

# UNIFIED TRANSPORTATION PLANNING WORK PROGRAM

Adopted on May 13, 2021

STATE OF RHODE ISLAND-DEPARTMENT OF ADMINISTRATION  
DIVISION OF STATEWIDE PLANNING

FEDERAL FISCAL YEAR

2022



## **Preface**

Rhode Island General Law 42-11-10 established a Statewide Planning Program which is overseen by the State Planning Council and staffed by the Division of Statewide Planning. The Division of Statewide Planning prepares and maintains plans for the physical, economic, and social development of the state; encourages their implementation; and coordinates the actions of state, local, and federal agencies and private individuals within the framework of the state's development goals and policies. In addition to overseeing the Statewide Planning Program, the State Planning Council is the designated Metropolitan Planning Organization (MPO) for the state.

Under the direction of the State Planning Council/MPO, this document was prepared in cooperation with the Rhode Island Department of Transportation, the Rhode Island Public Transit Authority, the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration. The contents of this work program reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, the Rhode Island Department of Transportation, or the Rhode Island Public Transit Authority.

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## **Section I: Introduction**

### **Purpose and Authority**

The Unified Planning Work Program (UPWP) describes the transportation planning activities and projects that the State's Metropolitan Planning Organization (MPO) and its partnering entities expect to conduct over the next state fiscal year. It serves as the basis by which Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) urban transportation planning funds are spent in the region. Additionally, the UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating entities. As a management tool for the Rhode Island Department of Administration, Division of Statewide Planning (RIDSP) who serve as staff to the MPO, it also includes activities undertaken by the Division that are not funded through FHWA and FTA transportation funds.

This UPWP is intended to implement State policy as outlined in the State Guide Plan, particularly *Moving Forward: Transportation 2040* and *Land Use 2025*. The work program forms a holistic transportation planning process unique to Rhode Island. Rhode Island's unique MPO structure provides significant advantages because the MPO, transit agency, and transportation department all cover the same geographic area; therefore, Rhode Island can plan its transportation system within the context of a statewide vision for the physical, social, and economic development of the State. This work program describes the MPO activities that will help the State to achieve its vision strategically, using a coordinated approach to planning and investment.

Transportation planning requirements for statewide and metropolitan planning organizations are set by federal legislation and rules issued by the United States Department of Transportation (USDOT). This UPWP complies with the requirements set forth in regulations adopted on November 14, 2007 in 23 CFR Part 450 and 49 CFR Part 613, Statewide and Metropolitan Planning Final Rule.

### **Unified Planning Work Program Development Process**

The development of the FY 2022 UPWP began with identifying projects from the FY 2021 UPWP that would carry forward into the new fiscal year. The next step was the solicitation of major new projects from staff of the Rhode Island Department of Administration's Division of Statewide Planning, as well as conversations about continuing projects and critical needs with the Rhode Island Department of Transportation and the Rhode Island Public Transit Authority. The draft of the UPWP was circulated to FTA and FHWA, the State Planning Council (in its role as the MPO), and its Technical and Transportation Advisory Committees for review and comment in April. Input from our partners and advisory bodies will always be taken and incorporated into the UPWP, but this year with a virtual meeting environment, circulation of the document was principally limited to e-mail prior to final review and approval. A complete final draft was presented for the MPO's approval in May. The approved UPWP was then submitted to FTA and FHWA for review and approval.

## **Acronyms used in this Document**

CRMC = Coastal Resources Management Council

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

FHWA = Federal Highway Administration

FRA = Federal Railroad Administration

FTA = Federal Transit Administration

FY = Fiscal Year (State Fiscal Year: July 1 – June 30)

LRTP = Long-Range Transportation Plan

MPO = Metropolitan Planning Organization

MBTA = Massachusetts Bay Transit Authority

RIDEM = Rhode Island Department of Environmental Management

RIDOH = Rhode Island Department of Health

RIDOT = Rhode Island Department of Transportation

RIEMA = Rhode Island Emergency Management Agency

RIGIS = Rhode Island Geographic Information System

RIPTA = Rhode Island Public Transit Authority

RIDSP = Rhode Island Division of Statewide Planning (Department of Administration)

SGP = State Guide Plan

SPC = State Planning Council

STIP = State Transportation Improvement Program (also see “TIP”)

TAC = Transportation Advisory Committee

TAP = Transportation Alternative Program

TIP = Transportation Improvement Program (also see “STIP”)

UPWP = Unified Planning Work Program

USDOT = United States Department of Transportation

USGS = United State Geological Service

WRB = Water Resources Board

## Section II: Transportation Planning in Rhode Island

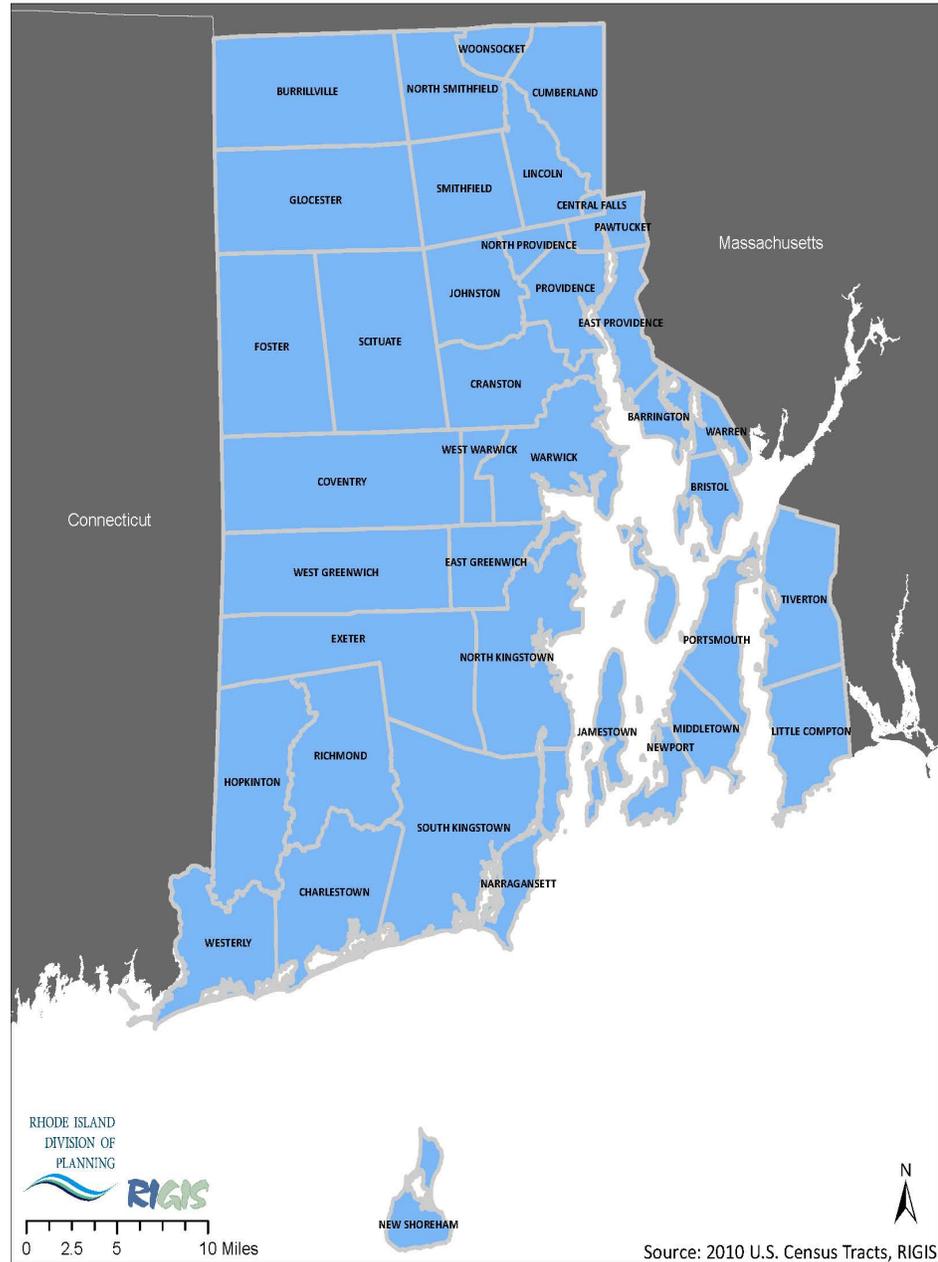
### Definition of Area

The MPO boundaries cover the entire state of Rhode Island, which has a land area of approximately 1,054 square miles and a population of approximately 1,057,000 according to the most recent U.S. Census population estimate. The MPO also includes the Rhode Island portion of the Providence, RI-MA Urbanized Area (“UZA”), the Rhode Island portion of the Norwich-New London, CT-RI UZA, and the Rhode Island portion of the Boston, MA-NH-RI UZA. The area is fully incorporated and is comprised of thirty-nine individual municipalities (Figure 1). There are no county government structures in Rhode Island.

Figure 1

State of Rhode Island - Map of Municipalities

May 2017



## Organizational Structure

The Statewide Planning Program in Rhode Island is overseen by the State Planning Council (SPC) and is staffed by the Department of Administration's Division of Statewide Planning. Governor Philip W. Noel designated the State Planning Council as the MPO in 1974. Governor Bruce Sundlun reaffirmed that designation in 1992. In 2013, Section 42-11-10 of the Rhode Island General Laws, titled "Statewide Planning Program," was amended to designate the State Planning Council as the State's single, statewide MPO. The Statewide Planning Program statute was amended in the summer of 2019 to bring more local officials to the table and specify affiliation of several of the Governor's appointees.

The twenty-seven-person membership of the SPC consists of:

- The Director of the Department of Administration as Chairperson;
- The Director of the Policy Office in the Office of the Governor, as Vice-Chairperson;
- The Governor, or his or her designee;
- The Chairperson of the Housing Resources Commission;
- The highest-ranking administrative officer of the Division of Planning, as Secretary;
- The President of the League of Cities and Towns, or his or her designee;
- The Executive Director of the League of Cities and Towns;
- Three (3) chief elected officials of cities and towns appointed by the Governor after consultation with the Rhode Island League of Cities and Towns, one of whom shall be from a community with a population greater than 40,000 persons; one of whom shall be from a community with a population of between 20,000 and 40,000 persons; and one of whom shall be from a community with a population less than 20,000 persons;
- One representative of a nonprofit community development or housing organization, appointed by the Governor;
- Four (4) public members, appointed by the Governor, one of whom shall be an employer with fewer than fifty (50) employees; one of whom shall be an employer with greater than fifty (50) employees; one of whom shall represent a professional planning or engineering organization in Rhode Island; and one of whom shall represent a chamber of commerce or economic development organization;
- Two (2) representatives of a private, nonprofit environmental advocacy organization, both to be appointed by the Governor;
- The Director of Planning and Development for the City of Providence;
- The Director of the Department of Transportation;
- The Director of the Department of Environmental Management;
- The Director of the Department of Health;
- The Chief Executive Officer of the RI Commerce Corporation;
- The Commissioner of the Rhode Island Office of Energy Resources;
- The Chief Executive Officer of the Rhode Island Public Transit Authority;

- The Executive Director of Rhode Island Housing;
- The Executive Director of the Coastal Resources Management Council; and
- The Director of the Rhode Island Emergency Management Agency.

The State Planning Council is supported by several advisory committees, with the first three of these committees established by statute:

- **The Transportation Advisory Committee (TAC)** advises the SPC on transportation planning and encourages public involvement in the process. The TAC reviews and provides input for transportation planning documents, notably the Long-Range Transportation Plan (LRTP) and the State Transportation Improvement Program (STIP). The membership of the TAC is appointed by the SPC and includes local officials, State agencies, organizations representing a variety of transportation interests, citizens from different areas of the State, and the Narragansett Indian Tribe.
- **The Technical Committee** provides advice to the SPC and feedback to the staff of the RIDSP on the development of major plans, as well as other items as requested by the State Planning Council. Membership of the Technical Committee is appointed by the SPC and includes representatives of State agencies, local governments, citizens from different areas of the State, and federal advisory members. A staff member of the Division serves as its Secretary. The Committee is intended to ensure representation of diverse interests and views in State-level planning activities.
- **The Rhode Island Geographic Information System (RIGIS) Executive Committee** provides policy guidance and coordination of efforts of organizations in Rhode Island using GIS technology. It coordinates data development, adopts technical standards, sets distribution policy for GIS products, promotes the use of GIS, and provides information and assistance to users. The membership is appointed by the SPC and includes individuals and organizations with GIS expertise, including those in federal, state, and local government, education, consulting services, and utility operation.
- **The Bicycle Mobility Advisory Committee** was established to support the TAC and the SPC by:
  - Reviewing and advising on materials, proposals, programs, projects, and plans related to bicycle planning;
  - Providing program ideas to further implementation of the Bicycle Mobility Plan;
  - Providing a regional perspective and information on transportation planning, particularly qualitative data; and
  - Ensuring participation with broad public input and community viewpoints.

In addition, the Committee may provide guidance to State agencies concerning funding, public education/awareness, safety, and other issues concerning bicycling and bicycle infrastructure.

The Bicycle Mobility Advisory Committee is convened as needed.

