

# UNIFIED TRANSPORTATION PLANNING WORK PROGRAM

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

FEDERAL FISCAL YEAR

2021



## **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 *Transportation 2037* 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 FY2021 UPWP began with identifying projects from the FY2020 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 May and June. 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 June. The approved UPWP was then submitted to FTA and FHWA for review and approval.

Adopted By State Planning Council, 06/11/2020

### **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

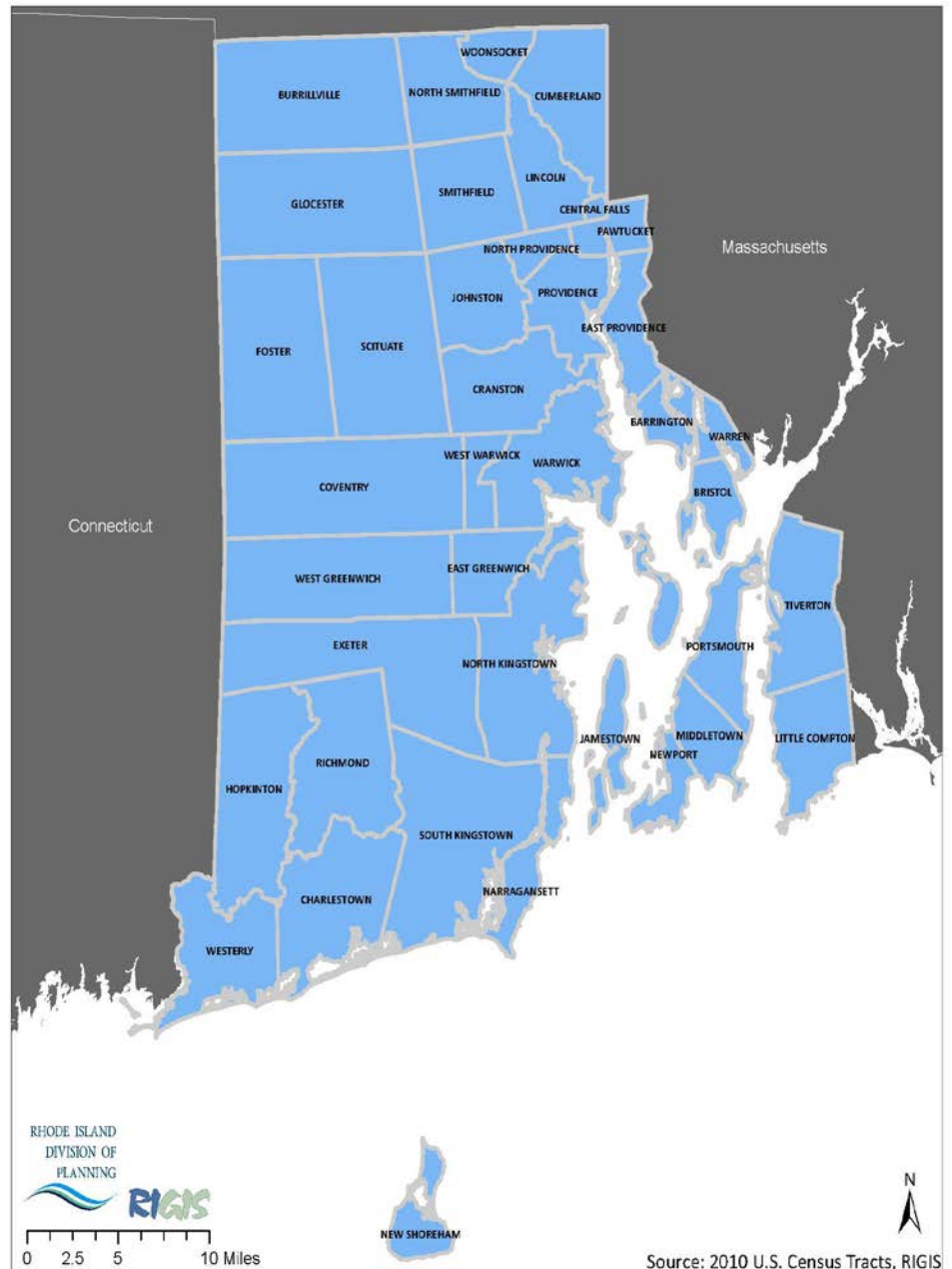
### Definition of Area

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 1,060,000 according to the 2019 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. As part of the FHWA/FTA Recertification Review of RIDSP in Spring 2018, one of the corrective actions required was the inclusion of more elected officials on the State Planning Council. As a result, the Statewide Planning Program statute was amended in the summer of 2019 to address this issue. Several new positions were created for elected officials, and appointments were made in the Spring of 2020.

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

1. The Director of the Department of Administration as Chairperson;
2. The Director of the Policy Office in the Office of the Governor, as Vice-Chairperson;
3. The Governor, or his or her designee;
4. The Chairperson of the Housing Resources Commission;
5. The highest-ranking administrative officer of the Division of Planning, as Secretary;
6. The President of the League of Cities and Towns, or his or her designee;
7. The Executive Director of the League of Cities and Towns;
8. 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;
9. One representative of a nonprofit community development or housing organization, appointed by the Governor;
10. 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;
11. Two (2) representatives of a private, nonprofit environmental advocacy organization, both to be appointed by the Governor;
12. The Director of Planning and Development for the City of Providence;
13. The Director of the Department of Transportation;
14. The Director of the Department of Environmental Management;
15. The Director of the Department of Health;
16. The Chief Executive Officer of the RI Commerce Corporation;

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17. The Commissioner of the Rhode Island Office of Energy Resources;
18. The Chief Executive Officer of the Rhode Island Public Transit Authority;
19. The Executive Director of Rhode Island Housing;
20. The Executive Director of the Coastal Resources Management Council; and
21. 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 (BMAC)** 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 BMAC is convened as needed.



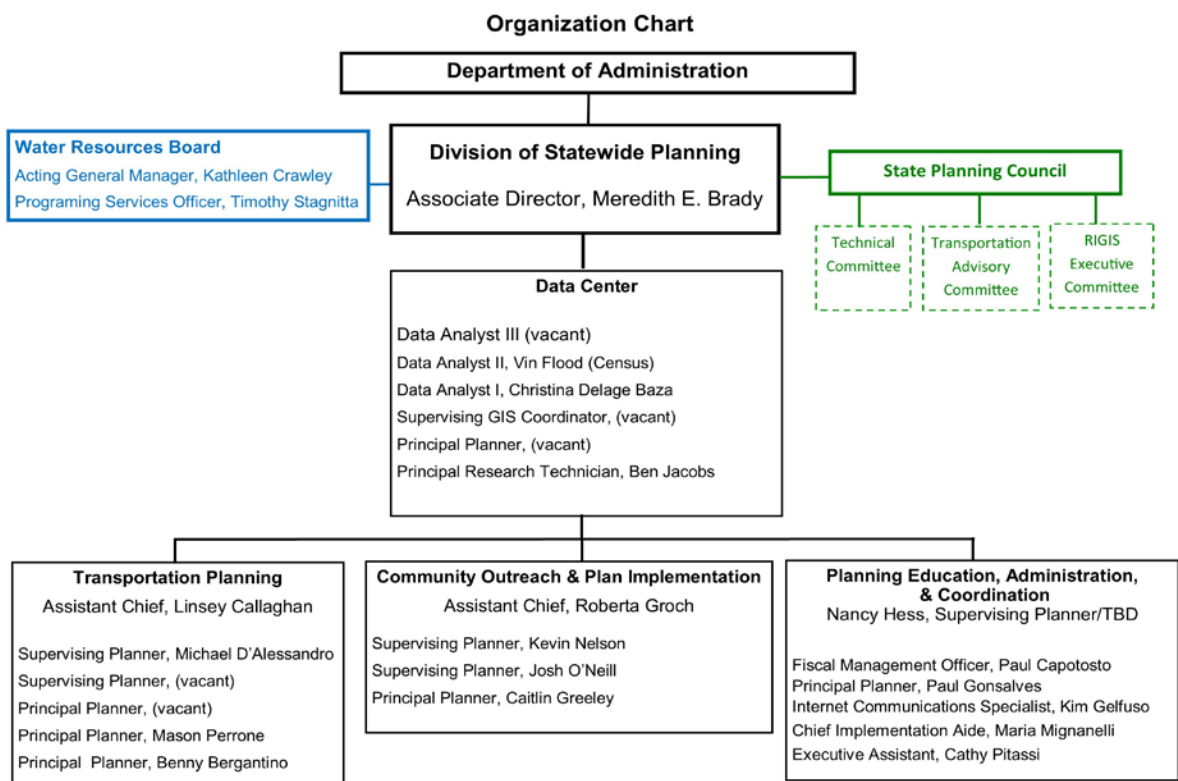
- **The Freight Advisory Committee (FAC)** is intended to enhance the MPO's plans to expand on current freight transportation planning efforts and to provide ongoing guidance that addresses new developments and trends in goods movement utilizing road, rail, air, and water. The FAC will provide a forum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

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- **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 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.

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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.

