations." Although a project solicitation was not undertaken for this TIP cycle, past practice has allowed for communities containing Enterprise Zones to submit one additional proposal, beyond the maximum allowed based on population, if that project is in the Zone. The TAC used a guidance document and project data sheets to determine how well proposals met these criteria. The evaluation became part of the project scoring and ranking.

To a large extent, the benefits of a transportation project to minority neighborhoods depend on how it is designed and constructed; for example, whether it enhances the area physically or provides employment and contracting opportunities for local residents. The TAC recognized the potential for these benefits, but design is largely controlled by RIDOT or other operating agencies once a project is started. Local governments also have an important role in identifying, guiding, and implementing projects that benefit their minority neighborhoods.

A quantitative analysis was made of projects that are programmed for minority areas in the following TIP Programs: Highway, Pavement Management, Bicycle/Pedestrian, Enhancements, Traffic Safety, and Earmarks. "Minority" was defined as including four ethnic groups: Black, Hispanic, Asian, American Indian and, in compliance with the Environmental Justice Executive Order, Low Income areas (tracts where the average household income is below poverty level). Minority neighborhoods were assumed to exist in any census tract where the minority population as a percentage of total population in the 2000 Census was greater than the average percentage minority population for the state. This is the measure specified by FTA for documentation under Title VI of the Civil Rights Act.

The subject TIP projects were mapped and overlaid on the target census tracts. The methodology used in this analysis assumes that the transportation projects provide benefits to the adjoining neighborhoods, rather than burdens.<sup>1</sup> In general, with the types of

**ENVIRONMENTAL JUSTICE ANALYSIS OF FY 2009-2012 TIP**

TARGET POPULATION	% OF TOTAL POP	# OF TRACTS > AVG	HIGHWAY PROGRAM (1)		PAVEMENT MANAGEMENT		BIKE/PED PROGRAM (2)		ENHANCEMENT PROGRAM (3)		TRAFFIC SAFETY PROGRAM		SAFETEA-LU EARMARKS	
			# OF PROJ	% BY CAT	# OF PROJ	% BY CAT	# OF PROJ	% BY CAT	# OF PROJ	% BY CAT	# OF PROJ	% BY CAT	# OF PROJ	% BY CAT
ASIAN	2.30%	68	12	50.0%	12	70.6%	7	63.6%	23	50.0%	9	32.1%	16	48.5%
AMERICAN INDIAN	0.50%	78	11	45.8%	7	41.2%	5	45.5%	13	28.3%	9	32.1%	16	48.5%
BLACK	4.50%	67	9	37.5%	3	17.6%	6	54.5%	13	28.3%	6	21.4%	9	27.3%
HISPANIC (4)	8.70%	55	10	41.7%	3	17.6%	4	36.4%	10	21.7%	6	21.4%	5	15.2%
BELOW POVERTY LEVEL	11.90%	18	10	41.7%	2	11.8%	4	36.4%	14	30.4%	5	17.9%	9	27.3%
ENTERPRISE ZONES	NA	NA	3	12.5%	1	5.9%	6	54.5%	11	23.9%	3	10.7%	11	33.3%
<b>TOTAL PROGRAM</b>	1,048,319		24	100%	17	100%	11	100%	46	100%	28	100%	33	100%

- (1) EXCLUDES DESIGN, RIGHT OF WAY, ADA PROJECTS, STORM DRAIN RETROFIT. INCLUDES MULTI YEAR. EXAMPLE: ROUTE 403 AND INTERSTATE 195
- (2) EXCLUDES SIGNING, RECREATIONAL TRAILS, AND STUDY AND DEVELOPMENT (Includes Safe Routes to School Program)
- (3) EXCLUDES ENGINEERING, ARCHAEOLOGICAL, AND PROGRAM SUPPORT
- (4) HISPANIC. It should be noted that persons of Hispanic origin may be of any race.

TARGET POPULATION	% OF TOTAL POP	# OF TRACTS > AVG	HIGHWAY PROGRAM (1)		PAVEMENT MANAGEMENT		BIKE/PED PROGRAM (2)		ENHANCEMENT PROGRAM (3)		TRAFFIC SAFETY PROGRAM		SAFETEA-LU EARMARKS	
			PROJ COST (M)	% BY CAT	PROJ COST (M)	% BY CAT	PROJ COST	% BY CAT	PROJ COST (M)	% BY CAT	PROJ COST (M)	% BY CAT	PROJ COST (M)	% BY CAT
ASIAN	2.30%	68	\$128.74	32.1%	\$27.98	29.7%	\$1.27	43.7%	\$8.71	43.6%	\$12.26	16.4%	\$71.36	39.0%
AMERICAN INDIAN	0.50%	78	\$125.46	31.3%	\$21.03	22.3%	\$1.00	34.6%	\$9.44	47.2%	\$8.51	11.4%	\$98.43	53.9%
BLACK	4.50%	67	\$105.19	26.2%	\$6.93	7.4%	\$2.37	81.8%	\$7.61	38.1%	\$9.26	12.4%	\$46.92	25.7%
HISPANIC (4)	8.70%	55	\$106.47	26.5%	\$10.26	10.9%	\$1.35	46.5%	\$4.36	21.8%	\$9.26	12.4%	\$22.40	12.3%
BELOW POVERTY LEVEL	11.90%	18	\$111.21	27.7%	\$7.13	7.6%	\$2.06	70.9%	\$7.88	39.4%	\$6.67	8.9%	\$44.38	24.3%
ENTERPRISE ZONES	NA	NA	\$8.03	2.0%	\$4.13	4.4%	\$2.10	72.3%	\$7.85	39.3%	\$4.94	6.6%	\$58.69	32.1%
<b>TOTAL PROGRAM</b>	1,048,319		\$401.32	100%	\$94.17	100%	\$2.90	100%	\$20.00	100%	\$74.54	100%	\$182.78	100%

projects included in the analysis, we feel that this is indeed the case. The results of this study are presented in Table 4.  
(M) = Millions

<sup>1</sup> The State's long range plan includes an analysis of the burdens of the transportation system (as opposed to a project or class of projects) on EJ populations.

In nearly all cases, the percentage of transportation improvement projects in the minority and low-income census tracts far exceeds the percentage of the minority population. The only exceptions to this are the number and value of pavement management projects in low-income areas fall slightly below the percentage of low-income residents, and the cost (but the number) of traffic safety projects falls slightly below the targeted percentage. Overall, the implementation of the projects in this TIP is extremely equitable and beneficial to Rhode Island's disadvantaged citizens.

As for transit projects, two-thirds of RIPTA's system serves minority neighborhoods. The route system has Providence as its hub, with additional intra-city service in Pawtucket, Woonsocket, and Newport. This corresponds well with areas where minority concentrations are the greatest. The paratransit service is now a statewide system. A more detailed discussion can be found in the state's submission to FTA under Title VI of the Civil Rights Act. The commuter rail projects cover a large geographic area, including Providence and Pawtucket with greater-than-average minority concentrations.

#### **D. AIR QUALITY ANALYSIS**

The firm of Vanasse, Hangen, Brustlin, Inc. was engaged by the Statewide Planning Program to conduct an air quality analysis of the FY 2009-2012 TIP. The results of that analysis are summarized here and were the subject of consultation with the RI Department of Environmental Management (RIDEM) and US Environmental Protection Agency (EPA). The purpose of the analysis is to evaluate the TIP's impact on the State Implementation Plan (SIP) for air quality. The Clean Air Act Amendments (CAAA) of 1990 established new requirements for transportation plans and programs. EPA published a final rule on November 24, 1993, with procedures to be followed in determining the conformity of transportation plans, programs, and projects with the SIP. The regulations require that emissions resulting from implementation of plans and programs be less than mobile source "budgets" established in the SIP.

The State of Rhode Island is designated as a "moderate" non-attainment area for the eight-hour ozone standard. The City of Providence is a "maintenance area" for carbon monoxide [CO]. The EPA's conformity regulations require that the TIP and long range plans be evaluated for emissions impacts in both nonattainment and maintenance areas. Accordingly, this analysis evaluates change in ozone precursors (volatile organic compounds [VOC] and oxides of nitrogen [NOx]) and carbon monoxide emissions due to implementation of the TIP.

The traffic data were obtained from the Rhode Island Statewide Travel Demand Model. The model was updated to include additional roadways, modeling zones, current planning assumptions, and population and employment projections. Consistent with federal guidance, the traffic data were adjusted to account for the following factors, Highway Performance Monitoring System (HPMS), seasonal adjustment for pollutants, and peak and off-peak periods.

Emission factors were derived using the EPA's mobile source emission factor model MOBILE6.2 and reflect Rhode Island-specific conditions, such as the motor vehicle fleet mix from state registry data, the statewide Inspection and Maintenance (I/M) Program, and

the Stage II Vapor Recovery System. The traffic and emission factor data were calculated on a link-by-link basis in the EPA's Air Information Retrieval System (AIRS) format, which is consistent with previous TIP analyses.

The results of the air quality analysis, presented in Table 5, demonstrate that projected emissions under the TIP's "Build" scenarios are below the Rhode Island State Implementation Plan's 2009 emission budgets of 22.75 tons per day of VOCs and 25.29 tons per day of NOx for all future years.

The analysis also shows in Table 6 that the CO emissions in the City of Providence are less under the "Build" than "No-Build" scenarios.

In summary, the air quality analysis demonstrates that implementation of the 2009-2012 TIP and the state's long-range transportation plan is consistent with federal air quality conformity criteria and regulations, and conforms to the air quality goals in Rhode Island's State Implementation Plan.

**Table 5**  
TIP and Transportation Plan Conformity Air Quality Analysis:  
Rhode Island Statewide Ozone Results

	Daily Vehicle Miles Traveled	VOC (tons/day)	NOx (tons/day)
2007 SIP Budget	---	30.68	33.97
2009 SIP Budget	---	22.75	25.29
2009 No-Build	28,067,384	22.73	25.27
2015 No-Build	29,590,674	12.96	13.64
2015 Build	29,430,887	12.88	13.54
2025 No Build	32,702,440	9.88	7.32
2025 Build	32,629,661	9.84	7.29
2030 No Build	33,978,143	10.27	7.60
2030 Build	33,939,968	10.23	7.57

**Table 6**  
Travel Demand Model  
City of Providence : Carbon Monoxide Results

Analysis Year	Estimated Emissions in kg/day	
	Vehicle Miles Traveled	CO
2009 No-Build	4,461,251	72,024
2015 No-Build	4,632,830	61,903
2015 Build	4,636,334	61,603
2025 No-Build	4,964,098	54,382
2025 Build	4,953,636	53,959
2030 No-Build	5,119,403	56,086
2030 Build	5,102,650	55,589

## PART FOUR. PROGRAM OVERVIEW

### ADMINISTRATIVE PROGRAM

Under this program, funds are allocated to support Equal Employment Opportunity activities and the Motor Fuel Tax Evasion enforcement effort, and provide for construction project modifications and change orders.

**Project Modifications/Change Orders:** Funds have been set aside for construction project modifications that invariably occur. RIDOT has been increasingly vigilant in controlling change orders in recent years. This TIP budgets \$11-12 million per year, approximately 10% of the total funds allocated to the highway construction program for highway construction contracts, for project modifications/change orders. RIDOT's goal is to continue to further reduce change orders. Change orders are also offset by money freed up in older projects being closed out.

**Advanced Construction:** Federal regulations require the authorization of all federal highway funds necessary to complete a project at the time of project commencement unless the State utilizes Advanced Construction. Since most of the TIP projects are multi-year in nature, federal funds can be tied up in projects that won't use the funds for months and maybe years into the future. Since the amount of federal funds available to the State is limited, large multi-year projects can greatly reduce the amount of funds available for smaller projects. Advanced construction is a financing tool where the State is able to phase the federal funding to match the annual project anticipated need. Federal funds for Advanced Constructed projects are authorized each year only to cover anticipated expenditures during the year. The authorization of federal funds after the first year is known as Advanced Construction Conversion.

The risk in Advanced Construction is that projects are started in anticipation of receipt of federal funds. If federal funding is reduced in future years, the State may not be able to obtain federal reimbursement immediately for project expenditures. To limit the State's liability for Advanced Construction, the State has chosen to limit itself to \$25 million of total Advanced Construction for the annual highway program. As Advanced Construction projects are converted by application of federal funds, new projects are started with Advanced Construction in an equal amount. This process has no net affect on the program.

Table 7 lists projects that were started using Advanced Construction funding as of June 23, 2008.

**Table 7  
Advanced Construction Projects**

No.	Project Number	Project	Federal Appropriation Code	RI Contract Number	Advanced Amount Authorized - Federal
1	STP-FRIP(200)	PE for the FRIP	H24	PE	\$ 333,992
2	BRO-0400(002)	Demolition of the Old Jamestown Bridge	H10	2005-CB-035	\$ 2,540,085
3	NHS-0403(014)	Relocated Rte 403 - Phase II	Q05	2003-CH-058	\$ 818,700
4	STP-0202(102)	PE for Statewide High Hazard Intersections	H28	PE	\$ 435,200
5	NHS-FENC(008)	Statewide Fence Replacement and Repair	H05	2005-CM-008	\$ 246,752
6	STPG-0005(026)	Const. Of Rte 5, C-2, I-95 Bridge to Potters A	H24	2005-CH-075	\$ 426,247
7	NHS-0004(012)	Reconstruction of Rte 4 & US Rte 1	H05	2006-CH-001	\$ 507,294
8	STP-SDRP(005)	Stormwater Phase II, Education etc	L24	N/A	\$ 437,200
9	HPP-4861(001)	Rte 1 at the Gilbert Stuart Turnaround	LY20/HY20	2006-CT-014	\$ 1,095,944
10	STP-0126(002)	R Improvements to Smithfield Ave., Lincoln	L240	2006-CH-065	\$ 500,000
11	STP-RESF(105)	mprovements to Elmwood Avenue, Crns, P	L240	2007-CH-037	\$ 1,493,210
12	STPG-8888(175)	mprovements to Elmwood Avenue, Crns, P	LS30	2007-CH-037	\$ 225,708
13	BHO-0446(001)	Rehab of Main St & Great Rd Bridges	L1C0	2007-CB-020	\$ 5,303,274
14	BHO-0600(001)	Interim Repairs to the Henderson Bridge	L1C0	2008-CB-006	\$ 1,056,490
15	IMG-2955(105)	5 Guardrail Upgrading, from I-95 to the MA	L010	2008-CH-023	\$ 2,068,611
				<b>Total</b>	<b>\$ 17,488,708</b>

When large projects are undertaken and funding is programmed for the projects in the TIP for multiple years, Advanced Construction is used to allow partial funding of those projects each year to match the TIP. There are currently no AC projects in the major project category.

To respond to the need to accelerate transportation project implementation, the Rhode Island General Assembly on July 15, 2003, enacted legislation with RIDOT and the Governor's support which authorizes the State to advance with Grant Anticipation Revenue Vehicle (GARVEE) notes and the Motor Vehicle Fuel Tax (Gas Tax) revenue bonds for five major transportation projects: the Quonset Access Road, the Washington Bridge Replacement, the Sakonnet River Bridge, the I-195 Relocation project and the Freight Rail Improvement Project. The GARVEE funding enables the State to implement these projects as much as five years earlier than originally planned. Debt service on the GARVEE bonds will be paid by federal funds programmed in the TIP in the Major Projects with Multi-Year Funding category. The Motor Vehicle Fuel Tax debt service will be paid by two cents of the gas tax and is programmed in the RIDOT operating budget. As GARVEE bonds are issued for the projects, the federal commitment to reimburse

the State for the bond debt service is designated as Advanced Construction. The status of Advanced Construction for the GARVEE projects is shown in Table 8.

**Table 8  
Advanced Construction Projects  
Programmed in the TIP for Multi-Year Funding**

No.	Project Number	Project	Federal Appropriation Code	RI Contract Number	Advanced Amount Authorized - Federal
1	BRO-1954(055)	I-195 Realignment (GARVEE)	Q10	2003-CB-011, 2004-CH-050, 2005-CH-051, 2005-CH-052, 2005-CH-100	\$ 292,485,774
2	BRO-0200(005)	Washington Bridge #200 (GARVEE)	Q10	2003-CB-061	\$ 39,416,267
3	STP-FRIP(001)	FRIP (GARVEE)	Q25	2004-CB-031, Various Contracts	\$ 14,367,959
4	BRO-0403(016)	Relocated Rte 403 - Phase II (GARVEE)	Q05/Q12	2003-CH-058/2004-CH-021/2004-CH-082/2005-CL-004	\$ 70,798,230
				<b>Total</b>	<b>\$ 417,068,230</b>

**BICYCLE/PEDESTRIAN PROGRAM**

Rhode Island's Bicycle/Pedestrian Program includes the planning, design and construction of independent bicycle paths (shared use paths) and walking trails, on-road bicycle lanes, on-road bicycle routes (signing and striping), and bicycling/pedestrian promotional programs and materials production (i.e. statewide bike map, safety programs). RIDOT administers the Bicycle Pedestrian Program, which is funded through several federal funding sources, and State matching funds. These funding sources include: the Congestion Mitigation/Air Quality Program (CMAQ), the Enhancements Program, the Public Lands Highway Program (PLH), the Recreational Trails Program, Safe Routes To School, STP funds, and SAFETEA-LU Earmarks. This TIP includes nearly \$15.1 million for the design and construction of bicycle/pedestrian projects during FY 2009-2012.

Completion of the major independent bike paths that will form the spine of the State Greenway System continues to be a major emphasis of the Program.

The State has also awarded its first Safe Routes to School Program projects in the following communities:

- Woonsocket - Middle School
- Woonsocket – Coleman and Fifth Avenue Elementary Schools
- Central Falls – Ella Risk and Veterans

- Jamestown - Melrose and Lawn Avenue Schools
- Providence – Carnevale Elementary School
- Providence - Laurel Hill Elementary School
- Barrington - Hamden Meadows Elementary School
- Cranston - Park View & elementary schools
- Cranston - Bain & elementary schools
- West Warwick - Combined
- East Providence - Kent Heights Elementary School
- Westerly – Tower Street Elementary School
- Warwick – Holliman Elementary School

A Pedestrian/Sidewalk Improvement line item was added to the TIP in FY 2006, and has a program budget of \$2 million per year. The purpose is to design and construct sidewalk projects that are too costly for the ADA Program and improve pedestrian access in areas where no Highway or Pavement Management Program projects are scheduled. The Route 108/Woodruff Avenue Sidewalk project in Narragansett was evaluated and ranked as the best project to begin this new program.

### **BRIDGE IMPROVEMENT PROGRAM**

The Bridge Program in this TIP is greatly expanded from the previous TIP to address immediate and critical bridge deficiencies. Bridge projects originate from state assessments and community requests, which are evaluated and prioritized through RIDOT's bridge management program. Currently the I-95 Bridge in Pawtucket is weight posted at 18 tons, requiring large trucks to detour to I-295, Route 146, or local streets. The Sakonnet River Bridge is also weight posted, requiring even longer detours. Even with an expanded program however, the needs still outweigh the available resources, and many other bridge projects have been deferred. The State needs to identify a new funding stream to ensure that critically needed bridge repairs and/or replacements, critical links in the transportation infrastructure, remain safe and serviceable.

Included as part of the Bridge Program are funds for design, right-of-way acquisition, bridge instrumentation, preventive maintenance activities, and the bridge inspection program. The latter two activities are in the capital program due to lack of state funding to implement these day-to-day operational programs. RIDOT maintains discretion on how bridge funds are applied to projects, and thus the listing of projects shown is subject to change should an unanticipated need develop.

## **CONGESTION MITIGATION / AIR QUALITY PROGRAM**

The Congestion Mitigation and Air Quality (CMAQ) Program is an innovative program first established by ISTEA, and continued under TEA 21 and SAFETEA-LU. Funds are allocated to states having areas classified under the Clean Air Act as being in non-attainment of National Ambient Air Quality Standards (NAAQS). States may use funding for transportation control measures (TCMs) and programs designed to help implement State transportation/air quality plans and attain the national standards for carbon monoxide, ozone and, in some cases, small particulate matter.

CMAQ funding is focused on investment in air quality improvements; it provides funds for projects that expand or initiate transportation services with air quality benefits. This program was designed with flexible guidelines that allow the CMAQ Program to cut across traditional boundaries and encompass projects and programs dealing with highways, transit, and non-traditional areas, such as vehicle emission inspection and maintenance, traffic operations, and transit operations, to name just a few.

For this TIP, CMAQ was the only program for which new projects were solicited. The State Planning Council's Air Quality/Transportation Subcommittee, in conjunction with RIDOT, evaluated the CMAQ proposal submissions. The FY 2009-2012 CMAQ Program includes funding for RIDOT's Transportation Management Center, Heavy Duty Diesel retrofits, South County Commuter Rail, RIPTA Operations, Traffic Signal Coordination, Islander Shuttle Train, and an innovative Car Sharing Program.

The projects in the CMAQ Program are expected to reduce volatile organic compounds (VOC) and nitrogen oxides (NOx), which mix with sunlight to form ozone.

## **ENHANCEMENT PROGRAM**

A portion of funds from the Surface Transportation Program (STP) are committed each year to projects that address the environmental impacts on local communities from transportation and highway construction. SAFETEA-LU requires that 10 percent of STP funds be set-aside and used exclusively for enhancement activities and projects that will increase mobility, protect the human and natural environment, and preserve and increase the livability of communities.

Projects must have a relationship to transportation and fall within at least one of the following Transportation Enhancement categories:

- 1) Bicycle and pedestrian facilities;
- 2) Safety and educational activities for pedestrian and bicyclists;
- 3) Acquisition of scenic easements and scenic or historic sites;
- 4) Scenic or historic highway programs, including tourist and welcome center activities;
- 5) Landscape and scenic beautification;
- 6) Historic preservation;

- 7) Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- 8) Preservation of abandoned railway corridors;
- 9) Control and removal of outdoor advertising;
- 10) Archaeological planning and research;
- 11) Environmental mitigation to address water pollution due to highway runoff or to reduce vehicle wildlife mortality while maintaining habitat connectivity; and
- 12) Establish surface transportation museums.

The projects included in the Enhancement Program for this TIP are continued from the previous TIP. They were all selected and recommended by RIDOT's Transportation Enhancement Advisory Committee (TEAC), which conducted a thorough solicitation, outreach, and proposal evaluation process. New projects may be added to the TIP in future years through an amendment process.

All enhancement projects listed in the TIP are initiated through the development of a project agreement with the sponsor and/or the commencing of the design process. The funds to be allocated for each project as well as the year of anticipated implementation is shown in Attachment A under Tab A. The implementation schedule is based on the information available to RIDOT and is subject to change. To expedite program implementation, RIDOT is given flexibility in advancing projects within the annual Enhancement budget when other projects are delayed.

## **HIGHWAY PROGRAM**

The TIP's Highway Program includes funding for construction projects as well as project-related design and right-of way acquisition. A majority of the highway construction projects (and the majority of funds) are devoted to projects that preserve and manage the existing system, without appreciable expansion of highway capacity. Design and right-of-way costs for projects programmed for construction are included as a line item in the TIP. This is done because it is very difficult to predict accurately the design and right-of-way costs for individual projects. The programmatic needs for those phases are much easier to track and predict. These line items only authorize funding for design and right-of-way activities for those projects specifically listed in the Highway Program within the four years for construction.

**Continuing Construction Projects:** Due to a backlog of Highway projects a new project solicitation was not undertaken. This TIP carries forward projects that were programmed for construction by the previous TIP, but were delayed or not initiated due to complexities or issues that developed, or due to lack of funding. Examples are: Route 3 Improvements, Dean/Cahir/Stewart Street Improvements and Providence Downtown Circulation Improvements/Phase II. Due to the reduced funding overall in this program, several projects have been deferred to future years.

**ADA Program:** Efforts to improve the compliance of Rhode Island's roadways pursuant to the Americans With Disabilities Act (ADA) are on-going. When roadwork of any nature is undertaken, the implementing agency must also bring roadways and walkways into compliance with the Americans with Disabilities Act standards. This may require the addition of wheelchair ramps and the relocation

of utility poles for example. The cost of this work is included in the cost of the projects listed in the TIP. There are places where handicap accessibility along State roadways is necessary and the work cannot or should not wait for the roadwork to be programmed. The ADA line item in the TIP represents localized projects designed to make spot areas accessible, independent of roadwork. Project requests for work on existing sidewalks were received from communities through the proposal solicitation process done for previous TIPs. RIDOT works with the Governor's Commission on Disabilities to identify areas where ADA improvements are most needed. Funding for this program averages \$2.5 million per year. Projects included in this TIP are in the communities of Warren, West Warwick, Portsmouth, Charlestown, and Providence.

**Stormwater Retrofit Program:** RIDOT has utilized a stakeholders group to select and prioritize the first twenty Stormwater Retrofit projects. This stakeholders group included the Rhode Island Department of Environmental Management, US Environmental Protection Agency, Save The Bay, and local officials. Construction of five outfalls on the Pawtuxet River was the first priority and has been completed. BMP Monitoring remains an important part of this program to evaluate the effectiveness of completed projects. A Design Study Report for the remaining fifteen outfalls from the original University of Rhode Island study has been prepared. The next group of projects is programmed in the TIP in FY 2011 and 2012. A more consistent funding stream would allow for earlier completion of projects.

## **INTERSTATE PROGRAM**

The \$10-32 million allocated per year for the Interstate Program comes from NHS Interstate Maintenance funds provided under the SAFETEA-LU formula to Rhode Island (together with State matching funds). Although this funding is substantial, it will be insufficient to fund all the needed work. Projects in the Interstate Program are determined by RIDOT's prioritization.

Projects to be implemented under the Interstate Program during this TIP cycle include: Longhouse mitigation; I-295 Safety, Bridge, Lighting, and Rest Area; I-95 resurfacing from Connecticut line to West Warwick; I-95 service roads in Pawtucket; and I-195 Improvements. Funding has also been included for design-related work for Interstate projects.

## **MAJOR PROJECTS**

This program includes projects funded by "Grant Anticipation Revenue Vehicle" (GARVEE) bonds. These bonds are not backed by the full faith and credit of the State, but rather by future federal transportation funds earmarked to Rhode Island. The annual federal highway apportionments provided to Rhode Island are being utilized to cover GARVEE bond debt service.

In order to allow federal reimbursement of GARVEE bond debt service for these projects, the Transportation Improvement Program (TIP) specifies in the Major Projects with Multi-Year Funding Category the funding being advanced by the GARVEE and programs the use of federal funds for the reimbursement of GARVEE debt service. The Major Projects with Multi-Year Funding Category also programs additional federal funding over and above the GARVEE proceeds needed for those major projects. As required in SAFETEA-LU regulations, a status report of major projects is provided in the TIP.

### **Freight Rail Improvement Project (FRIP)**

**Total Estimated Cost** - \$220 million

**Description** – The FRIP is a combination of rail rehabilitation on Track 7, from the Boston Switch in Central Falls to the Providence Train Station and beyond connecting a new Track 3 and Track 4 along the Amtrak right of way to Quonset Business Park in North Kingstown. The FRIP will provide Providence and Worcester Railroad (P&W) the opportunity to provide enhanced services to the Industrial Park. Additionally, this line will be used in future years for commuting to the Intermodal Facility in Warwick and the proposed train station in Wickford.

The new Railway will provide infrastructure improvements to complement development of the Quonset Business Park by increasing rail capacity; reducing roadway congestion, and increasing air quality.

**Status** – Substantially complete.

### **I-195 Relocation Project (I-Way)**

**Total Estimated Cost**- \$615 million

**Description**- The I-195 Relocation Project (I-Way) is one of RIDOT's largest projects ever. This project involves the relocation of a portion of the old I-195 with the purpose of enhancing safety by eliminating dangerous lane mergers, and easing congestion. The relocation of I-195 will also allow significant re-development in Providence's down city area.

One of the major accomplishments of the relocation project was the off-site assembly of the new Providence River Bridge (PRB) and floating of the PRB 12 miles up Narragansett Bay to its resting place over the Providence River. The Providence River Bridge drew the attention of an estimated 10,000 people who participated in a public walk over the bridge.

**Status** - The project is currently on schedule with 65 percent of the project completed.

**Schedule** - The relocation project is set to be completed in 2012.

### **Relocated Route 403**

**Total Estimated Cost** - \$192 million

**Description** - Relocated Route 403 is a new four-lane limited access highway that extends roughly 4½ miles from Route 4 in East Greenwich to the Quonset Business Park in North Kingstown. The new freeway, which carries two lanes in each direction, has interchanges at Route 4, West Davisville Road, and Post Road.

The new freeway will provide infrastructure improvements to complement development of the Quonset Business Park by increasing roadway capacity; reducing congestion, delays and accidents; and separating through and local traffic. The new freeway will also reduce the impact of traffic on residents living adjacent to the existing Route 403.

**Status** - The project is being constructed in two primary stages: Stage 1: Quonset Davisville to Amtrak (southern half); and Stage 2: Amtrak to Route 4 (northern half). One of the Stage 2 contracts is complete and the remaining four are well underway.

**Schedule** - Stage 1 opened to traffic in June 2006. The entire freeway (from Route 4 to Quonset Davisville) is slated to open to traffic in 2008.