- **The Freight Advisory Committee** is intended to enhance the MPO's plans to expand on current freight transportation planning efforts and to provide ongoing guidance that addresses new developments and trends in goods movement utilizing road, rail, air, and water. The

Freight Advisory Committee will provide a forum for regional freight stakeholders to discuss strategies to aid in the efficient movement of freight and increase collaboration between the public and private sectors regarding freight matters. This committee assists in overseeing the implementation of the 2016 *Rhode Island Freight and Good Movements Plan*, and advises on evolving issues affecting freight transportation planning such as goods and materials costs, fuel costs, regulatory constraints and incentives, and industry trends. The Committee is expected to:

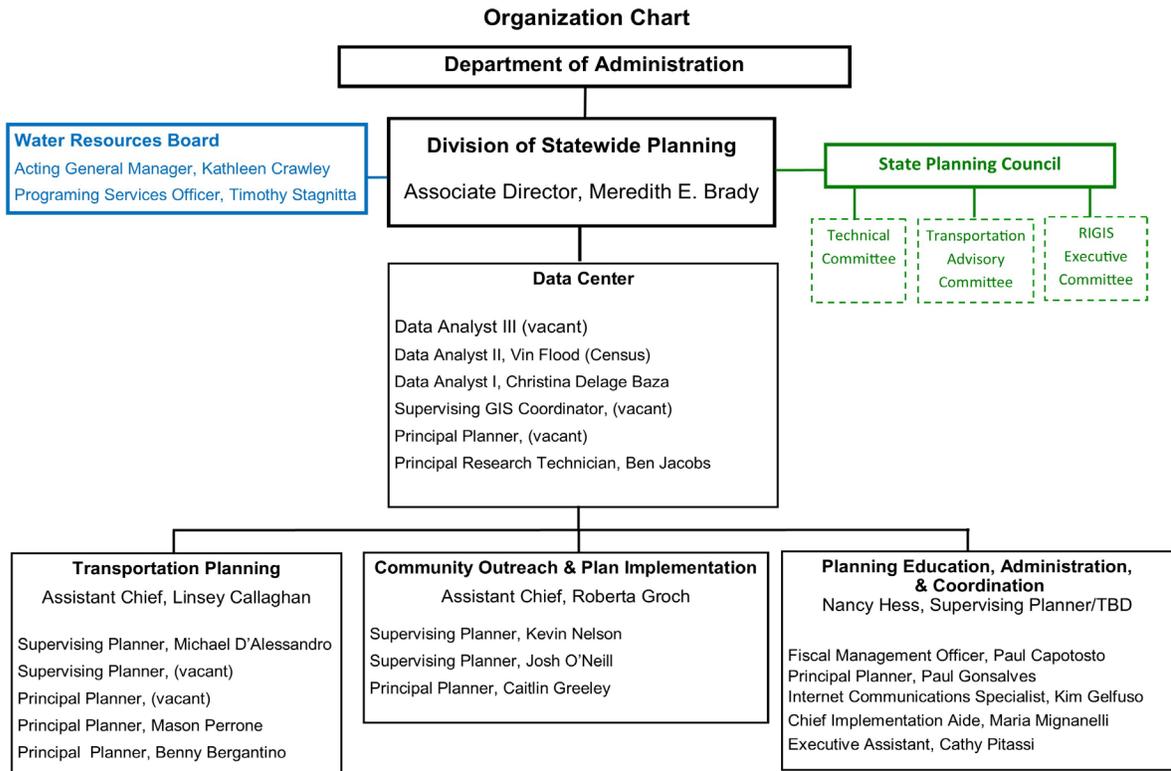
- Provide input on regional transportation policies that impact freight movements;
- Help prioritize freight-related transportation infrastructure investment that is overseen by the MPO;
- Aid in the MPO's efforts to improve public recognition of freight's importance in the regional economy; and
- Improve regional coordination to address problems of shared interest.

RIDSP serves as the principal staff of the SPC. RIDSP prepares and maintains the State Guide Plan, which consists of a series of long-range plans for the physical, economic, and social development of the State and encourages their implementation. It also coordinates the actions of State, local, and federal agencies and private individuals within the framework of the State's development goals and policies. The basic mission is established by Section 42-11-10 of the Rhode Island General Laws.

In addition to the SPC/MPO, a portion of RIDSP serves as staff to the Water Resources Board (WRB). The WRB is an executive agency charged with managing the proper development, use, and conservation of the state's water resources while providing for economic development and protection for the environment. Water resources play a key role in Rhode Island's vision to concentrate infrastructure and development within an urban services boundary. Staff supporting the WRB engage in data coordination, right-of-way assessments, water modeling, etc., all of which also support land use planning and transportation analyses.

RIDSP currently consists of 20 full-time staff who specialize in transportation, land use, natural resources, comprehensive planning, GIS, data analysis, water resources, and other related topics (see Figure 2).

**Figure 2 Organization and Staff Chart**



RIDSP also closely collaborates with other agencies in fulfilling its duties, particularly those related to transportation planning. These agencies include:

- Rhode Island Department of Transportation (RIDOT)** – The MPO works cooperatively with RIDOT in carrying out all its transportation and air quality activities. RIDOT serves on the SPC as well as the Technical Committee, TAC, Freight Advisory Committee, and the Bicycle Advisory Committee. RIDOT has the lead responsibility in many areas of transportation, including safety, intermodal/transit planning, and system operations: the MPO is an active partner and collaborator in these areas. RIDOT also partners with the Massachusetts Bay Transit Authority (MBTA) for the provision of commuter rail service and identifies rail transit projects for inclusion in the State Transportation Improvement Program (STIP). RIDOT is a key partner in the implementation of the State’s Congestion Management Process. In addition, it serves as the conduit for the metropolitan planning funds the State receives from the FHWA and the FTA.
- Rhode Island Public Transit Authority (RIPTA)** – The MPO works cooperatively with RIPTA, the only provider of public bus transit in the State. RIPTA has many responsibilities including capital and service bus transit needs; identifying bus transit projects for inclusion in the STIP; and serving on the SPC, TAC, and the Bicycle Advisory Committee.

- **Rhode Island Department of Environmental Management (RIDEM)** – RIDEM has overall responsibility for compliance with the Clean Air Act, including the development and adoption of an air quality plan known as the State Implementation Plan (SIP). The MPO closely collaborates with RIDEM in implementing the Transportation Conformity Air Pollution Control Regulation. This rule outlines the process and criteria for State agencies to determine air quality conformity for transportation plans and projects. RIDEM serves on the SPC, Technical Committee, and the TAC.
- **Municipalities** – The MPO area is comprised of thirty-nine cities and towns that are key partners in the statewide planning process. Municipalities have representation on the State Planning Council, its advisory committees, and other committees as needed. They also identify and prioritize projects and provide the local knowledge and perspective needed to integrate transportation with sustainable land use, economic development, and housing.

## **Integrated Long-Range Planning**

### State Guide Plan

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

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

The SGP provides a degree of continuity and permanent policy direction for the State’s future development. The SPC is responsible for approval of all elements of the SGP, which has four primary functions: it sets long-range goals and policy positions (generally twenty years;) it provides a means to evaluate and coordinate projects or proposals of State importance; it sets standards for comprehensive community plans; and it serves as a source of information on various topics of statewide importance. Individual SGP elements provide objectives and strategies that advance implementation for specific topics. The creation, adoption, and maintenance of SGP elements allows opportunities for stakeholders, State entities, and their constituencies to be involved. This process seeks to ensure that issues have been thoroughly researched, options have been evaluated, and policies are consistent with other elements.

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

Items that are evaluated for consistency with the SGP include:

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

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

#### Economic Development

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

#### Energy

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

#### Historical Preservation and Cultural Heritage

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

#### Housing

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

#### Land Use

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

#### Natural Resources

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

## Recreation and Open Space

- *Ocean State Outdoors: Rhode Island's Comprehensive Outdoor Recreation Plan (2019)* – Sets policies and action agendas for providing priority recreation needs while protecting the state's resource base. Assesses the status of issues and needs in recreation resources, land preservation, and resource protection. Serves to meet the need to address federal funding eligibility requirements for U.S. National Park Service programs.
- *A Greener Path: Greenspace and Greenways for Rhode Island's Future (1994)* – Sets forth policies and recommendation to create a system of state and local greenspaces and greenways, including natural corridors, trails, and bikeways.

## Solid Waste Management

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

## Transportation

- *State Airport System Plan (2011)* – Establishes goals, objectives, policies, and strategies for the development and management of the State's airports. It includes an overview of system needs through the year 2021.
- *Moving Forward: Transportation 2040 (2020)* – Provides a long-range framework, goals, policies, and recommendations for the movement of both goods and people. It encompasses the highway system, public transit, transportation system management, bicycle travel, pedestrian, intermodal, and regional transportation needs.
- *Rhode Island State Rail Plan (2014)* – Addresses passenger and freight rail transportation needs over the next twenty years, describes the State's existing rail systems, assesses future needs, and includes prioritized short and long-term investment programs.
- *Rhode Island Waterborne Passenger Transportation Plan (1998)* – Analyzes the potential for expanded use of Rhode Island's waters for passenger transportation and makes recommendations for long-range development of water transportation services and facilities.

## Water Resources

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

While not a separate SGP element, another important plan that is regularly included in consistency reviews is the State *Freight and Goods Movement Plan* (2016).

### Comprehensive Plans

Rhode Island General Law 45-22.2, the Comprehensive Planning and Land Use Regulation Act (the “Act”), requires every Rhode Island community to adopt a comprehensive community plan, which is required to be consistent with the SGP. The SGP serves both as a guidance document to municipalities as they formulate their individual comprehensive plans and subsequently as a standard by which the State reviews the plans. In addition, the Act requires that municipal comprehensive plans “analyze the needs for future types and levels of services and facilities, including...water supply system management planning.” See below for information on water supply systems planning.

### Water Supply System Management Plans

Water Supply System Management Plans (WSSMPs) are prepared by water suppliers that produce over fifty million gallons of water per year. These plans contain comprehensive information about the largest twenty-eight water supply systems that provide water to the vast majority of the state's population. Required content areas include detailed system information, current and projected demands, water quality protection, emergency management, system goals, and implementation schedules.

WSSMPs are reviewed by RIDSP for consistency with the SGP.

## **Overview of Interconnected Planning Process in Rhode Island**

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

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

Another advantage that Rhode Island capitalizes on is its reciprocal system of land use planning, whereby the State sets broad goals and policies through the SGP and municipalities express local desires and conditions through the development of local comprehensive plans, which serve as the basis for land use regulation and establish an implementation program for achieving each community's stated goals. In addition, Water Supply System Management Plans are reviewed for consistency with the SGP and are to be reflected in local comprehensive plans. All local land use decisions must be consistent with the local comprehensive plan, making it an important tool in the implementation of State policy. To ensure that local plans are in line with the policies presented in the SGP, local comprehensive plans are reviewed by the State for consistency. Once approved, comprehensive plans become binding on State agencies by requiring conformance of their programs and projects to the comprehensive plan.

Interconnected planning provides a great process for the practical implementation of USDOT's "3C" program of Continuous, Comprehensive, and Cooperative planning between State and municipal governments.

### **The "3C" Planning Process**

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

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

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

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

## Transportation Funding

Rhode Island has taken some key steps to provide sustainable transportation infrastructure funding and broaden available resources. These steps include:

- Redirection of the gas tax to focus on transportation needs;
- Replacement of biennial bond borrowing with an increase in registration and license fees along with Rhode Island Capital Plan funds to provide the State match for the annual federal transportation program;
- Refinance of existing general obligation bonds to soften the anticipated sharp peak in debt service payments;
- Creation of the Rhode Island Highway Maintenance Account and a shift of future funding from transportation-related sources, such as registrations, title fees, gas tax indexing, and other accounts to establish a State-funded pool for critical transportation infrastructure projects; and
- The RhodeWorks initiative, a transportation infrastructure improvement funding plan that calls for the repair of the State's deteriorating bridges. The initiative funds projects in two ways: 1) borrowing \$300 million against future federal highway funding through Grant Anticipation Revenue Vehicle (GARVEE) bonds and refinancing old borrowing to yield an additional \$120 million and 2) imposing a new toll on large commercial trucks, which is expected to bring in \$45 million a year when fully operational.
- In 2019, additional GARVEE borrowing of \$200 million was authorized by the General Assembly and issued through the Rhode Island Commerce Corporation in the spring of 2020. This additional funding is being applied to three major projects, the I-95 Viaduct Northbound, the Washington Bridge, and the Huntington Viaduct.
- The COVID-19 pandemic has had significant effects on transportation funding as both daily and occasional travel, and therefore motor fuel use taxes, declined dramatically, and public transit utilization plunged. We have no way of knowing, at this stage, how societal changes the aftermath of the pandemic will impact funding and projects, both in the short- and long-term.
- *Note: Recovery funding, along with jobs and infrastructure initiatives, as well as transportation reauthorization legislation will all have an impact on the funding available for transportation operations and infrastructure. In the meantime, we cannot pause our ongoing and annual processes to wait and see how these efforts will resolve, which rules and regulations will be promulgated, and which grant programs may be competitive. It is anticipated that there will be the need for amendments to projects and programs going forward, as additional information becomes defined.*

## Section III: Planning Priorities

### Key Areas of Emphasis

Rhode Island is committed to implementing a work program that supports and implements the federal key areas of emphasis for both metropolitan and statewide planning that were established under SAFETEA-LU and MAP-21 with elements (numbers 9 and 10 in the table below) from the Fixing America’s Surface Transportation (FAST) Act. The planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Enhance travel and tourism transportation.
10. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation.

FY 22 Activities	MAP-21								FAST ACT	
	1	2	3	4	5	6	7	8	9	10
1 – Management and Administration							X			
2 – Transportation Improvement Program	X	X	X	X	X	X	X	X		
3 – State and Regional Transportation Operations, Management, and Planning Coordination	X	X	X	X	X	X	X	X	X	X
4 – Transit Planning	X	X	X	X	X	X	X	X	X	
5 – Freight Planning Implementation	X	X	X	X	X	X	X	X	X	
6 – Transportation Planning and Bicycle and Pedestrian Mobility	X	X	X	X	X	X	X	X	X	

<b>FY 22 Activities (continued)</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
7 – Long-Range Land Use & Transportation Planning	X	X	X	X	X	X	X	X	X	X
8 – Intergovernmental Coordination	X	X		X	X	X	X	X	X	X
9 – Planning Information and Education	X	X	X	X	X	X	X	X	X	X
10 – Public Information and Outreach					X	X	X			
11 – Title VI Compliance and Environmental Justice	X	X	X	X	X	X			X	
12 – Climate Change Resiliency, Adaptation, and Mitigation	X	X			X	X	X	X	X	X
13 – Support to Other State Agencies and Municipalities	X	X		X	X	X	X	X	X	X
14 – Special Projects and Activities Not Federally Funded										
15 – Energy Facility Siting Review					X					
16 – State Data Center	X					X				

**Activity Areas, Tasks, and Projects**

The rest of this document includes a listing of each activity covered in the UPWP, an objective for each activity, the tasks for implementing each activity, and any specific projects that will be undertaken as a means to advance the objective. Tasks may be “ongoing” or “special.” Ongoing tasks continue from year to year, as part of the routine processes to achieve an activity’s objective. Special tasks involve staff work that is time limited, may have a specific schedule, and will result in a product or deliverable. Projects are time-limited and include specific schedules and deliverables that can be identified upfront: they also involve grants or payments to partners. The MPO’s intent in making the distinction between tasks and projects is to provide additional detail and transparency relative to project management, while simplifying quarterly reporting requirements by focusing on the status of projects as opposed to regular tasks.

Please note, in some instances there are gaps in the numbering of projects. This is by design. Projects continuing from one fiscal year to the next retain their project identification number regardless of other project numbers being assigned or deleted.

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

## Activity 1 – Management and Administration

**Objective:** Ensure that the transportation planning process is in conformity with any and all applicable federal and State laws, regulations, and guidance. Ensure the Metropolitan Planning Organization, Governor’s Office, and other stakeholders are informed of pending or adopted legislation that may impact or increase management and administration responsibilities. Effectively manage and administer the Statewide Planning Program and functions of the MPO. Maintain a workforce that is well-trained, versed in current topics and trends, active in professional organizations, and prepared to lead stakeholders on key issues facing the State. Maintain a collaborative performance management system through performance measures, targets, and metrics.

