State of Rhode Island

Transportation Improvement Program

FY 2013—2016

Adopted July 12, 2012

Amended April 14, 2014

FY 2013 - 2016 TIP Amendments

TIP Amendment	Requesting Agency	Amendment Classification	Date
Amendment #1	Town of Westerly	Minor Amendment	February 28, 2013
Amendment #2	Rhode Island Department of Transportation	Administrative Adjustment	November 25, 2013
Amendment #3	Rhode Island Transit Authority	Administrative Adjustment	April 14, 2014

RHODE ISLAND STATEWIDE PLANNING PROGRAM

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

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

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

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PREFACE

This document is the twenty-first in a series of Transportation Improvement Programs (TIPs) for the State of Rhode Island, prepared by Statewide Planning for adoption by the State Planning Council. It covers the period from October 1, 2012, to September 30, 2016, coinciding with federal fiscal years 2013 through 2016. This TIP was prepared through the efforts of the State Planning Council's Transportation Advisory Committee, whose members are listed on page ii, and staff from the Statewide Planning Program, Department of Transportation, and the Rhode Island Public Transit Authority.

The air quality conformity analyses performed for this TIP were conducted by the consulting firm of Vanasse, Hangen, Brustlin, Inc., under contract to the Statewide Planning Program. Production of the TIP was carried out under Task 1025, Transportation Improvement Program, in the FY 2012 Work Program of the Statewide Planning Program. Federal funding support was provided by the Federal Highway Administration and Transit Administrations.

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Part I Introduction & Background

PART ONE: INTRODUCTION AND BACKGROUND

A. What is the TIP?

The Transportation Improvement Program (TIP) is a list of over $1.2 billion in transportation projects the State of Rhode Island intends to implement using State, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) funding. For transportation projects to utilize federal funds, the project must be included in the TIP. The Rhode Island TIP covers the entire State of Rhode Island, including the Providence-Pawtucket Metropolitan Area for receipt of Federal Highway and Federal Transit funds. As this TIP covers the entire state, it is also referred to by federal agencies as a Statewide Transportation Improvement Program (STIP). The TIP is consistent with Transportation 2030, Rhode Island's long range transportation planning document.

The Rhode Island STIP provides a multi-year listing of transportation and transit projects and identifies those projects slated for federal funding. It is a multi-modal transportation improvement program that is developed utilizing existing transportation plans and policies, and current highway, transit, and transportation programming processes. The STIP delineates the funding categories and the federal and local share required for each project.

In most states, the STIP combines several Transportation Improvement Program (TIPs) prepared by Metropolitan Planning Organizations (MPOs). Rhode Island's size has resulted in the designation of only one MPO, the State Planning Council. Title 23 of the Federal Code of Regulations, Subchapter 450.216 requires that all states prepare a STIP, regardless of population, size or number of MPOs. Rhode Island's unique status with a single MPO has helped to streamline the TIP preparation process. This document represents not only the TIP, as developed through the MPO, but the STIP, as required by Federal Code.

The TIP lists projects by category which include: Bicycle / Pedestrian, Bridge, Congestion Mitigation Air Quality (CMAQ), Enhancement, Highway, Interstate, Major Projects, Pavement Management, Planning, Study and Development, Traffic Safety, Transit, and Administration. The TIP is the product of an extensive public planning and outreach effort to communities, public interest groups, state agencies and the general public.

The State Planning Council, acting as the single statewide Metropolitan Planning Organization (MPO), is responsible for adopting a new TIP every

four (4) years. The TIP must present a four (4) year program, by year, and may present additional future year funding for specific projects. The TIP lists specific projects according to an anticipated phased schedule of expenditures. Project scheduling in the TIP denotes that implementation is expected to begin during the TIP's four-year timeframe. The TIP schedule of project implementation is not fixed, rather it serves as the best estimate for development at the time it is adopted. Sometimes projects cannot adhere to the TIP schedule and will be moved to a later year. Conversely, projects may also proceed faster than planned and can be advanced to an earlier year.

A project's inclusion in the TIP is a critical step, implying that the project is a priority however it does not represent an allocation of funds, obligation to fund, or grant of funds. Projects supported with federal dollars are only guaranteed funding after the Rhode Island Department of Transportation (RIDOT), the Rhode Island Public Transit Authority (RIPTA), or the U.S. Department of Transportation (USDOT) reviews and approves the design, financing, and environmental impacts of a project. Beyond this point, a project sponsor works with RIDOT, RIPTA, or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an obligation. While the TIP is financial in nature by establishing program and project cost estimates, it does not, in itself, provide any funding for project implementation, and is not a budget document.

The annual Rhode Island State Capital Budget allocates funds and establishes expenditure authority that state agencies need to implement the TIP's projects. The TIP lists funding required at the time of project authorization by federal fiscal year (October 1- September 30). The full cost for a project or phase is shown in the year the project phase is programmed to start. Whereas, the State Capital Budget shows the funding needed to pay expenditures for the projects on a state fiscal year basis (July 1 - June 30). This can vary significantly from the funding shown in the TIP, since most TIP projects are multi-year in nature.

The TIP must be fiscally constrained, meaning the list of projects in the TIP may not exceed the anticipated funding that is reasonably expected to be available over the four-year timeframe. In order to add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a wish list rather it is a list of projects with anticipated, not guaranteed, funding commitments during the timeframe.

An approved TIP may be amended in order to add new projects, delete projects, advance projects, or accommodate changes in project scope, cost of construction, or phasing of a project. The State Planning Council requires public comment on major amendments to the TIP. The full process for amending the TIP is outlined in Appendix H, Memorandum of Understanding, Procedures for Amending the TIP.

Federal highway funds comprise the largest source of funding in the TIP, but Rhode Island has chosen to use the flexibility provided by federal laws to promote other transportation modes and enhance the environment. RIDOT and RIPTA report periodically to the TAC on the status of projects in the TIP, including phase of design or construction, and funds authorized for each project or program. Per SAFETEA-LU regulations, the most recent status report for the FY 2009 - 2012 TIP is posted at www.planning.state.ri.us/misc/TIP2013.htm .

B. National transportation policy

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

SAFETEA-LU expired at the end of September 2009 and operated on a series of ten (10) short-term extensions through September 30, 2012. Congress has enacted a new, short term transportation bill that will provide consistent funding levels through September 30, 2014. Due to the uncertainty of funding available to Rhode Island beyond 2014, a conservative assumption of maintaining level funding has been made for the purpose of producing a four-year fiscally constrained TIP.

Policies emphasized in federal legislation and regulations include

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

C. PRIORITIES AND THEMES OF RHODE ISLAND'S TIP

The priorities emphasized in this TIP include the following.

COMPLETION OF MAJOR PROJECTS

There are five significant projects now under construction, three of which are funded, in part, through Grant Anticipation Revenue Vehicle (GARVEE) bonds. The three major projects funded through GARVEE bonds include the Interstate 195 Relocation, Providence River Pedestrian Bridge, and the Sakonnet River Bridge. The two other major projects have substantial funding spread over several years, and include the Pawtucket River Bridge (Bridge #550) and the Providence Viaduct (Bridge #578). The completion of the Interstate 195 Relocation and the Providence River Pedestrian Bridge are projects related to the realignment of Interstate 195, a project that began more than a decade ago. The Sakonnet River Bridge and the Pawtucket River Bridge are projects both under construction and will result in replacement of bridges with posted weight limits. The Providence Viaduct is one of the most critical components of the Interstate 95 corridor; therefore continued deterioration of the Viaduct could have negative ramifications for the entire New England region. All of the major projects rebuild existing infrastructure and failure of any one of these facilities would have severe economic consequences.

Construction of the new Sakonnet River Bridge, January 2012

BRIDGE REHABILITATION

In addition to the bridges included in the Major Projects category, the TIP's dedicated Bridge Program provides funding to eliminate structurally deficient bridges, along with funding for no fewer than thirty-five (35) bridge replacement or rehabilitation projects. The Bridge Program provides targeted funding for bridges, as our decades-old infrastructure has reached a point where rehabilitation can no longer be postponed.

PREVENTIVE MAINTENANCE

The Bridge and Pavement Management Programs provide for renewed efforts in scheduled maintenance of roadway surfaces and bridge structures that will extend the life of the infrastructure and reduce future needs for costly reconstructions.

SAFETY

The Traffic Safety Program continues to fund projects in hazard elimination, lighting, signage, and striping.

CONGESTION RELIEF AND ENVIRONMENTAL QUALITY

Through the Interstate Program, the TIP funds the activities of RIDOT's Transportation Management Center, which strives to better manage the flow of traffic on the freeway facilities and reduce vehicle emissions. Many other investments are intended to reduce roadway traffic by encouraging the use of other transportation modes including bus, rail, bicycle and pedestrian facilities. This in turn has positive benefits on public health and air quality.

FUNDING CONCERNS

Over the past decade, construction costs increased dramatically with no corresponding increase in funding sources. As a result, many projects have been deferred to future years, and the project pipeline remains full. The TIP table includes an appendix (Appendix F) displaying the recommended unprogrammed projects which would have been programmed if funding resources had been available.

In order to address the dire funding shortfall faced by the State, former Governor Carcieri convened a Blue Ribbon Task Force to investigate potential new revenue sources. The Panel concluded that RIDOT would need to double its investment in annual spending on infrastructure

improvement – an estimated $300 million – each year for the next 10 years just to bring the current network of roads and bridges to a state of good repair. The report does include funding scenarios for this level of investment and also a less-aggressive scenario of increasing the yearly investment in transportation by 50 percent, or about $150 million.

As identified in the Blue Ribbon Panel report, the State needs to do the following to restore and retain the highway system bridges and roads in good condition:

- Repair or replace all structurally deficient local and state-owned bridges at the rate of about 26 bridges per year.
- Complete more than 20 major bridge and highway projects, each having a cost greater than $10 million.
- Totally reconstruct 20 lane-miles of roadway per year.
- Resurface 120 lane-miles of roadway, including replacement of approximately 34 miles of sidewalk associated with these projects.
- Fully fund preventive maintenance activities essential to the cost-effective management of the State's roads and bridges including: bridge painting and washing, deck joint repair, overlay and crack sealing of roadways.
- Fully fund essential operations and maintenance activities including: bridge inspection, drainage improvements, pavement striping, traffic signal repair and replacement, signing and lighting improvements and repair, replacement of damaged hardware, landscaping maintenance and improvements.
- Fully fund essential roadway maintenance activities such as snow removal, grass cutting, minor highway and bridge repairs, and drainage structure repair and cleaning.

Additionally, in the spring of 2011, the Rhode Island Senate convened the Senate Commission on Sustainable Transportation Funding. The Commission held six (6) meetings, which included presentations from staff members of the Senate Fiscal Office, the Rhode Island Department of Transportation (RIDOT), the Department of Administration's Division of Planning, the Rhode Island Public Transit Authority (RIPTA), the Rhode Island Turnpike and Bridge Authority (RITBA), and the Federal Highway Administration (FHWA). The Commission also examined transportation funding trends across states, among quasi-public agencies, and at the federal level.

The Commission established transportation funding priorities and listed transportation funding opportunities. These included the following:

Transportation Funding Priorities

- Eliminate bonding to provide the state match for federal funds.
- No new bonds: replace with alternate sources.
- Eliminate debt service payments and reallocate gas tax revenue for operations and maintenance.
- Provide additional funding for Department of Transportation operations, maintenance, and capital.
- Provide additional funding for local roads and RIPTA.

Transportation Funding Opportunities

- Establish a Transportation Trust Fund to implement the stated priorities.
- Increase motor vehicle registration and license fees and dedicate solely to transportation in accordance with the stated priorities.
- Dedicate transportation-related fees to the Transportation Trust Fund in accordance with the stated priorities. The Commission recognized that this would create a funding gap in the General Fund.
- Consider tolls on the I-95 corridor, or other locations, after appropriate impact study.
- Consider commercial enterprises at highway rest stops in Rhode Island.
- Advocate for increased funding in the upcoming federal transportation authorization.
- Consider seeking public/private partnerships where feasible.
- Continue to examine new methods of funding transportation projects.

- Consider conducting an in-depth and comprehensive Vehicle Miles Traveled (VMT) fee study, including economic, privacy, and environmental factors.

There is a clear understanding that the funding provided through both existing State and Federal sources is insufficient to meet our transportation infrastructure needs. Furthermore, Rhode Island is not alone; every state is facing an uncertain future for Federal transportation funding, and every state has unmet transportation infrastructure needs. The American Association of State Highway and Transportation Officials (AASHTO) has estimated an annual funding gap of $135 billion at the national level. Rhode Island has taken the first, formative steps to resolve the funding gap by passage of a measure to eliminate future bond borrowing and replace the State match with revenue from more sustainable sources. Further change is needed, a fact recognized by both the Executive and Legislative branches of government in Rhode Island. Several proposals have been made to increase and diversify revenue streams. These proposals are being analyzed in an effort to find the most equitable and sustainable sources of funding for future transportation infrastructure needs.

D. THE TRANSPORTATION PLANNING PROCESS

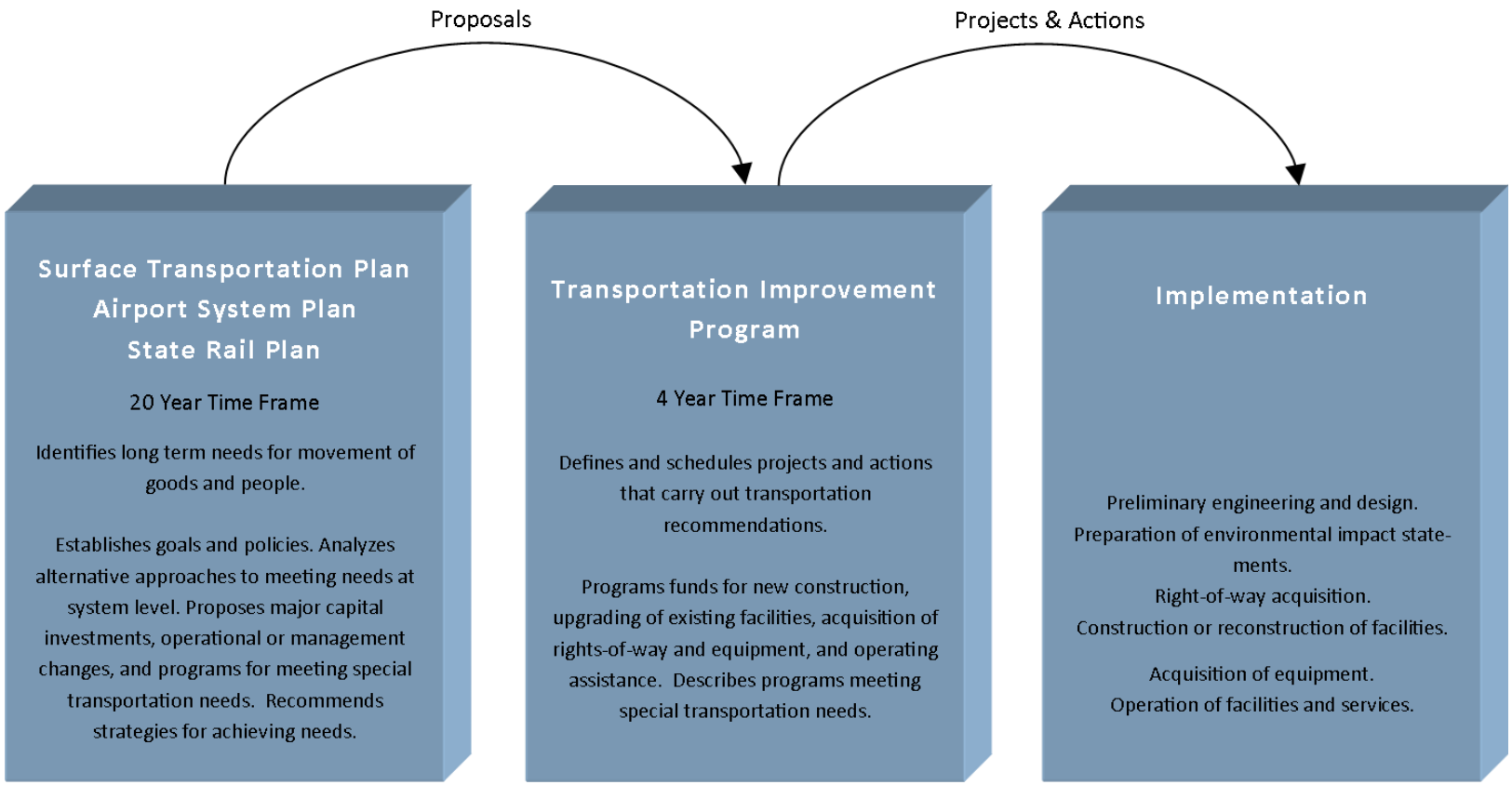
The Transportation Improvement Program (TIP) is one part of the state's transportation planning process, as illustrated in Figure 1. The planning process begins with development of long-range plans. The State Planning Council adopts a long range surface transportation plan, a state airport system plan,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

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

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

Figure 1

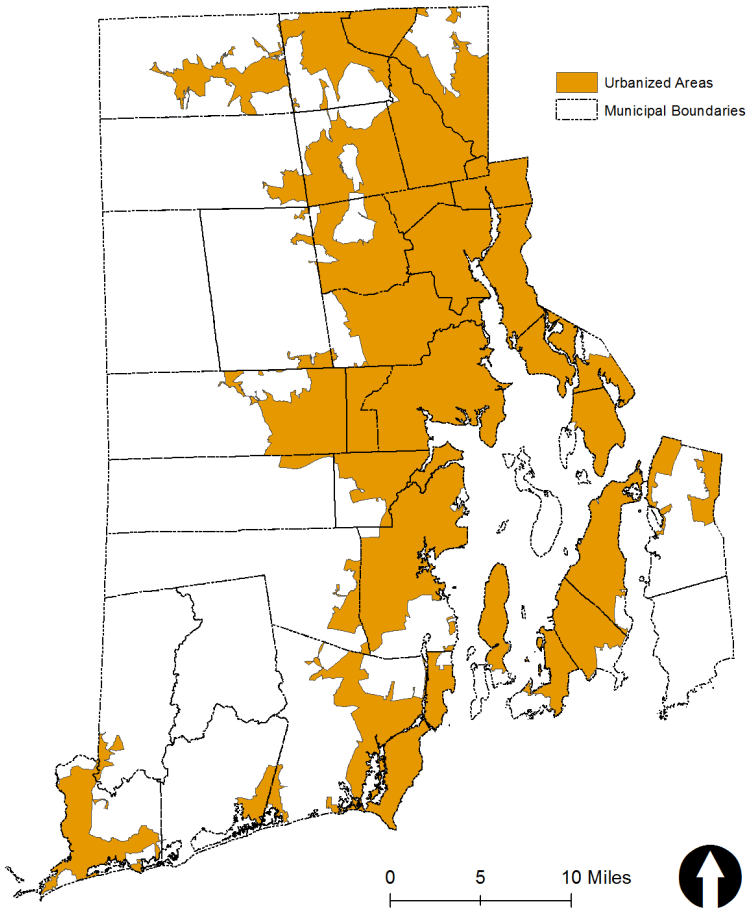
Transportation Planning Process



E. ORGANIZATION FOR TRANSPORTATION PLANNING

Figure 2

2010 U.S. Census Urbanized Areas
Rhode Island



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

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

Federal regulations require that a TIP must be prepared for the urbanized areas within a state. Rhode Island is covered by a main urbanized area that includes greater Providence, extending as far north as Woonsocket and Burrillville, as far south as North Kingstown, as far west as Coventry, and includes nearly all of the East Bay down to Newport. Additionally, there are non-contiguous urban clusters in Narragansett, Charlestown, and Westerly (see Figure 2). The MPO, however, covers the entire state, not just the urbanized areas. The Rhode Island Department of Transportation (RIDOT) carries out most highway projects in the state and contracts with the Massachusetts Bay Transportation Authority (MBTA) to provide commuter rail service on the Amtrak main line and the Rhode Island Public Transit Authority (RIPTA) operates a statewide public bus transit system. Therefore,

a single Statewide TIP (also called a STIP), which satisfies all requirements for metropolitan and statewide planning under federal law, is adopted.

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

MBTA Commuter Rail Service at the Interlink Station in Warwick

Part II Description of the TIP

PART TWO: DESCRIPTION OF THE TIP

A. PROCEDURE FOR PREPARING THE TIP

The TIP is developed according to the State Planning Council's Rule IX, "Transportation Planning and Public Involvement Procedures", available at www.planning.state.ri.us/spc/spchome.htm and the State Planning Council/Metropolitan Planning Organization Public Participation Guide, which is available at www.planning.state.ri.us/transportation/ppg.pdf. The State Planning Council's Transportation Advisory Committee (TAC) works with the staff of the Rhode Island Statewide Planning Program (RISPP), the Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA) in developing a draft TIP. Membership of the TAC reflects a diversity of geographic parts of the state and of the transportation interests, users, operators, environmental and economic development organizations, state and local officials, and interested citizens. Membership of the TAC can be found at www.planning.state.ri.us/tac/default.htm.

Public input plays a key role in developing the TIP therefore a full project solicitation, open to any project category, was undertaken for this TIP. The process employed for soliciting, reviewing, scoring, and drafting this TIP was similar to previous TIP solicitations and in conformance with the State Planning Council's Rules of Procedures. Correspondence announcing the TIP development process was sent to the chief elected officials, public works directors, planning directors and town clerks of all cities and towns, the Narragansett Indian Tribe, transportation service and facility operators, the Rhode Island Airport Corporation, the Rhode Island Port Authority, the Rhode Island Economic Development Corporation, railroad companies, private transit providers, several state agencies and over 2,000 additional interested parties.

Citizens, state agencies, regional planning agencies, transportation providers and non-profit organizations were invited to submit proposals, provided the proponent obtain a letter of acknowledgement and comprehensive plan consistency from the chief executive of the city or town in which the project was located. Cities and towns were solicited for the submission of project proposals directly through their municipal

executives. The TIP solicitation materials clearly articulated the funding constraints that the State was facing as work to prepare the FY 2013 – 2016 TIP began (see funding concerns above). Operating within this context, municipalities were then asked to:

1. Review the list of projects in the current FY 2009-2012 TIP that were not projected for implementation to ensure that they were still relevant to the municipality's transportation goals. Each municipality was provided with a report to clarify the status of each project.
2. Submit for consideration any new priority project that was not listed in the FY 2009-2012 TIP by completing a new project application.
3. Submit a single, prioritized list of projects on a provided Project Prioritization Cover Sheet that included projects from the current FY 2009-2012 TIP that the municipality would like to move forward to the FY 2013-2016 TIP, as well as any new project submissions.
4. Hold a public hearing to present new projects to local residents and solicit public input.

The Statewide Planning Program then went on to hold two (2) public informational workshops (morning and evening) to answer any questions on the overall FY 2013-2016 TIP development process. These workshops were well attended and provided an opportunity for interested parties to ask questions regarding the overall TIP process. In addition, all information, including the project status report, project application forms, and A Guide to Rhode Island TIP Development, was posted on the Statewide Planning Program website. Once the deadline for TIP applications passed, all TIP submittals were posted on the Statewide Planning Program website for public review. All of these above referenced materials can be viewed at www.planning.state.ri.us/misc/TIP2013.htm.

All proposals were next required to be presented at one (1) of four (4) regional public hearings conducted by the TAC in early November. The four (4) public hearings were held at locations throughout the state to maximize the opportunities for public input. Applications were presented at one of the public hearings through an oral or written statement into the record. The presentations identified the proposal and briefly described the project in terms of location and scope of work requested. TAC members were also able to ask clarifying questions of the applicant if desired. Written reports were compiled for each of these hearings and can also be viewed at www.planning.state.ri.us/misc/TIP2013.htm.

Following the public hearings, all new project proposals were categorized by staff of the Statewide Planning Program, RIDOT and RIPTA. These categories directly corresponded to the categories in the TIP and included Bike/Pedestrian, Bridge, CMAQ, Enhancement, Highway, Interstate, Pavement Management, Study and Development, Traffic Safety, and Transit. The TAC was then divided into several subcommittees (Bike/Pedestrian, Enhancement, Highway, Pavement Management, Study and Development and Transit) to review and score the new applications and rank them together with the projects from the FY 2009-2012 TIP that were being carried forward. The State's Air Quality Committee also met to review Congestions Mitigation and Air Quality (CMAQ) projects submitted for funding from RIDOT and RIPTA.

Each subcommittee was provided with a list of all projects under consideration, all new project applications in their category, a scoring sheet and a copy of the TIP Project Evaluation Criteria and Guidance for applying that criterion. Staff from the Statewide Planning Program, RIDOT and

RIPTA attended all subcommittee meetings to provide factual information and guidance to the subcommittees as they made their final recommendations. All final recommendations were within the funding constraints outlined by FHWA and FTA and as previously agreed to by the TAC. The final result of these subcommittee meetings was a list of projects recommended for inclusion in the TIP and a summary report which clearly outlines the project selection process as well as the final recommendations of the subcommittees. The purpose of these reports is to provide the public with a clear understanding of the project selection methodology used by the committee, the general discussion around projects, and the final recommendations for project selection. These reports can also be viewed at www.planning.state.ri.us/misc/TIP2013.htm.

Several categories of TIP projects did not utilize the subcommittee approach and were ranked and scored by RIDOT staff, including Bridge, Traffic Safety, and Interstate. These categories of funding utilize specific engineering and safety criteria and offer very little flexibility in qualifying projects for funding. Discussion of the specific criteria utilized in these instances can be found in Appendix G.

All recommended lists of projects from the TAC subcommittees, the Air Quality Subcommittee, and RIDOT staff were then compiled and sent to RIDOT Planning and Finance staff for programming across the four (4) years of the FY 2013-2016 TIP. RIDOT staff compiled the full fiscally constrained TIP table, with the associated appendices for review. Statewide Planning staff, with assistance from RIDOT and RIPTA, composed the text to accompany the TIP table, which together act as the full TIP document. Staff also completed a detailed project tracking report so that municipalities and the general public could easily find the outcome of any project that was submitted for consideration. This report can also be viewed at www.planning.state.ri.us/misc/TIP2013.htm.

The full draft TIP was then presented to the TAC at their March 1, 2012 meeting. At the close of this meeting, the TAC voted to recommend that the State Planning Council/MPO schedule a public hearing on the draft FY 2013-2016 TIP. The Technical Committee and the State Planning Council/MPO subsequently reviewed the draft TIP at their respective March 2012 meetings and approved it for the purpose of conducting a public hearing. Notice of the public hearing and opportunity to comment on the draft TIP was provided through advertisement in the Providence Journal, posting on the Statewide Planning website, and a direct mailing to the over 2,000 contacts referenced above.

Two informational presentations and public hearings on the draft TIP were held at 2:00 pm and 6:30 pm on April 26, 2012 in front of the TAC (the associated public hearing report including comments received and summary responses may be viewed at www.planning.state.ri.us/misc/TIP2013.htm). The Draft TIP was then revised by staff based on direction received from the TAC through the public hearing process and presented back to the TAC. On June 28, 2012 the TAC officially voted to recommend approval of the revised draft FY

2013-2016 TIP to the Technical Committee and State Planning Council/MPO. The State Planning Council approved and adopted the final FY 2013-2016 TIP on July 12, 2012.

B. FORMAT OF THE TIP

The TIP presents a four-year program of over $1.2 billion in funding for transportation projects from federal fiscal year 2013 to 2016. The funding allocation programs in TIP include the following categories:

- Administrative Program
- Bicycle/Pedestrian Program
- Bridge Program
- Congestion Mitigation/Air Quality (CMAQ) Program
- Enhancement Program
- Highway Program
- Interstate Program
- Major Projects with Multi Year Funding
- Planning Program
- Pavement Management Program
- Study and Development Program
- Traffic Safety Program
- Transit Program (Rail and Bus)

SAFETEA-LU Earmarks, which were previously included as a separate category of the TIP, have largely been completed. Where Earmark funding is still available, it has been integrated on a project-by-project basis into the TIP categories referenced above.

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

C = construction

D = design and engineering

O = operation

P = planning

R = right-of-way and property acquisition

S = study and development

This version of the TIP expands and improves the format and content of the TIP funding table to provide additional transparency to the general public. The TIP table now includes a funding category so it is clear what type of federal funds are proposed to fund each individual project. The key to the funding category abbreviations can be found on the last page of the TIP table. Appendix A of the TIP table is an entirely new section which provides a breakdown of federal and state funds proposed for each individual project. Also included is a brief project description to clarify what exactly the funds will support. Appendix B of the TIP table lists all the Enhancement projects proposed for construction and a timeline for implementation. Appendix C lists all ADA sidewalk projects which will be prioritized by the Governor's Commission on Disabilities and implemented according to that prioritization. Appendix D includes all projects proposed for Study and Development. Separate lists for Bike/Pedestrian Projects and Highway Projects have been included in this Appendix. Appendix E illustrates the Traffic Safety Program for implementation including funding sources and timeframes. Appendix F lists unprogrammed priority projects that are recommended for implementation should additional funds become available in the future. As a result, this TIP provides more information than any previous and should act as an excellent resource for any member of the public in clearly understanding how transportation funds are proposed for spending in the State.

C. PROJECT IMPLEMENTATION AND FUNDING

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

The federal funding available to Rhode Island for transit and highway projects is established by the United States Congress, subject to the annual appropriations process. Transportation programs are funded under SAFETEA-LU through fiscal year 2012 and under Moving Ahead for Progress in the 21st Century (MAP-21) through fiscal year 2014. The TIP anticipates that fiscal year 2015 and beyond will be covered under an extended or newly reauthorized bill, but funds that may be available to Rhode Island are unknown at this time. Generally, a level funding allocation equal to FY 2012 has been assumed.

These federal funds must be matched in varying amounts with state funds, generally in a ratio of 80 percent federal and 20 percent state. For the highway program, Rhode Island has traditionally used General Obligation (GO) bonds for the State project contribution. Bond revenues are placed in a special fund called the Highway Fund from which project payments are made and which is replenished with reimbursements from the federal government for a percentage of eligible expenditures. Unfortunately, the “build now – pay later” approach of reliance on bonds to provide the state highway program match has resulted in a heavy burden for the state: debt service payments of near $50 million per year for FY 2013-2015 and over $50 million for FY 2016. During the 2011 General Assembly session, legislation was enacted that will gradually replace bond borrowing with motor vehicle registration and license fees, along with Rhode Island Capital Plan (RICAP) funds. These funds will be collected in the Rhode Island Highway Maintenance Trust Fund. Registration and license fee increases will be phased-in over a three year period, and by 2016, the final year of the TIP, there will be no bond funds required to match federal funds.

Transit funds utilize a variety of funds for match.

Table 1 and Figure 3 show the funding that is expected to be available for implementation of TIP projects.

Table 1.

