



Ms. Kimberly Crabill
Rhode Island Statewide Planning Program
One Capitol Hill
Providence, RI 02908

January 7, 2016

Re: University of Rhode Island Application for the 2017-2025 Transportation Improvement Program

Dear Ms. Crabill:

The University of Rhode Island is submitting our Project Prioritization Form for 2 existing projects in the 2013-2016 TIP as well as 3 proposals to the 2017-2025 Transportation Improvement Program (TIP). Please see the attached application package. The proposed projects, in order of priority, are:

1. URI/County Bike Path Connector and Extension
2. URI Roadway Resurfacing and Subsurface Repair – Upper College and Plains Roads
3. URI Commuter Rail Spur off Northeast Corridor Mainline

Please contact me if you need further information regarding this request.

Sincerely,



J. Vernon Wyman
URI Assistant Vice-President for Business Services

Project Prioritization Cover Sheet



Transportation Improvement Program

CONTACT	Contact Information			
	Agency/Organization	University of Rhode Island		
	Contact Person	J. Vernon Wyman	Title	
	Mailing Address	Business Services, 210 Flagg Rd., Suite 208		
	City	Kingston	Zip Code	02881
	Phone	401.874.2501	Email	jvern@uri.edu

PROJECT PRIORITIZATION	Project Prioritization <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	1	x		URI/South County Bike Path Connector & Extension
	2	x		Flagg Road (Plains Rd. to Old North Rd.)

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	J. Vernon Wyman	Assistant Vice-President, Business Services
	Applicant	Title
		January 7, 2016
	Signature	Date

New Project Application

Transportation Improvement Program

CONTACT

Contact Information

Agency/Organization University of Rhode Island
Contact Person J. Vernon Wyman Title Assistant Vice President, Business Services
Mailing Address Business Services, 210 Flagg Road, Suite 208
City Kingston, Rhode Island Zip Code 02881
Phone 401 874-2501 Email jvern@uri.edu

PROJECT INFORMATION

Type of Project *select all that apply*

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

Project Description

Project Title URI/ South County Bike Path Connector & Extension
Location by Street Name East side of Peckham Farm, parallel to White Horn Brook, crossing RT.138 and
Project Limits - From South County Bike Path, south of Peck To Flagg Rd near Plains Rd.

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

Provide a brief description of the proposed project:

The URI/South County Bike Path Connector (Peckham Farm alternative) and Extension across the Kingston campus is a designated bike path. The proposed Connector is 7,490 linear feet and the proposed Extension is 3,510 linear feet. The URI Connector and Extension will provide a safe and healthful alternative transportation mode for students, faculty and staff commuting from Wakefield and Narragansett to the Kingston campus.

The route extends north, paralleling White Horn Brook from the existing South County Bike Path, crossing Route 138 and continuing to Flagg Road. It's location running North/South along the brook will allow URI bicyclists from across the campus convenient access to the Path.

A feasibility study has been conducted for the project and comments from the university and town have been submitted to RIDOT. URI will commit to funding the design costs for the bike path extension from Rte. 138 to Flagg Road as well as construction costs with the section of the Path that involves the soon-to-be constructed White Horn Brook student housing project (West Alumni Road to Flagg Road). There will no Right Of Way costs associated with this project as the University owns the property involved. The university is requesting the project be moved to full design and construction.

Describe need for proposed project:

The State of Rhode Island and many of its municipalities have made the decision to invest in the development of bike paths to improve the quality of life for all R.I. residents and provide recreational amenities for those who visit the state for school, business or vacation. Benefits include opportunities for residents to participate in healthy recreation, creation of local amenities that support the state's significant tourism sector, and a decrease in greenhouse gases released due to a reduction in commuter automobile trips. In terms of broad public benefits, a bike path of this nature is accessible and affordable for use by all residents of the area.

The URI extension provides the final link in connecting URI with the South County Bike Path Connector, making commuting to the campus or attending campus events accessible to the many people in nearby communities who would choose to travel by bicycle.

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

The State of Rhode Island seeks to connect the many modes of transportation available in the state in a coordinated way that supports public health, reduces traffic congestion and greenhouse gases, increases public safety, lessens reliance on fossil fuels, supports our tourism economy, and creates efficiencies in how people are able to move around the state. With the potential connection of commuter rail to the Kingston, the bike path expands recreational and commuting opportunities that help attract business and commercial interests. The path also connects two Rhode Island highways that are on the National Highway System (Rte. 1 and Rte. 138).