### Ongoing Tasks:

- a. Preparation and approval of the annual Unified Planning Work Program.
- b. Prepare and submit reports to FHWA and FTA. This task includes quarterly progress reports and participation in the certification review of the transportation management area when applicable.
- c. Provide administrative support to the State Planning Council, the Technical Committee, the Transportation Advisory Committee, the RIGIS Executive Committee, and all other committees and working groups of the MPO. This task includes the preparation of all notices, agendas, meeting minutes, meeting preparation, and meeting attendance. It also includes the review and preparation of any amendments or updates to the State Planning Council Rules and Standards.
- d. Maintain orderly and accurate accounting of all finances including weekly payroll processing, invoice processing, monthly and quarterly cost accounting and reporting, and indirect cost management.
- e. Maintain the operations of the Division of Statewide Planning by attending regularly scheduled staff meetings and ordering supplies, computer equipment, etc. as needed.
- f. Attend training sessions, seminars, conferences, etc. Participate in professional organizations.
- g. Collect and report performance data to the RI Office of Performance Management to improve transparency and accountability of State government operations.
- h. Monitor legislation for content that might affect the implementation of the SGP and/or the MPO, and the responsibilities of the Division as staff of the MPO.
- i. Advise the MPO and coordinate with the Director’s and the Governor’s Offices, and other stakeholders about the ramifications of proposed legislation on the transportation and land use planning systems of the State.
- j. Respond to interagency or legislative requests/mandates that qualify for funding under this Activity, as they arise.

	RIDSP	FHWA	FTA	Other	Total
Activity 1 (salary and operating)	\$126,433 (20%)	\$398,264 (63%)	\$107,488 (17%)	\$0	\$632,165

## **Activity 2 – State Transportation Improvement Program (STIP)**

**Objective:** In close cooperation with RIDOT and RIPTA, oversee the State Transportation Improvement Program process for Rhode Island to ensure that financial planning for transportation responds to current needs, reflects available resources, and meets all federal and State mandates.

### **Ongoing Tasks:**

- a. Administer the process for 1) identification and selection of transportation projects that address the needs of the State and advance the goals of the Long-Range Transportation Plan; 2) modifications and amendments to the STIP; and 3) providing information related to the STIP to stakeholders and the public.
- b. Enhance and maintain the STIP database in terms of design, maintenance, workflow, reporting, form applications, etc. Maintain a record of edits to the database including details of the edits, entity making the edits, date of edits, etc. Maintain backup versions of records.
- c. Monitor and evaluate the STIP update processes; recommend improvements as needed.

### **Special Tasks:**

- d. Develop the **FFY 2022-2031 State Transportation Improvement Program** rewrite in accordance with federal requirements and the Rhode Island State Planning Council's Public Participation Plan and Rules of Procedure.
- e. **Performance-Based Project Selection Criteria for Transportation Projects:** Develop transparent, data-driven performance-based project selection criteria for prioritizing all asset-based (e.g. bicycle and pedestrian, pavement, traffic safety, bridge, and transit infrastructure) projects proposed for the STIP. Utilize the Transportation Advisory Committee and the State Planning Council to develop guidance for scoring projects and overseeing the implementation of the proposed project selection criteria framework. The framework will then be integrated into the E-STIP project intake application being developed with ESRI under Project 2.1 E-STIP Software Platform. This Special Task will produce a criteria guide for transportation STIP project selection.

### **Projects:**

#### **Project 2.1: Electronic State Transportation Improvement Program (E-STIP) Software Platform**

**Project Description:** This project is a continuation of the STIP Process and Database Enhancements project that began in FY 18. It is for the integration and adoption of State Transportation Improvement Program software platforms to support the development of a web based Electronic State Transportation Improvement Program (E-STIP) database, online project intake, online public comment tools, and online revision toolset. The STIP software applications for the Division of Statewide Planning will link the project information into a geographically based online database for improved project management, coordination with RIDOT and RIPTA, workflow, data/project analysis, and transparency. The software will also improve the STIP project solicitation process by providing the capability for online submissions and prioritization. This function will also greatly improve the staffing workflow, automation, and public transparency.

In addition, to improve engagement and involvement of the public, particularly when soliciting public comments and feedback on proposed projects, plans, and/or programs, the project entails improvements to the process by which public comments are collected, and utilizes technology improvements, such as a specialty web-based software for public comments and outreach campaigns. This project will improve the method of notifying the public about transportation related matters (e.g. plan review and adoption) and STIP updates and amendments. The goal is to reach more of the public, improve public engagement, and increase the level of public feedback in the MPO decision-making process.

As a corollary to this work, the MPO’s existing database of over 1,400 contacts will be updated with the most up-to-date roster of state and local elected officials, city and town council representatives, community and special interest groups, stakeholders, and pertinent State and municipal agency contacts.

**Project Agency Lead:** RIDSP

**Partner Agencies:** RIDOT

**Contact Person:** Linsey Callaghan

**Schedule for Completion:** Ongoing effort through the duration of the UPWP timeframe.

**Products / Deliverables:**

- E-STIP software system and public facing website capabilities
  - PMG – E-STIP Manager
  - ESRI – Suite of Intake Apps
  - Public Comment web-based software application

**Project Cost (other than staff time):** \$775,902  
 (\$521,406 FHWA; \$99,316 FTA; \$93,108 RIDOT; \$62,072 RIDSP)

	RIDSP	FHWA	FTA	Other	Total
Activity 2 (salary and operating)	\$46,610 (20%)	\$139,831 (60%)	\$46,610 (20%)	\$0	\$233,051
Project 2.1 (E-STIP Software Platform)	\$62,072 (8%)	\$521,406 (67%)	\$99,316 (13%)	\$93,108 (12%)	\$775,902
Total	\$108,682	\$661,237	\$145,926	\$93,108	\$1,008,953

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

**Objective:** Improve the performance of the existing transportation system in order to 1) relieve recurring and non-recurring vehicular congestion; and 2) maximize safety and mobility for people and goods. Work with partner agencies to implement strategies such as the use of travel demand reduction, operational management strategies, education, enforcement, and engineering. Partner with State and regional agencies on such issues as coordinated regional planning, transportation finance reform, and FAST Act implementation. In collaboration with federal, state, municipal, and private partners, promote projects that enhance the connectivity between transportation modes. Promote consistency between transportation systems and planned growth.

#### **Ongoing Tasks:**

- a. Facilitate the Congestion Management Process (CMP) to analyze the multi-modal transportation system using performance measures, define congested corridors, and implement strategies for reducing recurring congestion in defined problem areas. Engage and work with RIDOT and other members of the Congestion Management Task Force.
- b. Implement strategies for reducing the effects of non-recurring congestion such as assisting RIDOT with the identification and implementation of its Transportation System Management & Operations objectives.
- c. Collaborate with the Department of Administration's Director's Office to implement policies and programs to reduce single occupancy vehicle trips by State employees.
- d. Participate in Road Safety Audits as requested by RIDOT.
- e. Serve on the Advisory Committee working to implement the recommendations of the Strategic Highway Safety Plan.
- f. Cooperate with RIDOT to support the Rhode Island's Strategically Targeted Affordable Roadway Solutions (RI\*STARS) Program that uses a systematic, data-driven approach to target locations with high congestion and crash rates with quick, high impact, and low-cost improvements.
- g. Identify regional routes essential to the movement of goods and people, work cooperatively with municipalities and other stakeholders to understand the needs of the corridor, particularly as they relate to transitions between transportation modes, evaluate the potential strategies to address them, and implement those strategies.
- h. Meet regularly with RIDOT and RIPTA to coordinate activities and to monitor and plan for federal planning requirements as they are released by USDOT.
- i. Work with RIDOT on implementation of Strategic Highway Research Program II products.
- j. Participate in the selection of projects for the University of Rhode Island Transportation Center / RIDOT Joint Research Program.
- k. Continue to participate in the National Cooperative Highway Research Program 08-132 Accessing America's Great Outdoors: Understanding Recreational Travel Patterns, Demand, and Future Investment Needs for Transportation Systems.

- l. Meet regularly and partner with regional planning agencies, adjacent Metropolitan Planning Organizations, and larger regional organizations on mutually beneficial projects.
- m. Support the Tri-Party Agreement between the SPC, RIDSP, RIDOT, and RIPTA to achieve Performance-Based Planning and Programming requirements and the development of financial plans as mandated in MAP-21, the FAST Act, and associated federal rulemaking.

**Special Tasks:**

- n. **Congestion Management Annual Report:** Prepare an annual report that presents data on each of the identified Congestion Management Process performance measures. The report will include:
  - An inventory of the status of congestion mitigation projects listed in the CMP, as well as any other projects undertaken that might have had significant congestion impacts.
  - A comparative review of each performance measure during 2021 as compared to the baseline data set from 2018, and the Congestion Report from 2019 and 2020 to analyze congestion levels and trends.
  - Observations on any significant trends and a discussion of factors that may have led to those trends, including actions to implement congestion management strategies, as well as external factors such as growth in traffic or population, severe weather conditions, etc. that may have influenced congestion during the year.
  - Identification of any changes in data sources or computational methods that may have influenced each measure.
  - Potential responses to trends e.g., if congestion is significantly increasing in a corridor, should efforts be made beyond existing plans to address the congestion?
  - Review of the trends in relation to established performance targets to determine if additional responses to manage congestion are needed.

Staff will utilize data from INRIX/RITIS and coordinate efforts to gain access to the necessary data from the other agencies responsible for collecting it. Since the baselines were set in 2018, and data was available for both 2019 and 2020, a separate report will be completed for the 2021 Report.

- o. To better display the results of the CMP, RIDSP staff will create a comprehensive summary of the 2021 data by utilizing ESRI’s ArcGIS StoryMaps. Using StoryMaps will provide the public with a web resource to easily view many of the congestion ranking data findings identified in the CMP in an attractive and straightforward platform. This Special Task will produce Congestion Management Plan/Process GIS StoryMaps.

RIDSP is the lead agency for this Special Task with RIDOT as a partner. The contact persons are Linsey Callaghan and Mason Perone. The deliverable for this Special Task is the Annual Congestion Report for 2021.

	RIDSP	FHWA	FTA	Other	Total
Activity 3 (salary and operating)	\$45,670 (20%)	\$137,009 (60%)	\$45,670 (20%)	\$0	\$228,349

## Activity 4 – Transit Planning

**Objective:** Provide a safe, robust, and convenient network of transit services with seamless intermodal connections in support of increased employment opportunities, improved environmental quality, and reduced congestion and automobile dependency.

### Ongoing Tasks:

- a. Provide technical advice, assistance, and support to RIDOT and RIPTA with public transit planning efforts as well as data collection, monitoring, and reporting. This may include:
  - Data collection and analysis for the National Transit Database (NTD), including review of draft data submissions for accuracy and consistency, and researching the NTD for comparable transit systems to assess and compare operating statistics with RI’s bus, rail, and ferry systems.
  - Passenger (rail, ferry or bus) surveys, including assistance at stations, stops, or terminal locations in conducting outreach for surveys, analysis of survey results, and researching comparable transit passenger surveys in the region.
  - Discretionary grant assistance through providing statewide demographic data, State Guide Plan reviews and references, and other statewide-related requests for the application narrative or the benefit-cost analysis.
- b. Identify, assess, and enhance transit access, connectivity, and mobility.
- c. Research a mix of laws, policies, and regulations to identify ways to better position the State for growth that is supportive of enhanced transit services. Strategies to advance Transit-Oriented Development (TOD) and an action plan for implementation will be developed. This may include:
  - Review and assess development policies in other states that pertain to housing, commercial development, and institutional uses (e.g. MA Chapters 40B and 40R)
  - Evaluate State employee policies that could encourage transit use and lead as an example, particularly considering the State Office complex proximity to the Providence Station and the future DTC and Providence Intermodal Transportation Center
  - Review zoning and parking policies for the core metro-Providence communities and their impact on transit use
  - Consider the need and utility for a TOD Working Group of RIDSP, RIDOT, RIPTA, and CommerceRI
  - Review all State-supported programs/incentives (e.g. Rebuild RI incentives), and local redevelopment district master plans, design guidelines, market analyses, access plans, zoning ordinances, branding/marketing, etc.
  - Research the relationship between of transit service frequency and development potential, including thresholds for various service levels and type and size of development projects
  - Review other states’ TOD programs/policies/laws to encourage TOD and assist local communities
  - Conduct outreach to Warwick, Pawtucket, and Central Falls on the status, ongoing efforts, and lessons learned in establishing their recently developed districts

- Review recently completed publication entitled *Evaluating the Potential for Transit-Oriented Development in Rhode Island* undertaken by Roger Williams University School of Architecture
- Develop TOD strategies taking into consideration the core metro-Providence area as well as other communities within the urban service boundary and those outside of the urban service boundary
- Expand TOD Working Group to include key local communities with existing TOD districts and others considering such districts
- Develop a final recommended package of TOD action items prior to proposing funding or legislative action

**Projects:**

**Project 4.1: High Capacity Transit Project Development**

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

**Project Agency Lead:** RIPTA

**Partner Agencies:** RIDSP; RIDOT

**Contact Person:** Sara Ingle, Director of Long-Range Planning

**Schedule for Completion:** Project will be completed within 24-36 months.

**Products / Deliverables:**

- Environmental Analysis
- Alternative Analysis
- Selection of Locally-Preferred Alternative(s)

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

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**Project 4.2: Transit Surveys & Data Acquisition**

**Project Description:** This project is a continuation from FY 21. As a data-driven industry, transit requires a steady influx of timely information in order to provide optimal services. RIPTA acquires data from a wide variety of sources ranging from on-vehicle fareboxes and automated passenger counters to customer and community surveys. This multi-year project will support RIPTA’s efforts relating to data gathering and integration, including implementation of a Title VI-compliant on-board customer survey on a three- to five-year cycle. The project information that follows is specific to this FTA-mandated survey; however, additional survey work and/or data acquisition may be undertaken should funding resources allow.

On-Board Customer Survey: FTA requires all transit agencies that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population to collect survey data regarding customer demographics and travel patterns no less than every five years. In compliance with this requirement, and with the further goal of maximizing service equity and efficiency through a data-driven approach to service planning, RIPTA will conduct a comprehensive on-board survey of existing riders. The survey results will also be used to help validate and calibrate the Rhode Island Statewide Model.

**Project Agency Lead:** RIPTA

**Partner Agencies:** RIDSP

**Contact Person:** Sarah Ingle, Director of Long-Range Planning

**Schedule for Completion:**

- Phase I: Procurement – Issue RFP FY 21 Q4, Notice to Proceed FY 22 Q1
- Phase II: Survey – FY 22 Q2

**Products / Deliverables:**

- Survey report and dataset including origins/destinations, demographic/socio-economic characteristics, and fare payment

**Project Cost (other than staff time):**

Phase I: Procurement – \$50,000 (\$40,000 FTA; \$10,000 RIPTA)

Phase II: Survey – \$200,000 (\$160,000 FTA; \$40,000 RIPTA)

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### **Project 4.3: Coordinated Public Transit – Human Services Transportation Plan Update**

**Project Description:** As Rhode Island’s manager of federal funds under the Section 5310 Program for Enhanced Mobility for Seniors and Individuals with Disabilities, RIPTA is required to develop and maintain a statewide Coordinated Public Transit-Human Services Transportation Plan that identifies unmet transportation needs, provides implementation strategies, and prioritizes projects and programs for funding. Rhode Island’s current Coordinated Plan was developed in 2017. This project will enable RIPTA to incorporate elements of the recently adopted Transit Master Plan into a new version while meeting its federal obligation to update the Coordinated Plan every five years. Older adults, individuals with disabilities, and representatives of public, private, and nonprofit transportation and human service providers will be involved in the planning process.