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- *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.
- *Transportation 2037* (2017) – 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

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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); programming federal and State transportation investments through the STIP process; and establishing this annual UPWP. The primary staff of the SPC is the RI Department

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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;

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- 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 presents challenges for transportation funding as both daily and occasional travel, and therefore motor fuel use taxes, have declined dramatically, and public transit utilization has also plunged. We have no way of knowing, at this stage, how the crisis will impact funding and projects, both in the next 6-12 months and in longer-term scenarios. It is worth being aware of the issue as we move into FY2021.



### 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 21 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 21 Activities</b> (continued)                        | <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                         |          |          |          |          |          |          |          |          |          |           |
| 16 – State Data Center: Census 2020                        | X        |          |          |          |          | X        |          |          |          |           |

**Activity Areas, Tasks, and Projects**

The remainder 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 the activity’s objective. Special tasks involve staff undertakings that are time limited, may have a specific schedule, and will result in a product or deliverable. “Projects” are similar to special tasks. Projects are time limited, and include specific schedules and deliverables that can be identified upfront, but they also involve grants or payments to outside entities. The MPO’s intent in making the distinction between regular 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<br>(salary and operating) | \$182,879<br>(20%) | \$576,067<br>(63%) | \$155,447<br>(17%) | \$0   | \$914,393 |

## **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.
- 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.

### **Special Tasks:**

- e. **Performance-Based Project Selection Criteria for Transportation Alternatives and Transit 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 task will produce a criteria guide for transportation alternatives and transit 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.

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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, social media, or creating dedicated websites. This project will improve the method of notifying the public about transportation related matters (e.g. plan review and adoption), STIP updates and amendments, the location and time of public workshops, etc. 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):** \$530,000 (\$339,200 FHWA; \$84,800 FTA; \$43,600 RIDOT)

|   | RIDSP             | FHWA               | FTA               | Other            | Total     |
|---|-------------------|--------------------|-------------------|------------------|-----------|
| Activity 2<br>(salary and operating)      | \$54,417<br>(20%) | \$163,252<br>(60%) | \$54,417<br>(20%) | \$0              | \$272,086 |
| Project 2.1<br>(E-STIP Software Platform) | \$62,400<br>(12%) | \$339,200<br>(64%) | \$84,800<br>(16%) | \$43,600<br>(8%) | \$530,000 |
| Total                                     | \$116,817         | \$502,452          | \$139,217         | \$43,600         | \$802,086 |

### **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. 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 2019 and 2020 as compared to the baseline data set from 2018 to begin to establish congestion 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 above and 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 will be available for both 2019 and 2020, a separate report will be completed for each of the lapsed years in fiscal year 2021.

- c. 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.
- d. Collaborate with the Department of Administration's Director's Office to implement policies and programs to reduce single occupancy vehicle trips by State employees.

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- e. Participate in Road Safety Audits as requested by RIDOT.
- f. Serve on the Advisory Committee working to implement the recommendations of the Strategic Highway Safety Plan.
- g. 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.
- h. 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.
- i. Meet regularly with RIDOT and RIPTA to coordinate activities and to monitor and plan for federal planning requirements as they are released by USDOT.
- j. Work with RIDOT on implementation of Strategic Highway Research Program II products.
- k. Participate in the selection of projects for the University of Rhode Island Transportation Center / RIDOT Joint Research Program.
- l. Continue to participate in the NCHRP National Cooperative Highway Research Program (NCHRP) 08-132 Accessing America's Great Outdoors: Understanding Recreational Travel Patterns, Demand, and Future Investment Needs for Transportation Systems.
- m. Meet regularly and partner with regional planning agencies, adjacent Metropolitan Planning Organizations, and larger regional organizations on mutually beneficial projects.
- n. 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:**

- o. To better display the results of the CMP, RIDSP staff will create a comprehensive summary of this data heavy analysis 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 at a snapshot in an attractive and straightforward platform.
- p. **Mineral Spring Avenue Corridor Study:** The corridor study consists of a 5.1 mile section of State Route 15, otherwise known as Mineral Spring Avenue, from Route 44 (Smith Street) in North Providence to Main Street in Pawtucket.

As a part of the Congestion Management Process (CMP), the State was informed of bottlenecks and congested corridors that would be likely candidates for further study. This section of Mineral Spring Avenue consists of four of the top 30 bottleneck locations – (#18) RI-15 W @ RI-7/Douglas Ave; (#20) RI-15 E @ RI-126/Smithfield Avenue; (#22) RI-15 E @ RI-7/Douglas Ave; and (#25) RI-15 E @ RI-146/Louisquisset Pike. All of these locations, excluding location #25, do not have projects slated for congestion mitigation outside of RIDOT's RI\*STARS initiative to restripe and add turn pockets (chart outlines CMP summary below).

| Bottleneck Rank | Name                               | Proximate Cause   | Project or Strategy Alignment  |
|-----------------|------------------------------------|---|--|
| 18              | RI-15 W @ RI-7/DOUGLAS AVE         | Over-Capacity<br>Traffic Signal:<br>Major signalized intersection.                              | <ul style="list-style-type: none"> <li>RISTARS corridor optimization – RIDOT maintenance and restripe to add turn pockets</li> </ul>   |
| 20              | RI-15 E @ RI-126/SMITHFIELD AVE    | Over-Capacity<br>Traffic Signal:<br>Signalized intersection.                                    | <ul style="list-style-type: none"> <li>RISTARS corridor optimization – RIDOT maintenance and restripe to add turn pockets</li> </ul>   |
| 22              | RI-15 E @ RI-7/DOUGLAS AVE         | Over-Capacity<br>Traffic Signal:<br>Major signalized intersection.                              | <ul style="list-style-type: none"> <li>RISTARS corridor optimization – RIDOT maintenance and restripe to add turn pockets</li> </ul>   |
| 25              | RI-15 E @ RI-146/LOUISQUISSET PIKE | Over-Capacity<br>Traffic Signal: Two closely spaced intersections at the Route 146 interchange. | Transit Operations (LRTP 2040). Implement Bus on Shoulder on Hwy 146 Southbound. Implement bus on shoulder on 146 SB from Mineral Spring to Downtown (2.3 mi). Concerns about the southern limit/terminus at I-95. System coordinated in 2020. |

For Mineral Spring Avenue, a corridor study would involve an in-depth corridor analysis studying crash and travel data to develop recommended future projects to improve traffic circulation and mobility throughout the corridor. These recommendations could include (but may not be limited to) restriping, signage, added turn lanes, safety measures, access management recommendations, bicycle and pedestrian facilities, as well as modified and/or enhanced RITPA bus service. Goals for the task include detailed future project recommendations to assist in the mitigation of congestion and increased travel reliability along Mineral Spring Avenue. Steps to complete this study over a 2-3 year timeframe include the following:

- Identify existing conditions of the roadway including congestion, road quality, intersections, crash data, and land use.
- Layout future land use plans for this area per the visions of the municipalities.
- Identify the issues that may prevent the accomplishment of visions
- Create improvement principles to guide project proposals and relieve traffic issues.
- Project development: based on the guiding principles, create core list of projects that would mitigate existing issues.

**Project Agency Lead:** RIDSP

**Partner Agencies:** RIDOT

**Contact Person:** Linsey Callaghan, Mason Perone

**Products / Deliverables:**



- Annual Congestion Report for 2019 and 2020
- Congestion Management Plan/Process GIS StoryMaps

**Project Cost** (other than staff time): \$0

|                                      | RIDSP             | FHWA               | FTA               | Other | Total     |
|--------------------------------------|-------------------|--------------------|-------------------|-------|-----------|
| Activity 3<br>(salary and operating) | \$33,335<br>(20%) | \$100,005<br>(60%) | \$33,335<br>(20%) | \$0   | \$166,675 |

### 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:**

- 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.
- Identify, assess, and enhance transit access, connectivity, and mobility.
- Provide technical assistance to RIPTA and the City of Providence in advancing the Downtown Enhanced Transit Corridor.
- 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 relevant 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

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- Review zoning and parking policies for the core metro-Providence communities and their impact on transit use
- Creating an initial 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: Transit Master Plan**

**Project Description:** This project is a continuation from FY 18. The purpose of the Transit Master Plan is to identify opportunities for transit network efficiencies, enhancement, and expansion, resulting in a list of clearly identified operational and capital transit projects to be implemented in the coming five to twenty years. The Transit Master Plan will involve significant public participation and analysis of ridership trends and development potential in order to create a clear direction for the growth of transit ridership in Rhode Island. Multiple modes will be evaluated, including bus, bus rapid transit (BRT), rail, ferry, and emerging alternatives, to determine those that best meet identified public transportation needs and build a culture of transit. Funding opportunities such as Small Starts, New Starts, and statewide bond issuance will be identified for each project in the plan. Public-private partnerships, innovative funding strategies, and alternative service delivery models will be considered and, as with mode options, will be evaluated based on best fit and potential return on investment.

Although the Transit Master Plan one component of the Long-Range Transportation Plan it is distinct from the Long-Range Transportation Plan in that it specifically focuses on transit concerns, needs, issues, projects, and investment, establishing a work program for RIPTA and RIDOT's Office of Transit to pursue. The planning process will address Rhode Island's existing organizational structure governing transit planning, development, and operations, and will result

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in recommendations regarding clarity of roles and best options to ensure efficient project delivery and maintenance.

**Project Agency Lead:** RIPTA

**Partner Agencies:** RIDSP, RIDOT

**Contact Person:** Sara Ingle, Planning Manager

**Schedule for Completion:** Second quarter of this fiscal year.

**Products / Deliverables:**

- Transit Master Plan

**Project Cost (other than staff time):** \$58, 844 (\$8,826 FHWA; \$34,306 FTA; \$12,946 RIDOT; \$2,766 RIPTA)

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

**Project Description:** 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, Planning Manager

**Schedule for Completion:**

- Phase I: Procurement – Issue RFP FY 21 Q3, Notice to Proceed FY 21 Q4
- Phase II: Survey – FY 22 Q2 (October 2021)

**Products / Deliverables:**

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

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**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: Human Services Transportation Technology Integration Strategy**

**Project Description:** This project is a continuation from FY 19. It will provide an action plan for integrating of Rhode Island’s human services transportation services, including a single fare card and integrated payment system for all RIPTA, NEMT, Veterans, Seniors, RI Works, and other special needs public transportation riders. Building on the State’s recently adopted “Coordinated Public Transit-Human Services Transportation Plan”, this project will leverage RIPTA’s newly acquired, state-of-the-art fare technology (upgrade in progress) to improve mobility for Rhode Islanders, especially those most in need of financial and logistical assistance in accessing and navigating the State’s transportation system. The action plan will include one or more case studies focusing on how the technology might be implemented through partnerships benefitting specified constituencies. An additional project deliverable will be a model Memorandum of Understanding that can be used in formalizing fare integration partnerships.

**Project Agency Lead:** RIPTA

**Contact Person:** Sara Ingle, Planning Manager

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

**Products / Deliverables:**

- Action plan for human services transportation technology integration – with case studies
- MOU template for program partners

**Project Cost (other than staff time):** \$80,000 (\$64,000 FTA; \$16,000 RIPTA)

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**Project 4.6: Mobility On-Demand Pilot Implementation Plan**

**Project Description:** This project is a continuation from FY 19. It will assess how best to deploy flexible, on-demand microtransit service in Rhode Island. Rather than requiring bookings the day before, bookings could be made via an agent interface or directly by the customer using a mobile app or website interface. Microtransit will make RIPTA’s Flex zones competitive with private cars by allowing customers to book curb-to-curb rides right from their phones, potentially within the hour. This project will make existing services far more useful to customers, allowing for spontaneous travel for both the general public and the senior/disabled community. It will provide opportunities to ensure that vehicles are more efficiently used by offering up excess capacity that is currently unused. In a world where creative technological solutions are rapidly changing the face of transportation, adopting this new schedule module will help RIPTA stay competitive and efficient. Either in conjunction with the ongoing Transit Master Plan development or independently, this project will plan and design this new microtransit service and to develop an evaluation plan to guide assessment as service is deployed.

**Project Agency Lead:** RIPTA

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**Contact Person:** Sara Ingle, Planning Manager

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

**Products / Deliverables:**

- Scheduling module software
- Implementation plan
- Completed test

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

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**Project 4.9: One Call One Click Trip Planning Resource**

**Project Description:** This project is a continuation from FY 20. It will lay the groundwork for phased implementation of a “One Call One Click” (OCOC) transportation resource for use by Rhode Islanders and visitors seeking trip planning information and assistance. Recommended by the State’s Human Services Transportation Coordinated Plan and Human Services Transportation Coordinating Council, OCOC systems are a national best practice for improving transportation coordination, service delivery, and cost effectiveness for seniors, individuals with disabilities, and the general public. Through the OCOC system, users will receive customized trip information based on their specific needs and preferences, including mode and route options, costs, and timeframes. Access is either via the web or a statewide call center.

With stakeholder and partner involvement, the project will recommend an OCOC model best positioned to meet Rhode Island’s unique opportunities and needs, and will recommend a framework that clearly specifies project phasing, task area leads, preliminary cost estimates, and potential funding sources. Other deliverables include an updated inventory of transportation alternatives, a model partnership agreement, a business plan detailing partner roles and standard operating procedures, a beta OCOC website, a call center workplan, and preliminary branding alternatives.

**Project Agency Lead:** RIPTA

**Contact Person:** Sara Ingle, Planning Manager

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

**Products / Deliverables:**

- OCOC framework with timeline, tasks, and budget
- Transportation resource inventory
- Partnership agreement template and business plan
- Beta website and call center workplan
- Preliminary branding

**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<br>(salary and<br>operating) | \$4,415<br>(20%) | \$4,415<br>(20%) | \$13,244<br>(60%) | \$0               | \$22,074  |
| Project 4.1<br>(TMP)                    | \$0              | \$8,826<br>(15%) | \$34,306<br>(58%) | \$15,712<br>(27%) | \$58,844  |
| Project 4.3<br>(HST<br>Technology)      | \$0              | \$0              | \$64,000<br>(80%) | \$16,000<br>(20%) | \$80,000  |
| Project 4.6<br>(Mobility On-<br>Demand) | \$0              | \$0              | \$80,000<br>(80%) | \$20,000<br>(20%) | \$100,000 |
| Project 4.9<br>(One Call One<br>Click)  | \$0              | \$0              | \$80,000<br>(80%) | \$20,000<br>(20%) | \$100,000 |
| Total                                   | \$4,415          | \$13,241         | \$271,550         | \$71,712          | \$360,918 |

## **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.
- i. 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.

### **Special Tasks:**

- j. **Freight and Goods Movement Plan Update with Statewide Truck Parking Study**  
**Appendix:** 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.

Staff will begin the process of updating this Plan by working with the Freight Advisory Committee and other public and private sector stakeholders. 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).

#### 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.

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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).

The products for this task will include a Freight ITS Deployment Technical Paper and Executive Summary. This project is anticipated to be completed in FY2022.

**Project Agency Lead:** RIDSP

**Partner Agencies:** RIDOT

**Contact Person:** Linsey Callaghan, Josh O'Neill, Christos Xenophontos

**Products / Deliverables:**

- Freight-related online ESRI ArcGIS story map for specific scan



|                                      | RIDSP             | FHWA              | FTA               | Other | Total    |
|--------------------------------------|-------------------|-------------------|-------------------|-------|----------|
| Activity 5<br>(salary and operating) | \$17,267<br>(20%) | \$51,801<br>(60%) | \$17,267<br>(20%) | \$0   | \$86,335 |

## 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 6.1: Long-Range Transportation Plan**

**Project Description:** This project is continued from FY 18. The Long-Range Transportation Plan (LRTP) informs and guides decision-makers by setting the direction for major transportation investments in the State over a twenty-year horizon. This project will update the 2037 LRTP to a 2040 horizon and include updated data and analysis; cost estimates and funding sources; short-term and long-term goals, objectives, and strategies as well as performance measurements that reflect federal transportation priorities. The State's LRTP will be designed to satisfy federal regulations related to a long-range statewide transportation plan and a metropolitan transportation plan.

As the LRTP is finalized, we will be able to incorporate the Bicycle Mobility Plan (BMP), which was completed prior to the LRTP, and has been awaiting adoption as part of a comprehensive transportation planning package. The BMP provides a set of policy and infrastructure recommendations intended to advance bicycle mobility and safety in the state. The BMP was built on an analysis of bicycle traffic and crash data, existing bicycle policies, and past and proposed bicycle investments. The plan outlines a strategy for leveraging bicycle, pedestrian,

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safety, accessibility, air quality, and multimodal mobility dollars to improve Rhode Island's alternative transportation system and will also be leveraged to assist in the development of a handbook for cities and towns planning bicycle and pedestrian improvements.

In addition, the State Rail Plan will be updated in a manner compliant with Section 303 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 and included as a component of the LRTP.

**Project Agency Lead:** RIDSP

**Partner Agencies:** RIDOT, RIPTA

**Contact Person:** Michael D'Alessandro, Linsey Callaghan, Meredith Brady

**Schedule for Completion:** Second quarter FY 21.

**Products / Deliverables:**

- Updated Long-Range Transportation Plan
- Updated State Rail Plan

**Project Cost (other than staff time):** \$170,607 (\$136,486 FHWA; \$16,000 RIDOT)

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**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)

|   | RIDSP             | FHWA               | FTA | Other             | Total     |
|---|-------------------|--------------------|-----|-------------------|-----------|
| Activity 6<br>(salary and operating)              | \$23,626<br>(20%) | \$94,502<br>(80%)  | \$0 | \$0               | \$118,128 |
| Project 6.1<br>(LRTP)                             | \$0               | \$136,486<br>(80%) | \$0 | \$34,121<br>(20%) | \$170,607 |
| Project 6.3<br>(Project Estimates and TAP Review) | \$0               | \$100,000<br>(80%) | \$0 | \$25,000<br>(20%) | \$125,000 |
| Total   | \$23,626          | \$330,988          | \$0 | \$59,121          | \$413,735 |

## **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.
  - Rhode Island Historical Preservation Plan: The Rhode Island Historical Preservation & Cultural Heritage Commission (RIHP&HC) is required to prepare a statewide historic preservation plan in accordance with National Park Service requirements to ensure continuing state eligibility for federal funding. While RIHP&HC reaches out to an array of constituents in the preparation of this plan, many of the goals, policies, and strategies are “intended to guide the work of the Rhode Island Historical Preservation & Heritage Commission.” The purpose of this task is to adapt the statewide historic preservation plan to provide an array of goals, policies, and strategies suitable to State agencies, including the RIDOT, municipal governments, the Narragansett Indian Tribe, and other entities interested in historical preservation. RIDSP staff will work with RIHP&HC staff to prepare a preliminary draft, properly formatted, that will be presented to the Technical Committee for review and comment. Staff will oversee the public hearing process and presentation to the State Planning Council for adoption as a State Guide Plan Element.
  - 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.

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- 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.

### **Projects:**

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

**Project Overview:** This project began in FY 20 and will continue the process of updating *Land Use 2025: Rhode Island's Land Use Policies and Plan*. The project will:

- 1) Continue to develop new impervious surface and land use / land cover (LULC) digital data for use in both the update of *Land Use 2025* and the RIDSP Travel Demand Model. This will involve:
  - o Coordination with USGS/DEM/URI staff, to produce new 2020 impervious surface and LULC digital data through a Joint Funding Agreement signed with UGGS. USGS will, through the USGS National Map Program and the Geospatial Product and Service Contract procedure, provide federal vendors for high resolution orthoimagery acquisition and production of a statewide, seamless vector polygon GIS dataset compatible with four previous statewide digital LULC data.
  - o Create and publish a technical document outlining the procedures used and the metadata for the new 2020 LULC data layers.
- 2) Continue to develop a 2020 land use/land cover technical publication/presentation – Use 2020 LULC data to complete a technical paper with a time series analysis of land use trends between 1988 and 2020. Summarize major changes to Rhode Island's landscape using photos and/or other media with captions, highlighting land use land use change over time. Consult with local planners throughout the paper's development to confirm findings.
- 3) Continue to collect and create new digital data related to municipal future land use maps. Create a new composite future land use municipal map and compare and analyze new map with historical 2002 composite future land use map and the future land use map of 2025.
- 4) Continue to collect and create new digital data related to all municipal zoning districts to create a GIS data layer of generalized zoning districts for the state. Inventory the current zoning and land development techniques employed in Rhode Island by each city and town. Consult with local planners throughout the inventory to confirm findings.
- 5) Continue to survey and interview municipal planning directors, State agency department heads, and other related nongovernmental planning staff on the goals, polices, and implementation effectiveness of *Land Use 2025*. Discuss with stakeholders the utility of the SGP, known or potential data gaps, and future issues for update of this SGP Element.
- 6) Survey and visit Planning Boards at local meetings, discuss knowledge of and effectiveness of goals, polices, and implementation of *Land Use 2025*. Discuss with stakeholders the utility of the SGP to communities, known or potential data gaps, and future issues for update of this SGP Element.
- 7) Continue to coordinate with other State agencies and projects to identify strategies and potential new topics for update of this SGP Element.
- 8) Continue to consult other updated State Guide Plan Elements, transportation studies, and other regional planning studies on new topics to include in land use strategies.
- 9) Identify major policies from outdated State Guide Plans such as the *Cultural Heritage and Land Management Plan for the Blackstone River Valley National Heritage Corridor*, and A

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*Greener Path: Greenspace and Greenways for Rhode Island's Future* for inclusion in the update of this Element. Rescind these Elements upon adoption of this SGP Element.

- 10) Update the history and inventory of current and proposed growth centers and policies for each RI community. Produce a summary publication on growth centers in RI to include in the update of this Element.

**Project Agency Lead:** RIDSP

**Contact:** Nancy Hess

**Partner Agencies:** RIDOT, RIPTA, RIDEM, RIEMA, CRMC, RIDOH, URI/RIGIS, Commerce RI, USGS

**Schedule for Completion:** This is the 2<sup>nd</sup> year of a three-year planning process.

**Products / Deliverables:**

- 2020 impervious surface and land use / land cover digital data
- Technical publications and presentations
  - Landscape Change
  - RI Growth Centers
- Updated municipal future land use composite map
- New generalized statewide zoning data and map
- Analysis of State agency and local municipal planners/officials' knowledge of *Land Use 2025*.
- Identification of local data needs, and additional topics for update

**Project Cost (other than staff time):** \$50,000 (\$35,000 FHWA; \$15,000 RIDSP)

|                                      | RIDSP             | FHWA              | FTA               | Other              | Total     |
|--------------------------------------|-------------------|-------------------|-------------------|--------------------|-----------|
| Activity 7<br>(salary and operating) | \$35,766<br>(25%) | \$92,991<br>(65%) | \$14,306<br>(10%) | \$0                | \$143,063 |
| Project 7.4<br>(Land Use 2050)       | \$0               | \$40,000<br>(27%) | \$10,000<br>(7%)  | \$100,000<br>(67%) | \$150,000 |
| Total                                | \$35,766          | \$132,991         | \$24,306          | \$                 | \$293,063 |

## 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:

- a. Participate on the RIDOT Land Sales Committee to alert RIDOT to any potential planning consistency issues arising from proposed transactions.
- b. 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.
- c. 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.
- d. 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.
- e. 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.
- f. Review as mandated by R.I. General Law, 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*. The WSSMPs are updated on a five-year schedule; reviews are conducted as plans are submitted by water suppliers.
- g. Upon request, review and analyze annual Community Development Block Grant applications for SGP consistency.

|                                      | RIDSP             | FHWA              | FTA             | Other | Total    |
|--------------------------------------|-------------------|-------------------|-----------------|-------|----------|
| Activity 8<br>(salary and operating) | \$35,069<br>(50%) | \$30,159<br>(43%) | \$4,910<br>(7%) | \$0   | \$70,138 |



## **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 management and oversight of the Rhode Island Land Use Training Collaborative.

### **Special Tasks:**

- g. **Land Use and Transportation Planning Education:** Develop a curriculum and deliver training for initial and continuing education programs for members and alternate members of local planning boards or commissions and/or zoning boards performing land planning or zoning functions, as authorized pursuant to RI statutes. For FY 21, this task will include:
  - Assembling a flexible Advisory Working Group of partners to consult for expertise on preparation, scheduling, and delivery of remote training programs. Division staff

will engage various local, regional, and national technical planning professionals for webinars and ask partners in working group to provide the same based upon topics to be highlighted and programming schedule.

- Investigate and purchase software and hardware to allow for delivery of instruction and tracking of participants through a variety of tools and media. Ensure that instructional technologies include– but are not limited to– materials for traditional style classroom and seminar training, distance learning, webinars, onsite presentations, and other remote learning options.
  - Prepare and offer an introductory educational program of three one-hour webinars for new board members using the workshop series *Conducting Effective Land Use Reviews* and *Making Good Land Use Decisions* developed by the existing Land Use Training Collaborative and other materials from the American Planning Association for content.
  - Prepare and offer a continuing education program of a one-hour webinar of for existing local board members. Provide a legislative annual update and use the workshop series *Conducting Effective Land Use Reviews* and *Making Good Land Use Decisions* for content.
  - Prepare and offer two one-hour webinars of remotely delivered instruction on development in flood plains and the effects of sea-level rise for local planning boards. Use the workshop series *PrepRI* developed by the URI Coastal Resources Center and other materials from the American Planning Association for content.
  - If circumstances allow, prepare and offer a one day, in-person Statewide Planner’s Institute for local planning officials focusing on their responsibilities and authorities of local officials involved with making land use decisions. This would be in-person delivery of the webinar topics identified above and allow local officials to have peer exchanges and networking. Topics may include enabling authorities, communications, ethics, conducting land use reviews with defensible decisions, and introduction to flood plain and sea level rise issues.
  - Prepare and offer a one-hour webinar for a wide audience concerning the role of planning in local and state government. Use the historical workshop series *Citizen Planning 101* developed by the Land Use Training Collaborative and other materials from the American Planning Association for content.
  - Prepare and provide monthly public webinars for a broad audience on current transportation-related topics that promote a balanced and comprehensive approach to managing the transportation system of the State. Use staff expertise and engage various local, regional, and national technical planning professionals along with materials from the American Planning Association for content.
  - Annually evaluate all training conducted to examine effectiveness, depth and inclusivity of outreach to ensure the continued quality of workshops and presenters' performance and to gather additional information regarding materials and other topics of interest.
- 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

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*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**

**Project Description:** 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 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 data 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.

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**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):** \$415,294  
(\$332,235 FHWA; \$66,579 RIDSP; \$16,480 RIDOT)

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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 21, 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:** Ben Jacobs, Vin 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):** \$136,391  
(\$91,382 FHWA; \$17,731 FTA; \$27,278 RIDSP)

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**Project 9.3: Data Quality Control**

**Project Description:** This is a continuation from FY19. 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

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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: Sustaining and Enhancing Access to the 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

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- 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):** \$93,981 (\$60,148 FHWA; \$15,037 FTA; \$18,796 URI)

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**Project 9.5: Environmental Resiliency Tool**

**Project Description:** This is a continuation from FY19. 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 (\$250,000 Federal; \$25,000 RIDOT)

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|  | RIDSP             | FHWA               | FTA               | Other               | Total       |
|--|-------------------|--------------------|-------------------|---------------------|-------------|
| Activity 9<br>(salary and operating)           | \$85,656<br>(20%) | \$278,382<br>(65%) | \$64,242<br>(15%) | \$0                 | \$428,280   |
| Project 9.1<br>(Vehicle Probe Dataset)         | \$66,579<br>(16%) | \$332,235<br>(80%) | \$0               | \$16,480<br>(4%)    | \$415,294   |
| Project 9.2<br>(TDM)                           | \$27,278<br>(20%) | \$91,382<br>(67%)  | \$17,731<br>(13%) |                     | \$136,391   |
| Project 9.3<br>(Data Quality)                  | \$0               | \$80,000<br>(80%)  | \$0               | \$20,000<br>(20%)   | \$100,000   |
| Project 9.4<br>(RIGIS)                         | \$0               | \$60,148<br>(64%)  | \$15,037<br>(16%) | \$18,796<br>(20%)   | \$93,981    |
| Project 9.5<br>(Environmental Resiliency Tool) | \$0               | \$0                | \$0               | \$300,000<br>(100%) | \$300,000   |
| Total  | \$179,513         | \$842,147          | \$97,010          | \$355,276           | \$1,473,946 |

## 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<br>(salary and operating) | \$26,394<br>(40%) | \$32,992<br>(50%) | \$6,598<br>(10%) | \$0   | \$65,984 |



## 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.

|                                       | RIDSP             | FHWA              | FTA              | Other | Total    |
|---------------------------------------|-------------------|-------------------|------------------|-------|----------|
| Activity 11<br>(salary and operating) | \$13,111<br>(20%) | \$42,612<br>(65%) | \$9,833<br>(15%) | \$0   | \$65,556 |

## 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. Participating 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<br>(salary and<br>operating) | \$28,081<br>(30%) | \$55,482<br>(55%) | \$14,040<br>(15%) | \$0   | \$93,603 |

## **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.

Develop and deliver training and technical assistance to ensure that municipal boards and commissions, elected officials, and professional staff responsible for municipal land use and transportation planning will have the knowledge and skills needed related to conducting effective land use reviews and writing sound decisions consistent with Rhode Island General Laws to effectively carry out their responsibilities.

### **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, provide guidance on State statutes relating to planning and land use, and answer various planning, land use, 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. Provide technical assistance and planning expertise 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.
- f. 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

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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):** \$380,000  
(\$144,000 FHWA; \$36,000 FTA; \$200,000 municipal match)

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### **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.

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|  | RIDSP             | FHWA               | FTA              | Other              | Total     |
|--|-------------------|--------------------|------------------|--------------------|-----------|
| Activity 13<br>(salary and<br>operating) | \$36,809<br>(50%) | \$36,809<br>(50%)  | \$0              | \$0                | \$73,618  |
| Project 13.1<br>(LATTE)                  | \$0               | \$144,000<br>(38%) | \$36,000<br>(9%) | \$200,000<br>(53%) | \$380,000 |
| Project 13.2<br>(WRB)                    |                   | \$28,843           |                  |                    | \$28,843  |
| Total                                    | \$36,809          | \$209,652          | \$36,000         | \$200,000          | \$482,461 |

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**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<br>(salary and operating) | \$28,347<br>(100%) | \$0  | \$0 | \$0   | \$28,347 |

**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<br>(salary and<br>operating) | \$0   | \$0  | \$0 | \$10,837<br>(100%) | \$10,837 |

## **Activity 16 – State Data Center: Census 2020**

**Objective:** As the Governor’s designated State Data Center – which is a partnership between each U.S. State and the Census Bureau – RIDSP will make Census data available locally. This includes gathering, integrating, and providing demographic, economic, and social statistics for research, planning, and decision-making; and provide 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. Provide staffing and technical assistance to the Rhode Island Complete Count Committee (RICCC) and its working teams and groups.
- d. Develop and participate in training for Census-related data use, modeling, technology updates, etc.
- e. Develop data briefs and information on Census data analysis.

### **Projects:**

#### **Project 16.1: Census 2020**

**Project Description:** This project includes activities and outreach necessary to ensure that every resident is counted on April 1, 2020, U.S. Census Day. The RICCC was created by Governor Raimondo in January 2019 to increase awareness and motivate residents to respond to the 2020 U.S. Census. As part of its duties as the State Data Center, RIDSP hired a Census Coordinator who is tasked with managing and supporting participation in the Census, especially targeting hard-to-count populations.

**Project Agency Lead:** RIDSP

**Partner Agencies:** RI Governor’s Office, U.S. Census Bureau, RI Complete Count Committee

**Contact:** Vincent Flood

**Schedule for Completion:** This project will continue until the release of the 2020 US Census data.

#### **Products / Deliverables:**

- Accurate and complete Census count and data for the State of Rhode Island

**Project Cost (other than staff time):** \$241,907 (\$191,907 FHWA; \$50,000 RIDSP)



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|  | RIDSP             | FHWA               | FTA               | Other | Total     |
|--|-------------------|--------------------|-------------------|-------|-----------|
| Activity 16<br>(salary and<br>operating) | \$30,681<br>(20%) | \$99,714<br>(65%)  | \$23,011<br>(15%) | \$0   | \$153,406 |
| Project 16.1<br>(Census 2020)            | \$50,000<br>(20%) | \$191,907<br>(80%) | \$0               | \$0   | \$241,907 |
| Total                                    | \$80,681          | \$291,621          | \$23,011          | \$0   | \$395,313 |

## **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: Transit Master Plan
3. Project 4.2: Transit Surveys & Data Acquisition
4. Project 4.3: Human Services Transportation Technology Integration Strategy
5. Project 4.6: Mobility On-Demand Pilot Implementation Plan
6. Project 4.9: One Call One Click Trip Planning Resource
7. Project 6.1: Long-Range Transportation Plan
8. Project 6.3: Project Estimates for STIP Projects & Review of Current TAP Bicycle and Pedestrian Projects
9. Project 7.4: Land Use 2050: Rhode Island's Plan for Land Use and Transportation
10. Project 9.1: Vehicle Probe Transportation Dataset
11. Project 9.2: Travel Demand Model Update and Maintenance
12. Project 9.3: Data Quality Control
13. Project 9.4: Sustaining and Enhancing Access to the RIGIS Geospatial Database
14. Project 9.5: Environmental Resiliency Tool
15. Project 13.1: Local Active Transportation Technical Enhancements
16. Project 13.2: Support from Water Resources Board
17. Project 16.1: Census 2020

## 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              |

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|                               |                       |
|-------------------------------|-----------------------|
| 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 |
|-------------------------------------|----------------|

**Available Federal Funding**

The following are estimates of federal funds assumed to be available in FY 2021 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: \$4,631,966\***  
\* Includes projected balance (as of July 1, 2020) of remaining FFY 2020 grant amounts and anticipated FFY 2021 grant amounts.
- 2. Federal Transit Administration Metropolitan Planning (5303) funds: \$1,609,006\*\***  
\*\* Includes projected balance (as of July 1, 2020) of remaining FFY 2020 grant amounts and anticipated FFY 2021 grant amounts.

### Table 5.1: FY 2021 Activity and Funding Sources by Percentage

Table 5.1 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/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                                 | 25%             | 65%  | 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 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   | Census and Data   | 20%             | 65%  | 15% |       |       |     |      |       | 100%  |
| ICAP          | ICAP  | 25%             | 60%  | 15% |       |       |     |      |       | 100%  |

**Table 5.1: FY 2021 Activity and Funding Sources by Percentage (cont'd)**

| PROJECT | CONTRACTUAL AND PASSTHRU GRANTS  | RIDSP | FHWA | FTA | RIDOT | RIPTA | URI | EFSB | OTHER | TOTAL |
|---------|--|-------|------|-----|-------|-------|-----|------|-------|-------|
| 2.1     | E-STIP Software Platform (continuing)  | 12%   | 64%  | 16% | 8%    |       |     |      |       | 100%  |
| 4.1     | Transit Master Plan (continuing)   |       | 15%  | 58% | 22%   | 5%    |     |      |       | 100%  |
| 4.2     | Transit Surveys & Data Acquisition (new)   |       |      | 80% |       | 20%   |     |      |       | 100%  |
| 4.3     | Human Services Transportation Technology Integration Strategy (continuing)         |       |      | 80% |       | 20%   |     |      |       | 100%  |
| 4.6     | Mobility On-Demand Pilot Implementation Plan (continuing)                          |       |      | 80% |       | 20%   |     |      |       | 100%  |
| 4.9     | One Cell One Click Trip Planning Resource (continuing)                             |       |      | 80% |       | 20%   |     |      |       | 100%  |
| 6.1     | Long-Range Transportation Plan (continuing)  |       | 80%  |     | 20%   |       |     |      |       | 100%  |
| 6.3     | Estimates for STIP Projects & TAP Bike and Pedestrian Projects Review (continuing) |       | 80%  |     | 20%   |       |     |      |       | 100%  |
| 7.4     | Land Use 2050 (continuing)   |       | 27%  | 7%  |       |       |     |      | 67%   | 100%  |
| 9.1     | Vehicle Probe Transportation Dataset (continuing)                                  | 16%   | 80%  |     | 4%    |       |     |      |       | 100%  |
| 9.2     | Travel Demand Model Update/Maintenance (continuing)                                | 20%   | 67%  | 13% |       |       |     |      |       | 100%  |
| 9.3     | Data Quality Control (continuing)  |       | 80%  |     | 20%   |       |     |      |       | 100%  |
| 9.4     | Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing)              |       | 64%  | 16% |       |       | 20% |      |       | 100%  |
| 9.5     | Environmental Resiliency Tool (continuing)   |       |      |     | 17%   |       |     |      | 83%   | 100%  |
| 13.1    | Local Active Transportation Technical Enhancement (continuing)                     |       | 38%  | 9%  |       |       |     |      | 53%   | 100%  |
| 13.2    | Support from Water Resources Board (new)   |       | 100% |     |       |       |     |      |       | 100%  |
| 16.1    | Census 2020 (continuing)   | 20%   | 80%  |     |       |       |     |      |       | 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.

|                                    | TOTAL         | 1            | 2            | 3            | 4          | 5            | 6            | 7            | 8            | 9            | 10           | 11         | 12           | 13         | 14         | 15         | 16           | ICAP*        |
|------------------------------------|---------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|--------------|------------|------------|------------|--------------|--------------|
| Meredith Brady                     | 1820          | 910          | 70           |              | 35         | 35           | 35           | 70           | 35           | 35           | 35           |            | 35           | 35         | 35         | 70         | 105          | 280          |
| Benny Bergantino                   | 1820          | 100          | 300          | 24           |            |              | 24           |              | 120          |              | 272          | 700        |              |            |            |            |              | 280          |
| Linsey Callaghan                   | 1820          | 160          | 640          | 386          | 42         | 156          | 80           |              |              | 48           | 12           | 16         |              |            |            |            |              | 280          |
| Paul Capotosto                     | 1820          | 1250         | 100          |              |            |              |              |              |              | 140          |              |            |              |            |            |            | 50           | 280          |
| Michael D'Alessandro               | 1820          | 130          | 600          | 50           | 80         |              | 260          | 30           |              | 286          | 64           | 40         |              |            |            |            |              | 280          |
| Christina Delage Baza              | 1820          | 70           | 700          | 100          |            |              |              | 98           |              | 565          |              |            | 7            |            |            |            |              | 280          |
| Vincent Flood                      | 1820          | 105          |              | 35           |            |              | 70           | 35           |              | 350          | 35           |            |              |            |            |            | 910          | 280          |
| Kim Gelfuso                        | 1820          | 10           | 70           |              |            |              |              |              |              | 1230         | 70           |            |              | 45         | 45         |            | 50           | 300          |
| Paul Gonsalves                     | 1820          | 100          | 30           | 70           |            |              | 70           | 650          | 100          | 300          |              |            | 95           | 45         | 45         |            | 35           | 280          |
| Caitlin Greeley                    | 1820          | 20           | 20           |              |            |              |              | 120          |              | 120          | 150          |            | 860          | 125        | 125        |            |              | 280          |
| Roberta Groch                      | 1820          | 598          |              | 180          |            |              |              | 18           | 40           | 15           | 100          |            | 115          | 382        | 50         |            | 42           | 280          |
| Nancy Hess                         | 1820          | 550          |              | 150          |            |              | 10           | 500          | 15           | 315          |              |            |              |            |            |            |              | 280          |
| Benjamin Jacobs                    | 1820          | 21           | 70           | 85           | 70         | 70           | 130          | 125          |              | 780          |              | 70         | 14           |            |            |            | 105          | 280          |
| Maria Mignanelli                   | 1820          | 980          | 35           |              |            |              |              | 35           |              | 70           |              |            | 35           |            |            |            | 210          | 280          |
| Kevin Nelson                       | 1820          | 950          |              | 2            |            |              |              | 18           | 400          |              |              |            |              | 100        |            |            |              | 350          |
| Joshua O'Neill                     | 1820          | 300          | 48           | 144          |            | 800          | 15           |              | 105          | 6            | 28           |            |              | 94         |            |            |              | 280          |
| Mason Perrone                      | 1820          | 30           | 310          | 606          | 14         |              | 580          |              |              |              |              |            |              |            |            |            |              | 280          |
| Catherine Pitassi                  | 1820          | 1450         |              |              |            |              |              |              | 35           |              | 35           |            |              |            |            |            |              | 300          |
| Vacant Supervising GIS Coordinator | 1820          | 100          | 14           |              |            | 35           | 35           | 145          | 35           | 952          | 70           | 35         | 35           | 35         |            | 14         | 35           | 280          |
| Vacant Data Analyst III            | 1820          | 1540         |              |              |            |              |              |              |              |              |              |            |              |            |            |            |              | 280          |
| Vacant Supervising Planner         | 1820          | 1540         |              |              |            |              |              |              |              |              |              |            |              |            |            |            |              | 280          |
| Vacant Principal Planner           | 1820          | 30           | 460          | 450          |            |              | 400          |              |              | 200          |              |            |              |            |            |            |              | 280          |
| Vacant Principal Planner           | 1820          | 35           | 35           |              | 35         | 35           |              | 70           |              | 755          |              | 105        | 70           |            |            |            | 400          | 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 5.3: FY 2021 Projected Costs by Activity and Funding Sources

Table 5.3 presents the projected costs for both the personnel and operating and the contractual and pass-through components.

| ACTIVITY    | PERSONNEL AND OPERATING   | TOTAL \$ | RIDSP \$ | FHWA \$ | FTA \$  | RIDOT | RIPTA | URI | EFSB \$ | OTHER |
|-------------|---|----------|----------|---------|---------|-------|-------|-----|---------|-------|
| Activity 1  | Management and Administration   | 914,393  | 182,879  | 576,067 | 155,447 |       |       |     |         |       |
| Activity 2  | State Transportation Improvement Program  | 272,086  | 54,417   | 163,252 | 54,417  |       |       |     |         |       |
| Activity 3  | State/Regional Transportation Operations, Management, and Planning Coordination | 166,675  | 33,335   | 100,005 | 33,335  |       |       |     |         |       |
| Activity 4  | Transit Planning  | 22,074   | 4,415    | 4,415   | 13,244  |       |       |     |         |       |
| Activity 5  | Freight Planning Implementation   | 86,335   | 17,267   | 51,801  | 17,267  |       |       |     |         |       |
| Activity 6  | Transportation Planning, Bicycle, and Pedestrian Mobility                       | 118,128  | 23,626   | 94,502  |         |       |       |     |         |       |
| Activity 7  | Long Range Land Use and Transportation Planning                                 | 143,063  | 35,766   | 92,991  | 14,306  |       |       |     |         |       |
| Activity 8  | Intergovernmental Coordination  | 70,138   | 35,069   | 30,159  | 4,910   |       |       |     |         |       |
| Activity 9  | Planning Information and Education  | 428,280  | 85,656   | 278,382 | 64,242  |       |       |     |         |       |
| Activity 10 | Public Information and Outreach   | 65,984   | 26,394   | 32,992  | 6,598   |       |       |     |         |       |
| Activity 11 | Title VI and Environmental Justice  | 65,556   | 13,111   | 42,612  | 9,833   |       |       |     |         |       |
| Activity 12 | Climate Change, Resiliency, Adaptation and Mitigation                           | 93,603   | 28,081   | 55,482  | 14,040  |       |       |     |         |       |
| Activity 13 | Support to Other State Agencies and Municipalities                              | 73,618   | 36,809   | 36,809  |         |       |       |     |         |       |
| Activity 14 | Special Projects and Activities Not Federally Funded                            | 28,347   | 28,347   |         |         |       |       |     |         |       |
| Activity 15 | Energy Facility Siting Board  | 10,837   |          |         |         |       |       |     | 10,837  |       |
| Activity 16 | Census and Data   | 153,406  | 30,681   | 99,714  | 23,011  |       |       |     |         |       |
| ICAP        | ICAP  | 498,883  | 124,721  | 299,330 | 74,832  |       |       |     |         |       |



**Table 5.3: FY 2021 Projected Costs by Activity and Funding Sources (cont'd)**

| PROJ. # | CONTRACTUAL AND PASSTHRU GRANTS  | TOTAL \$ | RIDSP \$ | FHWA \$ | FTA \$ | RIDOT \$ | RIPTA \$ | URI \$ | EFSB \$ | OTHER   |
|---------|--|----------|----------|---------|--------|----------|----------|--------|---------|---------|
| 2.1     | E-STIP Software Platform (continuing)  | 530,000  | 62,400   | 339,200 | 84,800 | 43,600   |          |        |         |         |
| 4.1     | Transit Master Plan (continuing)   | 58,844   |          | 8,826   | 34,306 | 12,946   | 2,766    |        |         |         |
| 4.2     | Transit Surveys & Data Acquisition (new)   | 50,000   |          |         | 40,000 |          | 10,000   |        |         |         |
| 4.3     | Human Services Transportation Technology Integration Strategy                      | 80,000   |          |         | 64,000 |          | 16,000   |        |         |         |
| 4.6     | Mobility On Demand Pilot Implementation Plan (continuing)                          | 100,000  |          |         | 80,000 |          | 20,000   |        |         |         |
| 4.9     | One Cell One Click Trip Planning Resource (continuing)                             | 100,000  |          |         | 80,000 |          | 20,000   |        |         |         |
| 6.1     | Long-Range Transportation Plan (continuing)  | 170,607  |          | 136,486 |        | 34,121   |          |        |         |         |
| 6.3     | Estimates for STIP Projects & TAP Bike and Pedestrian Projects Review (continuing) | 125,000  |          | 100,000 |        | 25,000   |          |        |         |         |
| 7.4     | Land Use 2050 (continuing)   | 150,000  |          | 40,000  | 10,000 |          |          |        |         | 100,000 |
| 9.1     | Vehicle Probe Transportation Dataset (continuing)                                  | 415,294  | 66,579   | 332,235 |        | 16,480   |          |        |         |         |
| 9.2     | Travel Demand Model Update/Maintenance (continuing)                                | 136,391  | 27,278   | 91,382  | 17,731 |          |          |        |         |         |
| 9.3     | Data Quality Control (continuing)  | 100,000  |          | 80,000  |        | 20,000   |          |        |         |         |
| 9.4     | Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing)              | 93,981   |          | 60,148  | 15,037 |          |          | 18,796 |         |         |
| 9.5     | Environmental Resiliency Tool (continuing)   | 300,000  |          |         |        | 50,000   |          |        |         | 250,000 |

| PROJ. #      | CONTRACTUAL AND PASSTHRU GRANTS                                | TOTAL            | RIDSP          | FHWA             | FTA            | RIDOT          | RIPTA         | URI           | EFSB          | OTHER          |
|--------------|--|------------------|----------------|------------------|----------------|----------------|---------------|---------------|---------------|----------------|
| 13.1         | Local Active Transportation Technical Enhancement (continuing) | 380,000          |                | 144,000          | 36,000         |                |               |               |               | 200,000        |
| 13.2         | Water Resources Board Support (new)                            | 28,843           |                | 28,843           |                |                |               |               |               |                |
| 16.1         | Census 2020 (continuing)                                       | 241,907          | 50,000         | 191,907          |                |                |               |               |               |                |
| <b>TOTAL</b> |  | <b>6,272,273</b> | <b>966,831</b> | <b>3,507,540</b> | <b>947,356</b> | <b>202,147</b> | <b>68,766</b> | <b>18,796</b> | <b>10,837</b> | <b>550,000</b> |

## Appendix A

### RIDOT FY 2021 Work Program

#### FHWA PARTICIPATION COSTS BY PROJECT AND EXPENDITURE CLASSIFICATION

| Task  | Personnel | Contractual Services | Equipment & Supplies | Travel & Training | Payments to Other State Agencies | FY 2020 Budget | Federal Share | State Share | Other | Total       | % Fed Share |
|---|-----------|----------------------|----------------------|-------------------|----------------------------------|----------------|---------------|-------------|-------|-------------|-------------|
| Planning, Studies & Technical Assistance        | \$550,000 | \$300,000            |                      |                   |                                  | \$850,000      | \$680,000     | \$170,000   |       | \$850,000   | 80          |
| Traffic Data Collection, Management, & Analysis | \$200,000 | \$1,400,000          |                      |                   |                                  | \$1,600,000    | \$1,280,000   | \$320,000   |       | \$1,600,000 | 80          |
| Statewide Crash System                          | \$200,000 | \$600,000            |                      |                   |                                  | \$800,000      | \$640,000     | \$160,000   |       | \$800,000   | 80          |
| State Traffic Commission Support                | \$200,000 | \$350,000            |                      |                   |                                  | \$550,000      | \$440,000     | \$110,000   |       | \$550,000   | 80          |
| dTIMS V9 Annual Software Maintenance            |           | \$60,000             |                      |                   |                                  | \$60,000       | \$48,000      | \$12,000    |       | \$60,000    | 80          |
| Automated Pavement Data Collection (STATEWIDE)  |           | \$500,000            |                      |                   |                                  | \$500,000      | \$400,000     | \$100,000   |       | \$500,000   | 80          |
| Highway Performance Management                  | \$245,000 |                      | \$2,000              |                   |                                  | \$247,000      | \$197,600     | \$49,400    |       | \$247,000   | 80          |
| Pavement Management Systems Consultant Services |           | \$100,000            |                      |                   |                                  | \$100,000      | \$80,000      | \$20,000    |       | \$100,000   | 80          |

|   |                    |                    |                |                 |                  |                    |                    |                    |                  |                    |    |
|---|--------------------|--------------------|----------------|-----------------|------------------|--------------------|--------------------|--------------------|------------------|--------------------|----|
| dTIMS Business Analytics Pavement Asset Management Systems (STATEWIDE)  | \$343,690          | \$400,000          | \$5,000        | \$25,000        |                  | \$773,690          | \$618,952          | \$154,738          |                  | \$773,690          | 80 |
|   |                    |                    |                |                 |                  |                    |                    |                    |                  |                    |    |
| ON-THE-JOB Training Supportive Services (OJT/SS)  |                    | \$600,000          |                |                 |                  | \$600,000          | \$480,000          | \$120,000          |                  | \$600,000          | 80 |
| Disadvantaged Business Enterprise Supportive Services (DBE)   |                    | \$100,000          |                |                 |                  |                    |                    |                    |                  |                    |    |
|   |                    |                    |                |                 |                  |                    |                    |                    |                  |                    |    |
| Probe Data Analytics Tools  | \$193,750          |                    |                | \$25,000        |                  | \$218,750          | \$175,000          | \$43,750           |                  | \$218,750          | 80 |
|   |                    |                    |                |                 |                  |                    |                    |                    |                  |                    |    |
| GIS Mapping & SPR Project Labor   | \$850,000          |                    |                |                 |                  | \$850,000          | \$680,000          | \$170,000          |                  | \$850,000          | 80 |
| Project Scoping & Planning Application Systems  |                    | \$350,000          |                |                 |                  | \$350,000          | \$280,000          | \$70,000           |                  | \$350,000          | 80 |
| E-STIP Procurement & Development  |                    | \$400,000          |                |                 |                  | \$400,000          | \$320,000          | \$80,000           |                  | \$400,000          | 80 |
| GIS Software & Equipment  |                    | \$177,000          |                | \$9,000         |                  | \$186,000          | \$148,800          | \$37,200           |                  | \$186,000          | 80 |
| GIS Data Collection & Analysis  |                    | \$180,000          |                |                 |                  | \$180,000          | \$144,000          | \$36,000           |                  | \$180,000          | 80 |
|   |                    |                    |                |                 |                  |                    |                    |                    |                  |                    |    |
| Staff Development, Training & Continuous Quality Improvements (DTCQI)/ Educational Advancement/RI Local Technical Assistance Program (RILTAP) | \$455,000          | \$769,000          |                | \$21,000        |                  | \$1,245,000        | \$996,000          | \$249,000          | \$150,000        | \$1,395,000        | 80 |
| Unified Planning Work Program   |                    |                    |                |                 | \$778,444        |                    |                    |                    |                  |                    |    |
| <b>Total</b>  | <b>\$3,237,440</b> | <b>\$6,286,000</b> | <b>\$7,000</b> | <b>\$80,000</b> | <b>\$778,444</b> | <b>\$9,510,440</b> | <b>\$7,608,352</b> | <b>\$1,902,088</b> | <b>\$150,000</b> | <b>\$9,660,440</b> |    |

**Appendix A2**  
**PART I - FISCAL YEAR 2021**  
**FHWA PARTICIPATION COST BY PROJECT AND EXPENDITURE CLASSIFICATION**  
**(Federal funds plus state match)**

| <b>Task</b>   | <b>Personnel</b> | <b>Contractual Services</b> | <b>Travel &amp; Training</b> | <b>Equipment &amp; Supplies</b> | <b>Payments to Other State Agencies</b> | <b>FY 2021 Budget</b> | <b>Federal Share</b> | <b>State Share</b> | <b>Other</b> | <b>Total</b> | <b>Percent Fed Share</b> |
|---|------------------|-----------------------------|------------------------------|---------------------------------|---|-----------------------|----------------------|--------------------|--------------|--------------|--------------------------|
|   |                  |                             |                              |                                 |   |                       |                      |                    |              |              |                          |
| AIS - Data Collection and Analysis  | \$20,000         | \$180,000                   |                              |                                 |   | \$200,000             | \$160,000            | \$40,000           |              | \$200,000    | 80                       |
| AIS - GIS Software and Equipment  |                  | \$268,000                   |                              | \$15,000                        |   | \$283,000             | \$226,400            | \$56,600           |              | \$283,000    | 80                       |
| AIS - Project Scoping and Planning Application Sys                            | \$50,000         | \$300,000                   |                              |                                 |   | \$350,000             | \$280,000            | \$70,000           |              | \$350,000    | 80                       |
| AIS - Staffing and Personnel  | \$850,000        |                             |                              |                                 |   | \$850,000             | \$680,000            | \$170,000          |              | \$850,000    | 80                       |
|   |                  |                             |                              |                                 |   |                       |                      |                    |              |              |                          |
| Civil Rights - Disadvantaged Business Enterprise Supportive Services (DBE/SS) |                  | \$100,000                   |                              |                                 |   | \$100,000             | \$80,000             | \$20,000           |              | \$100,000    | 80                       |
| Civil Rights - On-the-Job Training Supportive Services (OJT/SS)               |                  | \$400,000                   |                              |                                 |   | \$400,000             | \$320,000            | \$80,000           |              | \$400,000    | 80                       |
|   |                  |                             |                              |                                 |   |                       |                      |                    |              |              |                          |
| CRU - Cultural Resource Service   | \$405,000        | \$276,000                   | \$2,000                      | \$3,300                         |   | \$686,300             | \$549,040            | \$137,260          |              | \$686,300    | 80                       |

|   |           |           |          |         |  |           |           |           |          |           |    |
|---|-----------|-----------|----------|---------|--|-----------|-----------|-----------|----------|-----------|----|
|   |           |           |          |         |  |           |           |           |          |           |    |
| NRU - Support of Project Scoping and Planning Application Systems | \$40,000  | \$55,000  | \$5,000  | \$2,000 |  | \$102,000 | \$81,600  | \$20,400  | \$45,000 | \$147,000 | 56 |
|   |           |           |          |         |  |           |           |           |          |           |    |
| PAM - Automated Pavement Condition Data Collection (Statewide)    | \$200,000 | \$500,000 |          |         |  | \$700,000 | \$560,000 | \$140,000 |          | \$700,000 | 80 |
| PAM - dTIMS Business Analytics Pavement Asset Management Systems  |           | \$400,000 | \$15,000 | \$5,000 |  | \$420,000 | \$336,000 | \$84,000  |          | \$420,000 | 80 |
| PAM - dTIMS V9 Annual Software Agreement                          |           | \$60,000  |          |         |  | \$60,000  | \$48,000  | \$12,000  |          | \$60,000  | 80 |
| PAM - Highway Performance Manage                                  | \$250,000 |           |          | \$5,000 |  | \$255,000 | \$204,000 | \$51,000  |          | \$255,000 | 80 |
| PAM - Management and Monitoring System                            | \$250,000 |           |          | \$5,000 |  | \$255,000 | \$204,000 | \$51,000  |          | \$255,000 | 80 |
| PAM - Pavement Management Consultant Services                     | \$50,000  | \$100,000 |          |         |  | \$150,000 | \$120,000 | \$30,000  |          | \$150,000 | 80 |
|   |           |           |          |         |  |           |           |           |          |           |    |

|   |           |             |          |          |                  |             |             |           |           |             |    |
|---|-----------|-------------|----------|----------|------------------|-------------|-------------|-----------|-----------|-------------|----|
| PD & T - Educational Advancement*                       |           | \$710,000   | \$10,000 | \$50,000 | \$155,000        | \$925,000   | \$740,000   | \$185,000 | \$150,000 | \$1,075,000 | 69 |
|   |           |             |          |          |                  |             |             |           |           |             |    |
| PLAN - Bicycle Planning, Studies & Technical Assistance | \$50,000  | \$42,000    |          |          |                  | \$92,000    | \$73,600    | \$18,400  |           | \$92,000    | 80 |
| PLAN - e-STIP Software Development                      |           | \$250,000   |          |          |                  | \$250,000   | \$200,000   | \$50,000  |           | \$250,000   | 80 |
| PLAN - Planning Studies On-Call                         | \$500,000 | \$500,000   |          |          |                  | \$1,000,000 | \$800,000   | \$200,000 |           | \$1,000,000 | 80 |
| PLAN - Travel-Time Data / RITIS**                       |           | \$349,094   |          |          |                  | \$349,094   | \$279,275   | \$69,819  | \$397,694 | \$746,787   | 37 |
|   |           |             |          |          |                  |             |             |           |           |             |    |
| Transit - Transit Planning                              | \$400,000 | \$500,000   |          |          |                  | \$900,000   | \$720,000   | \$180,000 |           | \$900,000   | 80 |
|   |           |             |          |          |                  |             |             |           |           |             |    |
| TS - Crash System                                       | \$300,000 | \$600,000   |          |          |                  | \$900,000   | \$720,000   | \$180,000 |           | \$900,000   | 80 |
| TS - State Traffic Commission                           | \$200,000 | \$400,000   |          |          |                  | \$600,000   | \$480,000   | \$120,000 |           | \$600,000   | 80 |
| TS - Traffic Data Collection                            | \$300,000 | \$1,200,000 |          |          |                  | \$1,500,000 | \$1,200,000 | \$300,000 |           | \$1,500,000 | 80 |
|   |           |             |          |          |                  |             |             |           |           |             |    |
| <b>Unified Planning Work Program</b>                    |           |             |          |          | <b>\$185,677</b> |             |             |           |           |             |    |
| Total \$  | 3,865,000 | 7,190,094   | 32,000   | 85,300   | 340,677          | 11,327,394  | 9,061,915   | 2,265,479 | 592,694   | 11,920,087  |    |

\* - Includes State LTAP Funding  
\*\* - Includes RIDSP Portion

## Appendix B

### RIPTA Work Program

RIPTA's unified planning work program for FY 2021 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
- Development of improved Flex and Ride services to enhance service in lower density areas
- Ongoing enhancement of technology applications such as CAD AVL for use in performance monitoring and HASTUS upgrades to enable scheduling improvements
- Design of transit operations appropriate to available funding levels
- Design of deployment scenarios for battery electric bus (BEB) testing
- Monitoring of BEB performance on test routes
- Provision of support and research assistance to RIDOT in conjunction with its autonomous transit shuttle pilot program
- Coordination between transit operations and planning functions
- Coordination of fare system upgrade, including fare media transition and monitoring of new fare collection and distribution systems
- Redesign and/or 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       |
| \$842,771            | \$210,693 | \$1,053,464 |



## Long-Range Transportation Planning

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

- Development of a statewide, multimodal *Transit Master Plan* in partnership with RIDOT and the RI Division of Planning, including extensive public participation and providing a slate of short, mid, and long-range projects ready for design, financing, and construction
- Preparation of long-term plans for multimodal capital investments, including planning and evaluation related to expansion or realignment of the statewide transportation network, development of funding plans, and preparation of applications for discretionary TIGER, Small Starts, New Starts, LoNo, Bus and Bus Facilities, and/or other funds
- Planning and design of transit services and facilities, such as bus, trolley, ferry, bus rapid transit, park and ride, circulator, and other modes as appropriate, including support for the following projects: Providence Intermodal Transportation Center, Providence Downtown Transit Connector, Warwick Transit Hub, Pawtucket/Central Falls Transit Center, University of Rhode Island Transit Hub, and the East Side Bus Tunnel
- Participation in the preparation of Transit Oriented Development plans in association with bus hub and intermodal center design and development
- Implementation of RI's *Coordinated Public Transit/Human Services Transportation Plan*, including provision of staff leadership to the Statewide Human Services Transportation Coordinating Council
- Preparation of fleet plans addressing vehicle size, type, and fueling technology, including a *Sustainable Fleet Transition Plan* assessing ZEV options and associated infrastructure needs
- Sustainability planning focusing on fleet, passenger and administrative facilities, resiliency, GHG emissions reduction, and long-term cost savings, including development of a *Transit Infrastructure Sustainability Plan*
- Development and tracking of performance standards in conjunction with RI's *Long-Range Transportation Plan* 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 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, and dynamic scheduling

- 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 updating the state’s *Congestion Management Plan* and participating in the state’s Congestion Management Task Force
- Travel demand management planning and best practices research, and identification of potential Transportation Management Association partnerships
- 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, publication of a transit program of projects in the Transportation Improvement Program, and assistance in preparation of 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     |
| \$361,188           | \$90,296 | \$451,484 |

# 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 2020 Activity and Project Funding Sources by Percentage; Table 5.2: FY 2020 Time Distribution; and Table 5.3: FY 2020 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 June 12, 2020, establish cost allocations or billings for July 1, 2020 – June 30, 2021 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.

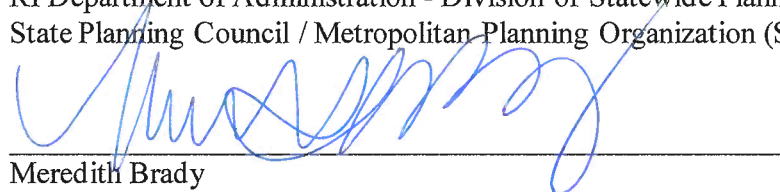
**Governmental Unit:** RI Department of Administration - Division of Statewide Planning and State Planning Council / Metropolitan Planning Organization (SPC/MPO)

**Signature:**

**Name of Official:**

**Title:**

**Date of Execution:**

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


June 16, 2020

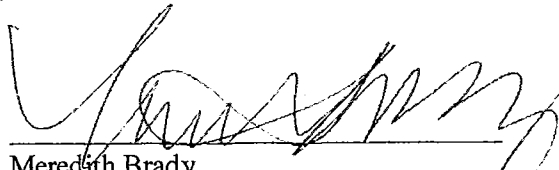
## Appendix E

### 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.

  
\_\_\_\_\_  
Brett Smiley  
Chair, Metropolitan Planning Organization  
6/24/20  
\_\_\_\_\_  
Date:

  
\_\_\_\_\_  
Meredith Brady  
Secretary, Metropolitan Planning Organization  
06/16/2020  
\_\_\_\_\_  
Date:

*Agreed as to form:  
[Signature]  
DOT Leg*