In terms of economic development, experience with bike paths in other areas where tourism is active (e.g., Massachusetts, N. Carolina, Vermont) has shown a clustering of new commerce (bike shops, cafes, coffee shops, etc.) at "nodes" along bike paths; this would likely take effect along the South County Bike Path as more areas are connected. Studies cited in a report entitled "Bicycling Means Business: The Economic Benefits of Bicycle" (Darren Flusche, 2009) have shown significant state revenue generation from bicyclists' spending on services and goods; that spending has also resulted in job creation.

The University is exploring a bike share program that would further encourage and enhance the use of the facility by students and visitors.

The extension across the URI property provides an attraction for those students who consider getting an education at the University and helps promote the image of the University as an institution that takes sustainability seriously. Recent polls of prospective students indicate that there is strong interest among high school seniors in attending colleges and universities that promote sustainability.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs			273000	1820000	2093000
				Total Cost	2093000
				Amount Requested through TIP Process	1758000

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

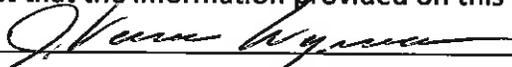
Source	Amount
URI funds for design Rte. 138 to Flagg Rd.	200000
URI funds for construction of bike path at White Horn Brook student housing	135000
Total	335000

Estimated date of construction 2018

Applicant Certification

CERTIFICATION

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


Applicant's Signature

January 7, 2016

Date


Chief Executive Officer's Signature

1-7-16

Date

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

Transportation Improvement Program, Application URI/South County Bike Path Connector & Extension

Mobility Benefits:

Currently, over 6,200 undergraduate students live on the Kingston campus. The majority of the University's 7,200 off campus students commute from South Kingstown, Narragansett and other R.I. communities. In spring 2011, 39% of URI faculty and staff (940 individuals) lived in South Kingstown and Narragansett. A URI Connector & Extension will provide URI students, faculty, and staff a safe, healthy alternative to driving private vehicles.

The existing South County Bike Path is a busy recreational transit corridor for pedestrians and cyclists. A spur that links the bike path across the campus to Flag Road will promote bicycle commuting by URI students, faculty, and staff, and expand bike path access to recreational users residing in Kingston, including students living on campus. It will directly link the University to neighboring village centers in West Kingston, Peacedale, Wakefield, and Narragansett.

The proposed URI Connector & Extension is an intermodal project that enhances linkages among RIPTA service lines (bus), the Kingston Station (rail), and the South County Bike Path. Future commuter rail service and expanded Amtrak service to Kingston increase the need for safe pedestrian and cyclist access between the URI Campus and the Kingston Station. The construction of the URI Connector & Extension will support URI's sustainability efforts, and is a critical element in reducing the number of single occupancy vehicle trips to and from the Kingston Campus.

Cost-Effectiveness:

A 2004 bike path alternative analysis and the recently completed 2015 feasibility study, *URI/South County Bike Path Connector & Extension*, completed by Vanasse Hangen Brustlin, Inc. (VHB), assessed four potential routes for a URI Connector. The Peckham Farm alternative (7,490 linear feet) was the least expensive approach. Terminating at Route 138, it was estimated to cost \$715,815 in 2004. It is still in design, so extending it 3,510 linear feet across campus will reduce mobilization costs. This project, in its entirety, does not require the purchase of easements or land, as it will be sited on University property for its full length. The easement for the Connector and Extension, totaling 11,000 linear feet, is a substantial land contribution by URI. URI is in a position to add bike racks and supporting features within the Kingston Campus.

Economic Development Impact:

The URI Connector & Extension will improve access to URI, a major employer with over 2,000 employees. Kingston/West Kingston is a state designated growth center. It will improve pedestrian/bicyclist access to Narragansett Beach, and village centers in West Kingston, Peacedale, Wakefield, and Narragansett, providing resident students with an alternative route to tourism destinations, businesses and restaurants in the area.

Environmental Impact:

The proposed URI Connector & Extension will reduce vehicle miles traveled, improve air quality and reduce energy consumption. If 5% of the URI faculty and staff living in South Kingstown and Narragansett commute via the South County Bike Path and URI Connector and Extension, 47 fewer vehicle round trips will be made each business day. Likewise, if 5% of undergraduate students living off campus switch from single occupancy vehicles to bicycle commuting, up to 360 vehicle round trips

could be eliminated each day. Consequently, air pollution, energy use, and congestion will all be reduced. The URI Connector Extension promotes walking and cycling on the Kingston Campus, demonstrating the State's commitment to sustainability and quality-of-life values that we work to instill in URI students.

Degree of Support to Local and State Goals and Plans:

The Towns of South Kingstown and Narragansett have actively supported multiple phases of the South County Bike Path. The creation of a bike path spur onto the Kingston Campus will connect a population center that contributes to traffic congestion in Kingston, South Kingstown, and Narragansett.