**Project Agency Lead:** RIPTA

**Partner Agencies:** RIDSP

**Contact Person:** Sara Ingle, Director of Long-Range Planning

**Schedule for Completion:** Plan will be developed between July 1, 2021 and December 31, 2022

**Products / Deliverables:**

- Updated Coordinated Public Transit-Human Services Transportation Plan

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

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	RIDSP	FHWA	FTA	Other	Total
Activity 4 (salary and operating)	\$7,312 (20%)	\$7,312 (20%)	\$21,937 (60%)	\$0	\$36,561
Project 4.1 (High Capacity Transit Project Development)	\$0	\$0	\$80,000 (80%)	\$20,000 (20%)	\$100,000
Project 4.2 (Transit Surveys & Data Acquisition)	\$0	\$0	\$200,000 (80%)	\$50,000 (20%)	\$250,000
Project 4.3 (Coordinated Public Transit)	\$0	\$0	\$80,000 (80%)	\$20,000 (20%)	\$100,000
Total	\$7,312	\$7,312	\$381,937	\$90,000	\$486,561

## Activity 5 – Freight Planning Implementation

**Objective:** Support a vigorous economy by facilitating the multi-modal movement of freight within Rhode Island and the northeast region.

### Ongoing Tasks:

- a. Organize and lead quarterly meetings of the Freight Advisory Committee.
- b. Continue to work on the truck model component of the statewide travel demand model.
- c. Respond to any freight-related questions and/or concerns from the FHWA.
- d. Continue to participate in the quarterly Providence Port Community Engagement Meetings.
- e. Promote local learning opportunities and initiatives related to freight.
- f. Support and participate in workshops, meetings, and other freight planning activities of the Eastern Transportation Coalition.
- g. Participate in the EPA funded Port of Providence Truck Count Study and Assessment.
- h. Continue to participate in the National Cooperative Highway Research Program (NCHRP) 08-134 Integrating Freight Movement into 21st Century Communities' Land Use, Design, and Transportation Systems.

### Special Tasks:

- i. **Freight Scans:** Conduct and lead 2-3 freight scans to better equip and educate the staff of municipal departments, particularly planning, with an increased understanding of freight trends and with a greater capacity to address freight issues by organizing tours and surveys of significant freight companies within the state. Staff will meet with the stakeholders at the beginning of a freight scan for an orientation and discussion about the desired outcomes of the specific scan. After the scan, RIDSP staff will prepare a freight-related online ESRI ArcGIS story map for that specific scan.

### Projects:

#### **Project 5.1: Freight and Goods Movement Plan Update with Statewide Truck Parking Study Appendix**

**Project Description:** Rhode Island's *Freight and Goods Movement Plan* was developed to address the MAP-21 and FAST Act requirements to address freight mobility within a statewide multimodal infrastructure network. The Plan was approved by FHWA on July 21, 2017 and will expire on July 21, 2022. This project will fulfil the requirement that the Plan must be updated every five years. This update will include all the required elements of a State Freight Plan as required by 49 U.S.C. § 70202 to ensure that Rhode Island maintains eligibility for the National Highway Freight Program formula funds. We will also update the required freight investment plan to include a project list as required by 49 U.S.C. § 70202 (b).

The Plan update will be completed by a combination of staff work and contractor assistance in consultation with the Freight Advisory Committee and other public and private sector stakeholders. The contractor assistance will primarily include work to update the State of Rhode Island Freight Forecast as well as related data and mapping assistance. Additionally, we will

include an item for the consultant to provide grant writing assistance for freight ITS infrastructure implementation.

### State Truck Parking Study Appendix

MAP-21 and the FAST Act enacted Jason's Law which identified requirements for states to identify, monitor, and improve parking for trucks and to address the shortage of long-term truck parking and improve safety for trucks parking along the National Highway System.

The *Freight and Good Movement Plan* identified truck parking demand constraints within Rhode Island highlighting the state's current efforts to monitor truck parking spaces along with the need to address existing and future growth challenges. The Plan identified the need to better understand the supply and demand of Rhode Island's existing truck parking infrastructure, the systems gaps, future needs statewide, and to add expanded capacity for parking and services if feasible. Moving forward, Rhode Island will need to have a foundation to further justify, strategize, and prioritize future truck parking infrastructure investments statewide along the highway freight network. To this end, a Statewide Truck Parking Study will be added as an Appendix to the update of the *Freight and Goods Movement Plan*.

The Truck Parking Study will allow the RIDSP and RIDOT to achieve the following key objectives:

- Document Truck Parking Supply, both in list form and graphically, for public and private truck parking
- Identify Truck Parking Demand factors
- Utilize the RITIS PDA USER SUITE and INRIX Probe Data to analyze and assess current Truck Parking supply and demand, and the gaps statewide
- Develop Truck Parking improvement opportunities
- Document the truck parking needs statewide, both in list form and graphically
- Identify and prioritize truck parking projects
- Develop Truck Parking solution implementation strategies:
  - Identify and develop Truck Parking policies
  - Identify State agency and private sector company role(s) in advancing truck parking
  - Identify New and Existing Private-Public Partnership (P3) opportunities
- Identify and analyze performance metrics for future truck parking advancement (including Freight ITS and / or other existing technology - e.g. DMS system).

**Project Agency Lead:** RIDSP

**Partner Agencies:** RIDOT

**Contact Person:** Josh O'Neill and Linsey Callaghan

### **Products / Deliverables:**

- Updated and Compliant Statewide Freight and Goods Movement Plan
- Statewide Truck Parking Study as an Appendix to the Plan
- Executive Summary

**Project Cost (other than staff time):** \$350,000 (\$280,000 FHWA; \$35,000 RIDOT; \$35,000 RIDSP)

	RIDSP	FHWA	FTA	Other	Total
Activity 5 (salary and operating)	\$25,372 (20%)	\$76,117 (60%)	\$25,372 (20%)	\$0	\$126,861
Project 5.1 (Freight Plan & Truck Parking)	\$35,000 (10%)	\$280,000 (80%)	\$	\$35,000 (10%)	\$350,000
Total	\$60,372	\$356,117	\$25,372	\$35,000	\$476,861

**Timeline for this Multi-Year Project:** Last Fall, the Division of Statewide Planning conducted an assessment of the existing 2017 Freight Plan to determine what data could be updated using publicly available state and federal datasets and what data would be updated via contracted services. After identifying which areas of the Plan could be updated with publicly available data, staff began updating the Plan earlier this year and have recently completed a very rough first Draft update of the Plan for all of the data sections. Staff will re-write text throughout the Plan in more detail and update graphics and maps where necessary. As staff continues updating the Plan, the Division will begin the RFP process for the next phase of the Freight Plan update which will include a Statewide Truck Parking Study Appendix report and a full update of the Freight Commodity Flow Analysis and Freight Forecast for Rhode Island for 2040.

In July/August of 2021, we will send out the Request for Proposals (RFP) via State Purchasing for the Freight and Goods Movement Plan Commodity Flows and Freight Forecast update, along with the Statewide Truck Parking Study Appendix. We anticipate the review and selection of a contractor by September of 2021. We will then begin a 9-month process of completing the new Statewide Truck Parking Study and the Freight Flows and Freight Forecast concurrently with continued updates of the Plan conducted by staff in-house. Throughout this process, the contractor(s) and staff will give presentations to the Freight Advisory Committee on the progress of the Plan update. We anticipate a final Draft of the Plan for review and approval by the State Planning Council will be submitted in June of 2022 and then final submission to FHWA in July of 2022 before the Plan expires.

## **Activity 6 – Transportation Planning and Bicycle and Pedestrian Mobility**

**Objective:** Improve the overall performance, safety, and reliability of the multi-modal transportation system in Rhode Island through local, regional, and statewide transportation planning efforts. Utilize performance management data to support decisions to help achieve desired performance outcomes. Performance management is credited with improving project and program delivery, informing investment decision-making, focusing staff on priorities, and providing greater transparency and accountability to the public. Transportation Planning also includes maintaining the Long-Range Transportation Plan and related plans including those for bicycles, pedestrians, and rail. Through coordinated planning efforts, seek ways to reduce auto congestion and single occupant vehicle dependency, enhance transit usage and connections, and encourage more walking and biking in communities and downtowns, resulting in improved public health, air quality, and quality of life for residents.

### **Ongoing Tasks:**

- a. Monitor federal transportation legislation and guidance on regional transportation plans.
- b. Conduct research and other background work that may be used future transportation projects or for amendments to the Long-Range Transportation Plan. Propose and process amendments as needed.
- c. Continue to implement and integrate Performance Based Planning and Programing (PBPP) which is the application of performance management within the planning and programing process to achieve desired outcomes for the multimodal transportation system.
- d. Continue to work RIDOT, RIPTA, the TAC, and SPC on the identification of performance trends (direction of results), measures (measures of performance to provide a basis for comparing alternative packages of strategies) and targets (specific levels of performance desired to be achieved within a certain timeframe).
- e. Continue to monitor, evaluate, and report on the performance targets to ensure that the goals translate and are linked to project selection and programing decisions in the LRTP and STIP.
- f. Participate with RIDOT in efforts to increase bicycle and pedestrian safety and the development of a Vulnerable Road User Safety Action Plan.
- g. Coordinate with stakeholders on the implementation of the Bicycle Mobility Plan.
- h. Coordinate with the Department of Health through participation in programs such as the Health Opportunity Zones and other planning-based initiatives.
- i. The MPO will carry out compliance with the Clean Air Act Amendments of 1990 through the U.S. Environmental Protection Agency's Air Quality Conformity Regulations. RIDSP will continue to work with RIDEM in updating the State Implementation Plan and the execution of the Motor Vehicle Emission Simulator (MOVES) to estimate emissions for mobile sources for air pollutants, greenhouse gases, and air toxins, as necessary.
- j. Convene the Air Quality Working Group, as necessary to ensure transportation conformity for air quality. The Working Group is comprised of representatives from RIDSP, RIDEM, RIDOT, RIPTA, RI Department of Health, FHWA, FTA, U.S. EPA, the RI Association of Railroad Passengers, the American Lung Association of RI, the Rhode Island Sierra Club, and public members.

- k. Demonstrate transportation conformity of the long-range transportation plan and the STIP with the State Implementation Plan if necessary.

**Special Tasks:**

1. **Bicycle and Pedestrian Project STIP Application Guidebook for Municipalities:** Provide municipalities with a guidebook for submitting new bicycle and pedestrian project applications requesting funding through the State Transportation Improvement Program development process. The guidebook will consist of several components which will clarify and outline the submission process for municipalities when submitting new bicycle and pedestrian projects to be considered for the STIP's Transportation Alternatives Program (TAP). Items that will be detailed in the Guide include federal design and construction requirements, project eligibility, sponsor and match funding requirements, the reimbursement process, E-STIP application process, scoring/selection criteria, and timeline. The intention is to have a guiding document to house the performance-based bicycle and pedestrian selection criteria for prioritizing bicycle and pedestrian projects. This will provide a level of transparency both in how projects are selected and how to make sure these requirements are met prior to submission to the State.

**Projects:**

**Project 6.3: Project Estimates for STIP Projects & Review of Current TAP Bicycle and Pedestrian Projects**

**Project Description:** This is a continuation and combining of the Project Estimates from Applicants for STIP Projects from FY 19 and Review of Current TAP Bicycle and Pedestrian Projects from FY 20. This project is intended to improve the cost estimates associated with STIP applications; to improve municipal estimates for proposed projects; and to consider developing methods to allow for estimates developed in the current STIP year to be adjusted according to changes in costs to design and construct projects based on industry standards in order to provide for more reliable out-year programming. The project also includes reviewing a selection of current Transportation Alternative Program (TAP) bicycle- and pedestrian-related projects to determine whether projects have accurate cost estimates and schedules, and a review of structurally deficient bridges on existing dedicated off-road bicycle facilities to determine accurate cost estimates and schedules to bring these structures into a state of good repair. Projects will be evaluated based upon essential elements including, but not necessarily limited to:

- purpose;
- need, significance (to include connectivity);
- usage;
- readiness (natural resource permitting requirements, cultural resource permitting requirements, utility impacts, and potential right-of-way actions); and,
- reliability of conceptual cost estimate.

**Project Agency Lead:** RIDOT

**Partner Agencies:** RIDSP

**Contact Person:** Thomas Queenan, Administrator, RIDOT Planning

**Schedule for Completion:** Ongoing effort through the duration of the UPWP timeframe.

**Products / Deliverables:**

- A guide demonstrating professionally acceptable ways to estimate STIP project costs.
- Report and recommendations to guide planning and programming decision-making.

**Project Cost (other than staff time):** \$125,000 (\$100,000 FHWA; \$25,000 RIDOT)

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	RIDSP	FHWA	FTA	Other	Total
Activity 6 (salary and operating)	\$33,181 (20%)	\$132,725 (80%)	\$0	\$0	\$165,906
Project 6.3 (Project Estimates and TAP Review)	\$0	\$100,000 (80%)	\$0	\$25,000 (20%)	\$125,000
Total	\$33,181	\$232,725	\$0	\$25,000	\$290,906

## **Activity 7 – Long-Range Land Use & Transportation Planning**

**Objective:** Guide development patterns in the State to create a resilient network of concentrated healthy population centers with access to affordable housing, economic opportunity, and an extensive greenspace network connected by transportation options including convenient transit, uncongested roadways, bikeways, rail, and air. Maximize the efficiency of the public and private investments by promoting high-quality infrastructure corridors. Determine the most appropriate location of all kinds of development, services, and transportation linkages.

### **Ongoing Tasks:**

- a. Maintain and update the SGP which sets long-range goals and policies (generally twenty years), provides a means to evaluate and coordinate projects or proposals of State importance, sets goals and policies to be reflected in local comprehensive plans, and serves as a general background information source on various topics. While this is typically project-driven (current projects are individually listed below), it includes research and other background work that may be used future SGP projects or for amendments to existing SGP elements.
  - State Housing Plan: This task will develop a strategic housing plan that reflects a data-driven assessment of current and future housing needs throughout the state. The assessment will 1) analyze the gap between the statewide housing inventory and the state's current and projected housing needs for both rental and ownership over the next year, five years, and ten years; and 2) identify how housing needs vary by relevant demographic characteristics, including but not limited to income, age, familial status, disability status, and race. The new State Housing Plan will replace the existing State Housing Plan (2000) and Five-Year Strategic Housing Plan (2006).
- b. Further the implementation of SGP strategies and actions. This may involve working with municipalities and other planning stakeholders such as Grow Smart Rhode Island, the Narragansett Bay Estuary Research Reserve Educational Program, and the RI Chapter of the American Planning Association as opportunities arise.
- c. Update the State Guide Plan Overview as needed. The State Guide Plan Overview provides a synopsis of the purpose of each SGP element along with a listing of the plan's goals and policies.