TIP Funding Resources 2013-2016

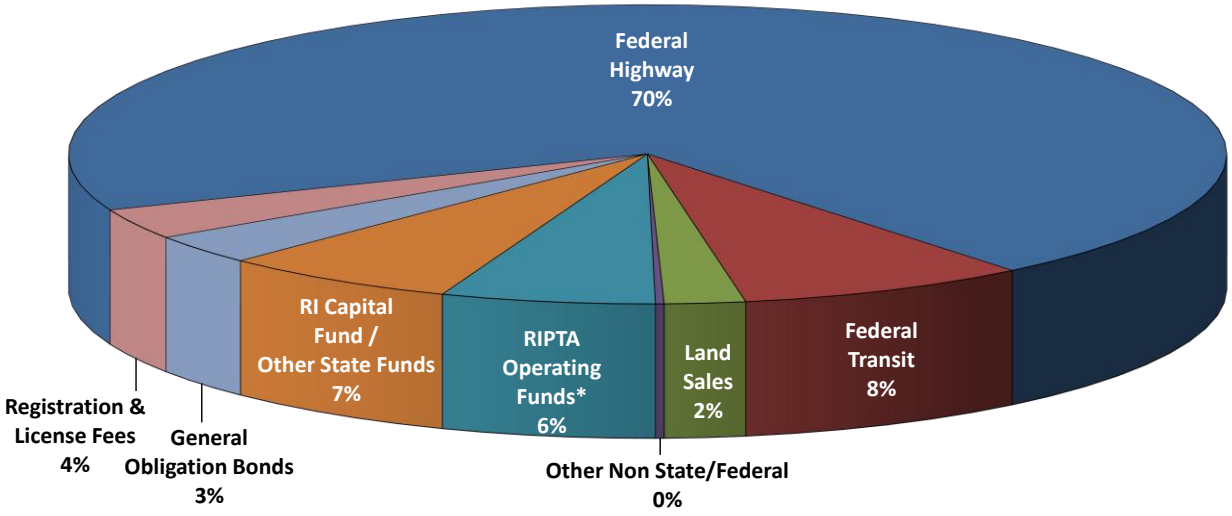
(millions of dollars)

Source	Highway	Transit	Total	Percent
Federal Highway	$ 874.43		$ 874.43	70%
Federal Transit		$ 100.99	$ 100.99	8%
Land Sales	$ 28.00		$ 28.00	2%
Other Non State/Federal	$ 2.99		$ 2.99	0%
RIPTA Operating Funds*		$ 74.28	$ 74.28	6%
RI Capital Fund / Other State Funds	$ 80.00	$ 2.48	$ 82.48	7%
General Obligation Bonds	$ 40.00		$ 40.00	3%
Registration and License Fees	$ 41.00		$ 41.00	3%
Total	**$ 1,066.42**	**$ 177.75**	**$1,244.17**	**100%**

* Passenger and other revenues

Figure 3.

FFY 2013-2016 Anticipated Funding



D. Status of the TIP

The State Planning Council approved this TIP on July 12, 2012. Amendments to the TIP follow a process specified in a Memorandum of Understanding (MOU) between the Statewide Planning Program, RIDOT and RIPTA. This MOU defines major amendments, minor amendments, and administrative adjustments. It is included in this document as Appendix H.

Part III

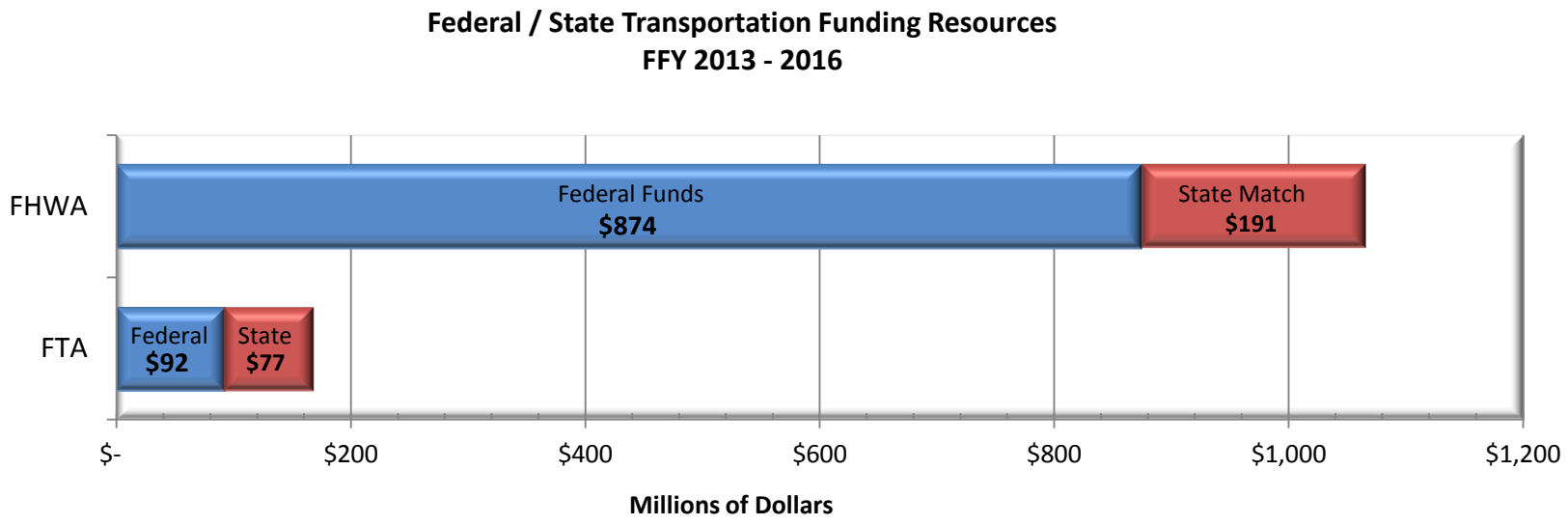
Analysis of the TIP

PART THREE: ANALYSIS OF THE TIP

A. SUMMARY BY TRANSPORTATION MODE AND PROJECT PURPOSE

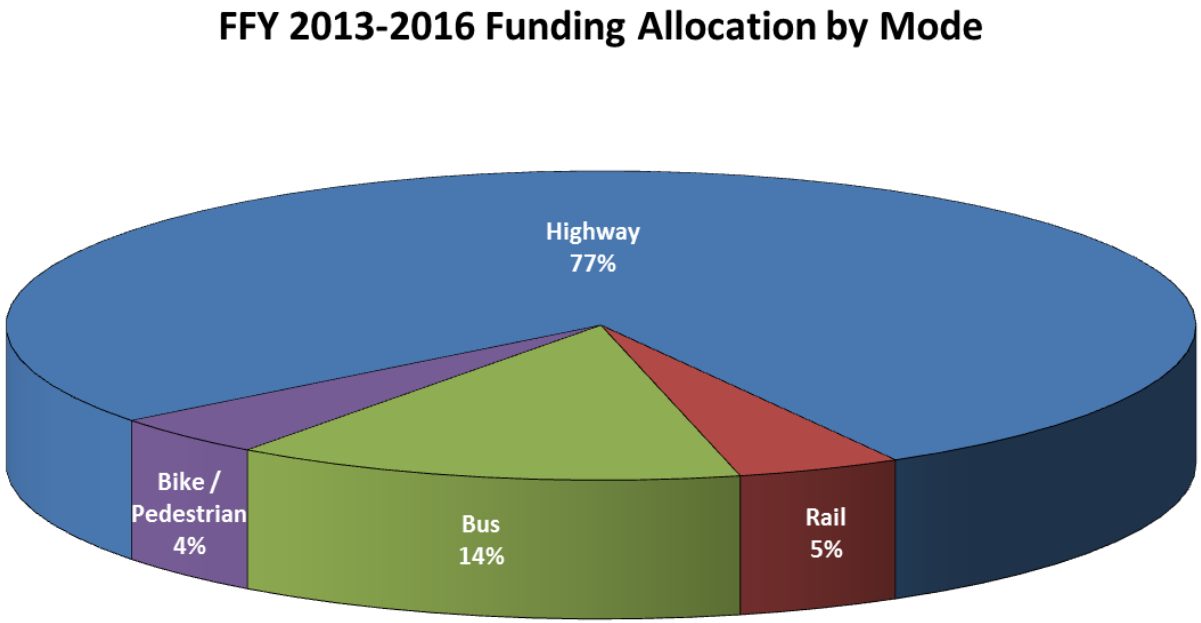
Surface transportation in Rhode Island is supported by federal funding assistance from U.S. Department of Transportation (USDOT), primarily from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The purpose of the TIP is to program those funds distributed by FTA and FHWA. Figure 4 shows the expected federal funding with the state match, including land sales, during the years of the TIP.

Figure 4.



While FHWA primarily funds highway projects and FTA funds transit projects, federal legislation provides considerable flexibility in the use of federal funds leaving it up to the States to determine how to best use these resources. Rhode Island has chosen a balanced approach in funding transportation projects, providing funds to all modes. Figure 5 shows the funding allocation for the TIP by transportation mode. Rhode Island's transportation program designates 23 percent of its resources to alternate modes of transportation, including rail, bus, and bicycle/pedestrian. These calculations take into consideration all TIP funds except the Enhancement and Planning Programs. This funding allocation shows an emphasis on encouraging alternatives to the automobile for transportation.

Figure 5.

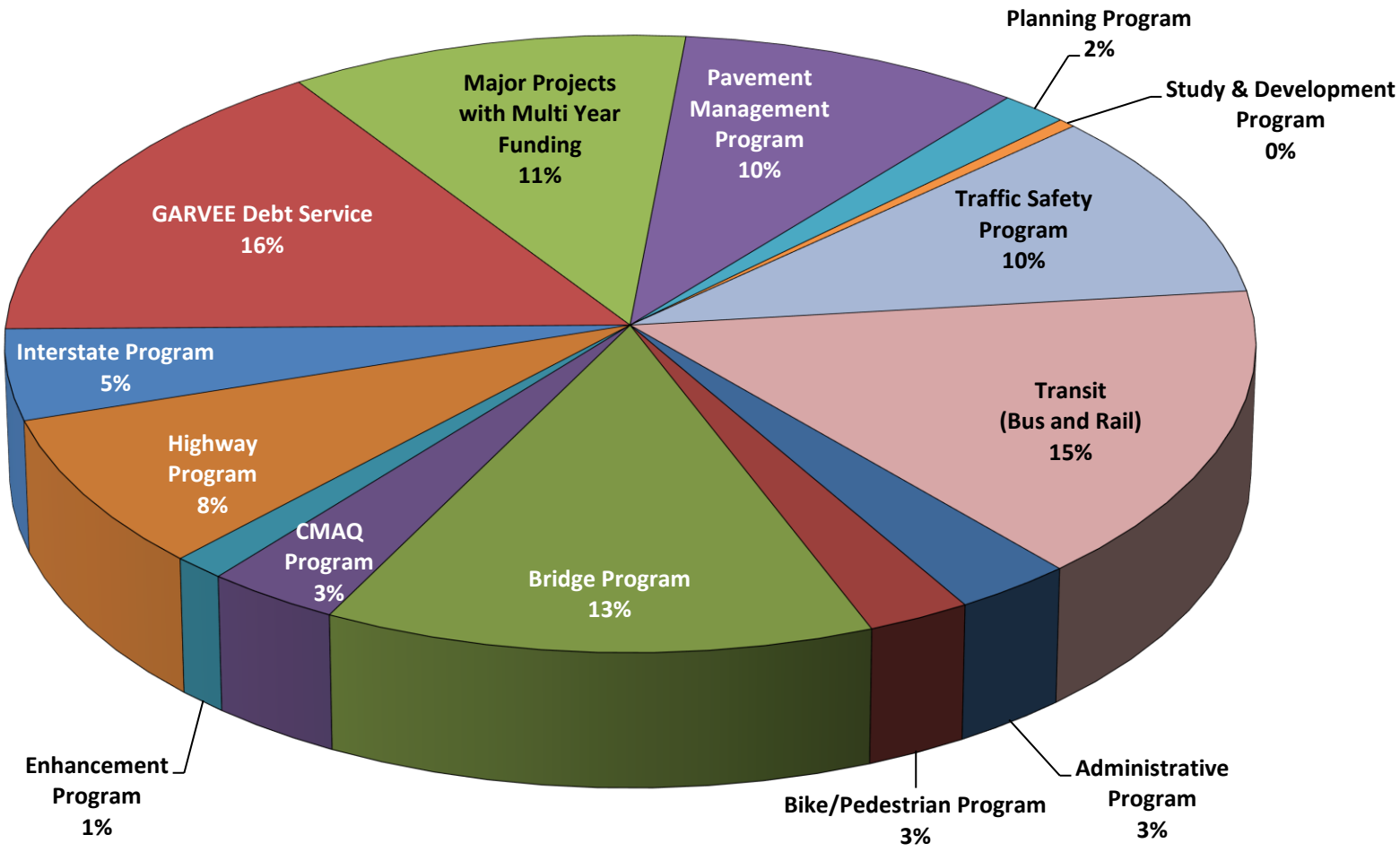


Despite encouragement of alternative modes, highways remain the primary mode of travel in Rhode Island and elsewhere, and highway projects continue receive the greatest share of STIP resources. Figure 6 further breaks down the highway program by project type. The figure shows that

the GARVEE debt service receives the greatest share of funding with 16 percent of TIP resources, followed by the Transit Program with 15 percent, and the Bridge program with 13 percent. Other programs receiving major funding allocations include Major Projects with 11 percent, Traffic/Safety 10 percent, Pavement Management 9 percent, Highway 8 percent, and Interstate 5 percent. The remaining programs combined (Administration, Bicycle/Pedestrian, CMAQ, Enhancements, Planning, and Study and Development) comprise only 13 percent. It is also important to note that there is some cross over among TIP categories, for example, funds from the Highway category fund the ADA sidewalk program and funds from CMAQ fund transit, rail and bike/pedestrian projects.

Figure 6.

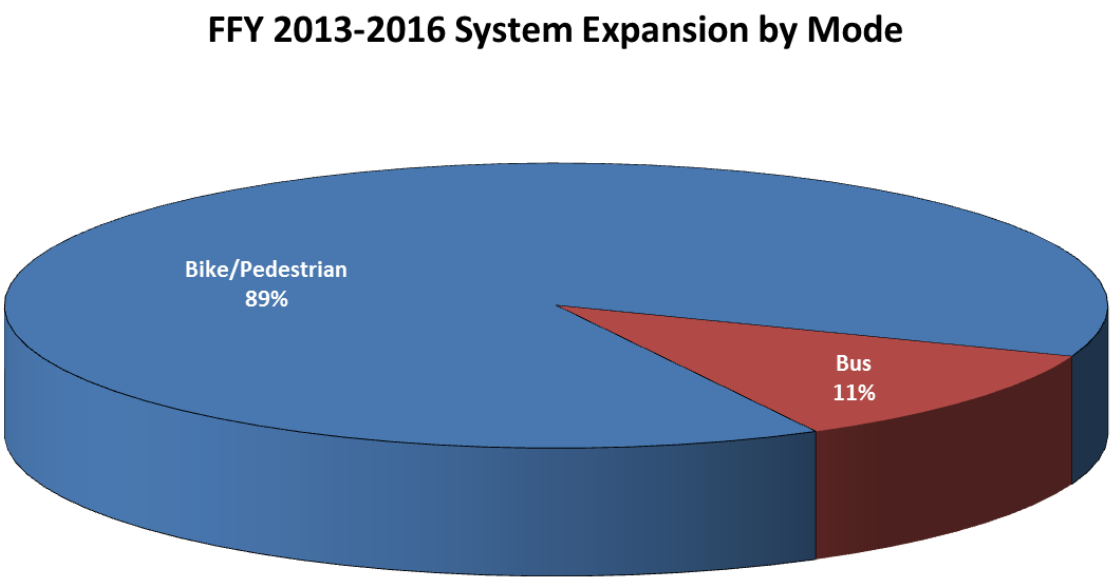
FFY 2013-2016 TIP Program Funding by Category



SYSTEM EXPANSION

Although the vast majority of the TIP is dedicated to managing and preserving the infrastructure already in place, in the past there have been strategic investments that add capacity to the system by addition of new facilities (e.g., construction of a new bike path), or enlargement of existing facilities (e.g., addition of lanes to a highway). However, the FY 2013-2016 TIP includes only $42.1 million in system expansion funding, with $37.3 million allocated to Bike/Pedestrian expansion and $4.8 million allocated to bus system expansion. System Expansion activities comprise just 3.4 percent of the TIP. The nature of investments in system expansion is shown by mode in Figure 7. Although the number is small, it is important to note that system expansion included in this TIP is to support alternative transportation modes.

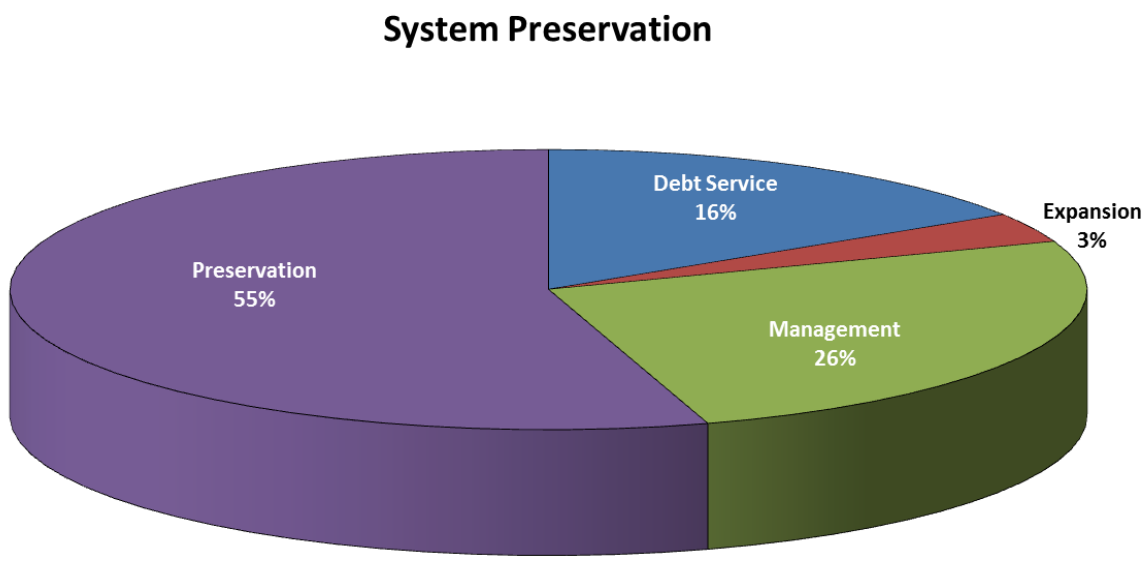
Figure 7.



In contrast to System Expansion, System Preservation activities comprise 55 percent of the TIP total, compared with 41 percent in the FY 2009-2012 TIP. This shift toward preservation reflects the conservative trend in Rhode Island transportation infrastructure planning, which focuses limited resources on preserving and maintaining the existing road and bridge network. The growth of preservation activities also reflects the

economic downturn and the absence of major economic development initiatives that require transportation infrastructure investment. See Figure 8.

Figure 8.



B. FINANCIAL ANALYSIS

Federal regulations mandate that the TIP be financially constrained, which means that the TIP may only include projects if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion. Separate fiscal constraint analyses were developed for both the highway program and the transit program, and have been included in this section of the TIP. This analysis is based on the following principles:

- To provide a realistic estimate of available federal funding, Federal Highway funding for federal fiscal years 2013 through 2016 will be the same as FY 2011 (level funding);
- Federal Transit Funding is assumed to be the same as that provided in FY 2011 with a 1 percent estimated increase year over year.
- The State funding available to match the federal funding for the FY 2013-2016 program is that specified in the Rhode Island Capital Budget, as enacted in 2011;
- Advance Construction (AC) may be used for projects programmed with multi-year funding and for additional projects, with the state limiting the use of advance construction for these additional projects to approximately $25 million;
- Toll Credits based on Turnpike and Bridge Authority capital expenditures may be used to provide the non-federal match requirements of a project, provided that credits are available, but the use of these credits has not been shown in the fiscal constraint analysis.
- To estimate year-of-expenditure dollars for future years in the TIP, an annual inflation rate of 3 percent is applied for project cost estimates being awarded beyond FY 2013. This inflation rate has only been added to projects with specific cost estimates and not to general program categories. In addition, federal regulations do not require the inclusion of the inflation costs in the fiscal constraint analysis.

The majority of federal resources are allocated to the states through annual apportionments established in the federal transportation authorization bill, SAFETEA-LU, as extended. In addition to the apportionment, the federal government establishes, on an annual basis, a “limit on obligations” that functions as a ceiling on the amount of funds that may be requested in a fiscal year.

The major funding categories represented in the TIP are described below:

NATIONAL HIGHWAY SYSTEM (NHS)

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

Interstate

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

Interstate Maintenance

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

SURFACE TRANSPORTATION PROGRAM (STP)

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

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM

The CMAQ program directs funds toward transportation projects that will help to improve air quality. Implementation of these projects is intended to contribute to improved air quality levels in the area.

The state has procedures in place that assign a high priority to projects with air quality benefits. The State Planning Council's Technical Committee has established an Air Quality Transportation Subcommittee that has been charged with recommending CMAQ projects for inclusion in the TIP.

BRIDGE PROGRAM

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

HIGHWAY SAFETY REDISTRIBUTION FUNDS

Because Rhode Island has enacted legislation to criminalize drunk driving offenses (0.08 blood alcohol concentration or greater) and to allow citation for failure to wear seatbelts as a primary offense, the State will be eligible to receive additional Highway Safety funds which may be returned from other states that have failed to meet Federal mandates for passage of these highway safety measures.

MINIMUM GUARANTEE

This is a very flexible funding source that can be used for virtually any project eligible under any other federal funding category. These funds are administered like STP funds. Rhode Island currently does not program any minimum guarantee funds.

PLANNING

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

STATE FUNDING

Historically, Rhode Island has matched Federal Highway funding with General Obligation bonds. Every two years, the State has placed a referendum question on the ballot at its General Election to provide funding for the state match through bond borrowing. Fortunately, the voters consistently have approved the issue of bonds to match the federal Highway Program.

The bonding of the State match has put a financial burden on the State due to the increasing debt service for the GO bonds. The 2011 budget sets a new course to utilize increased registration fees, and other State funds called Rhode Island Capital Plan (RICAP) funds to match federal transportation dollars and eliminate borrowing for the match by 2016. For the FY 2013-2016 TIP, the match will come from a mix of funds, as shown below:

Table 2.

FFY 2013-2016 State Funding Resources
(millions of dollars)

Source	2013	2014	2015	2016
GO Bonds	$ 20.00	$ 13.00	$ 6.00	$ -
RICAP Funds	$ 20.00	$ 20.00	$ 20.00	$ 20.00
Registration Fees	$ -	$ 7.00	$ 14.00	$ 21.00
Total	**$ 40.00**	**$ 40.00**	**$ 40.00**	**$ 41.00**

Rhode Island Turnpike and Bridge Authority Toll Credits

Federal regulations (23 USC §120) allow a State to use toll credits toward the non-Federal match requirement of a project, provided that the project is listed in the TIP. These credits are based on toll revenues that are generated and used by public, quasi-public, and private agencies to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce. In Rhode Island, the Rhode Island Turnpike and Bridge Authority expenditures have been used as the basis of increasing the federal share of RIDOT projects. Consistent with existing practices, the TIP does not identify the use of toll credits for specific projects nor does it assume the use of toll credits in the financial constraint analysis. RIDOT may coordinate with FHWA to use toll credits on a case by case basis in any of the TIP years.

HIGHWAY PROGRAM FUNDING

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

Table 3.

FFY 2013-2016 Estimated Federal Highway Funding
(millions of dollars)

Federal Fiscal Year	Federal	State Match	Total
2013	$ 214	$ 40	$ 254
2014	$ 214	$ 40	$ 254
2015	$ 214	$ 40	$ 254
2016	$ 214	$ 41	$ 255
		Total	$ 1,017

Table 3 represents the federal contractual authority expected to be available for the use of Federal Highway apportionments. Using these estimates, a total of $1,017 million in highway funds is expected to be available for FFY 2013 to 2016. The TAC used this funding estimate as a guideline in establishing the overall TIP program level for non-discretionary highway projects. It should be noted that current congressionally earmarked funds being carried over from the FY 2009-2012 TIP totaling approximately $45 million have not been included in the above figures. In addition, other non-federal, non-state funds derived from sign permits, right of way sales, etc. totaling approximately $3 million included in the TIP funding resources have not been included in the above table. Rhode Island's June 2012 Transportation Investment Generating Economic Recovery Grant or TIGER Discretionary Grant of $10 million from the U.S. DOT has also not been included in the federal highway funding estimates found in Table 3. Congress has indicated that future transportation authorization legislation will contain no new Earmarks, and no additional earmark funds have been added through MAP-21. This TIP reflects any remaining earmark funds within existing categories, associated with specific projects, as opposed to past practice of separating earmark projects into their own category.

The new Surface Transportation Authorization bill, MAP-21 was enacted just before the first year of the TIP. MAP-21 significantly changes the number and parameters of the funding categories, and simplifies the State funding allocation formula maintaining level funding with federal

fiscal year 2012. It is anticipated that changes will be needed to the TIP program categories after October 1, 2012. However these changes will not impact the total funding or projects included in the TIP.

FISCAL CONSTRAINT

In order to assure that the TIP program is fiscally constrained, it is necessary to show that the TIP projects can be implemented with categorical funding likely to be available to the State. Table 4 shows the results of this fiscal constraint analysis. The funding available for this TIP is not nearly enough to meet the needs that exist. Appendix F, which shows recommended but unprogrammed projects, provides a tangible example of the level of infrastructure need considered important and viable, but unfunded. Difficult decisions were made by the TAC to develop this balanced and fiscally constrained program.

Table 4.

FFY 2013-2016 Federal Highway Funds Fiscal Constraint Analysis
(millions of dollars)

Resources	2013	2014	2015	2016	Total
Federal Revenue					
Federal Highway	$ 212.00	$ 212.00	$ 212.00	$ 212.00	**$ 848.00**
NHTSA Hazard Elimination	$ 2.00	$ 2.00	$ 2.00	$ 2.00	**$ 8.00**
Total Federal Revenue Available	**$ 214.00**	**$ 214.00**	**$ 214.00**	**$ 214.00**	**$ 856.00**
State Revenue					
GO Bond Proceeds	$ 20.00	$ 13.00	$ 6.00	$ -	**$ 39.00**
RICAP Funds / Other State Funds	$ 20.00	$ 20.00	$ 20.00	$ 20.00	**$ 80.00**
Registration and License Fees	$ -	$ 7.00	$ 14.00	$ 21.00	**$ 42.00**
Total State Revenue Available	**$ 40.00**	**$ 40.00**	**$ 40.00**	**$ 41.00**	**$ 161.00**
Total Federal and State Revenue	**$ 254.00**	**$ 254.00**	**$ 254.00**	**$ 255.00**	**$ 1,017.00**

Table 5 illustrates the use of available resources by program types and phases. For example, planning functions, right of way acquisition, and study and development are all shown as part of the Project Program Development funding. This table provides a view of the TIP based on resources, instead of on a project-by-project or category basis.

Table 5.

FFY 2013-2016 Federal Highway Funds Detailed Fiscal Constraint Analysis

(millions of dollars)

Resource Uses	2013	2014	2015	2016	Total
Project Program Development					
Study and Development	$ 1.50	$ 1.50	$ 1.50	$ 1.50	$ 6.00
Right-of-Way	$ 1.00	$ 1.00	$ 1.00	$ 1.00	$ 4.00
Project Design	$ 16.00	$ 16.00	$ 16.00	$ 16.00	$ 64.00
Other	$ 1.10	$ 1.10	$ 1.10	$ 1.10	$ 4.40
Planning	$ 7.98	$ 8.00	$ 8.02	$ 8.04	$ 32.04
Total Construction Development	*$ 27.58*	*$ 27.60*	*$ 27.62*	*$ 27.64*	*$ 110.44*
Debt Service					
GARVEE Debt Service	$ 48.38	$ 48.39	$ 48.36	$ 52.59	$ 197.72
Total Federal Revenue Available	*$ 48.38*	*$ 48.39*	*$ 48.36*	*$ 52.59*	*$ 197.72*
Major Project Development and Construction					
Construction - Highway	$ 71.00	$ 20.00	$ 26.00	$ 20.00	$ 137.00
Construction - Transit	$ 38.34	$ 42.70	$ 48.55	$ 45.42	$ 175.01
Total Major Project Development and Construction	*$ 109.34*	*$ 62.70*	*$ 74.55*	*$ 65.42*	*$ 312.01*
Preservation - Bridge, Pavement, ITS, Safety					
Bridge Preservation	$ 33.00	$ 35.00	$ 35.25	$ 39.50	$ 142.75
Pavement Preservation	$ 23.78	$ 27.50	$ 27.00	$ 27.00	$ 105.28
Highway Program	$ 37.89	$ 25.75	$ 20.80	$ 10.00	$ 94.44
Interstate Program	$ 8.00	$ 7.00	$ 10.00	$ 12.50	$ 37.50
Intelligent Transportation System (TMC)	$ 3.50	$ 3.50	$ 3.50	$ 3.50	$ 14.00
Safety Improvements	$ 26.50	$ 26.50	$ 29.50	$ 26.50	$ 109.00
Construction Change Orders	$ 8.00	$ 8.00	$ 8.00	$ 8.00	$ 32.00
Total Preservation	*$ 140.67*	*$ 133.25*	*$ 134.05*	*$ 127.00*	*$ 534.97*
Enhancements, Bicycle/Pedestrian and CMAQ Programs					
Enhancement Program	$ 4.00	$ 4.00	$ 4.00	$ 4.00	$ 16.00
Bicycle/Pedestrian Program	$ 12.41	$ 9.13	$ 5.13	$ 5.14	$ 31.81
CMAQ Program	$ 10.30	$ 10.30	$ 10.30	$ 10.30	$ 41.20
Total State Revenue Available	*$ 26.71*	*$ 23.43*	*$ 19.43*	*$ 19.44*	*$ 89.01*
Total Resource Uses	**$ 352.68**	**$ 295.37**	**$ 304.01**	**$ 292.09**	**$ 1,244.15**
Inflation	**$ -**	**$ 1.76**	**$ 3.48**	**$ 5.20**	**$ 1,254.59**

To estimate year-of-expenditure dollars for future years in the TIP, an annual inflation rate of 3 percent is applied for project cost estimates being awarded beyond FY 2013. This inflation rate has only been added to projects with specific cost estimates and not to general program categories. In addition, federal regulations do not require the inclusion of the inflation costs in the fiscal constraint analysis. The above table shows all proposed expenditures including the transit program and earmarks.

It is difficult to advance all projects to construction on schedule. Design and permitting can be more complicated, or community coordination may take longer than anticipated. To account for these problems, RIDOT needs some flexibility to advance one project when another is delayed. To provide this flexibility, RIDOT will be able to advance any project in the previous year, current year, or one year ahead. For example, in FY 2013, RIDOT may advance any project programmed between FY 2012 and FY 2014.

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

TRANSIT PROGRAM FUNDING

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

RIPTA's operating budget is financed by three main sources: fare revenue, state funding dedicated from gasoline tax revenue, and federal capital funding for operating expenses (preventive maintenance). General fare increases were instituted in 1981, 1983, 1988, 1989, 1991, 1996, 1999, 2005, 2008, and 2010.

State funding for RIPTA's operations is derived from dedicated state gasoline tax proceeds. In prior years revenue from the state gasoline tax provided an appropriate and reliable funding stream. However revenues generated from this funding stream have steadily decreased over the years as consumption of gas decreases due to improved vehicle fuel efficiency rates in newer models and overall driver vehicle miles traveled (VMT) declined. The more recent spikes and volatility of the price of gasoline in recent years has also proven that this is an unreliable funding source as consumer demand falls when prices sharply increase. On the other hand, transit ridership has increased dramatically, so fare collections are up, but fuel expenses for RIPTA have also increased. RIPTA's dedicated share of the gasoline tax is presently $0.0925 of the gasoline tax and $0.005 of the UST fee. One cent generates approximately $4.2 million, which is down from a high of $4.8 million per penny in 2006. An additional one cent of gasoline tax is dedicated to the Department of Human Services to provide service for elderly and disabled

individuals, with RIPTA receiving the majority of this penny. In total, RIPTA will receive an estimated $42.3 million from the gasoline tax in State FY 2013. The majority of this funding is used for operating expenses.

RIPTA's capital needs have been provided by state transportation bond issues that are matched with 80 percent federal capital assistance. Past transportation bond referenda in Rhode Island have been successful, displaying the public's willingness to pay for highway and transit improvements. Beginning in fiscal year 2013, the state is providing direct funding to match federal capital funds to purchase new RIPTA buses. The State Capital Budget, however, does not provide adequate funding to meet the transit needs identified in the TIP. New gas-tax financing for transit operations and capital requirements, or a combination of gas tax, general obligation bonds and capital fund dollars will be needed for RIPTA to effectively operate and maintain the state's transit system. Non-RIPTA transit capital projects (e.g., passenger rail, marine transportation, and other new transportation systems and services) will require new state sources to match FTA and FHWA capital funding.