The Town of South Kingstown draft Circulation Element of the 2011 Comprehensive Plan Update proposes the following related circulation strategies:

- Continue to explore alternative commuting strategies and routes to and from URI to lessen University related traffic impacts on the core areas of Kingston and West Kingston.
- Provide greater accessibility to the William C. O'Neill Bike Path from URI Campus vicinity and Kingston Village.

Furthermore, Policy 1.4 states, "The Town shall encourage bicycle use as a multi-modal transportation alternative."

The proposed URI Connector & Extension is also consistent with the 2012 Update to Rhode Island's Transportation 2035 plan, specifically Goal B and related objectives and policies.

- Objective B.1.a Increase bicycle ridership.
- Policy B.2.b Expand the on and off-road bicycle network- prioritizing projects that provide links between bike paths... or have the potential to reduce automobile traffic.
- Policy B.2.e Promote bicycling as a viable transportation choice for commuters, students...

This proposed project is consistent with the state's Transportation 2035 environmental goals including:

- EN.2.a. Reduce emissions of air pollutants and greenhouse gases...conserve energy by reducing vehicle miles traveled; reducing the number of single occupant vehicle trips.....
- EN.2.c. Utilize transportation programs and projects to maintain and enhance environmental quality.....

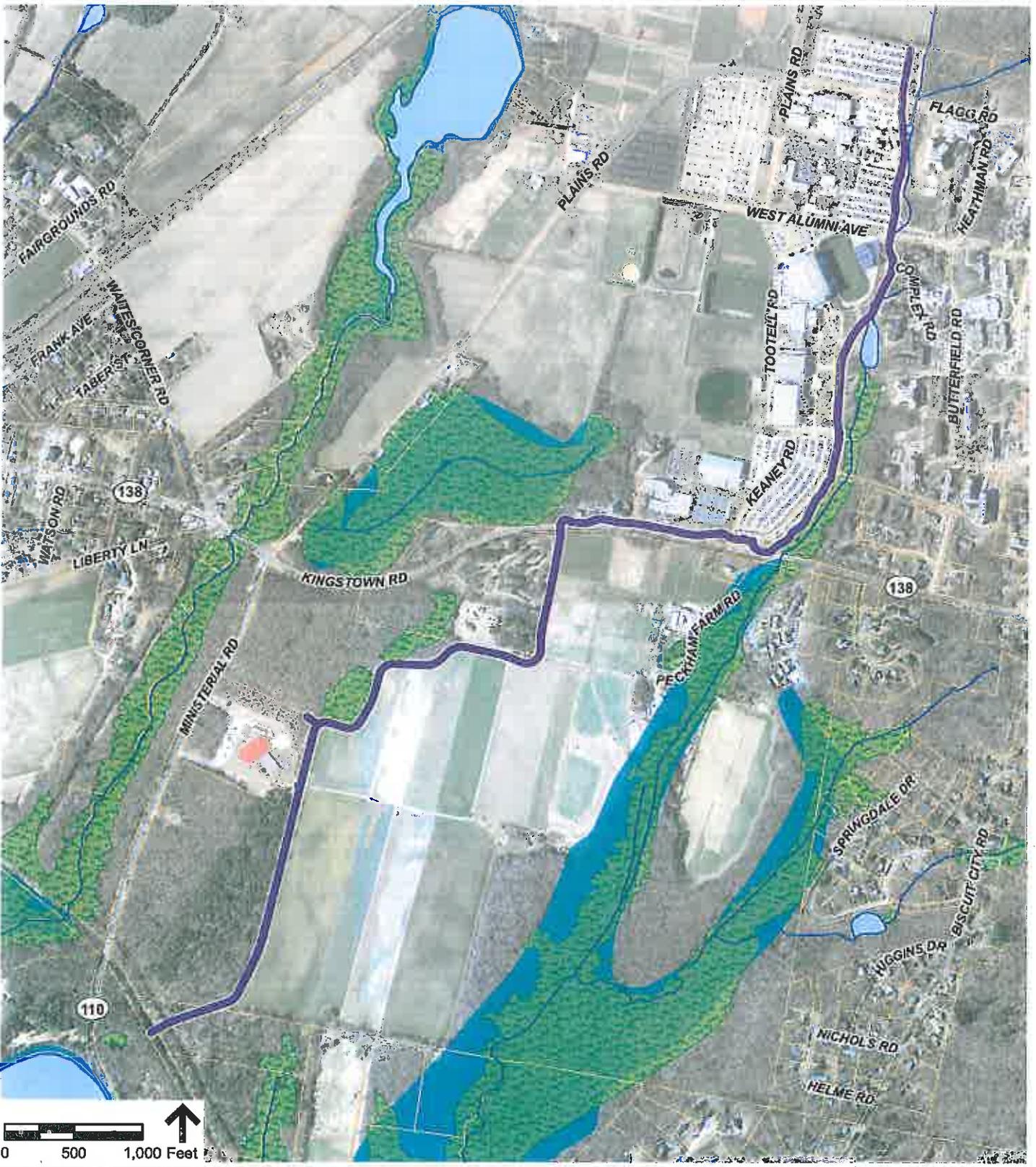
Connecting the Kingston Campus to the bike path is advocated by the *Kingston/University of Rhode Island Comprehensive Transportation Study* (2000, BETA Engineering) and the RIDOT funded *URI/South County Bike Path Connector Study* (2004, VHB) as well as the 2015 update to that study. Adding this final link will make the South County Bike Path readily accessible to students, faculty, and staff, reducing the number of single occupancy vehicles travelling to and from URI.