### **Special Tasks:**

- d. Comprehensive Economic Development Strategy (CEDS): The RIDSP, with funding from the State Planning Assistance program of the U.S. Economic Development Administration, will draft a Post-Pandemic Five-Year Comprehensive Economic Development Strategy for the State of Rhode Island. A CEDS is a strategy-driven plan for economic development that must be updated every five years. The Economic Development State Guide Plan element serves as a coordinating vehicle to ensure that the activities of the state and local government, as well as the private sector, are focused on achieving a shared vision. The Plan serves both as a guidance document to municipalities as they draft their individual local comprehensive plans and as one of the standards for State approval of a local comprehensive plan.

### **Projects:**

## **Project 7.4: Land Use 2050: Rhode Island's Plan for Land Use and Transportation Project**

**Overview:** This project will continue the process started in FY20 of updating the State Guide Plan Element 121, *Land Use 2025: Rhode Island's Land Use Policies and Plan* to synchronize with the updated long-range transportation plan, *Moving Forward RI 2040*. This plan informs and guides decision-makers by setting the direction for economic and transportation investment in the State over a twenty-year horizon. As this project moves towards preliminary results, an informal working group of municipal planners will be assembled to assist as an advisory stakeholder/writing group for early drafts. Division staff working on climate change and sea level rise will be asked to identify climate impacts to land uses and transportation infrastructure, and to identify other SGP-relevant updates needed for the update. A public participation process will be developed after technical papers, draft goals, and strategies to engage other state officials, municipal planners, the public, regional associations, and other stakeholder groups are assembled. After conducting extensive outreach and public participation, a preliminary draft will be presented to Technical Committee and State Planning Council for adoption. The project will continue work to:

1. Continue to develop new impervious surface and land use / land cover digital data for use in the update of *Land Use 2025* and other work of the Division. This will involve:
  - o Continued coordination with USGS/DEM/URI staff, to produce new 2020 impervious surface and land use / land cover digital data. The data will be produced by a USGS federally selected vendor and consist of a statewide, seamless vector polygon GIS dataset.
  - o Providing quality control and approval of the data by ensuring that the same procedures used for the creation of prior impervious and land use / land cover data is followed and will meet RIGIS distribution standards and approving the content of the metadata for the new data layers.
  - o Creating and publishing a technical document outlining the procedures used in data development.
2. Contract with a mapping specific consultant who focuses on GIS data to collect and create new digital information for: creating a statewide composite of municipal future land use maps, statewide generalized zoning districts, and current and proposed growth centers for each RI community. The consultant will create a new GIS data layers and maps for each item listed above along with a technical document outlining the procedures used in data development with appropriate metadata.
3. Develop a land use/land cover time series technical presentation – Understanding land use change is a very important aspect of managing growth and understanding its impacts on the transportation systems in the State. Access digital statewide land use /land cover data to complete an analysis of land use trends between 1988 and 2020. Major changes to Rhode Island's landscape will be summarized using photos, other media and maps showing land use change over time. Use new composite future land use municipal map to compare and analyze new map with historical 2002 composite future land use map for changes to desired land uses. Consult with municipal planners on advisory stakeholder group throughout the presentation development to confirm findings. Include a summary of the trends discovered in the SGP Element update.

4. Contract with an equity consultant with focus on equity in land use to identify environmental justice, social equity, and disparity issues related to land use in the State. Require contractor to produce a technical paper and presentation focusing on Rhode Island's historical structures, institutions, and to identify preliminary inclusive policies to address social equity in land use and identify preliminary strategies that could be used, in a variety of settings statewide, to implement effective change in this area. Consult with municipal planners on advisory stakeholder group throughout to confirm findings.
5. Continue to survey and interview key stakeholders statewide on the goals, policies, and implementation effectiveness of *Land Use 2025*. Discuss the utility of the SGP to stakeholders, known or potential data gaps, and identify new issues for update of this SGP Element. Create a presentation summarizing the surveys conducted and suggestions gathered for the Update.
6. Continue to update the inventory of current and proposed growth centers for each RI community for addition to the future land use map.
7. Provide oversight for Division staff to update this SGP Element with climate change, resiliency, adaption, and mitigation strategies and with other relevant SGP Element updates. Division staff working on climate change and sea level raise will write a new text section, which includes preliminary strategies related to climate change and sea level rise. Consult with municipal planners through an informal advisory stakeholder group on preliminary draft text and strategies.
8. Provide oversight for Division staff for writing cross references for update to relevant updated SGP Elements such as *Moving Forward RI 2040*, *RI Energy 2035*, *RI Solid Waste 2035*, *Water 2030*, and *Water Quality 2035* Plans.

**Project Lead:** RIDSP

**Partners:** URI/RIGIS; RIDOT; RIPTA; RIDEM; RIEMA; CRMC; RIDOH; CommerceRI

**Schedule for Implementation:** This is the second year of a four-year planning process.

**Deliverables:**

- 2020 impervious surface and land use / land cover digital data
- Updated composite municipal future land use data and map
- New generalized statewide zoning data and map
- Updated growth centers data and map
- Land Use Time series analysis presentation
- Social Equity technical paper and presentation
- Summary presentation of stakeholders' surveys

**Project Cost (other than staff time):**

\$195,000 (\$136,500 FHWA; \$19,500 FTA; \$39,000 RIDSP)

- \$30,000 LULC continued contract with USGS
- \$80,000 new mapping consultant
- \$85,000 new equity consultant

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	RIDSP	FHWA	FTA	Other	Total
Activity 7 (salary and operating)	\$54,869 (25%)	\$142,659 (65%)	\$21,948 (10%)	\$0	\$219,476
Project 7.4 (Land Use 2050)	\$39,000 (20%)	\$136,500 (70%)	\$19,500 (10%)		\$195,000
Total	\$93,869	\$279,159	\$41,448	\$	\$414,476

## Activity 8 – Intergovernmental Coordination

**Objective:** Ensure intergovernmental coordination on issues of transportation, land use, housing, economic development, etc. Provide guidance to State, local, and other agencies to ensure plans and actions are consistent with, and help to implement, the SGP.

### Ongoing Tasks:

- e. Participate on the RIDOT Land Sales Committee to alert RIDOT to any potential planning consistency issues arising from proposed transactions.
- f. Review transactions affecting State-owned properties, including highway rights-of-way, for consistency with the SGP, including the four transportation-based elements, and provide findings to the State Properties Committee for their consideration. Reviews are conducted as needed.
- g. Coordinate the intergovernmental review process which provides State and municipal government as well as other interested parties with an opportunity to review and comment on certain projects or programs such as environmental impact statements, direct federal actions, and Army Corps of Engineers permits. Reviews are conducted as needed.
- h. Upon request, review projects proposed or funded by the Rhode Island Commerce Corporation or its subsidiaries to determine conformity with the SGP, including its four transportation-based elements.
- i. Review municipal comprehensive plans for consistency with the SGP including its four transportation-based elements. Reviews of plans and plan amendments are conducted as plans or amendments are submitted by municipalities.
- j. Review as needed because of mandate by R.I. General Law for Water Supply System Management Plans (WSSMPs), Clean Water Infrastructure Replacement Plans, State Revolving Fund applications for drinking water and clean water infrastructure for consistency with the SGP including *Land Use 2025* and *Transportation 2037*.
- k. Upon request, review and analyze annual Community Development Block Grant applications for SGP consistency.

	RIDSP	FHWA	FTA	Other	Total
Activity 8 (salary and operating)	\$60,499 (50%)	\$52,030 (43%)	\$8,470 (7%)	\$0	\$120,999

## **Activity 9 – Planning Information and Education**

**Objective:** Provide original data analysis on pertinent topics, provide custom transportation demographic, social, economic, and housing analysis as requested. Manage and coordinate data to support transportation and other planning activities. Ensure the availability, accessibility, and dissemination of geospatial and demographic data to State agencies, local governments, and other data users. Enhance the MPO’s Performance-Based Planning and Programing capabilities, increase public transparency, and better integrate Transportation Performance Management into the transportation planning process.

### **Ongoing Tasks:**

- a. Monitor, coordinate, and provide leadership for activities related to the Rhode Island Geographic Information System (RIGIS) and the use of GIS technology within Rhode Island to support initiatives to implement or use the technology, and to manage and provide access to a common database of geographically-referenced information including:
  - Continue to partner with all State agencies actively using GIS to further implement a centralized and common database, application, and mapping resource.
  - Foster participation in the RI Municipal GIS User Group.
  - Update the RIGIS Event Calendar and inform the RIGIS community of newsworthy announcements and upcoming events.
  - Provide technical assistance to municipalities and State agencies in the coordinated development and use of GIS data.
- b. Coordinate with State agencies, municipalities, and others on the integration and sharing of data.
- c. Develop transportation, land use, population, employment, and housing data analysis, visualizations of the data, and share with State, federal, regional, and local agencies.
- d. Ascertain needs, requirements, benefits, and costs for conducting a transportation survey of all the households in the state.
- e. Continue work with the Data Committee to maintain open lines of communication between State agencies and to identify information gaps that exist, assess the reasons for these gaps, and suggest steps that could be taken to resolve them in the short, medium, and long term. Maintain a “data phone book,” a searchable document that would give a brief description of the existing datasets created by the various State agencies, a contact person, and instructions for acquiring the data. Make formal recommendations to State agencies on existing data gaps, data governance best practices, and recommend data purchases.
- f. Continue to provide land use / MPO education and training to municipal planning and zoning boards and commissions to assist in compliance with state and federal laws relating to land use, transportation, and MPO planning issues. Deliver training regularly each quarter and continue to provide technical planning assistance to municipalities regarding land use, transportation, and MPO responsibilities.
- g. Provide technical assistance and planning expertise on land use and MPO planning issues to the RI Agricultural Lands Preservation Commission; Green Building Council; Grow Smart RI; RI Natural Heritage Preservation Commission; RI Recreation Resources Review Committee; Rhode Island Historic Preservation and Heritage Commission; Rhode Island

New Urban Farmers; Rhode Island Resource Conservation and Development Council; Rhode Island Rivers Council; Rhode Island Trails Advisory Committee; RI State Conservation Commission; RI Food Policy Council; and RI Water Resources Board.

### **Special Tasks:**

- h. **Transportation Performance Management Dashboard:** Develop and maintain a dashboard of federally required, and State priority, performance measures designed to help benchmark and track the State's progress in achieving the goals and targets outlined in the *Long-Range Transportation Plan: Moving Forward RI 2040*. The dashboard will focus on Transportation Performance Management, and 2-year and 4-year targets as required by FAST-Act reporting guidelines. The 2-year and 4-year targets are required in the areas of roadway safety, infrastructure condition, and highway performance. State priority performance areas will be included in a second phase. The dashboard will be updated annually with compiled data, or relevant web links. Staff may also work with RIDOT and DOA Information Technology resources as needed to develop the ESRI map online.

### **Projects:**

#### **Project 9.1: Vehicle Probe Transportation Dataset and Eastern Transportation Coalition**

**Project Description:** This is a continuation from FY 21. Vehicle probe transportation data is used to monitor Rhode Island's roadway system's performance. RIDSP and RIDOT will purchase INRIX traffic and travel data through the Eastern Transportation Coalition pooled fund (see paragraph below). The INRIX data provides a comprehensive and consistent data source for traffic and travel times on Rhode Island's roadways. INRIX aggregates GPS probe data from a wide array of commercial vehicle fleets, connected cars and mobile apps. INRIX, through its partnership with the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab), operates the Regional Integrated Transportation Information System (RITIS) portal that staff will use to analyze, visualize, and understand road performance and state traffic signals based on the INRIX data. INRIX's real-time data will help staff actively measure, report, and manage traffic. Use of the historic INRIX data will help establish federally required performance targets, report on targets, and better plan for future transportation projects and programs. This information can also be analyzed to provide a variety of information about the transportation system including the general origins and destinations of travel, the travel times across a segment of road, the speed of travel incidents, and historical travel times. These datasets are important for operations, project planning, and project scoping activities. They are also invaluable to long-range planning, congestion management, transit planning, land use planning, bicycle planning, pedestrian planning, and travel demand modeling conducted by RISDP. The data outputs produced have potential applications for many state and municipal agencies beyond those listed.

This project also provides funding to support the State's annual membership in the Eastern Transportation Coalition (formerly known as the I-95 Corridor Coalition). The Coalition is an alliance of state transportation agencies, toll authorities, and related organizations, including public safety, that provides a forum for key decision and policy makers to address transportation management and operations issues of common interest. Rhode Island's participation in the Coalition helps to develop consensus, cooperation, coordination, and communication with other member states.

Benefits of membership in the Coalition include:

- Greater efficiency through coordination
- Mutual support and technical assistance
- Opportunities to learn from each other's experiences
- Shared research and development and field testing
- Access to a network of peers

Membership also allows the State access to the "pooled fund," which permits the Division to purchase data at the membership rate.

**Project Agency Lead:** RIDOT

**Partner Agencies:** RIDSP

**Contact:** Pamela Cotter, Christos Xenophontos, Linsey Callaghan

**Schedule for Completion:** Ongoing effort that will continue through the duration of the UPWP.

**Products / Deliverables:**

- Transportation Dataset from INRIX and University of Maryland's CATT Lab's Regional Integrated Transportation Information Systems
- Data for all federally mandated RIDOT performance reporting

**Project Cost (other than staff time):** \$883,367  
(\$385,747 FHWA; \$80,237 RIDSP; \$96,437 RIDOT; \$320,947 Other)

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### **Project 9.2: Travel Demand Model Update and Maintenance**

**Project Description:** Update and maintenance of the Rhode Island Statewide Model (RISM) is an ongoing function of the RIDSP along with its partner agencies and support from hired consultants. This includes data inputs/outputs, enhancements, and updates to the RISM. For FY 22, efforts will focus on:

- Utilize Vehicle Probe Traffic and Travel Data (see Project 9.1) – This data provides the state with important information about travel speed, road counts, and travel demand.
- Incorporation of RIDOT Transit Rail Ridership Survey Information – Data from the RIDOT transit ridership survey of rail passengers on the MBTA line in Rhode Island will be incorporated into the RISM to improve the accuracy of the model, especially when combined with the data from the vehicle phone probe.