FISCAL CONSTRAINT

Table 6 on the next page provides a fiscal constraint analysis for FTA - Bus Transit funding.

Table 6.

Detailed Fiscal Constraint Analysis, Transit Funds 2013-2016
(millions of dollars)

Year	Category	Description	Carry Over	FTA Appropriation	GATRA/SRTA Allocation	Federal Funds Available	State Match	Total Funds Available	TIP Program Budget	Balance	Fed. Portion Balance
2013	FTA-5307	Urbanized Area Providence-RI-MA	$0.00	$34.12	$7.08	$27.04	$6.76	$33.80	$33.80	$0.00	$0.00
2013	FTA-5310	Elderly and Disabled	$0.00	$0.64	$0.00	$0.64	$0.16	$0.80	$0.80	$0.00	$0.00
2013	FTA-5311	Non-Urbanized Area	$0.00	$0.66	$0.00	$0.66	$0.57	$1.23	$1.23	$0.00	$0.00
2013	FTA-5316	Job Access/Reverse Commute	$0.00	$0.73	$0.16	$0.57	$0.57	$1.14	$1.14	$0.00	$0.00
2013	FTA-5317	New Freedom	$0.00	$0.46	$0.10	$0.36	$0.09	$0.45	$0.45	$0.00	$0.00
2013 Totals			**$0.00**	**$36.61**	**$7.34**	**$29.27**	**$8.15**	**$37.42**	**$37.42**	**$0.00**	**$0.00**
2014	FTA-5307	Urbanized Area Providence-RI-MA	$0.00	$34.46	$7.15	$27.31	$6.83	$34.14	$34.14	$0.00	$0.00
2014	FTA-5310	Elderly and Disabled	$0.00	$0.64	$0.00	$0.64	$0.16	$0.80	$0.80	$0.00	$0.00
2014	FTA-5311	Non-Urbanized Area	$0.00	$0.67	$0.00	$0.67	$0.58	$1.25	$1.25	$0.00	$0.00
2014	FTA-5316	Job Access/Reverse Commute	$0.00	$0.74	$0.16	$0.58	$0.57	$1.15	$1.15	$0.00	$0.00
2014	FTA-5317	New Freedom	$0.00	$0.47	$0.10	$0.37	$0.09	$0.46	$0.46	$0.00	$0.00
2014 Totals			**$0.00**	**$36.98**	**$7.41**	**$29.57**	**$8.23**	**$37.80**	**$37.80**	**$0.00**	**$0.00**
2015	FTA-5307	Urbanized Area Providence-RI-MA	$0.00	$34.81	$7.22	$27.59	$6.90	$34.49	$34.49	$0.00	$0.00
2015	FTA-5310	Elderly and Disabled	$0.00	$0.64	$0.00	$0.64	$0.16	$0.80	$0.80	$0.00	$0.00
2015	FTA-5311	Non-Urbanized Area	$0.00	$0.67	$0.00	$0.67	$0.58	$1.25	$1.25	$0.00	$0.00
2015	FTA-5316	Job Access/Reverse Commute	$0.00	$0.74	$0.16	$0.58	$0.58	$1.16	$1.16	$0.00	$0.00
2015	FTA-5317	New Freedom	$0.00	$0.47	$0.10	$0.37	$0.09	$0.46	$0.46	$0.00	$0.00
2015 Totals			**$0.00**	**$37.33**	**$7.48**	**$29.85**	**$8.31**	**$38.16**	**$38.16**	**$0.00**	**$0.00**
2016	FTA-5307	Urbanized Area Providence-RI-MA	$0.00	$35.16	$7.30	$27.86	$6.97	$34.83	$34.83	$0.00	$0.00
2016	FTA-5310	Elderly and Disabled	$0.00	$0.64	$0.00	$0.64	$0.16	$0.80	$0.80	$0.00	$0.00
2016	FTA-5311	Non-Urbanized Area	$0.00	$0.69	$0.00	$0.69	$0.59	$1.28	$1.28	$0.00	$0.00
2016	FTA-5316	Job Access/Reverse Commute	$0.00	$0.75	$0.16	$0.59	$0.59	$1.18	$1.18	$0.00	$0.00
2016	FTA-5317	New Freedom	$0.00	$0.48	$0.10	$0.38	$0.09	$0.47	$0.47	$0.00	$0.00
FTA 2016 Totals			**$0.00**	**$37.72**	**$7.56**	**$30.16**	**$8.40**	**$38.56**	**$38.56**	**$0.00**	**$0.00**
2013-2016 Total Revenues				**$148.64**	**$29.79**	**$118.85**	**$33.09**	**$151.94**	**$151.94**	**$0.00**	**$0.00**

In addition to the FTA funding for bus transit for RITPA outlined in Table 6, the State also receives FTA funding for rail transit in the form of fixed guideway funds (FTA – 5309). These funding amounts to approximately $9.92 million over the four year TIP matched with $2.48 million in State funds for a total of $12.4 million. This funding is primarily used to for capital maintenance on the rail system for commuter rail service south of Providence. The State is also hoping to secure $5.5 million in FTA – New Starts funds to further the effort currently underway to site a new commuter rail station in Pawtucket and to conduct a feasibility study and alternatives analysis for the re-establishment of passenger rail services through Woonsocket. This funding will be matched with $1.1 million in local dollars.

C. ENVIRONMENTAL JUSTICE

The State of Rhode Island is committed to environmental justice and the equitable distribution of transportation projects; therefore the TIP scoring criteria are weighted towards projects that promote this practice. Specific examples include:

- Additional points for projects located in an enterprise zone;
- Additional points for projects that demonstrate benefits to low income residents who reside or work within the project area. Points are allocated on a sliding scale based upon percentage of the state median income;
- Federal Executive Order 12898 requires federal agencies whose programs affect human health or the environment identify and avoid "disproportionately high and adverse" effects on minority and low income populations. This is incorporated into the TIP scoring criteria as well. Existing neighborhood and environmental conditions and impacts are taken into account during the project review period. In addition to major new construction projects that disrupt low income neighborhoods, TAC subcommittee members who are scoring and ranking applications are directed to take into consideration the less obvious effects of transportation projects, such as support of industrial or commercial projects that draw jobs out of inner-city areas, or that provide a disproportionate subsidy of suburban transit services. Negative points can be awarded for those types of projects.

To a large extent, the benefits of a transportation project to a minority neighborhood depends on how it is designed and constructed; for example, whether it enhances the area physically, provides employment and contracting opportunities for local residents, or increases access to alternative modes of transportation. As outlined earlier in the text, the main focus of the TIP is the rehabilitation and maintenance of existing transportation infrastructure. Only 3 percent of the TIP's funding is directed to system expansion and those projects are entirely bus transit and

bicycle/pedestrian in nature. It can certainly be argued that the rehabilitation of existing transportation infrastructure provides an overwhelming positive impact on a neighborhood in that it improves safety, increases mobility and may provide construction workforce opportunities for local residents. There are no construction projects in this TIP that propose to displace any minority or economically disadvantaged residents or businesses. In addition, RIPTA has been actively working to improve operational efficiency through the use of information technology. RIPTA, in cooperation with RIDOT, is working to create Bus Rapid Transit lines on the busiest transit routes statewide. These routes would provide signal priority to buses, which would result in less idling overall and improved air quality in some of the State's most densely populated areas. The staff of the Statewide Planning Program, RIDOT, and RIPTA, along with the TAC, will continue to work to identify, guide, and implement projects that provide benefits to minority and economically disadvantaged neighborhoods.

Although there are no new major system expansion projects proposed as a part of this TIP, it is still important to perform a quantitative analysis of the projects that are programmed for minority and low income areas. Projects in the Highway, Pavement Management, Bicycle/Pedestrian, Enhancement, and Traffic Safety Programs, as well as Major Projects with Multi Year Funding were all examined to identify those proposed in minority areas (including four ethnic groups: Black, Hispanic, Asian, American Indian) and in low income areas (tracts where the average household income was below poverty level). Project costs within the identified minority and low income areas were also accounted for in the analysis in relation to the total funding allocation per TIP program. Administrative costs and statewide line items not associated with physical projects in the TIP were not included in this geographically driven analysis. Minority neighborhoods were assumed to exist in any census tract where the minority population as a percentage of total population in the 2010 Census was greater than the average percentage minority population for the state. This is the measure specified by FTA for documentation under Title VI of the Civil Rights Act.

The TIP projects were mapped in Geographic Information Systems (GIS) and overlaid on the target census tracts as outlined above. The methodology used in this analysis assumes that the transportation projects provide benefits to the adjoining neighborhoods, rather than burdens.[1] As outlined above, we believe that rehabilitation of existing transportation infrastructure provides an overwhelming positive impact on a neighborhood in that it improves safety, increases mobility and may provide construction workforce opportunities for local residents; therefore benefits rather than burdens a community. The results of this study are presented in Table 7.

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

Table 7

Environmental Justice Analysis^
TIP FY 2013 - 2016

	Demographics		Highway Program [1]				Pavement Management Program [2]				Bicycle / Pedestrian Program [3]			
Target Population	Percent of Total Population	Number of Census Tracts Greater Than State Average	Number of Projects	Percent by Category	Project Cost	Percent by Category	Number of Projects	Percent by Category	Project Cost	Percent by Category	Number of Projects	Percent by Category	Project Cost	Percent by Category
Asian	2.9%	81	5	27.8%	$ 27.15	30.2%	7	18.9%	$ 24.75	28.2%	2	25.0%	$ 6.50	36.6%
American Indian	0.6%	81	10	55.6%	$ 16.50	18.3%	12	32.4%	$ 28.65	32.6%	1	12.5%	$ 2.00	11.3%
Black	5.7%	81	5	27.8%	$ 25.61	28.5%	9	24.3%	$ 22.80	26.0%	1	12.5%	$ 5.00	28.1%
Hispanic	12.4%	65	3	16.7%	$ 12.18	13.5%	4	10.8%	$ 12.80	14.6%	1	12.5%	$ 5.00	28.1%
Below Poverty Level	12.2%	84	8	44.4%	$ 34.63	38.5%	12	32.4%	$ 26.95	30.7%	3	37.5%	$ 8.50	47.8%
Enterprise Zones	NA	NA	9	50.0%	$ 17.71	19.7%	6	16.2%	$ 13.60	15.5%	3	37.5%	$ 9.97	56.1%
Total Program	1,052,567	-	18	100%	$ 89.94	-	37	100%	$ 87.78	-	8	100%	$ 17.78	-

	Demographics		Enhancement Program [4]				Traffic Safety Program [5]		Major Projects with Multi Year Funding [6]			
Target Population	Percent of Total Population	Number of Census Tracts Greater Than State Average	Number of Projects	Percent by Category	Project Cost	Percent by Category	Number of Projects	Percent by Category	Number of Projects	Percent by Category	Project Cost	Percent by Category
Asian	2.9%	81	9	30.0%	$ 3.32	23.1%	55	53.9%	3	60.0%	$ 91.00	71.7%
American Indian	0.6%	81	15	50.0%	$ 5.96	41.4%	49	48.0%	5	100.0%	$ 127.00	100.0%
Black	5.7%	81	8	26.7%	$ 3.78	26.3%	19	18.6%	5	100.0%	$ 127.00	100.0%
Hispanic	12.4%	65	6	20.0%	$ 3.34	23.2%	14	13.7%	5	100.0%	$ 127.00	100.0%
Below Poverty Level	12.2%	84	13	43.3%	$ 5.61	39.0%	34	33.3%	5	100.0%	$ 127.00	100.0%
Enterprise Zones	NA	NA	6	20.0%	$ 5.07	35.2%	38	37.3%	3	60.0%	$ 91.00	71.7%
Total Program	1,052,567	-	30	100%	$ 14.40	-	102	-	5	100.0%	$ 127.00	-

^ All costs shown are in millions of dollars and exclude administrative expenditures that are not site specific.

[1] Excludes Design and Right-of-Way

[2] Excludes Design and Right-of-Way, Crack Sealing, Paver Placed Elastomeric Surface Treatment, Surface Sealing

[3] Excludes Safe Routes to School Projects, Recreational Trails, Signage, Map Printing, and Other Bike Projects as specific projects have not been identified

[4] Excludes Program Administration and Future year projects

[5] Excludes Signing, Lighting, Design, Planning, Municipal Projects, Striping, Railroad Grade Crossing, Repair of Safety Devices, Traffic Monitoring

[6] Excludes GARVEE Debt Service

In nearly all cases, the percentage of transportation improvement projects in the minority and low-income census tracts far exceeds the percentage of the target population as it compares to the total state population. Overall, the implementation of the projects in this TIP is extremely equitable and beneficial to Rhode Island's disadvantaged citizens.

In examining the equitable distribution of transit services and projects, it has been determined that two-thirds of RIPTA's system serves minority neighborhoods. The route system has Providence as its hub, with additional intra-city service in Pawtucket, Woonsocket, and Newport. This corresponds well with areas where minority concentrations are the greatest. The paratransit service is now a statewide system. Additional information on RIPTA's commitment to Civil Rights, Title VI can be found at www.ripta.com/civil-rights--title-vi .

D. AIR QUALITY ANALYSIS

The firm of Vanasse, Hangen, Brustlin, Inc. was engaged by the Statewide Planning Program to conduct an air quality analysis of the FY 2013 - 2016 TIP. The results of that analysis are summarized here and were the subject of interagency consultation with the RI Department of Environmental Management (RIDEM), the Rhode Island Department of Transportation (RIDOT), the Rhode Island Statewide Planning Program, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the U.S. Environmental Protection Agency (EPA). The purpose of the analysis is to evaluate the TIP's impact on the State Implementation Plan (SIP) for air quality. The Clean Air Act Amendments (CAAA) of 1990 established requirements for transportation plans and programs. EPA published a final rule on November 24, 1993, with procedures to be followed in determining the conformity of transportation plans, programs, and projects with the SIP. The regulations require that emissions resulting from implementation of plans and programs be less than mobile source budgets established in the SIP.

The EPA has designated Rhode Island as an attainment area under the 2008 ozone standard. However Rhode Island was classified as non-attainment under the EPA's 1997 ozone standard and therefore is still required to conduct conformity determinations for transportation plans. The EPA's conformity regulations require that the TIP and long range transportation plan be evaluated for transportation related criteria pollutants for which the area is designated nonattainment. Accordingly, this analysis evaluates changes in ozone precursors (volatile organic compounds [VOC] and oxides of nitrogen [NOx]) for transportation projects that will be implemented in the TIP. Rhode Island's maintenance plan for carbon monoxide ended in September 2011 and, as a result, conformity determinations for carbon monoxide are no longer required. Therefore a carbon monoxide evaluation for the City of Providence was not completed as part of this TIP.

As part of the air quality analysis, traffic data was obtained from the Rhode Island Statewide Travel Demand Model. The model was updated to include additional roadways, modeling zones, current planning assumptions, and population and employment projections. Consistent with

federal guidance, the traffic data was adjusted to account for the following factors, Highway Performance Monitoring System (HPMS), seasonal adjustment for pollutants, and peak and off-peak periods.

Emission factors were derived using the EPA's mobile source emission factor model MOBILE 6.2 and reflect Rhode Island-specific conditions, such as the motor vehicle fleet mix from state registry data, the statewide Inspection and Maintenance (I/M) Program, and the Stage II Vapor Recovery System. The traffic and emission factor data were calculated on a link-by-link basis in the EPA's Air Information Retrieval System (AIRS) format, which is consistent with previous TIP analyses.

Regionally significant projects were included in the air quality analysis. The regionally significant projects that were included in the "Build" condition of the conformity modeling process for the 2013 – 2016 TIP are presented in Table 8.

Table 8

TIP 2013 - 2016
Regionally Significant Projects

Project	2015 Build	2025 Build	2035 Build
Apponaug Bypass - Transportation Improvements, Warwick		X	X
Reconstruction to Two Mile Corner (Rt.134/114), Middletown	X	X	X
Pell Bridge Ramps, Newport, Middletown		X	X
Main Street Conversion, Pawtucket	X	X	X

X - Indicates that the project was included in that year of analysis

Table 9

TIP Conformity Air Quality Analysis

Rhode Island Statewide Ozone Results

	Daily Vehicle Miles Traveled (VMT)	VOC (tons/day)	NOx (tons/day)
2009 SIP Budget	-	22.75	25.29
2012 Build	26,276,327	11.41	15.09
2015 Build	26,575,628	13.77	13.89
2025 Build	28,222,988	10.20	7.17
2035 Build	29,484,420	8.64	5.87

The results of the air quality analysis, presented in Table 9 demonstrate that projected emissions under the TIP's "Build" scenarios are below the Rhode Island State Implementation Plan's 2009 emission budgets of 22.75 tons per day of VOCs and 25.29 tons per day of NOx for all future years.

In summary, the air quality analysis performed for the 2013-2016 TIP demonstrates that it conforms to the RI State Implementation Plan (SIP), the Clean Air Act Amendments, and the Transportation Conformity requirements. The air quality analysis demonstrates that the mobile source emissions for 2012 Existing, 2015 Build, 2025 Build, and 2035 Build fall below the statewide 2009 SIP mobile source emission budgets for VOC and NOX.

Part IV

Program Overview

PART FOUR. PROGRAM OVERVIEW

A. ADMINISTRATIVE PROGRAM

Under this program, funds are allocated to support three categories of funding: Equal Employment Opportunity (EEO) activities, the Motor Fuel Tax Evasion Prevention Program and Project Modifications. EEO activities include RIDOT programs related to training construction staff and other programs to ensure compliance with federal equal employment opportunities in the transportation construction industry. The Motor Fuel Tax Evasion Prevention Program directs funding toward uncovering and preventing motor fuel tax evasion actions by wholesalers and retailers. Project Modifications provides a contingency for construction related change orders. RIDOT has been increasingly vigilant in controlling change orders in recent years. This TIP budgets $8 million per year, approximately 10 percent of the total funds allocated for highway construction, for project modifications/change orders. RIDOT's goal is to continue change order reductions.

ADVANCED CONSTRUCTION

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

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

Table 10 lists projects that were started using Advanced Construction funding as of June 6, 2012.

Table 10.

Advanced Construction Projects
June 6, 2012

Project	Project Description	Location	Federal Appropriation Code	Contract Number	Advanced Amount Authorized - Federal
NHS-0004(012)	Reconstruction of Rt. 4 & US Rt. 1	N. Kingstown	H050	2006-CH-001	$ 507,294
STP-SDRP(005)	Stormwater Phase II, Education etc.	Statewide	L240	N/A	$ 126,622
HPP-4861(001)	Rt. 1 at the Gilbert Stuart Turnaround	N. Kingstown	LY20/HY20	2006-CT-014	$ 95,944
STP-0126(002)	1R Improvements to Smithfield Ave.	Lincoln	L240	2006-CH-065	$ 400,000
IMG-2955(105)	I-295 Guardrail Upgrading, from I-95 to the MA S/L	Warwick, W. Warwick, Cranston, Johnston, Smithfield, Lincoln, Cumberland	L010	2008-CH-023	$ 568,611
STPG-4444(075)	Statewide Striping - Central	Central RI	L24E	2010-CT-037	$ 539,000
STPG-4444(076)	Statewide Striping - South	Southern RI	L23E	2010-CT-038	$ 1,439,000
NHSG-4444(081)	Statewide Striping - Central	Coventry, Cranston, E. Greenwich, Foster, Johnston, Scituate, Warwick, W. Greenwich, W. Warwick	L23E	2011-CT-087	$ 2,210,153
NHSG-4444(082)	Statewide Striping - South	Charlestown, Exeter, Hopkinton, Jamestown, Narragansett, N. Kingstown, Richmond, S. Kingstown, Westerly	L23E	2011-CT-086	$ 1,937,081
STP-RESF(195)	1R Improvements to Dunns Corner Rd.	Westerly	L24E	2011-CH-025	$ 323,340
NHS-RESF(202)	1R Improvements to US Rt. 1, SK & Narr.	S. Kingstown, Narragansett	L05E	2011-CH-049	$ 1,221,267
STP-RESF(206)	1R Improvements to Hope Street	Bristol	L24E	2011-CH-023	$ 1,307,004
STP-RESF(193)	Rt. 116	Smithfield	L230	2010-CH-034	$ 908,549
STP-RESF(213)	Reclamation of Rt. 165	Exeter	L25R	2011-CH-062	$ 2,244,765
BHO-0591(001)	Rehabilitation of the Ten Rod Rd. Bridge No. 591	Exeter	L1CE	2012-CB-030	$ 4,533,468
IM-0953(110)	I-95 Resurfacing - Contract 3	W. Greenwich, E. Greenwich, W. Warwick, Warwick	L01E	2011-CH-032	$ 3,706,880
STP-0452(004)	Replacement of the Union Avenue Bridge	Providence	L240	2009-CB-063	$ 748,858
BRO-0383(002)	Replacement of the Natick Bridge No. 383	Warwick, W. Warwick	L1CE	2011-CB-096	$ 1,800,720
STP-9999(073)	Statewide Guardrail Replacement	Statewide	L24E	2011-CM-013	$ 800,000
				Total	**$ 25,418,555**

When large projects are undertaken and funding is programmed for the projects in the TIP for multiple years, Advanced Construction is used to allow partial funding of those projects each year to match the TIP. Major projects are not included in the Advanced Construction table, above, but the Pawtucket River Bridge uses $50.9 million in federal advanced authorization.

To accelerate transportation project implementation, the Rhode Island General Assembly enacted legislation on July 15, 2003 to authorize the State to advance with Grant Anticipation Revenue Vehicle (GARVEE) bonds and the Motor Vehicle Fuel Tax (Gas Tax) revenue bonds for five major transportation projects: the Quonset Access Road, the Washington Bridge Replacement, the Sakonnet River Bridge, the I-195 Relocation project and the Freight Rail Improvement Project. The GARVEE funding enabled the State to implement these projects as much as five years earlier than originally planned. Debt service on the GARVEE bonds is paid by federal funds programmed in the TIP in the Major Projects with Multi-Year Funding category. The Motor Vehicle Fuel Tax debt service is paid by two cents of the gas tax and is programmed in the RIDOT operating budget. All GARVEE bonds have been issued for the projects, and the federal commitment to reimburse the State for the bond debt service is designated as Advanced Construction. Three (3) of the projects, the Quonset Access Road, the Washington Bridge Replacement, and the Freight Rail Improvement Program will be substantially complete by the close of FY 2012. The status of Advanced Construction for the GARVEE projects is shown in Table 11.

Table 11.

Multi Year Advanced Construction Projects

Project	Project Description	Federal Appropriation Code	RI Contract #	Advanced Amount Authorized - Federal
BRO-1954(055)	I-195 Realignment (GARVEE)	Q100	2003-CB-011, 2004-CH-050, 2005-CH-051, 2005-CH-052, 2005-CH-100	$ 254,893,803
BRO-0250(010)	Sakonnet River Bridge #250 (GARVEE)	L1C0	2008-CB-055	$ 172,460,776
Total				**$ 427,354,579**

B. BICYLE/PEDESTRIAN PROGRAM

Rhode Island's Bicycle/Pedestrian Program includes the planning, design and construction of independent bicycle paths (shared use paths) and walking trails, on-road bicycle lanes, on-road bicycle routes (signing and striping), and bicycling/pedestrian promotional programs and materials production (i.e. statewide bike map, safety programs). RIDOT administers the Bicycle Pedestrian Program, which is funded through several federal funding sources, and State matching funds. These funding sources include: the Congestion Mitigation/Air Quality Program (CMAQ), the Enhancements Program, the Public Lands Highway Program (PLH), the Recreational Trails Program, Safe Routes to School, Surface Transportation Program (STP) funds, and SAFETEA-LU Earmarks. This TIP includes nearly $30.9 million for the design and construction of bicycle/pedestrian projects during FY 2013 – 2016. This figure is double the $15.1 million allocated to bicycle/pedestrian projects in the FY 2009 – 2012 TIP.

Completion of the major independent bike paths that will form the spine of the State Greenway System continues to be a major emphasis of the Program. The State has also awarded over $2 million in a second round of Safe Routes to School Program projects in the following communities:

- Barrington – Barrington Middle School and Primrose Elementary School
- Cranston – Western Hills Middle School
- East Providence – Kent Heights Elementary School and Myron Francis Elementary School
- Jamestown – Melrose Avenue Elementary and Lawn Avenue Elementary Schools
- Narragansett – Narragansett Pier Middle School
- Newport – Frank E. Thompson Middle School
- Smithfield – Vincent J. Gallagher Middle School and Anna M. McCabe Elementary School
- Warren – Hugh Cole Elementary School and Kickemuit Middle School
- Westerly – State Street Elementary School
- Woonsocket – Citizens Elementary School and Governor Pothier Elementary School

C. BRIDGE IMPROVEMENT PROGRAM

The Bridge Program in this TIP is greatly expanded from the previous TIP to address immediate and critical bridge deficiencies. Bridge projects originate from state assessments and community requests, which are evaluated and prioritized through RIDOT's bridge management program. Currently the I-95 Bridge in Pawtucket is weight posted at 18 tons, requiring large trucks to detour to I-295, Route 146, or local streets. The Sakonnet River Bridge is also weight posted, requiring even longer detours. Even with an expanded program, the needs still outweigh the available resources, and many other bridge projects have been deferred. There are a total of 62 posted bridges and 14 closed bridges out of Rhode Island's 748 bridges, more than 10 percent of the State's bridges. The State needs to identify a new funding stream to ensure that critically needed bridge repairs and/or replacements, which are critical links in the transportation infrastructure, remain safe and serviceable.

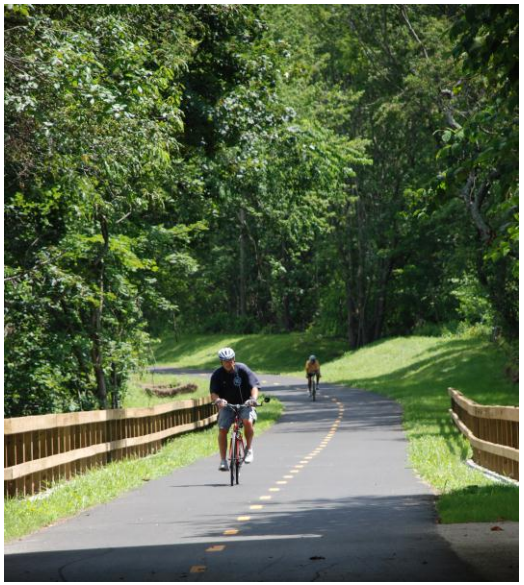
Replacement of the Pawtucket River Bridge (Bridge #550) is underway, which carries I-95 over the Seekonk River.

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

D. CONGESTION MITIGATION / AIR QUALITY PROGRAM

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

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



For this TIP, the CMAQ category received no project proposals from municipalities or citizens' groups as a result of the solicitation. The State Planning Council's Air Quality Transportation Subcommittee evaluated the CMAQ projects proposed for inclusion by RIDOT and RIPTA. The FY 2013-2016 CMAQ Program includes funding for South County Commuter Rail, RIPTA Passenger Initiatives, RIPTA Operations, Replacement of RIPTA Revenue Vehicles, Commuter Resources, and additional funding for Bike and Pedestrian Projects.

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

E. ENHANCEMENT PROGRAM

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

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

- Bicycle and pedestrian facilities;
- Safety and educational activities for pedestrian and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs, including tourist and welcome center activities;
- Landscape and scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors;
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or to reduce vehicle wildlife mortality while maintaining habitat connectivity; and
- Establish surface transportation museums.

All enhancement projects listed in the TIP are initiated through the development of a project agreement with the sponsor and the commencing of the design process. The funds to be allocated for each project as well as the year of anticipated implementation is shown in Appendix B of the TIP Table. The implementation schedule is based on the information available to RIDOT and is subject to change. To expedite program implementation, RIDOT is given flexibility in advancing projects within the annual Enhancement budget when other projects are delayed. New projects may be added to the TIP in future years through an amendment process.

F. HIGHWAY PROGRAM

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

The Highway Program includes funding for eight (8) projects over the four year TIP, all of which have significance for improved access, economic development, and safety. In addition, the Highway Program includes a line item for ADA projects, which are listed in Appendix C of the TIP table and discussed below.

ADA PROGRAM

Efforts to improve the compliance of Rhode Island's roadways, pursuant to the Americans with Disabilities Act (ADA), are continuous and constant. When roadwork of any nature is undertaken, the implementing agency must also bring roadways and walkways into compliance with ADA standards. This may require the addition of wheelchair ramps and the relocation of utility poles. The cost of this work is included in the cost of the projects listed in the TIP. However, there are places where handicap accessibility along State roadways is necessary and the work cannot or should not wait for the roadwork to be programmed. The ADA line item in the TIP represents localized projects designed to make specific areas accessible, independent of roadwork. Project requests for work on existing sidewalks were received from communities through

the project solicitation process. RIDOT works with the Governor's Commission on Disabilities to identify areas where ADA improvements are most needed. Funding for this program averages $2 million per year. Projects are shown in Appendix C of the TIP table.

G. INTERSTATE PROGRAM

The $13.5 to $18 million allocated per year to the Interstate Program comes from NHS Interstate Maintenance formula funds, together with State matching funds. This funding has decreased from the allocation provided in the previous TIP, and it will be insufficient to fund all the needed work. Projects in the Interstate Program are determined by RIDOT's prioritization, and subject to change based on need.

Projects to be implemented under the Interstate Program during this TIP cycle include: resurfacing of ramps to and from Interstate 295, resurfacing of portions of Interstate 95, funding for the Traffic Management Center, and resurfacing and safety projects on Interstate 195. Funding has also been included for design-related work for Interstate projects.

H. MAJOR PROJECTS

This program includes two remaining projects funded by Grant Anticipation Revenue Vehicle (GARVEE) bonds, along with the Pawtucket River Bridge (Bridge #550) and the Providence Viaduct (Bridge #578). GARVEE bonds are not backed by the full faith and credit of the State, but rather by future federal transportation funds earmarked to Rhode Island. The annual federal highway apportionments provided to Rhode Island are being utilized to cover GARVEE bond debt service.

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

I-195 RELOCATION PROJECT (I-WAY)

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

One of the major accomplishments of the relocation project was the off-site assembly of the new Providence River Bridge. The bridge was floated 12 miles up Narragansett Bay to its resting place over the Providence River. The Providence River Bridge drew the attention of an estimated 10,000 people who participated in a public walk over the bridge. The remaining contracts include work related to the Providence River Pedestrian Bridge, landscaping, and surface street realignment.

I-195, I-Way Bridge in Providence

Total Estimated Cost- $615 million

Status - The project is currently on schedule, with 90 percent of the project completed.

Schedule - The relocation project is set to reach substantial completion in 2014, with the final contract installment paid in 2016.

I-195 RELOCATION – PROVIDENCE RIVER PEDESTRIAN BRIDGE

The Providence River Pedestrian Bridge will span the Providence River just north of I-195. It will be supported on the original I-195 bridge pier bases. The bridge is designed to provide a route for pedestrians and bicycles across the river connecting shared use paths along South Water Street to paths on the west leading to the Knowledge District and Downtown Providence. The bridge will include gathering spaces for public events. The paths on the east and west approaches will go through proposed waterfront parks with public amenities.

Total Estimated Cost- $6 million

Status - The project is scheduled for advertisement late in 2014.

Schedule – Construction is scheduled to be completed in 2015.

Rendering of the proposed Providence River Pedestrian Bridge

SAKONNET RIVER BRIDGE

The Sakonnet River Bridge project seeks to replace the 51 year old structure that carries Route 24 between Tiverton and Portsmouth with a new bridge that will be located just to the south of the existing bridge. The bridge currently has a posted weight limit of 18 tons, requiring trucks, buses and other large vehicles to use lengthy detours in the area.

Total Estimated Cost- $208 million

Status – The project is currently on schedule and at greater than 60 percent completion.

Schedule – Construction is ahead of schedule, with major elements of the new bridge scheduled to open to traffic in the summer of 2012. Completion is anticipated in 2015 with the demolition of the old Sakonnet River Bridge.

Construction of the Sakonnet River Bridge

PAWTUCKET RIVER BRIDGE REPLACEMENT

The Pawtucket River Bridge (Bridge #550) replacement project is underway and will replace the existing Pawtucket River Bridge, which carries I-95 over the Seekonk River in Pawtucket. Located between Exits 27 and 28, the bridge currently is posted at 18 tons, forcing trucks to use long detours via I-295 or Route 146 or local detours on city streets. Replacement of this bridge is a high priority for RIDOT, as the I-95 corridor carries a significant number of commercial trucks transporting freight to and through Rhode Island.

Total Estimated Cost- $81 million

Status- The project is nearing 50 percent completion.

Schedule- The project is behind schedule due to delays in contractor management and the need for the replacement of several project components. The project was expected to reach completion in 2012, but is not estimate for completion in 2013.

Construction of the Pawtucket River Bridge

PROVIDENCE VIADUCT

The Providence Viaduct is a crucial component of the I-95 corridor in the Northeast. It is a critical link between Massachusetts and Connecticut, as well as Boston and New York. Not only does it carry more than 160,000 vehicles per day, but it also forms the interchange with State Routes 6 and 10. The Viaduct is located just south of Route 146, which connects to Central Massachusetts, and just north of I-195, connecting to Southeastern Massachusetts. The Viaduct provides exits with access to State offices (RIDOT, RIDOA, Health, Legislature and Executive offices), the Providence Place Mall, the Providence Convention Center, the Dunkin Donuts Center, the Veterans Memorial Auditorium, and Downtown Providence, including the rail station and the bus transit hub at Kennedy Plaza.

Providence Viaduct, I-95

Total Estimated Cost: $170 million

Status: The project is scheduled to begin construction in 2013, with completion of major design elements in early 2013.

Schedule: This multi-year project has been advanced to construction which is scheduled to begin in 2013 due to the U.S. DOT TIGER Discretionary Grant award of $10 million for the project. Funding has been scheduled in $20 million increments, beginning in 2014. Only $71 million of the estimated $170 million project cost is included in the TIP, with the remaining $94 million to be programmed for future years.

I. PLANNING

Transportation planning occurs through the efforts of the Statewide Planning Program (staff to the statewide MPO, the State Planning Council), RIDOT, and RIPTA (statewide transit operator and mobility manager), in accordance with a Unified Planning Work Program for Transportation

Planning, which must be approved each year by the State Planning Council, and the federal agencies that fund transportation planning. Planning involves long range planning, the development and maintenance of the TIP, environmental justice analysis, data collection, and travel demand modeling, among other activities. A total of $23.2 million has been allocated to the Planning Program across the four years of the TIP.\

J. PAVEMENT MANAGEMENT PROGRAM

The Pavement Management Program includes the resurfacing of roadways but also allows the State (RIDOT) to pursue pavement treatment options such as crack sealing and micro-surfacing when such treatment is appropriate. This work must be undertaken as part of a federal pavement management program in order for these needed preventive maintenance activities to occur. Roadways listed in the Pavement Management Program include projects submitted by municipalities during the project solicitation process and recommendations from RIDOT's Pavement Management Program priority list. RIDOT's evaluation procedure for candidate roadways for the Pavement Management Program (provided that those roadways have not been worked on in the past 15 years), is based upon four sources of information:

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

Roadways with the worst ratings are candidates for resurfacing. Final selection considers traffic volumes, TAC subcommittee input, municipal priority ranking and the distribution of projects statewide, to ensure an equitable geographic distribution. Any resurfacing project must be proposed on Federal Aid System eligible roadway. Federal Aid System eligible roadways are shown on the RIDOT website at www.dot.ri.gov/Local_Roads_Fed_Aid_System.asp. State roads are given priority, but local roads are also included in the program, based on factors such as regional significance of the road, and support for an economic development or enterprise zone initiative. RIDOT determines the scheduling and prioritization for all Pavement Management projects and may vary the schedule from that listed in the TIP table. RIDOT may also propose alterations to the Pavement Management program to address immediate and critical pavement condition deficiencies.

The program includes several statewide projects, such as the crack sealing and surface sealing projects, along with a pavement overlay projects which adds a one-inch thick paver-placed elastomeric treatment to road surfaces. There is approximately $118 million programed to pavement management over the four years of the TIP.

K. STUDY & DEVELOPMENT PROGRAM

Projects included in this program go through a study and development phase which allows the project concept to be scoped and assessed in terms of environmental impact, community acceptability, constructability, and cost. This allows for informed decisions on project feasibility prior to entering the design phase. This category is intended to bring projects to no more than 30 percent design status. Placement in the Study & Development Program does not guarantee that a proposal will be implemented as requested, but does assure that the transportation problems it proposes to resolve will be examined. To ensure that projects included in the Study and Development category will receive review over the course of the four-year TIP, the number of projects is limited. The Study and Development Program serves as entry into the TIP, from which future projects are drawn into other program categories, resulting in competition for inclusion in this program category. Projects in Study and Development may eventually be implemented through the Bridge Program, Highway Program, Bicycle/Pedestrian Program, or Interstate Program. Projects in the Study and Development program are listed in Appendix D of the TIP table.

L. TRAFFIC SAFETY PROGRAM

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

Activities and projects to be supported through this program include: traffic signal repair and construction, signing, striping, repair of damaged safety devices, traffic monitoring, modifications to arterial highways to improve traffic flow and reduce congestion, and traffic safety design-related work. RIDOT maintains discretion in the Traffic/Safety Program to select and prioritize projects under each of the listed activities but does take local input into consideration in their decisions. Other activities listed in previous TIPs, such as highway lighting improvements and repair of isolated drainage problems, will continue. To address pedestrian safety needs, features that accommodate and encourage safe pedestrian travel will continue to be included in projects under the hazard elimination line item. Traffic Safety projects are listed in Appendix E of the TIP.

It is important to note that most of these activities should be funded under a state program, but due to limited state funds, this program is funded primarily with federal capital sources. The following programs are included in the Traffic Safety category:

- Traffic/Safety Design/Planning/Right of Way: This line item provides the funding for the planning, design and right of way activities for projects to be included in the Traffic Safety program.
- Arterials Traffic Signal Synchronized System: This program funds projects which consist of installing a fiber optic communication backbone and the accompanying traffic signal control equipment needed to provide the capability of synchronizing the operation of a particular signalized corridor or network to improve traffic flow throughout the network, reducing vehicle delay and the number of stops required, as well as, reducing fuel consumption and vehicle emissions, and therefore, improve air quality.
- Drainage Improvements: This program funds projects which repair damaged or malfunctioning roadside drainage systems that do not effectively or efficiently remove water from the roadway and thus have a potential to adversely affect traffic safety.
- Highway Safety Improvement Program (HSIP): This program funds safety improvement projects, such as, installing roundabouts, installing or modifying traffic signals, installing median guardrails, modifying intersection geometry, and installing traffic signs and pavement markings at intersections, interchanges, and roadway segments identified as being most in need of safety improvements.
- Lighting Repair/Improvements: This item funds projects which replace or repair older non-functioning High Pressure Sodium (HPS) fixture highway lighting systems. The new highway lighting systems are the more efficient LED fixtures which deliver energy savings, reduce maintenance costs, and provide improved illumination on highways.

- Municipal Traffic Projects: This program will fund projects which involve the installation of traffic signals and pavement markings at intersections on non-state roads.
- Pavement Striping: This program funds the maintenance work undertaken to refresh and improve the visibility of lane lines.
- Railroad Grade Crossings: This program involves improvements to railroad highway crossings using federal funding designated for that purpose.
- Repair Damaged Safety Devices: This program funds projects which repair or replace guardrails and crash cushions along the state highways.
- RI*STARS Program: The RI-STARS (Strategically Targeted Affordable Roadway Solutions) program is a new initiative. The focus is on rapidly delivering low-cost and high benefit safety and mobility improvements. These improvements typically consist of installing roadway traffic signs, installing pavement markings, upgrading traffic signals, and other traffic control improvements to improve the operations of intersections and roadway segments.
- Guide Signing Inventory/Improvements: Guide Signing projects consist of replacing older, faded ground mounted and overhead mounted guide signs with brighter and larger more visible signs. Also, sign support structures that are at the end of their service life or that do not comply with new structural code requirements are replaced as part of these projects.
- State Traffic Commission Projects: This program funds projects which implement State Traffic Commission (STC) approved roadway traffic safety and efficiency improvements on roadways under the jurisdiction of the STC. RIDOT, Cities and Towns, the federal government and Rhode Island State general assembly members may all request STC review of eligible projects.
- Traffic Monitoring: This program funds projects which consist of the installation of embedded inductive or overhead radar traffic counting equipment as well as traffic cameras for the purpose of monitoring traffic.
- Traffic Signal Optimization: This program funds projects designed to ensure that traffic signals are optimally timed to reduce delays and emissions and improve safety. These funds also include the upgrade or modification of signal equipment to ensure they operate at maximum efficiency.

Over the four years of the TIP, $122 million is programmed to the Traffic Safety Program.

M. TRANSIT PROGRAM - BUS

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

FACILITIES - ADMINISTRATIVE/MAINTENANCE

Projects in this category will make improvements and repairs to RIPTA's administrative and maintenance facilities. Planned repairs to RIPTA's Elmwood Avenue Bus Facility Complex in Providence and Newport bus garage and administrative offices include roof replacement and building system upkeep needed to keep the facilities in a state of good repair. Facility upgrades in this TIP have been programed at $3.85 million.

FACILITIES - PASSENGER

This program includes improvements to passenger hubs, bus shelters, and the expansion of rapid bus corridors, as identified in RIPTA's 5-year strategic plan. Passenger facility improvements which utilize FTA's 5307 category funds have been programmed in this TIP at $3.27 million.

PLANNING & PROGRAM MANAGEMENT

RIPTA's Planning, Outreach, and Training program collects and evaluates data for its transit operations, providing a basis for evaluation of the transit service, development of transit route operations and improvements, and participation in statewide transportation planning activities. This program is supported by $4 million for the four years of the TIP. Mobility Management activities support RIde coordination and brokerage activities.

SUPPORT EQUIPMENT / SUPPLIES / VEHICLES

This TIP program anticipates purchases for routine replacement of support equipment, capital supplies and non-revenue vehicles. Regular preventive maintenance protects the State's investment in rolling stock buses and vans, as does replacement and repair of major vehicle components such as A/C compressors and transmissions. This program also includes replacement of tools and equipment supporting

administrative functions including capital equipment used for maintaining buses and facilities, support vehicles like road trucks and administrative vehicles, and office equipment such as desks and copiers. The TIP also programs anticipated purchases of Intelligent Transportation System (ITS) equipment. RIPTA uses a variety of technologies to provide, evaluate and improve the provision of transit service. Investments in technology are intended to increase RIPTA's efficiency by improving the ability to review and monitor performance agency-wide. The ITS equipment used by RIPTA ranges from desktop computers, to bus mounted Automatic Passenger Counters and Automatic Vehicle Locaters, and trip scheduling computer programs for RIde demand response services. RIPTA will continue to maintain, upgrade and expand its use of these valuable technological tools for improving the efficiency and effectiveness of transit services in Rhode Island. This TIP includes $68.66 million in funding for activities in this category.

TRANSIT OPERATIONS

Under the Non-Urbanized Area Formula program, Section 5311, Rhode Island receives funding for rural transportation and for training, technical assistance and support services that benefit the rural areas of the state. To utilize this funding, RIPTA is now required to consult with intercity bus companies about rural residents' needs for connections to the intercity bus system. Job Access/Reverse Commute is a formula grant that supports employment transportation services targeting low income individuals. The TIP programs funding for fixed route and Flex zone transit services to meet the needs of this segment of Rhode Island's workforce. The New Freedom (5317) program enhances job access by persons with disabilities. Complementary ADA service is also funded in this category. There is a total of $26.5 million programmed in the category over the four years of the TIP.

REVENUE VEHICLES - PARATRANSIT

This program supports the timely replacement of vehicles used in the RIde Program that have exceeded the FTA-defined useful life of the vehicles, which is five years for vans. These vans are used for ADA complementary paratransit service and human service transportation. RIPTA anticipates replacing 60 paratransit vans using two sources of funds, the 5307 Urban Area program and the 5310 Elderly Individuals and Individuals with Disabilities program totaling $6.13 million over the four years of the TIP.

REVENUE VEHICLES

RIPTA's highest capital priority is regular replacement of revenue vehicles, including buses, trolleys and vans used in fixed route service. RIPTA's current fleet includes 238 buses, trolleys, and vans used for fixed route and Flex service. RIPTA anticipates replacing 72 Fixed Route buses using $35.6 million in Section 5307 (Urban Area) funds over the next four years.

MAJOR TRANSIT PROJECTS DEVELOPMENT

In 2010 RIPTA, in partnership with the City of Providence, began the Providence Core Connector Study in order to explore the possibility of streetcar service between the core neighborhoods of Downtown, College Hill, and Upper South Providence. The proposed 2.5 mile Providence streetcar route is home to the greatest concentration of transportation, employment, medical, educational, and cultural facilities in the state. The streetcar would connect key transportation hubs, catalyze investment in targeted areas, provide more transportation choices within Downtown Providence and adjacent neighborhoods, and enhance existing RIPTA bus service. The Providence Core Connector Study's purpose was to select a locally preferred alternative and complete an environmental review, in order to proceed to the project development stage (preliminary engineering and final design). Under this program RIPTA will advance the Providence Streetcar's next phase of project development by utilizing funds for a portion of the resources needed for preliminary engineering and final design. Additional funds for this project will be programmed using other available and competitive grant funds.

N. TRANSIT PROGRAM - CMAQ

The TIP includes RIPTA's CMAQ transit projects, over the next four years:

PASSENGER INITIATIVES

This program provides funds for activities to encourage people to use transit, including offering fare free transit on Air Quality Alert days, which also provides a high level of media attention when the area experiences an ozone alert with elevated levels of harmful air quality. Other activities include the publication and distribution of transit timetables at intermodal facilities and other public locations within the state's transportation network. Activities for this TIP may include upgrades to RIPTA's website for the introduction of real time information for

customers through various modes of communication include web based mobile devices and text message, and QR codes on RIPTA bus stops for schedule information. This program is allocated $2 million over the four years.

TRANSIT SERVICE INITIATIVES

This TIP program funds new transit service for up to three years. New services include the introduction of transit service in areas that have not been served or hours of the day or night when service did not operate, or the addition of individual trips on an existing transit route. RIPTA has used this funding to implement increased service on the Charles Street corridor, additional service to Miriam Hospital, and new service to Roger Williams Park and Zoo. Possibilities for new service in this TIP include increased service to the Quonset Business Park and newly opened Wickford Junction commuter train station both in North Kingstown. Five major transportation corridors in Rhode Island are also being studied for possible service needs. This program is allocated $4.8 million over the four years.

TRANSPORTATION SUPPORT PROJECTS

This program allocates funding for the expansion of passenger facilities and amenities, such as bus stop signs, bus shelters, park and ride lots, transit hubs, and for equipment, including installation of traffic signalization and other investments that support transit services. Possible items for this TIP include new, larger bus stop signs providing clearer information about routes and traffic signalization. This program is supported by $2 million over the four years.

REVENUE VEHICLES

The CMAQ Revenue Vehicles program will provide for the replacement of 8 revenue vehicles including buses, trolleys, and vans used in fixed route service. Replacement of older vehicles allows RIPTA to continue contributing to congestion mitigation as newer buses have improved particulate filters and make better use of cleaner fuels. This program is supported by $4.4 million over the four years.

COMMUTER RESOURCES RHODE ISLAND

This program enables RIPTA to work with Rhode Island employers on promoting incentive programs that encourage alternatives to the single occupancy vehicle for its workforce. These alternatives include RIPTA's EcoPass for employers who are interested in subsidizing transit for its employees with an annual smart card pass. Also, RIPTA's highly successful U-PASS program for college and universities that allows students at

participating schools to get free or reduced fare transit. The Commuter Resources program also supports carpooling, supported by software to provide carpool matching and low-cost carpool parking, guaranteed ride home vouchers, and bicycle and pedestrian programs. The Commuter Resources program is examining the introduction of short term rental cars targeted for transit commuters who need to get to off-site meetings during the workday. This program is supported by $2 million over the four years.

O. TRANSIT - FIXED GUIDEWAY

The South County Commuter Rail Corridor Service is an extension of Providence-Boston service to Wickford Junction in North Kingstown (approximately 20 miles) along the Amtrak-owned Northeast Corridor. RIDOT continues to work with the Massachusetts Bay Transportation Authority (the commuter rail operator) on project implementation. The Northeast Corridor provides the easiest opportunity to develop rail service in Rhode Island because the needed facilities are mostly in place. With the exception of new stations, the development of service requires only the acquisition of a fleet and facility improvements. Two new station facilities have been constructed in Warwick (Warwick Intermodal Train Station) and North Kingstown (Wickford Junction Train Station).

Wickford Junction Station

The potential for both ridership and financial success are enhanced by the ability to serve Boston, in addition to locations in Rhode Island. As part of an agreement, the MBTA will continue to provide service to the Warwick Intermodal Station and Wickford Junction. Future expansion south to Kingston and other points along the Northeast Rail Corridor are being considered. Funding for service and related capital improvements and preventive maintenance will be derived from a combination of FTA 5309 funding (capital) and CMAQ funding.

COMMUTER RAIL STUDIES

The FY 2013 -2016 TIP includes funding two (2) commuter rail expansion studies. The first is the continued exploration of a possible Pawtucket/Central Falls Commuter Rail Station. As part of this project, site assessment, preliminary engineering and environmental review will be undertaken for a potential commuter rail station in the Dexter Street and Barton Street area. Also, extensive railroad operational analysis will be conducted with all the operating rail lines to determine if a new station stop is feasible in this location along Amtrak's Northeast Corridor. The second project is a commuter rail feasibility study for Woonsocket. This project will fund the feasibility and alternatives analysis along with an environmental analysis of the re-establishment of passenger rail services to Boston, Providence, and Worcester. The focus of the study would be an extension of the Woonsocket – Providence service to T.F. Green Airport. An intrastate service linking Woonsocket, Cumberland, Lincoln, Central Falls, Pawtucket, Providence, Cranston and Warwick with fast, frequent service would engender statewide benefits including increased mobility and economic development. Total funding for both studies is $5.5 million over the four years of the TIP.

Appendix A to F

TIP Tables

State of Rhode Island
Transportation Improvement Program 2013 - 2016
(Total Cost Shown in Million Dollars)

Amendment 3
Approved April 14, 2014

Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Administrative Program										
EEO/Training/Motor Carrier Safety				O	$.50	$.50	$.50	$.50		Support Services - DBE
				O	$.50	$.50	$.50	$.50		STP
Motor Fuel Tax Evasion Prevention Program				O	$.10	$.10	$.10	$.10		STP
Project Modifications				C	$2.00	$2.00	$2.00	$2.00		Bridge
				C	$3.00	$3.00	$3.00	$3.00		NHS
				C	$3.00	$3.00	$3.00	$3.00		STP
	Administrative Program	**- Program Total**			**$9.10**	**$9.10**	**$9.10**	**$9.10**	**----**	
Bike/Pedestrian Program										
Safe Routes to School Program	Statewide			DRC	$1.00	$1.00	$1.00	$1.00		SRTS
Recreational Trails Program	Statewide			C	$.60	$.60	$.60	$.60		RTP
Bike Path Signage/Bike Map Printing	Statewide			C	$.03	$.03	$.03	$.04		STP
Colt State Park Bike Path	Bristol			C	$1.88					EM
	Bristol			C	$.50					STP
	Bristol			C				$.59		STP Enhancement
Blackstone River Bikeway	Woonsocket	Segment 8A		C	$4.00	$1.00				STP
	Providence	Segment 1A		C			$1.50			STP
Trestle Trail, East Section	Coventry	Town Farm Road to Log Bridge Road	0026F	C	$5.90					EM
Trestle Trail, West Section	Coventry	Log Bridge Road to the CT border	0026M	C		$4.00				EM
Ten Mile River Greenway Segment 1-4 / East Junction track	E. Providence/ Pawtucket			C		$1.50	$1.00			STP
East Bay Bike Path Extension	Warren			C		$2.00				STP

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State of Rhode Island
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Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Bike/Pedestrian Program										
Maskerchugg River Bridge Multi-Use Path	Warwick, E. Greenwich			C		$.50				STP
Other Bike Projects				C			$2.50	$5.00		STP
CMAQ and Enhancement Funding	To Avoid Double Counting			C	-$1.50	-$1.50	-$1.50	-$1.50		STP
	To Avoid Double Counting			C				-$.59		STP Enhancement
	Bike/Pedestrian Program	**- Program Total**			**$12.41**	**$9.13**	**$5.13**	**$5.14**	**----**	
Bridge Program										
Bridge Design	Statewide			D	$6.00	$6.00	$6.00	$6.00		Bridge
Bridge ROW	Statewide			R	$.50	$.50	$.50	$.50		Bridge
Bridge Inspection Program	Statewide			O	$8.00	$8.00	$8.00	$8.00		Bridge
Bridge Preventive Maintenance	Statewide			C	$2.00	$2.00	$2.00	$2.00		Bridge
Program to Eliminate Structurally Deficient Bridges	Statewide			C	$4.00	$4.00	$4.00	$4.00		Bridge
Shippee Bridge No. 307	Burrillville	Route 98 over Nipmuc River	0154B	C	$2.00					Bridge
Middle Road Bridge No. 761	E. Greenwich	Middle Road over Route 4	0156E	C	$1.00					Bridge
Horton Farm Bridge No. 472	E. Providence	East Shore Expressway North (Rte.114) over I-195	0143K	C	$1.50					Bridge
McCormick Quarry Bridge No. 476	E. Providence	East Shore Expressway (NB) over US Rt. 6 (Warren Ave.)	0143D	C	$3.50					Bridge
Jamestown - Verrazzano Bridge No. 800 Phase V	N. Kingstown, Jamestown	Route 138 over the West Passage of Narragansett Bay		C	$2.00					Bridge
Slatersville Stone Arch Bridge No. 273	N. Smithfield	Providence Pike (Rte. 5) over Branch River	0118A	C	$4.00					Bridge
Great Island Bridge No. 499	Narragansett	Great Island Road over Point Judith Pond Tidal Flats Inlet	0144B	C	$3.00					Bridge - Off

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State of Rhode Island
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Bridge Program

Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Kent Dam Spillway Bridge No. 84	Scituate	Tunk Hill Road (Rte.12) over the Kent Dam Spillway (Scituate Reservoir)	0143B	C	$2.00					Bridge
Newman Ave. Bridge No. 224	E. Providence	Newman Avenue (Rte. 152) over the Ten Mile River	0171B	C		$2.00				Bridge
Coles Bridge No. 134	E. Providence	Pawtucket Avenue (Routes 1A & 114) over the Ten Mile River	0153D	C		$1.50				Bridge
Louisquisset Pike Bridge No. 276	Lincoln	Route 146 over Route 116	0184B	C		$5.00				Bridge
Pleasant Valley Parkway Bridge No. 777	Providence	Dean Street over the Woonasquatucket River	0129A	C		$3.50				Bridge
Third Carolina Bridge No. 56	Richmond	Carolina Road (Rte. 112) over the Pawcatuck River	0145B	C		$1.00				Bridge
Second Carolina Bridge No. 55	Richmond	Carolina Road (Rte. 112) over the Mill Canal	0145B	C		$1.00				Bridge
Capron Bridge No. 792	Smithfield	Capron Road over the Woonasquatucket River	0153E	C		$2.00				Bridge - Off
Victory Highway Bridge No. 589	W. Greenwich	Victory Highway (Rte. 102) over I-95	0168C	C		$5.00				Bridge
Division Street Bridge No. 760	E. Greenwich, Warwick	Division St. over Route 4	0156D	C			$3.00			Bridge
Pawtucket Avenue Bridge No. 471	E. Providence	Pawtucket Avenue (Rte. 114) over I-195	0143K	C			$3.00			Bridge
Union Village RR Bridge No. 107	N. Smithfield	Great Road (Rte. 146A) over the P&W RR tracks	0145C	C			$1.50			Bridge
Harris Avenue RR Bridge No. 510	Providence	Route 6 over Harris Avenue, AMTRAK, and P&W railroad	0030G	C			$6.00			Bridge
Kingston Road Bridge No. 403	Richmond	I-95 over Kingston Road (Rte. 138)	0143C	C			$2.00			Bridge
Kingston Station RR Bridge No. 372	S. Kingstown	Kingstown Road (Rte. 138) over AMTRAK railroad	0139D	C			$5.75			Bridge
Howard Road Bridge No. 459	Cumberland	Howard Road over the Abbott Run River	0035D	C				$1.00		Bridge - Off

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State of Rhode Island
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Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Bridge Program										
Meshanticut Interchange, Bridge Contract 3	Cranston, Warwick	Includes the following bridges: 821, 820, 245, 246, 490, and 491. Route 2/5/295 interchange area.	0028B	C				$5.00		Bridge
Newel Bridge No. 204	Cumberland	Diamond Hill Road (Rte. 114) over East Branch Sneech Brook		C				$1.50		Bridge
Tefft Hill Trail Bridge No. 592	Exeter	I-95 over the Tefft Hill Trail	0168E	C				$2.50		Bridge
Simonsville Bridge No. 326	Johnston	Simonsville Avenue over Simmons Brook	0182A	C				$1.00		Bridge
Central Street Bridge No. 449	N. Smithfield	Central Street over the North Smithfield Expressway (Rte.146)	0183B	C				$1.00		Bridge
Branch River Bridge No. 108	N. Smithfield	Great Road (Rte. 146A) over the Branch River	0145D	C				$1.00		Bridge
Dean Street Bridge No. 776	Providence	Dean Street over Rte. 6, Harris Avenue and AMTRAK railroad	0163B	C				$4.00		Bridge
Broadway Ramp Overpass (Tobey St.) Bridge No. 509	Providence	Route 6 Ramp over Route 6 & AMTRAK, and P&W railroad	0030H	C				$5.00		Bridge
Harbor Junction Bridge No. 131	Providence	Elmwood Avenue (Rte. 1) over the P&W railroad	0144E	C				$1.50		Bridge
Big River Bridge No. 34	W. Greenwich	Nooseneck Hill Road (Rte. 3) over Big River	0143A	C				$1.00		Bridge
South County Freeway Bridge No. 686	Warwick	I-95 North Bound over Rte. 4/South County Freeway Ramp	0156C	C				$1.00		Bridge
Bridge Program - Program Total					**$39.50**	**$41.50**	**$41.75**	**$46.00**	**----**	
CMAQ Program										
South County Commuter Rail	RIDOT	Providence to Wickford Junction		O	$5.00	$5.00				CMAQ 100%
Passenger Initiatives	RIPTA	Statewide		O	$.50	$.50	$.50	$.50		CMAQ 100%
Transit Service Initiatives	RIPTA	Statewide		O	$1.20	$1.20	$1.20	$1.20		CMAQ

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State of Rhode Island
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Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
CMAQ Program										
Transporation Support Projects	RIPTA	Statewide		O	$.50	$.50	$.50	$.50		CMAQ 100%
Vehicles, Revenue (Replacement)	RIPTA	Statewide		C	$1.10	$1.10	$1.10	$1.10		CMAQ
Commuter Resources	RIPTA	Statewide		O	$.50	$.50	$.50	$.50		CMAQ
Bike/Pedestrian Projects	RIDOT	Statewide		DC	$1.50	$1.50	$1.50	$1.50		CMAQ
Reserved for South County Commuter Rail if Eligible or for New Projects	RIDOT	To be determined		O			$5.00	$5.00		CMAQ 100%
CMAQ Program - Program Total					**$10.30**	**$10.30**	**$10.30**	**$10.30**	**----**	
Enhancement Program		**Programmed Projects Shown in Appendix B**								
Enhancement Budget				DRC	$4.00	$4.00	$4.00	$4.00		STP Enhancement
Enhancement Program - Program Total					**$4.00**	**$4.00**	**$4.00**	**$4.00**	**----**	
Highway Program										
Highway Design				D	$1.00	$1.00	$1.00	$1.00		STP
				D	$1.00	$1.00	$1.00	$1.00		NHS
Highway ROW				C	$.50	$.50	$.50	$.50		STP
ADA Projects		Candidate Projects Shown in Appendix C		C	$2.00	$2.00	$2.00	$2.00		STP
Apponaug By-Pass - Transportation Improvements	Warwick			C	$7.70					EM
Apponaug Bypass - Transportation Improvements	Warwick		0185A	C	$5.00	$7.00	$8.00			STP

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State of Rhode Island
Transportation Improvement Program 2013 - 2016
(Total Cost Shown in Million Dollars)

Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Highway Program										
Reconstruction of Two Mile Corner (Routes 138/114)	Middletown	East Main Road - Bailey Brook to West Main Road; For West Main Road -East Main Rd. to Coddington Highway	0007F	C	$5.38					EM
	Middletown	East Main Road - Bailey Brook to West Main Road; For West Main Road -East Main Rd. to Coddington Highway	0007F	C	$.26					NHS
Pell Bridge Access	Newport	Bridge Approaches / Ramps(Admiral Kalbfus to Americas Cup)	0050B	DRC	$4.06					EM
	Newport	Bridge Approaches / Ramps(Admiral Kalbfus to Americas Cup)	0050B	C		$7.00				NHS
Route 138 (Kingstown Rd.)	S. Kingstown	Contract 2 - From Route 2 to the Kingston Station RR Bridge	0139A	DRC			$3.25			EM
	S. Kingstown	Contract 1 - From Kingston Station RR Bridge to Route 108	0139C	DRC	$12.50					EM
	S. Kingstown	Contract 2 - From Route 2 to the Kingston Station RR Bridge	0139A	DRC			$1.75			NHS
Hartford Ave (Route 6A)	Johnston	Atwood Avenue to Killingly Street Contract-2	0138B	C		$6.25				STP
	Johnston	Atwood Avenue to Killingly Street	0134B	C			$.30			STP
Town Center, East Main Rd. (Route 138)	Portsmouth	Turnpike Ave. to Hedley	0007E	C				$7.00	$8.00	NHS
Route 5 Reconstruction	Cranston / Warwick	Mayfield Ave. to Rt. 95, Contract-1	0079B	C			$4.50			STP
Main Street Improvements Route 115	Scituate	Route 115 from North Road to Jackson Flat Road	0173C	C		$.50				STP Enhancement
	Scituate	Route 115 from North Road to Jackson Flat Road	0173C	C		$2.00				STP
Enhancement Funding	To Avoid Double Counting			C		-$.50				STP Enhancement
	Highway Program	**- Program Total**			**$39.39**	**$26.75**	**$22.30**	**$11.50**	**$8.00**	

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Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Interstate Program										
Interstate Design				D	$2.00	$2.00	$2.00	$2.00		Interstate
I-295 Ramp Resurfacing				C	$5.00					Interstate
I-95 Resurfacing Contract - 4	Warwick	Route 2 to Route 113		C	$3.00	$7.00				Interstate
I-95 Resurfacing Contract - 5	Cranston, Providence, Warwick	Route 113 to North of Thurbers Avenue Curve		C			$10.00	$6.00		Interstate
	Cranston, Providence, Warwick	Route 113 to North of Thurbers Avenue Curve		C				$4.00		NHS
I-95 Resurfacing Contract - 6	Pawtucket, Providence	Westminster Street Overpass to MA State line		C				$1.00	$17.00	Interstate
I-195 Resurfacing and Safety	East Providence	East Shore Expressway to MA State line		C				$1.50		Interstate
Traffic Management Center	RIDOT	Operations		O	$3.50	$3.50	$3.50	$3.50		Interstate
Interstate Program - Program Total					**$13.50**	**$12.50**	**$15.50**	**$18.00**	**$17.00**	
Major Projects with Multi Year Funding										
GARVEE Debt Service		Debt Service		O	$18.00	$18.00	$18.00	$20.00		Bridge-GARVEE
		Debt Service		O	$30.38	$30.39	$30.36	$32.59		NHS-GARVEE
I-195 Relocation - Remaining Work	Providence	Includes Contract 16 and Landscape Contracts		C	$24.00					GARVEE-Land Sales
I-195 Relocation - Providence River Pedestrian Bridge	Providence	To be constructed in IWAY Contract 16		C			$2.00			Bridge
	Providence	To be constructed in IWAY Contract 16		C			$4.00			GARVEE-Land Sales
Sakonnet River Bridge No. 250	Portsmouth, Tiverton	Main Bridge Non-GARVEE Funding	0031K	C	$16.00					Bridge
Pawtucket Bridge No. 550	Pawtucket	I-95 over Pleasant St., Taft St., & Seekonk River	0143G	C	$10.00					Bridge
	Pawtucket	I-95 over Pleasant St., Taft St., & Seekonk River	0143G	C	$10.00					NHS

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State of Rhode Island
Transportation Improvement Program 2013 - 2016
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Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Major Projects with Multi Year Funding										
Providence Viaduct Bridge No. 578, Rehabilitation	Providence	146 interchange to Atwells Ave	0156F	C	$1.00	$20.00	$20.00	$20.00		Bridge
	Providence	146 interchange to Atwells Ave	0156F	C	$10.00					TIGER
Major Projects with Multi Year Funding - Program Total					**$119.38**	**$68.39**	**$74.36**	**$72.59**	**----**	
Pavement Management Program										
Pavement Management Design and Right of Way				DR	$3.00	$3.00	$3.00	$3.00		STP
Crack Sealing		Statewide		C	$1.00	$1.00	$1.00	$1.00		STP
Paver Placed Elastomeric Surface Treatment		Statewide	0085D	C	$1.50	$1.50	$1.50	$1.50		STP
Surface Sealing		Statewide		C	$2.00	$2.00	$2.00	$2.00		STP
Local Roads Program	Statewide	Federal Program		C	$4.30					STP
Victory Highway	Burrillville	Main Street (Cooper Hill Road) to Rt. 107 (East Ave.) Contract-1	0177G	C	$1.00					NHS
	Burrillville	Route 7 to 0.5 miles south. Contract-2 Phase III		C	$.50					NHS
US Route 44 Putnam Pike	Glocester/Smithfield	RIDOT Maintenance Facility to West Greenville Rd. Contract - 3B	0061A	C	$3.75					STP
Central Avenue snd Sunset Avenue	Johnston, Providence	Atwood Avenue (Route 5) to Killingly Street	0172D	C	$1.00					STP
Railroad Street /Manville Bridge No. 396	Lincoln	Main Street to Woonsocket City Line (Old River Road)	0165J	C	$.63					Bridge
	Lincoln	Main Street to Old River Road	0165J	C	$2.50					STP
Broadway No.	Newport	Washington Square to Bliss Road	0172U	C	$3.00					STP
Ocean Avenue	New Shoreham	Beach Avenue to Bridge Gate Square (Corn Neck Road)		C	$.40					STP Rural
Mineral Spring Avenue No.	Pawtucket	Dorman Avenue to Main Street	0172F	C	$2.20					STP

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Pavement Management Program

Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Nayatt Road	Barrington	Rumstick Rd to Washington Rd.		C		$1.00				STP
US Route 1 - Post Road	Charlestown	Oyster Drive to South Kingstown Town Line		C		$5.00				NHS
Route 102	Coventry, Foster	Harkney Hill Road to Old Plainfield Pike	0172S	C		$2.00				NHS
Route 2 New London/Reservoir Avenue	Cranston	Park Ave. to Sockanosset Cross Road		C		$4.00				STP
Route 37	Cranston, Warwick	Entire Length, Natick Avenue to US Route 1 (Post Road)		C		$3.00				NHS
Route 4	E. Greenwich, N. Kingstown	US Rt. 1 (Tower Hill Rd.) and Route 403 to Oak Hill Road and I-95		C		$3.00				NHS
Woodville Road	Hopkinton, Richmond	Route 3 (Main St.) to Switch Road		C		$3.00				STP Rural
High Street	S. Kingstown	Route 108 (Kingstown Road) to Route 1A (Main Street)		C		$2.50				STP
Bay Street	Westerly	From the intersection of Bay Street, Sunset Avenue and Wawinnet Avenue to Larkin Road at its intersection with Lighthouse Road.		C		$.56				STP
Route 114, Hope Street/Main Street	Bristol, Warren	Dyer Ave. (Warren) to Washington St. (Bristol)	0076W	C			$3.00			STP
Route 107, Main Street	Burrillville	Route 100 to 400' West of Union Ave. remaining part of Pascoag one-way circulator	0076N	C			$2.00			STP
Dexter Street	Central Falls /Pawtucket	Route 122 (Lonsdale Ave.) to Goff Ave.		C			$1.30			STP
US Route 44 Taunton Avenue	E. Providence	From US Route 1A/Route 114 (Pawtucket Avenue) to the Massachusetts State Line	0076R	C			$1.50			NHS
Winsor Avenue	Johnston	Steer Road to Greenville Avenue		C			$1.00			STP
US Route 6 Hartford Pike/Harford Ave.	Johnston, Scituate	I-295 to Danielson Pike		C			$6.00			NHS

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Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Pavement Management Program										
Snell Road	Little Compton	East Main Road to Long Highway		C			$.70			STP Rural
Route 12 - Scituate Ave. Gainer Dam	Scituate	Start of Gainer Dam (Route 12) at Scituate Reservoir to end of Gainer Dam	0130D	C			$2.00			STP
Flagg Road	S. Kingstown	Plains Road to Old North Road		C			$1.00			STP
US Route 1 - Tower Hill Road	S. Kingstown	Route 108 to Government Center		C			$1.50			NHS
Route 2 - Bald Hill Rd./ New London Ave.	Warwick, Cranston	West Natick to Route 37		C			$2.50			STP
Route 116	Coventry	Route 33/117 (Washington St.) to Gervais Rd.		C				$.80		STP
Laurel Street and Maxon Street	Hopkinton	Laurel - Potter Hill Road to Route 216 (High St.) & Maxon St. Maxon - Laurel to Route 3 (Main Street)		C				$.70		STP Rural
Narragansett Avenue	Jamestown	End to Southwest Avenue		C				$.50		STP
South Pier Road	Narragansett	Route 108 (Point Judith Road) to Boone Street		C				$1.30		STP
Post Road	N. Kingstown	Rt. 1A (West Main St.) to Maxwell Drive		C				$3.00		STP
Woonasquatucket Avenue	N. Providence, Providence	Smith Street (Route 44) to Fruit Hill Road	0172B	C				$2.50		STP
US Route 44 Smith Street	Providence	Lyndhurst Avenue to US Route 1 (North Main St.)	0172C	C				$2.00		STP
Route 146	Providence, N. Providence, Lincoln	I-95 to Sherman Ave.		C				$5.50		STP Rural
US Route 6 - Scituate Bypass/Hartford Pike	Scituate	Rt. 102 (Chopmist Hill Road) to Danielson Pike		C				$2.00		STP
Fish Road	Tiverton	Route 24 to MA Line Contract - 1		C				$1.20		STP
Fish Road	Tiverton	Route 177 Bulgarmarsh Rd. to Goff Ave. Contract - 2		C				$1.00		STP
Canal Street	Westerly	White Rock Road to High Street		C				$1.44		STP
	Westerly	White Rock Road to High Street		C				$.25		STP Enhancement

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Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Pavement Management Program										
Enhancement Funding	To Avoid Double Counting			C				-$.25		STP Enhancement
Pavement Management Program - Program Total					**$26.78**	**$31.56**	**$30.00**	**$29.44**	**----**	
Planning Program										
MPO Planning				SD	$1.30	$1.30	$1.30	$1.30		Metro Planning
RIDOT Research				SD	$.50	$.50	$.50	$.50		SPR Research
RIDOT Planning				SD	$3.50	$3.50	$3.50	$3.50		SPR
				SD	$.50	$.50	$.50	$.50		STP
Planning Program - Program Total					**$5.80**	**$5.80**	**$5.80**	**$5.80**	**----**	
Study & Development Program		**Projects to be Studied Listed in Appendix D**								
Study & Development Budget				SD	$1.50	$1.50	$1.50	$1.50		STP
Study & Development Program - Program Total					**$1.50**	**$1.50**	**$1.50**	**$1.50**	**----**	
Traffic Safety Program		**Programmed Projects Shown in Appendix E**								
Traffic/Safety Design/Planning/Right of Way				C	$4.00	$4.00	$4.00	$4.00		STP
ArterialsTraffic Signal Synchronized System		Statewide		C	$1.25	$1.25	$1.25	$1.25		STP
Drainage Improvements		Statewide		C	$1.00	$1.00	$1.00	$1.00		STP
Highway Safety Improvement Program (HSIP)		Statewide		C	$7.50	$7.50	$10.50	$7.50		HSIP

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Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Traffic Safety Program		**Programmed Projects Shown in Appendix E**								
Lighting Repair/Improvements		Statewide		C	$1.25	$1.25	$1.25	$1.25		STP
Municipal Traffic Projects		Statewide		C	$.50	$.50	$.50	$.50		STP
Pavement Striping		Statewide		C	$4.50	$4.50	$4.50	$4.50		STP
		Statewide		C	$2.50	$2.50	$2.50	$2.50		NHS
Railroad Grade Crossings		Statewide		C	$.50	$.50	$.50	$.50		RR Safety
Repair Damaged Safety Devices		Statewide		C	$1.00	$1.00	$1.00	$1.00		STP
RI*STARS Program		Statewide		C	$1.00	$1.00	$1.00	$1.00		STP
Guide Signing Inventory/Improvements		Statewide		C	$2.50	$2.50	$2.50	$2.50		NHS
State Traffic Commission Projects		Statewide		C	$1.50	$1.50	$1.50	$1.50		STP
Traffic Monitoring		Statewide		C	$1.00	$1.00	$1.00	$1.00		STP
Traffic Signal Optimization		Statewide		C	$.50	$.50	$.50	$.50		HSIP
	Traffic Safety Program	**- Program Total**			**$30.50**	**$30.50**	**$33.50**	**$30.50**	**----**	

Transit Program

Bus	Activity	FTA Program							
Facilities, Administrative & Maintenance	Rehab/Renovation			C	$.75	$1.10	$1.00	$1.00		FTA 5307
Facilities, Passenger	Rehab/Renovation/ Upgrades			C	$1.00	$.89	$.68	$.70		FTA 5307
Planning & Program Management	Plan, Outreach & Training			P	$.98	$1.00	$1.02	$1.04		FTA 5307
	Mobility Management			P	$1.20	$1.20	$1.20	$1.20		FTA 5307
Support Eq/Supplies/Vehicle	ITS/Computers			C	$2.73	$2.18	$2.20	$2.54		FTA 5307
	Replacement			C	$2.02	$1.92	$2.20	$2.47		FTA 5307
	Preventive Maintenance			O	$12.00	$12.00	$12.00	$12.00		FTA 5307

P: Planning S: Study D: Design R: Right of Way C: Construction O: Operations

*** See Page 14 for Funding Category Descriptions**

State of Rhode Island
Transportation Improvement Program 2013 - 2016
(Total Cost Shown in Million Dollars)

Project/Program		ID	Phase	2013	2014	2015	2016	FUT	Funding*
Transit Program									
Bus	**Activity**	**FTA Program**							
Transit Operations	Complementary ADA		O	$3.38	$3.41	$3.45	$3.48		FTA 5307
	Job Access/ Reverse Commute		O	$1.14	$1.16	$1.17	$1.18		FTA 5316
	New Freedom		O	$.46	$.46	$.47	$.47		FTA 5317
	Rural Intercity Bus Connections		O	$.17	$.17	$.17	$.18		FTA 5311
	Rural Operations/ RTAP		O	$1.06	$1.07	$1.08	$1.09		FTA 5311*
	Small Urban		O	$.64	$.64				FTA 5307*
Revenue Vehicles	Replacement		C	$8.90	$8.90	$8.90	$8.90		FTA 5307
	Number of Vehicles			18	18	18	18		
Revenue Vehicles Paratransit	Replacement		C	$.20	$.40	$.83	$1.50		FTA 5307
	Number of Vehicles			2	4	8	15		
	Replacement		C	$.79	$.80	$.80	$.81		FTA 5310
	Number of Vehicles			8	8	8	7		
CMAQ Initiatives	Pilot Car Sharing		O		$.14				FTA 5307 FY 2011 CMAQ
	Transit Service Initiatives		O		$1.20				FTA 5307 FY 2012 CMAQ
	Passenger Initiatives		O		$.50				FTA 5307 FY 2012 CMAQ
	Traffic Signalization		O		$.40				FTA 5307 FY 2012 CMAQ
	Transportation Support Projects		O		$.50				FTA 5307 FY 2012 CMAQ
Rail	**Activity**	**FTA Program**							
Fixed Guideway	SCCR Commuter Rail Service		O	$5.00	$5.00				FTA 5307 (CMAQ Transfer)
	SCCR Commuter Rail Service	To Avoid Double Counting	O	-$5.00	-$5.00				FTA 5307 (CMAQ Transfer)
	SCCR Commuter Rail Service		O			$5.00	$5.00		Other State

P: Planning S: Study D: Design R: Right of Way C: Construction O: Operations

*** See Page 14 for Funding Category Descriptions**

State of Rhode Island
Transportation Improvement Program 2013 - 2016
(Total Cost Shown in Million Dollars)

Project/Program		Activity	FTA Program	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Transit Program											
Rail											
Fixed Guideway		Commuter Rail Facilities & Equipment			C	$7.60	$7.60	$3.10	$3.10		FTA 5309 RIDOT
		Pawtucket/Central Falls Commuter Rail Station	Pawtucket		SD			$4.50			FTA 5309 New Starts Local
		Commuter Rail Feasibility Study	Woonsocket		SD				$1.00		FTA 5309 New Starts Local
Major Projects		Providence Core Connector	Providence		D		$.50	$1.00			FTA 5307
		Transit Program				**$45.02**	**$48.14**	**$50.77**	**$47.66**	**----**	

Federal Funding Category Descriptions

Bridge: Bridge On/Off System
Bridge - Off: Bridge - Off system
CMAQ: Congestion Mitigation Air Quality
EM: SAFETEA-LU Earmark
HSIP: Highway Safety Improvement Program - Includes Penalty Funds
Interstate: Interstate Maintenance
Metro Planning: Metro Planning
NHS: National Highway System
RR Safety: Rail Highway Crossings
RTP: Recreational Trails
SPR: Statewide Planning
SPR Research: Statewide Planning Study
SRTS: Safe Routes to School
STP: Surface Transportation Program Urban/Flex
STP Enhancement: Surface Transportation Program Enhancement
STP Rural: Surface Transportation Program Enhancement < 5,000 Population
Support Services - DBE: STP Supportive Services/DBE Training
TIGER: TIGER Grant

P: Planning S: Study D: Design R: Right of Way C: Construction O: Operations

*** See Page 14 for Funding Category Descriptions**

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Amendment 3
Approved April 14, 2014

Project/Program	(Funding Shown In Millions)						Description

Administrative Program

	Year	Total Cost	Federal	State	Other	Funding[1]	
EEO/Training/Motor Carrier Safety	2013	.500	.400	.100	0.000	STP	**Phase: Operations**
	2013	.500	.500	0.000	0.000	Support Services - DBE	This program funds RIDOTs activities related to training RIDOT's construction staff, and activities to ensure compliance with federal equal employment opportunities in the transportation construction industry. This program also provides the funding directed by FHWA to improve motor carrier safety.
	2014	.500	.400	.100	0.000	STP	
	2014	.500	.500	0.000	0.000	Support Services - DBE	
	2015	.500	.400	.100	0.000	STP	
	2015	.500	.500	0.000	0.000	Support Services - DBE	
	2016	.500	.400	.100	0.000	STP	
	2016	.500	.500	0.000	0.000	Support Services - DBE	
	Totals	**4.000**	**3.600**	**.400**	**0.000**		
Motor Fuel Tax Evasion Prevention Program	2013	.100	.080	.020	0.000	STP	**Phase: Operations**
	2014	.100	.080	.020	0.000	STP	This line item provides FHWA directed funding towards uncovering and preventing motor fuel tax evasion actions by wholesalers and retailers.
	2015	.100	.080	.020	0.000	STP	
	2016	.100	.080	.020	0.000	STP	
	Totals	**.400**	**.320**	**.080**	**0.000**		
Project Modifications	2013	2.000	1.600	.400	0.000	Bridge	**Phase: Construction**
	2013	3.000	2.400	.600	0.000	NHS	This line item provides a contingency for construction related change orders.
	2013	3.000	2.400	.600	0.000	STP	
	2014	2.000	1.600	.400	0.000	Bridge	
	2014	3.000	2.400	.600	0.000	NHS	
	2014	3.000	2.400	.600	0.000	STP	
	2015	2.000	1.600	.400	0.000	Bridge	
	2015	3.000	2.400	.600	0.000	NHS	
	2015	3.000	2.400	.600	0.000	STP	
	2016	2.000	1.600	.400	0.000	Bridge	
	2016	3.000	2.400	.600	0.000	NHS	
	2016	3.000	2.400	.600	0.000	STP	
	Totals	**32.000**	**25.600**	**6.400**	**0.000**		
Administrative Program	**Totals**	**36.400**	**29.520**	**6.880**	**0.000**		

Bike/Pedestrian Program

	Year	Total Cost	Federal	State	Other	Funding[1]	
Safe Routes to School Program	2013	1.000	1.000	0.000	0.000	SRTS	**Phase: Design, Right of Way & Construction**
Statewide	2014	1.000	1.000	0.000	0.000	SRTS	This program plans, designs and implements the Safe Routes to School Program in Rhode Island. The Departments of Administration and Transportation jointly manage this program.
	2015	1.000	1.000	0.000	0.000	SRTS	
	2016	1.000	1.000	0.000	0.000	SRTS	
	Totals	**4.000**	**4.000**	**0.000**	**0.000**		

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description
Bike/Pedestrian Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Recreational Trails Program Statewide	2013	.600	.600	0.000	0.000	RTP	**Phase: Construction** This program plans, designs and implements the Recreational Trails Program in Rhode Island. The program is primarily managed by the Department of Environmental Management with oversight provided by the Department of Transportation.
	2014	.600	.600	0.000	0.000	RTP	
	2015	.600	.600	0.000	0.000	RTP	
	2016	.600	.600	0.000	0.000	RTP	
	Totals	**2.400**	**2.400**	**0.000**	**0.000**		
Bike Path Signage/Bike Map Printing Statewide	2013	.030	.024	.006	0.000	STP	**Phase: Construction** This project involves the installation of bike route signage on appropriate roadways within the State and funds the printing of the State's Bike Map.
	2014	.030	.024	.006	0.000	STP	
	2015	.030	.024	.006	0.000	STP	
	2016	.040	.032	.008	0.000	STP	
	Totals	**.130**	**.104**	**.026**	**0.000**		
Colt State Park Bike Path Bristol	2013	1.875	1.500	.375	0.000	EM	**Phase: Construction** This project will construct a new bicycle/pedestrian path connection between the existing East Bay Bike Path and the Hope Street entrance to the Park; includes resurfacing of existing paths within the Park, re-surfacing of a parking lot on Asylum Road and funding for the installation of new period lighting on Asylum Road.
	2013	.500	.400	.100	0.000	STP	
	2016	.590	.472	.118	0.000	STP Enhancement	
	Totals	**2.965**	**2.372**	**.593**	**0.000**		
Trestle Trail, West Section 0026M Coventry Log Bridge Road to the CT border	2014	4.000	3.200	.800	0.000	EM	**Phase: Construction** This item provides funding for five mile bicycle/pedestrian path from Log Bridge Road to the Connecticut border; also includes an equestrian trail alongside.
Trestle Trail, East Section 0026F Coventry Town Farm Road to Log Bridge Road	2013	5.900	4.720	1.180	0.000	EM	**Phase: Construction** This item provides funding for a five mile bicycle/pedestrian path along a former railroad right-of-way owned by RIDEM that will connect to the Washington Secondary Bike Path. This segment includes 4 bridges; an equestrian trail will be constructed alongside.

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description
Bike/Pedestrian Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Ten Mile River Greenway Segment 1-4 / East Junction track	2014	1.500	1.200	.300	0.000	STP	**Phase: Construction**
	2015	1.000	.800	.200	0.000	STP	
E. Providence/ Pawtucket	**Totals**	**2.500**	**2.000**	**.500**	**0.000**		This item provides funding for bicycle/pedestrian path to follow city-owned right-of-way in East Providence along the Turner Reservoir, completing the remaining segments of the Ten Mile River Bikeway. Terminus will be at the Hunts Mills historic site off Pleasant Street. Also includes construction of a bicycle/pedestrian path along the East Junction Railroad right-of-way.
Blackstone River Bikeway	2015	1.500	1.200	.300	0.000	STP	**Phase: Construction**
Providence Segment 1A							This item provides funding for an off-road bicycle/pedestrian path segment from the East Side Marketplace to Gano Street; construction to follow Narragansett Bay Commission (NBC) interceptor installation. The two facilities will occupy the same location for much of this section. Path will be constructed on a previously disturbed alignment and the NBC will have a paved surface for future maintenance reviews.
East Bay Bike Path Extension	2014	2.000	1.600	.400	0.000	STP	**Phase: Construction**
Warren							This item provides funding for approximately ½ mile section of bicycle/pedestrian path within the former Warren/Fall River Railroad right-of-way connecting to the Warren Bike Path.
Maskerchugg River Bridge Multi-Use Path	2014	.500	.400	.100	0.000	STP	**Phase: Construction**
Warwick, E. Greenwich							This item provides funding for bicycle/pedestrian path bridge to connect the on-road signed bike route on Forge Road in East Greenwich with the path segment constructed on the former town landfill property.
Blackstone River Bikeway	2013	4.000	3.200	.800	0.000	STP	**Phase: Construction**
Woonsocket	2014	1.000	.800	.200	0.000	STP	
Segment 8A	**Totals**	**5.000**	**4.000**	**1.000**	**0.000**		This item provides funding for off-road bicycle/pedestrian path from Division Street. to Truman Drive in Woonsocket.

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description
Bike/Pedestrian Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Other Bike Projects	2015	2.500	2.000	.500	0.000	STP	**Phase: Construction**
	2016	5.000	4.000	1.000	0.000	STP	Funding Reserved for Projects Coming From Study and Development
	Totals	**7.500**	**6.000**	**1.500**	**0.000**		
CMAQ and Enhancement Funding	2013	-1.500	-1.200	-.300	0.000	STP	**Phase: Construction**
To Avoid Double Counting	2014	-1.500	-1.200	-.300	0.000	STP	
	2015	-1.500	-1.200	-.300	0.000	STP	
	2016	-1.500	-1.200	-.300	0.000	STP	
	2016	-.590	-.472	-.118	0.000	STP Enhancement	
	Totals	**-6.590**	**-5.272**	**-1.318**	**0.000**		
Bike/Pedestrian Program	**Totals**	**31.805**	**26.724**	**5.081**	**0.000**		
Bridge Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Bridge Design	2013	6.000	4.800	1.200	0.000	Bridge	**Phase: Design**
Statewide	2014	6.000	4.800	1.200	0.000	Bridge	This line item provides the funding for the design of bridge preventative maintenance, rehabilitation and replacement projects.
	2015	6.000	4.800	1.200	0.000	Bridge	
	2016	6.000	4.800	1.200	0.000	Bridge	
	Totals	**24.000**	**19.200**	**4.800**	**0.000**		
Bridge ROW	2013	.500	.400	.100	0.000	Bridge	**Phase: Right of Way**
Statewide	2014	.500	.400	.100	0.000	Bridge	This line item provides the funding of the right of way activities necessary to implement projects sheduled in the TIP, including those designated as future year projects.
	2015	.500	.400	.100	0.000	Bridge	
	2016	.500	.400	.100	0.000	Bridge	
	Totals	**2.000**	**1.600**	**.400**	**0.000**		
Bridge Inspection Program	2013	8.000	6.400	1.600	0.000	Bridge	**Phase: Operations**
Statewide	2014	8.000	6.400	1.600	0.000	Bridge	This line item provides funding for Bridge inspection activities.
	2015	8.000	6.400	1.600	0.000	Bridge	
	2016	8.000	6.400	1.600	0.000	Bridge	
	Totals	**32.000**	**25.600**	**6.400**	**0.000**		
Bridge Preventive Maintenance	2013	2.000	1.600	.400	0.000	Bridge	**Phase: Construction**
Statewide	2014	2.000	1.600	.400	0.000	Bridge	This line item funds bridge washing and other preventative maintenance activities.
	2015	2.000	1.600	.400	0.000	Bridge	
	2016	2.000	1.600	.400	0.000	Bridge	
	Totals	**8.000**	**6.400**	**1.600**	**0.000**		

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description
Bridge Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Program to Eliminate Structurally Deficient Bridges Statewide	2013	4.000	3.200	.800	0.000	Bridge	**Phase: Construction**
	2014	4.000	3.200	.800	0.000	Bridge	
	2015	4.000	3.200	.800	0.000	Bridge	
	2016	4.000	3.200	.800	0.000	Bridge	
	Totals	**16.000**	**12.800**	**3.200**	**0.000**		
Shippee Bridge No. 307 0154B Burrillville Route 98 over Nipmuc River	2013	2.000	1.600	.400	0.000	Bridge	**Phase: Construction** Bridge Replacement
Meshanticut Interchange, Bridge Contract 3 0028B Cranston, Warwick Includes the following bridges: 821, 820, 245, 246, 490, and 491. Route 2/5/295 interchange area.	2016	5.000	4.000	1.000	0.000	Bridge	**Phase: Construction** Bridge Rehabilitation
Howard Road Bridge No. 459 0035D Cumberland Howard Road over the Abbott Run River	2016	1.000	.800	.200	0.000	Bridge - Off	**Phase: Construction** Bridge Replacement
Newel Bridge No. 204 Cumberland Diamond Hill Road (Rte. 114) over East Branch Sneech Brook	2016	1.500	1.200	.300	0.000	Bridge	**Phase: Construction** Historic Bridge Rehabilitation
Middle Road Bridge No. 761 0156E E. Greenwich Middle Road over Route 4	2013	1.000	.800	.200	0.000	Bridge	**Phase: Construction** Bridge Rehabilitation
Division Street Bridge No. 760 0156D E. Greenwich, Warwick Division St. over Route 4	2015	3.000	2.400	.600	0.000	Bridge	**Phase: Construction** Bridge Replacement
Newman Ave. Bridge No. 224 0171B E. Providence Newman Avenue (Rte. 152) over the Ten Mile River	2014	2.000	1.600	.400	0.000	Bridge	**Phase: Construction** Bridge Replacement

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description
Bridge Program							
	Year	Total Cost	Federal	State	Other	Funding[1]	
Coles Bridge No. 134 0153D E. Providence Pawtucket Avenue (Routes 1A & 114) over the Ten Mile River	2014	1.500	1.200	.300	0.000	Bridge	**Phase: Construction** Bridge Rehabilitation
McCormick Quarry Bridge No. 476 0143D E. Providence East Shore Expressway (NB) over US Rt. 6 (Warren Ave.)	2013	3.500	2.800	.700	0.000	Bridge	**Phase: Construction** Bridge Replacement
Pawtucket Avenue Bridge No. 471 0143K E. Providence Pawtucket Avenue (Rte. 114) over I-195	2015	3.000	2.400	.600	0.000	Bridge	**Phase: Construction** Bridge Replacement
Horton Farm Bridge No. 472 0143K E. Providence East Shore Expressway North (Rte.114) over I-195	2013	1.500	1.200	.300	0.000	Bridge	**Phase: Construction** Bridge Rehabilitation
Tefft Hill Trail Bridge No. 592 0168E Exeter I-95 over the Tefft Hill Trail	2016	2.500	2.000	.500	0.000	Bridge	**Phase: Construction** Bridge Replacement
Simonsville Bridge No. 326 0182A Johnston Simonsville Avenue over Simmons Brook	2016	1.000	.800	.200	0.000	Bridge	**Phase: Construction** Bridge Replacement
Louisquisset Pike Bridge No. 276 0184B Lincoln Route 146 over Route 116	2014	5.000	4.000	1.000	0.000	Bridge	**Phase: Construction** Bridge Replacement
Jamestown - Verrazzano Bridge No. 800 Phase V N. Kingstown, Jamestown Route 138 over the West Passage of Narragansett Bay	2013	2.000	1.600	.400	0.000	Bridge	**Phase: Construction** Bridge Rehabilitation

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program		(Funding Shown In Millions)						Description
Bridge Program								
		Year	Total Cost	Federal	State	Other	Funding[1]	
Central Street Bridge No. 449		2016	1.000	.800	.200	0.000	Bridge	**Phase: Construction**
0183B	N. Smithfield Central Street over the North Smithfield Expressway (Rte.146)							Bridge Rehabilitation
Union Village RR Bridge No. 107		2015	1.500	1.200	.300	0.000	Bridge	**Phase: Construction**
0145C	N. Smithfield Great Road (Rte. 146A) over the P&W RR tracks							Bridge Replacement
Branch River Bridge No. 108		2016	1.000	.800	.200	0.000	Bridge	**Phase: Construction**
0145D	N. Smithfield Great Road (Rte. 146A) over the Branch River							Bridge Replacement
Slatersville Stone Arch Bridge No. 273		2013	4.000	3.200	.800	0.000	Bridge	**Phase: Construction**
0118A	N. Smithfield Providence Pike (Rte. 5) over Branch River							Historic Bridge Rehabilitation
Great Island Bridge No. 499		2013	3.000	2.400	.600	0.000	Bridge - Off	**Phase: Construction**
0144B	Narragansett Great Island Road over Point Judith Pond Tidal Flats Inlet							Bridge Replacement
Pleasant Valley Parkway Bridge No. 777		2014	3.500	2.800	.700	0.000	Bridge	**Phase: Construction**
0129A	Providence Dean Street over the Woonasquatucket River							Bridge Replacement
Harbor Junction Bridge No. 131		2016	1.500	1.200	.300	0.000	Bridge	**Phase: Construction**
0144E	Providence Elmwood Avenue (Rte. 1) over the P&W railroad							Bridge Replacement
Dean Street Bridge No. 776		2016	4.000	3.200	.800	0.000	Bridge	**Phase: Construction**
0163B	Providence Dean Street over Rte. 6, Harris Avenue and AMTRAK railroad							Bridge Rehabilitation

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
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Project and Funding Detail

Project/Program		(Funding Shown In Millions)						Description
Bridge Program								
		Year	Total Cost	Federal	State	Other	Funding[1]	
Broadway Ramp Overpass (Tobey St.) Bridge No. 509		2016	5.000	4.000	1.000	0.000	Bridge	**Phase: Construction**
0030H	Providence Route 6 Ramp over Route 6 & AMTRAK, and P&W railroad							Bridge Replacement
Harris Avenue RR Bridge No. 510		2015	6.000	4.800	1.200	0.000	Bridge	**Phase: Construction**
0030G	Providence Route 6 over Harris Avenue, AMTRAK, and P&W railroad							Bridge Replacement
Kingston Road Bridge No. 403		2015	2.000	1.600	.400	0.000	Bridge	**Phase: Construction**
0143C	Richmond I-95 over Kingston Road (Rte. 138)							Bridge Replacement
Second Carolina Bridge No. 55		2014	1.000	.800	.200	0.000	Bridge	**Phase: Construction**
0145B	Richmond Carolina Road (Rte. 112) over the Mill Canal							Bridge Rehabilitation
Third Carolina Bridge No. 56		2014	1.000	.800	.200	0.000	Bridge	**Phase: Construction**
0145B	Richmond Carolina Road (Rte. 112) over the Pawcatuck River							Bridge Rehabilitation
Kingston Station RR Bridge No. 372		2015	5.750	4.600	1.150	0.000	Bridge	**Phase: Construction**
0139D	S. Kingstown Kingstown Road (Rte. 138) over AMTRAK railroad							Bridge Replacement
Kent Dam Spillway Bridge No. 84		2013	2.000	1.600	.400	0.000	Bridge	**Phase: Construction**
0143B	Scituate Tunk Hill Road (Rte.12) over the Kent Dam Spillway (Scituate Reservoir)							Historic Bridge Rehabilitation
Capron Bridge No. 792		2014	2.000	1.600	.400	0.000	Bridge - Off	**Phase: Construction**
0153E	Smithfield Capron Road over the Woonasquatucket River							Bridge Replacement

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
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Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description
Bridge Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Big River Bridge No. 34	2016	1.000	.800	.200	0.000	Bridge	**Phase: Construction**
0143A W. Greenwich Nooseneck Hill Road (Rte. 3) over Big River							Bridge Replacement
Victory Highway Bridge No. 589	2014	5.000	4.000	1.000	0.000	Bridge	**Phase: Construction**
0168C W. Greenwich Victory Highway (Rte. 102) over I-95							Bridge Rehabilitation
South County Freeway Bridge No. 686	2016	1.000	.800	.200	0.000	Bridge	**Phase: Construction**
0156C Warwick I-95 North Bound over Rte. 4/South County Freeway Ramp							Bridge Rehabilitation
Bridge Program	**Totals**	**168.750**	**135.000**	**33.750**	**0.000**		

CMAQ Program

	Year	Total Cost	Federal	State	Other	Funding[1]	
Passenger Initiatives	2013	.500	.500	0.000	0.000	CMAQ 100%	**Phase: Operations**
RIPTA	2014	.500	.500	0.000	0.000	CMAQ 100%	This program provides funding to encourage people to use transit; these programs include offering fare free transit on Air Quality Alert days, which also provides a higher level of news stories about the days that experience high levels of "bad air" quality. Passenger Initiatives also fund publication and distribution of timetables at intermodal facilities and other public places within the state's transportation network.
Statewide	2015	.500	.500	0.000	0.000	CMAQ 100%	
	2016	.500	.500	0.000	0.000	CMAQ 100%	
	Totals	**2.000**	**2.000**	**0.000**	**0.000**		
Transit Service Initiatives	2013	1.200	.960	.240	0.000	CMAQ	**Phase: Operations**
RIPTA	2014	1.200	.960	.240	0.000	CMAQ	This program funds new transit service for up to three years. New services include introduction of transit service in areas that have not been served or at times of day or night when service was not operated. This activity can fund the addition of individual trips on an existing transit route.
Statewide	2015	1.200	.960	.240	0.000	CMAQ	
	2016	1.200	.960	.240	0.000	CMAQ	
	Totals	**4.800**	**3.840**	**.960**	**0.000**		

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
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Project/Program	(Funding Shown In Millions)						Description
CMAQ Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Transporation Support Projects	2013	.500	.500	0.000	0.000	CMAQ 100%	**Phase: Operations**
RIPTA	2014	.500	.500	0.000	0.000	CMAQ 100%	This program allocates funding for expansion of passenger facilities and amenities, such as bus stop signs, bus shelters, park and ride lots, and transit hubs, and for equipment, including installation of traffic signalization and other investments that support transit services.
Statewide	2015	.500	.500	0.000	0.000	CMAQ 100%	
	2016	.500	.500	0.000	0.000	CMAQ 100%	
	Totals	**2.000**	**2.000**	**0.000**	**0.000**		
Vehicles, Revenue (Replacement)	2013	1.100	.880	.220	0.000	CMAQ	**Phase: Construction**
RIPTA	2014	1.100	.880	.220	0.000	CMAQ	This program funds the replacement of 8 revenue vehicles, which includes the buses, trolleys and vans used in fixed route service, allows RIPTA to continue contributing to congestion mitigation. Newer buses also have improved particulate filters and better use cleaner fuel.
Statewide	2015	1.100	.880	.220	0.000	CMAQ	
	2016	1.100	.880	.220	0.000	CMAQ	
	Totals	**4.400**	**3.520**	**.880**	**0.000**		
Commuter Resources	2013	.500	.400	.100	0.000	CMAQ	**Phase: Operations**
RIPTA	2014	.500	.400	.100	0.000	CMAQ	This program funds RIPTA staff to work with employers to encourage alternatives to single occupancy vehicles, including EcoPass and U-Pass programs; carpooling, supported by software to provide carpool matching and by low-cost carpool parking; guaranteed ride home vouchers; and bike and pedestrian programs, and may include short term rental cars like ZipCar and vanpools.
Statewide	2015	.500	.400	.100	0.000	CMAQ	
	2016	.500	.400	.100	0.000	CMAQ	
	Totals	**2.000**	**1.600**	**.400**	**0.000**		
Bike/Pedestrian Projects	2013	1.500	1.200	.300	0.000	CMAQ	**Phase: Design & Construction**
RIDOT	2014	1.500	1.200	.300	0.000	CMAQ	This line item provides funding to support the State's Bike/Pedestrian Program
Statewide	2015	1.500	1.200	.300	0.000	CMAQ	
	2016	1.500	1.200	.300	0.000	CMAQ	
	Totals	**6.000**	**4.800**	**1.200**	**0.000**		
South County Commuter Rail	2013	5.000	5.000	0.000	0.000	CMAQ 100%	**Phase: Operations**
RIDOT	2014	5.000	5.000	0.000	0.000	CMAQ 100%	
Providence to Wickford Junction	**Totals**	**10.000**	**10.000**	**0.000**	**0.000**		
Reserved for South County Commuter Rail if Eligible or for New Projects	2015	5.000	5.000	0.000	0.000	CMAQ 100%	**Phase: Operations**
RIDOT	2016	5.000	5.000	0.000	0.000	CMAQ 100%	
To be determined	**Totals**	**10.000**	**10.000**	**0.000**	**0.000**		

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State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description

CMAQ Program

	Year	Total Cost	Federal	State	Other	Funding[1]
CMAQ Program	**Totals**	**41.200**	**37.760**	**3.440**	**0.000**	

Enhancement Program

	Year	Total Cost	Federal	State	Other	Funding[1]	
Enhancement Budget	2013	4.000	3.200	.800	0.000	STP Enhancement	**Phase: Design, Right of Way & Construction**
	2014	4.000	3.200	.800	0.000	STP Enhancement	This line item provides the funding for implementation of the Transportation Enhancement Program listed in appendix A.
	2015	4.000	3.200	.800	0.000	STP Enhancement	
	2016	4.000	3.200	.800	0.000	STP Enhancement	
	Totals	**16.000**	**12.800**	**3.200**	**0.000**		
Enhancement Program	**Totals**	**16.000**	**12.800**	**3.200**	**0.000**		

Highway Program

	Year	Total Cost	Federal	State	Other	Funding[1]	
Highway Design	2013	1.000	.800	.200	0.000	STP	**Phase: Design**
	2013	1.000	.800	.200	0.000	NHS	This line item provides the funding for the design of Highway projects included in the TIP, including projects designated for construction in future years.
	2014	1.000	.800	.200	0.000	STP	
	2014	1.000	.800	.200	0.000	NHS	
	2015	1.000	.800	.200	0.000	STP	
	2015	1.000	.800	.200	0.000	NHS	
	2016	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	NHS	
	Totals	**8.000**	**6.400**	**1.600**	**0.000**		
Highway ROW	2013	.500	.400	.100	0.000	STP	**Phase: Construction**
	2014	.500	.400	.100	0.000	STP	This line item provides the funding for the right of way activities necessary for implementation of Highway projects included in the TIP, including projects designated for construction in future years.
	2015	.500	.400	.100	0.000	STP	
	2016	.500	.400	.100	0.000	STP	
	Totals	**2.000**	**1.600**	**.400**	**0.000**		

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Project/Program	(Funding Shown In Millions)						Description
Highway Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
ADA Projects	2013	2.000	1.600	.400	0.000	STP	**Phase: Construction**
	2014	2.000	1.600	.400	0.000	STP	
Candidate Projects Shown in Appendix C	2015	2.000	1.600	.400	0.000	STP	This item funds pedestrian accessibility improvements to roadways as required by the Americans with Disabilities Act of 190 (ADA) such as installation of continuous, unobstructed sidewalks and curb cuts with detectable warnings at street crossings.Appendix C lists candidate ADA highway projects which will be evaluated and prioritized by the Governor's Commission on Disabilities.
	2016	2.000	1.600	.400	0.000	STP	
	Totals	**8.000**	**6.400**	**1.600**	**0.000**		
Route 5 Reconstruction	2015	4.500	3.600	.900	0.000	STP	**Phase: Construction**
0079B Cranston / Warwick Mayfield Ave. to Rt. 95, Contract-1							This project will fund the complete reconstruction of Route 5 from Mayfield Avenue to West Natick Road, and from the Pontiac Bridge to the I-95 Bridge. It will install a roundabout at the Mall entrance and Knight Street, revise access at Warwick Mall, coordinate traffic signals, and replace curb and sidewalk.
Hartford Ave (Route 6A)	2015	.300	.240	.060	0.000	STP	**Phase: Construction**
0134B Johnston Atwood Avenue to Killingly Street							Landscaping Contract -1
	2014	6.250	5.000	1.250	0.000	STP	**Phase: Construction**
0138B Johnston Atwood Avenue to Killingly Street Contract-2							This project will fund the reconstruction of Hartford Ave. between Atwood Ave. and Borden Ave. including new curbing and sidewalks, a three lane section between the Senior Center and Borden Ave., utility relocations, a new water line, a new drainage system that will tie into the detention basin on Hartford Avenue, and traffic signal upgrades. It also includes pavement and sidewalk improvements between Borden Ave. and Killingly St.; and reconstruction of the intersection at Hartford Ave. and Killingly St.
Reconstruction of Two Mile Corner (Routes 138/114)	2013	.256	.205	.051	0.000	NHS	**Phase: Construction**
	2013	5.375	4.300	1.075	0.000	EM	
0007F Middletown East Main Road - Bailey Brook to West Main Road; For West Main Road -East Main Rd. to Coddington Highway	**Totals**	**5.631**	**4.505**	**1.126**	**0.000**		

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Project/Program		(Funding Shown In Millions)						Description
Highway Program								
		Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Pell Bridge Access		2013	4.060	3.248	.812	0.000	EM	**Phase: Construction**
0050B	Newport	2014	7.000	5.600	1.400	0.000	NHS	
	Bridge Approaches / Ramps(Admiral Kalbfus to Americas Cup)	**Totals**	**11.060**	**8.848**	**2.212**	**0.000**		
Town Center, East Main Rd. (Route 138)		2016	7.000	5.600	1.400	0.000	NHS	**Phase: Construction**
0007E	Portsmouth							This project will fund the complete reconstruction of a section of the four lane Route 138 arterial on Aquidneck Island including new pavement structure, drainage improvements, and landscaping.
	Turnpike Ave. to Hedley							
Main Street Improvements Route 115		2014	.500	.400	.100	0.000	STP Enhancement	**Phase: Construction**
0173C	Scituate	2014	2.000	1.600	.400	0.000	STP	This project will fund the complete reconstruction of a portion of Route 115 from North Road to Jackson Flat Road including new pavement structure, curbing, sidewalks, drainage improvements, and signs. Includes Ornamental Lighting funded with Enhancement funding.
	Route 115 from North Road to Jackson Flat Road	**Totals**	**2.500**	**2.000**	**.500**	**0.000**		
Route 138 (Kingstown Rd.)		2013	12.500	10.000	2.500	0.000	EM	**Phase: Design, Right of Way & Construction**
0139C	S. Kingstown							This project will fund the full depth reconstruction of Route 138 (Kingstown Road) from the Kingston Station RR Bridge to Route 108 in Kingston Village. It will install roundabouts to replace existing traffic signals at Plains Road and at Keaney Road. Other improvements include landscaping, traffic signal upgrades, drainage system replacement and installation of new curb and sidewalks.
	Contract 1 - From Kingston Station RR Bridge to Route 108							
		2015	3.250	2.600	.650	0.000	EM	**Phase: Design, Right of Way & Construction**
0139A	S. Kingstown	2015	1.750	1.400	.350	0.000	NHS	This project will fund the full depth reconstruction of Route 138 (Kingstown Road) from Route 2 to the Kingston Station RR Bridge. It will install roundabouts to replace existing traffic signals at Route 2. Other improvements include landscaping, traffic signal upgrades, drainage system replacement and installation of new curb and sidewalks.
	Contract 2 - From Route 2 to the Kingston Station RR Bridge	**Totals**	**5.000**	**4.000**	**1.000**	**0.000**		

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State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	Year	Total Cost	Federal	State	Other	Funding[1]	Description
	(Funding Shown In Millions)						
Highway Program							
Apponaug By-Pass - Transportation Improvements	2013	7.700	6.160	1.540	0.000	EM	**Phase: Construction**
Warwick	2013	5.000	4.000	1.000	0.000	STP	
	2014	7.000	5.600	1.400	0.000	STP	This project will fund improvements to the Apponaug Circulator roadway system consisting of Post Road, Veterans Memorial Drive with a new extension, Greenwich Avenue and Centerville Road with roundabout intersection at five locations and a bridge to carry Memorial Drive Extension over Apponaug River.
	2015	8.000	6.400	1.600	0.000	STP	
	Totals	**27.700**	**22.160**	**5.540**	**0.000**		
Enhancement Funding	2014	-.500	-.400	-.100	0.000	STP Enhancement	**Phase: Construction**
To Avoid Double Counting							
Highway Program	**Totals**	**99.941**	**79.953**	**19.988**	**0.000**		
Interstate Program							
Interstate Design	2013	2.000	1.800	.200	0.000	Interstate	**Phase: Design**
	2014	2.000	1.800	.200	0.000	Interstate	This line item provides the funding for the design of Interstate projects included in the TIP, including projects designated for construction in future years.
	2015	2.000	1.800	.200	0.000	Interstate	
	2016	2.000	1.800	.200	0.000	Interstate	
	Totals	**8.000**	**7.200**	**.800**	**0.000**		
I-295 Ramp Resurfacing	2013	5.000	4.500	.500	0.000	Interstate	**Phase: Construction**
I-95 Resurfacing Contract - 4	2013	3.000	2.700	.300	0.000	Interstate	**Phase: Construction**
Warwick	2014	7.000	6.300	.700	0.000	Interstate	
Route 2 to Route 113	**Totals**	**10.000**	**9.000**	**1.000**	**0.000**		
I-95 Resurfacing Contract - 5	2015	10.000	9.000	1.000	0.000	Interstate	**Phase: Construction**
Cranston, Providence, Warwick	2016	6.000	5.400	.600	0.000	Interstate	
Route 113 to North of Thurbers Avenue Curve	2016	4.000	3.200	.800	0.000	NHS	
	Totals	**20.000**	**17.600**	**2.400**	**0.000**		
I-95 Resurfacing Contract - 6	2016	1.000	.900	.100	0.000	Interstate	**Phase: Construction**
Pawtucket, Providence							
Westminster Street Overpass to MA State line							

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Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description
Interstate Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
I-195 Resurfacing and Safety	2016	1.500	1.350	.150	0.000	Interstate	**Phase: Construction**
East Providence							
East Shore Expressway to MA State line							
Traffic Management Center	2013	3.500	3.150	.350	0.000	Interstate	**Phase: Operations**
RIDOT	2014	3.500	3.150	.350	0.000	Interstate	
Operations	2015	3.500	3.150	.350	0.000	Interstate	
	2016	3.500	3.150	.350	0.000	Interstate	
	Totals	**14.000**	**12.600**	**1.400**	**0.000**		
Interstate Program	**Totals**	**59.500**	**53.150**	**6.350**	**0.000**		
Major Projects with Multi Year Funding							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
GARVEE Debt Service	2013	18.000	18.000	0.000	0.000	Bridge	**Phase: Operations**
	2013	30.380	30.380	0.000	0.000	NHS	This line item funds the GARVEE debt service on the GARVEE bonds issued by the State for the funding of the IWAY, the Sakonnet River Bridge, the Washington Bridge, the Quonset Access Road and the Freight Rail Improvement Program.
Debt Service	2014	18.000	18.000	0.000	0.000	Bridge	
	2014	30.390	30.390	0.000	0.000	NHS	
	2015	18.000	18.000	0.000	0.000	Bridge	
	2015	30.360	30.360	0.000	0.000	NHS	
	2016	20.000	20.000	0.000	0.000	Bridge	
	2016	32.590	32.590	0.000	0.000	NHS	
	Totals	**197.720**	**197.720**	**0.000**	**0.000**		
I-195 Relocation - Remaining Work	2013	24.000	0.000	24.000	0.000	GARVEE-Land Sales	**Phase: Construction**
Providence							This line item provides the funding for the remaining funding of the IWAY.
Includes Contract 16 and Landscape Contracts							

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Project/Program	(Funding Shown In Millions)						Description
Major Projects with Multi Year Funding							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
I-195 Relocation - Providence River Pedestrian Bridge Providence To be constructed in IWAY Contract 16	2015	4.000	0.000	4.000	0.000	GARVEE-Land Sales	**Phase: Construction** The Providence River Pedestrian Bridge will span the Providence River just north of the IWAY (I-195). It will be supported on the original I-195 bridge pier bases. The bridge is designed to provide a route for pedestrians and bicycles across the river connecting shared use paths along South Water Street to paths on the west leading to the Knowledge District and Downtown Providence. The bridge will include gathering spaces for public events. The paths on the east and west approaches will go through proposed waterfront parks with public amenities.
	2015	2.000	1.600	.400	0.000	Bridge	
	Totals	**6.000**	**1.600**	**4.400**	**0.000**		
Sakonnet River Bridge No. 250 0031K Portsmouth, Tiverton Main Bridge Non-GARVEE Funding	2013	16.000	12.800	3.200	0.000	Bridge	**Phase: Construction** This line item provides the funding for the remaining funding of the Sakonnet River Bridge.
Pawtucket Bridge No. 550 0143G Pawtucket I-95 over Pleasant St., Taft St., & Seekonk River	2013	10.000	8.000	2.000	0.000	Bridge	**Phase: Construction** This line item provides the funding for the remaining funding of the I-95, Pawtucket Bridge.
	2013	10.000	8.000	2.000	0.000	NHS	
	Totals	**20.000**	**16.000**	**4.000**	**0.000**		
Providence Viaduct Bridge No. 578, Rehabilitation 0156F Providence 146 interchange to Atwells Ave	2013	10.000	0.000	0.000	0.000	TIGER	**Phase: Construction** This line item provides the funding for the design, row costs and construction of the I-95 Providence Viaduct Bridge.
	2013	1.000	.800	.200	0.000	Bridge	
	2014	20.000	16.000	4.000	0.000	Bridge	
	2015	20.000	16.000	4.000	0.000	Bridge	
	2016	20.000	16.000	4.000	0.000	Bridge	
	Totals	**71.000**	**48.800**	**12.200**	**0.000**		
Major Projects with Multi Year Funding	**Totals**	**334.720**	**276.920**	**47.800**	**0.000**		
Pavement Management Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Pavement Management Design and Right of Way	2013	3.000	2.400	.600	0.000	STP	**Phase: Design & Right of Way** This line item provides the funding for the design and Right of Way costs of Pavement Management projects included in the TIP, including projects designated for construction in future years.
	2014	3.000	2.400	.600	0.000	STP	
	2015	3.000	2.400	.600	0.000	STP	
	2016	3.000	2.400	.600	0.000	STP	
	Totals	**12.000**	**9.600**	**2.400**	**0.000**		

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Project/Program	(Funding Shown In Millions)						Description
Pavement Management Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Crack Sealing Statewide	2013	1.000	.800	.200	0.000	STP	**Phase: Construction** This line item funds projects to improve pavement life by sealing cracks with an application of rubberized asphalt liquid to prevent water penetration.
	2014	1.000	.800	.200	0.000	STP	
	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	Totals	**4.000**	**3.200**	**.800**	**0.000**		
Paver Placed Elastomeric Surface Treatment 0085D Statewide	2013	1.500	1.200	.300	0.000	STP	**Phase: Construction** This item funds a procedure which add a one inch thick pavement overlay which contains a rubber modified asphalt liquid cement.Utility covers and catch basin grates are adjusted to final grade during this process.
	2014	1.500	1.200	.300	0.000	STP	
	2015	1.500	1.200	.300	0.000	STP	
	2016	1.500	1.200	.300	0.000	STP	
	Totals	**6.000**	**4.800**	**1.200**	**0.000**		
Surface Sealing Statewide	2013	2.000	1.600	.400	0.000	STP	**Phase: Construction** This item funds a surface sealing procedure which uses a asphalt liquid blended with 20% crumb rubber from tires, which is sprayed on the road surface, followed by a high quality uniformly graded, plant asphalt coated aggregate. (Chip Sealing)
	2014	2.000	1.600	.400	0.000	STP	
	2015	2.000	1.600	.400	0.000	STP	
	2016	2.000	1.600	.400	0.000	STP	
	Totals	**8.000**	**6.400**	**1.600**	**0.000**		
Nayatt Road Barrington Rumstick Rd to Washington Rd.	2014	1.000	.800	.200	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing, clean storm water collection system.
Route 114, Hope Street/Main Street 0076W Bristol, Warren Dyer Ave. (Warren) to Washington St. (Bristol)	2015	3.000	2.400	.600	0.000	STP	**Phase: Construction** Replace curbing and sidewalks (ADA).
Route 107, Main Street 0076N Burrillville Route 100 to 400' West of Union Ave. remaining part of Pascoag one-way circulator	2015	2.000	1.600	.400	0.000	STP	**Phase: Construction** Grind pavement and/or full depth gravel and pavement removal/replacement, replace curbing and sidewalks (ADA), clean stormwater collection system.
Victory Highway 0177G Burrillville Main Street (Cooper Hill Road) to Rt. 107 (East Ave.) Contract-1	2013	1.000	.800	.200	0.000	NHS	**Phase: Construction** Recycle pavement into a new base and overlay with new asphalt, replace curbing and sidewalks (ADA), clean stormwater collection system.

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Project/Program	(Funding Shown In Millions)						Description
Pavement Management Program							
	Year	Total Cost	Federal	State	Other	Funding[1]	
Victory Highway Burrillville Route 7 to 0.5 miles south. Contract-2 Phase III	2013	.500	.400	.100	0.000	NHS	**Phase: Construction** Recycle pavement into a new base and overlay with new asphalt, clean stormwater collection system.
Dexter Street Central Falls /Pawtucket Route 122 (Lonsdale Ave.) to Goff Ave.	2015	1.300	1.040	.260	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
US Route 1 - Post Road Charlestown Oyster Drive to South Kingstown Town Line	2014	5.000	4.000	1.000	0.000	NHS	**Phase: Construction** Grind and overlay pavement, replace curbing, clean stormwater collection system.
Route 116 Coventry Route 33/117 (Washington St.) to Gervais Rd.	2016	.800	.640	.160	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
Route 102 0172S Coventry, Foster Harkney Hill Road to Old Plainfield Pike	2014	2.000	1.600	.400	0.000	NHS	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.
Route 2 New London/Reservoir Avenue Cranston Park Ave. to Sockanosset Cross Road	2014	4.000	3.200	.800	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
Route 37 Cranston, Warwick Entire Length, Natick Avenue to US Route 1 (Post Road)	2014	3.000	2.400	.600	0.000	NHS	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.
Route 4 E. Greenwich, N. Kingstown US Rt. 1 (Tower Hill Rd.) and Route 403 to Oak Hill Road and I-95	2014	3.000	2.400	.600	0.000	NHS	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.

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Project/Program	(Funding Shown In Millions)						Description
Pavement Management Program							
	Year	Total Cost	Federal	State	Other	Funding[1]	
US Route 44 Taunton Avenue 0076R E. Providence From US Route 1A/Route 114 (Pawtucket Avenue) to the Massachusetts State Line	2015	1.500	1.200	.300	0.000	NHS	**Phase: Construction** Grind pavement and/or full depth gravel and pavement removal/replacement, replace curbing and sidewalks (ADA), clean stormwater collection system.
US Route 44 Putnam Pike 0061A Glocester/Smithfield RIDOT Maintenance Facility to West Greenville Rd. Contract - 3B	2013	3.750	3.000	.750	0.000	STP	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.
Laurel Street and Maxon Street Hopkinton Laurel - Potter Hill Road to Route 216 (High St.) & Maxon St. Maxon - Laurel to Route 3 (Main Street)	2016	.700	.560	.140	0.000	STP Rural	**Phase: Construction** Grind and overlay pavement on Maxson St.; recycle pavement into a new base and overlay with new asphalt on Laurel St.; clean stormwater collection system.
Woodville Road Hopkinton, Richmond Route 3 (Main St.) to Switch Road	2014	3.000	2.400	.600	0.000	STP Rural	**Phase: Construction** Recycle pavement into a new base and overlay with new asphalt, replace limited curbing and sidewalks (ADA), clean stormwater collection system.
Narragansett Avenue Jamestown End to Southwest Avenue	2016	.500	.400	.100	0.000	STP	**Phase: Construction** Recycle pavement into a new base and overlay with new asphalt, replace curbing and sidewalks (ADA), clean stormwater collection system
Winsor Avenue Johnston Steer Road to Greenville Avenue	2015	1.000	.800	.200	0.000	STP	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.
Central Avenue snd Sunset Avenue 0172D Johnston, Providence Atwood Avenue (Route 5) to Killingly Street	2013	1.000	.800	.200	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system

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Project/Program	(Funding Shown In Millions)						Description
Pavement Management Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
US Route 6 Hartford Pike/Harford Ave. Johnston, Scituate I-295 to Danielson Pike	2015	6.000	4.800	1.200	0.000	NHS	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.
Railroad Street /Manville Bridge No. 396	2013	2.500	2.000	.500	0.000	STP	**Phase: Construction**
0165J Lincoln	2013	.625	.500	.125	0.000	Bridge	
Main Street to Woonsocket City Line (Old River Road)	**Totals**	**3.125**	**2.500**	**.625**	**0.000**		
Snell Road Little Compton East Main Road to Long Highway	2015	.700	.560	.140	0.000	STP Rural	**Phase: Construction** Recycle pavement into a new base and overlay with new asphalt, clean stormwater collection system.
Woonasquatucket Avenue	2016	2.500	2.000	.500	0.000	STP	**Phase: Construction**
0172B N. Providence, Providence Smith Street (Route 44) to Fruit Hill Road							Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system
South Pier Road Narragansett Route 108 (Point Judith Road) to Boone Street	2016	1.300	1.040	.260	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
Ocean Avenue New Shoreham Beach Avenue to Bridge Gate Square (Corn Neck Road)	2013	.400	.320	.080	0.000	STP Rural	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.
Broadway No.	2013	3.000	2.400	.600	0.000	STP	**Phase: Construction**
0172U Newport Washington Square to Bliss Road							
Post Road N. Kingstown Rt. 1A (West Main St.) to Maxwell Drive	2016	3.000	2.400	.600	0.000	STP	**Phase: Construction**
Mineral Spring Avenue No.	2013	2.200	1.760	.440	0.000	STP	**Phase: Construction**
0172F Pawtucket Dorman Avenue to Main Street							

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State of Rhode Island
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Project/Program	(Funding Shown In Millions)						Description
Pavement Management Program							
	Year	Total Cost	Federal	State	Other	Funding[1]	
US Route 44 Smith Street 0172C Providence Lyndhurst Avenue to US Route 1 (North Main St.)	2016	2.000	1.600	.400	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
Route 146 Providence, N. Providence, Lincoln I-95 to Sherman Ave.	2016	5.500	4.400	1.100	0.000	STP Rural	**Phase: Construction** Recycle pavement into a new base and overlay with new asphalt, clean stormwater collection system.
Route 12 - Scituate Ave. Gainer Dam 0130D Scituate Start of Gainer Dam (Route 12) at Scituate Reservoir to end of Gainer Dam	2015	2.000	1.600	.400	0.000	STP	**Phase: Construction** Remove and replace pavement, clean stormwater collection system.
US Route 6 - Scituate Bypass/Hartford Pike Scituate Rt. 102 (Chopmist Hill Road) to Danielson Pike	2016	2.000	1.600	.400	0.000	STP	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.
High Street S. Kingstown Route 108 (Kingstown Road) to Route 1A (Main Street)	2014	2.500	2.000	.500	0.000	STP	**Phase: Construction** Recycle pavement into a new base and overlay with new asphalt, replace curbing and sidewalks (ADA), clean stormwater collection system.
Bay Street Westerly From the intersection of Bay Street, Sunset Avenue and Wawinnet Avenue to Larkin Road at its intersection with Lighthouse Road.	2014	.563	.450	.113	0.000	STP	**Phase: Construction** Construction of new sidewalks, curbing, crosswalks, street lighting, street furnishing and signage.
Flagg Road S. Kingstown Plains Road to Old North Road	2015	1.000	.800	.200	0.000	STP	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.
US Route 1 - Tower Hill Road S. Kingstown Route 108 to Government Center	2015	1.500	1.200	.300	0.000	NHS	**Phase: Construction** Grind and overlay pavement, clean stormwater collection system.

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Project/Program	(Funding Shown In Millions)						Description
Pavement Management Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Local Roads Program Statewide Federal Program	2013	4.300	3.440	.860	0.000	STP	**Phase: Construction**
Fish Road Tiverton Route 177 Bulgarmarsh Rd. to Goff Ave. Contract - 2	2016	1.000	.800	.200	0.000	STP	**Phase: Construction** Overlay hot mix asphalt on existing pavement, clean stormwater collection system
Tiverton Route 24 to MA Line Contract - 1	2016	1.200	.960	.240	0.000	STP	**Phase: Construction** Overlay hot mix asphalt on existing pavement, clean stormwater collection system
Route 2 - Bald Hill Rd./ New London Ave. Warwick, Cranston West Natick to Route 37	2015	2.500	2.000	.500	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
Canal Street Westerly White Rock Road to High Street	2016	1.437	1.150	.287	0.000	STP	**Phase: Construction** Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system
	2016	.250	.200	.050	0.000	STP Enhancement	
	Totals	**1.687**	**1.350**	**.337**	**0.000**		
Enhancement Funding To Avoid Double Counting	2016	-.250	-.200	-.050	0.000	STP Enhancement	**Phase: Construction**
Pavement Management Program	**Totals**	**117.775**	**94.220**	**23.555**	**0.000**		
Planning Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
MPO Planning	2013	1.300	1.040	.260	0.000	Metro Planning	**Phase: Study & Design** This line item funds the Statewide Planning multi modal planning activities including in the State's Unified Planning Work Program.
	2014	1.300	1.040	.260	0.000	Metro Planning	
	2015	1.300	1.040	.260	0.000	Metro Planning	
	2016	1.300	1.040	.260	0.000	Metro Planning	
	Totals	**5.200**	**4.160**	**1.040**	**0.000**		

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Project/Program	(Funding Shown In Millions)						Description
Planning Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
RIDOT Research	2013	.500	.400	.100	0.000	SPR Research	**Phase: Study & Design** This line item funds RIDOT's research activities including in the State Planning & Research work program.
	2014	.500	.400	.100	0.000	SPR Research	
	2015	.500	.400	.100	0.000	SPR Research	
	2016	.500	.400	.100	0.000	SPR Research	
	Totals	**2.000**	**1.600**	**.400**	**0.000**		
RIDOT Planning	2013	.500	.400	.100	0.000	STP	**Phase: Study & Design** This line item funds RIDOT's multi modal planning activities including in the State Planning & Research work program.
	2013	3.500	2.800	.700	0.000	SPR	
	2014	.500	.400	.100	0.000	STP	
	2014	3.500	2.800	.700	0.000	SPR	
	2015	.500	.400	.100	0.000	STP	
	2015	3.500	2.800	.700	0.000	SPR	
	2016	.500	.400	.100	0.000	STP	
	2016	3.500	2.800	.700	0.000	SPR	
	Totals	**16.000**	**12.800**	**3.200**	**0.000**		
Planning Program	**Totals**	**23.200**	**18.560**	**4.640**	**0.000**		
Study & Development Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Study & Development Budget	2013	1.500	1.200	.300	0.000	STP	**Phase: Study & Design** This program involves the initial assessment of proposed highway and bike/pedestrian projects to determine project feasibility and the appropriate TIP Program for implementation. The goal of the program is to take projects through the environmental process and to develop project design to a stage where a reasonably accurate cost estimate can be established so that the Transportation Advisory Committee can consider the projects for inclusion in the TIP for implementation.
	2014	1.500	1.200	.300	0.000	STP	
	2015	1.500	1.200	.300	0.000	STP	
	2016	1.500	1.200	.300	0.000	STP	
	Totals	**6.000**	**4.800**	**1.200**	**0.000**		
Study & Development Program	**Totals**	**6.000**	**4.800**	**1.200**	**0.000**		

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Project and Funding Detail

Project/Program	(Funding Shown In Millions)						Description
Traffic Safety Program							
	Year	Total Cost	Federal	State	Other	Funding[1]	
Traffic/Safety Design/Planning/Right of Way	2013	4.000	3.200	.800	0.000	STP	**Phase: Construction**
	2014	4.000	3.200	.800	0.000	STP	This line item provides the funding for the planning, design and right of way activities for projects to be included in the Traffic/Safety program.
	2015	4.000	3.200	.800	0.000	STP	
	2016	4.000	3.200	.800	0.000	STP	
	Totals	**16.000**	**12.800**	**3.200**	**0.000**		
ArterialsTraffic Signal Synchronized System	2013	1.250	1.000	.250	0.000	STP	**Phase: Construction**
	2014	1.250	1.000	.250	0.000	STP	This program funds projects which consist of installing a fiber optic communication backbone and the accompanying traffic signal control equipment needed to provide the capability of synchronizing the operation of a particular signalized corridor or network to improve traffic flow throughout the network (reduce vehicle delay and the number of stops required), as well as, to reduce fuel consumption and vehicle emissions, and therefore, improve air quality
Statewide	2015	1.250	1.000	.250	0.000	STP	
	2016	1.250	1.000	.250	0.000	STP	
	Totals	**5.000**	**4.000**	**1.000**	**0.000**		
Drainage Improvements	2013	1.000	.800	.200	0.000	STP	**Phase: Construction**
	2014	1.000	.800	.200	0.000	STP	This program funds projects which repair damaged or malfunctioning roadside drainage systems that do not effectively or efficiently remove water from the roadway and thus have a potential to affect traffic safety.
Statewide	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	Totals	**4.000**	**3.200**	**.800**	**0.000**		
Highway Safety Improvement Program (HSIP)	2013	7.500	7.500	0.000	0.000	HSIP	**Phase: Construction**
	2014	7.500	7.500	0.000	0.000	HSIP	
	2015	10.500	10.500	0.000	0.000	HSIP	This program funds safety improvement projects, such as, installing roundabouts, installing or modifying traffic signals, installing median guardrail, modifying intersection geometry, installing traffic signs and pavement markings at intersections, interchanges, and roadway segments identified as being most in need of safety improvements.
Statewide	2016	7.500	7.500	0.000	0.000	HSIP	
	Totals	**33.000**	**33.000**	**0.000**	**0.000**		
Lighting Repair/Improvements	2013	1.250	1.000	.250	0.000	STP	**Phase: Construction**
	2014	1.250	1.000	.250	0.000	STP	This item funds projects which replace or repair older non-functioning High Pressure Sodium (HPS) fixture highway lighting systems. The new highway lighting systems are the more efficient LED fixtures which deliver energy savings, reduce maintenance costs, as well as provide improved illumination on highways.
Statewide	2015	1.250	1.000	.250	0.000	STP	
	2016	1.250	1.000	.250	0.000	STP	
	Totals	**5.000**	**4.000**	**1.000**	**0.000**		

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Project/Program	(Funding Shown In Millions)						Description
Traffic Safety Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Municipal Traffic Projects	2013	.500	.400	.100	0.000	STP	**Phase: Construction**
	2014	.500	.400	.100	0.000	STP	This program will fund projects which involve the installation of traffic signals, pavement markings, and signals at intersections on non-state roads.
Statewide	2015	.500	.400	.100	0.000	STP	
	2016	.500	.400	.100	0.000	STP	
	Totals	**2.000**	**1.600**	**.400**	**0.000**		
Pavement Striping	2013	4.500	3.600	.900	0.000	STP	**Phase: Construction**
	2013	2.500	2.000	.500	0.000	NHS	This program funds the maintenance work undertaken to refresh and improve the visibility of lane lines.
Statewide	2014	4.500	3.600	.900	0.000	STP	
	2014	2.500	2.000	.500	0.000	NHS	
	2015	4.500	3.600	.900	0.000	STP	
	2015	2.500	2.000	.500	0.000	NHS	
	2016	4.500	3.600	.900	0.000	STP	
	2016	2.500	2.000	.500	0.000	NHS	
	Totals	**28.000**	**22.400**	**5.600**	**0.000**		
Railroad Grade Crossings	2013	.500	.400	.100	0.000	RR Safety	**Phase: Construction**
	2014	.500	.400	.100	0.000	RR Safety	This program involves improvements to the freight railroad highway crossings using federal funding designated for that purpose.
Statewide	2015	.500	.400	.100	0.000	RR Safety	
	2016	.500	.400	.100	0.000	RR Safety	
	Totals	**2.000**	**1.600**	**.400**	**0.000**		
Repair Damaged Safety Devices	2013	1.000	.800	.200	0.000	STP	**Phase: Construction**
	2014	1.000	.800	.200	0.000	STP	This program funds projects which repair or replace guardrails and crash cushions along the state highways.
Statewide	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	Totals	**4.000**	**3.200**	**.800**	**0.000**		
RI*STARS Program	2013	1.000	.800	.200	0.000	STP	**Phase: Construction**
	2014	1.000	.800	.200	0.000	STP	The RI-STARS (Strategically Targeted Affordable Roadway Solutions) program is a new initiative. The focus is on rapidly delivering low-cost and high benefit safety and mobility improvements. These improvements typically consist of installing roadway traffic signs, installing pavement markings, upgrading traffic signals, and other traffic control improvements to improve the operations of intersections and roadway segments.
Statewide	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	Totals	**4.000**	**3.200**	**.800**	**0.000**		

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Project/Program	(Funding Shown In Millions)						Description
Traffic Safety Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Guide Signing Inventory/Improvements	2013	2.500	2.000	.500	0.000	NHS	**Phase: Construction**
	2014	2.500	2.000	.500	0.000	NHS	Guide Signing projects consist of replace older/faded ground mounted and overhead mounted guide signs with brighter and larger and thus more visible signs. Also, sign support structures that are at the end of their service life or that do not comply with new structural code requirements are replaced as part of these projects.
Statewide	2015	2.500	2.000	.500	0.000	NHS	
	2016	2.500	2.000	.500	0.000	NHS	
	Totals	**10.000**	**8.000**	**2.000**	**0.000**		
State Traffic Commission Projects	2013	1.500	1.200	.300	0.000	STP	**Phase: Construction**
	2014	1.500	1.200	.300	0.000	STP	This program funds projects which implement State Traffic Commission approved roadway traffic safety and efficiency improvements, on roadways under the jurisdiction of the STC, that have been requested by the RIDOT, the Cities and Towns, or the United States and Rhode Island State general assembly members.
Statewide	2015	1.500	1.200	.300	0.000	STP	
	2016	1.500	1.200	.300	0.000	STP	
	Totals	**6.000**	**4.800**	**1.200**	**0.000**		
Traffic Monitoring	2013	1.000	.800	.200	0.000	STP	**Phase: Construction**
	2014	1.000	.800	.200	0.000	STP	This program funds projects which consist of the installation of embedded inductive or overhead radar traffic counting equipment as well as traffic cameras for the purpose of monitoring traffic.
Statewide	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	Totals	**4.000**	**3.200**	**.800**	**0.000**		
Traffic Signal Optimization	2013	.500	.500	0.000	0.000	HSIP	**Phase: Construction**
	2014	.500	.500	0.000	0.000	HSIP	This program funds projects designed to ensure traffic signals are optimally timed to reduce delays and emissions and improve safety. Also includes upgrading or modification of signal equipment to ensure they operate at maximum efficiency
Statewide	2015	.500	.500	0.000	0.000	HSIP	
	2016	.500	.500	0.000	0.000	HSIP	
	Totals	**2.000**	**2.000**	**0.000**	**0.000**		
Traffic Safety Program	**Totals**	**125.000**	**107.000**	**18.000**	**0.000**		

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Project/Program	(Funding Shown In Millions)						Description
Transit Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Facilities, Administrative & Maintenance	2013	.750	.600	.150	0.000	FTA 5307	**Phase: Construction**
Rehab/Renovation	2014	1.100	.880	.220	0.000	FTA 5307	This program funds repairs to RIPTA's Elmwood and Newport bus garages and administrative offices, including roof replacements and repairs to building systems needed to keep facilities in a state of good repair.
	2015	1.000	.800	.200	0.000	FTA 5307	
	2016	1.000	.800	.200	0.000	FTA 5307	
	Totals	**3.850**	**3.080**	**.770**	**0.000**		
Facilities, Passenger	2013	1.000	.800	.200	0.000	FTA 5307	**Phase: Construction**
Rehab/Renovation/ Upgrades	2014	.890	.712	.178	0.000	FTA 5307	This program includes improvements to passenger hubs, bus shelters and the expansion of rapid bus corridors, as identified in RIPTA's 5-year strategic plan.
	2015	.680	.544	.136	0.000	FTA 5307	
	2016	.700	.560	.140	0.000	FTA 5307	
	Totals	**3.270**	**2.616**	**.654**	**0.000**		
Planning & Program Management	2013	.980	.784	.196	0.000	FTA 5307	**Phase: Planning**
Plan, Outreach & Training	2014	1.000	.800	.200	0.000	FTA 5307	This program collects and evaluates data for RIPTA's transit operations, providing a basis for evaluation of the transit service. This program is included in the MPO's Unified Planning Work Program.
	2015	1.020	.816	.204	0.000	FTA 5307	
	2016	1.040	.832	.208	0.000	FTA 5307	
	Totals	**4.040**	**3.232**	**.808**	**0.000**		
	2013	1.200	.960	.240	0.000	FTA 5307	**Phase: Planning**
Mobility Management	2014	1.200	.960	.240	0.000	FTA 5307	This program funds activities which support RIde coordination and brokerage activities.
	2015	1.200	.960	.240	0.000	FTA 5307	
	2016	1.200	.960	.240	0.000	FTA 5307	
	Totals	**4.800**	**3.840**	**.960**	**0.000**		
Support Eq/Supplies/Vehicle	2013	2.020	1.616	.404	0.000	FTA 5307	**Phase: Construction**
Replacement	2014	1.920	1.536	.384	0.000	FTA 5307	This item funds routine replacement of support equipment, capital supplies and non-revenue vehicles. Examples of items to be replaced include: bus engines and parts, support vehicles such as road trucks and administrative vehicles, and office equipment.
	2015	2.200	1.760	.440	0.000	FTA 5307	
	2016	2.470	1.976	.494	0.000	FTA 5307	
	Totals	**8.610**	**6.888**	**1.722**	**0.000**		
	2013	12.000	9.600	2.400	0.000	FTA 5307	**Phase: Operations**
Preventive Maintenance	2014	12.000	9.600	2.400	0.000	FTA 5307	This items funds regular preventative maintenance which protects the State's investment in rolling stock (buses and vans).
	2015	12.000	9.600	2.400	0.000	FTA 5307	
	2016	12.000	9.600	2.400	0.000	FTA 5307	
	Totals	**48.000**	**38.400**	**9.600**	**0.000**		

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Project/Program	(Funding Shown In Millions)						Description
Transit Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Support Eq/Supplies/Vehicle	2013	2.730	2.184	.546	0.000	FTA 5307	**Phase: Construction**
ITS/Computers	2014	2.180	1.744	.436	0.000	FTA 5307	This item funds the purchase of a variety of Intelligent Transportation System equipment including desktop computers, bus mounted Automatic Passenger Counters/Automatic Vehicle Locaters, and trip scheduling computer programs for RIde demand response services.
	2015	2.200	1.760	.440	0.000	FTA 5307	
	2016	2.540	2.032	.508	0.000	FTA 5307	
	Totals	**9.650**	**7.720**	**1.930**	**0.000**		
Transit Operations	2013	3.380	2.704	.676	0.000	FTA 5307	**Phase: Operations**
Complementary ADA	2014	3.410	2.728	.682	0.000	FTA 5307	This items funds services required under the Americans with Disabilities Act of 1990 for people with diabilities that prevent use of the fixed route bus system, and is provided by the RIde Program.
	2015	3.450	2.760	.690	0.000	FTA 5307	
	2016	3.480	2.784	.696	0.000	FTA 5307	
	Totals	**13.720**	**10.976**	**2.744**	**0.000**		
Job Access/ Reverse Commute	2013	1.140	.570	.570	0.000	FTA 5316	**Phase: Operations**
	2014	1.160	.580	.580	0.000	FTA 5316	This funding supports employment transportation targeting low income individuals.
	2015	1.170	.585	.585	0.000	FTA 5316	
	2016	1.180	.590	.590	0.000	FTA 5316	
	Totals	**4.650**	**2.325**	**2.325**	**0.000**		
New Freedom	2013	.460	.368	.092	0.000	FTA 5317	**Phase: Operations**
	2014	.460	.368	.092	0.000	FTA 5317	This program funds activities used to enhance transportation for persons with disabilities.
	2015	.470	.376	.094	0.000	FTA 5317	
	2016	.470	.376	.094	0.000	FTA 5317	
	Totals	**1.860**	**1.488**	**.372**	**0.000**		
Rural Intercity Bus Connections	2013	.170	.085	.085	0.000	FTA 5311	**Phase: Operations**
	2014	.170	.085	.085	0.000	FTA 5311	This item funds rural transportation services and training, technical assistance and support services that benefit the rural areas of the state.
	2015	.170	.085	.085	0.000	FTA 5311	
	2016	.180	.090	.090	0.000	FTA 5311	
	Totals	**.690**	**.345**	**.345**	**0.000**		
Rural Operations/ RTAP	2013	1.060	.575	.485	0.000	FTA 5311*	**Phase: Operations**
	2014	1.070	.580	.490	0.000	FTA 5311*	This item funds rural transportation services and training, technical assistance and support services that benefit the rural areas of the state.
	2015	1.080	.585	.495	0.000	FTA 5311*	
	2016	1.090	.592	.498	0.000	FTA 5311*	
	Totals	**4.300**	**2.332**	**1.968**	**0.000**		

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Project/Program	(Funding Shown In Millions)						Description
Transit Program							
	Year	**Total Cost**	**Federal**	**State**	**Other**	**Funding[1]**	
Transit Operations	2013	.640	.320	.320	0.000	FTA 5307*	**Phase: Operations**
Small Urban	2014	.640	.320	.320	0.000	FTA 5307*	This item funds the transit service in the Newport and Aquidneck Island area.
	Totals	**1.280**	**.640**	**.640**	**0.000**		
Revenue Vehicles	2013	8.900	7.120	1.780	0.000	FTA 5307	**Phase: Construction**
Replacement	2014	8.900	7.120	1.780	0.000	FTA 5307	RIPTA's highest capital priority is regular replacement of revenue vehicles, which includes the buses, trolleys and vans used in fixed route service. RIPTA's fleet includes 238 buses, trolleys and vans used for fixed route and Flex service. RIPTA anticipates replacing 72 Fixed Route buses with this funding.
	2015	8.900	7.120	1.780	0.000	FTA 5307	
	2016	8.900	7.120	1.780	0.000	FTA 5307	
	Totals	**35.600**	**28.480**	**7.120**	**0.000**		
Revenue Vehicles Paratransit	2013	.200	.160	.040	0.000	FTA 5307	**Phase: Construction**
Replacement	2014	.400	.320	.080	0.000	FTA 5307	These funds are budgeted for replacement of vans used in The RIde Program that have exceeded the FTA-defined useful life of the vehicles, which is five years for vans. These vans are used for ADA complementary paratransit service and human service transportation. RIPTA anticipates replacing 29 paratransit vans using 5307 Urban Area program funds.
	2015	.830	.664	.166	0.000	FTA 5307	
	2016	1.500	1.200	.300	0.000	FTA 5307	
	Totals	**2.930**	**2.344**	**.586**	**0.000**		
	2013	.790	.632	.158	0.000	FTA 5310	**Phase: Construction**
Replacement	2014	.800	.640	.160	0.000	FTA 5310	Funds are budgeted for replacement of vans used in The RIde Program that have exceeded the FTA-defined useful life of the vehicles, which is five years for vans. These vans are used for ADA complementary paratransit service and human service transportation. RIPTA anticipates replacing 31 paratransit vans using the 5310 Elderly Individuals and Individuals with Disabilities program funds.
	2015	.800	.640	.160	0.000	FTA 5310	
	2016	.810	.648	.162	0.000	FTA 5310	
	Totals	**3.200**	**2.560**	**.640**	**0.000**		
CMAQ Initiatives	2014	.140	.112	.028	.028	FTA 5307 FY 2011 CMAQ	**Phase: Operations**
Pilot Car Sharing							Funds will be used to fund a pilot car/ vanpool program with major employers located in downtown Providence and out of state.

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	Year	Total Cost	Federal	State	Other	Funding[1]	Description
(Funding Shown In Millions)							
Transit Program							
CMAQ Initiatives							
Transit Service Initiatives	2014	1.200	.960	0.000	0.000	FTA 5307 FY 2012 CMAQ	**Phase: Operations** Funds are being used to pay for new transit service.
Passenger Initiatives	2014	.500	.400	0.000	0.000	FTA 5307 FY 2012 CMAQ	**Phase: Operations** Funds will be used to pay for Travel Demand Management Education and Outreach activities.
Traffic Signalization	2014	.400	.320	0.000	0.000	FTA 5307 FY 2012 CMAQ	**Phase: Operations** Funds will be used to continue development and implementation of a signal priority program.
Transportation Support Projects	2014	.500	.400	0.000	0.000	FTA 5307 FY 2012 CMAQ	**Phase: Operations** Funds will be used to acquire, develop and implement projects that support improved efficiency in transit operations.
Fixed Guideway							
SCCR Commuter Rail Service	2013	5.000	5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	**Phase: Operations** This project funds the operating costs for the commuter rail service south of Providence.
	2014	5.000	5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	
	2015	5.000	0.000	5.000	0.000	Other State	
	2016	5.000	0.000	5.000	0.000	Other State	
	Totals	**20.000**	**10.000**	**10.000**	**0.000**		
SCCR Commuter Rail Service To Avoid Double Counting	2013	-5.000	-5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	**Phase: Operations**
	2014	-5.000	-5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	
	Totals	**-10.000**	**-10.000**	**0.000**	**0.000**		
Commuter Rail Facilities & Equipment	2013	7.600	6.080	1.520	0.000	FTA 5309 RIDOT	**Phase: Construction** This project funds equipment, facility improvements and capital maintenance for commuter rail service in Rhode Island.
	2014	7.600	6.080	1.520	0.000	FTA 5309 RIDOT	
	2015	3.100	2.480	.620	0.000	FTA 5309 RIDOT	
	2016	3.100	2.480	.620	0.000	FTA 5309 RIDOT	
	Totals	**21.400**	**17.120**	**4.280**	**0.000**		

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	Year	Total Cost	Federal	State	Other	Funding[1]	Description
Transit Program							
Fixed Guideway							
Pawtucket/Central Falls Commuter Rail Station Pawtucket	2015	4.500	3.600	0.000	.900	FTA 5309 New Starts Local	**Phase: Study & Design** As part of this project, site assessment, preliminary engineering and environmental review will be undertaken for a potential commuter rail station in the Dexter Street & Barton Street in close coordination with the City of Pawtucket. Also, extensive railroad operational analysis will be conducted with all the operating railroads to determine if a new station stop is feasible in this location along Amtrak's Northeast Corridor.
Commuter Rail Feasibility Study Woonsocket	2016	1.000	.800	0.000	.200	FTA 5309 New Starts Local	**Phase: Study & Design** This item will fund a Feasibility and Alternatives Analysis along with an Environmental Analysis of the re-establishment of passenger rail services to Boston, Providence and Worcester. The focus of the study would be an extension of the Woonsocket-Providence service to TF Green Airport. An intrastate service linking Woonsocket, Cumberland, Lincoln, Central Falls, Pawtucket, Providence, Cransston and Warwick with fast, frequent service world engender statewide benefits including increased mobility and economic development.
Major Projects							
Providence Core Connector Providence	2014	.500	.400	.100	0.000	FTA 5307	**Phase: Design** This program is for the Providence Streetcar program's next phase of program development and includes a portion of the funds needed for preliminary engineering and final design. (5307) Additional funds for this program will be programmed using other available and competitive grant funds
	2015	1.000	.800	.200	0.000	FTA 5307	
	Totals	**1.500**	**1.200**	**.300**	**0.000**		
Transit Program	**Totals**	**191.590**	**142.178**	**47.792**	**1.128**		

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Project and Funding Detail

Project/Program	(Funding Shown In Millions)	Description

Federal Funding Category Descriptions

Bridge: Bridge On/Off System
Bridge - Off: Bridge - Off system
CMAQ: Congestion Mitigation Air Quality
EM: SAFETEA-LU Earmark
HSIP: Highway Safety Improvement Program - Includes Penalty Funds
Interstate: Interstate Maintenance
Metro Planning: Metro Planning
NHS: National Highway System
RR Safety: Rail Highway Crossings
RTP: Recreational Trails
SPR: Statewide Planning
SPR Research: Statewide Planning Study
SRTS: Safe Routes to School
STP: Surface Transportation Program Urban/Flex
STP Enhancement: Surface Transportation Program Enhancement
STP Rural: Surface Transportation Program Enhancement < 5,000 Population
Support Services - DBE: STP Supportive Services/DBE Training
TIGER: TIGER Grant

[1] See Page A-31 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Enhancement Program

Approved July 12, 2012

Project	ID No.	Town	Sponsor	2013	2014	2015	2016	FUT	Amount (Millions)
Enhancement Program									
Enhancement Budget				4	4	4	4		16.0
Program Administration				X	X	X	X		1.6
Colt State Park Street Lighting and Restoration	TEA3-041, TEA2-003	Bristol	RIDEM				X		0.59
Columbia Heights	TEA2-138	Charlestown	Charlestown		X				0.43
Anthony Village Initiative	ENHR-191	Coventry	Coventry			X			0.32
Blackstone Canal	TEA3-203	Cumberland, Lincoln	J.H. Chafee BVHC			X			0.4
Pomham Rocks Light	TEA2-128	E. Providence	E. Providence		X				0.1
Rose Larisa Memorial Park	TEA3-096	E. Providence	E. Providence				X		0.1
India Point Power Lines	IPPL-001	E. Providence	E. Providence					X	0.3
Reuben Mason House Restoration	TEA3-063	Glocester	Glocester/Glocester Heritage Society				X		0.1
Woonasquatucket River Heritage Trail	TEA2-136	Johnston	Johnston					X	0.2
Lincoln Landing Enhancement Project	TEAC-300	Lincoln	Lincoln		X				0.04
Smith Castle	TEA2-021	N. Kingstown	N. Kingstown/Smith Castle Association			X			0.18
Ocean Road Beautification	TEAC-078	Narragansett	Narragansett				X		0.62
Boston Neck Road - South		Narragansett	Narragansett					X	0.25
Southeast Light Museum Rehabilitation	TEA3-009	New Shoreham	New Shoreham	X					0.6
Southern Thames Street	TEAC-078	Newport	Newport	X					0.45
Exchange Street Enhancements	TEA3-080	Pawtucket	Pawtucket	X					0.5
Slater Mill Phase II	TEA3-078	Pawtucket	Pawtucket		X				0.5
Hardscrabble Square	TEA3-077	Providence	RI Black Heritage Society	X					0.05
Providence Station Enhancements	TEA3-028	Providence	Capitol Center Commission	X					1.2
India Point Power Lines	IPPL-002	Providence	Providence					X	0.3

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Enhancement Program

Approved July 12, 2012

Project	ID No.	Town	Sponsor	2013	2014	2015	2016	FUT	Amount (Millions)
Enhancement Program									
Elmwood Ave. Improvement Project	TEA3-055	Providence	Greater Elmwood Neighborhood	X					0.41
Railroad Museum Project	TEA3-076	S. Kingstown	Friends of Kingston Station	X	X	X			0.28
Railroad Signal Tower	TEA2-025	S. Kingstown	Friends of Kingston Station		X	X			0.46
Saugatucket River Walkway- Phase II	TEA3-109, TEA2-081	S. Kingstown	S. Kingstown				X	X	0.62
Kingston Station Maintenance		S. Kingstown	Friends of Kingston Station			X			0.10
Gainer Dam Stone Wall Reconstruction	TEA2-099, TEA3-039	Scituate	Scituate/Providence Water Supply Board			X			0.65
Hope Village Streetscape	TEA2-008	Scituate	Scituate Preservation Society		X				0.5
Old Stone Bridge	TEA3-082, ENHR-027, TEAC-119	Tiverton	Tiverton			X	X		2.33
Blackstone Navigation - Pawtucket	E109/E144, TEA2-143	Various	Various				X		0.04
Blackstone Bikeway	TEA3-202	Various	J.H. Chaffee BVHC		X				0.25
Water Street Sidewalk and Streetscape	TEA3-018	Warren	Warren		X	X			0.81
Conimicut Shoals Lighthouse	TEA3-069	Warwick	Warwick					X	0.56
Crandall Farm Renovation	TEA2-029	Westerly	Narragansett Indian Tribe				X		0.15
Canal Street/White Rock Road	TEA3-201	Westerly	Westerly				X		0.20
Woonsocket Depot Visitor Services Enhancement	TEA3-085	Woonsocket	Woonsocket		X				0.69
Woonsocket River Landing/ River Launch	TEA3-030, E109/144, T2-143	Woonsocket	Woonsocket	X					0.39

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Candidate ADA Highway Projects

Approved July 12, 2012

Project	Limits / Description	Municipality
ADA Sidewalks		
South County Trail (Route 2) ADA Projects	Carolina Back Road (Rt. 112) to Old Mill Lane. Work will include sidewalks, curbing and wheelchair ramps.	**Charlestown**
Pawtucket Avenue Sidewalk reconstruction	Taunton Ave. to Veterans Memorial Parkway	**E. Providence**
Sidewalk and Curbing Replacement on Walcott Avenue	Hamilton Ave. to Fort Wetherill State Park	**Jamestown**
East Main Road Sidewalks	Turnpike Rd. to Boyds Lane	**Portsmouth**
Downtown Sidewalks	Various roads in Downtown Providence. Work will include repairs to brick sidewalks, resurfacing new concrete sidewalks and new signs.	**Providence**
South/North Main Street	Smith Street to James Street. Work will include new sidewalks, wheelchair ramps, resurfacing roadway, and resetting brickwork.	**Providence**
Kingstown Road/Old Tower Hill Road Handicapped Access Project	Intersection of Old Tower Hill Rd at Rt. 1 to Old Mountain Field on Rt. 108	**S. Kingstown**
Main Street Curbs and Sidewalks	From Warren Bridge to Park Street	**Warren**
Market Street Curbs and Sidewalks	From Route 136 into Main St., and at East Bay Bike Path crossing	**Warren**
Church Street Sidewalk Construction	Bradford Rd. to Quarry Rd.	**Westerly**

State of Rhode Island
2013 - 2016 Transportation Improvement Program
Study and Development Projects

Approved July 12, 2012

Project	Limits / Description	Municipality
Bike Pedestrian		
Massasoit Avenue Sidewalks (High Priority)	New sidewalk on south side of Massasoit Avenue to fill gap between Martin Avenue and Arvin Avenue.	**Barrington**
Blackstone River Bikeway - Segment 3B	Mostly off-road bicycle/pedestrian path from Branch Street in Pawtucket to Heritage Park in Cumberland.	**Central Falls, Cumberland, Paw**
Ice Road Bike Path	Mostly off-road bicycle/pedestrian connection from North Road to East Shore Road beginning south of the reservoir and connecting to Eldred Avenue and East Shore Road.	**Jamestown**
Jamestown Bridge Bike / Pedestrian Access	Provide bicycle and pedestrian access on and off the bridge from both towns.	**N. Kingstown / Jamestown**
South County Bike Path Extension (High Priority)	Evaluation of on-road and off-road alternatives for the final segment from Mumford Road in Narragansett to Narragansett Pier Village.	**Narragansett**
West Side Road Sidewalks	New sidewalk along West Side Road between the Ocean Road intersection and the entrance to Champlin Marina.	**New Shoreham**
Blackstone River Bikeway - Segment 3A	Mostly off-road bicycle/pedestrian path from the Pawtucket Landing to Branch Street.	**Pawtucket**
Sprague Street Sidewalks to High School	New sidewalk on north side of Sprague Street from East Main Road to Bristol Ferry Road and on both sides of Sprague Street from Education Lane to East Main Road.	**Portsmouth**
URI / South County Bike path Connector (High Priority)	Off-road bicycle/pedestrian path connection from Flagg Road to the South County Bike Path on property owned by URI.	**S. Kingstown**
Tiverton Bike Path	Bicycle/pedestrian path from the Sakonnet River Bridge to the Massachusetts state line along Newport Secondary Railroad right-of way owned by RIDOT.	**Tiverton**
Pawtuxet Riverwalk	Bicycle/pedestrian path along the Pawtuxet River from Father Tirocchi Field/Washington Secondary Bike Path to the Greenwich Village Apartments/Shalom Housing Complexes.	**Warwick**
Blackstone River Bikeway - Segment 8B	Mostly off-road bicycle/pedestrian path from Truman Drive in Woonsocket to the Massachusetts state line; involves a major river crossing and a small stream bridge.	**Woonsocket/N. Smithfield**
Highway		
Sidewalks and shoulder bike lane on Metacom Avenue	Bayview Avenue to Bristol/Warren town line. In addition to the installation of sidewalks this project would create a "share the lane " shoulder bike lane.	**Bristol**

State of Rhode Island
2013 - 2016 Transportation Improvement Program
Study and Development Projects

Approved July 12, 2012

Project	Limits / Description	Municipality
Route 6 / Route 10 Interchange	Needed due to structural condition of bridges. Project will examine reconfiguring interchange to add missing movements.	**Cranston, Providence**
Broad Street Improvement Program	From Mendon Road intersection to Mill Street intersection. Provide drainage, pavement and streetscape improvements along the Cumberland portion of the Broad Street Corridor	**Cumberland**
Route 4 & I-95 Interchange	Construction of highway connections between I-95 north to Rte. 4 southbound, and Rte. 4 north to I-95 southbound.	**E. Greenwich**
I-195 Interchange Taunton and Warren Avenues	The project is needed to improve highway access to I-195 from the commercial district of East Providence and to improve traffic circulation and safety in the surrounding area.	**E. Providence**
Roger Williams Avenue	Ruth St. to North Broadway. Road reconstruction including new sidewalks (ADA).	**E. Providence**
Aquidneck Avenue (Route 138A) Reconstruction	From East Main Road to Green End Avenue (approximately one mile). Roadway reconstruction including stormwater dainage control and treatment, sidewalks, and shoulder and/or bike lanes.	**Middletown**
J.T. Connell Highway	Adm. Kalbfus Rotary to E. Main Rd./ Coddington Hwy. Reconstruction of the roadway.	**Middletown/Newport**
Burma Road	Examine potential benefits of constructing an additional North/South roadway along shoreline.	**Middletown/Portsmouth**
Route 1/4	Examine the elimination of the three intersections on Route 4.	**N. Kingstown**
Route 146 Sayles Hill Road Intersection	Examine all alternatives to eliminate the at-grade intersection of Rt. 146 at Sayles Hill Rd. intersection.	**N. Smithfield**
Ocean Avenue Seawall Improvements	From 326' East of Harrison Ave. to 1,400' West of Harrison Ave. Installation of reinforced concrete seawall, modification of existing catch basin, and installation of new sidewalk.	**Newport**
Thames Street & Spring Street Streetscape Improveme	Thames Street, from Memorial Blvd. to Wellington; Spring Street, from Memorial Blvd to Morton Ave. Complete rehabilitation, new sidewalks, curbing, accessibility, landscaping and signage.	**Newport**
Main Street Conversion	2-way traffic conversion between High St. & Broad St.	**Pawtucket**
Route 114	Includes redesign of intersections at West Main Road at Hedly St. & Cory's Lane.	**Portsmouth**
Thurbers Avenue / Allen's Avenue	Thurbers Avenue Interchange with I-95 on the south side of Providence, from Allens Avenue to Eddy Street, and to Broad Street. The project scope includes intersection improvements, resurfacing, pedestrian and ADA improvements at major intersections	**Providence**
Westminster Street	Construction of new road to connect Empire St. to Greene St.	**Providence**
Cedar Swamp Road - Rt. 5	Route 44 to Route 116. Reconsstruction of the roadway including access control and drainage improvements.	**Smithfield**

State of Rhode Island
2013 - 2016 Transportation Improvement Program
Study and Development Projects

Approved July 12, 2012

Project	Limits / Description	Municipality
Main Road Reconstruction	Riverside Dr. to Nanaquaket Road. Roadway improvements including installation of sidewalks (ADA)	**Tiverton**
Warwick Interlink - Coronado Road Improvements	Reconstruction of Coronado Rd. between Post Rd. and the Amtrak railroad bridge. Includes widening the roadway to four lanes east of the bridge and a right-turn lane from Post Rd. to Coronado Rd.	**Warwick**
Atlantic Avenue Reconstruction and Bike Path	Winnepaug Rd. to Weekapaug Rd. Roadway reconstruction and provide bicycle accommodations on Atlantic Avenue.	**Westerly**

Approved July 12, 2012

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Traffic Safety Program Current Schedule

Municipality	Project Area	TIP Program	Planned Contract	PTS ID	Year
Barrington	County Rd. at Middle Hwy.	STC	2013 State Traffic Commission C-4	0102G	2013
	Middle Hwy. at South Lake Drive	STC	2013 State Traffic Commission C-4	0102G	2013
Bristol	At Ferry Road/Roger Williams University Entrance	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Hope St (Rte 114) at Chestnut St.	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Hope St (Rte 114) at State St.	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Main St (Rte 114) at Market St/Miller St.	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) Tupelo St.	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Bayview Ave	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Chestnut St/Annawamscutt Drive	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Gooding Ave	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Roosevelt Drive	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Stop n Shop	HSIP	Hazard Elimination - Bristol County	0071P	2013
Charlestown	Post Road (US 1) at Kings Factory Road	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
Cranston	Atwood Ave. at Walnut Grove Ave.	STC	2013 State Traffic Commission C-3	0102C	2013
	I-295 at RI 37	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	I-95 from Warwick City Line to Pawtucket River Bridge Overpass	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	New London Avenue (RI 2) at Oaklawn Avenue (RI 5)	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Oaklawn Avenue (RI 5) at Wilbur Avenue	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Park Avenue (RI 12 at Dyer Avenue/Budlong Road	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Phenix and Scituate Ave/Wayland	HSIP	Hazard Elimination - Central	0071S	2013
	Phenix Avenue (RI 12) at Atwood Avenue (RI 5)	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Plainfield Pike at Independence Way (Walmart Plaza)	HSIP	High Hazard Ramps - Interstate - Contract 1	0071K	2013
	Plainfield St. at Atwood Ave.	STC	2013 State Traffic Commission C-3	0102C	2013
	Reservoir and Aqueduct Avenue	HSIP	Hazard Elimination - Central	0071S	2013
	Reservoir and Park Avenue	HSIP	Hazard Elimination - Central	0071S	2013
	RI Route 10 at Niantic Avenue	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Route 10 and Route 2 Ramps	HSIP	Hazard Elimination - Central	0071S	2013
	Route 2 ramp and Route 5	HSIP	Hazard Elimination - Central	0071S	2013
	Sockanosset Cross Road/Pontiac Ave. Intersection and widening of Route 37 Westbound Off-Ramp to Pontiac Ave.	HSIP	Sockanosset Cross Road/Pontiac Avenue Intersection Improvements		2015
Cumberland	1-295 at Diamond Hill Road (RI 114)	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	High Street and Dexter	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Mendon Rd. and Scott Rd.	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Mendon Road at Davenport's Restaurant	STC	2012 State Traffic Commission C-2	0102A	2013
	RI state border on I-295	Signing	Welcome to R.I. Gateway Signing	0025A	2013

Arterials: ArterialsTraffic Signal System **HSIP: Highway Safety Improvement Program**
Lighting: Lighting Repair/Improvements **RI*Stars: RI*STARS Program** **STC: State Traffic Commission Projects**

Updated -2/14/2013

Approved July 12, 2012

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Traffic Safety Program Current Schedule

Municipality	Project Area	TIP Program	Planned Contract	PTS ID	Year
E. Greenwich	Quaker Lane (RI 2) at Division Street (RI 401)	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	RI 4 at South County Trail (RI 2)	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Route 1 - Division Street to Grandview Road/Clemente Drive	Arterials	Arterials - Contract 2 (US Route 1, RI Route 3)	0070B	2014
E. Providence	Highland Ave (Rt 6)/Catamore Blvd,	HSIP	Hazard Elimination - East Bay - Contract 2	0071D	2013
	Pawtucket Ave (Rt 1A)/Waterman Ave	HSIP	Hazard Elimination - East Bay - Contract 2	0071D	2013
	RI state border on I-195	Signing	Welcome to R.I. Gateway Signing	0025A	2013
	To Be determined	HSIP	Hazard Elimination - Metro South	0071W	2013
	Willett Ave. at Forbes St. Installation of wheelchair ramps.	STC	2013 State Traffic Commission C-4	0102G	2013
	Willett Ave. at Willett Ave. Installation of wheelchair ramps.	STC	2013 State Traffic Commission C-4	0102G	2013
Exeter	Route 102 and Route 3	STC	2014 State Traffic Commission C-5	0102H	2014
	Ten Rod Road (RI 102) between Nooseneck Hill Road and South County Trail	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
Foster	Cucumber Hill Road	HSIP	High Friction Surface Coarse - Contract 3	0192C	2013
	Danielson Pike/US 6 from Scituate Town Line to Anthony Road	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
Glocester	Putnam Pike (US 44) from Chestnut Oak Road to Smithfield Town line	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
Hopkinton	I-95 Exits 1 and 2	Lighting	Lighting Repair	0115Z	2013
	RI state border on I-95	Signing	Welcome to R.I. Gateway Signing	0025A	2013
Johnston	Greenville Ave and Killingly St.	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Hartford and Bishop Hill	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Hartford and Reservoir Ave.	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Hartford Ave.and Rollingwood	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Hartford Avenue and Hopkins	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	I-295 at US 6	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Plainfield Pike at Comstock Pkwy	HSIP	High Hazard Ramps - Interstate - Contract 1	0071K	2013
	Plainfield Pike at I-295 NB Ramps	HSIP	High Hazard Ramps - Interstate - Contract 1	0071K	2013
	Plainfield Pike at I-295 SB Ramps	HSIP	High Hazard Ramps - Interstate - Contract 1	0071K	2013
	Plainfield Pike at Simmonsville Avenue	HSIP	High Hazard Ramps - Interstate - Contract 1	0071K	2013
	Plainfield St. at Atwood Ave.	STC	2013 State Traffic Commission C-3	0102C	2013
	Plainfield St. crosswalks at Willow St. and Pocasset St.	STC	2013 State Traffic Commission C-4	0102G	2013
Lincoln	Breakneck and Route 146 Ramps	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Front Street at the Lonsdale Fire Station	STC	2012 State Traffic Commission C-2	0102A	2013
	George Washington Highway at Old River Road	STC	2013 State Traffic Commission C-4	0102G	2013
	I-295 at RI 146	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013

Arterials: ArterialsTraffic Signal System **HSIP: Highway Safety Improvement Program**
Lighting: Lighting Repair/Improvements **RI*Stars: RI*STARS Program** **STC: State Traffic Commission Projects**

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State of Rhode Island
Transportation Improvement Program 2013 - 2016
Traffic Safety Program Current Schedule

Municipality	Project Area	TIP Program	Planned Contract	PTS ID	Year
Lincoln	Jenckes Hill Road at the Lincoln Middle School	STC	2012 State Traffic Commission C-2	0102A	2013
	RI 146 at RI 99	HSIP	High Friction Surface Coarse - Contract 3	0192C	2013
	Route 146	Signing	Route 146 Freeway Guide Signs		2016
	Route 99 SB at Route 146 Ramps	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Smithfield Ave. at Meader St.	STC	2012 State Traffic Commission C-2	0102A	2013
Middletown	East Main Road at Aquidneck Avenue (pending STC approval and feasibility study)	STC	2014 State Traffic Commission C-6	0102J	2014
	East Main Road at Turner Road	RI*STARS	RI-STARS Aquidneck Island C-2	0072F	2013
	Green End Avenue and Aquidneck	HSIP	Hazard Elimination - Newport County	0071Q	2013
	West Main Road at Forest Avenue	HSIP	Hazard Elimination - Newport County	0071Q	2013
	West Main Road/Broadway at Admiral Kalbfus Road/Miantonomi Avenue	RI*STARS	RI-STARS Aquidneck Island C-2	0072F	2013
N. Kingstown	Davisville Roundabout	STC	2012 State Traffic Commission C-2	0102A	2013
	Route 2 and 102 (Oatleys)	HSIP	Hazard Elimination - South	0071U	2013
	Tower Hill Road (US 1) at RI 4	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
N. Providence	Mineral Spring at 146 NB Ramps	HSIP	Hazard Elimination - Metro North	0071V	2013
	Mineral Spring at 146 SB Ramps	HSIP	Hazard Elimination - Metro North	0071V	2013
	Mineral Spring at Charles Street	HSIP	Hazard Elimination - Metro North	0071V	2013
	Mineral Spring at Cooper	HSIP	Hazard Elimination - Metro North	0071V	2013
	Mineral Spring Ave. at Central St.	STC	2013 State Traffic Commission C-4	0102G	2013
	Route 146	Signing	Route 146 Freeway Guide Signs		2016
	Waterman Ave. at Greystone Ave.	STC	2013 State Traffic Commission C-4	0102G	2013
N. Smithfield	North Main St at Mechanic St.	STC	2013 State Traffic Commission C-4	0102G	2013
	RI state border on Route 146	Signing	Welcome to R.I. Gateway Signing	0025A	2013
	Route 146	Signing	Route 146 Freeway Guide Signs		2016
	St. Paul and Great Road	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
Narragansett	Ocean Road at Knowlesway	STC	2012 State Traffic Commission C-2	0102A	2013
	Point Judith Rd. at Knowlesway	STC	2012 State Traffic Commission C-2	0102A	2013
	Point Judith Road at Woodruff Road/S. Pier Rd.	STC	2012 State Traffic Commission C-2	0102A	2013
Newport	America's Cup Avenue corridor, between Bridge Street & Memorial Blvd	RI*STARS	RI-STARS Aquidneck Island C-2	0072F	2013
	Memorial Blvd	RI*STARS	RI-STARS Aquidneck Island C-2	0072F	2013
	Memorial Blvd from Eustis Avenue to Wave Avenue	HSIP	High Friction Surface Coarse - Contract 3	0192C	2013
	West Main Road/Broadway at Admiral Kalbfus Road/Miantonomi Avenue	RI*STARS	RI-STARS Aquidneck Island C-2	0072F	2013

Arterials: ArterialsTraffic Signal System **HSIP: Highway Safety Improvement Program**
Lighting: Lighting Repair/Improvements **RI*Stars: RI*STARS Program** **STC: State Traffic Commission Projects**

Updated -2/14/2013

Approved July 12, 2012

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Traffic Safety Program Current Schedule

Municipality	Project Area	TIP Program	Planned Contract	PTS ID	Year
Pawtucket	Barton Street from Weeden Street to Pine Street	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Central Ave/George R. Bennet Hwy	HSIP	Hazard Elimination - East Bay Intersections - Contract 1	0071E	2013
	Lonsdale Ave (Rt 122)/Weeden St,	HSIP	Hazard Elimination - East Bay Intersections - Contract 1	0071E	2013
	Newport Ave. at Beverage Hill Ave.	STC	2012 State Traffic Commission C-2	0102A	2013
	RI state border I-95	Signing	Welcome to R.I. Gateway Signing	0025A	2013
Portsmouth	Boyd's Lane between Anthony Road and Bristol Ferry Road	RI*STARS	RI*STARS Aquidneck Island C-2	0072F	2013
	Bristol Ferry Road between Anthony Road and Turnpike Avenue	RI*STARS	RI*STARS Aquidneck Island C-2	0072F	2013
	RI 24 North at Boyds Lane On-Ramp	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Route 24	Signing	Route 24 Freeway Guide Signs		2015
	Stub Toe Lane and East Main Rd	HSIP	Hazard Elimination - Newport County	0071Q	2013
Providence	1-95 North at Thurbers Avenue (US 1A)	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Allens Avenue	Arterials	Allen's Avenue Arterial Signal Systems	0070I	2014
	I-95 North at RI 146 North	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Route 146	Signing	Route 146 Freeway Guide Signs		2016
	To Be determined	HSIP	Hazard Elimination - Metro South	0071W	2013
	U.S. Route 6	Lighting	US Route 6 Lighting Repairs and Improvements	0099C	2013
	US 6 at RI 10	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
Richmond	I-95 Exits 3 and 4	Lighting	Lighting Repair	0115Z	2013
	I-95 North at RI 138 East	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Kingston Road (RI 138) at Thorpe Lane	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
S. Kingstown	Kingstown Rd. at Curtis Corner/Saugtucket	HSIP	Hazard Elimination - South	0071U	2013
	Main St. at Columbia St./Woodruff Ave.	STC	2012 State Traffic Commission C-2	0102A	2013
	Tower Hill Road (US 1) at South County Commons	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Tower Hill Road (US 1) at South County Commons	HSIP	High Friction Surface Coarse - Contract 3	0192C	2013
Scituate	Danielson Pike and Chopmist Hill	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Grand Army Highway (US 6) Foster Town line to Danielson Pike	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Hartford Ave and Danielson Pike	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Hartford Ave and Scituate IGA	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Hartford Pike and Elmdale	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Route 6 By-Pass and Route 101	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
	Tunk Hill Road at Matteson Road	HSIP	High Friction Surface Coarse - Contract 3	0192C	2013
Smithfield	Douglas Pike at Branch Pike	STC	2013 State Traffic Commission C-4	0102G	2013
	Douglas Pike at Harris Rd.	STC	2013 State Traffic Commission C-4	0102G	2013

Arterials: ArterialsTraffic Signal System **HSIP: Highway Safety Improvement Program**
Lighting: Lighting Repair/Improvements **RI*Stars: RI*STARS Program** **STC: State Traffic Commission Projects**

Updated -2/14/2013

Approved July 12, 2012

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Traffic Safety Program Current Schedule

Municipality	Project Area	TIP Program	Planned Contract	PTS ID	Year
Smithfield	Douglas Pike at Thurber Blvd.	STC	2012 State Traffic Commission C-2	0102A	2013
	Putnam Pike and Esmond St.	HSIP	Hazard Elimination - North - Contract 3	0071R	2013
Tiverton	Bulgarmarsh, Crandall and Stafford	HSIP	Hazard Elimination - Newport County	0071Q	2013
	RI state border Route 24	Signing	Welcome to R.I. Gateway Signing	0025A	2013
	Route 24	Signing	Route 24 Freeway Guide Signs		2015
	William S. Canning Blvd. at Stafford Rd.	STC	2015 State Traffic Commission C-8	0102L	2015
W. Warwick	319 Providence St. Installation of wheelchair ramps.	STC	2013 State Traffic Commission C-4	0102G	2013
	Route 3 - Tina Drive/Cochran Street to Main Street/East Greenwich Avenue	Arterials	Arterials - Contract 2 (US Route 1, RI Route 3)	0070B	2014
Warren	Metacom Ave (Rte 136) at Child St.	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Fatima Drive	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Franklin St/Libby Ln.	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Ocean State Plaza	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Rosa Blvd.	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Seymour St/Laurel Ln.	HSIP	Hazard Elimination - Bristol County	0071P	2013
	Metacom Ave (Rte 136) at Vernon St.	HSIP	Hazard Elimination - Bristol County	0071P	2013
Warwick	Airport Connector	Signing	Airport Connector Signing Improvements		2014
	Airport Connector at I-95	Signing	Welcome to R.I. Gateway Signing	0025A	2013
	Bald Hill Rd. at Universal Blvd.	STC	2012 State Traffic Commission C-2	0102A	2013
	Bald Hill Road (RI 2) at East Avenue (RI 113)	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	I-95 from Route 4 to Cranston city line	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	Post Road at Airport Connector (pending STC approval and feasibility study)	STC	2015 State Traffic Commission C-7	0102K	2015
	Post Road at Fairfax Drive	STC	2013 State Traffic Commission C-4	0102G	2013
	Post Road Extension	HSIP	High Friction Surface Coarse - Contract 3	0192C	2013
	Route 37 EB off-ramp and Post Road	HSIP	Hazard Elimination - Warwick Ramps	0071T	2014
	Warwick Avenue	Arterials	Warwick Avenue Arterial Traffic Signal System	0070G	2013
	Warwick Avenue (RI 117A) at Sandy Lane	HSIP	Intersection/Segment Improvements - Contract 1	0153J	2013
	West Shore and Sandy Lane/Strawberry Field	HSIP	Hazard Elimination - Warwick Ramps	0071T	2014
Westerly	Airport Road at Winnapaug Road (pending STC approval and feasibility study)	STC	2014 State Traffic Commission C-6	0102J	2014
	Church St. at the Bradford School/Ste. Vincent DePaul Church	STC	2012 State Traffic Commission C-2	0102A	2013

Arterials: ArterialsTraffic Signal System **HSIP: Highway Safety Improvement Program**
Lighting: Lighting Repair/Improvements **RI*Stars: RI*STARS Program** **STC: State Traffic Commission Projects**

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Recommended Unprogrammed Projects

Approved July 12, 2012

Project	Limits / Description	Municipality	Estimated Cost (millions)
Bridge Program			
Henderson Bridge No. 600	Henderson Expressway over the Seekonk River and Massasoit Avenue	**E. Providence, Providence**	$51.2
Goat Island Bridge No. 697	Goat Island Causeway over the Newport Harbor	**Newport**	$16.7
Division Street Bridge No. 965	Division Street over the Pawtucket River	**Pawtucket**	$0.1
Barrington Warren Bike Path Bridges Nos. 837 & 838	East Bay Bike Path over the Barrington and Warren Rivers	**Warren**	$5.0
Privilege Bridge No. 963	Privilege Street over the Mill River	**Woonsocket**	$1.3
River Street Bridge No. 956	River Street over the Blackstone River	**Woonsocket**	$2.3
Sayles Street Bridge No. 689	Sayles Street over the Blackstone River	**Woonsocket**	$2.4
South Main Street Bridge No. 958	South Main Street (Rte. 104) over the Blackstone River	**Woonsocket**	$9.3
Highway Program			
Cranston Street Enhancement		**Cranston**	$1.2
Post Road Reconstruction	Franklin Road to School Street. Contract 1 & 2. Shopping center interse	**E. Greenwich, N. Kingstown, W**	$12.0
Route 116/146 Interchange Reconstruction	Rt. 146 Mainline and Mainline Bridge #176	**Lincoln**	$6.3
School Street (1R)	Main St. to Rt. 126	**Lincoln**	$2.5
Route 403 Ramps	Post Road to West Davisville Rd.	**N. Kingstown**	$2.9
New London Ave.	Centerville Rd. (Rt. 117) to Providence St. (Rt. 115)	**Warwick, W. Warwick**	$5.2
Interstate Program			
I-295 Safety and Bridge Contract - 1C	Wilbur Ave. to South of Scituate Avenue Bridges	**Cranston, Johnston**	$6.0
I-295 Safety and Lighting Contract -2E	Route 7 to MA State line	**Cumberland, Lincoln, Smithfiel**	$4.0
Pavement Management Program			
Poppasquash Road	End to Rt. 114 (Hope St.)	**Bristol**	$3.5
Route 114 Hope St.	Rt. 114 (Ferry Road) to Constitution St.	**Bristol**	$1.0
US Route 1A - Old Post Road	US Rt. 1 to US Rt. 1 Contract - 2	**Charlestown**	$1.5
Park East Drive		**Cumberland, Woonsocket**	$2.8

State of Rhode Island
Transportation Improvement Program 2013 - 2016
Recommended Unprogrammed Projects

Approved July 12, 2012

Project	Limits / Description	Municipality	Estimated Cost (millions)
East Shore Expressway	Route 114 (Wampanoag Trail) to I-195	**E. Providence**	$2.0
Route 94	Foster T/L to US Rt. 44	**Glocester**	$4.0
Old River Road - Albion/Manville	School Street to Sayles Hill Rd.	**Lincoln**	$2.5
Route 126	Pawtucket C/L to Woodland St.	**Lincoln**	$1.0
Meeting House Lane	Rt. 77 (west Main Rd.) to South of Commons Rd.	**Little Compton**	$0.7
West Main Road (Route 114)	John Kesson to Locust Ave. includes West Main Rd. left turn lanes - Ra	**Middletown, Portsmouth**	$6.5
Route 104	Rt. 7 to Rt. 5	**N. Smithfield**	$0.8
Bridgetown Road	US Rt. 1 to Rt. 1A	**Narragansett, S. Kingstown**	$1.0
Fruit Hill Avenue	Manton Ave. to Milton St. Contract - 3	**Providence**	$1.0
Rockland/Central/Battery Meetinghouse	Central Pike and Trentown Rd. to Danielson Pike	**Scituate**	$2.0
East Road	Rt. 179 to Rt. 81	**Tiverton**	$0.7
Highland Road / Bridgeport Road	Rt. 77 to Rt. 77	**Tiverton**	$0.8
Route 1 (Post Road)	Coronado to Rt. 1A (Post Road)	**Warwick**	$2.5
Potter Hill Road	High St. to Hopkinton T/L	**Westerly**	$1.5
		Total	**$164.1**

Appendix G

Traffic, Bridge, & Interstate Program Selection Criteria

APPENDIX G.

A. TRAFFIC PROGRAM SELECTION CRITERIA

All projects that were categorized as traffic safely program projects were reviewed by staff of the RIDOT Traffic Design Program. Staff reviewed the project locations submitted by the municipalities and compared them to the locations that were identified most in need of safety improvements utilizing a data driven approach. RIDOT Traffic Design staff identified locations most in need of safety improvements two ways: the High Hazards methodology and the Highway Safety Improvement Program (HSIP) methodology.

The High Hazards methodology is based on crash frequency with a network screening of intersections with more than 15 crashes per year. The intersections are then studied and ranked based on benefit to cost ratio, crash rate, and crash severity (crash cost). The HSIP methodology is based on crash severity (crash cost) utilizing the KABCO injury scale: K=Fatality, A=Incapacitating Injury, B=Non-Incapacitating Injury, C=Possible Injury, and O=No Injury for the KABCO injury scale. The associated crash costs are: K=$790,900, A=$790,900, B=$99,900, C=$56,400, and 0=$9,200.

B. BRIDGE PROGRAM SELECTION CRITERIA

Selection and prioritization of bridge replacement and rehabilitation projects involves the consideration of many factors such as structural condition, load capacity, load posting, structure type, deterioration rate, traffic volume, detour route, access to emergency facilities, evacuation route, and public input. All these factors are evaluated in deciding which bridges will be worked on and when. In addition, the scheduling of bridge projects is also greatly affected by environmental permitting, historic issues, available funding and, coordinating future bridge with other major transportation improvement projects.

All bridges are inspected every two years and some are inspected more frequently depending on condition and bridge type. The inspection program essentially drives the bridge replacement and rehabilitation program in that a bridge's inspected condition is generally considered above all other factors in determining where the structure is placed in the bridge program schedule. The schedule continually changes based on inspections, available funding, progress of other bridge projects and changes in regulations such as the National Bridge Inspection Standards. The RIDOT Bridge Engineering section oversees both the bridge inspection and improvement program and, manages and schedules bridge improvement projects statewide.

C. INTERSTATE PROGRAM SELECTION CRITERIA

The Rhode Island Department of Transportation and the Federal Highway Administration work cooperatively to ensure that the State's three (3) Interstate Highway Segments, I-95, I-195, and I-295 are maintained in a state of good repair. The interstate highway segments include both pavement and bridges. Interstate bridges are evaluated and prioritized in the same way as the state's bridges as detailed above. The pavement condition of the interstate system is regularly monitored and evaluated by RIDOT staff. The Interstate Program is a result of this pavement and bridge monitoring and evaluation.

Appendix H

Memorandum of Understanding - Procedures to Amend the TIP

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

PROCEDURES TO AMEND AND MODIFY THE TRANSPORTATION IMPROVEMENT PROGRAM

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

A. ACTIONS REQUIRING CHANGES IN THE TIP

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

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

- Administrative Adjustment
- Minor Amendment
- Major Amendment

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

B. PROCEDURES FOR CHANGING THE TIP

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

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

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

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

Following initial approval of amendments by the State Planning Council or the TAC, or approval of an Administrative Adjustment by the RISPP, the Secretary of the State Planning Council shall forward to the project sponsor a letter acknowledging approval, the

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

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

C. PROJECT REPORTING

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

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

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

D. AMENDING THE TIP

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

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

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

4/10/03
Date

for James R. Capaldi
Director, RI Department of Transportation

4/16/03
Date

Alfred Moscola
Acting General Manager, RI Public Transit Authority

4/24/03
Date

ATTACHMENT 1
TIP AMENDMENT CHART

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

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

(1) NO ACTION REQUIRED

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

(2) ADMINISTRATIVE ADJUSTMENT

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

(3) MINOR and MAJOR AMENDMENTS

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

(4) Excluding CMAQ projects administered by RIPTA.

U.S. Department
of Transportation

Federal Transit Administration
Region I
55 Broadway Suite 920
Cambridge, MA 02142-1093
(617) 494-2055
(617) 494-2865 (fax)

Federal Highway Administration
Rhode Island Division
380 Westminster Mall, Rm 547
Providence, RI 02903
(401) 528-4541
(401) 528-4542 (fax)

Governor Lincoln D. Chafee
State of Rhode Island
State House
Providence, Rhode Island 02903

JUL 31 2012

Re: RI - FY 2013 – 2016 State Transportation Implementation Plan (STIP) Approval

Dear Governor Chafee:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY 2013-2016 Statewide Transportation Improvement Program (STIP) Amendment, which was adopted by the State Planning Council/Metropolitan Planning Organization for the State of Rhode Island on July 12, 2012.

In accordance with the 1990 Clean Air Act Amendments and 23 CFR § 450.324(b), a conformity determination does not need to be completed since projects in this amendment do not impact the previous conformity determination. Furthermore, we are making the following determinations:

1. The projects in the STIP are based on a planning process that substantially meets the requirements of Title 23, U.S.C., the Federal Transit Act and Subparts A, B, and C of 23 CFR 450.
2. The TIP is based on a continuing, comprehensive transportation planning process carried on cooperatively with the State, the MPO, and the transit operator in accordance with the provisions of 23 U.S.C. 134 and §5303 of the Federal Transit Act.
3. The STIP is determined to be in conformance with the State Implementation Plan for air quality requirements of 40 CFR Parts 51 and 93.

Accordingly, the FHWA and the FTA have jointly determined that the Rhode Island STIP Amendment is hereby approved. If there are any questions regarding this action, please feel free to contact Barbara Breslin of the FHWA at 401-528-4031 or William Gordon of FTA at 617-494-3514.

Sincerely,

Daniel J. Berman

Daniel Berman
Acting Division Administrator
Rhode Island Division

Mary Beth Mello

Mary Beth Mello
Regional Administrator
Region 1

Cc: Mr. Michael Lewis, Director – RIDOT
Mr. Jared Rhode, Chief – RISPP
Mr. Charles Odimgbe, CEO - RIPTA
Ms. Janet Coit, Director – RIDEM

State of Rhode Island and Providence Plantations
State House, Room 224
Providence, Rhode Island 02903
401-222-2080

Lincoln D. Chafee
Governor

July 23, 2012

Mr. Peter Osborn
Division Administrator
Federal Highway Administration
380 Westminster Street
Providence, RI 02903

Ms. Mary Beth Mello
Regional Administrator
Federal Transit Administration
55 Broadway
Cambridge, MA 02142

Dear Mr. Osborn and Ms. Mello:

The State Planning Council, Metropolitan Planning Organization (MPO) for the State of Rhode Island, adopted the single Statewide Transportation Improvement Program (STIP) for federal fiscal years 2013 - 2016 on July 12, 2012. The STIP is submitted in fulfillment of statewide and metropolitan planning requirements of the Safe Accountable Flexible and Efficient Transportation Equity Act: A Legacy for Users.

The Air Quality Conformity Analysis for the FY 2013 – 2016 TIP was provided to both the Rhode Island Department of Environmental Management (RIDEM) and the U.S. Environmental Protection Agency (EPA). RIDEM found that the TIP's projected motor vehicle emissions to be in conformity and below the state's air quality emission budgets (RIDEM's July 20, 2012 letter is attached). The EPA's Region 1 Air Quality Planning Unit found that the submitted TIP's air quality conformity analysis is in accordance with the EPA's Transportation Conformity Rule as amended (EPA's July 12, 2012 letter is enclosed).

I hereby approve the STIP and provide my assurance that the STIP and any future amendments will satisfy all requirements of state and federal law, regulation, and guidance. I request that you provide the appropriate approvals so that the important transportation projects contained in this STIP may proceed.

Enclosed please find the STIP as adopted by the State Planning Council and draft minutes provided as evidence of the Council's approval. If you have any questions about this action, please contact Mr. Jared Rhodes of the Statewide Planning Program at (401) 222-5772.

Sincerely,

Lincoln D. Chafee

enclosures: 5

cc: Mr. Michael P. Lewis, Director, RI Department of Transportation; Mr. Charles Odimgbe, General Manager, RI Public Transit Authority; Mr. Kevin Flynn, Chairman, State Planning Council; Ms. Anne E. Arnold, Manager, Environmental Protection Agency; Jared Rhodes, Statewide Planning Program

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region 1
5 Post Office Square, Suite 100
Boston, MA 02109-3912

July 12, 2012

Mr. Peter Osborn, Division Administrator
U.S. Federal Highway Administration
380 Westminster Mall, Room 547
Providence, RI 02903

RE: Rhode Island Transportation Conformity Air Quality Analysis;
Transportation Improvement Program FY 2013 – 2016

Dear Mr. Osborn:

On June 27, 2012, EPA Region 1 received a copy of the "Rhode Island Transportation Conformity Air Quality Analysis 2013-2016 Transportation Improvement Program & Transportation 2030: Surface Transportation Plan 2008 Update," dated July 2012, as well as a copy of the "Transportation Improvement Program Fiscal Years 2013 – 2016," dated June 2012.

EPA Region 1's Air Quality Planning Unit has conducted a review of the submitted air quality conformity analysis in accordance with EPA's Transportation Conformity Rule as amended. We believe this analysis supports U.S. DOT making a positive conformity determination for the Providence (All of RI), RI 1997 8-hour ozone nonattainment area.[1]

EPA Region 1 sent a letter to the Rhode Island Department of Environmental Management on June 16, 2008, stating that the 2008 and 2009 motor vehicle emissions budgets (MVEBs) in the Providence (All of RI), RI 1997 8-hour ozone nonattainment area are adequate. Rhode Island submitted the budgets on April 30, 2008, as part of its 1997 8-hour ozone attainment demonstration and reasonable further progress plan. These budgets were announced on EPA's conformity web site, and received no comments. These conformity budgets became effective for conformity determinations on July 15, 2008. (See 73 FR 36862; June 30, 2008.) The 2008 and 2009 MVEBs, in tons per summer day (tpsd), for volatile organic compounds (VOC) and oxides of nitrogen (NOx) for the Providence (All of RI), RI, ozone area are as follows:

[1] In March 2008, EPA revised the National Ambient Air Quality Standards (NAAQS) for ozone. Effective July 20, 2012, the entire State of Rhode Island is designated as attaining the new 2008 8-hour ozone standard (77 FR 30088; May 21, 2012). However, transportation conformity must continue to be met for the 1997 8-hour ozone standard until July 20, 2013, the date for when the 1997 8-hour ozone standard is revoked for transportation conformity purposes.