### **Sakonnet River Bridge**

**Total Estimated Cost-** \$208 million

**Description-** The Sakonnet River Bridge project seeks to replace the 51 year old structure that connects Tiverton to Portsmouth with a new bridge that will be located just to the south of the existing bridge. The new bridge design will include either concrete or steel beams.

**Status** - RIDOT is scheduled to advertise for a construction bid for this project in the summer of 2008.

**Schedule** - Construction is anticipated to start in late 2008 to early 2009.

### **Washington Bridge Replacement Project**

**Total Estimated Cost-** \$68 million

**Description-** The Washington Bridge Replacement Projects seeks to replace the 75-year-old structure that carries traffic east and west on I-195. The bridge will be designed to meet modern structural and seismic standards.

RIDOT was able to build a new bridge with minimal disruption to traffic. This was possible because there was a large enough gap between the eastbound and westbound bridges that RIDOT was able to construct the first phase of a new bridge

between the two structures without impeding traffic. RIDOT is retaining a portion of the old bridge to create a linear park and bikeway bridge. This separate parallel structure will include an 11-foot wide bike path and a 7-foot wide pedestrian walkway. The final completion of the project is expected in 2009. Once the project is complete RIDOT will seek bids for the linear park.

**Status-** With the project currently in progress, the new structure is being worked on with minimal disruption to traffic.

**Schedule-** RIDOT is currently ahead of schedule with completion expected in December 2008.

### **Warwick Intermodal Station**

**Total Estimated Cost:** \$265M

**TIP Amount:** \$65M

**Description:** The Warwick Intermodal Station Project is a unique intermodal project, connecting air, rail, bus, automobiles and rental cars at T.F. Green Airport. In an effort to reduce traffic congestion in the Airport area and along the I-95 corridor, a public/private partnership has been established with the Rhode Island Airport Corporation (RIAC) and the many rental car agencies to develop a multi-modal consolidated rental car facility.

The facility will centralize ground transportation services, including rental cars,RIPTA buses, intercity buses, and commuter rail into one 3,000 space parking facility; connected to the Airport terminal by a 1,200 foot skybridge with moving sidewalks.

**Status:** The project components are in varying stages of design, but overall the project is at the 90% design stage. Various agreements with Amtrak are being finalized for execution by the end of July 2008. These agreements need to be in place prior to start of construction within or over Amtrak's right-of-way.

**Schedule:** Construction is scheduled to start in August 2008, and scheduled to be completed in September 2010. Commuter rail service is anticipated to begin in late 2010.

Also shown in the Major Projects Program, for illustrative purposes, is the Route 6 and 10 Interchange, a complex urban project with many bridges. This project is estimated to cost at least \$300 million, yet a source of funding has not yet been identified.

## **PLANNING**

Transportation planning occurs through the efforts of the Statewide Planning Program (statewide MPO), RIDOT, and RIPTA (statewide transit operator), in accordance with a Unified Planning Work Program for Transportation Planning, which must be approved each year by the State Planning Council, and the federal agencies that fund transportation planning. Planning involves long range planning, the development and maintenance of the TIP, environmental justice analysis, data collection, and travel demand modeling, among other activities. Funding for planning activities continues at the same levels as in previous TIPs.

## **PAVEMENT MANAGEMENT PROGRAM**

The Pavement Management Program includes the resurfacing of roadways but also allows the State (RIDOT) to pursue pavement treatment options such as crack sealing and micro-surfacing when such treatment is appropriate. This work must be undertaken as part of a federal pavement management program in order for these needed preventive maintenance activities to occur. Roadways listed in the Pavement Management Program included community-requested projects that were referred by the TAC, and from RIDOT's Pavement Management Program priorities. Funding for the Program continues at a slightly higher level than in previous TIPs. RIDOT's evaluation procedure for candidate roadways for the Pavement Management Program (provided that those roadways have not been worked on in the past 15 years), is based upon four sources of information:

1. Pavement Management System Data
2. Public input - priority assigned by community
3. Maintenance Division input
4. Staff field review--roadways are driven and visually evaluated on a scale from 0-5 (best to worst) for the following: condition of road surface, sidewalk, curbing, utility covers, drainage, rideability.

Roadways with the worst ratings are candidates for resurfacing. Final selection considers traffic volumes and the distribution of projects statewide, to insure an equitable geographic distribution. Roadways selected must be eligible for federal funding (e.g., be functionally classified). State roads are given priority, but local roads may also be included in the program, based on factors such as regional significance of the road, or support for an economic development or enterprise zone initiative, etc. RIDOT determines the prioritization and scheduling for all Pavement Management projects and may vary the plan and schedule from that listed in the table.

## **STUDY & DEVELOPMENT PROGRAM**

Projects included in this program go through a study and development phase which allows the project concept to be scoped and assessed in terms of environmental impact, community acceptability, constructability, and cost. This allows for informed decisions on

project feasibility prior to entering the design phase. This category is intended to bring projects to no more than 30% design status. Placement in the Study & Development Program does not guarantee that a proposal will be implemented as requested, but does assure that the transportation problems it proposes to resolve will be examined. To ensure that unfulfilled expectations are not created, the Study & Development category is limited to a number of projects that can reasonably be expected to be looked at during the years covered by the TIP. Since the Study & Development Program now serves as the "entry portal to the TIP", competition for this category is keen. Projects in Study and Development may eventually be implemented through the Bridge Program, Highway Program, Bicycle/Pedestrian Program, or Interstate Program. Due to lack of funds and the number of projects deferred to future years, the Study and Development Program has been reduced from the previous TIP.

## **TRAFFIC/SAFETY**

One of the most important aspects of highway travel is safety. While roadways today are physically safer and more forgiving of error than those of past eras, many accidents, injuries, and fatalities still occur due to increased traffic volumes, increased speed, driver distraction, and impaired driving. But opportunities remain for incorporation of additional safety features into some highway segments and intersections to improve safety and (to the extent possible) compensate for human error or reckless behavior. In addition, damaged safety equipment must be repaired or replaced, or the resulting loss in the margin of safety can contribute to, or worsen, the consequences of an accident. The Traffic/Safety Program funds many highway safety activities which may go unnoticed but have a major impact on motorist safety.

This TIP continues the Traffic/Safety Program at the same funding level as previous TIPs. Activities and projects to be supported through this program include: traffic signal repair and construction, signing, striping, repair of damaged safety devices, traffic monitoring, modifications to arterial highways to improve traffic flow and reduce congestion, and traffic/safety design-related work. RIDOT maintains discretion in the Traffic/Safety Program to select and prioritize projects under each of the listed activities. Other activities listed in the previous TIP, such as highway lighting improvements and repair of isolated drainage problems, will continue. To address pedestrian safety needs, features that accommodate and encourage safe pedestrian travel will continue to be included in projects under the hazard elimination line item. RIDOT's recently developed Strategic Highway Safety Plan will be used to help identify and prioritize projects.

Again, most of these activities should be funded under a state program, but due to limited state funds, this program is funded primarily with federal capital sources.

## TRANSIT PROGRAM - BUS

The TIP includes the following bus transit projects, over the next four years:

**Major Transit Project Development:** RIPTA is undertaking a study of the long-range demand for transit in the Providence metropolitan area. This study will analyze transit corridors and activities and develop transit alternatives, such as bus rapid transit, streetcars and light rail. RIPTA has established the Major Transit Project Development line in the TIP to recognize the need for future funding and to begin to identify funding for the projects that are identified by the Metropolitan Providence Transit Study.

**Facilities-Administrative/Maintenance, Upgrade/Expansion:** Projects in this category will make improvements in RIPTA's administrative and maintenance facilities and provide transit and security enhancements. RIPTA's major on-going facility project is development of the Elmwood Avenue Bus Facility Complex; this project will provide additional maintenance and administrative facilities in response to RIPTA's increased responsibilities for maintenance and management of Rhode Island's paratransit program. Major upgrades at existing RIPTA facilities are a second project area of this program. This TIP element also includes security and transit enhancements, which are a requirement for federal funding. RIPTA has included \$25.45 million for these facilities upgrades in this TIP.

**Management/Planning/Outreach/Training:** This program supports RIPTA's planning capacity with just over \$1 million per year for the next four years. RIPTA's planning program includes collection and evaluation of data on transit operations, development of transit route operations and improvements and participation in statewide transportation planning. This program is included in the MPO's Unified Planning Work Program and funded out of FTA's Urbanized Area Formula Program, 5307.

**Revenue Vehicle, Replacement:** RIPTA has programmed FTA Section 5307 funding of \$14.93 million in FFY 2009 through 2012 for the replacement of a total of 34 buses which are used in the current fixed route and Flex Service revenue fleets. Additional bus replacement activities will be supported by annual congressional allocations for discretionary funding, Section 5309 Bus and Bus-Related projects. RIPTA has conservatively programmed \$6.76 million in anticipated discretionary funding in this category, based on past years.

**Statewide Buses and Vans:** \$32 million of 5308 funding is programmed over the four years for replacement of 70 vehicles. RIPTA has vehicles that are used for fixed route transit operations; RIPTA also has 152 smaller vehicles that are used for paratransit service that is operated through the RIde brokerage and Flexible zone transit service. In this line of the TIP, RIPTA has programmed funding for replacing vehicles in these fleets.

**Revenue Vehicles-Paratransit, Replacement:** This program supports the timely replacement of vehicles for the RIde program, the supplier of brokered transportation for human service agencies and complementary paratransit services for RIPTA's fixed route services. The TIP programs \$7.54 million over the next four years for the purchase of 79 replacement paratransit vehicles; funding is

programmed from two grant programs, the Urbanized Area Formula program, 5307, and Transportation for Elderly and Disabled Persons, 5310.

**Support Equipment/Supplies/Vehicles-Replacement:** The TIP programs anticipate purchases for routine replacement of support equipment, capital supplies and non-revenue vehicles. Examples of items to be replaced include: bus engines and parts, capital equipment used for maintaining buses and facilities, support vehicles like road trucks and administrative vehicles, and office equipment such as desks and copiers. RIPTA has included \$17.92 million for this item. The TIP also programs anticipated purchases of Intelligent Transportation System (ITS) equipment. RIPTA uses a variety of technologies to provide, evaluate and improve the provision of transit service. The ITS equipment used by RIPTA ranges from desktop computers, to bus mounted Automatic Passenger Counters/Automatic Vehicle Locaters, and trip scheduling computer programs for Ride demand response services. RIPTA will continue to maintain, upgrade and expand its use of these valuable technological tools for improving the efficiency and effectiveness of transit services in Rhode Island. This TIP includes \$6.31 million for ITS. Preventive Maintenance, supported by 5307 funding, is programmed at \$60 million.

**Transit Operations:** Under the Non-Urbanized Area Formula program, Section 5311, Rhode Island receives funding for rural transportation and for training, technical assistance and support services that benefit the rural areas of the state. To utilize this funding, RIPTA is now required to consult with intercity bus companies about rural residents' needs for connections to the intercity bus system. RIPTA has completed the consultation process and is in the process of certifying to the FTA Administrator that the needs are met. Job Access/Reverse Commute is a formula grant that supports transit services that are designed to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs. The TIP programs \$1.08 to \$1.28 million annually for fixed route and Flex zone transit services to meet the needs of this segment of Rhode Island's workforce. New Freedom (5317) is a new program to enhance job access by persons with disabilities. This item is programmed annually at \$0.72 to \$0.86 million. Complementary ADA service under 5307 is included in this TIP for \$16 million over the four years.

## **TRANSIT - FIXED GUIDEWAY**

The South County Commuter Rail Corridor Service is an extension of Providence-Boston service to Wickford Junction in North Kingstown (approximately 20 miles) along the Amtrak-owned Northeast Corridor. RIDOT is working with the Massachusetts Bay Transportation Authority (the commuter rail operator) on project implementation. The Northeast Corridor provides the easiest opportunity to develop rail service in Rhode Island. Because the needed facilities are mostly in place, the development of service requires only the acquisition of a fleet and relatively minor facility improvements, with the exception of new stations. The choice of public transportation technology is limited to commuter rail, which already operates north of Providence and best fits the characteristics of the corridor. The potential for both ridership and financial success are enhanced by the ability to serve Boston in addition to locations in Rhode Island. As part of the Pilgrim Partnership Agreement, the MBTA will provide service to Wickford

Junction. RIDOT purchased five bi-level commuter rail coaches through MBTA's equipment contract in 2006 using Section 5309 (New Starts) funding for Providence to Boston service.

The total estimated cost for this project is \$49.6 million. This includes right-of-way acquisition, design, construction, purchase of equipment, lease of facilities, and contingencies. The expected source of funding and the anticipated expenditures for this project are as shown below:

**New Start Projects:** Funding is provided under this program for Rhode Island Commuter Rail: Wickford Junction Station and Pawtucket Central Falls Commuter Rail Station.

<b>WICKFORD JUNCTION STATION</b>	
<b>Project Description</b>	<b>Estimated Cost</b>
Engineering	\$3,100,000
Amtrak PE Force Account	\$1,000,000
Property Acquisition	\$3,200,000
Equipment Procurement	\$170,000
Amtrak Materials, Construction Force Account	\$7,580,000
Wickford Junction Construction	\$5,440,000
Wickford Junction Garage	\$20,860,000
Contingency (20%)	\$8,270,000
<b>Total</b>	<b>\$49,620,000</b>
<b>Funding Source</b>	<b>Amount</b>
New Start	\$24,900,000
Rail Modernization	\$8,440,000
CMAQ	\$2,400,000
Local Match	\$9,920,000
<b>Total</b>	<b>\$49,620,000</b>

**Rail Shuttle Service:** This project funds the planning for implementation of a rail shuttle service between Providence Station and the proposed Warwick Intermodal (Airport) Station.

**Commuter Rail Stations [Design, Construction]:** This project funds the design and construction of new and/or existing railroad stations. For this TIP, Wickford Junction Station on the Northeast Corridor is being funded to accommodate commuter rail service. Work entails construction of the station (including ADA compliance), signalization, and track work. Some CMAQ funding is also being used for the development of Wickford Station.

**Commuter Rail Facilities and Equipment:** This project funds the purchase of commuter rail equipment and appurtenances to extend MBTA service from Providence Station to Wickford Junction Station.

**Pilgrim Partnership III:** This project funds the Pilgrim Partnership, an agreement for commuter rail service between Rhode Island and Boston. Service is provided by the MBTA in exchange for capital funds for related service projects. The new agreement is due to be in place in FY 2010

**Wickford Junction Commuter Rail Service:** This 5309 funding will be used to fund service. In addition to the funding shown in the Transit Program, CMAQ funding will be utilized for operations (preventive maintenance).

### **SAFETEA-LU Earmarks**

Thirty-three projects were earmarked for funding in SAFETEA-LU and have been grouped under a separate program category in the TIP entitled SAFETEA-LU Earmarks. The annual funding allocation for each project has been established by the federal legislation, with a total earmark funding level of approximately \$304 million for Rhode Island. SAFETEA-LU includes flexibility provisions so that earmark funding can be temporarily reallocated to the earmark projects that are ready for implementation in order to provide for a workable project schedule. This reallocation process does not change the total amount of funding that has been designated for each project in the legislation, but ensures that sufficient funding is available for a project at the time when it is needed.

### **Discretionary/Set Aside**

Main Street Improvements in North Kingstown received a Transportation, Community and System Preservation Grant.

Table 1.

TIP Tables

**State of Rhode Island  
Transportation Improvement Program  
2009 - 2012  
(Million Dollars)**

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Administrative Program</u></b>										
EEO/Training/Motor Carrier Safety				A	\$ .62	\$ .82	\$ 1.00	\$ 1.00		
Motor Fuel Tax Evasion Program				A	\$ .20	\$ .02	\$ .10	\$ .10		
Project Modifications				C	\$ 4.19		\$ 10.00	\$ 10.00		
Conversion of Advanced Construction Projects					\$ 12.65	\$ 6.32				
2010 Flood Projects						\$ 18.63				FLD
<b>Administrative Program - Program Total</b>					<b>\$ 17.66</b>	<b>\$ 25.78</b>	<b>\$ 11.10</b>	<b>\$ 11.10</b>	<b>----</b>	

**Bike/Pedestrian Program**

Bicycle Map							\$ .03			
Safe Routes to School Program	Statewide			OC	\$ .31	\$ .63	\$ 1.00	\$ 1.00		
Recreational Trails Program	Statewide			C	\$ 1.47	\$ .85	\$ .60	\$ .60	\$ .60	
Pedestrian/Sidewalk Improvement		Program Budget		C			\$ 2.00	\$ 2.00	\$ 2.00	
Bike Route Signing	Statewide			C			\$ .10	\$ .10		
Barrington Warren Bike Path Bridges Nos. 837 & 838 Replacement	Barrington, Warren		0188A	C					\$ 5.00	
Blackstone River Bicycle Facility	Central Falls, Cumberland, Pawtucket	Segment 3A - Max Reid Field to Branch St	0021C	C					\$ 3.75	
	Central Falls, Cumberland, Pawtucket	Segment 3B - Branch St. to Broad St.(Segment 4A)	0021L	C					\$ 6.25	
	North Smithfield, Woonsocket	Segment 8 - Davison St. to MA S/L	0021G	C		\$ .35			\$ 5.00	

**State of Rhode Island  
Transportation Improvement Program  
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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Bike/Pedestrian Program</u></b>										
East Greenwich Bicycle Network, East Greenwich Multi-Use path	East Greenwich, Warwick	From Crompton Avenue (E. Greenwich) to Forge Road (Warwick). This is part of an overall 40 mile Bicycle network that links an on-road bicycle route with an off road multi-use path along Greenwich Cove.	0110C	C					\$2.25	
East Bay Bike Path Resurfacing, Bridge # 793 repair and Striping	East Providence, Warren	3 sections in Warren for resurfacing and root pruning.	0019B	C			\$1.00		\$1.00	
Warwick Bicycle Network	Warwick	Buckeye Brook Multi-Use path - Mickey Stevens Sports Complex to Rodney Road.	0110E	C		\$0.13			\$0.91	
	Warwick	Hoxsie Multi-Use path - Landsdowne Road to West Shore Road	0110D	C					\$3.00	
Blackstone River Bicycle Facility - Segment 7A - Landscaping (2008)	Lincoln, N. Smithfield, Woonsocket	Manville Hill Rd. to Woonsocket Water Plant	0021J	DRC						EM
<b>Bike/Pedestrian Program - Program Total</b>					<b>\$1.77</b>	<b>\$1.97</b>	<b>\$4.73</b>	<b>\$3.70</b>	<b>\$29.76</b>	

**Bridge Program**

Bridge Design	Statewide			D	\$12.49	\$5.10	\$6.00	\$6.00		
Bridge ROW	Statewide			R	\$0.02	\$0.99	\$0.50	\$0.50		
Bridge Inspection Program	Statewide			O	\$6.15	\$7.59	\$6.00	\$6.00		
Bridge Preventive Maintenance	Statewide			C		\$0.10	\$2.00	\$2.00		
	Statewide	Bridge Washing Contract #10	8100L	C	\$0.69					ES
	Statewide	Bridge Washing Contract #11	8100M	C	\$0.37					ES
Program to Eliminate Structurally Deficient Bridges	Statewide			C			\$2.00	\$4.00		

**State of Rhode Island  
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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Bridge Program</u></b>										
Round Top Bridge # 378	Burrillville	Bridge and Immediate Approaches	0190A	C	\$2.71					
McCormick Quarry Bridge # 476	E. Providence	East Shore Expressway (NB) over US Rt. 6 (Warren Ave.)	0143D	C				\$2.50		
Wyoming North and South Br. # 43 and # 44 (Cat. D)	Hopkinton, Richmond	The Wyoming Bridges carry Bridge Street (also known as Arcadia Road) over the Wood River. The project includes the bridges and approaches.	0034N	C	\$2.79	\$ .12				ES
Dillons Corner and Point Judith Bridges (#481 & # 482)	Narragansett	Point Judith Br. carries the ramp to Northbound Route 1 over Route 108 (Point Judith Road). Project includes the bridge and approaches	0144C	C	\$8.15					ES
Jamestown-Verrazzano Br. # 800	N. Kingstown, Jamestown	Phase IV Improvements	0049H	C	\$1.05					ES
Conant Street Bridge # 915	Pawtucket	Bridge and Immediate Approaches	0145A	C	\$3.00	\$3.73				
Pawtucket Bridge # 550	Pawtucket	I-95 over Pleasant St., Taft St., & Seekonk River	0143G	C	\$1.23	\$65.28	\$11.50	\$11.10	\$20.00	
Orms St. Br. # 702 - Louisquisset Pike Ramp Br. # 703	Providence	Bridge and Immediate Approaches	0167A	C		\$6.69				SB
Rt. 6/Rt. 10 Bridges	Providence	Replacement of Union Ave. Bridge #452	0030E	C	\$8.73					SB
	Providence	C-4 Rehabilitation of Harris Ave. Bridge # 510 - Superstructure Replacement - Substructure Repairs Harris Ave. Br. #510	0030B	C				\$1.56		
	Providence	Removal of the Magnolia Street Bridge (Route 6 over Plainfield Street Ramps)		C			\$6.50			
Industrial Drive Bridge # 882	Providence		0163C	C	\$2.46					ES
Stillwater Viaduct Bridge # 278	Smithfield	Route 116 over Stillwater Pond	0163D	C			\$5.00			EM
	Smithfield	Route 116 over Stillwater Pond	0163D	C			\$5.00	\$2.00		

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Bridge Program</u></b>										
Weekapaug Br. # 997	Westerly		0144A	C		\$2.43				SB
Barton Corner Bridge #518	W. Warwick		0156B	C	\$.71			\$3.00		
Ten Rod Road Bridge # 591	Exeter	NB and SB structures plus approximately 500 LF at each highway approach.	0168D	C			\$4.30			
Chepachet Bridge #100	Glocester			C			\$1.00			
Great Island Br. # 499	Narragansett	Great Island Road over Cove	0144B	C			\$3.75			
Goat Island Bridge # 697	Newport	Includes New Utility/Pedestrian Bridge Adjacent to Existing Bridge	0163A	C	\$1.21				\$15.50	
Cove Bridge #495	Portsmouth	Point Road over the Cove	6005C	C			\$4.50			
Shippee Bridge # 307	Burrillville	Route 98 over Nipmuc River	0154B	C				\$2.00		
I-195 Improvements and Rehabilitation of Pawtucket Avenue Bridge # 471 and Horton Farm Bridge # 472	E. Providence	Warren Avenue Bridge # 473 to Broadway Bridge # 470, including Pawtucket Avenue Bridge # 471 and Horton Farm Bridge # 472.	0143K	C				\$4.00	\$6.00	
Providence Viaduct Bridge # 578, Rehabilitation	Providence	146 interchange to Atwells Ave	0156F	C		\$3.45	\$3.00	\$4.00	\$80.00	
Central Bridge # 182	Barrington	Bridge and Immediate Approaches	0153C	C				\$4.00	\$7.50	
Pascoag Bridge # 198	Burrillville	Bridge and Immediate Approaches	0153A	C				\$1.88		
Pocasset River Bridge # 23	Cranston	Bridge and Immediate Approaches	0153B	C		\$4.70				SB
Tefft Hill Trail Bridge # 592	Exeter	NB and SB structures plus approximately 500 LF at each highway approach	0168E	C			\$4.50			
Clarence L. Hussey Memorial Bridge # 11	N. Kingstown	Bridge carrying Route 1A over Wickford Cove.	0156A	C			\$.75			
Capron Bridge # 792	Smithfield	Bridge and Immediate Approaches	0153E	C					\$2.71	

**State of Rhode Island**  
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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Bridge Program</u></b>										
Natick Bridge # 383 Bridge Replacement	Warwick, W. Warwick	Replacement Bridge North of Existing Bridge with Realignment of Roadway Approaches	0143E	C				\$4.00		
Pontiac Ave Br. # 201	Cranston	Bridge and Immediate Approaches	0034A	C		\$ .33				FLD
Meshanticut Interchange, Bridge Contract # 3	Cranston, Warwick	Bridges # 820, # 821, # 245, # 246, # 490, # 491 bridges carrying Rte 2 and West Natick Rd. in Warwick, near the malls.	0028B	C					\$5.00	
Howard Rd. Br. # 459	Cumberland	Bridge and Immediate Approaches	0035D	C					\$ .88	
Middle Road Bridge # 761	E. Greenwich	Middle Road Bridge Over Rt. 4	0156E	C			\$1.00			
Division Street Bridge # 760	E. Greenwich, Warwick	Division St. over Route 4	0156D	C					\$4.00	
Coles Bridge # 134	E. Providence	200' N & S of Bridge along Pawtucket Ave	0153D	C					\$1.50	
Newman Ave. Bridge # 224 Bridge Replacement	E. Providence	Approximately 110' on west side of bridge and to the MA State line on east side of bridge	0171B	C					\$2.00	
Ten Mile River Bridges North & South (# 479 & # 478)	E. Providence	North Broadway over Ten Mile River	0155B	C			\$3.50			
Chestnut Hill Rd. Br. # 951	Glocester	Chestnut Hill Rd. Bridge carries Chestnut Hill Rd. over the spillway that flows from the Sayles Reservoir to the Chepachet River. Project limits include the bridge and approaches.	0034J	C		\$1.47				ES
Wood River Bridge # 261	Hopkinton, Richmond	Bridge and Immediate Approaches	0154A	C		\$ .21				FLD
Simonsville Bridge # 326	Johnston	Simonsville Ave over Simmons Brook. Immediate Approaches only	0182A	C					\$ .63	
Union Village RR Bridge # 107	N. Smithfield	Over P&W RR tracks	0145C	C					\$1.88	

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Bridge Program</u></b>										
Branch River Bridge # 108 Bridge Replacement	N. Smithfield	Bridge and Immediate Approaches	0145D	C					\$1.25	
Slatersville Stone Arch Br. # 273	N. Smithfield	Route 5 over Branch River	0118A	C				\$3.75		
Central Street Bridge # 449 Rehabilitation	N. Smithfield	50' on each side of bridge	0183B	C					\$1.25	
Armstrong Bridge # 893 Replacement	Newport	Bridge and Immediate Approaches	0143J	C					\$3.52	
Harbor Junction Br. # 131	Providence	Harbor Junction Br. carries Elmwood Ave. over a single track of the P & W RR. Includes the bridge and approaches.	0144E	C					\$ .63	
Branch Ave. Bridge # 976 Replacement	Providence	Bridge and Immediate Approaches	0144F	C		\$2.19				SB
Randall Street Bridge # 974	Providence	Randall Street over Mashassuck River	0154C	C			\$1.25			
Dean St. Br. # 776	Providence	Bridge Rehabilitation with Intersection Improvements	0163B	C					\$ .63	
Dean St. Bridge # 776 & Dean Parkway Bridge # 777	Providence	Promenade Business District Improvements	0129A	C					\$4.00	
Henderson Bridge # 600 Rehabilitation	Providence, E. Providence	Bridge and Immediate Approaches	0163E	C		\$1.19			\$50.00	
Kingston Road Bridge # 403	Richmond	I-95 over Rt. 138 (Kingston Road)	0143C	C					\$ .63	
Victory Highway Bridge # 589	W. Greenwich	Bridge and Immediate Approaches	0168C	C					\$4.82	
South County Freeway Bridge # 686	Warwick	I-95 NB over Rte 4/SC Freeway Ramp	0156C	C					\$1.25	
Carolina Bridges	Richmond	Route 112 over Pawcatuck		C					\$3.00	
Emergency Bridge Repairs	Statewide	Unprogrammed Bridge Repairs Found to be Necessary From Inspection				\$ .22				

**State of Rhode Island  
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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Bridge Program</u></b>										
<b>Bridge Program - Program Total</b>					<b>\$51.77</b>	<b>\$105.79</b>	<b>\$72.05</b>	<b>\$65.29</b>	<b>\$215.56</b>	
<b><u>CMAQ Program</u></b>										
Heavy Duty Diesel Retrofits	DEM	Statewide		C			\$1.00	\$1.00		
Traffic Management Center	DOT	Statewide		0	\$3.93	\$3.49	\$1.00	\$1.00		
	DOT	CCVE/RVD Program	0122F	0	\$ .38	\$ .08				ES
South County Commuter Rail	DOT	Providence to Wickford Junction		C	\$1.50	\$1.10	\$2.70	\$3.40		
Intermodal Transportation Initiatives	RIDOT	Statewide		0			\$ .10			
Island Shuttle Train	Newport Dinner Train	Newport, Middletown, Portsmouth		C				\$ .50		
Traffic Signal Coordination	Providence	Broadway, Broad Street		C			\$ .30			
Pilot Car Sharing Program	Providence Foundation	Downtown Providence		0			\$ .14			
Transit Service Initiatives	RIPTA	Statewide		0	\$1.10		\$2.30	\$1.20		
Commuter Resources	RIPTA	Statewide		0	\$ .20	\$ .50	\$ .50	\$ .50		
Passenger Initiatives	RIPTA	Statewide		0	\$ .60		\$1.00	\$ .50		
Traffic Signalization	RIPTA	Statewide		C	\$ .30		\$ .80	\$ .40		
Transportation Support Projects	RIPTA	Statewide		0	\$ .60		\$1.00	\$ .50		
<b>CMAQ Program - Program Total</b>					<b>\$8.61</b>	<b>\$5.17</b>	<b>\$10.84</b>	<b>\$9.00</b>	<b>---</b>	
<b><u>Enhancement Program</u></b>										

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<b><u>Enhancement Program</u></b>										
Enhancement Budget		Projects Listed in Appendix A		DRC	\$ .45	\$2.21	\$4.00	\$4.00		
Sakonnet Light Renovation	Little Compton		E0004	DRC		\$ .84				
Westminster Street Revitalization	Providence	TEAC-090	E0004	DRC	\$3.30	\$ .08				ES
Manton Avenue Steetscape	Providence	T2-060	E0003	DRC	\$ .68					ES
Kingstown Station Tower Relocation	S. Kingstown	T2-025	E0002	DRC	\$ .18		\$ .20			
Kingstown Station Tower Roof Repair	S. Kingstown	T2-025	E0002	DRC		\$ .23				ES
<b>Enhancement Program - Program Total</b>					<b>\$4.60</b>	<b>\$3.36</b>	<b>\$4.20</b>	<b>\$4.00</b>	<b>----</b>	

**Highway Program**

Highway Design				D	\$2.44	\$2.87	\$5.00	\$5.00		
Highway ROW				C	\$ .66		\$ .50	\$ .50		
Tree Trimming Contract	Statewide	Statewide	0119P	C			\$ .50	\$ .50		State
ADA Projects		Locations to be determined		C	\$1.27			\$3.00	\$3.00	
	Charlestown	South County Trail (Rt. 2) - Carolina Back Road (Rt 112) to Old Mill Lane will add waterline under sidewalk and fix drainage problem on Indian land.	0078C	C			\$ .69			
	Portsmouth	Bristol Ferry Road - Route 138 to Boyds Lane	0078J	C	\$1.84					ES
	Providence	Providence Streets Contract II	0078M	C	\$1.33	\$ .28				ES
	Providence	South Main St. - Smith Street to James Street	0078G	C					\$2.40	

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<b><u>Highway Program</u></b>										
ADA Projects	Warren	Child St. and N. Main St. C-1 - North Main St. from Park St. to Wood St. and Child St. from Cutler St. to the East Bay Bike Path (0.2 miles).	0078L	C		\$ .76				ES
	Warren	ADA Child St. C-2 - Cutler St. to Massachusetts State line. (2.2 miles).	0078P	C	\$2.40					ES
	West Warwick	Legion Way/Providence Street - Legion Way from Main Street to Providence Street from Legion Way to Route 115.	0078K	C	\$ .88	\$ .71				ES
Landscape Maintenance Contracts	Cranston, Providence, Warwick	Northern - Rte 10 from Park Ave to I-95, Post Rd at Airport Wall and Airport Connector Ramps at Airport, and Memorial Blvd and Francis St median planters	0119M	C			\$ .32			State
	Jamestown, Newport, South Kingstown	Southern - Rte 138 Jamestown, Wakefield Cutoff, Kingston Station	0119L	C				\$ .44		State
	Jamestown, Newport, South Kingstown	Southern - Rte 138 Jamestown, Wakefield Cutoff, Kingston Station	0119L	C				\$ .45		TBA
Landscape Contracts	Warwick	Rt. 5 Landscaping - Metro Center Blvd. to Potters Avenue	0079C	C	\$ .60					
	Cranston, Providence	Rt. 10 Landscaping C-2 - From I-95 to Cranston St.	0059B	C				\$1.09		
Stormwater Retrofit Demo Project	Statewide	BMP Monitoring - Multiple drainage structures and BMP's	0104L	DC	\$ .20	\$ .22				ES
	Johnston, Providence	Site W-6 - Route 6 in Providence and Johnston at Killingly Street within the off-ramp infields. Route 6 east within the highway shoulder adjacent the intersection of Ophelia and Grimwood Streets	0104K	DC	\$ .89					ES
Waterfront Drive	E. Providence	Warren Avenue Connector - Revetment Project	0075H	C	\$ .43	\$ .01				ES

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<b><u>Highway Program</u></b>										
Jamestown Bridge Bicycle / Pedestrian Access	N.Kingstown	Rt. 1A in North Kingstown to Narragansett Avenue	0049A	C					\$3.75	
Jamestown Bridge Demolition	N. Kingstown	Trestle Bridge Demolition	0049D	C		\$2.52				
Hartford Ave (Rte. 6A) Reconstruction	Johnston	C-1 - I-295 to Atwood Ave Street	0138A	C	\$3.84					ES
	Johnston	C-2 - Atwood Avenue to Killingly Street	0138B	C					\$6.25	
	Johnston	Landscaping	0134B	C			\$29			
Dean Street, Cahir Street and Stewart Street Improvements	Providence	West Exchange St. to Point St.	0137A	C	\$4.19					ES
	Providence	Landscape/Lighting	0137B	C				\$70		
Route 3 Reconstruction	Coventry	Arizona Street to Reservoir Road	0060A	C		\$5.28				
	Coventry	Landscape - Reconstruction of Route 3 - Sandy Bottom Rd. to Reservoir Rd.	0060C	C				\$29		
Providence Circulation Improvements	Providence	LaSalle Square, Dorrance St., Fountain St., Empire St., Webosset St., Union St. --- Additional Earmark (HP-4848) Funding)	0160B	C		\$3.49				
Post Road and Stony Lane Intersection Improvements	North Kingstown	Huling Road Intersections with Route 1	0055B	C			\$1.00			
Stormwater Retrofit Demo Project	Pawtucket, Providence	RIDOT Sites W2,W23,S1 - Promenade St.-west of I-95 overpass, Providence Place - W. of Rt.95 overpass, Taft St.-south of the I-95 overpass	0104H	DC				\$1.03		
Federal Road Reconstruction	Barrington	Upland Way to Middle Highway	0178A	C					\$1.25	
Rt. 5	Cranston, Warwick	C-1 Mayfield Ave. to Rt. 95	0079B	C					\$4.50	
Rt. 116/146 Interchange Reconstruction	Lincoln	146 Mainline & Mainline Bridge # 276	0184B	C					\$6.25	

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<b><u>Highway Program</u></b>										
Post Road Reconstruction	E. Greenwich, N. Kingstown, Warwick	C-1 Franklin Rd to Austin Rd. Shopping center Intersection outside project limits added to the project.	0055A	C				\$3.00	\$8.88	
Post Road	N. Kingstown	C-2 Austin Road to School Street	0055F	C			\$1.00		\$7.50	
Post Road Reconstruction	N. Kingstown	Maxwell Drive to West Main Street	0055D	C					\$7.50	
	E. Greenwich, N. Kingstown	Landscaping - Franklin Road to Austin Road	0055C	C					\$.26	
Pell Bridge Access	Newport	Bridge Approaches / Ramps(Admiral Kalbfus to Americas Cup)	0050B	C					\$6.25	
East Junction Running Track/Ten Mile River	East Providence, Pawtucket	Henderson Bridge to RI/Seekonk, MA line	0106C	C					\$.38	
Rte. 44 Improvements	Smithfield	Contract 2B - Austin Avenue to Danecroft Avenue	0061D	C			\$2.00		\$10.00	
New London Avenue	Warwick, West Warwick	Centerville Road (Rt. 117) to Providence St. (Rt 115)	0172A	C					\$5.19	
<b>Highway Program - Program Total</b>					<b>\$20.96</b>	<b>\$16.15</b>	<b>\$11.30</b>	<b>\$16.00</b>	<b>\$73.35</b>	

**Interstate Program**

Interstate Design				D	\$2.53	\$3.53	\$2.00	\$2.00	\$2.00	
Longhouse	Charlestown	Imp. Ramp Access from I-95, Cultural Mitigation for C-3.	0147A	C		\$3.75				
I-295 Safety & Bridge	Cumberland, Lincoln, Smithfield	C-3B, Bridge # 750 - South of Rt. 7 to South of Scott Rd.	0087D	C			\$4.00	\$9.00	\$5.00	
	Cranston, Johnston	C-1C - Wilbur Ave. to So. of Scituate Ave. Br. #'s 7270, 7272, 7300, 7302, 7320, 7322	0087F	C				\$2.00	\$5.00	
	Johnston, Smithfield	C-2C - So. of Greenville Ave. to So. of Rt. 7	0087B	C					\$5.63	

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<b><u>Interstate Program</u></b>										
I-295 Safety & Lighting	Cranston, Johnston, Warwick, West Warwick	C-2D - I-95 to Scituate Avenue	0087P	C	\$3.87					ES
	Cumberland, Lincoln, Smithfield	C-2E - Rt 7 to Mass. State line	0087W	C					\$3.75	
I-95 Resurfacing	Southern RI	CT S/L to Rt. 2 W. Warwick	RIN01	C	\$7.90					ES
	Southern RI	CT S/L to Rt. 2 W. Warwick	RIN01	C	\$9.30		\$7.00	\$7.00		
I-95 Gateway Landscape Maintenance Contract	Cranston	From P&W RR Bridge to Route 10	0048L	C			\$1.00	\$1.00		State
I-295 SB Rest Area	Lincoln	Building	0087U	C					\$3.50	
	Lincoln	Infrastructure Project - Bikeway Connector to NB Existing site of the Southbound Rest Area of I-295 via Blackstone River Bike Path. Design will extend from the rest area to the Blackstone River Bicycle Path.	0087M	C					\$1.88	
	Lincoln	C-3E - Bike Path Connector - NB Rest Area to SB Rest Area	0087V	C					\$3.75	
I-95 Service Roads 3R	Pawtucket	C-3 - Pawtucket Bridges # 547, # 548, # 549, Garden St., Pine St., George St.; Grace, Marrin and Cedar Streets	0048F	C					\$6.25	
	Providence	C-2 - I-95 Ramps @ Branch Ave., Brs. # 712, # 713	0048C	C					\$3.13	
I-195 Improvements Phase 2, Includes Bridges #'s 465,467,468,469	E. Providence	Washington Br. to MA S/L	0009F	C				\$9.00	\$6.00	
Traffic Management Center	DOT	Operations		O			\$2.50	\$2.50		
<b>Interstate Program - Program Total</b>					<b>\$23.60</b>	<b>\$7.27</b>	<b>\$16.50</b>	<b>\$32.50</b>	<b>\$45.88</b>	

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<b><u>Major Projects with Multi Year Funding</u></b>										
GARVEE Debt Service		Debt Service			\$45.18	\$47.18	\$48.38	\$48.39		
Rt 403 Relocation	N. Kingstown	Construction Above GARVEE		C	\$ .12	\$ .37	\$ 2.60			
	N. Kingstown	Design Costs		D	\$1.33	\$ .29				
	North Kingstown	Landscape Phase 1 - West Davisville Road to Route 4	0014V	C			\$3.12			GRV
I-195 Relocation - Non-GARVEE	Providence	Construction Above GARVEE		C	\$ .68	\$1.41	\$1.00	\$1.00	\$8.00	
	Providence	Design-ROW-Utility Work		C	\$3.59	\$2.76	\$1.00	\$1.00		
I-195 Relocation - Remaining Construction	Providence	Contract 12	0010U	C			\$6.84			GRV-LS
	Providence	Contract 13	0010V	C		\$7.00				GRV-LS
	Providence	Contract 14	0010W	C			\$22.77			GRV-LS
	Providence	Contract 15	0010X	C			\$8.04			GRV-LS
	Providence	Landscape Contracts	0012A	C			\$3.18			GRV-LS
	Providence	Washington Bridge Contract Work		C			\$3.13			GRV-LS
Sakonnet River Bridge # 250	Portsmouth, Tiverton	Main Bridge Non-GARVEE Funding	0031K	C	\$3.01	\$5.69	\$18.90	\$13.30	\$8.30	
	Portsmouth, Tiverton	Demolition Contract for the Existing Sakonnet River Bridge # 250	0031N	C				\$1.00	\$14.00	
	Portsmouth, Tiverton	Secondary Roadway and Landscape Improvement Contract	0031P	C					\$6.00	
Washington Bridge Design	Providence, E. Providence			D	\$ .55	\$ .59				
Washington Bridge # 200 - Pedestrian Bridge	East Providence, Providence	Landscaping - New Pedestrian/Bikeway Park	0009J	C					\$ .20	GRV
	East Providence, Providence	Pedestrian/Bikeway Park	0009K	C			\$8.00	\$8.00	\$8.00	GRV
FRIP - GARVEE	Cranston	Wellington Ave Br Mitigation	0112M	C		\$ .58	\$ 2.00			GRV
Warwick Intermodal Station	Warwick			DRC	\$36.96	\$32.38				

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<b><u>Major Projects with Multi Year Funding</u></b>										
Rt. 6/10 Interchange	Cranston			C					\$300.00	Funding Needed
<b>Major Projects with Multi Year Funding - Program Total</b>					<b>\$91.42</b>	<b>\$98.25</b>	<b>\$128.96</b>	<b>\$72.69</b>	<b>\$344.50</b>	

**Planning Program**

MPO Planning				P	\$2.58		\$1.30	\$1.30		
RIDOT Research				P	\$.87	\$.56	\$.50	\$.50		
RIDOT Planning				P	\$4.12	\$6.15	\$4.00	\$4.00		
		FRA Discretionary Grant Preliminary Engineering Study/Environmental Assessment for Track and Platform Upgrades at Providence Station		P				\$3.00		ES
<b>Planning Program - Program Total</b>					<b>\$7.56</b>	<b>\$6.71</b>	<b>\$5.80</b>	<b>\$8.80</b>	<b>----</b>	

**Pavement Management Program**

Pavement Management Design				D	\$4.14	\$2.94	\$3.00	\$3.00		
Park and Ride Lots				O		\$.03	\$.03	\$.03		
Crack Sealing 2009		Statewide		C	\$.38					ES
Crack Sealing		Statewide		C			\$1.00	\$1.00		
Paver Placed Elastomeric Surface Treatment		Statewide	0085D	C	\$2.50					ES
		Statewide	0085D	C	\$1.88		\$1.50	\$1.50		

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<b><u>Pavement Management Program</u></b>										
Surface Sealing		2009 Program	0084Z	C		\$1.52				
				C			\$2.00	\$2.00		
Local Roads Program	Statewide	Federal Program		C		\$4.99	\$8.00			
	Statewide	State Funded Program		C	\$4.25	\$2.25	\$2.15			State
West Main Rd	Middletown, Portsmouth	C-1 Coddington Hwy to John Kesson Lane (Middletown)	0131G	C	\$5.61					ES
	Middletown, Portsmouth	C-2 John Kesson Lane (Middletown) to Locust Avenue (Portsmouth) - 2 miles.	0131H	C					\$3.50	
	Portsmouth	C-3 Locust Avenue to Route 24 - 2 miles.	0131J	C			\$3.50			
Rt. 138 (1R)	Richmond	Rt. 112 to Beaver River Road	0177E	C	\$2.67					ES
Hopkins Hollow Rd. (1R)	Coventry	From Pole 17 Roaring Brook to Poole 1 Sand hill Rd.							\$1.00	
Nate Whipple Highway (1R)	Cumberland	Route 122 and MA Line C-1	0165K	C	\$2.79	\$0.05				ES
	Cumberland	Route 122 and MA Line C-2	0165R	C	\$1.87	\$0.10				ES
Rt. 102 (1R)	Foster, Scituate	Hartford Pike (Route 101) to Old Plainfield Pike	0172E	C		\$3.25				ES
	Coventry, W. Greenwich	Scituate T/L to Route 3		C			\$2.00	\$4.00		
	Foster, Scituate	Briggs Road to one mile south	0085T	C		\$0.63				ES
Rt. 101 Safety Improvements	Foster, Scituate	CT S/L to Rt 94 and Anan Wade Rd to Rt 102	0084X	C	\$1.64	\$0.05				ES
Rt. 44 (1R)	Glocester	C-3A - Tourtellot Hill Rd to State Maintenance Facility	0061B	C	\$1.32	\$0.17				ES
Rt. 246 (1R)	Lincoln	Breakneck Hill Road to Route 146	0177B	C	\$1.34					ES
Rt. 146 (1R)	Lincoln	116 to South of Sherman Ave & Wilbur Road Bridge	0076T	C	\$9.89					ES
Rt. 146/I-295 Frontage Road (1R)	Lincoln		0184C	C	\$1.29					

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<b><u>Pavement Management Program</u></b>										
Rt. 114 - 1R Improvements	Cumberland	High Street/Diamond Hill Road - Cumberland Public Library and Blackstone Street	0165M	C	\$1.46					ES
Colebrook Road (1R)	Little Compton	Long Highway to the Massachusetts State Line	0172Q	C		\$1.78				ES
Fruit Hill Avenue (1R)	N. Providence, Providence	Smith Street (Route 44) to Providence C/L	0172X	C		\$0.25	\$2.00			
Ocean, Shore and Post Roads and Ocean Road Beautification Project (1R)	Narragansett, S. Kingstown, Westerly	Ocean Road - South Pier Road to Old Ocean Road. Post Road - South Rd to Route 1. Shore Road (1A) - Ocean View Hwy to Post Road, Westerly	0177C	C	\$2.84					ES
Railroad Street and South Kingstown Crosswalk Repairs	S. Kingstown		0165G	C	\$0.25	\$0.49				
Rt. 44 (1R)	Smithfield	C-2A - West Greenville Road to Austin Avenue)	0061C	C	\$2.07	\$0.16				ES
Rt. 138 (1R)	Tiverton	Souza Road to MA S/L	0172K	C	\$2.84	\$0.35				ES
Rt. 114 (1R)	Warren	Main Street - Cherry St. to 160' South of Bleach St.	0076U	C		\$0.68				ES
Elm St., Beach Street and Railroad Avenue (1R)	Westerly	Elm St - From State St to Broad St. Beach St - From Main St to Route 1A. Railroad Ave - From Canal St to Route 3. Railroad Avenue - from Canal St to Rt 3	0131D	C			\$2.50			
Post Road	Westerly	Bellaire St to 900 feet east of Robin Hollow Road	0172I	C	\$2.13					
Winsor Ave (1R)	Johnston	Greenville Ave to Scituate T/L	0177F	C					\$1.00	
Rt. 114 - 1R Improvements	Woonsocket	Diamond Hill Road from Peters River to Bound Road	0165D	C	\$4.46					ES
	Woonsocket	Mendon Road Intersection	0165D	C			\$1.00			
Poppasquash Road (1R)	Bristol	Hope Street to Cogshell Farm Road	0172H	C				\$2.00		

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<b><u>Pavement Management Program</u></b>										
Nayatt Road (1R)	Barrington	Rumstick Road to Washington Road	0172J	C				\$1.00		
Peckham Road (1R)	Little Compton	West Main Road to Colebrook Road	0172P	C			\$1.50			
Rt. 114 (1R)	Bristol	Hope St. - Washington Street to Ferry Road	0076V	C			\$2.50			
Reservoir Ave. (1R)	Cranston	Park Ave. to New London Ave	0130E	C				\$4.00		
Rt. 99 (1R)	Cumberland, Lincoln, Woonsocket	Route 146 to Mendon Road	0165N	C		\$3.42				ES
Rt. 44 (1R)	Glocester	C-3C - Chepachet - From Tourtelotte Hill Road to Route 44/Route 102. Northern Intersection Project Limit includes Chepachet Center Enhancement Project (Town's).	0061E	C			\$3.00			
School St. (1R)	Lincoln	Main St. to Rt. 126	0076M	C					\$2.50	
Rt. 1 (1R)	Narragansett, S. Kingstown	Route 108 to Route 110	0172M	C			\$3.38			
Rt. 114 (1R)	Warren	Main Street - Dyer Avenue to Warren/Bristol Town Line	0076W	C					\$1.25	
Post Road (1R)	Warwick	South Atlantic Ave. to Warwick Ave	0130H	C			\$1.25			
Rt. 114 (1R)	Bristol	Hope St. - Bristol/Warren Town Line to Constitution	0076L	C					\$2.50	
Victory Highway (1R)	Burrillville	Phase 1	0177G	C					\$1.25	
	Burrillville	Phase 2	0177H	C					\$1.25	
Rt. 107 (1R)	Burrillville	Route 100 to 400' West of Union Ave. remaining part of Pascoag one-way circulator	0076N	C				\$1.38		
Old Rt. 102 (1R)	Burrillville	Main Street and East Avenue	0165L	C					\$1.25	

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<b><u>Pavement Management Program</u></b>										
Old Post Road - Rt. 1A (1R)	Charlestown	Route 1 to Ninigret National Wildlife Refuge	0172N	C				\$3.00		
Rt. 2 (1R)	E. Greenwich, N. Kingstown	Route 102 to Route 4	0172G	C			\$1.25			
Taunton Avenue (1R)	E. Providence	From Pawtucket Avenue to the Massachusetts State Line	0076R	C					\$2.50	
Rt. 44 (1R)	Glocester	C-3B - RIDOT Maintenance Facility to West Greenville	0061A	C					\$3.75	
Central Avenue (1R)	Johnston	Atwood Avenue (Route 5) to Providence C/L	0172D	C					\$1.38	
Railroad Street (1R)	Lincoln	Main Street to Old River Road	0165J	C				\$2.50		
Woonasquatucket Avenue (1R)	N. Providence, Providence	Smith Street (Route 44) to Fruit Hill Road	0172B	C					\$2.25	
Broadway (1R)	Newport	Washington Square to Bliss Road	0172U	C					\$1.25	
Mineral Spring Avenue (1R)	Pawtucket	North Providence C/L to Conant Street	0172F	C			\$2.10			
Elmwood Avenue (1R)	Providence	C-3 Harbor Junction Bridge # 131 to Trinity Square (Broad Street)	0130L	C				\$3.00	\$3.00	
Smith Street (1R)	Providence	Route I-95 to Lyndhurst Avenue	0172C	C					\$1.63	
Gainer Dam (1R)	Scituate	Gainer Dam (Route 12) @ Scituate Reservoir	0130D	C					\$2.50	
Dunn's Corner Road (1R)	Westerly	Route 1 to Route 91	0172T	C			\$1.00			
Canal Street	Westerly	Railroad Avenue to High Street/Springbrook Road		C					\$1.70	
Rt. 91 (1R)	Westerly	West - C1	0172R1	C	\$3.78					ES
	Westerly	Central - C2	0172R2	C		\$2.85				ES
	Westerly	East - C3	0172R3	C				\$2.50		
Moosup Valley Rd.	Foster	Cucumber Hill Rd to .9 miles north of Plainfield Pike	0085Q	C		\$ .82				ES
Rt. 116	Smithfield	Route 44 to Route 5		C			\$2.00			

**State of Rhode Island  
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Project/Program	Town/City	Limits	ID Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Pavement Management Program</u></b>									
Rt. 165	Exeter	Route 3 to CT S/L	C			\$5.00			
Matunuck Beach Road Stabilization	S. Kingstown	Matunuck Beach Road along Beachfront	0125Z				\$1.60		
High Street	S. Kingstown	Kingstown Road to Main Street	0165X					\$2.00	
Improvements and Safety Upgrades	N. Providence	Elmore Avenue, Central Avenue, Dewey Avenue, Hobson Avenue, Superior View Boulevard, Lookout Avenue, Angell Road, Lexington Avenue, Woodward Road, Miner Street, Cooper Street, Leo Avenue and Toledo Avenue.					\$0.90		EM
<b>Pavement Management Program - Program Total</b>					<b>\$61.41</b>	<b>\$26.76</b>	<b>\$51.66</b>	<b>\$30.91</b>	<b>\$39.95</b>

**Study & Development Program**

Study & Development Budget		Some additional funding through Highway Design	S			\$1.00	\$1.00		
Poppasquash Rd. Bike/Ped. Path	Bristol								
Northwest Regional Bike Path	Burrilville, Glocester, N. Smithfield								
Shoreline Bikeway	Charlestown								
Howard Avenue Roadway Improvements	Cranston	Slate Hill Road to Pontiac Avenue							
Pontiac Ave./Sockanosset Cross Rd. Intersection	Cranston								
Pontiac Secondary Bike Path	Cranston								
South Elmwood Spur Bicycle Path	Cranston								
I-195/Taunton Avenue/ Warren Ave. Interchange Improvements	E. Providence								

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<b><u>Study &amp; Development Program</u></b>									
Roger Williams Avenue	E. Providence	Ruth Street to N. Broadway							
Waterfront Drive - Central Segment	E. Providence	Valley St. to Newport Av. Connector							
Waterfront Drive - Newport Ave. Connector	E. Providence, Pawtucket	E. Pawtucket Ind. Hwy. to Newport Ave.							
Conanicut Island Bike/Ped. Trail	Jamestown								
Atwood Ave.	Johnston	Rte. 6A to Central Ave.							
Route 146/116 Ramps	Lincoln	NW/SW Quadrants							
Valley Rd./Green End Ave./Aquidneck Ave. Intersections	Middletown								
Post Road	N. Kingstown	West Main to Maxwell - Includes Bicycle Study Wickford to Quonset							
Route 1/4	N. Kingstown	West Allenton Rd. Int.							
Route 146	N. Smithfield	Rt. 99 to Rt. 146A							
Downtown Access/Newport Initiatives	Newport								
J.T. Connell Highway	Newport, Middletown	Adm. Kalbfus Rotary to E. Main Rd./Coddington Hy							
Moshassuck Valley Ind. Access Rd.	Pawtucket	Providence line to Weeden St.							
East Main Rd. - Includes Town Center	Portsmouth	Middletown line to Rte. 24							
West Main Road - Left Turn Lanes	Portsmouth, Middletown	Raytheon to Forest Avenue							
I-195 Providence River Pedestrian Bridge	Providence								
Burma Road	Portsmouth, Middletown								
Thurbers Avenue/Allens Avenue	Providence								
Westminster St.	Providence	Empire St. to Greene St.							
Route 138 - includes 138/112 Intersection	Richmond	S. Kingstown T/L to Hopkinton T/L							

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Project/Program	Town/City	Limits	ID Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Study &amp; Development Program</u></b>									
Route 1	S. Kingstown	Narragansett T/L to N. Kingstown T/L							
Main Street - Route 115	Scituate	Route 116 (Hope) to Jackson Flat Road							
Cedar Swamp Road - Rt. 5	Smithfield	Route 44 to Route 116							
I-95/I-295 Capacity Study	Statewide								
Aquidneck Island/Tiverton Bike Path	Tiverton								
Church Street	W. Warwick	New London Avenue to Cowesett Avenue - Route 3							
Hope Spur to the Washington Secondary	W. Warwick, Coventry								
Airport Road Reconstruction	Warwick	Post Rd. to Warwick Ave.							
Pawtuxet Riverwalk	Warwick								
Post Road/RI 37 Ramp Improvements	Warwick	Lincoln Avenue to RI 37 Off-Ramp South							
I-95/RI 4	Warwick, E. Greenwich, W. Warwick	Interchange							
Diamond Hill Rd.	Woonsocket	Peter's River Bridge to Social St.							
<b>Study &amp; Development Program - Program Total</b>				----		\$1.00	\$1.00	----	

**Traffic Safety Program**

Traffic/Safety Design/Planning			C	\$1.76	\$3.90	\$4.00	\$4.00		
RISTARS Program		STARS Program	C		\$0.22	\$0.50	\$1.00		

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Traffic Safety Program</u></b>										
Arterials	Providence	Elmwood Avenue (C-2) - Elmwood Avenue from Roger Williams Avenue to Trinity Square (Broad Street)	0130K	C	\$3.20					
Arterials Traffic Signal System		Statewide	9204A	C			\$1.25	\$1.25		
Drainage Improvements	Statewide locations including East Greenwich and Scituate	Statewide locations including: First Ave. at Division St. (E. Greenwich), and Danielson Pike (Scituate)		C	\$ .26	\$ .39	\$ 2.00	\$ 1.50		
	Providence, Tiverton, West Greenwich	North Main St. (Providence), East Rd. (Tiverton), Crandall Rd. (Tiverton), Escoheag Hill Rd (West Greenwich)	0120U	C		\$ .25				ES
	Hopkinton, Exeter, W. Greenwich	Mechanic St. - Hopkinton; Black Plain Rd-Exeter; Escoheag Hill Rd-West Greenwich, C-1	0120P	C	\$ .59	\$ .04				ES
	Exeter	Drainage work at the intersection of Ten Rod Road/Route 165 and black Plan Road in Exeter C-2	0120R	C	\$ .27					ES
	Cranston	Pippin Orchard Rd. - Cranston, C- 3	0120Q	C	\$ .22	\$ .14				ES
Hazard Elimination		Rt. 1 Median Landscaping	0058H	C	\$ .16	\$ .02				ES
		Railroad Grade Crossing	0058H	C	\$ 1.21	\$ 1.14				
	Cranston	New London Avenue at Howard	0071N	C		\$ 1.55				
Highway Safety Improvement Program (HSIP)	Statewide			C			\$ 9.00	\$ 9.00		
Lighting Repair/Improvements				C			\$ 1.00	\$ 1.00		
Pavement Striping				C		\$ 4.07	\$ 7.00	\$ 7.00		
		Statewide Striping - North		C	\$ 1.81	\$ 2.62				ES
		Statewide Striping - East Bay		C	\$ 1.70	\$ 2.53				ES
Repair Damaged Safety Devices				C	\$ 1.25		\$ 1.00	\$ 1.00		

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Traffic Safety Program</u></b>										
Repair Damaged Safety Devices		Statewide Guardrail Replacement and Repair 2009		C	\$ .85	\$ .19				ES
State Traffic Commission Projects	Statewide						\$1.00	\$1.00		
Signal Construction		STC Signal Installations - South & Central	0103G	C	\$ .63	\$ .06				ES
		STC Signal Installations - North & East Bay	0103E	C	\$ .93	\$ .11				ES
		Signal Optimization - Statewide	9204A	C	\$1.25	\$1.68				ES
Signing Inventory/Improvements	Cranston, Providence	Rt. 10 Guide Signing - Park Avenue (Cranston) to Cranston Street (Providence)	0059C	C	\$3.43					ES
	Cranston, Warwick	Rt. 37 Signing Project - Exits 1 to 5	0091D	C	\$3.22					ES
				C			\$2.00	\$2.00		
	Cranston, East Greenwich, Providence, Warwick, Wes	I-95 Signing Project - Exits 6 to 8, & 16 to 18	0091G	C	\$3.00					ES
		Overhead Signing Route 146		C	\$ .49					
Traffic Monitoring				C	\$ .91	\$ .10				ES
	Charlestown, Coventry, Cranston, East Providence,		0122E	C			\$1.25	\$1.25		
<b>Traffic Safety Program - Program Total</b>					<b>\$27.13</b>	<b>\$19.02</b>	<b>\$30.00</b>	<b>\$30.00</b>	<b>---</b>	

**Transit Program**

	Activity	FTA Program						
<b>Bus</b>								
Major Transit Projects	Development	5307/5339			\$2.25	\$1.19	\$6.54	FTA

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<b><u>Transit Program</u></b>									
	<b><u>Activity</u></b>	<b><u>FTA Program</u></b>							
<b>Bus</b>									
Facilities-Admin/Maintenance	Rehab/Renovation	2009	C						FTA
	Rehab/Renovation	5307	C	\$ .30	\$ .51	\$ .33	\$ .34		FTA
	Upgrade/Expansion	5307	C		\$ .84				ES
	Upgrade/Expansion	5307	C	\$7.07	\$ .66	\$ .66	\$ .66		FTA
	Upgrade/Expansion	5309	C	\$3.73	\$3.73	\$5.23	\$3.73		FTA
Facilities-Passenger Rehab	Upgrade/Expansion	2009	C			\$ .88			FTA
Management	Plan/Outreach/ Training	5307	P	\$1.06	\$1.48	\$1.14	\$1.19		FTA
	Mobility Management	5307	O	\$1.24	\$1.28	\$1.31	\$1.35		FTA
	Project Administration	5307	O		\$ .20				ES
Revenue Vehicles	Replacement	5307	C	\$2.96	\$5.88	\$6.09			FTA
				Number of Vehicles		6	13	15	0
	Replacement	5311	C		\$ .86				ES
				Number of Vehicles		1			
	Replacement	5307	C	\$23.02					ES
				Number of Vehicles		21			
	Replacement/ Expansion	5309	C	\$4.82	\$1.69	\$1.69	\$1.69		FTA
				Number of Vehicles		14	4	4	4
Statewide Buses and Vans	Replacement	5308		\$22.63	\$8.00	\$8.00	\$8.00		FTA
				Number of Vehicles		50	18	17	17
Revenue Vehicles Paratransit	Replacement	5307	C	\$1.00	\$ .75	\$1.25	\$1.00		FTA
				Number of Vehicles		11	8	13	10
	Replacement	5310	C	\$ .81	\$ .86	\$ .91	\$ .96		FTA
				Number of Vehicles		9	9	9	10
	Replacement Carryover	5310	C		\$ .78				FTA
				Number of Vehicles		9			

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Project/Program	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Transit Program</u></b>								
<b>Bus</b>	<b>Activity</b>	<b>FTA Program</b>						
Support Eq/Supplies/Vehicle	ITS/Computers	5307						ES
	ITS/Computers	5307	\$ .60	\$ 1.46	\$ 1.78	\$ 1.84		FTA
	ITS/Computers	5309	\$ 1.64					FTA
	Preventive Maintenance	5307	\$ 13.70	\$ 14.89	\$ 15.41	\$ 16.03		FTA
	Preventive Maintenance	5307		\$ 3.58				ES
	Preventive Maintenance	5311						ES
	Replacement	5307	C	\$ 2.70	\$ 3.65	\$ 4.93	\$ 6.64	FTA
	Replacement	5307	C		\$ 2.64			ES
	Corridor Improvements	5307	C		\$ 1.74			ES
	Replacement	5307	C		\$ .35			ES TIGGER
	Upgrade/Expansion	5309	C					
Transit Operations	Rural Operations/ RTAP	5311	0	\$ 1.14	\$ 1.20	\$ 1.28	\$ 1.36	FTA
	Urban	5307	0		\$ 1.00			ES
	Complimentary ADA	5307	0	\$ 5.08	\$ 3.59	\$ 3.81	\$ 4.04	FTA
	Job Access/Reverse Commute	5316	0	\$ 1.08	\$ 1.14	\$ 1.22	\$ 1.28	FTA
	Job Access/Reverse Commute Carryover	5316	0		\$ 1.10			FTA
	New Freedom	5317	0	\$ .72	\$ .76	\$ .82	\$ .86	FTA
	New Freedom Carryover	5317	0		\$ .74			FTA
	Small Urban	5307	0	\$ 1.29		\$ .64	\$ .64	FTA
	Intercity Bus Connections	5311	0	\$ .18	\$ .18	\$ .20	\$ .22	FTA

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<b><u>Transit Program</u></b>								
		<b><u>Activity</u></b>						
		<b><u>FTA Program</u></b>						
<b>Bus</b>								
Bus Service Initiatives		Statewide	2008 CMAQ		\$1.10			FTA
Operations Initiatives		Statewide	2008 CMAQ		\$1.10			FTA
				Number of Vehicles	2			
Passenger Initiatives		Statewide	2008 CMAQ		\$0.51			FTA
			<b>Bus Totals</b>		<b>\$99.48</b>	<b>\$67.79</b>	<b>\$58.77</b>	<b>\$58.37</b>
								----
<b>Rail</b>								
Fixed Guideway		RI Integrated Intermodal Transp. - Wickford Junction	5309/New Start	C	\$3.41	\$17.00		FTA
		Commuter Rail Coaches	5309/New Start	C				FTA
		Pawtucket/Central Falls Commuter Rail Station	5309/New Start	C		\$2.45		FTA
		Commuter Rail Stations [Des., Const.] Wickford Junction	5309 RIDOT	C			\$3.96	EM
		Commuter Rail Stations [Des., Const.]	5307/5309	C	\$10.81	\$4.35		ES
		Commuter Rail Facilities & Equipment	5309 RIDOT	C			\$2.60	\$3.76
		Commuter Rail Facilities & Equipment	5309 RIDOT	C	\$0.46			ES
		Rail Shuttle: Prov. To Warwick	5309 RIDOT	O				FTA
		Pilgrim Partnership III	5309 RIDOT	C				FTA
		Wickford Junction Commuter Rail Service	5307 RIDOT (CMAQ Transfer)	O			\$3.62	\$5.10

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Project/Program			ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Transit Program</u></b>										
	<b><u>Activity</u></b>	<b><u>FTA Program</u></b>								
<b>Rail</b>										
Fixed Guideway	Kingston Station Track Addition	FRA High Speed Rail Grant		DC				\$26.20		ES
<b>Rail Totals</b>					<b>\$14.68</b>	<b>\$23.81</b>	<b>\$36.38</b>	<b>\$8.86</b>	<b>---</b>	
<b>Transit Program</b>					<b>\$114.16</b>	<b>\$91.60</b>	<b>\$95.15</b>	<b>\$67.23</b>	<b>---</b>	

<b><u>Discretionary/Set Aside</u></b>										
Main Street Improvements	North Kingstown	From Brown Street to Town Wharf	0090C	C	\$ .46					EM
RIPTA ITS/Computer	Statewide			O	\$1.50					EM
EZ Pass Project for the Claiborne Pell (Newport) Bridge	Jamestown	RITBA			\$ .49					EM
Downtown Intermodal Park, TCSP	South Kingstown					\$ .45				EM
<b>Discretionary/Set Aside</b>					<b>\$2.45</b>	<b>\$ .45</b>	<b>---</b>	<b>---</b>	<b>---</b>	

<b><u>SAFETEA-LU Earmarks</u></b>										
Warren Bridge	Barrington, Warren	HP-4866, TI-365		DRC					<u>Funding Remaining: \$12.83</u>	EM
Blackstone Valley Heritage Corridor - Transportation Enhancements	Blackstone Valley	HP-1599, HP-4852		DRC					<u>Funding Remaining: \$1.13</u>	EM
- Central Falls Landing	Central Falls	HP-1599, HP-4852		C				\$ .50		EM
- Manville Landing	Cumberland	HP-1599, HP-4852		C				\$ .40		EM
Maritime Heritage Museum - Restore and Expand site	Bristol	HP-1318, HP-4854		DRC		\$ .19			<u>Funding Remaining: \$0.25</u>	EM

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>SAFETEA-LU Earmarks</u></b>										
Colt State Park Bike Path - Transportation Improvements	Bristol	HP-4855		DRC					<u>Funding Remaining: \$2.50</u>	EM
Rhode Island National Wildlife Refuge complex - Construct trails and facility improvements	Charlestown	HP-4856		DRC					<u>Funding Remaining: \$0.11</u>	EM
Kettle Pond Visitor Center Administrative Facility - Construct a handicapped accessible trail and platform Facility	Charlestown	HP-616		DRC					<u>Funding Remaining: \$0.03</u>	EM
Washington Secondary/Coventry Greenway/Trestle Trail	Coventry	HP-4843, TI-368, HP-4865		DRC					<u>Funding Remaining: \$15.65</u>	EM
I-195 to Taunton and Warren Avenue - New Interchange	E. Providence	HP-67, HP-4845, TI-370		DRC					<u>Funding Remaining: \$15.75</u>	EM
Acquisition of Fee or Easement, Construction of a Trail, and Site Improvements in Foster	Foster	HP-4849		DRC	\$ .41				<u>Funding Remaining: \$0.74</u>	EM
Jamestown Bridge Demolition - Bicycle Access/Trestle Span Demolition/Fishing Pier - Transportation Improvements	Jamestown, N. Kingstown	TI-371, HP-4847		DRC					<u>Funding Remaining: \$0.00</u>	EM
East Main Road - Transportation Improvements	Middletown	HP-4858		DRC					<u>Funding Remaining: \$6.25</u>	EM
Rt. 146 Safety Improvements	N. Smithfield	TI-373		DRC					<u>Funding Remaining: \$4.11</u>	EM
Pell Bridge - Improve access	Newport	HP-4864		DRC					<u>Funding Remaining: \$7.04</u>	EM
Bridge # 550 - Rehabilitation	Pawtucket	HP-2151		DRC	\$3.65				<u>Funding Remaining: \$0.56</u>	EM
- Interim Repairs (2008)	Pawtucket	Bridge Superstructure	0143M	DRC						EM
Ten Mile River Greenway	Pawtucket, E. Providence	TI-367		DRC					<u>Funding Remaining: \$3.75</u>	EM
- Segment 7A (2008)	E. Providence, Pawtucket	Slater Park to Daggett Ave. athletic fields Segment 7A. Length of path is 4500 feet.	0106B	DRC		\$ .65				EM
Downtown Providence - Improve traffic circulation and road surfacing	Providence	HP-4863		DRC					<u>Funding Remaining: \$0.98</u>	EM

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>SAFETEA-LU Earmarks</u></b>										
Downtown Providence - Circulation Improvements	Providence	HP-4859		DRC	\$ .51	\$ .75	<u>Funding Remaining: \$1.70</u>			EM
India Point - Bury the Power Lines	Providence	HP-4853		DRC			<u>Funding Remaining: \$3.13</u>			EM
Weybosset Street (200 Block) Streetscape and Drop-off Lane Improvements	Providence	HP-4848		DRC			<u>Funding Remaining: \$0.00</u>			EM
I-195 Washington Bridge Eastbound - Replacement (2009)	Providence, E. Providence	HP-3050		DRC			<u>Funding Remaining: \$0.58</u>			EM
Northwest Biketrail/Woonasquatucket River Greenway - Transportation Improvements	Providence, Johnston	HP-4844, HP-4868		DRC			<u>Funding Remaining: \$12.50</u>			EM
Blackstone River Bikeway - Transportation Improvements	Providence, Woonsocket	HP-4846		DRC	\$ .25	\$ .49	<u>Funding Remaining: \$2.19</u>			EM
Route 1/Gilbert Stuart Turnaround - Transportation Improvements	S. Kingstown	HP-4861		DRC			<u>Funding Remaining: \$1.38</u>			EM
South County Bike Path	S. Kingstown, Narragansett	TI-369		DRC		\$ .20	<u>Funding Remaining: \$1.60</u>			EM
- Contract 3 (2008)	Narragansett, S. Kingstown	Rt. 108 to Mumford Road	0020D	DRC		\$ .91				EM
Rt. 138 from Rt.108 to Rt. 2 - Rehabilitate and Improve	S. Kingstown	HP-4862, HP-4860		DRC			<u>Funding Remaining: \$16.49</u>			EM
- Relocation & Renovations to Tower (2008)	S. Kingstown	Kingston Railroad Station	0095B	DRC						EM
- C-1 (2012)	S. Kingstown	Route 2 to Ministerial Road	0139A	DRC						EM
- C-2 (2011)	S. Kingstown	Ministerial Road to Peckham Farm Road	0139B	DRC						EM
- C-3 (2010)	S. Kingstown	Peckham Farm Road to Route 108	0139C	DRC						EM
Stillwater Viaduct - Rehabilitation	Smithfield	HP-4867		DRC			<u>Funding Remaining: \$6.25</u>			EM

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>SAFETEA-LU Earmarks</u></b>										
Open space acquisition to mitigate growth associated with SR-4 and Interstate 95, by non-profit land conservation agencies through acquisition of fee or easement, with a match requirement of 50% of the total purchase price	S. County	TI-366, HP-4850		R	\$ .30	\$ .10	<u>Funding Remaining: \$3.72</u>			EM
Commuter rail in Rhode Island - Improvements (2009)	Statewide	HP-4857		DRC		\$4.50	<u>Funding Remaining: \$0.64</u>			EM
Sakonnet Bridge -Replacement (2009)	Tivertown, Portsmouth	HP-1929, HP-4851, TI -372	0031S	DRC	\$2.58		<u>Funding Remaining: \$2.23</u>			EM
Warwick Intermodal Station - Enhance the infrastructure and transportation (2009) improvements	Warwick	TI-364		DRC	\$23.97	\$ .53	<u>Funding Remaining: \$0.00</u>			EM
Apponaug Bypass - Transportation Improvements	Warwick	HP-4842		DRC	\$1.44		<u>Funding Remaining: \$13.36</u>			EM
Natick Bridge - Replacement	Warwick, W. Warwick	HP-4869		DRC			<u>Funding Remaining: \$7.04</u>			EM
Route 4 and Interstate 95 - Interchange	Warwick, W. Warwick, E. Greenwich	HP-974		DRC			<u>Funding Remaining: \$5.20</u>			EM
Repair and Restore Railroad Bridge in Westerly	Westerly, RI	HP-4866, TI-365		DRC			<u>Funding Remaining: \$2.00</u>			EM
<b>SAFETEA-LU Earmarks</b>										

**State of Rhode Island  
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Enhancement Projects  
2011 - 2016  
(Million Dollars)**

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ID	Project	ID No.	Town	Sponsor	2011	2012	2013	2014	2015	2016	FUT	Amount
<b><u>Enhancement Program</u></b>												
Enhancement Budget					4	4	4	4	4	4		
Program Administration					X	X	X	X	X	X	X	8
Federal Road Enhancements		TEA2-155	Barrington	Barrington						X		0.1
Colt State Park Street Lighting and Restoration		TEA3-041, TEA2-003	Bristol	RIDEM					X			0.59
Hope Street Sidewalks/Downtown Streetlights		TEA3-010, TEA2-112	Bristol	Bristol	X						X	0.9
Marine Museum Hall of Fame		TEA3-060, TEA2-042	Bristol	Bristol/Herreshoff Marine Museum	X							0.82
Columbia Heights		TEA2-138	Charlestown	Charlestown				X				0.43
Anthony Village Initiative		ENHR-191	Coventry	Coventry	X				X			0.43
Cranston Street Enhancements		TEA2-103	Cranston	Cranston		X						0.12
Traffic Island Enhancements		TEA3-090	Cranston	Cranston/Oaklawn Village Community in Bloom							X	0.04
Washington Secondary Bike Safety Improvement		TEA3-050	Cranston	Cranston							X	0.06
Blackstone Canal		TEA3-203	Cumberland, Lincoln	J.H. Chafee BVHC		X					X	0.4
India Point Power Lines		IPPL-001	East Prov.	East Prov.							X	0.3
Rose Larisa Memorial Park		TEA3-096	East Prov.	East Prov.			X					0.1
Pomham Rocks Light		TEA2-128	East Prov.	East Prov.			X					0.1
Warren Ave. Revitalization Phase II		TEA3-093	East Prov.	East Prov.	X							1.4
Chepachet River Park		TEA2-044	Glocester	Glocester							X	0.1
Chepachet Village Improvements		TEAC-124	Glocester	Glocester		X						0.5

**State of Rhode Island  
Transportation Improvement Program  
Enhancement Projects  
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ID	Project	ID No.	Town	Sponsor	2011	2012	2013	2014	2015	2016	FUT	Amount
<b><u>Enhancement Program</u></b>												
	Reuben Mason House Restoration	TEA3-063	Glocester	Glocester/Glocester Heritage Society						X		0.1
	Downtwon Improvements to Narragansett Ave.	ENHR-700	Jamestown	Jamestown								1.14
	Woonasquatucket River Heritage Trail	TEA2-136	Johnston	Johnston							X	0.2
	Lincoln Landing Enhancement Project	TEAC-300	Lincoln	Lincoln		X						0.04
	Sakonnet Light Renovation	TBA	Little Compton	Little Compton/Friends of Sakonnet Point Light								0.84
	Treaty Rock Fam Veri/Manchester Almy	TEA3-036, TEA3-045	Little Compton	Little Compton/Little Compton Agricultural Land Trust							X	0.8
	Ocean Road Beautification	TEAC-078	Narragansett	Narragansett							X	0.12
	Southeast Light Museum Rehabilitation	TEA3-009	New Shoreham	New Shoreham			X					0.6
	Coronet Restoration Project	TEA3-074	Newport	Newport/International Yacht Restoration School							X	0.2
	Rose Island Light Restoration	TEA3-099	Newport	Newport/Rose Island Lighthouse Foundation		X						0.33
	Southern Thames Street	TEAC-078	Newport	Newport							X	0.45
	Washington Square	TEA3-099, TEA2-107, EHHR-141	Newport	Newport	X							1.1
	Main Street Sidewalks and Streetscape	TEA3-040	N. Kingstown	N. Kingstown							X	0.5
	Smith Castle	TEA2-021	N. Kingstown	N. Kingstown/Smith Castle Association				X				0.18
	Kelly Park/Mammoth Mills	TEA2-086	N. Smithfield	N. Smithfield							X	0.3
	Northern Interstate Gateway Beautification	IGBB-001	Pawtucket, Providence, E. Providence	N/A		X					X	3.9

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<b><u>Enhancement Program</u></b>												
	Exchange Street Enhancements	TEA3-080	Pawtucket	Pawtucket			X					0.5
	Slater Mill Phase II	TEA3-078	Pawtucket	Pawtucket		X						0.5
	Broadway Streetscape	TEA3-025	Providence	West Broadway Neighborhood Association							X	0.5
	Elmwood Ave. Improvement Project	TEA3-055	Providence	Greater Elmwood Neighborhood				X				0.41
	Hardscrabble Square	TEA3-077	Providence	RI Black Heritage Society						X		0.05
	India Point Park Visitors Center	ENHR-046	Providence	Providence							X	0.23
	India Point Power Lines	IPPL-002	Providence	Providence							X	0.3
	Luongo Square Revitalization	TEA2-067	Providence	West Broadway Neighborhood Association		X						0.3
	Manton Avenue (ARRA funds)	TEA2-060	Providence	Providence								0.5
	Promenade/Smith Hill Pedestrian Access	TEA3-023	Providence	Providence							X	1
	Roger Williams Bike Trail	TEAC-083	Providence	Providence Parks & Recreations							X	0.4
	Station Park Enhancements (Phase I complete)	TEA3-028	Providence	Department of Administration			X					1.2
	Waterplace Sedimentation/Providence Tide Gate	TEA3-019, TEA3-054	Providence	Providence							X	1
	Westminster Street (ARRA funds)	TEAC-090	Providence	Providence								3.3
	Woonasquatucket River Heritage Trail	TEA2-141	Providence	Providence		X						0.19
	Gainer Dam Stone Wall Reconstruction	TEA2-099, TEA3-039	Scituate	Scituate/Providence Water Supply Board				X				0.65
	Hope Village Streetscape	TEA2-008	Scituate	Scituate Preservation Society				X				0.5

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<b><u>Enhancement Program</u></b>												
	Esmond Street Sidewalk Reconstruction	TEA2-013	Smithfield	Smithfield								0.15
	Downtown Intermodal Park	TEAC-010	S. Kingstown	S. Kingstown		X						0.42
	Railroad Museum Project	TEA3-076	S. Kingstown	Friends of Kingston Station							X	0.28
	Railroad Signal Tower	TEA2-025	S. Kingstown	Friends of Kingston Station								0.16
	Saugatucket River Walkway- Phase II	TEA3-109, TEA2-081	S. Kingstown	S. Kingstown							X	0.62
	Tefft Historical Park	TEA2-084	S. Kingstown	S. Kingstown Land Trust							X	0.13
	Old Stone Bridge	TEA3-082, ENHR-027, TEAC-119	Tiverton	Tiverton							X	2.33
	Weetamoo Woods	TEA2-073	Tiverton	Nature Conservancy							X	0.25
	Water Street Sidewalk and Streetscape	TEA3-018	Warren	Warren				X				0.81
	Conimicut Shoals Lighthouse	TEA3-069	Warwick	Warwick					X			0.56
	Two River Crossings	TEA3-073	W. Warwick	W. Warwick							X	0.9
	Crandall Farm Renovation	TEA2-029	Westerly	Westerly							X	0.15
	Canal Street/White Rock Road	TEA3-201	Westerly	Westerly							X	0.2
	Woonsocket Depot Visitor Services Enhancement	TEA3-085	Woonsocket	Woonsocket							X	0.69
	Woonsocket River Landing/ River Launch	TEA3-030, E109/144, T2- 143	Woonsocket	Woonsocket			X					0.39
	Blackstone Bikeway	TEA3-202	Various	J. H. Chafee BVHC		X	X					0.5
	Blackstone Navigation - Pawtucket	E109/E144, TEA2-143	Various	Various							X	0.13

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<b><u>Enhancement Program</u></b>												
	Blackstone Navigation	TEA2-143	Various	Blackstone Valley Tourism Council							X	0.36
	Rochambeau Trail Phase II	WRRR-001	Various	RIHPHC	X	X						0.26

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Representative Traffic Safety Program  
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<u>Project/Program</u>	<u>Town/City</u>	<u>Limits</u>	<u>ID</u>	<u>Phase</u>	<u>2011</u>	<u>2012</u>	<u>FUT</u>
<b>Traffic/Safety Design &amp; Planning</b>							
				D	\$4.00	\$4.00	
<b>Total Traffic/Safety Design &amp; Planning</b>					<b>\$4.00</b>	<b>\$4.00</b>	
<b>Rhode Island's Strategical Targeted Affordable Roadway Solutions (RI*STARS)</b>							
	Statewide	RI*STARS Sub-Total			\$0.50	\$1.00	\$1.00
<b>Total Rhode Island's Strategical Targeted Affordable Roadway Solutions (RI*STARS)</b>					<b>\$0.50</b>	<b>\$1.00</b>	
<b>Arterial Traffic Signal Synchronized Systems</b>							
Arterials - Contract 2 (US Route 1, RI Route 3)	Coventry, E. Greenwich, W. Warwick	Route 1 - First Avenue to South Pierce Road and Route 3 - Coit Avenue to Church Street	0070B	C		\$1.25	
Elmwood Avenue (C-3)	Providence		0130L	C	\$1.50		
Allen's Avenue	Providence			C		\$1.25	
Park Avenue (C-4)	Cranston		0130M	C			\$1.25
Warwick Avenue	Warwick, Prov			C			\$4.50
<b>Total Arterial Traffic Signal Synchronized Systems</b>					<b>\$1.50</b>	<b>\$2.50</b>	
<b>Drainage Improvements</b>							
	Statewide			C	\$1.00	\$1.00	\$1.00
<b>Total Drainage Improvements</b>					<b>\$1.00</b>	<b>\$1.00</b>	
<b>Highway Safety Improvement Program (HSIP)</b>							
Hazard Elimination - North (C-3)	Scituate, Johnston	10 intersections		C	\$2.50		
Hazard Elimination North	E. Providence, Pawtucket	4 Intersections	0071E	C	\$2.25		
High Hazard Ramps - Interstate C-1 (Long Term)	Cranston, Cumberland, Johnston, Lincoln, Richmond, Warwick	To be decided once we complete recent/final analysis of crashes	0071K		\$2.00		
Interstate 95 Curve Signs (HSIP)	Providence, Pawtucket		0153G	C	\$1.00		
Hazard Elimination - Green End at Valley Road	Middletown	Green End at Valley Road			\$0.75		
Freeway Roadside Delineation (HSIP)	Statewide	Statewide	0153H	C	\$0.50		
Hazard Elimination - Warwick Ramps			0071T			\$1.25	
Hazard Elimination - Central	Cranston	4 Intersections	0071S	C		\$1.25	

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<u>Project/Program</u>	<u>Town/City</u>	<u>Limits</u>	<u>ID</u>	<u>Phase</u>	<u>2011</u>	<u>2012</u>	<u>FUT</u>	
<b>Highway Safety Improvement Program (HSIP)</b>								
Hazard Elimination - Bristol County	Bristol, Warren		0071P			\$1.25		
Hazard Elimination - East Bay			0071D			\$1.25		
Hazard Elimination - South	S. Kingstown, Narragansett, N. Kingstown	4 intersections	0071U			\$1.25		
Hazard Elimination Rail Crossing	Statewide					\$.25		
Hazard Elimination - Newport County			0071Q			\$1.25		
Hazard Elimination North			0071R			\$1.25		
Hazard Elimination - Metro South			0071W				\$1.25	
Hazard Elimination - Metro North			0071V				\$1.25	
<b>Total Highway Safety Improvement Program (HSIP)</b>						<b>\$9.00</b>	<b>\$9.00</b>	

<b>Roadway Lighting Improvements</b>								
US Route 6	Providence	U.S. Route 6	0099C	C	\$1.25			
Interstate 95	Richmond	Exits 1 thru 5		C		\$1.25		
<b>Total Roadway Lighting Improvements</b>						<b>\$1.25</b>	<b>\$1.25</b>	

<b>Pavement Markings</b>								
Statewide Pavement Markings - South	Washington County			C	\$2.00		\$2.00	
Statewide Pavement Markings - Limited Access	Statewide			C	\$2.50		\$2.50	
Statewide Pavement Markings - Central	Kent County			C	\$2.50		\$2.50	
Statewide Pavement Markings - East Bay	Bristol & Newport Counties			C		\$2.50		
Statewide Pavement Markings - North	Providence County			C		\$2.50		
<b>Total Pavement Markings</b>						<b>\$7.00</b>	<b>\$5.00</b>	

<b>Damaged Safety Devices Repair</b>								
	Statewide				\$1.00	\$1.00	\$1.00	
<b>Total Damaged Safety Devices Repair</b>						<b>\$1.00</b>	<b>\$1.00</b>	

<b>State Traffic Commission (STC)</b>							
STC - Division Street Improvements	East Greenwich	Rte. 2 to NEIT Entrance		C	\$1.10		

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<u>Project/Program</u>	<u>Town/City</u>	<u>Limits</u>	<u>ID</u>	<u>Phase</u>	<u>2011</u>	<u>2012</u>	<u>FUT</u>
<b>State Traffic Commission (STC)</b>							
On-Call Statewide Traffic Signal Improvements	Statewide	ID/IQ	0073D	C	\$1.00		\$1.00
STC - Statewide Traffic Signals Installations	Statewide			C	\$1.00		\$1.00
On-Call Pavement Marking Installation	Statewide	ID/IQ	9600A	C	\$.90		\$1.00
On-Call Small Sign Improvements	Statewide	ID/IQ	9600B	C	\$.75		\$.75
STC - Statewide Pedestrian Improvements	Statewide			C		\$1.00	
STC - Roundabout Installation	Tiverton	Stafford and Crandall Road		C			\$1.00
<b>Total State Traffic Commission (STC)</b>					<b>\$4.75</b>	<b>\$1.00</b>	
<b>Traffic Signal Optimization:</b>							
Traffic Signal Optimization	Statewide			C	\$.50	\$.50	\$.50
<b>Total Traffic Signal Optimization:</b>					<b>\$.50</b>	<b>\$.50</b>	
<b>Signing Improvements/Inventory</b>							
Route 146 Freeway Guide Signs	Providence, North Providence, Lincoln, Smithfield, North Smithfield			C		\$2.50	
Airport Con. & Rte 24 Freeway Guide Signs	Tiverton, Portsmouth, Warwick			C			\$2.00
<b>Total Signing Improvements/Inventory</b>						<b>\$2.50</b>	
<b>Traffic Monitoring</b>							
	Statewide			C		\$1.25	
<b>Total Traffic Monitoring</b>					<b>----</b>	<b>\$1.25</b>	

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Administrative Program</u></b>										
EEO/Training/Motor Carrier Safety				A	\$ .62	\$ .82	\$ 1.00	\$ 1.00		
Motor Fuel Tax Evasion Program				A	\$ .20	\$ .02	\$ .10	\$ .10		
Project Modifications				C	\$ 4.19		\$ 10.00	\$ 10.00		
Conversion of Advanced Construction Projects					\$ 12.65	\$ 6.32				
2010 Flood Projects						\$ 18.63				FLD
<b>Administrative Program - Program Total</b>					<b>\$ 17.66</b>	<b>\$ 25.78</b>	<b>\$ 11.10</b>	<b>\$ 11.10</b>	<b>----</b>	

**Bike/Pedestrian Program**

Bicycle Map							\$ .03			
Safe Routes to School Program	Statewide			OC	\$ .31	\$ .63	\$ 1.00	\$ 1.00		
Recreational Trails Program	Statewide			C	\$ 1.47	\$ .85	\$ .60	\$ .60	\$ .60	
Pedestrian/Sidewalk Improvement		Program Budget		C			\$ 2.00	\$ 2.00	\$ 2.00	
Bike Route Signing	Statewide			C			\$ .10	\$ .10		
Barrington Warren Bike Path Bridges Nos. 837 & 838 Replacement	Barrington, Warren		0188A	C					\$ 5.00	
Blackstone River Bicycle Facility	Central Falls, Cumberland, Pawtucket	Segment 3A - Max Reid Field to Branch St	0021C	C					\$ 3.75	
	Central Falls, Cumberland, Pawtucket	Segment 3B - Branch St. to Broad St.(Segment 4A)	0021L	C					\$ 6.25	
	North Smithfield, Woonsocket	Segment 8 - Davison St. to MA S/L	0021G	C		\$ .35			\$ 5.00	

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<b><u>Bike/Pedestrian Program</u></b>										
East Greenwich Bicycle Network, East Greenwich Multi-Use path	East Greenwich, Warwick	From Crompton Avenue (E. Greenwich) to Forge Road (Warwick). This is part of an overall 40 mile Bicycle network that links an on-road bicycle route with an off road multi-use path along Greenwich Cove.	0110C	C					\$2.25	
East Bay Bike Path Resurfacing, Bridge # 793 repair and Striping	East Providence, Warren	3 sections in Warren for resurfacing and root pruning.	0019B	C			\$1.00		\$1.00	
Warwick Bicycle Network	Warwick	Buckeye Brook Multi-Use path - Mickey Stevens Sports Complex to Rodney Road.	0110E	C		\$0.13			\$0.91	
	Warwick	Hoxsie Multi-Use path - Landsdowne Road to West Shore Road	0110D	C					\$3.00	
Blackstone River Bicycle Facility - Segment 7A - Landscaping (2008)	Lincoln, N. Smithfield, Woonsocket	Manville Hill Rd. to Woonsocket Water Plant	0021J	DRC						EM
<b>Bike/Pedestrian Program - Program Total</b>					<b>\$1.77</b>	<b>\$1.97</b>	<b>\$4.73</b>	<b>\$3.70</b>	<b>\$29.76</b>	

**Bridge Program**

Bridge Design	Statewide			D	\$12.49	\$5.10	\$6.00	\$6.00		
Bridge ROW	Statewide			R	\$0.02	\$0.99	\$0.50	\$0.50		
Bridge Inspection Program	Statewide			O	\$6.15	\$7.59	\$6.00	\$6.00		
Bridge Preventive Maintenance	Statewide			C		\$0.10	\$2.00	\$2.00		
	Statewide	Bridge Washing Contract #10	8100L	C	\$0.69					ES
	Statewide	Bridge Washing Contract #11	8100M	C	\$0.37					ES
Program to Eliminate Structurally Deficient Bridges	Statewide			C			\$2.00	\$4.00		

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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Bridge Program</u></b>										
Round Top Bridge # 378	Burrillville	Bridge and Immediate Approaches	0190A	C	\$2.71					
McCormick Quarry Bridge # 476	E. Providence	East Shore Expressway (NB) over US Rt. 6 (Warren Ave.)	0143D	C				\$2.50		
Wyoming North and South Br. # 43 and # 44 (Cat. D)	Hopkinton, Richmond	The Wyoming Bridges carry Bridge Street (also known as Arcadia Road) over the Wood River. The project includes the bridges and approaches.	0034N	C	\$2.79	\$ .12				ES
Dillons Corner and Point Judith Bridges (#481 & # 482)	Narragansett	Point Judith Br. carries the ramp to Northbound Route 1 over Route 108 (Point Judith Road). Project includes the bridge and approaches	0144C	C	\$8.15					ES
Jamestown-Verrazzano Br. # 800	N. Kingstown, Jamestown	Phase IV Improvements	0049H	C	\$1.05					ES
Conant Street Bridge # 915	Pawtucket	Bridge and Immediate Approaches	0145A	C	\$3.00	\$3.73				
Pawtucket Bridge # 550	Pawtucket	I-95 over Pleasant St., Taft St., & Seekonk River	0143G	C	\$1.23	\$65.28	\$11.50	\$11.10	\$20.00	
Orms St. Br. # 702 - Louisquisset Pike Ramp Br. # 703	Providence	Bridge and Immediate Approaches	0167A	C		\$6.69				SB
Rt. 6/Rt. 10 Bridges	Providence	Replacement of Union Ave. Bridge #452	0030E	C	\$8.73					SB
	Providence	C-4 Rehabilitation of Harris Ave. Bridge # 510 - Superstructure Replacement - Substructure Repairs Harris Ave. Br. #510	0030B	C				\$1.56		
	Providence	Removal of the Magnolia Street Bridge (Route 6 over Plainfield Street Ramps)		C			\$6.50			
Industrial Drive Bridge # 882	Providence		0163C	C	\$2.46					ES
Stillwater Viaduct Bridge # 278	Smithfield	Route 116 over Stillwater Pond	0163D	C			\$5.00			EM
	Smithfield	Route 116 over Stillwater Pond	0163D	C			\$5.00	\$2.00		

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<b><u>Bridge Program</u></b>										
Weekapaug Br. # 997	Westerly		0144A	C		\$2.43				SB
Barton Corner Bridge #518	W. Warwick		0156B	C	\$.71			\$3.00		
Ten Rod Road Bridge # 591	Exeter	NB and SB structures plus approximately 500 LF at each highway approach.	0168D	C			\$4.30			
Chepachet Bridge #100	Glocester			C			\$1.00			
Great Island Br. # 499	Narragansett	Great Island Road over Cove	0144B	C			\$3.75			
Goat Island Bridge # 697	Newport	Includes New Utility/Pedestrian Bridge Adjacent to Existing Bridge	0163A	C	\$1.21				\$15.50	
Cove Bridge #495	Portsmouth	Point Road over the Cove	6005C	C			\$4.50			
Shippee Bridge # 307	Burrillville	Route 98 over Nipmuc River	0154B	C				\$2.00		
I-195 Improvements and Rehabilitation of Pawtucket Avenue Bridge # 471 and Horton Farm Bridge # 472	E. Providence	Warren Avenue Bridge # 473 to Broadway Bridge # 470, including Pawtucket Avenue Bridge # 471 and Horton Farm Bridge # 472.	0143K	C				\$4.00	\$6.00	
Providence Viaduct Bridge # 578, Rehabilitation	Providence	146 interchange to Atwells Ave	0156F	C		\$3.45	\$3.00	\$4.00	\$80.00	
Central Bridge # 182	Barrington	Bridge and Immediate Approaches	0153C	C				\$4.00	\$7.50	
Pascoag Bridge # 198	Burrillville	Bridge and Immediate Approaches	0153A	C				\$1.88		
Pocasset River Bridge # 23	Cranston	Bridge and Immediate Approaches	0153B	C		\$4.70				SB
Tefft Hill Trail Bridge # 592	Exeter	NB and SB structures plus approximately 500 LF at each highway approach	0168E	C			\$4.50			
Clarence L. Hussey Memorial Bridge # 11	N. Kingstown	Bridge carrying Route 1A over Wickford Cove.	0156A	C			\$.75			
Capron Bridge # 792	Smithfield	Bridge and Immediate Approaches	0153E	C					\$2.71	

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<b><u>Bridge Program</u></b>										
Natick Bridge # 383 Bridge Replacement	Warwick, W. Warwick	Replacement Bridge North of Existing Bridge with Realignment of Roadway Approaches	0143E	C				\$4.00		
Pontiac Ave Br. # 201	Cranston	Bridge and Immediate Approaches	0034A	C		\$ .33				FLD
Meshanticut Interchange, Bridge Contract # 3	Cranston, Warwick	Bridges # 820, # 821, # 245, # 246, # 490, # 491 bridges carrying Rte 2 and West Natick Rd. in Warwick, near the malls.	0028B	C					\$5.00	
Howard Rd. Br. # 459	Cumberland	Bridge and Immediate Approaches	0035D	C					\$ .88	
Middle Road Bridge # 761	E. Greenwich	Middle Road Bridge Over Rt. 4	0156E	C			\$1.00			
Division Street Bridge # 760	E. Greenwich, Warwick	Division St. over Route 4	0156D	C					\$4.00	
Coles Bridge # 134	E. Providence	200' N & S of Bridge along Pawtucket Ave	0153D	C					\$1.50	
Newman Ave. Bridge # 224 Bridge Replacement	E. Providence	Approximately 110' on west side of bridge and to the MA State line on east side of bridge	0171B	C					\$2.00	
Ten Mile River Bridges North & South (# 479 & # 478)	E. Providence	North Broadway over Ten Mile River	0155B	C			\$3.50			
Chestnut Hill Rd. Br. # 951	Glocester	Chestnut Hill Rd. Bridge carries Chestnut Hill Rd. over the spillway that flows from the Sayles Reservoir to the Chepachet River. Project limits include the bridge and approaches.	0034J	C		\$1.47				ES
Wood River Bridge # 261	Hopkinton, Richmond	Bridge and Immediate Approaches	0154A	C		\$ .21				FLD
Simonsville Bridge # 326	Johnston	Simonsville Ave over Simmons Brook. Immediate Approaches only	0182A	C					\$ .63	
Union Village RR Bridge # 107	N. Smithfield	Over P&W RR tracks	0145C	C					\$1.88	

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<b><u>Bridge Program</u></b>										
Branch River Bridge # 108 Bridge Replacement	N. Smithfield	Bridge and Immediate Approaches	0145D	C					\$1.25	
Slatersville Stone Arch Br. # 273	N. Smithfield	Route 5 over Branch River	0118A	C				\$3.75		
Central Street Bridge # 449 Rehabilitation	N. Smithfield	50' on each side of bridge	0183B	C					\$1.25	
Armstrong Bridge # 893 Replacement	Newport	Bridge and Immediate Approaches	0143J	C					\$3.52	
Harbor Junction Br. # 131	Providence	Harbor Junction Br. carries Elmwood Ave. over a single track of the P & W RR. Includes the bridge and approaches.	0144E	C					\$ .63	
Branch Ave. Bridge # 976 Replacement	Providence	Bridge and Immediate Approaches	0144F	C		\$2.19				SB
Randall Street Bridge # 974	Providence	Randall Street over Mashassuck River	0154C	C			\$1.25			
Dean St. Br. # 776	Providence	Bridge Rehabilitation with Intersection Improvements	0163B	C					\$ .63	
Dean St. Bridge # 776 & Dean Parkway Bridge # 777	Providence	Promenade Business District Improvements	0129A	C					\$4.00	
Henderson Bridge # 600 Rehabilitation	Providence, E. Providence	Bridge and Immediate Approaches	0163E	C		\$1.19			\$50.00	
Kingston Road Bridge # 403	Richmond	I-95 over Rt. 138 (Kingston Road)	0143C	C					\$ .63	
Victory Highway Bridge # 589	W. Greenwich	Bridge and Immediate Approaches	0168C	C					\$4.82	
South County Freeway Bridge # 686	Warwick	I-95 NB over Rte 4/SC Freeway Ramp	0156C	C					\$1.25	
Carolina Bridges	Richmond	Route 112 over Pawcatuck		C					\$3.00	
Emergency Bridge Repairs	Statewide	Unprogrammed Bridge Repairs Found to be Necessary From Inspection				\$ .22				

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**Bridge Program**

	<b>Bridge Program - Program Total</b>		<b>\$51.77</b>	<b>\$105.79</b>	<b>\$72.05</b>	<b>\$65.29</b>	<b>\$215.56</b>			
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**CMAQ Program**

Heavy Duty Diesel Retrofits	DEM	Statewide		C			\$1.00	\$1.00		
Traffic Management Center	DOT	Statewide		0	\$3.93	\$3.49	\$1.00	\$1.00		
	DOT	CCVE/RVD Program	0122F	0	\$ .38	\$ .08			ES	
South County Commuter Rail	DOT	Providence to Wickford Junction		C	\$1.50	\$1.10	\$2.70	\$3.40		
Intermodal Transportation Initiatives	RIDOT	Statewide		0			\$ .10			
Island Shuttle Train	Newport Dinner Train	Newport, Middletown, Portsmouth		C				\$ .50		
Traffic Signal Coordination	Providence	Broadway, Broad Street		C			\$ .30			
Pilot Car Sharing Program	Providence Foundation	Downtown Providence		0			\$ .14			
Transit Service Initiatives	RIPTA	Statewide		0	\$1.10		\$2.30	\$1.20		
Commuter Resources	RIPTA	Statewide		0	\$ .20	\$ .50	\$ .50	\$ .50		
Passenger Initiatives	RIPTA	Statewide		0	\$ .60		\$1.00	\$ .50		
Traffic Signalization	RIPTA	Statewide		C	\$ .30		\$ .80	\$ .40		
Transporation Support Projects	RIPTA	Statewide		0	\$ .60		\$1.00	\$ .50		
<b>CMAQ Program - Program Total</b>					<b>\$8.61</b>	<b>\$5.17</b>	<b>\$10.84</b>	<b>\$9.00</b>	----	

**Enhancement Program**

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<b><u>Enhancement Program</u></b>										
Enhancement Budget		Projects Listed in Appendix A		DRC	\$ .45	\$ 2.21	\$ 4.00	\$ 4.00		
Sakonnet Light Renovation	Little Compton		E0004	DRC		\$ .84				
Westminster Street Revitalization	Providence	TEAC-090	E0004	DRC	\$ 3.30	\$ .08				ES
Manton Avenue Steetscape	Providence	T2-060	E0003	DRC	\$ .68					ES
Kingstown Station Tower Relocation	S. Kingstown	T2-025	E0002	DRC	\$ .18		\$ .20			
Kingstown Station Tower Roof Repair	S. Kingstown	T2-025	E0002	DRC		\$ .23				ES
<b>Enhancement Program - Program Total</b>					<b>\$ 4.60</b>	<b>\$ 3.36</b>	<b>\$ 4.20</b>	<b>\$ 4.00</b>	<b>----</b>	

**Highway Program**

Highway Design				D	\$ 2.44	\$ 2.87	\$ 5.00	\$ 5.00		
Highway ROW				C	\$ .66		\$ .50	\$ .50		
Tree Trimming Contract	Statewide	Statewide	0119P	C			\$ .50	\$ .50		State
ADA Projects		Locations to be determined		C	\$ 1.27			\$ 3.00	\$ 3.00	
	Charlestown	South County Trail (Rt. 2) - Carolina Back Road (Rt 112) to Old Mill Lane will add waterline under sidewalk and fix drainage problem on Indian land.	0078C	C			\$ .69			
	Portsmouth	Bristol Ferry Road - Route 138 to Boyds Lane	0078J	C	\$ 1.84					ES
	Providence	Providence Streets Contract II	0078M	C	\$ 1.33	\$ .28				ES
	Providence	South Main St. - Smith Street to James Street	0078G	C					\$ 2.40	

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<b><u>Highway Program</u></b>										
ADA Projects	Warren	Child St. and N. Main St. C-1 - North Main St. from Park St. to Wood St. and Child St. from Cutler St. to the East Bay Bike Path (0.2 miles).	0078L	C		\$ .76				ES
	Warren	ADA Child St. C-2 - Cutler St. to Massachusetts State line. (2.2 miles).	0078P	C	\$2.40					ES
	West Warwick	Legion Way/Providence Street - Legion Way from Main Street to Providence Street from Legion Way to Route 115.	0078K	C	\$ .88	\$ .71				ES
Landscape Maintenance Contracts	Cranston, Providence, Warwick	Northern - Rte 10 from Park Ave to I-95, Post Rd at Airport Wall and Airport Connector Ramps at Airport, and Memorial Blvd and Francis St median planters	0119M	C			\$ .32			State
	Jamestown, Newport, South Kingstown	Southern - Rte 138 Jamestown, Wakefield Cutoff, Kingston Station	0119L	C				\$ .44		State
	Jamestown, Newport, South Kingstown	Southern - Rte 138 Jamestown, Wakefield Cutoff, Kingston Station	0119L	C				\$ .45		TBA
Landscape Contracts	Warwick	Rt. 5 Landscaping - Metro Center Blvd. to Potters Avenue	0079C	C	\$ .60					
	Cranston, Providence	Rt. 10 Landscaping C-2 - From I-95 to Cranston St.	0059B	C				\$1.09		
Stormwater Retrofit Demo Project	Statewide	BMP Monitoring - Multiple drainage structures and BMP's	0104L	DC	\$ .20	\$ .22				ES
	Johnston, Providence	Site W-6 - Route 6 in Providence and Johnston at Killingly Street within the off-ramp infields. Route 6 east within the highway shoulder adjacent the intersection of Ophelia and Grimwood Streets	0104K	DC	\$ .89					ES
Waterfront Drive	E. Providence	Warren Avenue Connector - Revetment Project	0075H	C	\$ .43	\$ .01				ES

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<b><u>Highway Program</u></b>										
Jamestown Bridge Bicycle / Pedestrian Access	N.Kingstown	Rt. 1A in North Kingstown to Narragansett Avenue	0049A	C					\$3.75	
Jamestown Bridge Demolition	N. Kingstown	Trestle Bridge Demolition	0049D	C		\$2.52				
Hartford Ave (Rte. 6A) Reconstruction	Johnston	C-1 - I-295 to Atwood Ave Street	0138A	C	\$3.84					ES
	Johnston	C-2 - Atwood Avenue to Killingly Street	0138B	C					\$6.25	
	Johnston	Landscaping	0134B	C			\$0.29			
Dean Street, Cahir Street and Stewart Street Improvements	Providence	West Exchange St. to Point St.	0137A	C	\$4.19					ES
	Providence	Landscape/Lighting	0137B	C				\$0.70		
Route 3 Reconstruction	Coventry	Arizona Street to Reservoir Road	0060A	C		\$5.28				
	Coventry	Landscape - Reconstruction of Route 3 - Sandy Bottom Rd. to Reservoir Rd.	0060C	C				\$0.29		
Providence Circulation Improvements	Providence	LaSalle Square, Dorrance St., Fountain St., Empire St., Webosset St., Union St. --- Additional Earmark (HP-4848) Funding)	0160B	C		\$3.49				
Post Road and Stony Lane Intersection Improvements	North Kingstown	Huling Road Intersections with Route 1	0055B	C			\$1.00			
Stormwater Retrofit Demo Project	Pawtucket, Providence	RIDOT Sites W2,W23,S1 - Promenade St.-west of I-95 overpass, Providence Place - W. of Rt.95 overpass, Taft St.-south of the I-95 overpass	0104H	DC				\$1.03		
Federal Road Reconstruction	Barrington	Upland Way to Middle Highway	0178A	C					\$1.25	
Rt. 5	Cranston, Warwick	C-1 Mayfield Ave. to Rt. 95	0079B	C					\$4.50	
Rt. 116/146 Interchange Reconstruction	Lincoln	146 Mainline & Mainline Bridge # 276	0184B	C					\$6.25	

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<b><u>Highway Program</u></b>										
Post Road Reconstruction	E. Greenwich, N. Kingstown, Warwick	C-1 Franklin Rd to Austin Rd. Shopping center Intersection outside project limits added to the project.	0055A	C				\$3.00	\$8.88	
Post Road	N. Kingstown	C-2 Austin Road to School Street	0055F	C			\$1.00		\$7.50	
Post Road Reconstruction	N. Kingstown	Maxwell Drive to West Main Street	0055D	C					\$7.50	
	E. Greenwich, N. Kingstown	Landscaping - Franklin Road to Austin Road	0055C	C					\$.26	
Pell Bridge Access	Newport	Bridge Approaches / Ramps(Admiral Kalbfus to Americas Cup)	0050B	C					\$6.25	
East Junction Running Track/Ten Mile River	East Providence, Pawtucket	Henderson Bridge to RI/Seekonk, MA line	0106C	C					\$.38	
Rte. 44 Improvements	Smithfield	Contract 2B - Austin Avenue to Danecroft Avenue	0061D	C			\$2.00		\$10.00	
New London Avenue	Warwick, West Warwick	Centerville Road (Rt. 117) to Providence St. (Rt 115)	0172A	C					\$5.19	
<b>Highway Program - Program Total</b>					<b>\$20.96</b>	<b>\$16.15</b>	<b>\$11.30</b>	<b>\$16.00</b>	<b>\$73.35</b>	

**Interstate Program**

Interstate Design				D	\$2.53	\$3.53	\$2.00	\$2.00	\$2.00	
Longhouse	Charlestown	Imp. Ramp Access from I-95, Cultural Mitigation for C-3.	0147A	C		\$3.75				
I-295 Safety & Bridge	Cumberland, Lincoln, Smithfield	C-3B, Bridge # 750 - South of Rt. 7 to South of Scott Rd.	0087D	C			\$4.00	\$9.00	\$5.00	
	Cranston, Johnston	C-1C - Wilbur Ave. to So. of Scituate Ave. Br. #'s 7270, 7272, 7300, 7302, 7320, 7322	0087F	C				\$2.00	\$5.00	
	Johnston, Smithfield	C-2C - So. of Greenville Ave. to So. of Rt. 7	0087B	C					\$5.63	

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<b><u>Interstate Program</u></b>										
I-295 Safety & Lighting	Cranston, Johnston, Warwick, West Warwick	C-2D - I-95 to Scituate Avenue	0087P	C	\$3.87					ES
	Cumberland, Lincoln, Smithfield	C-2E - Rt 7 to Mass. State line	0087W	C					\$3.75	
I-95 Resurfacing	Southern RI	CT S/L to Rt. 2 W. Warwick	RIN01	C	\$7.90					ES
	Southern RI	CT S/L to Rt. 2 W. Warwick	RIN01	C	\$9.30		\$7.00	\$7.00		
I-95 Gateway Landscape Maintenance Contract	Cranston	From P&W RR Bridge to Route 10	0048L	C			\$1.00	\$1.00		State
I-295 SB Rest Area	Lincoln	Building	0087U	C					\$3.50	
	Lincoln	Infrastructure Project - Bikeway Connector to NB Existing site of the Southbound Rest Area of I-295 via Blackstone River Bike Path. Design will extend from the rest area to the Blackstone River Bicycle Path.	0087M	C					\$1.88	
	Lincoln	C-3E - Bike Path Connector - NB Rest Area to SB Rest Area	0087V	C					\$3.75	
I-95 Service Roads 3R	Pawtucket	C-3 - Pawtucket Bridges # 547, # 548, # 549, Garden St., Pine St., George St.; Grace, Marrin and Cedar Streets	0048F	C					\$6.25	
	Providence	C-2 - I-95 Ramps @ Branch Ave., Brs. # 712, # 713	0048C	C					\$3.13	
I-195 Improvements Phase 2, Includes Bridges #'s 465,467,468,469	E. Providence	Washington Br. to MA S/L	0009F	C				\$9.00	\$6.00	
Traffic Management Center	DOT	Operations		O			\$2.50	\$2.50		
<b>Interstate Program - Program Total</b>					<b>\$23.60</b>	<b>\$7.27</b>	<b>\$16.50</b>	<b>\$32.50</b>	<b>\$45.88</b>	

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<b><u>Major Projects with Multi Year Funding</u></b>										
GARVEE Debt Service		Debt Service			\$45.18	\$47.18	\$48.38	\$48.39		
Rt 403 Relocation	N. Kingstown	Construction Above GARVEE		C	\$ .12	\$ .37	\$ 2.60			
	N. Kingstown	Design Costs		D	\$1.33	\$ .29				
	North Kingstown	Landscape Phase 1 - West Davisville Road to Route 4	0014V	C			\$3.12			GRV
I-195 Relocation - Non-GARVEE	Providence	Construction Above GARVEE		C	\$ .68	\$1.41	\$1.00	\$1.00	\$8.00	
	Providence	Design-ROW-Utility Work		C	\$3.59	\$2.76	\$1.00	\$1.00		
I-195 Relocation - Remaining Construction	Providence	Contract 12	0010U	C			\$6.84			GRV-LS
	Providence	Contract 13	0010V	C		\$7.00				GRV-LS
	Providence	Contract 14	0010W	C			\$22.77			GRV-LS
	Providence	Contract 15	0010X	C			\$8.04			GRV-LS
	Providence	Landscape Contracts	0012A	C			\$3.18			GRV-LS
	Providence	Washington Bridge Contract Work		C			\$3.13			GRV-LS
Sakonnet River Bridge # 250	Portsmouth, Tiverton	Main Bridge Non-GARVEE Funding	0031K	C	\$3.01	\$5.69	\$18.90	\$13.30	\$8.30	
	Portsmouth, Tiverton	Demolition Contract for the Existing Sakonnet River Bridge # 250	0031N	C				\$1.00	\$14.00	
	Portsmouth, Tiverton	Secondary Roadway and Landscape Improvement Contract	0031P	C					\$6.00	
Washington Bridge Design	Providence, E. Providence			D	\$ .55	\$ .59				
Washington Bridge # 200 - Pedestrian Bridge	East Providence, Providence	Landscaping - New Pedestrian/Bikeway Park	0009J	C					\$ .20	GRV
	East Providence, Providence	Pedestrian/Bikeway Park	0009K	C			\$8.00	\$8.00	\$8.00	GRV
FRIP - GARVEE	Cranston	Wellington Ave Br Mitigation	0112M	C		\$ .58	\$ 2.00			GRV
Warwick Intermodal Station	Warwick			DRC	\$36.96	\$32.38				

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<b><u>Major Projects with Multi Year Funding</u></b>										
Rt. 6/10 Interchange	Cranston			C					\$300.00	Funding Needed
<b>Major Projects with Multi Year Funding - Program Total</b>					<b>\$91.42</b>	<b>\$98.25</b>	<b>\$128.96</b>	<b>\$72.69</b>	<b>\$344.50</b>	

**Planning Program**

MPO Planning				P	\$2.58		\$1.30	\$1.30		
RIDOT Research				P	\$.87	\$.56	\$.50	\$.50		
RIDOT Planning				P	\$4.12	\$6.15	\$4.00	\$4.00		
		FRA Discretionary Grant Preliminary Engineering Study/Environmental Assessment for Track and Platform Upgrades at Providence Station		P				\$3.00		ES
<b>Planning Program - Program Total</b>					<b>\$7.56</b>	<b>\$6.71</b>	<b>\$5.80</b>	<b>\$8.80</b>	<b>----</b>	

**Pavement Management Program**

Pavement Management Design				D	\$4.14	\$2.94	\$3.00	\$3.00		
Park and Ride Lots				O		\$.03	\$.03	\$.03		
Crack Sealing 2009		Statewide		C	\$.38					ES
Crack Sealing		Statewide		C			\$1.00	\$1.00		
Paver Placed Elastomeric Surface Treatment		Statewide	0085D	C	\$2.50					ES
		Statewide	0085D	C	\$1.88		\$1.50	\$1.50		

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<b><u>Pavement Management Program</u></b>										
Surface Sealing		2009 Program	0084Z	C		\$1.52				
				C			\$2.00	\$2.00		
Local Roads Program	Statewide	Federal Program		C		\$4.99	\$8.00			
	Statewide	State Funded Program		C	\$4.25	\$2.25	\$2.15			State
West Main Rd	Middletown, Portsmouth	C-1 Coddington Hwy to John Kesson Lane (Middletown)	0131G	C	\$5.61					ES
	Middletown, Portsmouth	C-2 John Kesson Lane (Middletown) to Locust Avenue (Portsmouth) - 2 miles.	0131H	C					\$3.50	
	Portsmouth	C-3 Locust Avenue to Route 24 - 2 miles.	0131J	C			\$3.50			
Rt. 138 (1R)	Richmond	Rt. 112 to Beaver River Road	0177E	C	\$2.67					ES
Hopkins Hollow Rd. (1R)	Coventry	From Pole 17 Roaring Brook to Poole 1 Sand hill Rd.							\$1.00	
Nate Whipple Highway (1R)	Cumberland	Route 122 and MA Line C-1	0165K	C	\$2.79	\$0.05				ES
	Cumberland	Route 122 and MA Line C-2	0165R	C	\$1.87	\$0.10				ES
Rt. 102 (1R)	Foster, Scituate	Hartford Pike (Route 101) to Old Plainfield Pike	0172E	C		\$3.25				ES
	Coventry, W. Greenwich	Scituate T/L to Route 3		C			\$2.00	\$4.00		
	Foster, Scituate	Briggs Road to one mile south	0085T	C		\$0.63				ES
Rt. 101 Safety Improvements	Foster, Scituate	CT S/L to Rt 94 and Anan Wade Rd to Rt 102	0084X	C	\$1.64	\$0.05				ES
Rt. 44 (1R)	Glocester	C-3A - Tourtellot Hill Rd to State Maintenance Facility	0061B	C	\$1.32	\$0.17				ES
Rt. 246 (1R)	Lincoln	Breakneck Hill Road to Route 146	0177B	C	\$1.34					ES
Rt. 146 (1R)	Lincoln	116 to South of Sherman Ave & Wilbur Road Bridge	0076T	C	\$9.89					ES
Rt. 146/I-295 Frontage Road (1R)	Lincoln		0184C	C	\$1.29					

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<b><u>Pavement Management Program</u></b>										
Rt. 114 - 1R Improvements	Cumberland	High Street/Diamond Hill Road - Cumberland Public Library and Blackstone Street	0165M	C	\$1.46					ES
Colebrook Road (1R)	Little Compton	Long Highway to the Massachusetts State Line	0172Q	C		\$1.78				ES
Fruit Hill Avenue (1R)	N. Providence, Providence	Smith Street (Route 44) to Providence C/L	0172X	C		\$0.25	\$2.00			
Ocean, Shore and Post Roads and Ocean Road Beautification Project (1R)	Narragansett, S. Kingstown, Westerly	Ocean Road - South Pier Road to Old Ocean Road. Post Road - South Rd to Route 1. Shore Road (1A) - Ocean View Hwy to Post Road, Westerly	0177C	C	\$2.84					ES
Railroad Street and South Kingstown Crosswalk Repairs	S. Kingstown		0165G	C	\$0.25	\$0.49				
Rt. 44 (1R)	Smithfield	C-2A - West Greenville Road to Austin Avenue)	0061C	C	\$2.07	\$0.16				ES
Rt. 138 (1R)	Tiverton	Souza Road to MA S/L	0172K	C	\$2.84	\$0.35				ES
Rt. 114 (1R)	Warren	Main Street - Cherry St. to 160' South of Bleach St.	0076U	C		\$0.68				ES
Elm St., Beach Street and Railroad Avenue (1R)	Westerly	Elm St - From State St to Broad St. Beach St - From Main St to Route 1A. Railroad Ave - From Canal St to Route 3. Railroad Avenue - from Canal St to Rt 3	0131D	C			\$2.50			
Post Road	Westerly	Bellaire St to 900 feet east of Robin Hollow Road	0172I	C	\$2.13					
Winsor Ave (1R)	Johnston	Greenville Ave to Scituate T/L	0177F	C					\$1.00	
Rt. 114 - 1R Improvements	Woonsocket	Diamond Hill Road from Peters River to Bound Road	0165D	C	\$4.46					ES
	Woonsocket	Mendon Road Intersection	0165D	C			\$1.00			
Poppasquash Road (1R)	Bristol	Hope Street to Cogshell Farm Road	0172H	C				\$2.00		

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<b><u>Pavement Management Program</u></b>										
Nayatt Road (1R)	Barrington	Rumstick Road to Washington Road	0172J	C				\$1.00		
Peckham Road (1R)	Little Compton	West Main Road to Colebrook Road	0172P	C			\$1.50			
Rt. 114 (1R)	Bristol	Hope St. - Washington Street to Ferry Road	0076V	C			\$2.50			
Reservoir Ave. (1R)	Cranston	Park Ave. to New London Ave	0130E	C				\$4.00		
Rt. 99 (1R)	Cumberland, Lincoln, Woonsocket	Route 146 to Mendon Road	0165N	C		\$3.42				ES
Rt. 44 (1R)	Glocester	C-3C - Chepachet - From Tourtelotte Hill Road to Route 44/Route 102. Northern Intersection Project Limit includes Chepachet Center Enhancement Project (Town's).	0061E	C			\$3.00			
School St. (1R)	Lincoln	Main St. to Rt. 126	0076M	C					\$2.50	
Rt. 1 (1R)	Narragansett, S. Kingstown	Route 108 to Route 110	0172M	C			\$3.38			
Rt. 114 (1R)	Warren	Main Street - Dyer Avenue to Warren/Bristol Town Line	0076W	C					\$1.25	
Post Road (1R)	Warwick	South Atlantic Ave. to Warwick Ave	0130H	C			\$1.25			
Rt. 114 (1R)	Bristol	Hope St. - Bristol/Warren Town Line to Constitution	0076L	C					\$2.50	
Victory Highway (1R)	Burrillville	Phase 1	0177G	C					\$1.25	
	Burrillville	Phase 2	0177H	C					\$1.25	
Rt. 107 (1R)	Burrillville	Route 100 to 400' West of Union Ave. remaining part of Pascoag one-way circulator	0076N	C				\$1.38		
Old Rt. 102 (1R)	Burrillville	Main Street and East Avenue	0165L	C					\$1.25	

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<b><u>Pavement Management Program</u></b>										
Old Post Road - Rt. 1A (1R)	Charlestown	Route 1 to Ninigret National Wildlife Refuge	0172N	C				\$3.00		
Rt. 2 (1R)	E. Greenwich, N. Kingstown	Route 102 to Route 4	0172G	C			\$1.25			
Taunton Avenue (1R)	E. Providence	From Pawtucket Avenue to the Massachusetts State Line	0076R	C					\$2.50	
Rt. 44 (1R)	Glocester	C-3B - RIDOT Maintenance Facility to West Greenville	0061A	C					\$3.75	
Central Avenue (1R)	Johnston	Atwood Avenue (Route 5) to Providence C/L	0172D	C					\$1.38	
Railroad Street (1R)	Lincoln	Main Street to Old River Road	0165J	C				\$2.50		
Woonasquatucket Avenue (1R)	N. Providence, Providence	Smith Street (Route 44) to Fruit Hill Road	0172B	C					\$2.25	
Broadway (1R)	Newport	Washington Square to Bliss Road	0172U	C					\$1.25	
Mineral Spring Avenue (1R)	Pawtucket	North Providence C/L to Conant Street	0172F	C			\$2.10			
Elmwood Avenue (1R)	Providence	C-3 Harbor Junction Bridge # 131 to Trinity Square (Broad Street)	0130L	C				\$3.00	\$3.00	
Smith Street (1R)	Providence	Route I-95 to Lyndhurst Avenue	0172C	C					\$1.63	
Gainer Dam (1R)	Scituate	Gainer Dam (Route 12) @ Scituate Reservoir	0130D	C					\$2.50	
Dunn's Corner Road (1R)	Westerly	Route 1 to Route 91	0172T	C			\$1.00			
Canal Street	Westerly	Railroad Avenue to High Street/Springbrook Road		C					\$1.70	
Rt. 91 (1R)	Westerly	West - C1	0172R1	C	\$3.78					ES
	Westerly	Central - C2	0172R2	C		\$2.85				ES
	Westerly	East - C3	0172R3	C				\$2.50		
Moosup Valley Rd.	Foster	Cucumber Hill Rd to .9 miles north of Plainfield Pike	0085Q	C		\$ .82				ES
Rt. 116	Smithfield	Route 44 to Route 5		C			\$2.00			

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<b><u>Pavement Management Program</u></b>									
Rt. 165	Exeter	Route 3 to CT S/L	C			\$5.00			
Matunuck Beach Road Stabilization	S. Kingstown	Matunuck Beach Road along Beachfront	0125Z				\$1.60		
High Street	S. Kingstown	Kingstown Road to Main Street	0165X					\$2.00	
Improvements and Safety Upgrades	N. Providence	Elmore Avenue, Central Avenue, Dewey Avenue, Hobson Avenue, Superior View Boulevard, Lookout Avenue, Angell Road, Lexington Avenue, Woodward Road, Miner Street, Cooper Street, Leo Avenue and Toledo Avenue.					\$0.90		EM
<b>Pavement Management Program - Program Total</b>					<b>\$61.41</b>	<b>\$26.76</b>	<b>\$51.66</b>	<b>\$30.91</b>	<b>\$39.95</b>

**Study & Development Program**

Study & Development Budget		Some additional funding through Highway Design	S			\$1.00	\$1.00		
Poppasquash Rd. Bike/Ped. Path	Bristol								
Northwest Regional Bike Path	Burrilville, Glocester, N.Smithfield								
Shoreline Bikeway	Charlestown								
Howard Avenue Roadway Improvements	Cranston	Slate Hill Road to Pontiac Avenue							
Pontiac Ave./Sockanosset Cross Rd. Intersection	Cranston								
Pontiac Secondary Bike Path	Cranston								
South Elmwood Spur Bicycle Path	Cranston								
I-195/Taunton Avenue/ Warren Ave. Interchange Improvements	E. Providence								

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<b><u>Study &amp; Development Program</u></b>									
Roger Williams Avenue	E. Providence	Ruth Street to N. Broadway							
Waterfront Drive - Central Segment	E. Providence	Valley St. to Newport Av. Connector							
Waterfront Drive - Newport Ave. Connector	E. Providence, Pawtucket	E. Pawtucket Ind. Hwy. to Newport Ave.							
Conanicut Island Bike/Ped. Trail	Jamestown								
Atwood Ave.	Johnston	Rte. 6A to Central Ave.							
Route 146/116 Ramps	Lincoln	NW/SW Quadrants							
Valley Rd./Green End Ave./Aquidneck Ave. Intersections	Middletown								
Post Road	N. Kingstown	West Main to Maxwell - Includes Bicycle Study Wickford to Quonset							
Route 1/4	N. Kingstown	West Allenton Rd. Int.							
Route 146	N. Smithfield	Rt. 99 to Rt. 146A							
Downtown Access/Newport Initiatives	Newport								
J.T. Connell Highway	Newport, Middletown	Adm. Kalbfus Rotary to E. Main Rd./Coddington Hy							
Moshassuck Valley Ind. Access Rd.	Pawtucket	Providence line to Weeden St.							
East Main Rd. - Includes Town Center	Portsmouth	Middletown line to Rte. 24							
West Main Road - Left Turn Lanes	Portsmouth, Middletown	Raytheon to Forest Avenue							
I-195 Providence River Pedestrian Bridge	Providence								
Burma Road	Portsmouth, Middletown								
Thurbers Avenue/Allens Avenue	Providence								
Westminster St.	Providence	Empire St. to Greene St.							
Route 138 - includes 138/112 Intersection	Richmond	S. Kingstown T/L to Hopkinton T/L							

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<b><u>Study &amp; Development Program</u></b>									
Route 1	S. Kingstown	Narragansett T/L to N. Kingstown T/L							
Main Street - Route 115	Scituate	Route 116 (Hope) to Jackson Flat Road							
Cedar Swamp Road - Rt. 5	Smithfield	Route 44 to Route 116							
I-95/I-295 Capacity Study	Statewide								
Aquidneck Island/Tiverton Bike Path	Tiverton								
Church Street	W. Warwick	New London Avenue to Cowesett Avenue - Route 3							
Hope Spur to the Washington Secondary	W. Warwick, Coventry								
Airport Road Reconstruction	Warwick	Post Rd. to Warwick Ave.							
Pawtuxet Riverwalk	Warwick								
Post Road/RI 37 Ramp Improvements	Warwick	Lincoln Avenue to RI 37 Off-Ramp South							
I-95/RI 4	Warwick, E. Greenwich, W. Warwick	Interchange							
Diamond Hill Rd.	Woonsocket	Peter's River Bridge to Social St.							
<b>Study &amp; Development Program - Program Total</b>				----		\$1.00	\$1.00	----	

**Traffic Safety Program**

Traffic/Safety Design/Planning			C	\$1.76	\$3.90	\$4.00	\$4.00		
RISTARS Program		STARS Program	C		\$0.22	\$0.50	\$1.00		

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<b><u>Traffic Safety Program</u></b>										
Arterials	Providence	Elmwood Avenue (C-2) - Elmwood Avenue from Roger Williams Avenue to Trinity Square (Broad Street)	0130K	C	\$3.20					
Arterials Traffic Signal System		Statewide	9204A	C			\$1.25	\$1.25		
Drainage Improvements	Statewide locations including East Greenwich and Scituate	Statewide locations including: First Ave. at Division St. (E. Greenwich), and Danielson Pike (Scituate)		C	\$0.26	\$0.39	\$2.00	\$1.50		
	Providence, Tiverton, West Greenwich	North Main St. (Providence), East Rd. (Tiverton), Crandall Rd. (Tiverton), Escoheag Hill Rd (West Greenwich)	0120U	C		\$0.25				ES
	Hopkinton, Exeter, W. Greenwich	Mechanic St. - Hopkinton; Black Plain Rd-Exeter; Escoheag Hill Rd-West Greenwich, C-1	0120P	C	\$0.59	\$0.04				ES
	Exeter	Drainage work at the intersection of Ten Rod Road/Route 165 and black Plan Road in Exeter C-2	0120R	C	\$0.27					ES
	Cranston	Pippin Orchard Rd. - Cranston, C-3	0120Q	C	\$0.22	\$0.14				ES
Hazard Elimination		Rt. 1 Median Landscaping	0058H	C	\$0.16	\$0.02				ES
		Railroad Grade Crossing	0058H	C	\$1.21	\$1.14				
	Cranston	New London Avenue at Howard	0071N	C		\$1.55				
Highway Safety Improvement Program (HSIP)	Statewide			C			\$9.00	\$9.00		
Lighting Repair/Improvements				C			\$1.00	\$1.00		
Pavement Striping				C		\$4.07	\$7.00	\$7.00		
		Statewide Striping - North		C	\$1.81	\$2.62				ES
		Statewide Striping - East Bay		C	\$1.70	\$2.53				ES
Repair Damaged Safety Devices				C	\$1.25		\$1.00	\$1.00		

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<b><u>Traffic Safety Program</u></b>										
Repair Damaged Safety Devices		Statewide Guardrail Replacement and Repair 2009		C	\$ .85	\$ .19				ES
State Traffic Commission Projects	Statewide						\$1.00	\$1.00		
Signal Construction		STC Signal Installations - South & Central	0103G	C	\$ .63	\$ .06				ES
		STC Signal Installations - North & East Bay	0103E	C	\$ .93	\$ .11				ES
		Signal Optimization - Statewide	9204A	C	\$1.25	\$1.68				ES
Signing Inventory/Improvements	Cranston, Providence	Rt. 10 Guide Signing - Park Avenue (Cranston) to Cranston Street (Providence)	0059C	C	\$3.43					ES
	Cranston, Warwick	Rt. 37 Signing Project - Exits 1 to 5	0091D	C	\$3.22					ES
				C			\$2.00	\$2.00		
	Cranston, East Greenwich, Providence, Warwick, Wes	I-95 Signing Project - Exits 6 to 8, & 16 to 18	0091G	C	\$3.00					ES
		Overhead Signing Route 146		C	\$ .49					
Traffic Monitoring				C	\$ .91	\$ .10				ES
	Charlestown, Coventry, Cranston, East Providence,		0122E	C			\$1.25	\$1.25		
<b>Traffic Safety Program - Program Total</b>					<b>\$27.13</b>	<b>\$19.02</b>	<b>\$30.00</b>	<b>\$30.00</b>	<b>---</b>	

**Transit Program**

	Activity	FTA Program						
<b>Bus</b>								
Major Transit Projects	Development	5307/5339			\$2.25	\$1.19	\$6.54	FTA

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<b><u>Transit Program</u></b>									
	<b><u>Activity</u></b>	<b><u>FTA Program</u></b>							
<b>Bus</b>									
Facilities-Admin/Maintenance	Rehab/Renovation	2009							FTA
	Rehab/Renovation	5307		\$ .30	\$ .51	\$ .33	\$ .64		FTA
	Upgrade/Expansion	5307			\$ .84				ES
	Upgrade/Expansion	5307		\$ 7.07	\$ .66	\$ .66	\$ .66		FTA
	Upgrade/Expansion	5309		\$ 3.73	\$ 3.73	\$ 5.23	\$ 3.73		FTA
Facilities-Passenger Rehab	Upgrade/Expansion	2009				\$ .88			FTA
Management	Plan/Outreach/ Training	5307		\$ 1.06	\$ 1.48	\$ 1.14	\$ 1.19		FTA
	Mobility Management	5307		\$ 1.24	\$ 1.28	\$ 1.31	\$ 1.35		FTA
	Project Administration	5307			\$ .20				ES
Revenue Vehicles	Replacement	5307		\$ 2.96	\$ 5.88	\$ 6.09			FTA
			Number of Vehicles	6	13	15	0		
	Replacement	5311			\$ .86				ES
			Number of Vehicles		1				
	Replacement	5307		\$ 23.02					ES
			Number of Vehicles	21					
	Replacement/ Expansion	5309		\$ 4.82	\$ 1.69	\$ 1.69	\$ 1.69		FTA
			Number of Vehicles	14	4	4	4		
Statewide Buses and Vans	Replacement	5308		\$ 22.63	\$ 8.00	\$ 8.00	\$ 8.00		FTA
			Number of Vehicles	50	18	17	17		
Revenue Vehicles Paratransit	Replacement	5307		\$ 1.00	\$ .75	\$ 1.25	\$ 1.00		FTA
			Number of Vehicles	11	8	13	10		
	Replacement	5310		\$ .81	\$ .86	\$ .91	\$ .96		FTA
			Number of Vehicles	9	9	9	10		
	Replacement Carryover	5310			\$ .78				FTA
			Number of Vehicles		9				

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Project/Program	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>Transit Program</u></b>								
<b>Bus</b>								
Support Eq/Supplies/Vehicle	ITS/Computers	5307						ES
	ITS/Computers	5307	\$ .60	\$ 1.46	\$ 1.78	\$ 1.84		FTA
	ITS/Computers	5309	\$ 1.64			\$ 1.88		FTA
	Preventive Maintenance	5307	\$ 13.70	\$ 14.89	\$ 15.41	\$ 15.73		FTA
	Preventive Maintenance	5307		\$ 3.58				ES
	Preventive Maintenance	5311						ES
	Replacement	5307	\$ 2.70	\$ 3.65	\$ 4.93	\$ 6.64		FTA
	Replacement	5307		\$ 2.64				ES
	Corridor Improvements	5307		\$ 1.74				ES
	Replacement	5307		\$ .35				ES TIGGER
	Upgrade/Expansion	5309						
Transit Operations	Rural Operations/ RTAP	5311	\$ 1.14	\$ 1.20	\$ 1.28	\$ 1.36		FTA
	Urban	5307		\$ 1.00				ES
	Complimentary ADA	5307	\$ 5.08	\$ 3.59	\$ 3.81	\$ 4.04		FTA
	Job Access/Reverse Commute	5316	\$ 1.08	\$ 1.14	\$ 1.22	\$ 1.28		FTA
	Job Access/Reverse Commute Carryover	5316		\$ 1.10				FTA
	New Freedom	5317	\$ .72	\$ .76	\$ .82	\$ .86		FTA
	New Freedom Carryover	5317		\$ .74				FTA
	Small Urban	5307	\$ 1.29		\$ .64	\$ .64		FTA
	Intercity Bus Connections	5311	\$ .18	\$ .18	\$ .20	\$ .22		FTA

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<b><u>Transit Program</u></b>								
		<b><u>Activity</u></b>						
		<b><u>FTA Program</u></b>						
<b>Bus</b>								
Bus Service Initiatives		Statewide	2008 CMAQ			\$1.10		FTA
Operations Initiatives		Statewide	2008 CMAQ			\$1.10		FTA
						Number of Vehicles	2	
Passenger Initiatives		Statewide	2008 CMAQ			\$0.51		FTA
			<b>Bus Totals</b>			<b>\$99.48</b>	<b>\$67.79</b>	<b>\$58.77</b>
						<b>\$60.25</b>	<b>----</b>	
<b>Rail</b>								
Fixed Guideway		RI Integrated Intermodal Transp. - Wickford Junction	5309/New Start	C		\$3.41	\$17.00	FTA
		Commuter Rail Coaches	5309/New Start	C				FTA
		Pawtucket/Central Falls Commuter Rail Station	5309/New Start	C			\$2.45	FTA
		Commuter Rail Stations [Des., Const.] Wickford Junction	5309 RIDOT	C			\$3.96	EM
		Commuter Rail Stations [Des., Const.]	5307/5309	C		\$10.81	\$4.35	ES
		Commuter Rail Facilities & Equipment	5309 RIDOT	C			\$2.60	\$3.76
		Commuter Rail Facilities & Equipment	5309 RIDOT	C		\$0.46		ES
		Rail Shuttle: Prov. To Warwick	5309 RIDOT	O				FTA
		Pilgrim Partnership III	5309 RIDOT	C				FTA
		Wickford Junction Commuter Rail Service	5307 RIDOT (CMAQ Transfer)	O			\$3.62	\$5.10



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Project/Program	Town/City	Limits	ID	Phase	2009	2010	2011	2012	FUT	Special Funding
<b><u>SAFETEA-LU Earmarks</u></b>										
Colt State Park Bike Path - Transportation Improvements	Bristol	HP-4855		DRC						<u>Funding Remaining: \$2.50</u> EM
Rhode Island National Wildlife Refuge complex - Construct trails and facility improvements	Charlestown	HP-4856		DRC						<u>Funding Remaining: \$0.11</u> EM
Kettle Pond Visitor Center Administrative Facility - Construct a handicapped accessible trail and platform Facility	Charlestown	HP-616		DRC						<u>Funding Remaining: \$0.03</u> EM
Washington Secondary/Coventry Greenway/Trestle Trail	Coventry	HP-4843, TI-368, HP-4865		DRC						<u>Funding Remaining: \$15.65</u> EM
I-195 to Taunton and Warren Avenue - New Interchange	E. Providence	HP-67, HP-4845, TI-370		DRC						<u>Funding Remaining: \$15.75</u> EM
Acquisition of Fee or Easement, Construction of a Trail, and Site Improvements in Foster	Foster	HP-4849		DRC	\$ .41					<u>Funding Remaining: \$0.74</u> EM
Jamestown Bridge Demolition - Bicycle Access/Trestle Span Demolition/Fishing Pier - Transportation Improvements	Jamestown, N. Kingstown	TI-371, HP-4847		DRC						<u>Funding Remaining: \$0.00</u> EM
East Main Road - Transportation Improvements	Middletown	HP-4858		DRC						<u>Funding Remaining: \$6.25</u> EM
Rt. 146 Safety Improvements	N. Smithfield	TI-373		DRC						<u>Funding Remaining: \$4.11</u> EM
Pell Bridge - Improve access	Newport	HP-4864		DRC						<u>Funding Remaining: \$7.04</u> EM
Bridge # 550 - Rehabilitation	Pawtucket	HP-2151		DRC	\$3.65					<u>Funding Remaining: \$0.56</u> EM
- Interim Repairs (2008)	Pawtucket	Bridge Superstructure	0143M	DRC						EM
Ten Mile River Greenway	Pawtucket, E. Providence	TI-367		DRC						<u>Funding Remaining: \$3.75</u> EM
- Segment 7A (2008)	E. Providence, Pawtucket	Slater Park to Daggett Ave. athletic fields Segment 7A. Length of path is 4500 feet.	0106B	DRC		\$ .65				EM
Downtown Providence - Improve traffic circulation and road surfacing	Providence	HP-4863		DRC						<u>Funding Remaining: \$0.98</u> EM

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<b><u>SAFETEA-LU Earmarks</u></b>										
Downtown Providence - Circulation Improvements	Providence	HP-4859		DRC	\$ .51	\$ .75	<u>Funding Remaining: \$1.70</u>			EM
India Point - Bury the Power Lines	Providence	HP-4853		DRC			<u>Funding Remaining: \$3.13</u>			EM
Weybosset Street (200 Block) Streetscape and Drop-off Lane Improvements	Providence	HP-4848		DRC			<u>Funding Remaining: \$0.00</u>			EM
I-195 Washington Bridge Eastbound - Replacement (2009)	Providence, E. Providence	HP-3050		DRC			<u>Funding Remaining: \$0.58</u>			EM
Northwest Biketrail/Woonasquatucket River Greenway - Transportation Improvements	Providence, Johnston	HP-4844, HP-4868		DRC			<u>Funding Remaining: \$12.50</u>			EM
Blackstone River Bikeway - Transportation Improvements	Providence, Woonsocket	HP-4846		DRC	\$ .25	\$ .49	<u>Funding Remaining: \$2.19</u>			EM
Route 1/Gilbert Stuart Turnaround - Transportation Improvements	S. Kingstown	HP-4861		DRC			<u>Funding Remaining: \$1.38</u>			EM
South County Bike Path	S. Kingstown, Narragansett	TI-369		DRC		\$ .20	<u>Funding Remaining: \$1.60</u>			EM
- Contract 3 (2008)	Narragansett, S. Kingstown	Rt. 108 to Mumford Road	0020D	DRC		\$ .91				EM
Rt. 138 from Rt.108 to Rt. 2 - Rehabilitate and Improve	S. Kingstown	HP-4862, HP-4860		DRC			<u>Funding Remaining: \$16.49</u>			EM
- Relocation & Renovations to Tower (2008)	S. Kingstown	Kingston Railroad Station	0095B	DRC						EM
- C-1 (2012)	S. Kingstown	Route 2 to Ministerial Road	0139A	DRC						EM
- C-2 (2011)	S. Kingstown	Ministerial Road to Peckham Farm Road	0139B	DRC						EM
- C-3 (2010)	S. Kingstown	Peckham Farm Road to Route 108	0139C	DRC						EM
Stillwater Viaduct - Rehabilitation	Smithfield	HP-4867		DRC			<u>Funding Remaining: \$6.25</u>			EM

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<b><u>SAFETEA-LU Earmarks</u></b>										
Open space acquisition to mitigate growth associated with SR-4 and Interstate 95, by non-profit land conservation agencies through acquisition of fee or easement, with a match requirement of 50% of the total purchase price	S. County	TI-366, HP-4850		R	\$ .30	\$ .10	<u>Funding Remaining: \$3.72</u>			EM
Commuter rail in Rhode Island - Improvements (2009)	Statewide	HP-4857		DRC		\$4.50	<u>Funding Remaining: \$0.64</u>			EM
Sakonnet Bridge -Replacement (2009)	Tivertown, Portsmouth	HP-1929, HP-4851, TI -372	0031S	DRC	\$2.58		<u>Funding Remaining: \$2.23</u>			EM
Warwick Intermodal Station - Enhance the infrastructure and transportation (2009) improvements	Warwick	TI-364		DRC	\$23.97	\$ .53	<u>Funding Remaining: \$0.00</u>			EM
Apponaug Bypass - Transportation Improvements	Warwick	HP-4842		DRC	\$1.44		<u>Funding Remaining: \$13.36</u>			EM
Natick Bridge - Replacement	Warwick, W. Warwick	HP-4869		DRC			<u>Funding Remaining: \$7.04</u>			EM
Route 4 and Interstate 95 - Interchange	Warwick, W. Warwick, E. Greenwich	HP-974		DRC			<u>Funding Remaining: \$5.20</u>			EM
Repair and Restore Railroad Bridge in Westerly	Westerly, RI	HP-4866, TI-365		DRC			<u>Funding Remaining: \$2.00</u>			EM
<b>SAFETEA-LU Earmarks</b>										

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Enhancement Projects  
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ID	Project	ID No.	Town	Sponsor	2011	2012	2013	2014	2015	2016	FUT	Amount
<b><u>Enhancement Program</u></b>												
Enhancement Budget					4	4	4	4	4	4		
Program Administration					X	X	X	X	X	X	X	8
Federal Road Enhancements		TEA2-155	Barrington	Barrington								0.1
Colt State Park Street Lighting and Restoration		TEA3-041, TEA2-003	Bristol	RIDEM					X			0.59
Hope Street Sidewalks/Downtown Streetlights		TEA3-010, TEA2-112	Bristol	Bristol	X							0.9
Marine Museum Hall of Fame		TEA3-060, TEA2-042	Bristol	Bristol/Herreshoff Marine Museum	X							0.82
Central Falls Landing		City of Central Falls	TEA2-014	Central Falls								
Columbia Heights		TEA2-138	Charlestown	Charlestown		X						0.43
Anthony Village Initiative		ENHR-191	Coventry	Coventry	X				X			0.43
Cranston Street Enhancements		TEA2-103	Cranston	Cranston		X						0.12
Traffic Island Enhancements		TEA3-090	Cranston	Cranston/Oaklawn Village Community in Bloom							X	0.04
Washington Secondary Bike Safety Improvement		TEA3-050	Cranston	Cranston							X	0.06
Blackstone Canal		TEA3-203	Cumberland, Lincoln	J.H. Chafee BVHC		X					X	0.4
Manville Landing		Cumberland	TEAC-103	Cumberland								
India Point Power Lines		IPPL-001	East Prov.	East Prov.							X	0.3
Rose Larisa Memorial Park		TEA3-096	East Prov.	East Prov.			X					0.1
Pomham Rocks Light		TEA2-128	East Prov.	East Prov.			X					0.1
Warren Ave. Revitalization Phase II		TEA3-093	East Prov.	East Prov.	X							1.4

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Transportation Improvement Program  
Enhancement Projects  
2011 - 2016  
(Million Dollars)**

Amendment 13  
June 11, 2012

ID	Project	ID No.	Town	Sponsor	2011	2012	2013	2014	2015	2016	FUT	Amount
<b><u>Enhancement Program</u></b>												
	Chepachet River Park	TEA2-044	Glocester	Glocester							X	0.1
	Chepachet Village Improvements	TEAC-124	Glocester	Glocester		X						0.5
	Reuben Mason House Restoration	TEA3-063	Glocester	Glocester/Glocester Heritage Society								0.1
	Downtwon Improvements to Narragansett Ave.	ENHR-700	Jamestown	Jamestown								1.14
	Woonasquatucket River Heritage Trail	TEA2-136	Johnston	Johnston							X	0.2
	Lincoln Landing Enhancement Project	TEAC-300	Lincoln	Lincoln		X						0.04
	Sakonnet Light Renovation	TBA	Little Compton	Little Compton/Friends of Sakonnet Point Light								0.84
	Treaty Rock Fam Veri/Manchester Almy	TEA3-036, TEA3-045	Little Compton	Little Compton/Little Compton Agricultural Land Trust							X	0.8
	Ocean Road Beautification	TEAC-078	Narragansett	Narragansett							X	0.12
	Southeast Light Museum Rehabilitation	TEA3-009	New Shoreham	New Shoreham			X					0.6
	Coronet Restoration Project	TEA3-074	Newport	Newport/International Yacht Restoration School							X	0.2
	Rose Island Light Restoration	TEA3-099	Newport	Newport/Rose Island Lighthouse Foundation		X						0.33
	Southern Thames Street	TEAC-078	Newport	Newport							X	0.45
	Washington Square	TEA3-099, TEA2-107, EHHR-141	Newport	Newport	X							1.1
	Main Street Sidewalks and Streetscape	TEA3-040	N. Kingstown	N. Kingstown							X	0.5
	Smith Castle	TEA2-021	N. Kingstown	N. Kingstown/Smith Castle Association		X						0.18

**State of Rhode Island  
Transportation Improvement Program  
Enhancement Projects  
2011 - 2016  
(Million Dollars)**

Amendment 13  
June 11, 2012

ID	Project	ID No.	Town	Sponsor	2011	2012	2013	2014	2015	2016	FUT	Amount
<b><u>Enhancement Program</u></b>												
	Kelly Park/Mammoth Mills	TEA2-086	N. Smithfield	N. Smithfield							X	0.3
	Exchange Street Enhancements	TEA3-080	Pawtucket	Pawtucket		X						0.5
	Northern Interstate Gateway Beautification	IGBB-001	Pawtucket, Providence, E. Providence	N/A		X					X	3.9
	Slater Mill Phase II	TEA3-078	Pawtucket	Pawtucket		X						0.5
	Broadway Streetscape	TEA3-025	Providence	West Broadway Neighborhood Association							X	0.5
	Elmwood Ave. Improvement Project	TEA3-055	Providence	Greater Elmwood Neighborhood	X							0.41
	Hardscrabble Square	TEA3-077	Providence	RI Black Heritage Society								0.05
	India Point Park Visitors Center	ENHR-046	Providence	Providence							X	0.23
	India Point Power Lines	IPPL-002	Providence	Providence							X	0.3
	Luongo Square Revitalization	TEA2-067	Providence	West Broadway Neighborhood Association		X						0.3
	Manton Avenue (ARRA funds)	TEA2-060	Providence	Providence								0.5
	Promenade/Smith Hill Pedestrian Access	TEA3-023	Providence	Providence							X	1
	Roger Williams Bike Trail	TEAC-083	Providence	Providence Parks & Recreations							X	0.4
	Providence Station Enhancements - Formerly Station Park Enhancements	TEA3-028	Providence	Capital Center Commission/Department of Administration			X					1.2
	Waterplace Sedimentation/Providence Tide Gate	TEA3-019, TEA3-054	Providence	Providence							X	1
	Westminster Street (ARRA funds)	TEAC-090	Providence	Providence								3.3
	Woonasquatucket River Heritage Trail	TEA2-141	Providence	Providence		X						0.19

**State of Rhode Island  
Transportation Improvement Program  
Enhancement Projects  
2011 - 2016  
(Million Dollars)**

Amendment 13  
June 11, 2012

ID	Project	ID No.	Town	Sponsor	2011	2012	2013	2014	2015	2016	FUT	Amount
<b><u>Enhancement Program</u></b>												
	Gainer Dam Stone Wall Reconstruction	TEA2-099, TEA3-039	Scituate	Scituate/Providence Water Supply Board							X	0.65
	Hope Village Streetscape	TEA2-008	Scituate	Scituate Preservation Society		X						0.5
	Esmond Street Sidewalk Reconstruction	TEA2-013	Smithfield	Smithfield								0.15
	Downtown Intermodal Park	TEAC-010	S. Kingstown	S. Kingstown	X							0.42
	Railroad Museum Project	TEA3-076	S. Kingstown	Friends of Kingston Station							X	0.28
	Railroad Signal Tower	TEA2-025	S. Kingstown	Friends of Kingston Station								0.16
	Saugatucket River Walkway- Phase II	TEA3-109, TEA2-081	S. Kingstown	S. Kingstown							X	0.62
	Tefft Historical Park	TEA2-084	S. Kingstown	S. Kingstown Land Trust							X	0.13
	Old Stone Bridge	TEA3-082, ENHR-027, TEAC-119	Tiverton	Tiverton							X	2.33
	Weetamoo Woods	TEA2-073	Tiverton	Nature Conservancy							X	0.25
	Water Street Sidewalk and Streetscape	TEA3-018	Warren	Warren			X					0.81
	Conimicut Shoals Lighthouse	TEA3-069	Warwick	Warwick					X			0.56
	Two River Crossings	TEA3-073	W. Warwick	W. Warwick							X	0.9
	Crandall Farm Renovation	TEA2-029	Westerly	Westerly							X	0.15
	Canal Street/White Rock Road	TEA3-201	Westerly	Westerly							X	0.2
	Woonsocket Depot Visitor Services Enhancement	TEA3-085	Woonsocket	Woonsocket							X	0.69
	Woonsocket River Landing/ River Launch	TEA3-030, E109/144, T2- 143	Woonsocket	Woonsocket		X						0.39

**State of Rhode Island  
 Transportation Improvement Program  
 Enhancement Projects  
 2011 - 2016  
 (Million Dollars)**

Amendment 13  
 June 11, 2012

<b>ID</b>	<b>Project</b>	<b>ID No.</b>	<b>Town</b>	<b>Sponsor</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>FUT</b>	<b>Amount</b>
<b><u>Enhancement Program</u></b>												
	Safe and Active Commuting Program	TEA3-007	Statewide	Statewide	X	X						0.18
	Blackstone Bikeway	TEA3-202	Various	J. H. Chafee BVHC	X	X						0.5
	Blackstone Navigation - Pawtucket	E109/E144, TEA2-143	Various	Various							X	0.13
	Blackstone Navigation	TEA2-143	Various	Blackstone Valley Tourism Council							X	0.36
	Rochambeau Trail Phase II	WRRR-001	Various	RIHPHC	X	X						0.26
	Bradford Streetscape/ Beautification	Westerly	TEA3-015 TEA2-088	Westerly								
	Pawcatuck River Enhancement/ Pawcatuck Riverwalk	Westerly Pawcatuck Task Force	TEA3-017 TEAC-039	Westerly								

**Memorandum of Understanding  
between the  
Rhode Island State Planning Council (RISPC)  
and the  
Rhode Island Department of Transportation (RIDOT)  
and the  
Rhode Island Public Transit Authority (RIPTA)**

**PROCEDURES TO AMEND AND MODIFY THE  
TRANSPORTATION IMPROVEMENT PROGRAM**

The purpose of this memorandum of understanding is to establish procedures for changing the Transportation Improvement Program (TIP) after adoption by the State Planning Council (SPC) and approval by the Governor and after approval by the federal government. Under provisions of Titles 23 and 49, United States Code, the approved TIP may be amended and modified in order to add new projects, delete projects, move projects among the years of the TIP, make cost and phase of work changes and accommodate major scope changes to a project. Fiscal constraint shall be maintained when amending and modifying the TIP. Other provisions in Titles 23 and 49 permit the development of expedited procedures for making changes to the TIP by agreement between the State, the Metropolitan Planning Organization (MPO) and the Transit Operator. This Memorandum of Understanding (MOU) shall in its entirety constitute such agreement. The term "project sponsor" as applied in this MOU shall refer to the lead agency implementing the project, typically RIDOT or RIPTA, but may also refer to the MPO, a municipal government, or an independent authority if that agency has primary responsibility to implement the project. In all cases, the parties agree that the project sponsor shall follow the procedures contained herein.

**A. ACTIONS REQUIRING CHANGES IN THE TIP**

The State Planning Council's Rule IX, at 5.04.01 (a), requires a TIP amendment for "proposals to add, delete, or modify strategies, actions, or projects that would involve a substantial functional, locational, and/or capacity change".

This agreement defines the following three types of changes that may be made to the TIP:

- Administrative Adjustment
- Minor Amendment
- Major Amendment

Thresholds for TIP changes based on project cost or program amount are defined in **Attachment 1**. In the case of some minor changes, no action is required.

## **B. PROCEDURES FOR CHANGING THE TIP**

The parties agree that project funding will be evaluated at the PS&E (Plans, Specifications, and Estimates) phase, prior to the advertisement for construction bids by the implementing agencies, and updated at periodic reporting intervals, as agreed in Part C below.

Whenever any adjustment or amendment is proposed, the project sponsor shall give the Rhode Island Statewide Planning Program (RISPP), acting as staff to the MPO, sufficient notice to acquire the necessary technical and policy level approvals. The project sponsor shall provide documentation with a clear explanation justifying the amendment. The project sponsor shall also provide the necessary project data required for the TIP listing including the funding source(s) and/or program categories and how fiscal constraint shall be maintained, and sufficient descriptive information for an air quality conformity determination. Changes to the TIP must be fiscally constrained. Project sponsors must identify the source of any new funds and/or the transfer of existing funds.

The RISPP, in consultation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), and state agencies, shall determine if the proposed amendment requires a new TIP conformity determination. Consultation is not required when proposed amendments clearly do not impact air quality. If the action is exempt under the EPA Air Quality Conformity Rule (40 CFR Parts 51 & 93), the amendment shall be approved through the procedures established in Rule IX. If the action is not exempt, the Air Quality Conformity procedures of the State Planning Council's Rule VIII shall also apply, and the proponent of the amendment shall complete an Air Quality/ Transportation Coordination Form, consult with the RI Department of Environmental Management, and perform project-level analysis as needed to determine project conformity with the State Implementation Plan for Air Quality (SIP). If a new regional TIP air quality conformity determination is required, the project sponsor shall provide information on the project design and scope to enable the RISPP to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the RISPP shall conduct the regional emissions analysis.

Approvals that may be required by the Secretary, Transportation Advisory Committee (TAC), and/or State Planning Council, as well as public participation requirements, for adjustments and amendments are described in Attachment 1. The RISPP shall follow its adopted public participation procedures of Rule IX for amendments and conformity determinations to provide the appropriate level of public involvement prior to final action.

Following initial approval of amendments by the State Planning Council or the TAC, or approval of an Administrative Adjustment by the RISPP, the Secretary of the State Planning Council shall forward to the project sponsor a letter acknowledging approval, the revised TIP page(s), and assurance of all necessary compliance (i.e., adherence to public participation, congestion management, air quality conformity and fiscal constraint requirements). The Secretary shall also transmit TIP amendments, as required, to the Governor's Office for concurrence and transmittal to the FHWA and the FTA for final approval. (For major amendments requiring a new conformity determination, RISPP shall forward the conformity determination to the FHWA and the FTA and request a joint conformity finding.) In cases where requests for amendments or administrative adjustments are denied, the Secretary of the State Planning Council shall inform the project sponsor in writing.

RIDOT and RIPTA shall report on changes made in accordance with this section via periodic TIP Status Reports to the TAC providing updated costs and other implementation status information, as provided in Section C.

### C. PROJECT REPORTING

The RIDOT and RIPTA shall provide information on TIP program and project status to the RISPP and the TAC at least every four months for the following programs: Highway, Bicycle & Pedestrian, Major Projects, and Transit. Reports shall be provided once annually for the remaining TIP programs. This information shall enable the RISPP and TAC to make informed decisions on TIP changes requested by project sponsors including the demonstration of fiscal constraint.

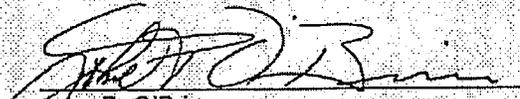
The RIDOT and RIPTA shall include the following information in their reports: Federal/State authorizations, and status of each project in the TIP with information in key issue areas and impact to the project schedule. As information systems allow, the reports shall also include information on project cost estimate changes and the potential impact of such changes on TIP fiscal constraint and project scheduling.

The RIDOT and RIPTA shall transmit the information to the RISPP in a mutually agreed to format. The RISPP shall disseminate the information to the TAC, and/or the SPC as appropriate.

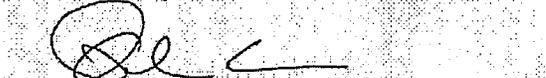
### D. AMENDING THIS AGREEMENT

This agreement may be amended at any time by mutual agreement among the parties. This agreement shall be amended in the event that TIP categories change or new TIP programs are added.

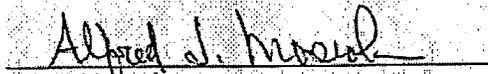
We, the undersigned, agree to use the above procedures to amend and modify the Transportation Improvement Program (TIP).

  
John P. O'Brien  
Secretary, RI State Planning Council

4/10/03  
Date

  
James R. Capaldi  
Director, RI Department of Transportation

4/16/03  
Date

  
Alfred Moscola  
Acting General Manager, RI Public Transit Authority

4/24/03  
Date

# ATTACHMENT 1 TIP AMENDMENT CHART

Action type:	NO ACTION (1)	ADMINISTRATIVE ADJUSTMENTS (2)	MINOR AMENDMENTS (3)	MAJOR AMENDMENTS (3)
Procedure Required:	No Notice Required – Report changes in periodic status reports	Notice To TAC, SPC and RISPP –Administrative Approval	Notice To TAC, SPC and RISPP – Public comment via TAC process (10 day notice required) – TAC approval	Notice To TAC/RISPP – Requires full 30 day public comment period - TAC recommendation – SPC Approval
TIP Category:				
<b>ALL CATEGORIES:</b> Change in existing project scope			Minor change in project location, function, capacity, etc., not requiring air quality conformity re-assessment	Substantial change in project location, function, capacity, etc., or any change that requires air quality conformity re-assessment
<b>ALL CATEGORIES:</b> Addition/deletion of project or phase			Deletion /addition of project – Air quality exempt or non-exempt positive impact	Deletion /addition of project – Air quality non-exempt or potential negative impact
Within TIP categories: <b>ADMINISTRATIVE, CMAQ (4), ENHANCEMENTS, INTERSTATE, PAVEMENT MANAGEMENT, PLANNING, STUDY &amp; DEVELOPMENT, TRAFFIC/SAFETY.</b> Limits apply to total biennial TIP funding allocation within category	Less than 10% change in total project category	10% or greater but less than 20% of total project category	20% or greater but less than 30% of total project category	30% or greater change in total project category
	Less than 20% change in project cost	20% or greater, but less than 30% change in project cost	30% or greater but less than 50% change in project cost	50% or greater change in project cost
Projects greater than or equal to \$5 million	Less than \$1 million change in project cost	Change in project cost equal to or greater than \$1 million but less than \$2 million	Change in project cost equal to or greater than \$2 million but less than \$3 million	Change in project cost equal to or greater than \$3 million
Projects less than \$5 million	Less than 10% change in line item	10% or greater but less than 20% of line item	20% or greater but less than 30% of line item	30% or greater change in line item
Within TIP category: <b>TRANSIT</b> (including CMAQ funds used for Transit)	Less than \$5 million change in project category.	\$5 million or greater, but less than \$10 million change in project category.	\$10 million or greater, but less than \$15 million change in project category.	\$15 million or greater change in project category.
Within TIP categories: <b>MAJOR PROJECTS and BRIDGE</b> Limits apply to total biennial TIP funding allocation within category				

General note: The RIDOT and RIPTA have discretion to advance individual line items within the Biennial Element based upon factors of project readiness, grouping of projects to facilitate contract management, and other administrative factors, however, they remain obligated to adhere to the above procedures in seeking the appropriate approval for the impacts of such changes in resource allocations to other TIP projects.

**(1) NO ACTION REQUIRED**

- When a project phase is moved among the two years of the TIP.
- The project sponsor can apply federal Advance Construction procedures to a project in the TIP or exercise FTA pre-award authority without RISPP approval, provided federal funding is shown for the project in the TIP.

**(2) ADMINISTRATIVE ADJUSTMENT**

- Unobligated projects from the previous TIP can be added to the current TIP using the Administrative Adjustment procedure provided that fiscal constraint is maintained.
- Highway ROW and Highway Design costs treated as single line item for all projects within category.
- When adding federal Discretionary funds to projects listed in the TIP.
- The SPC Secretary retains the right to have the administrative adjustment considered as a minor amendment.

**(3) MINOR and MAJOR AMENDMENTS**

- When applying federal funds to projects funded by private parties or other public agencies that are not party to this agreement.
- Highway ROW and Highway Design costs treated as single line item for all projects within category.
- The TAC reserves the right to refer a minor amendment to the SPC as a major amendment.

**(4) Excluding CMAQ projects administered by RIPTA.**

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**TAB 3.**

**CMAQ PROJECT SOLICITATION**

**General Solicitation Letter  
Public Notice  
Submission Instructions and Project Evaluation Criteria  
Project Proposal Form**

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STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration  
STATEWIDE PLANNING PROGRAM  
One Capitol Hill  
Providence, RI 02908 - 5872

**CALL FOR CMAQ PROJECT PROPOSALS**

**January 15, 2008**

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In preparation for the Transportation Improvement Program (TIP) for federal fiscal years 2009-2012, RI Statewide Planning program and the Air Quality Transportation Subcommittee announce a call for project proposals for the Congestion Mitigation Air Quality (CMAQ) Program.

Attached are the materials you will need to submit your application:

**Project Proposal Guide:** This guide describes the CMAQ Program, types of projects, evaluation criteria and the project selection and approval process.

**Application Form:** This form should be downloaded from our website at <http://www.planning.ri.gov/transportation/default.htm> and completed in Microsoft Excel. It should be signed by the applicant's chief executive officer. Additional information and letters of support may be attached. It is necessary for air quality benefits and emissions reductions to be quantified. If the applicant does not have the technical expertise to calculate pollutant reductions, the staff, assisted by a qualified consultant will provide this information. **Submission instructions are on page 3 of this form. The deadline is February 27, 2008.** Additionally, an electronic copy should be e-mailed to [katherinet@doa.ri.gov](mailto:katherinet@doa.ri.gov).

**CMAQ Program (FY 2006-2008):** This provides examples of eligible projects. Please note that the RI Department of Transportation and the RI Public Transit Authority depend on CMAQ for certain capital and operating expenses that provide significant air quality benefits and congestion relief on a statewide basis.

For further information on the application process contact Katherine Trapani at [katherinet@doa.ri.gov](mailto:katherinet@doa.ri.gov) or at 222.6479. For further information on the CMAQ Program or applicant eligibility contact Thomas Queenan at [tqueen@dot.ri.gov](mailto:tqueen@dot.ri.gov) or at 222.4203, x-4239. We thank you for your interest in this Program and look forward to receiving your application.

---

Jared L. Rhodes II  
Chief

cc: Timothy Costa and Christopher Long, Governor's Office  
Jerome Williams, Bob Shawver, Steve Devine and Tom Queenan, RIDOT  
Alfred Moscola and Mark Therrien, RIPTA  
Steve Majkut, RIDEM; Katherine Trapani, Statewide Planning  
Ralph Rizzo, FHWA; Andrew Motter, FTA



STATE PLANNING COUNCIL  
Statewide Planning Program

PUBLIC NOTICE

TRANSPORTATION IMPROVEMENT PROGRAM  
FY 2009-2012

The State Planning Council is developing the Transportation Improvement Program (TIP) for federal fiscal years 2009-2012. The TIP is a multi-year program of highway, bicycle, pedestrian, Enhancement, Congestion Mitigation/Air Quality (CMAQ), transit, and safety projects that are eligible to receive federal funding.

At this time project proposals are being solicited for the CMAQ program only. This program is intended to fund projects and operational costs for programs which reduce transportation related emissions in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter [23 USC 149(a)]. The following types of projects are eligible for this program:

- Transportation Operations Centers; Transportation Systems Management
- Transit Facilities & Programs; Fare/Fee Subsidy Programs
- Vanpools, Shuttles and Rideshare Activities
- Travel Demand Management and Telecommuting Programs
- Traffic Signal Coordination; Traffic Flow Improvements
- Bicycle Facilities & Programs
- Pedestrian Facilities & Programs
- Transportation Activities in an Approved State Implementation Plan for Air Quality or Maintenance Plan; Transportation Control Measures
- International Freight
- Extreme Low-Temperature Cold Start Programs
- Cleaner On-Road or Off-Road Vehicles; Alternative Fuels; Diesel Retrofits including Outreach to Owners and Operators of Equipment
- Magnetic Levitation Transportation Technology Development Programs
- Inspection & Maintenance Programs
- Planning & Project Development Activities
- Public/Private Partnerships
- Experimental Pilot Program
- Advanced Truck Stop Electrification Systems
- Purchase of Integrated, Interoperable Emergency Communications Equipment

Municipalities, tribes, state agencies, non-governmental organizations, and certain transportation providers may submit project proposals. Project proposal forms and other information are available upon request by contacting the Statewide Planning Program at (401) 222-6479. Application materials are also available at the Statewide Planning Program's website at <http://www.planning.ri.gov/transportation/default.htm>.

Project proposals (16 copies) may be submitted to the R.I. Statewide Planning Program, One Capitol Hill, (third floor) Providence, RI 02908 no later than Wednesday, February 27, 2008 at 12:00 pm, **OR** project proposals (16 copies) may be submitted and presented at a meeting of the Air Quality Transportation Subcommittee on Wednesday, February 27, 2008 at 1:00 pm, second floor, Conference Room B]. This Subcommittee is responsible for reviewing the proposals. This meeting is open to the public.

Public hearing(s) on the draft TIP will be scheduled at a later date.

The meeting location is accessible to individuals with disabilities. Individuals requesting assistance should contact Ms. Linda Resendes at (401) 222-7901 at least 48 hours prior to the scheduled start of the meeting. Public transit schedule information is available from RIPTA at (401) 784-9500 or [www.ripta.com](http://www.ripta.com).

Jared L. Rhodes II  
Secretary, State Planning Council

January 11, 2008

## **State of Rhode Island**

### **Congestion Mitigation and Air Quality (CMAQ) Project Proposal Guide**

The Rhode Island Statewide Planning Program and the Air Quality/Transportation Subcommittee announce the call for project proposals for the Congestion Mitigation and Air Quality (CMAQ) Program as provided for in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU is the nation's principal federal surface transportation legislation, providing the states with a wide array of flexible funding programs.

The Air Quality/Transportation (AQT) Subcommittee will be recommending projects for funding under CMAQ to the State Planning Council's Technical Committee. The Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), or other State or local agency will implement the projects that are funded. Projects are now being solicited for implementation in federal fiscal years 2009-2012. Project proposals from this solicitation will be reviewed and scored by the AQT Subcommittee and may be included in the Subcommittee's recommendation to the Technical Committee.

**What is the CMAQ Program?** The CMAQ Program is an innovative program established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued under TEA-21 and SAFETEA-LU. The purpose of the program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standard for ground level ozone, and in some cases, carbon monoxide and fine particulate matter.

The warm and humid summer weather often brings high concentrations of ground level ozone to the State of Rhode Island. Ground level ozone, the major component of smog, is formed by a complex reaction of hydrocarbons and nitrogen oxides in the atmosphere, and sunny, hot, and humid weather accelerates this reaction. Ground level ozone should not be confused with the protective ozone layer in the upper atmosphere, which is essential for the protection of life on earth.

High ground level ozone concentrations can cause serious breathing problems for the elderly, children, exercising adults, and adults with asthma or other respiratory ailments. Exposure to ground level ozone causes coughing, headaches, nausea, and can damage lung tissue and reduce lung function. The State of Rhode Island has recorded high levels of ground level ozone in recent years is currently listed as a moderate non-attainment area. Since a large percentage of all ground level ozone results from motor vehicle emissions, programs such as CMAQ are designed to reduce these emissions.

CMAQ funding is focused on investment in air quality improvements and provides funds for projects that expand or initiate transportation services with air quality benefits. Historically, CMAQ projects target areas that are in non-attainment. All programs funded under CMAQ must be in the Transportation Improvement Program (TIP). The project decisions are made at the State level – subject to federal guidelines on eligibility. The CMAQ Program allows for public/private partnerships with certain restrictions. SAFETEA-LU requires that a legal written agreement be in place between the public agency and/or the private, non-profit entity before implementing a CMAQ project. Without this, CMAQ funds cannot be directed to the private sector.

**Project Requirements:** To be eligible for consideration, the proposed projects:

- Must be consistent with CMAQ Program purposes;
- Must have a direct effect on reducing emissions;
- Must be capable of being implemented;
- Should include adequate provisions for future maintenance and/or operations costs, if applicable;
- Must be signed by the Agency head and/or the Chief Elected Official.

**Project Funding:** RIDOT, in cooperation with the Federal Highway Administration (FHWA), will typically fund up to 80% of the total cost. Proposers are encouraged, not required, to provide the remaining 20% matching cost. SAFETEALU provides for the use of local funds, other federal funds, and in-kind services to match the CMAQ Program funding. The CMAQ Program is operated on a reimbursement basis, with funds not provided until work is completed. When CMAQ funds are obligated to a project, they become, in essence, a line of credit the State can draw on for reimbursement of eligible expenses on the specific project. It is anticipated that \$10 million will be available for this program in each of the next four federal fiscal years (2009-2012).

**Eligible Projects:** The following types of projects are eligible for CMAQ funding:

- Transportation Operations Centers; Transportation Systems Management
- Transit Facilities & Programs; Fare/Fee Subsidy Programs
- Vanpools, Shuttles and Rideshare Activities
- Travel Demand Management and Telecommuting Programs
- Traffic Signal Coordination; Traffic Flow Improvements
- Bicycle Facilities & Programs
- Pedestrian Facilities & Programs
- Transportation Activities in an Approved State Implementation Plan for Air Quality or Maintenance Plan; Transportation Control Measures
- International Freight
- Extreme Low-Temperature Cold Start Programs
- Cleaner On-Road or Off-Road Vehicles; Alternative Fuels; Diesel Retrofits including Outreach to Owners and Operators of Equipment
- Magnetic Levitation Transportation Technology Development Programs
- Inspection & Maintenance Programs
- Planning & Project Development Activities
- Public/Private Partnerships
- Experimental Pilot Program
- Advanced Truck Stop Electrification Systems
- Purchase of Integrated, Interoperable Emergency Communications Equipment

Please note that most projects awarded operating funds are only eligible for 3 years.

**Project Selection:** The AQT Subcommittee has been established to evaluate and consider proposed CMAQ projects. The AQT Subcommittee is comprised of individuals representing groups, state and federal agencies, and local broad-based interests. The Subcommittee has developed an evaluation and selection process for the purpose of developing a recommended list of projects to be

funded. The list will be submitted to the Technical Committee for approval, then to the State Planning Council for approval and incorporation into the Transportation Improvement Program (TIP). The Governor then accepts the program and requests formal approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Subcommittee has developed project rating criteria which are described below. Each project proposal received will be screened for eligibility and feasibility and then be rated by the Subcommittee according to the Rating Criteria. The Subcommittee will recommend the highest rated proposals that achieve program goals and are worthy of the support of the State. The amount of funding available will be considered in finalizing the recommended list of project proposals.

Project proposals should be detailed enough to provide a clear picture of the project scope and its intended air quality benefits. The more detail that is provided; or, the better the explanation provided, the better the Subcommittee will be able to understand the proposal, therefore increasing changes for a higher rating. In the project description, please include information about the following:

- Who will implement and maintain the project?
- What does the project entail?
- When will the project be initiated and completed?
- Where will the project be implemented?

Further information may be obtained through the Federal Register, on the Internet at <http://www.fhwa.dot.gov/safetealu/factsheets/cmaq.htm>.

**PROJECT RATING CRITERIA:** Projects will be evaluated using procedures accepted by the FHWA and/or RIDOT. Specific data for projects will be required as specified in the application form.

Scoring for projects is based on a maximum of 100 points. The maximum score for each of the following sections is noted in parentheses. The Subcommittee will perform a quantitative analysis of emissions benefits on those proposals which lend themselves to such analysis. Non-quantifiable proposals will be qualitatively analyzed as described below.

Attach all substantiating documentation to support your projects and the benefits that you anticipate.

The following is a scoring guide for this section:

**A. Project Write-up (up to 60 points)**

Proposers should submit as much information and detail as possible. Spaces are provided on the form corresponding to each of the criteria. If quantitative analysis of the air quality benefits of the proposal is feasible, the Subcommittee would be responsible for this analysis, not the Proposer. Describe any particular resources or expertise available to ensure that the proposed project is carried out. Indications of support from affected municipalities should be attached.

If the proposal does not lend itself to a quantitative analysis, the Subcommittee will score this section from a qualitative evaluation based on the information submitted by the applicant.

1. **Initial Pollutant Reduction (up to 20 points):** Estimate of the impact of this project on pollutant emissions within the first two years of CMAQ funding. Higher priority will be given to reducing emissions of hydrocarbons and nitrogen oxides, the precursors of ground level ozone.
2. **Long-Term Air Quality Benefits (up to 20 points):** Estimate of the project's impact on air quality after the first two years and after CMAQ funding has stopped. Is there any remaining benefit to air quality?
3. **Benefit/Cost Ratio (up to 20 points):** Estimate of the amount of emission reduction and determine the cost of the reductions in terms of dollars/ton of pollutant reduced. Is the proposed project the most efficient and cost effective solution to the problem?

**B. Additional Scoring Consideration (up to 40 points – 5 points each)**

1. **Vehicle Miles Traveled (VMT)/Trip Impacts/Density:** Describe how the project eliminates vehicle trips, reduces VMT, or affects density.
2. **Congestion Impacts:** Describe how the project helps to reduce congestion or idling time.
3. **Systems Enhancement:** Describe alternate solutions to the problem the proposed project is trying to address. Describe how this project complements or enhances other projects or programs.
4. **Potential for Wider Application:** Describe how this project serves as a model for similar efforts in other regions.
5. **Education:** Describe how the proposed project promotes public awareness of the mode choice/air quality relationship or any other public awareness benefit.
6. **Impact on Seasonal Pollutant Emissions:** Describe the seasonality of emission reductions. Are emission reductions year-round?
7. **Alternative Funding Availability:** Describe any other sources of funds available to finance this proposed project. Is there a source of local matching funds?
8. **Implementation:** Likelihood of the proposal being implemented within one (1) year of approval and incorporation into the TIP.

For further information on Rhode Island's CMAQ Program please contact Thomas J. Queenan (222-4203 ext. 4239) at the Division of Intermodal Planning, Rhode Island Department of Transportation. For further information on the application and project selection process, please contact Katherine Trapani (222-6479) at the RI Statewide Planning Program.



**RI Statewide Planning Program**  
 One Capitol Hill  
 Providence, RI 02908  
[www.planning.ri.gov](http://www.planning.ri.gov)

RISPP Staff use only  
 Project ID Code  
 2008 \_\_\_\_\_

Download this form to your computer, fill out the yellow portion,  
 save it and email it to [katherinet@doa.ri.gov](mailto:katherinet@doa.ri.gov)

**TRANSPORTATION IMPROVEMENT PROGRAM FFY 2009-2012  
 CMAQ PROJECT FORM**

**I PROPOSER INFORMATION**

Municipality/Agency: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State:  Zip: \_\_\_\_\_

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

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

**II PROJECT INFORMATION**

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

Communities: \_\_\_\_\_

**Project Description:** Include the agency responsible for implementation and discuss future maintenance and operations. Adjust row height as necessary so that the complete response is visible.

\_\_\_\_\_

Attach an 8 1/2" by 11" location map of the community and project location (if applicable).  Yes  N/A

Attach an 8 1/2" by 11" location map of the site and indicate project limits (if applicable).  Yes  N/A

**Project cost:** Specify year(s) if applicable and whether or not local match will be provided.

Example: FY 09: CMAQ \$80,000, local match \$20,000, total \$100,000

\_\_\_\_\_

Proposals will be scored based on the following criteria. Please provide information corresponding to each criterion. If specific information on pollutants is not known, emissions reductions will be quantified by staff with support of an outside consultant. Please adjust row height as necessary so that the complete response is visible.

**1. Initial Pollutant Reduction** (up to 20 points). Estimate reductions in hydrocarbons, and nitrogen oxides within the first 2 years of project implementation.

**2. Long Term Air Quality Benefits** (up to 20 points). Estimate the impact on air quality after the first two years and after the funding has stopped.

**3. Cost / Benefit Ratio** (up to 20 points). Estimate dollars per ton of pollutant reduced, and how this solution is more cost effective than other methods.

**4. VMT** (up to 5 points). Describe how the project eliminates vehicle trips, reduces vehicle miles travelled (VMT) or increases density.

**5. Congestion Impacts** (up to 5 points). Describe how the project reduces congestion or idling time.

**6. System Enhancement** (up to 5 points). Describe how the project complements or enhances other projects or programs.

**7. Potential for Wider Application** (up to 5 points). Describe how the project serves as a model for similar efforts around the region.

**8. Education** (up to 5 points). Describe how the project promotes public awareness of mode choice and air quality.

**9. Impact on Seasonal Pollutant Emissions** (up to 5 points). Describe the seasonality of emissions reductions, especially VOC and NOx reductions which contribute to ozone formation in summer and CO reduction in winter.

**10. Alternative funding** (up to 5 points). Describe any other sources of funds available to finance this project. Is there a local match?

**11. Implementation** (up to 5 points). What is the likelihood of the proposal being implemented within one year of approval and incorporation into the TIP?

**III PROJECT PRIORITY AND SUPPORT**

This proposal is # [ ] of a total of [ ] proposals submitted.

For proposals submitted by other than cities/towns/state. A letter of support from the municipal chief executive or agency director is attached.

Yes  N/A

All proposals must be signed by the applicant's chief executive officer or other official who is authorized to enter into contracts.

[ ]  
Name

[ ]  
Title

[ ]  
Date

Signature: \_\_\_\_\_

Sixteen (16) copies of your CMAQ Project Proposal may be submitted no later than  
**12:00 noon February 27, 2008 to:**  
**Katherine Trapani, Supervising Planner**  
**RI Statewide Planning (3rd floor), One Capitol Hill, Providence, RI 02908**  
**OR**  
Sixteen (16) copies of your CMAQ Project Proposal may be submitted and presented to:  
**The Air Quality Transportation Subcommittee**  
**1:00 pm February 27, 2008**  
**Department of Administration, Conf. Room B (2nd floor), One Capitol Hill, Providence, RI 02908**  
**AND**  
Please provide an electronic copy of this form only to Katherine Trapani at [katherinet@doa.ri.gov](mailto:katherinet@doa.ri.gov)

For further information on the application process contact Katherine Trapani at [katherinet@doa.ri.gov](mailto:katherinet@doa.ri.gov) or at 222.6479  
For further information on the CMAQ Program contact Thomas Queenan at [tqueen@dot.ri.gov](mailto:tqueen@dot.ri.gov) or at 222.4203, x-4239

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## TAB 4.

### PUBLIC REVIEW OF DRAFT TIP

Consistent with the Public Participation Guide, the Public Hearing Notice and copy of the draft Plan was mailed to the following during the week of May 27, 2008:

- Transportation Advisory Committee
- Town Planners
- Technical Committee
- State Planning Council

The Public Hearing Notice was mailed to the following during the week of May 27, 2008:

- TAC list (agenda only)
- Chief Elected Officials (cities and towns)
- Public Works Directors
- Council Presidents
- Transportation List
- Transportation Providers
- General Assembly leadership
- Congressional Delegation
- Social Advocacy Groups
- Public Hearing List

The Public Notice was also e-mailed to the RI Statewide Planning e-News list and the Environmental Justice list. It was also posted at [www.planning.ri.gov](http://www.planning.ri.gov) for 30 days.

A supplemental comment period was provided for review of the narrative portion of the TIP.

The following items are included:

- Public Notice, published in the Providence Journal on May 27, 2008
- Supplemental Comment Period Public Notice, published in the Providence Journal on July 24, 2008
- Summary of comments received and responses to comments

The full public hearing report, including all written comments, is on file at the RI Statewide Planning office.

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STATE PLANNING COUNCIL  
STATEWIDE PLANNING PROGRAM  
RHODE ISLAND DEPARTMENT OF ADMINISTRATION  
One Capitol Hill  
Providence, RI 02908-5870

## PUBLIC NOTICE

### PUBLIC HEARINGS ON THE D R A F T TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Federal Fiscal Years 2009-2012 (October 1, 2008 – September 30, 2012) And the D R A F T LONG RANGE TRANSPORTATION PLAN for the STATE OF RHODE ISLAND

The Rhode Island State Planning Council will conduct two public hearings to accept comments on the draft Transportation Improvement Program (TIP) for the State of Rhode Island for FFY 2009-2012 and Transportation 2030, the statewide long range surface transportation plan which is also an element of the State Guide Plan.

The draft Transportation Improvement Program (TIP) is a 4-year program that schedules over \$950 million in federal and state transportation system investments which support implementation of the surface transportation element of the State Guide Plan. Projects include highway and road construction and resurfacing; bridge rehabilitation, bicycle and pedestrian projects; rail and bus projects and programs; transportation projects designed to improve air quality and reduce congestion; projects to improve traffic flow or safety; and projects that enhance the environment and communities. The TIP is updated every 4 years in accordance with federal requirements and the State Planning Council's Rules.

The draft Plan under consideration is a scheduled update of Transportation 2025 and includes all surface modes. The draft update incorporates new data, land use scenarios, and environmental justice analyses; new and amended goals, policies, strategies, and performance measures into the Transportation Plan. Transportation 2030 sets state policy to guide decisions involving transportation; provides a basis for measuring consistency of local comprehensive plans and other plans, programs, and projects with state policies; and provides a long-range framework for advancing projects in the TIP. The Transportation Plan is updated every four years in accordance with federal requirements to maintain eligibility for federal funds.

The two documents are available for review at the R.I. Statewide Planning Program office, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday and at the Program's website at [www.planning.ri.gov](http://www.planning.ri.gov). Copies may also be obtained by calling (401) 222-7901.

The times, date, and location of the public hearings are as follows:

Thursday, June 26, 2008  
1:00 P.M.  
RI Dept. of Environmental  
Management  
Room 300  
235 Promenade Street  
Providence, RI

Thursday, June 26, 2008  
6:30 P.M. as part of the  
Transportation Advisory Committee Meeting  
RI Dept. of Environmental Management  
Room 300  
235 Promenade Street  
Providence, RI

All persons may present their views on the draft document in person, through a representative, or by filing a written statement with the Secretary of the State Planning Council. Written statements may be mailed to Jared L. Rhodes II, Chief, RI Statewide Planning Program, One Capitol Hill, Providence, RI 02908, or submitted at a hearing. **All comments must be received before the close of the public hearings on June 26, 2008.**

The hearing location is accessible to handicapped persons. Those requiring any accommodation for disabilities must notify Ms. Linda Resendes at (401) 222-7901 not less than 48 hours in advance of a hearing. This notice, public meetings, and comment period satisfy the public participation requirements for RIPTA's operating and capital grant programs from the Federal Transit Administration.

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Jared L. Rhodes II  
Secretary  
State Planning Council

May 27, 2008

STATE PLANNING COUNCIL  
STATEWIDE PLANNING PROGRAM  
RHODE ISLAND DEPARTMENT OF ADMINISTRATION  
One Capitol Hill  
Providence, RI 02908-5870

## PUBLIC NOTICE

### SUPPLEMENTARY COMMENT PERIOD ON THE D R A F T TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Federal Fiscal Years 2009-2012 (October 1, 2008 – September 30, 2012) for the STATE OF RHODE ISLAND

The Rhode Island State Planning Council is providing a 20-day supplementary comment period to accept comments on the narrative section of the draft Transportation Improvement Program (TIP) for the State of Rhode Island for FFY 2009-2012.

The draft TIP is a two-part document.

1. The Project List is a series of tables listing individual projects, costs, and years of implementation. The public comment period for this section ended on June 26, 2008.
2. The Narrative section contains descriptive information on TIP programs, the TIP development process, fiscal constraint analysis, environmental justice analysis, and air quality analysis.  
**Comments are being sought on this section only.**

The document is available for review at the R.I. Statewide Planning Program office, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday and at the Program's website at [www.planning.ri.gov](http://www.planning.ri.gov). Copies may also be obtained by calling (401) 222-7901.

Only written comments will be accepted. Comments should be mailed to Jared L. Rhodes II, Chief, RI Statewide Planning Program, One Capitol Hill, Providence, RI 02908. **All comments must be received before 4:00 pm on August 13, 2008.**

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Jared L. Rhodes II  
Secretary  
State Planning Council

July 24, 2008

# TRANSPORTATION IMPROVEMENT PROGRAM FY 2009-2012

## SUMMARY OF PUBLIC COMMENTS AND PROPOSED REVISIONS

#	SUBMITTED BY:	COMMENT:	RESPONSE:
1.	<b>RIDEM, Air Resources</b> <i>Letter dated June 4, 2008</i>	Air Quality Analysis should reflect 2009 budgets submitted by RIDEM to EPA in April 2008  Other technical comments	Changes will be made as requested.
2.	<b>RIDOT</b> <i>Letter dated June 26, 2008</i>	TIP amendment request anticipated in the fall. <u>Please read statement.</u>	
<b>CITIES AND TOWNS</b>			
3.	<b>City of Pawtucket</b> <i>Letter dated June 12, 2008</i>	Supports Conant Street Bridge project in FY 2009-2010.	Comment noted.
4.	<b>City of Providence</b> <i>Email dated June 25, 2008</i>	Highway Program: Providence Circulation Improvements - Delete reference to Enhancement Funding (TEAC-090) in project limits.	<u>Reference to Enhancement Funding (TEAC-090) in project limits will be deleted.</u>
5.	<b>Town of Portsmouth</b> <i>Testimony at afternoon hearing and <u>written statement</u></i>	Requested that the "Escape Bridge" for Island Park be included in the TIP at least under study and development. It provides a critical evacuation route, was recently posted at 10 tons, and is in need of repair.	Although the bridge needs repair, its traffic volume is low and therefore it is difficult to establish it as a state priority. The Town may wish to contact the Director. RIDOT will continue to monitor the bridge's condition and has discretion within the Bridge program to shift or add projects based on needs.
6.	<b>Town of Narragansett</b> <i>Testimony at afternoon hearing and <u>written statement</u></i>	Requests that Ocean Rd. 1R (scheduled for future years) be moved up to coincide with related Enhancement project (2008). Inquired about Route 108 / Woodruff Ave. sidewalks.	Unfortunately, there are not enough resources in Pavement Management to accommodate the request. Woodruff Avenue sidewalks will continue to be listed in the TIP narrative description of the Sidewalk Program as a candidate project.
7.	<b>Town of South Kingstown,</b> <i><u>written statement</u></i>	Continued deferral of projects leads to higher maintenance needs and increased project costs. The TIP does not adequately address suburban and rural needs. <u>Please read statement for detailed comments on local projects.</u>	The TIP does not adequately address the transportation needs in the State, and past practice of deferred maintenance has resulted in higher capital needs. <u>The error on project limits (#0177C) will be corrected (change Tuckertown Road to South Road).</u> Unfortunately, there are not enough resources in the TIP to accommodate individual project requests. The Town's comments will be provided to RIDOT.
8.	<b>Town of Bristol</b> <i>Letter dated June 26, 2008</i>	Request that Poppasquash Rd. be moved from 2010 to 2008 and Hope Street sidewalks be moved from 2011 to 2009.	Unfortunately, there are not enough resources in the Pavement Management or Enhancement Programs to accommodate the request.

9.	<b>Town of West Warwick</b> <i>Email dated June 26, 2008</i>	Requests that Church Street project be moved from S&D to Highway Program for construction.	Unfortunately, there are not enough resources in the Highway Program to accommodate the request.
10.	<b>Town of Smithfield</b> <i>Testimony at afternoon hearing</i>	The Stillwater Viaduct (George Washington Highway - Route 116) in Bridge Program should get higher priority. Also Route 44 in the Highway Program needs to be moved up. Extend Woonasquatucket Greenway.	The Viaduct is programmed for 2010 and has Bridge and Earmark funding. Unfortunately, there are not enough resources in the Highway Program to accommodate the Route 44 request. Previous Town administrations have opposed extension of the bike path. If the Town's position has changed, that should be officially communicated to RIDOT.

**NON-GOVERNMENTAL ORGANIZATIONS**

11.	<b>Richard Langseth, Greenwich Bay Watershed Group</b> <i>Email dated June 12, 2008; Testimony at evening hearing and newspaper article submitted for record</i>	Transit Program – New Start funds for Wickford should be shifted to Warwick to make up funding shortfall.	Wickford Junction is equally as important as Warwick Intermodal in the South County Commuter Rail Project and resources will continue to be dedicated to Wickford to achieve that service objective.
12.	<b>American Lung Association</b> <i>Letter dated June 26, 2008</i>	Supports CMAQ projects (except TMC). Opposes delays in bike path projects.	Comments are noted. CMAQ Program was recommended by the Air Quality Transportation Subcommittee.
13.	<b>Barry Schiller, Sierra Club</b> <i>Testimony at afternoon hearing</i>	Major projects consume too much of TIP resources but need to finish them. Need future commitment to bike projects beyond SAFETEA-LU. Need to solve short term funding crisis for RIPTA which is cutting service as ridership increases. Blue Ribbon Panel does not include transit rep.	Comments are noted. The RIPTA Board is the proper entity to address short term funding issues. The TAC has already requested that the Governor's Office appoint a transit rep to the Blue Ribbon Panel, but the panel had already been constituted to specifically address funding of highway and bridge infrastructure.
14.	<b>Jerry Elmer, Conservation Law Foundation</b> <i>Testimony at afternoon hearing</i>	Expressed disappointment at the large proportion of funds going to highway projects. Auto emissions are the largest contributor to GHG. Need a paradigm shift in transportation.	Comments are noted. Overall, highways (which also support bicycles, pedestrians, and buses) get the largest share of TIP dollars, although they are mostly for repair and rehabilitation. Most of the dollars devoted to expanding transportation capacity are for rail and bike programs.

15.	<b>Eugenia Marks, Audubon Society</b> <i>Testimony at afternoon hearing and <u>written statement</u></i>	Commuting is becoming less affordable, especially to low-income residents. Need to support alternate modes. RIPTA and commuter rail are under-funded. Pedestrian fatalities are a serious safety issue, notably on Routes 44 and 5 in Smithfield. Provide pedestrian Access on bridges. Is \$5 million in Highway Design warranted given the number of projects? Reduce mowing and use native species in landscaping. <u>Please read statement.</u>	Comments are noted. Every TIP Program is under-funded. Please note that resurfacing projects may include sidewalks, and highway investments typically serve bike, ped, and transit users. Addressing emphasis areas identified in RIDOT's Strategic Highway Safety Plan should improve pedestrian safety. While many Highway projects have been deferred, they have not been dropped from the TIP, and design dollars are necessary to keep these projects active. RIDOT uses best management practices in its vegetation maintenance, but these comments will be forwarded to RIDOT for their use. The MPO will emphasize local planning for sidewalk networks via revised guidance for local comprehensive planning.
16.	<b>Denise Parillo, Clean Water Action,</b> <i>Testimony at afternoon hearing and <u>written statement</u></i>	Supports clean alternative modes and Diesel Retrofit Project in CMAQ program.	Comments are noted. The CMAQ Program was recommended by the Air Quality Transportation Subcommittee.
17.	<b>Denise Parillo, Diesel Pollution Initiative</b> <i>Testimony at afternoon hearing and <u>written statement</u></i>	Supports clean alternative modes and Diesel Retrofit Project in CMAQ program, especially for school buses. RI has high asthma rate. Need to curtail idling. Opposed to Interstate widening.	Comments are noted. There is a project in S&D to study I-95 and I-295 Interstate Capacity. Widening is discussed in long range plan, but is not part of this TIP.
18.	<b>Rep. Arthur Handy, Apeiron</b> <i>Testimony at afternoon hearing</i>	Promote sustainability. Policies are good but need action. Increase funding for transit and alternate modes. Opposes Interstate widening.	Comments are noted. Every TIP Program is under-funded. There is a project in S&D to study I-95 and I-295 Interstate Capacity. Widening is discussed in long range plan, but is not part of this TIP.
19.	<b>Margherita Pryor, Providence Bicycle Coalition</b> <i>Testimony at evening hearing and <u>written comments June 30, 2008</u></i>	Only bike projects from 08-11 are earmarks. Transit system should work for all users – not just ADA and EJ users. Is the \$50 million Henderson Bridge repair necessary? I-195 construction should be coordinated to avoid tearing up India St. 3 times. All road projects should have bike/ped accommodations.	The program cannot support non-earmarked bike projects at this time. The transit system is statewide and serves suburban and rural as well as urban communities. The Henderson Bridge is not funded in this TIP, but is in need of repair. India St. comment will be forwarded to RIDOT design. The policy (LRP B.2.d) is for all highway reconstructions to be bicycle "friendly", but unfortunately the highway program is under-funded as well.

**PUBLIC COMMENT**

20.	<b>Rep. Tom Slater, Providence</b> <i>Testimony at afternoon hearing</i>	Questioned apparent halt in construction of Elmwood Avenue project.	RIDOT staff will provide more information directly to the Representative.
21.	<b>July Lewis, Smithfield</b> <i>Testimony at afternoon hearing and <u>written statement</u></i>	Commuting is becoming less affordable, especially to low-income residents. Need to support alternate modes. Need to improve Pedestrian Safety on Rte 44.	Comments are noted. Every TIP Program is under-funded. The Route 44 project in the Highway Program (future years) will address many pedestrian safety concerns.
22.	<b>Paul Klinkman, Providence</b> <i><u>Letter rec'd June 24, 2008</u></i>	Need to shift away from fossil fuels and provide 10 public parking spaces for plug-in vehicles. Extend East Bay Bikeway past East Side Marketplace to Pitman and Butler. Provide real time transit info on next arriving bus/train.	Plug in parking is an eligible CMAQ project but was not submitted in this round. Bike comments noted. RIDOT and City are actively working to achieve better connections and continuity through the City. Transit Program does have a line item for ITS.
23.	<b>John Rohland, East Providence</b> <i>Testimony at evening hearing</i>	The State needs more bicycle infrastructure, which is environmentally friendly and will eventually achieve cost savings.	The State has invested heavily in the Bicycle Program and continues to do so in this TIP.

**TRANSPORTATION IMPROVEMENT PROGRAM FY 2009-2012  
SUMMARY OF PUBLIC COMMENTS AND PROPOSED RESPONSES -- ADDENDUM 8-18-08**

#	SUBMITTED BY:	COMMENT:	RESPONSE:
1.	Ron Taylor, Warwick, <i>email dated July 4, 2008</i>	Stop the Warwick Intermodal as cost overruns will not stop at \$40-60 million.	Comment is noted. The State is committed to this project and will look at other funding sources for additional funds.
2.	Richard Langseth, Exec. Director, Greenwich Bay Watershed Group, <i>letter dated August 10, 2008</i>	Page 41 – The statement relative to RIDOT purchase of 5 bi-level rail cars in 2006 should be revised to acknowledge that.... <u>“These cars are not included in the scope of funding of MBTA train service south of Providence.”</u>	All rail coaches needed have been procured already. In order to utilize Federal New Start funds in advance of completion of the environmental reassessment of the South County Commuter Rail Project, the cars were shown to have independent utility in expanding rail service to Providence.
		The TIP is silent on the need to provide train sets to accommodate service to Warwick beyond the above five commuter rail car discussion which has been taken off the table by FTA.	
		The Pilgrim Partnership Agreement requires Rhode Island DOT to build two additional sidings into the Pawtucket Layover Facility before MBTA service to Warwick Intermodal and Wickford can be put into place. There are no funds in the proposed TIP spreadsheets for that item.	There is no such requirement in the current Pilgrim Partnership Agreement; therefore no additional funding is required in the TIP.
		Page 41 – The item describing “Rail Shuttle Service” should be revised to clarify that “The TIP does not make provisions to fund the capitalization or operation of this rail shuttle service south of Providence”.	The financial plan for the South County Commuter Rail Project includes a commitment for the State to fund all operating costs of the rail service south of Providence. This plan includes estimated AMTRAK and MBTA costs. CMAQ funds will be used for part of the operating costs for the first three years of service. Those funds are included in the TIP as are federal capital funds to be used for preventive maintenance. Funding outside of the TIP will be required and will be provided by the State
		Page 41 – The item describing “Commuter Rail Facilities and Equipment” should be revised to clarify that <u>“The TIP does not make provisions to fund the capitalization or operation of MBTA train sets for MBTA service south of Providence”</u> .	
		The scheduling of MBTA trains down the existing Amtrak main line south of the Intermodal needs to be carefully considered. Providence and Worcester operations also need to be considered. See letter pp. 5-6 for detailed comments.	
		Relevant environmental impact statements and assessments require passing and loading sidings on both sides of the Warwick Intermodal ... MBTA train service [to Wickford] would be all but impossible to deliver without [a Warwick Intermodal east side] platform.	Through the project planning and in discussions with AMTRAK and the MBTA it has been determined that these sidings are not required.

#	SUBMITTED BY:	COMMENT:	RESPONSE:
1.	Richard Langseth, Exec. Director, Greenwich Bay Watershed Group (cont'd.)	<p>Page 41 – The item describing the Pilgrim Partnership III should be revised to note that: <u>“The TIP does not make provision to fund the construction of additional sidings at the Pawtucket Layover Facility. These sidings are required under the existing Pilgrim Partnership before MBTA service can be initiated south of Providence.”</u></p>	<p>Through the project planning and in discussions with AMTRAK and the MBTA it has been determined that these sidings are not required.</p>
		<p>New train sets may be required to serve the intermodal. This is in addition to a ninth car for two existing train sets. To establish service to a new location, the MBTA generally requires three trains per peak period. {Based on other recent railroads' purchases} an estimated cost of a full new train set and two additional cars is \$33 million, and the additional siding at the Pawtucket Layover Facility [see comment above] would be in the \$5 million range, therefore... <u>“The total infrastructure cost not included in the proposed TIP for MBTA service to the Intermodal and Wickford is in the \$38 million range.”</u> The proposed TIP shows a total of \$46 million being set aside for South County Commuter Rail Corridor Service. Because no trains are being provided for, that \$46 million is at least \$38 million short of the funds required to implement the project.</p>	<p>The TIP programs all necessary costs for rail infrastructure for the project.</p>
		<p>The scope of the annual need for federal discretionary funds to operate the MBTA trains south of Providence and the source of this funding is not clearly spelled out in the proposed TIP.</p>	<p>The TIP programs all necessary capital for the project. The financial plan for the South County Commuter Rail Project includes a commitment for the State to fund all operating costs of the rail service south of Providence. This plan includes estimated AMTRAK and MBTA costs. CMAQ funds will be used for part of the operating costs for the first three years of service. Those funds are included in the TIP as are federal capital funds to be used for preventive maintenance. Additional funding will be required and will be provided by the State.</p>
		<p>The Wickford Junction new station aspect of the project is up in the air, to say the least ... [in view of the cited] instances of local officials who have expressed concerns over its design and impacts. The funding for this station in the proposed TIP... is now set at \$46 million. It is time to take a step back and start a formal planning process with stakeholders and the community in order to find out if this project can actually make it through the permitting phase.</p>	<p>The Wickford Junction project is progressing and should move more quickly now that an access agreement with AMTRAK has been reached.</p>

#	SUBMITTED BY:	COMMENT:	RESPONSE:
1.	Richard Langseth, Exec. Director, Greenwich Bay Watershed Group (cont'd.)	It is ironic that \$8 million in congestion mitigation funding has been scheduled for {the Wickford station] project, yet the town planner, members of the planning commission and town council are on record objecting to the vehicular traffic congestion that this station would generate.	While localized traffic issues may arise in such a project, the project will have a net environmental benefit as cars are taken off the highways by commuters who will now take the train.
		The proposed TIP fails to show the \$38 million financing hole for a train set, additional coaches, an expansion of the layover facility, and a switch north of the Intermodal.	The TIP programs all necessary costs for rail infrastructure for the project.
		The proposed TIP does not explain a \$43 million hole in [funding for the Warwick Intermodal Station] that RIDOT revealed at the TIP hearing this spring.	The TIP was developed in February before a final cost estimate for the Warwick Intermodal Project was available. The State will be required to use approximately \$34 million in funding within the next three years above that included in the TIP. Hopefully, new funding will be identified by Blue Ribbon Panel to address the funding shortfall so that an amendment to the TIP will not be required.
		The MBTA service also needs an east track siding and platform at Warwick. The MBTA will require that second siding [at some point when it determines that there is schedule or operational issues] and RIDOT will be required to spend this money to get MBTA service. It makes far more sense to build the Warwick Intermodal for Amtrak traffic rather than MBTA traffic. Use the \$46 million presently slotted for MBTA service plus the \$5 million or so per year to operate the MBTA trains to build Amtrak-ready platforms for the Intermodal. Amtrak service is used by over 200 passengers per day, and could be used to get potential riders from southern CT and north of Providence to the airport. The air passenger potential for using the MBTA is just not there. An east track passing siding [at the Intermodal] would benefit Amtrak Acela northbound service during congested evening periods.	The State would have to make an additional \$100 million worth of infrastructure improvements for AMTRAK to stop at the Warwick Intermodal Station.