**Project Agency Lead:** RIDSP

**Partner Agencies:** RIDOT, RIPTA, RIDEM

**Contact:** Benjamin Jacobs, Vincent Flood

**Schedule for Completion:** This project is an ongoing effort that will continue through the duration of the UPWP.

**Products / Deliverables:**

- Fully functional transportation planning level use of RISM

**Project Cost (other than staff time):** \$241,249  
(\$161,637 FHWA; \$31,362 FTA; \$48,250 RIDSP)

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### **Project 9.3: Data Quality Control**

**Project Description:** This is a continuation from FY 19. This project will purchase and incorporate 1Spatial software into RIDOT's operations. 1Spatial software uniquely fills a niche in the geospatial industry by enabling evaluation of proposed changes to a master dataset prior to acceptance. When an issue with a proposed change is found, the data entry person is presented with rules that are not met and a recommended remedy. FHWA purchased 1Spatial software and contracted with them to develop a state DOT data upload acceptance test and quality control toolset. RIDOT's 2017 submission was chosen as the pilot test dataset. When complete, FHWA will freely give the developed 1Spatial testing rules to any state DOT that also purchases 1Spatial software. This would enable RIDOT to run proposed HPMS submissions through tests and resolve issues prior to submission. RIDOT's Office of Transportation Information Systems envisions embedding this functionality in every data maintenance workflow to enforce database integrity at the point of entry.

**Project Agency Lead:** RIDOT

**Contact:** Steve Kut

**Schedule for Completion:** This project is an ongoing effort that will continue through the duration of the UPWP.

**Products / Deliverables:**

- 1Spatial software incorporated into RIDOT's operations

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

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### **Project 9.4: Environmental Data Center Partnership - RIGIS Geospatial Database**

**Project Description:** Utilizing the University of Rhode Island's Environmental Data Center (URI EDC) as a subcontractor, this project will continue to maintain and update the Rhode Island Geographic Information System consortium's data distribution clearinghouse ([www.rigis.org](http://www.rigis.org)). The primary function of this project is to continue developing new data and map services developed by RIGIS partners and to maintain the underlying software and hardware systems that support the clearinghouse. With the creation of many new hosted feature services within ArcGIS Online, it is now possible to create more advanced web mapping applications featuring RIGIS data and imagery. These web maps and web mapping applications will continue to allow users of all skill levels to access and interact with popular RIGIS datasets such as RIDOT roads, sea level rise datasets, and RIPTA bus stops and routes. The geospatial data distributed by RIGIS supports numerous ongoing transportation and economic development planning initiatives.

**Project Agency Lead:** RIDSP and URI EDC

**Contact:** Vincent Flood

**Schedule for Completion:** This project is an ongoing effort that will continue through the duration of the UPWP.

**Products / Deliverables:**

- Outreach Survey Report
- Story Maps/Journals and apps featuring RIGIS map services
- Approximately twenty-five new or updated datasets reviewed, processed, and published
- Four quarterly updates of the publicly available Esri file geodatabases
- Four quarterly blog posts summarizing RIGIS-distributed datasets
- Responses to requests for technical assistance
- Approximately ten metadata records updated
- Reliable access to the RIGIS data distribution website

**Project Cost (other than staff time):** \$75,000 (\$14,200 FHWA; \$45,801 FTA; \$14,999 URI)

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**Project 9.5: Environmental Resiliency Tool**

**Project Description:** This is a continuation from FY 19. The development of the Environmental Resiliency Tool will allow RIDOT, other State agencies, and local governments to assess the unique environmental risks associated with asset management in a coastal state. The effort will focus on assessing these risks through the use of GIS models and overlaying the data with asset inventories, the Transportation Asset Management Plan, and the Ten-Year State Transportation Improvement Plan processes. RIDOT will work with State agency partners and other subject matter experts to produce three key deliverables: 1) an easy-to-use, interactive tool that will allow users to seamlessly identify environmental and natural risks and overlay them with other asset management information; 2) a detailed, instructive guide that will help users implement smart, resilient policies and asset management strategies, and 3) a template for RI municipalities to utilize during the STIP project proposal phase. The tool will incorporate GIS models of environmental data into various data management systems driving the RIDOT's asset management coordination and STIP planning process. Initially, the tool will provide information on coastal flooding impacts to transportation assets resulting from storms and sea-level rise, with additional risks added as data becomes available. The guide will inform decision making, provide users with direction to utilize that information, including best practices for asset maintenance, policies for how to integrate various levels of risk, and recommended adjustments to long-term asset management plans and project designs. Finally, the template will ensure that all future applicants proposing new STIP projects complete a mandatory set of sea-level rise and storm surge analyses to inform the designs and viability assessments of their proposals.

**Project Agency Lead:** RIDOT Office of Sustainability and Innovation

**Partner Agencies:** RIDSP, RIDEM, RI Executive Climate Change Coordinating Council (EC4), RI Emergency Management Agency, University of Rhode Island, RI Coastal Resources Management Council, RI Infrastructure Bank

**Contact:** Pam Cotter

**Schedule for Completion:** This project will continue through the duration of the UPWP.

**Products / Deliverables:**

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

**Project Cost (other than staff time): \$300,000 (\$50,000 RIDOT; \$250,000 other)**

	RIDSP	FHWA	FTA	Other	Total
Activity 9 (salary and operating)	\$101,346 (20%)	\$329,375 (65%)	\$76,010 (15%)	\$0	\$506,731
Project 9.1 (Vehicle Probe Dataset)	\$80,237 (9%)	\$385,747 (44%)	\$0	\$417,384 (47%)	\$883,367
Project 9.2 (TDM)	\$48,250 (20%)	\$161,637 (67%)	\$31,362 (13%)		\$241,249
Project 9.3 (Data Quality)	\$0	\$80,000 (80%)	\$0	\$20,000 (20%)	\$100,000
Project 9.4 (RIGIS)	\$0	\$14,200 (61%)	\$45,801 (19%)	\$14,999 (20%)	\$75,000
Project 9.5 (Environmental Resiliency Tool)	\$0	\$0	\$0	\$300,000 (100%)	\$300,000
Total	\$229,833	\$970,959	\$153,173	\$752,383	\$2,106,347

## Activity 10 – Public Information and Outreach

**Objective:** Maintain and make available an array of planning-related information. Promote public participation in planning processes by providing timely and user-friendly information to the public. This Activity will be closely coordinated with Activity 11 – Title VI Compliance and Environmental Justice.

### Ongoing Tasks:

- a. Conduct public events, including forums, workshops, and meetings on transportation-related issues that outreach to all segments of the community.
- b. Maintain and enhance the MPO website and create web pages for major activities as needed. Increase the use of data visualizations on the RIDSP website, improving the ability to communicate with our users via map and enhanced graphical charts and tables.
- c. Publish a monthly e-newsletter to interested stakeholders as a means of publicizing federal, State, and local opportunities for funding, networking, and educational opportunities in transportation, land use, climate change, and other relevant planning topics.
- d. Manage the State’s planning archives, including a multi-year inventory of aerial photography, and provide controlled loan access to public and private organizations and individuals for duplication. Maintain the RIDSP electronic and paper copy archives of publications, including the upkeep and inventory of the RIDSP library.

	RIDSP	FHWA	FTA	Other	Total
Activity 10 (salary and operating)	\$27,286 (40%)	\$34,108 (50%)	\$6,822 (10%)	\$0	\$68,216

## Activity 11 – Title VI Compliance and Environmental Justice

**Objective:** To prevent discrimination in the State’s planning processes so that all residents of the State are treated fairly and ensure that all provisions of Title VI of the Civil Rights Act of 1964 are implemented. To ensure Environmental Justice– meaning no group of people, including any racial, ethnic, or socioeconomic group bears a disproportionate share of the negative environmental consequences resulting from federal, State, local, or Tribal policies– is a component of planning processes. To ensure that all Rhode Islanders regardless of race, ethnic origin, income, age, mobility impairment, or geographic location have the opportunity to be involved in the planning process, are treated fairly, and are equitably served by the actions, plans, programs, and projects of the Metropolitan Planning Organization.

### Ongoing Tasks:

- a. Review contracts, MOUs, public meeting notices, public hearing notices, plans, and procedures for compliance with Title VI of the Civil Rights Act of 1964, including the completion of all required Title VI forms.
- b. Ensure compliance with Title VI reporting requirements for complaints, investigations, and lawsuits.
- c. Solicit and summarize demographic information on public participants at public meetings and hearings.
- d. Prepare an annual (federal fiscal year) *Title VI Report and Implementation Plan* (due to RIDOT in November of every year).
- e. Maintain and implement the MPO’s *Public Participation Plan*.
- f. Maintain and implement the RIDSP *Limited English Proficiency Plan*.
- g. Monitor and report Disadvantage Business Enterprise (DBE) information for all U.S. DOT funded contracts and cooperative agreements entered into by Statewide Planning and its sub-recipients (DBE reporting to RIDOT due on November 1 and May 1 of every year).
- h. Assist RIDOT and RIPTA in Title VI program monitoring through data collection and analysis of levels of transit services as well as the provision of mapping and demographic data as needed.
- i. Support RIDOT and RIPTA in conducting required Title VI service and fare equity analyses for major service changes. This may include coordinating directly with CTPS regarding any major MBTA commuter rail service or fare changes that impact Rhode Island’s service and documenting work on service equity analysis and coordination with CTPS.
- j. Monitor and respond to requests for translation of key Statewide Planning documents, public workshops and hearings, and public hearing notices and materials. Provide for interpreter service as requested.
- k. Assess the adequacy of the collection, accuracy, and analysis of demographic data for the Transportation Equity Benefit Analysis (TEBA) and Environmental Justice purposes; revise as needed to improve and maintain consistency in data collection and analysis when considering all groups under Title VI and other civil rights laws.

**Special Tasks**

1. Update the MPO's Public Participation Plan. In light of COVID-19, public participation has transitioned to a more online platform. This special task will provide an update on new methods of public engagement that are being utilized and implemented to conform to the new State law and regulations that have been put in place as a result of COVID-19. Examples of virtual outreach methods include: ZOOM, Smart Comment, and how additional virtual platforms are being utilized.

	RIDSP	FHWA	FTA	Other	Total
Activity 11 (salary and operating)	\$19,972 (20%)	\$64,910 (65%)	\$14,979 (15%)	\$0	\$99,861

## Activity 12 – Climate Change Resiliency, Adaptation, and Mitigation

**Objective:** Identify transportation-related infrastructure including roads, bridges, and ports, as well as natural resources, threatened by climate change. Identify strategies and actions for promoting adaptation and mitigation in order to strengthen resilience to the effects and long-term costs of climate change. Determine ways to integrate resiliency, adaptation, and mitigation into a wide range of state plans and projects. Work through regional initiatives where possible. Collect and analyze data regarding patterns of climate change and associated issues, concerns, costs, and necessary regulatory and statutory changes.

### Ongoing Tasks:

- a. Work on projects that will focus resources and attention on developing policies and strategies for adapting to predicted climate change impacts.
- b. Participate on the Governor’s Executive Climate Change Coordinating Council (EC4).
- c. Assist in the implementation of *Resilient Rhody*.
- d. Work with sub-cabinet for Climate Change through the Governor’s Office.
- e. Work with the Infrastructure and Climate Initiative out of University of New Hampshire.
- f. Work with the Transportation and Climate Initiative/Georgetown Climate Center.
- g. Work with other organizations within and outside of Rhode Island to leverage data, knowledge, and funding and develop plans that meet state resiliency, adaptation, and mitigation needs.

	RIDSP	FHWA	FTA	Other	Total
Activity 12 (salary and operating)	\$42,025 (30%)	\$77,047 (55%)	\$21,013 (15%)	\$0	\$140,085

## **Activity 13 – Support to Other State Agencies and Municipalities**

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

### **Ongoing Tasks:**

- a. Provide training, information, technical assistance, and where possible, financial assistance to State agencies, municipalities, and other parties on issues affecting transportation and land use planning.
- b. Provide technical assistance to municipal governments in the development of comprehensive plans and other topical questions as requested.
- c. Respond to requests for technical assistance and planning guidance from local governments, the general public, and other interested parties.
- d. Support DCAMM for the reuse and redevelopment of the Cranston Street Armory, a 192,000 sq. ft., historic, State-owned building located in Providence’s West Side neighborhood, a neighborhood of need. Staff will work with a steering committee of State, City, and neighborhood stakeholders to bring this building to its fullest economic potential.
- e. Assist the Government Efficiency Commission, appointed by the Governor, in a comprehensive examination of the State’s real estate portfolio with an intent to provide optimal space utilization for various State agencies and functions. The purpose of the plan is to streamline government service delivery, enhance efficient operations, increase State employee transit use, and deliver cost savings through programmatic and real estate rightsizing.

### **Projects:**

#### **Project 13.1: Local Active Transportation Technical Enhancements**

**Project Description:** This project is a continuation from FY 20. It enables municipalities to access planning, transportation, and design expertise to define multimodal transportation problems, such as traffic control, intermodal connectivity and access, safety, parking, or other issue(s), explore alternatives, and create conceptual plans to support economic development efforts in their communities.

RIDSP will contract with planning, transportation, and design consultants for technical review/evaluation of the problem and drafting a plan for the chosen project. In addition, RIDSP will rely on and coordinate with local municipal officials to schedule meetings with staff and relevant stakeholders. The technical assistance team, in collaboration with the municipality, will develop a report with concept renderings that defines and evaluates alternatives and next steps for the municipality, and may provide the foundation for a STIP project application.

**Project Agency Lead:** RIDSP

**Partner Agencies:** City of Newport

**Contact:** Roberta Groch

**Schedule for Completion:** This project is an ongoing effort that will continue through the duration of the UPWP.

**Products / Deliverables:**

- Conceptual plan and/or solutions to transportation issues that affect municipal economic development efforts.

**Project Cost (other than staff time):** \$395,000  
 (\$144,000 FHWA; \$36,000 FTA; \$215,000 municipal match)

**13.2 Support from Water Resources Board**

**Project Description:** This project funds staff time of technical experts on the staff of the Water Resources Board (WRB), which has been merged with the RIDSP. The WRB has staff funded through State General Revenue, but their technical expertise is a complement to the existing RIDSP staff. WRB staff has particular expertise in data analysis and mapping, which will be used to develop various plans.

**Project Agency Lead:** RIDSP

**Contact Person:** Meredith Brady, Kathleen Crawley

**Schedule for Completion:** Ongoing – throughout the year

**Products / Deliverables:** GIS mapping, data analysis, water-related review and updates to State Guide Plan elements and other plans, such as the *Long-Range Transportation Plan, Land Use 2050*, climate sustainability and resiliency efforts, and other work products of the RIDSP.

**Project Cost (other than staff time):** \$28,843

**Funding Sources:** FHWA. It is important to note that, although we do not show the State funds in the UPWP, State sources are paying 90% of the personnel costs for these positions.