Safety/Security/Technology:

The URI Connector & Extension will improve walking and bicycling safety to the University, a major public facility. One of the implementation items listed under Policy 1.4 (see Degree of Support section above) in the Town of South Kingstown draft Circulation Element reads as follows:

The Town shall work to ensure that bike paths are continuous to avoid piecemeal, segmented construction with potentially dangerous on-road sections.

When the URI Connector links Route 138 with the existing South County Bike Path, bicyclists and pedestrians will cross Route 138 at the pedestrian crossing to be implemented as part of the 138 Improvement Project (TIP #0139C). Then, they will still need to navigate the often congested, existing campus streets. Extending the URI Connector across lower campus will provide over 16,000 students and 2,400 faculty and staff an uninterrupted, safe, designated route to residence halls, classrooms, and offices.



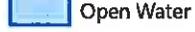
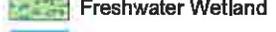
-  URI Bikeway
-  Stream
-  Open Water
-  Lot Lines
-  Freshwater Wetland
-  Floodplain



Figure 1
Project Area
South Kingstown, Rhode Island

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization University of Rhode Island
Contact Person J. Vern Wyman Title Assistant Vice President, Business Services
Mailing Address Business Services, 210 Flagg Road, Suite 208
City Kingston, Rhode Island Zip Code 02881
Phone 401 874-2501 Email jvern@uri.edu

PROJECT INFORMATION

Type of Project *select all that apply*

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

Project Description

Project Title URI Roadway Improvements and Subsurface Repair
Location by Street Name Plains Road and Upper College Road
Project Limits - From Entire length of each roadway To _____

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

Provide a brief description of the proposed project:

This project involves subsurface repair, resurfacing, lighting and sidewalk improvements to Plains Road and Upper College in South Kingstown, Rhode Island.

Upper College Road requires subsurface repair and a new riding surface and profile to support increase vehicle and bus traffic. improvements should also address enhanced lighting and ADA required upgrades. Upper College Road presents itself as the ideal candidate project for a "Complete Streets" approach for improvements and safety considerations for pedestrian, bicycle and transit and passenger vehicles.

Plains Road requires a full depth reconstruction with resurfacing to include the addition of bike lanes and the introduction of sidewalks.

* Important Note: Under separate cover, the University has requested Statewide Planning include by amendment, Upper College Road to the State Road Functional Classification Report. This Roadway has been omitted from the report. It serves as a main street for campus activity and is a major collector and distributor road for the local community.

Describe need for proposed project:

Both Upper College Road and Plains Road serve as gateways to the university campus, they are both heavily traveled roadways and are prominent access points to academic buildings, dormitories and sporting venues. Roadway and pedestrian lighting is poor on both roads and the infrastructure does not meet updated American with Disabilities (ADA) standards.

Upper College Road was last resurfaced in 1990 under a 3R contract between RIDOT and URI that was initiated in 1989. The road surface of Upper College Road has been damaged by water penetration and is steadily deteriorating. Since North Road was closed to outgoing campus traffic, Upper College Road has seen significant increases in traffic which has exacerbated its worsening condition.

Plains Road last was resurfaced in September 2001. The road has become increasingly busy with campus access traffic since North Road was closed as a campus exit route. It has been a primary access road for events at the Ryan Center and at URI athletic facilities. Sports fields along the east side of Plains Road have also seen increased use with associated parking, access and road edge deterioration issues.

Multiple sections of both roadways have been patched after utility excavations associated with capital project improvements. Despite regular maintenance by URI Facilities Services, these roadways require subsurface repair and resurfacing to continue to accommodate existing and future traffic conditions.

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

This project is critical to maintaining and improving access to the university's Kingston campus. As the flagship university of the state, the University of Rhode Island plays a central and essential role in educating and preparing Rhode Island's current and future workforce. High quality roadways and campus infrastructure are key elements that attract potential students to campus and improve traffic circulation for the surrounding community.

The university is also a major employer, with over 2,500 faculty and staff requiring access to campus on a daily basis. Over 6,000 student commuters access URI roadways on a regular basis in pursuing college degrees that benefit the state's economic profile.

The university is currently engaged in a Public/Private Partnership dialogue that would bring a 100-bed commercial quality hotel and conference center to the campus. This enterprise would be located on Upper College Road and its success will be influenced by a transportation network that supports its operation. The ability of URI to operate a hotel/conference center will create additional jobs and economic activity at the campus that will benefit the state.

With the expected infrastructure improvements in the near term to Route 138, improvements to Plains and Upper College Roads are critically need to ensure the daily influx of contracted construction workers and material deliveries for URI ongoing and planned major construction projects, such as the new Engineering complex and the 500-bed White Horn Brook student housing project. URI expansion activities constitute a major indirect benefit to the economy of the state while ensuring the road system servicing the state university is in a state of good repair.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			600000	4000000	4600000
				Total Cost	4600000
				Amount Requested through TIP Process	4600000

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

Source	Amount
	Total

Estimated date of construction 2019-2020

CERTIFICATION

Applicant Certification

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

 January 7, 2016
 Applicant's Signature Date

 1-7-16
 Chief Executive Officer's Signature Date

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

Transportation Improvement Program Application Narrative URI Roadway Resurfacing & Subsurface Repair – Upper College & Plains Roads

Roadway Eligibility:

Plains Road is classified as an *Urban Collector* and is Federal Aid System eligible. The designation of Upper College Road varies by RIDOT map. On the 2011 General Highway Map for South Kingstown, RI, Upper College Road is shown as *Other State Roads*. RIDOT funds have been used to resurface Upper College Road in the past, most recently in 1990 under a 3R contract. Since the southern end of Old North Road between Route 138 and Briar Lane was closed to southbound traffic in the late 1990s, traffic on Upper College Road, already a primary collector road, has increased and is carrying both University and surrounding residential traffic. Upper College Road is now serving the function of an *Urban Collector* in lieu of Old North Road. Daily RIPTA service routes to Providence, Newport, and South County traverse the road. Upper College Road is a state-owned, 2-lane highway that experiences high average daily traffic volume and requires repairs.

Mobility Benefits:

These two roads are major arteries for access to the University. Over 7,200 students and 2,500 faculty and staff commute to the Kingston Campus. In addition, over 6,200 undergraduates reside on the Kingston campus and travel off campus regularly. The majority enters and exits campus via Upper College Road and Plains Road. BETA Engineering completed traffic counts in 2000 for the *Kingston/URI Comprehensive Transportation Study*. At that time, Upper College Road experienced average annual daily traffic counts between 10,001 and 20,000. Average daily traffic has increased with the expansion of the URI student population, new commuter parking lots at the intersection of Plains and Flagg Roads, and the development of additional homes on Old North Road.

This is a multimodal project that will benefit buses and bicycles, as well as automobiles. Each weekday, over 70 RIPTA buses (Routes 64 and 66) enter and exit campus via Upper College Road. RIPTA also provides on campus shuttle service using both 40 passenger and 27 passenger buses that traverse sections of both roads.

Cost-Effectiveness:

Addressing deterioration on these roads in the 2017-2025 TIP will prevent the need for more costly repairs at a later date. These roads will continue to experience high traffic volumes. Given the high traffic volumes, combined with patchwork paving over past utility excavations and winter conditions, these roads will begin to deteriorate at a faster pace, placing additional demands on URI's infrastructure maintenance budget.

Economic Development Impact:

This project is needed to maintain current access to the University's Kingston Campus. As the only public State university, URI plays a central role in educating Rhode Island's workforce. The University is also a major employer, with over 2,500 faculty and staff requiring access to the Kingston Campus. Daily deliveries of goods and services, as well as the daily influx of contracted construction workers, constitute major indirect economic benefits to the State while creating additional wear and tear on campus roadways.

Environmental Impact:

This project involves repairing and resurfacing existing roadways, so its environmental impact is minimal. Subsurface repairs and resurfacing will improve the roads for transit service. The addition of designated bike lanes will improve the bikeability of campus and enhance its status as an institution that invests in sustainability, and is consistent with the University's other proposed TIP project, the URI/South County Bike Path Connector and Extension.

Degree of Support to Local and State Goals and Plans:

The proposed URI Resurfacing Project is consistent with the 2008 Update to Rhode Island's Transportation 2030 plan, specifically Goal H and related objectives and policies.

Objective H.1.a	Maintain infrastructure
Policy H.2.a	Give priority to preserving and managing the transportation system
Policy H.2.b	Address deficiencies in the transportation system (safety, condition, capacity, sidewalks, etc.)

Not surprisingly, the Comprehensive Plan for the Town of South Kingstown does not address maintenance of State-owned roadways. However, "The Town shall support URI's plans to... mitigate traffic congestion in Kingston Village (Draft Circulation Element, South Kingstown Comprehensive Community Plan Update, 2011, p. 9)." Preventing further deterioration of these roads will eliminate one cause of congestion in Kingston.

Safety/Security/Technology:

Currently, the shoulders of Plains Road are used for parking for sporting and other events. With the construction of a sidewalk on the eastern side of the road, safety will be increased as event attendees will be directed to park in the existing parking lots on Plains Road and to use the sidewalks to access event sites along the road. As a primary access road for construction vehicles for ongoing and upcoming projects such as the Chemistry building and the planned White Horn Brook student housing project, Plains Road sees and will see additional traffic from heavy vehicles which place additional strain on the road surface aside from the increasing commuter traffic. Preventative maintenance at through this TIP project will ensure that the roadway will safely accommodate the traffic demand it experiences.



University of Rhode Is

Upper College Rd.

Plains Rd.

URI TIP Application
URI Road Resurfacing &
Subsurface Repair — Upper
College and Plains Roads

Google

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization University of Rhode Island
Contact Person J. Vernon Wyman Title Assistant Vice President, Business Services
Mailing Address Business Services, 210 Flagg Rd., Suite 208
City Kingston Zip Code 02881
Phone 401.874.2501 Email jvern@uri.edu

PROJECT INFORMATION

Type of Project *select all that apply*

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

Project Description

Project Title University of Rhode Island Commuter Rail Spur
Location by Street Name Plains Road, Kingston RI
Project Limits - From Amtrak rail line To Intersection Plains and Flagg Rd.

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

Provide a brief description of the proposed project:

This project involves design and construction of a rail spur from the Northeast Corridor Mainline onto the URI campus. This project would provide a direct rail connection to URI, improving access to the campus from Providence, Boston and the region. The spur would diverge from the Mainline one mile north of campus and would end at a new terminal adjacent to the parking areas at the western edge of campus. An intermodal facility would allow connection to both the URI shuttle service and the South County Bike Path. The project would require a new control point/interlocking to tie the new spur into the Northeast Corridor. A new siding along the Track 2 side of the right-of-way may be needed to allow the opportunity to attain track speed as well as allowing slow down. In this configuration, this spur would efficiently service trains from/to Providence; travel south of Kingston would require more extensive infrastructure.

Describe need for proposed project:

This project would create a connection for URI to the expanding regional commuter rail network. It would create new opportunities for academic innovation and economic development and would be an important element in expanding mass transit in Rhode Island.

It would enhance the ability of students, faculty and staff to travel to and from campus, reducing the number of vehicle trips generated thereby supporting state climate change goals by cutting greenhouse gas emissions. It would provide an efficient and safe means of commuter travel to URI, overcoming the challenges currently faced in promoting rail travel from URI (distance from campus, lack of pedestrian and/or bus infrastructure). Colleagues and visitors would be able to easily visit the URI campus, increasing both academic interaction through connections to other learning centers and increasing the attractiveness of the campus to prospective students and their families. And it would support URI plans for expansion by adding increased capacity and transportation choice for people to access the University. With the opening of the new Nursing Education Center (NEC) and the potential of an increased presence in the developing I-195 district, rail transportation becomes a necessary and efficient mode to move students, faculty and staff.

As the State increases its capacity for intermodal transit toward state goals, this spur would connect not only URI to the commuter rail network but would promote the development of the Kingston area (a designated state growth center), spurring new residential, commercial and industrial development.

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

Connecting URI to the commuter rail network would have multiple benefits for the State and local municipalities.

First of all, it would enhance connections between URI faculty/researchers and those from other learning centers by adding a convenient, safe way to meet to exchange views and collaborate on research. It also would facilitate visits from business leaders who interact with the University community, helping to strengthen research and employment opportunities.

The rail link would allow students from our urban centers easier access to URI - a car would no longer be a necessity to be a commuter for many students. And the reduction in auto travel would further state climate change goals by reducing greenhouse gas emissions and other combustion engine-derived pollutants.

The URI region hosts an important tourism industry that generates tax revenue and employment that benefit the state. With the pending development of a hotel and conference center on the URI campus, tourism, attendance at scientific conferences, sporting events and summer training camps would be enhanced, generating revenue for URI and local communities.

It would better connect URI to the state and regional transportation network. Travelers arriving by air at TF Green Airport would be able to get a direct rail connection to URI. The connection would allow URI and South County travelers to attend events and visit colleges and research facilities reachable via the MTBA in the Boston area.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$30-40 mill ⁺
				Total Cost	
				Amount Requested through TIP Process	\$30-40 mill ⁺

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

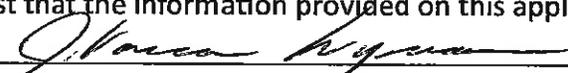
Source	Amount
Total	

Estimated date of construction 2024

Applicant Certification

CERTIFICATION

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

	January 7, 2016
Applicant's Signature	Date
	1-7-16
Chief Executive Officer's Signature	Date

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

Transportation Improvement Program Application Narrative URI Commuter Rail Spur off the Northeast Corridor Mainline

Eligibility:

The *Guide to Rhode Island's Transportation Improvement Program (TIP) Development Process – Federal Fiscal Years 2017-2015* lists project types that are eligible for TIP funding. This proposed commuter rail spur to the University of Rhode Island falls under a number of eligible categories: Projects that Benefit Air Quality (by reducing vehicle miles traveled), Intermodal Centers (connecting road, rail, bus and bike transit systems), New Transit Initiatives (a new commuter rail link), and Rail Stations (a terminal for the commuter rail spur). The project also addresses more than 20 of the TIP Guiding Principles as defined by RI Statewide Planning.

Mobility Benefits:

A significant mobility benefit of the commuter rail spur would be the linking of rail, road, bus, and bike transportation systems at the URI campus. Students, faculty, staff and local residents could access the commuter rail by any of these systems and be connected to Wickford, Warwick, TF Green and Logan airports, Providence and any of the Amtrak and MBTA commuter rail stations in the region. A commuter rail connection would help reduce vehicle trips, reducing congestion on local and state highways. And it gives access to the urban areas and employment north of the campus to those local residents who do not have access to an automobile.

Cost-Effectiveness:

From the user standpoint, commuter rail is an economical, safe and convenient way to travel. Rail travel also reduces the need for construction of roads and parking areas. There would be no need for additional parking as the rail spur would terminate at the URI parking lot areas at the intersection of Plains and Flagg Roads. Savings are also achieved by having new rail service that utilizes an existing transportation corridor which receives significant federal support for upgrades and improvements.

Economic Development Impact:

The URI commuter rail spur would allow better connections to business interests that interact with the University, creating new opportunities in commerce and research. It would support local tourism efforts (especially with the potential hotel/conference center planned for campus). It would help connect the local work force to employment opportunities in the state's urban areas. The commuter rail spur would support the state's effort to develop Kingston as an Urban Growth Center, serving new residents and businesses. And, with the opening of the new Nursing Education Center (NEC) and the potential of an increased presence in the developing I-195 district, rail transportation becomes a necessary and efficient mode to move students, faculty and staff.

Environmental Impact:

Rail as a transit system has long been recognized as an environmentally-friendly method of mass transportation. It is fast, convenient, energy-efficient and provides a comfortable way to commute to and from work or school. It reduces greenhouse gas emissions as it cuts down on the

vehicle miles traveled by automobiles and reduces the need for impervious surfaces (roads; parking lots) that pollute state waters. Since the conversion of the Northeast Corridor to electricity, use of diesel fuel has been eliminated with a corresponding reduction in greenhouse gases and harmful particulates. Train passage does cause some noise pollution but the proposed spur runs over largely unpopulated land.

Degree of Support to Local and State Goals and Plans:

The project supports goals and actions listed in Rhode Island's Transportation 2035 plan including:

Economic Development Goal ED: Support a vigorous economy by facilitating the multi-modal movement of freight and passengers with R.I. and the Northeast region.

ED.2.h Utilize transportation investments to support tourism....Strengthen linkages between the Providence metro area, air and rail terminals, and tourist attractions in Newport, South County....

Environmental Policy EN.2.a. Reduce emissions of air pollutants and greenhouse gases from mobile sources, and conserve energy by reducing vehicle miles traveled; reducing the number of single occupant vehicle trips.....

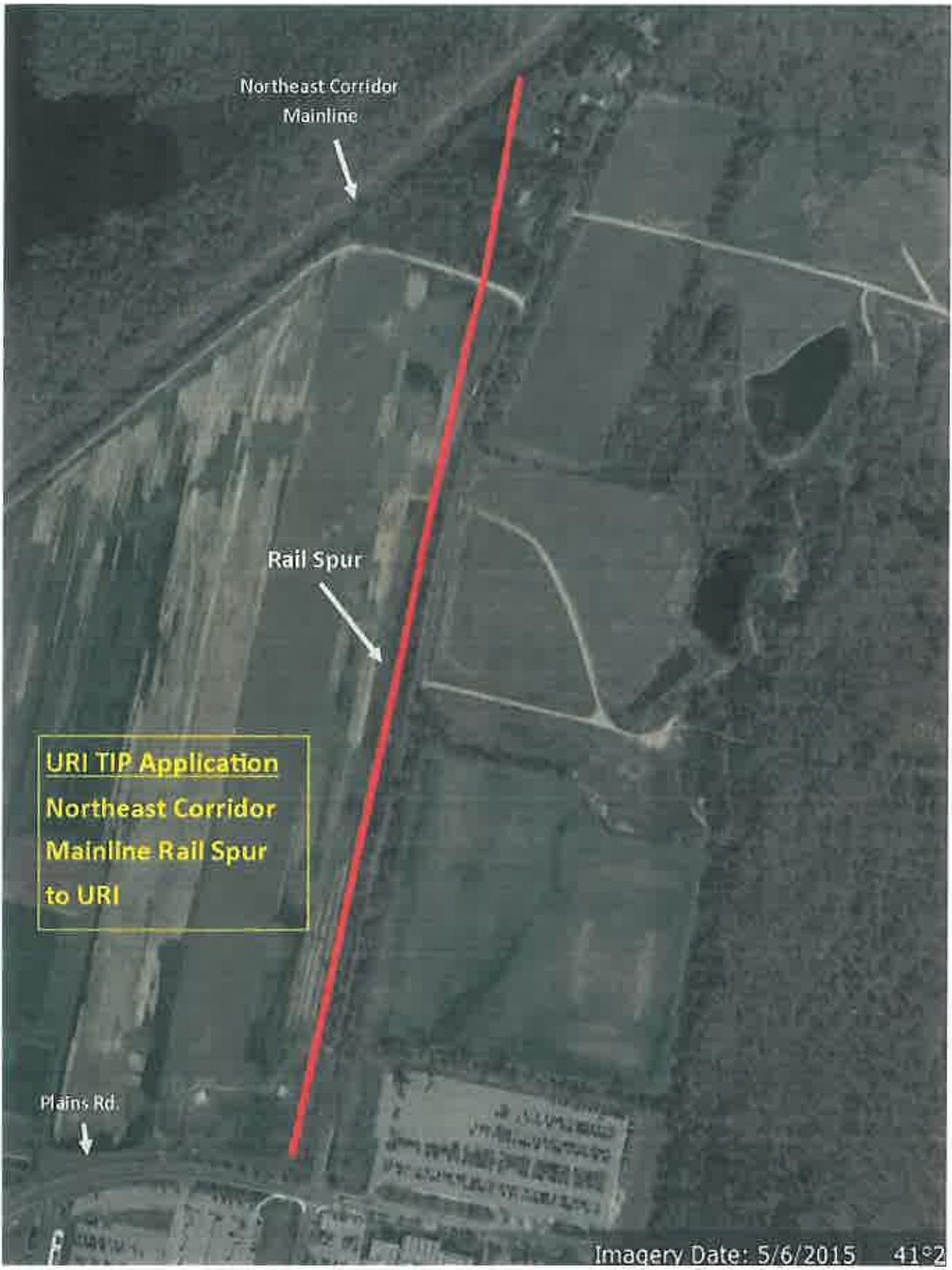
Intermodal Goal I: Provide convenient facilities and services offering seamless connections for passengers and freight.

Intermodal Policy I.2.a Provide convenient and attractive intermodal connections for passengers between all modes, especially to encourage greater use of public transit....

Transit Goal T: Provide a safe, robust, and convenient network of transit and shared ride services with seamless intermodal connections in support of increased employment opportunities improved environmental quality, and reduced congestion and auto dependency.

Safety/Security/Technology:

Travel by rail is among the safest modes of transportation. A 2013 study in Research in Transportation Economics, *Comparing the Fatality Risks in United States Transportation Across Modes and Over Time* noted that the average annual fatality rate for private vehicle users in the U.S. for the years 2000-2009 was 36,849; average annual fatality rate for train passengers over that same timeframe was seven. In the area of the spur itself, the track will be separated by fencing to keep people and objects from accessing the track itself. URI would coordinate its internal bus system schedule with the new commuter rail service, creating an efficient local network.



URI TIP Application
Northeast Corridor
Mainline Rail Spur
to URI