	RIDSP	FHWA	FTA	Other	Total
Activity 13 (salary and operating)	\$25,149 (50%)	\$25,149 (50%)	\$0	\$0	\$50,298
Project 13.1 (LATTE)	\$0	\$144,000 (36%)	\$36,000 (9%)	\$215,000 (54%)	\$395,000
Project 13.2 (WRB)		\$28,843 (100%)			\$28,843
Total	\$25,149	\$197,992	\$36,000	\$215,000	\$474,141

## Activity 14 – Special Projects and Activities Not Federally Funded

**Objective:** Provide planning support to projects and opportunities on topics of state concern that are not eligible for federal funding.

**Ongoing Tasks:**

- a. Respond to internal, executive, or legislative requests as they arise.

	RIDSP	FHWA	FTA	Other	Total
Activity 14 (salary and operating)	\$4,435 (100%)	\$0	\$0	\$0	\$4,435

## Activity 15 – Energy Facility Siting Board Review

**Objective:** Provide the Energy Facilities Siting Board (EFSB) with advisory opinions on proposed projects including power plants, substations, power lines, storage and transport facilities, and other structures subject to the Board’s review so that projects can be designed to maximize consistency with the SGP and to minimize negative affect to the community.

### Ongoing Tasks:

- a. Review of applications for energy facilities as required by the Energy Facility Siting Act (Rhode Island General Law 42-98). Reviews are conducted as needed.

	RIDSP	FHWA	FTA	Other	Total
Activity 15 (salary and operating)	\$0	\$0	\$0	\$41,872 (100%)	\$41,872

## Activity 16 – State Data Center

**Objective:** As the Governor’s designated State Data Center – which is a partnership between each U.S. State and the Census Bureau – RIDSP makes Census data available locally. This includes gathering, integrating, and providing demographic, economic, and social statistics for research, planning, and decision-making, and providing analysis, mapping, modeling, etc. to RI municipalities and other interested parties.

### Ongoing Tasks:

- a. Continue to partner with the U.S. Census Bureau to provide data users with understandable, accurate, and timely information. Create visualizations for the RIDSP website and a network of other partners in State agencies, universities, libraries, and regional and local governments.
- b. Compile datasets required annually (e.g. Vital Statistics Report; Boundary and Annexation Survey; State Data Center Report; Group Quarters Survey).
- c. Develop and participate in training for Census-related data use, modeling, technology updates, etc.
- d. Develop data briefs and information on Census data analysis.

	RIDSP	FHWA	FTA	Other	Total
Activity 16 (salary and operating)	\$25,925 (20%)	\$84,257 (65%)	\$19,444 (15%)	\$0	\$129,626

## Projects List

Please note that, in some instances, there are gaps in the numbering of projects: this is by design. Projects continuing from one fiscal year to the next retain their project identification number regardless of other project numbers being assigned or deleted.

1. Project 2.1: Electronic State Transportation Improvement Program (E-STIP) Software Platform
2. Project 4.1: High Capacity Transit Project Development
3. Project 4.2: Transit Surveys & Data Acquisition
4. Project 4.3 Coordinated Public Transit – Human Services Transportation Plan
5. Project 5.1: Freight and Goods Movement Plan Update with Statewide Truck Parking Study Appendix
6. Project 6.3: Project Estimates for STIP Projects & Review of Current TAP Bicycle and Pedestrian Projects
7. Project 7.4: Land Use 2050: Rhode Island’s Plan for Land Use and Transportation
8. Project 9.1: Vehicle Probe Transportation Dataset and Eastern Transportation Coalition
9. Project 9.2: Travel Demand Model Update and Maintenance
10. Project 9.3: Data Quality Control
11. Project 9.4: Environmental Data Center Partnership - RIGIS Geospatial Database
12. Project 9.5: Environmental Resiliency Tool
13. Project 13.1: Local Active Transportation Technical Enhancements
14. Project 13.2: Support from Water Resources Board

## Section IV: Resources

### Staff Support

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

#### Division of Statewide Planning

<b>Associate Director's Office</b>	
Associate Director	Meredith Brady
<b>Transportation Planning</b>	
Assistant Chief	Linsey Callaghan
Supervising Planner	Michael D'Alessandro, AICP
Supervising Planner	Vacant
Principal Planner	Mason Perrone
Principal Planner	Benny Bergantino
Principal Planner	Vacant
<b>Community Outreach &amp; Plan Implementation</b>	
Assistant Chief	Roberta Groch, AICP
Supervising Planner	Kevin Nelson
Supervising Planner	Joshua O'Neil, AICP
Principal Planner	Caitlin Greeley
<b>Planning Education, Administration, &amp; Coordination</b>	
Supervising Planner	Nancy Hess
Principal Planner	Paul Gonsalves
Fiscal Management Officer	Paul Capotosto
Internet Communications Specialist	Kim Gelfuso
Chief Implementation Aide	Maria Mignanelli
Executive Assistant	Catherine Pitassi
<b>Data Center</b>	
Data Analyst III	Vacant
Data Analyst II (Census)	Vincent Flood

Data Analyst I	Christina Delage Baza
Supervising GIS Coordinator	Vacant
Principal Planner	Vacant
Principal Research Technician	Benjamin Jacobs

**Central Business Office**

Principal Technical Support Analyst	Thomas DeFazio
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**Available Federal Funding**

The following are estimates of federal funds assumed to be available in FY 2022 to support the work program. In most cases, a State match share is required. Expenditures of these funds by activity and project and their associated matches are presented in the following tables.

1. **Federal Highway Administration Metropolitan Planning (PL) funds: \$4,068,768\***  
 \* Includes projected balance (as of July 1, 2021) of remaining FFY 2021 grant amounts and anticipated FFY 2022 grant amounts.
2. **Federal Transit Administration Metropolitan Planning (5303) funds: \$1,029,966\*\***  
 \*\* Includes projected balance (as of July 1, 2021) of remaining FFY 2021 grant amounts and anticipated FFY 2022 grant amounts.

**Table 5.1a: FY 2021 Activity and Funding Sources by Percentage**

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

ACTIVITY AREA	PERSONNEL AND OPERATING	FUNDING SOURCES								TOTAL
		RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER	
Activity 1	Management and Administration	20%	63%	17%						100%
Activity 2	State Transportation Improvement Program	20%	60%	20%						100%
Activity 3	State and Regional Transportation Operations, Management, and Planning Coordination	20%	60%	20%						100%
Activity 4	Transit Planning	20%	20%	60%						100%
Activity 5	Freight Planning Implementation	20%	60%	20%						100%
Activity 6	Transportation Planning & Bicycle & Pedestrian Mobility	20%	80%							100%
Activity 7	Long-Range Land Use and Transportation Planning	30%	60%	10%						100%
Activity 8	Intergovernmental Coordination	50%	43%	7%						100%
Activity 9	Planning Information and Education	20%	65%	15%						100%
Activity 10	Public Information and Outreach	40%	50%	10%						100%
Activity 11	Title VI Compliance and Environmental Justice	20%	65%	15%						100%
Activity 12	Climate Change, Resiliency, Adaptation, and Mitigation	30%	55%	15%						100%
Activity 13	Support to Other State Agencies and Municipalities	50%	50%							100%
Activity 14	Special Projects and Activities Not Federally Funded	100%								100%
Activity 15	Energy Facility Siting Board							100%		100%
Activity 16	State Data Center	20%	65%	15%						100%
ICAP	ICAP	25%	60%	15%						100%

**Table 5.1b: FY 2021 Project and Funding Sources by Percentage**

Table 5.1b presents the percentage of each available funding source to be applied to contractual and pass-through costs of individual projects.

PROJECT	CONTRACTUAL AND PASS THRU GRANTS	RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER	TOTAL
2.1	E-STIP Software Platform (continuing)	8%	67%	13%	12%					100%
4.1	High Capacity Transit Project Development (new)			80%		20%				100%
4.2	Transit Surveys & Data Acquisition (continuing)			80%		20%				100%
4.3	Coordinated Public Transit – Human Services Transportation Plan (new)			80%		20%				100%
5.1	Freight and Goods Movement Plan Update with Statewide Truck Parking Study	10%	80%		10%					
6.3	Project Estimates for STIP Projects & Review of Current TAP Bicycle and Pedestrian Projects (continuing)		80%		20%					100%
7.4	Land Use 2050 (continuing)	20%	70%	10%						100%
9.1	Vehicle Probe Transportation Dataset and Eastern Transportation Coalition (continuing)	9%	44%		11%				36%	100%
9.2	Travel Demand Model Update/Maintenance (continuing)	20%	67%	13%						100%
9.3	Data Quality Control (continuing)		80%		20%					100%
9.4	Environmental Data Center Partnership - RIGIS Geospatial Database (continuing)		61%	19%			20%			100%
9.5	Environmental Resiliency Tool (continuing)				17%				83%	100%
13.1	Local Active Transportation Technical Enhancement (continuing)		36%	9%					54%	100%
13.2	Support from Water Resources Board (new)		100%							100%

## Table 5.2: Hourly Time Distribution Budget by Activity

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

STAFF	TOTAL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	ICAP*	
Meredith Brady	1820	605	70	70	35	35	35	105	70	35	70	25	70	35		210	70	280	
Benny Bergantino	1820	200	85					100	345		30	780						280	
Linsey Callaghan	1820	60	476	306	50	220	228	2	2	80	44	42	30					280	
Paul Capotosto	1820	1400	35	35						35							35	280	
Michael D'Alessandro	1820	120	460	60	114		460		16		130	130	50					280	
Christina Delage Baza	1820	70	688		14	14	14	70		565		35	35				35	280	
Vincent Flood	1820	105	14	7			14	35		280	63	14	70	7			931	280	
Kim Gelfuso	1820		80							1320	70						50	300	
Paul Gonsalves	1820	75		70				815	35	375			95	35	35		5	280	
Caitlin Greeley	1820	200						244	96				1000					280	
Roberta Groch	1820	470		180				320	100	60	150		140	100		20		280	
Nancy Hess	1820	555		150				490	10	315								300	
Benjamin Jacobs	1820	14	77	70	125	35	125	125	14	780		35	21	14			105	280	
Maria Mignanelli	1820	945	70	35				35	70	70	70		35				105	105	280
Kevin Nelson	1820	800						145	325					120		80		350	
Joshua O'Neill	1820	160		95		870		25	90					300				280	
Mason Perrone	1820	60	200	720		100	430				14		16					280	
Catherine Pitassi	1820	1485	35															300	
Vacant Supervising GIS Coordinator	1820	70	35		14	70	35	70		994		70	105	7			70	280	
Vacant Data Analyst III	1820	70								1330				70			70	280	
Vacant Supervising Planner	1820	80	300	600	60		500											280	
Vacant Principal Planner	1820	80	220	300	40	200	400				80	200	20					280	
Vacant Principal Planner	1820	300		300		100		180	400				100	160				280	
Thomas DeFazio	270	270																	
<b>TOTAL HOURS</b>	<b>42,130</b>	<b>7,076</b>	<b>3,132</b>	<b>4,126</b>	<b>675</b>	<b>1,722</b>	<b>2,217</b>	<b>1,285</b>	<b>1,430</b>	<b>5,149</b>	<b>2,984</b>	<b>810</b>	<b>1,381</b>	<b>681</b>	<b>365</b>	<b>148</b>	<b>2,399</b>	<b>6,550</b>	

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

**Table 5.3a: FY 2021 Projected Personnel and Operating Costs by Activity and Funding Sources**

Table 5.3a presents the projected costs for personnel and operating costs for UPWP activities.

ACTIVITY	PERSONNEL AND OPERATING	TOTAL	RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER
Activity 1	Management and Administration	\$632,165	\$126,433	\$398,264	\$107,468					
Activity 2	State Transportation Improvement Program	\$233,051	\$46,610	\$139,831	\$46,610					
Activity 3	State/Regional Transportation Operations, Management, and Planning Coordination	\$228,349	\$45,670	\$137,009	\$45,670					
Activity 4	Transit Planning	\$36,561	\$7,312	\$7,312	\$21,937					
Activity 5	Freight Planning Implementation	\$126,861	\$25,372	\$76,117	\$25,372					
Activity 6	Transportation Planning and Bicycle and Pedestrian Mobility	\$165,906	\$33,181	\$132,725						
Activity 7	Long-Range Land Use and Transportation Planning	\$219,476	\$54,869	\$142,659	\$21,948					
Activity 8	Intergovernmental Coordination	\$120,999	\$60,499	\$52,030	\$8,470					
Activity 9	Planning Information and Education	\$506,731	\$101,346	\$329,375	\$76,010					
Activity 10	Public Information and Outreach	\$ 68,216	\$27,286	\$34,108	\$6,822					
Activity 11	Title VI Compliance & Environmental Justice	\$99,861	\$19,972	\$64,910	\$14,979					
Activity 12	Climate Change, Resiliency, Adaptation and Mitigation	\$140,085	\$42,025	\$77,047	\$21,013					
Activity 13	Support to Other State Agencies and Municipalities	\$50,298	\$25,149	\$25,149						
Activity 14	Special Projects and Activities Not Federally Funded	\$4,435	\$4,435							
Activity 15	Energy Facility Siting Board	\$41,872							\$41,872	
Activity 16	State Data Center	\$129,626	\$25,925	\$84,257	\$19,444					
ICAP	ICAP	\$517,408	\$129,352	\$310,445	\$77,611					
	Sub Total	\$3,321,900	\$775,436	\$2,011,238	\$493,354				\$41,872	

**Table 5.3b: FY 2021 Projected Contractual and Pass-Thru Costs by Activity and Funding Sources**

Table 5.3b presents the projected costs for the contractual and pass-through components of the UPWP.

PROJ. #	CONTRACTUAL & PASS THRU GRANTS	TOTAL \$	RIDSP \$	FHWA \$	FTA \$	RIDOT \$	RIPTA \$	URI \$	EFSB \$	OTHER
2.1	E-STIP Software Platform (continuing)	775,902	62,072	521,406	99,316	93,108				
4.1	High Capacity Transit Proj, Development	100,000			80,000		20,000			
4.2	Transit Surveys & Data Acquisition	250,000			200,000		50,000			
4.3	Coordinated Public Transit – Human Services Transportation Plan	100,000			80,000		20,000			
5.1	Freight and Goods Movement Plan with Statewide Truck Parking Study	350,000	35,000	280,000		35,000				
6.3	Proj. Estimates for STIP Proj.& Review of TAP Bicycle and Pedestrian Projects	125,000		100,000		25,000				
7.4	Land Use 2050	195,000	39,000	136,500	19,500					
9.1	Vehicle Probe Transportation Dataset and Eastern Transportation Coalition	883,368	80,237	385,747		96,437				320,947
9.2	Travel Demand Model Update and Maintenance	241,249	48,250	161,637	31,362					
9.3	Data Quality Control	100,000		80,000		20,000				
9.4	Environmental Data Center Partnership - RIGIS Geospatial Database	75,000		45,801	14,200			14,999		
9.5	Environmental Resiliency Tool	300,000				\$50,000				250,000
13.1	Local Active Transportation Technical Enhancement (continuing)	395,000		144,000	36,000					215,000
13.2	Water Resources Board Support	28,843		28,843						
	Sub Total	3,919,362	264,559	1,883,934	560,378	319,545	90,000	14,999		785,947
<b>TOTAL Table 5.3a and 5.3b</b>		<b>7,241,262</b>	<b>1,039,995</b>	<b>3,895,172</b>	<b>1,053,732</b>	<b>319,545</b>	<b>90,000</b>	<b>14,999</b>	<b>41,872</b>	<b>785,947</b>

## Appendix A

### RIDOT FY 2022 Work Program

#### FHWA PARTICIPATION COSTS BY PROJECT AND EXPENDITURE CLASSIFICATION (Federal funds plus state match)

Task No.	Task	Personnel	Contractual Services	Equipment & Supplies	Travel & Training	Other Expenses	Payments to Other State Agencies	FY 2022 SPR Funds Budget	Federal Share	State Share	Funding from Other Sources	Total	% Fed Share
<b>10</b>	<b>ADMINISTRATION</b>												
10-01	Civil Rights - ADA Transition Planning		250,000.00					250,000.00	200,000.00	50,000.00		250,000.00	80.00
10-02	Civil Rights - Disadvantaged Business Enterprise Supportive Services *		45,114.00					45,114.00	36,091.20	9,022.80	54,886.00	100,000.00	36.09
10-03	Civil Rights - On-the-Job Training Supportive Services (OJT/SS)		400,000.00					400,000.00	320,000.00	80,000.00		400,000.00	80.00
<b>20</b>	<b>PLANNING</b>												
20-01	AIS - Data Governance		250,000.00					250,000.00	200,000.00	50,000.00		250,000.00	80.00
20-02	AIS - GIS Software and Equipment		389,000.00	20,000.00				409,000.00	327,200.00	81,800.00		409,000.00	
20-03	AIS - Project Scoping and Planning Application Sys		300,000.00					300,000.00	240,000.00	60,000.00		300,000.00	80.00
20-04	AIS - Staffing and Personnel	1,000,000.00						1,000,000.00	800,000.00	200,000.00		1,000,000.00	
20-05	PEAM - Highway Performance Monitoring System (HPMS)	335,000.00	250,000.00	5,000.00				590,000.00	472,000.00	118,000.00		590,000.00	80.00
20-06	PEAM - Pavement Asset Management Systems	335,000.00	1,070,000.00	5,000.00	20,000.00			1,430,000.00	1,144,000.00	286,000.00		1,430,000.00	
20-07	PLAN - e-STIP Software Development		100,000.00					100,000.00	80,000.00	20,000.00		100,000.00	80.00
20-08	PLAN - Planning Studies On-Call		500,000.00					500,000.00	400,000.00	100,000.00		500,000.00	
20-09	PLAN - Travel-Time Data / RITIS **		370,014.00		5,000.00			375,014.00	300,011.20	75,002.80	418,614.00	793,628.00	37.80
<b>25</b>	<b>TRANSIT PLANNING</b>												
25-01	Transit - Transit Planning	350,000.00	500,000.00					850,000.00	680,000.00	170,000.00		850,000.00	80.00

<b>30</b>	<b>ENGINEERING</b>												
30-01	NRU - Support RIDOT Natural Resources Programs	450,000.00	375,000.00	4,000.00	6,000.00			835,000.00	668,000.00	167,000.00	50,000.00	885,000.00	75.48
30-02	TS - Statewide Crash System***	300,000.00	100,000.00					400,000.00	320,000.00	80,000.00	500,000.00	900,000.00	35.56
30-03	TS - State Traffic Commission FY2022	200,000.00	400,000.00					600,000.00	480,000.00	120,000.00		600,000.00	80.00
30-04	TS - Traffic Data Collection, Management, & Analysis ***	300,000.00	925,000.00					1,225,000.00	980,000.00	245,000.00	275,000.00	1,500,000.00	
<b>40</b>	<b>PROJECT MANAGEMENT</b>												
40-01	CRU - Cultural Resources Services	405,000.00	276,000.00	3,300.00	2,000.00			686,300.00	549,040.00	137,260.00		686,300.00	80.00
40-02	Educational Advancement and LTAP ****		600,000.00	30,000.00	10,000.00	150,000.00		790,000.00	632,000.00	158,000.00	150,000.00	940,000.00	80.00
<b>90</b>	<b>STATEWIDE PLANNING</b>												
<b>90-01</b>	<b>Unified Planning Work Program</b>						<b>319,545.00</b>	<b>319,545.00</b>	<b>255,636.00</b>	<b>63,909.00</b>		<b>319,545.00</b>	

\* Includes DBE S/S Funding  
\*\* Includes RIDSP Portion  
\*\*\* Includes HSIP Funding  
\*\*\*\* \$150,000 LTAP Funds

## Appendix B

### RIPTA FY 2022 Unified Planning Work Program

RIPTA's unified planning work program for FY 2022 will address short- and long-range planning concerns, incorporating planning needs identified by RIPTA's staff and Board of Directors. These tasks will be accomplished by RIPTA staff, supplemented by outside consultants as needed.

#### Short-Range Transportation Planning

RIPTA will engage in ongoing short range transportation planning activities such as:

- Maintenance of operating and support statistics for planning and performance measurement
- Review of existing transit operations and planning of route adjustments
- Design of transit operations appropriate to available funding levels
- Implementation of the *Transit Forward RI 2040* master plan (TMP), including development of new transit services and service expansion initiatives together with associated fleet, human resources, ROW infrastructure, and financial planning
- Project Management activities to ensure development of appropriate project implementation timelines, quality assurance/quality control plans, bid specifications, project management plans, etc.
- Development of improved Flex and Ride services to enhance service in lower density areas, including design of one or more mobility-on-demand pilot projects
- Ongoing enhancement of technology applications such as CAD AVL for use in performance monitoring and HASTUS upgrades to enable scheduling improvements
- Review of potential service and fare changes to assess impacts on minority and/or low income riders, pursuant to Title VI and Environmental Justice rules
- Design of deployment scenarios for ongoing battery electric bus (BEB) testing and service expansion
- Monitoring of performance of zero-emission vehicles
- Coordination between transit operations and planning functions
- Coordination of fare system upgrade, including fare media transition, onboarding of bulk purchasers and community partner organizations, and monitoring of new fare collection and distribution systems

- Ongoing updating and improvement of communications materials such as system map and website
- Review and evaluation of new transit markets and opportunities
- Solicitation of feedback from fixed route and paratransit customers and agency partners
- Engagement in inclusionary planning and clear communication regarding civil rights of riders
- Coordinated planning with human services agencies and transportation providers
- Coordination with RIDOT and municipalities on roadway construction projects
- Evaluation of critical transit support functions for efficiency and effectiveness, such as paratransit service and maintenance systems
- Assessment of RIPTA management activities and alignment with best practices

Short-Range Planning		
Federal	Local	Total
\$961,104	\$240,277	\$1,201,381

### **Long-Range Transportation Planning**

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

- Oversight and direction of *Transit Master Plan* (TMP) implementation efforts in partnership with service planning and project management staff, RIDOT and the RI Division of Planning staff, and municipal and regional planners, stakeholders, and elected leadership.
- Prioritization of TMP short, mid, and long range projects into the design, financing, and construction process
- Per the TMP, preparation for major capital investments, including alternatives analysis, public engagement, selection of locally preferred alternatives, and environmental review in accordance with NEPA
- Per the TMP, planning and evaluation related to expansion or realignment of the statewide transportation network, development of funding plans, and preparation of applications for discretionary grants

- Planning and design of transit services and facilities, such as bus, trolley, ferry, bus rapid transit, light rail, park and ride, circulator, and other modes as appropriate, pursuant to the Transit Master Plan, Transit Asset Management Plan, or other planning/prioritization efforts as appropriate
- Development of mobility hub plans and/or implementation guidelines addressing hubs at the regional, community, and village/neighborhood scale
- Assistance in the establishment of transit-supportive land use policies, both statewide and local/municipal, and participation in the preparation of Transit Oriented Development plans in association with bus hub and intermodal center design and development, housing planning and development initiatives, and other efforts as appropriate
- Implementation of RI's *Coordinated Public Transit/Human Services Transportation Plan*, including provision of staff leadership to the Statewide Human Services Transportation Coordinating Council, development of a community transportation partnership program, and planning toward launch of a one Call/One Click transportation information resource
- Preparation of fleet plans addressing vehicle size, type, fueling technology, and associated infrastructure needs
- Sustainability planning focusing on fleet, energy, passenger and administrative facilities, resiliency, GHG emissions reduction, and long-term cost savings.
- Participation in statewide and local sustainability and resiliency forums such as EC4
- Development and tracking of performance standards in conjunction with RI's *Long Range Transportation* and Congestion Management Plans and RIPTA's *Transit Asset Management Plan*.
- Development, evaluation, and revision of service models and transit development plans for key transit centers and developing markets throughout the State
- Coordination of statewide Transit Signal Prioritization expansion and/or enhancement
- Development and implementation of a bus stop improvement program, including partnerships with municipalities focusing on bus stop siting, design, and bicycle-pedestrian and ADA safety and accessibility improvements
- Planning and coordination of commuter and special mobility services such as vanpooling, handicap accessible taxi cabs, mobility on-demand/dynamic scheduling initiatives, development of a statewide one call/once click mobility information clearinghouse, and development of mobility management programs and resources

- Data collection, analysis, and modelling, including administration of rider surveys and origin-destination analyses, and data-sharing and collaboration with the RIDOT, and other partner organizations
- Collaborative congestion management and transportation system management planning with the RI Division of Planning and RIDOT, including work related to implementation of the state’s *Congestion Management Plan* and ongoing participation in the state’s Congestion Management Task Force
- Travel demand management planning and best practices research, identification of potential Transportation Management Association (TMA) partnerships, and planning related to development of a statewide mobility network
- Preparation, implementation, and monitoring of an agency-wide strategic plan
- Fare policy and product evaluation, including fare media and fare collection and distribution systems, to identify potential revenue opportunities and improve ease of use for riders
- Participation in Rhode Island's transportation planning process, including membership on the Transportation Advisory Committee and the State Planning Council, maintenance and updating of Rhode Island’s State Management Plan, development and publication of a transit program of projects in the Transportation Improvement Program consistent with the recommendations of the Transit Master Plan, and ongoing assistance in implementing the 2040 Long-Range Transportation Plan
- Coordination with State economic development leadership to ensure maximum leveraging of transit investment for job growth and economic benefit

Long Range Planning		
Federal	Local	Total
\$411,902	\$102,975	\$514,877

# Appendix C

## Indirect Cost Allocation Plan

### Purpose of this Document

This Indirect Cost Allocation Plan (ICAP) is prepared to satisfy the requirements of Title 2, Grants and Agreements, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of the Code of Federal Regulations.

### Introduction

The Rhode Island Department of Transportation (RIDOT) is the designated recipient of all FHWA funds for the State of Rhode Island. The Rhode Island Public Transit Authority is the designated recipient for all FTA funds for the State of Rhode Island with the exception of:

- Section 5303, Metropolitan Planning Program funds;
- Section 5304, Statewide Transportation Planning funds (which are apportioned to the Metropolitan Planning Program);
- Section 5307, Urbanized Area Formula funds; and
- Section 5309, Capital Investment Grants for rail which are apportioned to RIDOT.

FTA Section 5303 and 5304 funds are transferred to FHWA and then to RIDOT through a consolidated planning grant. The Rhode Island Department of Administration, Division of Statewide Planning (RIDSP) is the designated sub-recipient to RIDOT for all Metropolitan Planning Funds from the United States Department of Transportation (USDOT). As the pass-through entity of USDOT Metropolitan Planning Funds, RIDOT is the monitoring agency for the RIDSP's Indirect Cost Allocation Plan.

### Methodology

Although certain central services, such as motor pools, computer centers, purchasing, accounting, etc., are eligible indirect costs, the only indirect cost RIDSP assigns as a part of this ICAP is Paid Leave. Paid Leave includes all personal, vacation, and sick leave discharged by an employee. Except for employees with scheduled extended family leave and employees with very high rates of leave accrual, all employees are budgeted eight weeks of paid leave per year, which is based on the historical experience of annual paid leave discharge. The actual Indirect Cost Allocation (Paid Leave) is calculated within thirty days of the close of the State Fiscal Year. The Indirect Cost Allocation is calculated by using the actual paid leave hours discharged by each individual employee during the previous fiscal year, July 1 to June 30, and their individual salary and fringe rate. The Paid Leave *actual* totals are then compared to the Paid Leave *budgeted* totals in the UPWP\*. Any difference requiring an end of year adjustment will be made with the next request for reimbursement submitted to RIDOT.

\* For more detail, please see the three worksheet tables listed in Section IV: Resources; namely, Table 5.1: FY 2022 Activity and Project Funding Sources by Percentage; Table 5.2: FY 2022 Time Distribution; and Table 5.3: FY 2022 Projected Costs by Activity and Funding Sources.

**Appendix D**  
**Certificate of Cost Allocation Plan**

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

1. All costs included in this proposal dated X, 2021, establish cost allocations or billings for July 1, 2021 – June 30, 2022 are allowable in accordance with the federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
  
2. All costs included in this proposal are properly allocable to federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

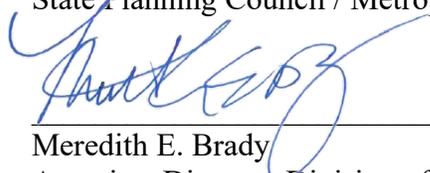
I declare that the foregoing is true and correct.

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

**Signature:**

**Name of Official:**

**Title:**

  
\_\_\_\_\_  
Meredith E. Brady  
Associate Director, Division of Statewide Planning and Secretary,  
SPC/MPO

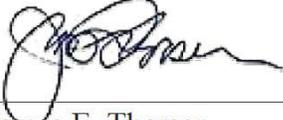
**Date of Execution:** May 26, 2021

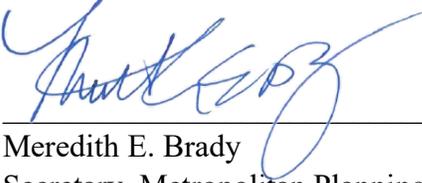
## Appendix E

### MPO SELF-CERTIFICATION

In accordance with Title 23 CFR 450.336, the Rhode Island State Planning Council sitting as the Metropolitan Planning Organization for the State of Rhode Island hereby certifies to FHWA and FTA that the transportation planning process is addressing the major issues in the metropolitan planning area and are being conducted in accordance with all applicable requirements set forth in;

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
James E. Thorsen  
Chair, Metropolitan Planning Organization

  
\_\_\_\_\_  
Meredith E. Brady  
Secretary, Metropolitan Planning Organization

May 27, 2021  
\_\_\_\_\_  
Date:

May 26, 2021  
\_\_\_\_\_  
Date: