

**FY 20 UNIFIED
TRANSPORTATION PLANNING
WORK PROGRAM
July 2019 - June 2020**



Approval Date:

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**Rhode Island Department of Administration
Division of Statewide Planning
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Providence, RI 02908-5870**

Preface

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

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

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Section I: Introduction

Purpose and Authority

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

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

Unified Planning Work Program Development Process

This UPWP is intended to implement State policy as outlined in the State Guide Plan, particularly *Transportation 2037* and *Land Use 2025*. The work program forms a holistic transportation planning process unique to Rhode Island. Rhode Island's unique MPO structure provides significant advantages because the MPO, transit agency, and transportation department all cover the same geographic area; therefore, Rhode Island can plan its transportation system within the context of a statewide vision for the physical, social, and economic development of the State. This work program describes the MPO activities that will help the State to achieve its vision strategically, using a coordinated approach to planning and investment.

The development of the FY 2020 UPWP began with identifying projects from the FY 2019 UPWP that would carry forward into the new fiscal year. The next step was the solicitation of major new projects from staff of the Rhode Island Department of Administration's Division of Statewide Planning, as well as from the Rhode Island Department of Transportation (RIDOT), and the Rhode Island Public Transit Authority (RIPTA). Several meetings of the three agencies were held to discuss the projects and ways to better coordinate and fund the work between the agencies. Several drafts of the UPWP were circulated to FTA and FHWA, the State Planning Council (in its role as the MPO), and its Technical and Transportation Advisory Committees for review and comment. Sections I-III were presented for review and comments in April and May, and Section IV was presented in May. Input from those bodies was taken and incorporated into the UPWP. The updated UPWP was then presented again to the MPO and MPO advisory committees for final review and approval. A complete final draft was presented for the MPO's approval in June. The approved UPWP was then submitted to FTA and FHWA for review and approval.

Acronyms used in this Document

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

FHWA = Federal Highway Administration

FRA = Federal Railroad Administration

FTA = Federal Transit Administration

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

LRTP = Long-Range Transportation Plan

MPO = Metropolitan Planning Organization

MBTA = Massachusetts Bay Transit Authority

RIDEM = Rhode Island Department of Environmental Management

RIDOT = Rhode Island Department of Transportation

RIGIS = Rhode Island Geographic Information System

RIPTA = Rhode Island Public Transit Authority

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

SGP = State Guide Plan

SPC = State Planning Council

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

TAC = Transportation Advisory Committee

TAP = Transportation Alternative Program

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

UPWP = Unified Planning Work Program

USDOT = United States Department of Transportation

Section II: Transportation Planning in Rhode Island

Definition of Area

The MPO boundaries cover the entire state of Rhode Island, which has a land area of approximately 1,054 square miles and a population of approximately 1,060,000 according to the 2018 U.S. Census population estimate. The MPO also includes the Rhode Island portion of the Providence, RI-MA Urbanized Area (“UZA”), the Rhode Island portion of the Norwich-New London, CT-RI UZA, and the Rhode Island portion of the Boston, MA-NH-RI UZA. The area is fully incorporated and is comprised of thirty-nine individual municipalities (Figure 1). There are no county government structures in Rhode Island.

Figure 1

May 2017

State of Rhode Island - Map of Municipalities



Organizational Structure

Governor Philip W. Noel designated the State Planning Council (SPC) as the MPO in 1974. Governor Bruce Sundlun reaffirmed that designation in 1992. In 2013, Section 42-11-10 of the Rhode Island General Laws, titled Statewide Planning Program, was amended to designate the State Planning Council as the State's single, statewide MPO. RIDSP, described in detail below, serves as staff to the State Planning Council. The twenty-seven-person membership of the SPC is also established in § 42-11-10 and consists of:

1. The Director of the Department of Administration as Chairperson;
2. The Director of the Policy Office in the Office of the Governor, as Vice-Chairperson;
3. The Governor, or his or her designee;
4. The Budget Officer;
5. The Chairperson of the Housing Resources Commission;
6. The highest-ranking administrative officer of the Division of Planning, as Secretary;
7. The President of the League of Cities and Towns, or his or her designee, and one official of local government, who shall be appointed by the governor from a list of not less than three (3) submitted by the Rhode Island League Cities and Towns;
8. The Executive Director of the League of Cities and Towns;
9. One representative of a nonprofit community development or housing organization, appointed by the Governor;
10. Six (6) public members, appointed by the Governor, one of whom shall be an employer with fewer than fifty (50) employees, and one of whom shall be an employer with greater than fifty (50) employees;
11. Two (2) representatives of a private, nonprofit environmental advocacy organization, both to be appointed by the Governor;
12. The Director of Planning and Development for the City of Providence;
13. The Director of the Department of Transportation;
14. The Director of the Department of Environmental Management;
15. The Director of the Department of Health;
16. The Chief Executive Officer of the Commerce Corporation;
17. The Commissioner of the Rhode Island Office of Energy Resources;
18. The Chief Executive Officer of the Rhode Island Public Transit Authority;
19. The Executive Director of Rhode Island Housing; and
20. The Executive Director of the Coastal Resources Management Council.

As part of the FHWA/FTA Recertification Review of RIDSP in Spring 2018, one of the corrective actions required was the inclusion of more elected officials on the State Planning Council. Currently, membership includes six public members, four of whom are undefined. After a series of SPC meetings and staff meetings, legislation to change SPC membership was developed to include membership of municipalities of varying sizes, along with more specifics regarding additional public members. This legislation is still pending as of the date of this UPWP submission.

The State Planning Council is supported by several advisory committees:

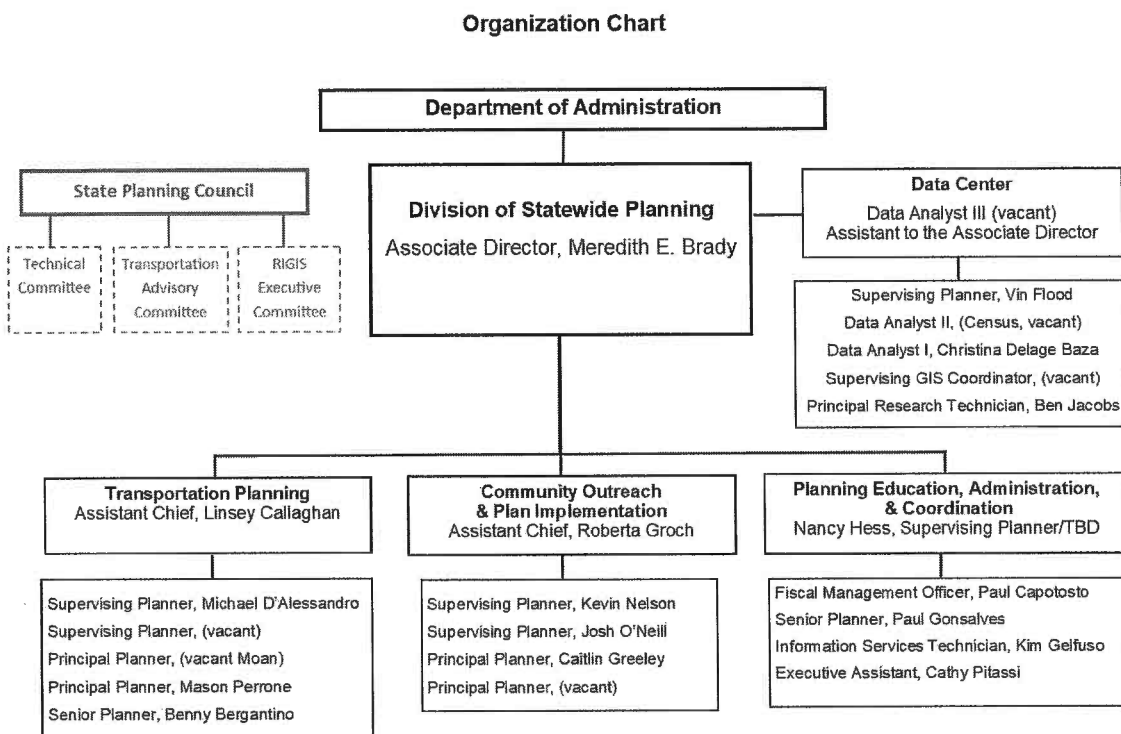
- **The Transportation Advisory Committee (TAC)** advises the SPC on transportation planning and encourages public involvement in the process. The TAC reviews and provides input into transportation planning documents, notably the Long-Range Transportation Plan (LRTP) and the State Transportation Improvement Program (STIP). The membership includes local officials, State agencies, organizations representing a variety of transportation interests, citizens from different areas of the State, and the Narragansett Indian Tribe.
- **The Technical Committee** provides advice to the SPC and feedback to the staff of the RIDSP on the development of major plans as well as other items as requested by the State Planning Council. Membership of the Technical Committee is appointed by the SPC and includes representatives of State agencies, local governments, citizens from different areas of the State, and federal advisory members. A staff member of the Division serves as its Secretary. The Committee is intended to ensure representation of diverse interests and views in State planning activities.
- **The Rhode Island Geographic Information System (RIGIS) Executive Committee** provides policy guidance and coordination of efforts of organizations in Rhode Island using GIS technology. It coordinates data development, adopts technical standards, sets distribution policy for GIS products, promotes the use of GIS, and provides information and assistance to users. The membership includes individuals and organizations with GIS expertise including those in federal, state, and local government, education, consulting services, and utility operation.
- **The Freight Advisory Committee (FAC)** is intended to enhance the MPO's plans to expand on current freight transportation planning efforts and to provide ongoing guidance that addresses new developments and trends in goods movement utilizing road, rail, air, and water. The FAC will provide a forum for regional freight stakeholders to discuss strategies to aid in the efficient movement of freight and increase collaboration between the public and private sectors regarding freight matters. This committee assists in overseeing the implementation of the 2016 *Rhode Island Freight and Good Movements Plan* and advise on evolving issues affecting freight transportation planning such as goods and materials costs, fuel costs, regulatory constraints and incentives, and industry trends. Currently, the committee is expected to:
 - Provide input on regional transportation policies that impact freight movements;
 - Help prioritize freight-related transportation infrastructure investment that is overseen by the MPO;
 - Aid in the MPO's efforts to improve public recognition of freight's importance in the regional economy; and
 - Improve regional coordination to address problems of shared interest.
- **The Bicycle Mobility Plan Advisory Committee** has been created to support the TAC and ultimately the SPC by endorsing plans, projects, and other deliverables flowing from the Bicycle Mobility Plan. In addition to the TAC and SPC, the Committee will provide guidance to State agencies concerning funding, public education/awareness, safety, and other issues concerning bicycling. Other support provided by the Committee will be to:

- Ensure participation with broad public input and community viewpoints;
- Provide a regional perspective and information on transportation planning, particularly qualitative data;
- Provide new program ideas to further implementation of the Bicycle Mobility Plan; and
- Review and advise on materials, proposals, and plans related to bike planning.

RIDSP serves as the principal staff of the SPC. RIDSP prepares and maintains the State Guide Plan (SGP), which consists of a series of long-range plans for the physical, economic, and social development of the State and encourages their implementation. It also coordinates the actions of State, local, and federal agencies and private individuals within the framework of the State's development goals and policies. The basic mission is established by Section 42-11-10 of the Rhode Island General Laws. RIDSP currently consists of seventeen full-time staff who specialize in transportation, land use, natural resources, comprehensive planning, GIS, data analysis, and other related topics (see Figure 2 for the organizational and staff chart). RIDSP also closely collaborates with other agencies in fulfilling its duties, particularly those related to transportation planning. These agencies include:

- **Rhode Island Department of Transportation (RIDOT)** – The MPO works cooperatively with RIDOT in carrying out all its transportation and air quality activities. RIDOT serves on the SPC as well as the Technical Committee, TAC, Freight Advisory Committee, and the Bicycle Advisory Committee. RIDOT has the lead responsibility in many areas of transportation, including safety, intermodal planning, and system operations: the MPO is an active partner and collaborator in these areas. RIDOT also partners with the Massachusetts Bay Transit Authority (MBTA) for the provision of commuter rail service and identifies rail transit projects for inclusion in the TIP. RIDOT is a key partner in the implementation of the State's Congestion Management Process. In addition, it serves as the conduit for the metropolitan planning funds the State receives from the FHWA and the FTA.
- **Rhode Island Public Transit Authority (RIPTA)** – The MPO works cooperatively with RIPTA, the only provider of public bus transit in the State. RIPTA has many responsibilities including capital and service bus transit needs; identifying bus transit projects for inclusion in the TIP; and serving on the SPC, TAC, and the Bicycle Advisory Committee.
- **Rhode Island Department of Environmental Management (RIDEM)** – RIDEM has overall responsibility for compliance with the Clean Air Act, including the development and adoption of an air quality plan known as the State Implementation Plan. The MPO closely collaborates with RIDEM in implementing the Transportation Conformity Air Pollution Control Regulation. This rule outlines the process and criteria for State agencies to determine air quality conformity for transportation plans and projects. RIDEM serves on the SPC, Technical Committee, and the TAC.
- **Municipalities** – The MPO area is comprised of thirty-nine cities and towns that are key partners in the statewide planning process. Municipalities have representation on the State Planning Council, its advisory committees, and other committees as needed. They also identify and prioritize projects and provide the local knowledge and perspective needed to integrate transportation with sustainable land use, economic development, and housing.

Figure 2
Organization and Staff Chart



Integrated Long-Range Planning

State Guide Plan

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

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

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

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

Items that are evaluated for consistency with the SGP include:

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

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

Economic Development

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

Energy

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

Historical Preservation and Cultural Heritage

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

Housing

- Rhode Island Five Year Strategic Housing Plan (2006) – Quantifies housing needs and

identifies implementation strategies to address these needs.

- State Housing Plan (March 2000) – Establishes housing goals and policies, analyzes major housing problems in Rhode Island and makes recommendations for action.

Land Use

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

Natural Resources

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

Recreation and Open Space

- “Ocean State Outdoors: Rhode Island’s Comprehensive Outdoor Recreation Plan” (2009) – Sets policies and action agendas for providing priority recreation needs while protecting the state’s resource base. Assesses the status of issues and needs in recreation resources, land preservation, and resource protection. Serves to meet the need to address federal funding eligibility requirements for U.S. National Park Service programs.
- “A Greener Path: Greenspace and Greenways for Rhode Island’s Future” (1994) – Sets forth policies and recommendation to create a system of state and local greenspaces and greenways, including natural corridors, trails, and bikeways.

Solid Waste Management

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

Transportation

- “State Airport System Plan” (2011) – Establishes goals, objectives, policies, and strategies for the development and management of the State’s airports. It includes an overview of system needs through the year 2021.
- “Transportation 2037” (2017) – Provides a long-range framework, goals, policies, and recommendations for the movement of both goods and people. It encompasses the highway

system, public transit, transportation system management, bicycle travel, pedestrian, intermodal, and regional transportation needs.

- “Rhode Island State Rail Plan” (2014) – Addresses passenger and freight rail transportation needs over the next twenty years, describes the State’s existing rail systems, assesses future needs, and includes prioritized short and long-term investment programs.
- Rhode Island Waterborne Passenger Transportation Plan (1998) – Analyzes the potential for expanded use of Rhode Island's waters for passenger transportation and makes recommendations for long-range development of water transportation services and facilities.

Water Resources

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

Comprehensive Plans

Rhode Island General Law 45-22.2, the Comprehensive Planning and Land Use Regulation Act, requires every Rhode Island community to adopt a comprehensive community plan, which is required to be consistent with the SGP. The SGP serves both as a guidance document to municipalities as they formulate their individual comprehensive plans and subsequently as a standard by which the State reviews the plans.

Overview of Interconnected Planning Process in Rhode Island

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

As previously mentioned, the SPC is the designated MPO for the State. The primary duties of the SPC include: setting land use and development policy through the SGP (of which the LRTP is an element); programing federal and State transportation investments through the TIP process;

and establishing this annual UPWP. The primary staff of the SPC is the RI Department of Administration's Division of Statewide Planning. Each staff member's specific contribution is outlined in Section IV of this UPWP.

Another advantage that Rhode Island capitalizes on is its reciprocal system of land use planning, whereby the State sets broad goals and policies through the SGP and municipalities express local desires and conditions through the development of local comprehensive plans, which serve as the basis for land use regulation and establish an implementation program for achieving each community's stated goals. All local land use decisions must be consistent with the local comprehensive plan, making it an important tool in the implementation of State policy. To ensure that local plans are in line with the policies presented in the SGP, local comprehensive plans are reviewed by the State for consistency. Once approved, comprehensive plans become binding on State agencies by requiring conformance of their programs and projects to the comprehensive plan. This is a great process for the practical implementation of USDOT's "3C" program of Continuous, Comprehensive, and Cooperative planning between State and municipal governments.

The "3C" Planning Process

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

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

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

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

Transportation Funding

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

- Redirection of the gas tax to focus on transportation needs;
- Replacement of biennial bond borrowing with an increase in registration and license fees along with Rhode Island Capital Plan funds to provide the State match for the annual federal transportation program;
- Refinance of existing general obligation bonds to soften the anticipated sharp peak in debt service payments;

- Creation of the Rhode Island Highway Maintenance Account and a shift of future funding from transportation-related sources, such as registrations, title fees, gas tax indexing, and other accounts to establish a State-funded pool for critical transportation infrastructure projects; and
- The RhodeWorks initiative, a transportation infrastructure improvement funding plan that calls for the repair of the State's deteriorating bridges. The initiative funds projects in two ways: 1) borrowing \$300 million against future federal highway funding and refinancing old borrowing to yield an additional \$120 million and 2) imposing a new toll on large commercial trucks, which is expected to bring in \$45 million a year when fully operational.

Section III: Planning Priorities

Key Areas of Emphasis

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

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

FY20 Activities	MAP-21								FAST ACT	
	1	2	3	4	5	6	7	8	9	10
1 – Management and Administration							X			
2 – Transportation Improvement Program	X	X	X	X	X	X	X	X		
3 – State and Regional Transportation Operations, Management, and Planning Coordination	X	X	X	X	X	X	X	X	X	X
4 – Transit Planning	X	X	X	X	X	X	X	X	X	
5 – Freight Planning Implementation	X	X	X	X	X	X	X	X	X	
6 – Transportation Planning and Bicycle and Pedestrian Mobility	X	X	X	X	X	X	X	X	X	

FY 20 Activities (continued)	1	2	3	4	5	6	7	8	9	10
7 – Long-Range Land Use & Transportation Planning	X	X	X	X	X	X	X	X	X	X
8 – Intergovernmental Coordination	X	X		X	X	X	X	X	X	X
9 – Planning Information and Education	X	X	X	X	X	X	X	X	X	X
10 – Public Information and Outreach					X	X	X			
11 – Title VI Compliance and Environmental Justice	X	X	X	X	X	X			X	
12 – Climate Change Resiliency, Adaptation, and Mitigation	X	X			X	X	X	X	X	X
13 – Support to Other State Agencies and Municipalities	X	X		X	X	X	X	X	X	X
14 – Special Projects and Activities Not Federally Funded										
15 – Energy Facility Siting Review										
16 – State Data Center: Census 2020	X					X				

Activity Areas: Tasks and Projects

The remainder of this document includes a listing of each activity covered in the UPWP, an objective for each activity, the routine tasks for each activity, and any specific projects that will be undertaken as a means to advance the objective. “Projects” are generally classified as non-routine work items for which specific schedules and deliverables can be identified upfront. The MPO’s intent in making the distinction between routine tasks and clearly definable projects is to provide additional detail and transparency relative to project management while simplifying quarterly reporting requirements by focusing on the status of projects as opposed to routine tasks.

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

Activity 1 – Management and Administration

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

Tasks:

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

	RIDSP	FHWA	FTA	Other	Total
Activity 1 (salary and operating)	\$119,380 (23%)	\$311,425 (60%)	\$88,237 (17%)	\$0	\$519,042

Activity 2 – State Transportation Improvement Program (STIP)

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

Tasks:

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

Projects:

Project 2.1: State Transportation Improvement Program Software Improvements

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

Project Lead: RIDSP

Partners: RIDOT

Deliverables:

- E-STIP software system and public facing website capabilities

Project Cost (other than staff time): \$730,000 (\$584,000 FHWA; \$87,600 RIDOT; \$58,400 RIDSP)

Project 2.2: Performance-Based Project Selection Criteria for Transportation Alternatives and Transit Projects

Project Overview: This is a continuation from FY 19. This project will develop transparent and data-driven performance-based project selection criteria for prioritizing investments in transportation alternatives (bicycle and pedestrian) and transit (bus and rail) projects proposed for the State Transportation Improvement Program. Prioritizing and programing these

investments in the STIP according to data driven solutions will put Rhode Island on an effective and responsible path to maximizing the return on our transportation infrastructure investments. This effort will utilize the Transportation Advisory Committee and the State Planning Council for developing guidance for scoring projects and overseeing the implementation of the proposed project selection criteria framework.

Project Lead: RIDSP

Partners: RIPTA, RIDOT

Deliverables:

- Criteria guide for transportation alternatives and transit STIP selection

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

Project 2.3: Project Estimates from Applicants for STIP Projects

Project Overview: This is a continuation from FY 19. This project will help improve the cost estimates associated with STIP applications and includes an in-house study of changes to the STIP application process to improve municipal estimates for proposed STIP projects. Estimates at the application stage should, but do not always, include the use of RIDOT standards and specifications for projects, sometimes underestimate right-of-way needs, Americans with Disability Act compliance, and environmental permitting costs. The study will also consider developing methods to allow for estimates developed in the current STIP year to be adjusted according to changes in costs to design and construct projects based on industry standards to provide for more reliable out-year programming.

Project Lead: RIDOT

Partners: RIDSP

Deliverables:

- A guide demonstrating professionally acceptable ways to estimate STIP project costs

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

Project 2.4: State Transportation Improvement Program (STIP) – Process Improvements

Project Overview: This is a continuation from FY 19. Update the Procedures to Amend and Modify the State Transportation Improvement Program Memorandum of Understanding (MOU) between the Rhode Island State Planning Council, the Rhode Island Department of Transportation, and the Rhode Island Public Transit Authority. An update to the MOU is necessary because the funding categories of the STIP have changed since the existing MOU was executed in 2003. The program funding amounts and thresholds for amendments and adjustments also need to be better aligned with the current funding levels of the STIP, which are over \$6.5 billion for FY 2018-2027. The updated MOU will also take into account process changes that come as the Division shifts to an Electronic (E) based STIP, or E-STIP.

Project Lead: RIDSP

Partners: RIDOT, RIPTA

Deliverables:

- Revised and updated MOU between the SPC, RIDOT, and RIPTA for the Procedures to Amend and Modify the STIP

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

	RIDSP	FHWA	FTA	Other	Total
Activity 2 (salary and operating)	\$46,406 (20%)	\$150,821 (65%)	\$34,805 (15%)	\$0	\$232,032
Project 2.1 (STIP Software Improvements)	\$58,400 (8%)	\$584,000 (80%)	\$0	\$87,600 (12%)	\$730,000
Total	\$104,806	\$734,821	\$34,805	\$87,600	\$962,032

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

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

Tasks:

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

Projects:

Project 3.1: Congestion Management Process

Project Overview: This is a continuation of the project to update of the Congestion Management Process (CMP) to better identify the causes of recurring congestion, have a greater emphasis on multimodal travel, and make better use of travel time data as well as performance

measures. The updated CMP will analyze the State's transportation network and identify congested corridors and strategies to minimize congestion. The plan will be used to guide the investment of future funding into the State's overall transportation system through a program of recommended short, medium, and long-term capital improvements to reduce congestion on the roadways. It will also evaluate strategies for both their anticipated and experienced effectiveness. This plan will reach across all modes of transportation and seek to make modal connections and improvements consistent with sound land use planning in an effort to increase overall mobility, modal choice, and safety for residents, businesses, employees, and visitors while decreasing traffic congestion and its negative impacts on our environment, economy, and quality of life. The updated CMP will advance the goals of the Long-Range Transportation Plan and strengthen the connection to the State Transportation Improvement Program.

Project Lead: RIDSP

Partners: Congestion Management Task Force

Deliverables:

- Congestion Management Process Plan

Project Cost (other than staff time): \$350,000 (\$280,000 FHWA; \$70,000 RIDOT)

Project 3.2: I-95 Corridor Coalition Membership

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

Benefits of membership in the Coalition include:

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

Membership will also allow the State access to the "pooled fund" which will allow the Division to purchase travel time data at the membership rate. This data will be used in the development of the Congestion Management Process as well as other projects that are significant to the State.

Project Lead: RIDSP

Deliverables:

- Travel Time Data

Project Cost (other than staff time): \$80,000 (\$64,000 FHWA; \$16,000 RIDOT)

Project 3.3: Tri-Party Agreement Amendment

Project Overview: Develop a supplement to the Tri-Party Agreement between the SPC, RIDOT, and RIPTA to achieve Performance-Based Planning and Programming requirements and the development of financial plans as mandated in MAP-21, the FAST Act, and associated federal rulemaking as well as the Corrective Action under Finding 4.1.3 of the 2018 MPO Certification Report.

Project Lead: RIDSP

Partners: RIDOT, RIPTA

Deliverables:

- Amendment to the Tri-Party Agreement

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

	RIDSP	FHWA	FTA	Other	Total
Activity 3 (salary and operating)	\$59,862 (20%)	\$194,552 (65%)	\$44,897 (15%)	\$0	\$299,311
Project 3.1 (CMP)	\$0	\$280,000 (80%)	\$0	\$70,000 (20%)	\$350,000
Project 3.2 (I-95 Corridor)	\$0	\$64,000 (80%)	\$0	\$16,000 (20%)	\$80,000
Total	\$59,862	\$538,552	\$44,897	\$86,000	\$729,311

Activity 4 – Transit Planning

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

Tasks:

- a. Provide technical advice, assistance, and support to RIDOT and RIPTA with public transit planning efforts as well as data collection, monitoring, and reporting. This may include:
 - Data collection and analysis for the National Transit Database (NTD), including review of draft data submissions for accuracy and consistency, and researching the NTD for comparable transit systems to assess and compare operating statistics with RI’s bus, rail, and ferry systems.
 - Passenger (rail, ferry or bus) surveys, including assistance at stations, stops, or terminal locations in conducting outreach for surveys, analysis of survey results, and researching comparable transit passenger surveys in the region.
 - Discretionary grant assistance through providing statewide demographic data, State Guide Plan reviews and references, and other statewide-related requests for the application narrative or the benefit-cost analysis.
- b. Identify, assess, and enhance transit access, connectivity, and mobility.
- c. Provide technical assistance to RIPTA and the City of Providence in advancing the Downtown Enhanced Transit Corridor.

Projects:

Project 4.1: Transit Master Plan

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

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

Project Lead: RIPTA

Partners: RIDSP, RIDOT

Deliverables:

- Transit Master Plan

Project Cost (other than staff time): \$600,000 (\$94,260 FHWA; \$354,740 FTA; \$131,000 RIDOT; \$20,000 RIPTA)

[Remaining balance as of June 2019: \$414,723 (\$62,208 FHWA; \$248,834, FTA; \$91,239 RIDOT; \$12,442 RIPTA)]

Project 4.2: TF Green Amtrak Stop

Project Overview: This project is a continuation from FY 19. It will advance the concept for a new Amtrak stop beyond feasibility. The project will focus on infrastructure needs and cost estimates. It is anticipated that minimum station needs will include an electrified fourth track, electrification (and potential undercutting) of the existing third track, and an eastbound passenger platform.

In the summer of 2017, a feasibility study for intercity rail connections to TF Green Airport was completed by RIDOT, Amtrak, and the Federal Railroad Administration (FRA). Adding Northeast Regional service to the existing MBTA station in Warwick was deemed feasible and recommended for advancement. Amtrak has expressed interest and support, and RIDOT’s Office of Transit will work closely with Amtrak on this phase, including but not limited to rail operations, conceptual layouts, environmental screening, and capital cost estimate refinements.

It is anticipated that Amtrak will procure the consultant services for this work.

Project Lead: RIDOT Office of Transit

Partners: FRA, Amtrak, Rhode Island Airport Corporation

Deliverables:

- 10% plans and capital cost estimates

Project Cost (other than staff time): \$400,000 (\$295,000 FHWA; \$25,000 FTA; \$80,000 RIDOT)

Project 4.3: Human Services Transportation Technology Integration Strategy

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

specified constituencies. An additional project deliverable will be a model Memorandum of Understanding that can be used in formalizing fare integration partnerships.

Project Lead: RIPTA

Deliverables:

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

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

Project 4.4: Strategic Transit Business Initiatives

Project Overview: This project is a continuation from FY 19. It seeks to grow transit ridership and support mode shift through targeted business improvements focusing on customized business development planning and quality market research. The project will support implementation of existing plans, interagency partnerships, and priority statewide initiatives. Specifically, it will strengthen Commuter Resource RI and EC4 partnerships through:

- Shared mobility action plan including performance measures and targets
- Market research including surveys, interviews, and focus groups targeting both non-transit (80%) and transit (20%) riders, to increase understanding of traveler behaviors, preferences, satisfaction levels (including non-work trips)
- Identifying specific strategies and targets for growing EcoPass program and bundling fare products and incentives into an integrated family of mobility services (“bus plus”)

Project Lead: RIPTA

Deliverables:

- Survey and/or focus group results and analysis
- Business plan detailing steps to enhance Commuter Resource RI, including growth targets for RIPTA pass programs and other alternative commuting programs

Project Cost (other than staff time): \$62,500 (\$50,000 FTA; \$12,500 RIPTA)

Project 4.5: Transit Infrastructure Sustainability Plan

Project Overview: This project is a continuation from FY 19. It seeks to grow transit ridership and support mode shift through targeted infrastructure improvements. The project will support implementation of existing plans, interagency partnerships, and priority initiatives. Specifically, it will support implementation of RIPTA’s Sustainable Fleet Transition Plan through:

- Identification of specific infrastructure investments to support transition to a ZEV (zero emissions vehicle) transit fleet, including garage, yard, maintenance facility, and on-road infrastructure at RIPTA’s Elmwood campus and transit hubs throughout the state
- Planning for the re-use and improvement of existing facilities for increased sustainability and green fleet support

- Leveraging investments in emerging technologies including solar, renewable electric, wind, graywater capture and reuse, and LED

Project Lead: RIPTA

Deliverables:

- Roster of action steps to upgrade RIPTA infrastructure and facilities to meet sustainability goals
- Preliminary budget with potential funding sources
- Limited preliminary engineering

Project Cost (other than staff time): \$57,500 (\$46,000 FTA; \$11,500 RIPTA)

Project 4.6: Mobility On-Demand Pilot Implementation Plan

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

Project Lead: RIPTA

Deliverables:

- Scheduling module software
- Implementation plan
- Completed test

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

Project 4.7: Right-of-Way Management Assessment

Project Overview: This project will support implementation of Rhode Island's 2012 Complete Streets law, 2016 Greenhouse Gas Emissions Reduction Plan, and soon to be completed Long-Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan by:

- Laying the groundwork for developing and analyzing a statewide right-of-way inventory including ownership, street section characteristics, abutting uses, sidewalk width, parking characteristics, and the presence of bus and/or bicycle lanes. Priority will be given to streets with existing transit service, based on daily passenger miles travelled.

- Reviewing existing policies and practices related to complete streets, street ownership and maintenance, and governance of street signage and signals.
- Providing recommendations for supporting and advancing a multimodal transportation network that prioritizes safe and ADA accessible transit access, implementation of TSP and other interventions supportive of fast and frequent transit service, VMT (vehicle miles traveled) reduction, and active transportation.

Project Lead: RIPTA

Partners: RIDSP, RIDOT

Deliverables:

- Inventory framework
- Recommended revisions to TIP/State budgeting process
- Model/draft policies
- Model/draft legislation

Project Cost (other than staff time): \$200,000 (\$160,000 FTA; \$40,000 RIPTA)

Project 4.8: Transit Bus Automation Assessment

Project Overview: AV technology is rapidly evolving and will have profound impacts upon mobility in the future. Currently, RIDOT is operating an AV shuttle pilot known as “Little Roady” through the TRIP Mobility Partnership. Given the potential influence of AV technology on public transport, it is important for RIPTA to collect and assess agency-relevant data and qualitative inputs to be as informed as possible this field moves forward. RIPTA’s assessment will supplement RIDOT’s own research.

RIPTA’s assessment has four major objectives:

- RIPTA’s overall AV readiness by comparing Little Roady service statistics against RIPTA fixed-route and Flex service
- The degree to which the pilot customer experience addresses agency priorities, including equity and accessibility
- How AV technology might enhance the safety and efficiency of RIPTA services including minimizing down-time and costs associated with collisions
- How to best incorporate AV components into RIPTA operations including fleet, training, facility improvements, and transit asset management program

Project Lead: RIPTA

Partners: RIDOT

Deliverables:

- Data collection and analysis
- Scenario analysis
- Roster of investments with preliminary budget

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

Project 4.9: One Call One Click Trip Planning Resource

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

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

Project Lead: RIPTA

Deliverables:

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

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

Project 4.10: Transit, Land Use, and Transit-Oriented Development

Project Overview: This project will research a mix of laws, policies, and regulations to identify ways to better position the State for growth that is supportive of enhanced transit services. Strategies to advance Transit-Oriented Development (TOD) and an action plan for implementation will be developed. This may include:

- Review and assess relevant development policies in other states that pertain to housing, commercial development, and institutional uses (e.g. MA Chapters 40B and 40R)
- Evaluate State employee policies that could encourage transit use and lead as an example, particularly in light of the State Office complex proximity to the Providence Station and the future DTC and Providence Intermodal Transportation Center
- Review zoning and parking policies for the core metro-Providence communities and their impact on transit use
- Creating an initial TOD Working Group of RIDSP, RIDOT, RIPTA, and CommerceRI

- Review all State-supported programs/incentives (e.g. Rebuild RI incentives), and local redevelopment district master plans, design guidelines, market analyses, access plans, zoning ordinances, branding/marketing, etc.
- Research the relationship between of transit service frequency and development potential, including thresholds for various service levels and type and size of development projects
- Review other states' TOD programs/policies/laws to encourage TOD and assist local communities
- Conduct outreach to Warwick, Pawtucket, and Central Falls on the status, ongoing efforts, and lessons learned in establishing their recently-developed districts
- Review recently completed publication entitled *Evaluating the Potential for Transit-Oriented Development in Rhode Island* undertaken by Roger Williams University School of Architecture
- Develop TOD strategies taking into consideration the core metro-Providence area as well as other communities within the urban service boundary and those outside of the urban service boundary
- Expand TOD Working Group to include key local communities with existing TOD districts and others considering such districts.
- Develop a final recommended package of TOD action items prior to proposing funding or legislative action

Project Lead: RIDSP

Partners: RIDOT, RIPTA

Deliverables:

- Report and recommendations

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

	RIDSP	FHWA	FTA	Other	Total
Activity 4 (salary and operating)	\$9,887 (20%)	\$9,887 (20%)	\$29,660 (60%)	\$0	\$49,434
Project 4.1 (TMP)	\$0	\$62,208 (15%)	\$248,834 (60%)	\$103,681 (25%)	\$414,723
Project 4.2 (T.F. Green Amtrak Stop)	\$0	\$295,000 (74%)	\$25,000 (6%)	\$80,000 (20%)	\$400,000

Project 4.3 (HST Technology)	\$0	\$0	\$64,000 (80%)	\$16,000 (20%)	\$80,000
Project 4.4 (Transit Business Initiatives)	\$0	\$0	\$50,000 (80%)	\$12,500 (20%)	\$62,500
Project 4.5 (Transit Infrastructure Sustainability)	\$0	\$0	\$46,000 (80%)	\$11,500 (20%)	\$57,500
Project 4.6 (Mobility On- Demand)	\$0	\$0	\$80,000 (80%)	\$20,000 (20%)	\$100,000
Project 4.7 (ROW Mgt. Assessment)	\$0	\$0	\$160,000 (80%)	\$40,000 (20%)	\$200,000
Project 4.8 (Transit Bus Automation)	\$0	\$0	\$80,000 (80%)	\$20,000 (20%)	\$100,000
Project 4.9 (One Call One Click)	\$0	\$0	\$80,000 (80%)	\$20,000 (20%)	\$100,000
Total	\$9,887	\$367,095	\$938,234	\$323,681	\$1,564,157

Activity 5 – Freight Planning Implementation

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

Tasks:

- a. Support quarterly meetings of the Freight Advisory Committee.
- b. Continue to work on the truck model component of the statewide travel demand model.
- c. Respond to any freight-related questions and/or concerns of FHWA.
- d. Continue to participate in the quarterly Providence Port Community Engagement Meetings.
- e. Promote local learning opportunities and initiatives related to freight.
- f. Support and participate in workshops, meetings, and other freight planning activities of the I-95 Corridor Coalition.

Projects:

Project 5.1: Freight ITS Deployment Technical Paper

Project Overview: ITS (intelligent transportation systems) deployment for freight specific applications have grown increasingly important as freight volume and the value of freight truck flows continues to grow annually in Rhode Island. The 2016 RI Freight and Goods Movement Plan forecasts an annual increase in total truck freight value of \$1.62 billion. Congestion, bottlenecks, lack of truck parking facilities, and decreasing travel time reliability on our highways necessitate a review of our current ITS deployment strategies and traveler alerts, especially relating to truck freight movement.

This project will consist of the creation of a new Technical Paper addressing the issues relating to ITS deployment and truck driver alerts for freight specific applications. It will review the current Rhode Island Department of Transportation ITS Strategic Deployment Plan and identify gaps for freight movement and suggest new ITS solutions to improve the performance of freight mobility in Rhode Island and across the Northeast region.

Project Lead: RIDSP

Deliverables:

- Freight ITS Deployment Technical Paper and Executive Summary

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

Project 5.2: Freight Scans

Project Overview: Conduct freight scans to better equip and educate the staff of municipal departments, particularly planning, with an increased understanding of freight trends and with a greater capacity to address freight issues. The project will examine an area or specific industries freight activity by organizing tours and surveys of significant freight companies within the state. RIDSP staff will meet with the stakeholders at the beginning of the project for an orientation and discussion about the desired outcomes of the specific scan. After the scan, RIDSP staff will prepare a freight-related online GIS story map for that specific scan. This content will provide useful guidance for the region in attempting to balance freight operations with community goals,

plans, and projects. The scans could also serve as a potential basis for the preparation of suggested new transportation studies, recommended system improvements, refine the vision for growth and development, for the long-range transportation plan, and as a tool to better educate the public, especially area businesses and residents.

Project Lead: RIDSP

Partners: Municipalities and freight stakeholders

Deliverables:

- Freight-related GIS story map and online content for each participating municipality

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



	RIDSP	FHWA	FTA	Other	Total
Activity 5 (salary and operating)	\$24,718 (20%)	\$80,334 (65%)	\$18,539 (15%)	\$0	\$123,591

Activity 6 – Transportation Planning and Bicycle and Pedestrian Mobility

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

Tasks:

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

Projects:

Project 6.1: Long-Range Transportation Plan

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

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

Project Lead: RIDSP

Partners: RIDOT, RIPTA

Deliverables:

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

Project Cost (other than staff time): \$485,000 (\$388,000 FHWA; \$97,000 RIDOT)
[Remaining balance as of June 2019: \$237,601 (\$199,214 FHWA; \$38,387 RIDOT)]

Project 6.2: Bicycle Mobility Plan

Project Overview: This is a continuation of a project initiated in FY 18. The Bicycle Mobility Plan (BMP) will run in parallel to the development of the Long-Range Transportation Plan. The BMP will provide a set of policy and infrastructure recommendations, as well as an implementation plan, intended to advance bicycle mobility and safety in the state. The BMP will be built on an analysis of bicycle traffic and crash data, existing bicycle policies, and past and proposed bicycle investments. The plan will outline a strategy for leveraging bicycle, pedestrian, safety, accessibility, air quality, and multimodal mobility dollars to develop a premier alternative transportation system, including a vision for the development of bike-friendly complete streets, a network of off- and on-road trails, and comprehensive bicycle infrastructure at intermodal facilities and city and town centers throughout the State. The plan will identify an inventory of bicycle projects to be developed within the upcoming ten-year TIP horizon and include preliminary cost estimates and implementation timelines.

Project Lead: RIDSP

Partners: RIDOT

Deliverables:

- Bicycle Mobility Plan

Project Cost (other than staff time): \$330,000 (\$264,000 FHWA; \$66,000 RIDOT)
[Remaining balance as of June 2019: \$49,525 (\$44,307 FHWA; \$5,218 RIDOT)]

Project 6.3: Review of Current TAP Bicycle and Pedestrian Projects

Project Overview: Review a selection of current Transportation Alternative Program (TAP) bicycle- and pedestrian-related projects to determine whether projects have accurate cost estimates and schedules. Projects will be evaluated based upon essential elements including, but not necessarily limited to:

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

Project Lead: RIDOT

Partners: RIDSP

Deliverables:

- Report and recommendations to guide planning and programming decision-making.

Project Cost (other than staff time): \$370,000 (\$250,000 FHWA; \$120,000 RIDOT)

	RIDSP	FHWA	FTA	Other	Total
Activity 6 (salary and operating)	\$33,701 (20%)	\$134,804 (80%)	\$0	\$0	\$168,505
Project 6.1 (LRTP)	\$0	\$199,214 (84%)	\$0	\$38,387 (16%)	\$237,601
Project 6.2 (BMP)	\$0	\$44,307 (90%)	\$0	\$5,218 (10%)	\$49,525
Project 6.3 (TAP Review)	\$0	\$250,000 (80%)	\$0	\$120,000 (20%)	\$370,000
Total	\$33,701	\$628,325	\$0	\$163,605	\$825,631

Activity 7 – Long-Range Land Use & Transportation Planning

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

Tasks:

- a. Maintain and update the SGP which sets long-range goals and policies (generally twenty years), provides a means to evaluate and coordinate projects or proposals of State importance, sets goals and policies to be reflected in local comprehensive plans, and serves as a general background information source on various topics. While this is typically project-driven (current projects are individually listed in the next section), it includes research and other background work that may be used future SGP projects or for amendments to existing SGP elements.
- b. Further the implementation of SGP strategies and actions. This may involve working with municipalities and other planning stakeholders such as Grow Smart Rhode Island, the Narragansett Bay Estuary Research Reserve Educational Program, and the RI Chapter of the American Planning Association as opportunities arise.
- c. Update the State Guide Plan Overview as needed. The State Guide Plan Overview provides a synopsis of the purpose of each SGP element along with a listing of the plan’s goals and policies.

Projects:

Project 7.1: State Conservation and Outdoor Recreation Plan

Project Overview: This project is continued from FY 18. It will provide oversight and assist the Department of Environmental Management with long-range and transportation planning technical assistance for a full update of the 2009 “Ocean State Outdoors, Rhode Island Comprehensive Outdoor Recreation Plan” (SCORP). This Plan sets goals, policies, and implementation strategies for open space, conservation, and recreation for RIDEM and others. It will evaluate outdoor recreation needs statewide, and develop implementation strategies to meet the needs. It will also fulfill the requirements of the Recreational Trails Program (RTP) of the FAST Act for the use of funds from the Transportation Alternatives Set-Aside required under the Surface Transportation Block Grant Program. RIDSP staff will ensure related goals, policies, and performance measures of recently updated transportation related documents, such as *Transportation 2037* and the *Bicycle Mobility Plan* will be included in the update. Completion of this update will:

- Maintain the eligibility of the State for federal funding from the FHWA for the RTP.
- Maintain the eligibility of the State for federal funding from the U.S. Department of the Interior’s Fish and Wildlife Service and National Park Service.
- Guide RIDEM and others in administrating grant programs for the acquisition, development and renovation of local and State park development, land conservation, and recreational land.

- Guide the Recreation Resources Review and Trails Advisory Committees of RIDEM on recommendations for the RTP and the acquisition and development recreational trails and bikeways.

Project Lead: RIDEM

Partners: RIDSP

Deliverables:

- Approved SCORP with a survey of statewide outdoor recreation needs
- Updated webpage

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

Project 7.2: State Historic Preservation Plan

Project Overview: The Rhode Island Historical Preservation & Cultural Heritage Commission (RIHP&HC) is required to prepare a statewide historic preservation plan in accordance with National Park Service requirements to ensure continuing state eligibility for federal funding. While RIHP&HC reaches out to an array of constituents in the preparation of this plan, many of the goals, policies, and strategies are “intended to guide the work of the Rhode Island Historical Preservation & Heritage Commission.” The purpose of this project is to adapt the statewide historic preservation plan to provide an array of goals, policies, and strategies suitable to State agencies, including the RIDOT, municipal governments, the Narragansett Indian Tribe, and other entities interested in historical preservation. The intent is to produce a plan that will be adopted as an element of the State Guide Plan to replace the existing 1996 plan.

RIDSP staff will work with RIHP&HC staff to prepare a preliminary draft, properly formatted, that will be presented to the Technical Committee for review and comment. Staff will oversee the public hearing process and presentation to the State Planning Council for adoption as a State Guide Plan Element.

Project Lead: RIHP&HC

Partners: RIDSP

Deliverables:

- State Historic Preservation State Guide Plan Element

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

Project 7.3: Economic Development Plan

Project Overview: In 2014, the State Planning Council adopted as an element of the State Guide Plan, *Rhode Island Rising: A Plan for People, Places, and Prosperity* as the State’s Economic Development Plan. This plan also serves as the State’s Comprehensive Economic Development Strategy for U.S. Economic Development Agency purposes and as such must be updated at least every five years. In 2016, the RI Economic Development Planning Council adopted a Rhode Island Commerce Corporation (CommerceRI), long-range economic

development plan called *Rhode Island Innovates: A Competitive Strategy for the Ocean State* as the State's official strategy for economic development. Both plans must be updated and adopted by the end of 2019, which led to the merging of the two plans into one plan to avoid duplication of effort by both agencies.

This project will provide for an update of *RI Innovates*. Statewide Planning will assist CommerceRI with updating relevant goals, policies, and actions. Completion of this integration and update will:

- Maintain the eligibility of the State for federal funding from the US EDA.
- Provide guidance on initiatives to continue economic development in the State.
- Provide guidance to municipal governments in local economic development planning.

Project Lead: CommerceRI

Partners: RIDSP

Deliverables:

- State Economic Development Plan

Project Cost (other than staff time): \$80,000 (\$40,000 FHWA; \$40,000 CommerceRI)

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

Project Overview: This project will begin the process of updating *Land Use 2025: Rhode Island's Land Use Policies and Plan*. The project will:

- 1) Develop new impervious surface and land use / land cover digital data for use in both the update of *Land Use 2025* and the RIDSP Travel Demand Model. This will involve:
 - Coordinate with DEM/URI staff, to produce new 2020 impervious surface and land use / land cover digital data. The update will be produced by a selected vendor and consist of a statewide, seamless vector polygon GIS dataset.
 - Ensure that the data will include the same procedures used for the creation of the 2003-04 and 2011 impervious and land use / land cover data layers and will meet RIGIS distribution standards.
 - Create and publish a technical document outlining the procedures used and the metadata for the new data layers.
- 2) Develop a 2020 land use/land cover Technical Paper – Use the new data to complete a technical paper with a time series analysis of land use trends between 1988 and 2020. Summarize major changes to Rhode Island's landscape in a story map using photos and/or other media along with captions, linked to maps showing land use change over time. Consult with local planners throughout the paper's development to confirm findings.
- 3) Collect and create new digital data related to municipal future land use maps. Create a new composite future land use municipal map and compare and analyze new map with historical 2002 composite future land use map.
- 4) Collect and create new digital data related to all municipal zoning districts to create a GIS data layer of generalized zoning districts for the state. Inventory the current zoning and land development techniques employed in Rhode Island by each city and town. Consult with local planners throughout the inventory to confirm findings.

- 5) Survey and interview State agency department heads and key staff on goals, policies, and implementation effectiveness of *Land Use 2025*. Discuss utility of the SGP to agencies, known or potential data gaps and future issues for update of this SGP Element.
- 6) Conduct 5-6 regional meetings for Planning Boards, testing knowledge of and effectiveness of goals, policies, and implementation of *Land Use 2025*. Discuss utility of the SGP to communities, known or potential data gaps, and future issues for update of this SGP Element.
- 7) Coordinate with other State agencies and projects such as the State Resiliency Action Plan and the Executive Climate Change Council to identify strategies and potential changes for the text and the future land use map related to climate change and sea-level rise. Consult other updated State Guide Plan Elements, transportation studies, and other regional planning studies on climate change to draft land use strategies for addressing climate change and sea-level rise related topics.
- 8) Update the inventory of current and proposed growth centers for each RI community for addition to the future land use map.

Project Lead: RIDSP

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

Deliverables:

- 2020 impervious surface and land use / land cover digital data
- Technical Paper
- Updated municipal future land use and growth centers data and composite map
- New generalized statewide zoning data and map
- Analysis of State agency and local municipal planners/officials' knowledge of *Land Use 2025*, local data needs, and future issues for update

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

Project 7.5: State Housing Strategies and Plan

Project Overview: This project will develop a strategic housing plan that reflects a data-driven assessment of current and future housing needs throughout the state. The assessment will 1) analyze the gap between the statewide housing inventory and the state's current and projected housing needs for both rental and ownership over the next year, five years, and ten years; and 2) identify how housing needs vary by relevant demographic characteristics, including but not limited to income, age, familial status, disability status, and race. The new State Housing Plan will replace the existing *State Housing Plan* (2000) and *Five-Year Strategic Housing Plan* (2006).

Project Lead: Office of Housing and Community Development; RI Housing

Partners: RIDSP

Deliverables:

- State Housing Plan

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

	RIDSP	FHWA	FTA	Other	Total
Activity 7 (salary and operating)	\$28,371 (30%)	\$56,742 (60%)	\$9,457 (10%)	\$0	\$94,570
Project 7.3 (Economic Dev. Plan)	\$0	\$40,000 (50%)	\$0	\$40,000 (50%)	\$80,000
Project 7.4 (Land Use 2050)	\$15,000 (30%)	\$35,000 (70%)	\$0	\$0	\$50,000
Total	\$43,371	\$131,742	\$9,457	\$40,000	\$224,570

Activity 8 – Intergovernmental Coordination

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

Tasks:

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

	RIDSP	FHWA	FTA	Other	Total
Activity 8 (salary and operating)	\$76,093 (73%)	\$20,847 (20%)	\$7,297 (7%)	\$0	\$104,237

Activity 9 – Planning Information and Education

Objective: Provide original data analysis on pertinent topics, provide custom transportation demographic, social, economic, and housing analysis as requested. Manage and coordinate data to support transportation and other planning activities. Ensure the availability, accessibility, and dissemination of geospatial and demographic data to State agencies, local governments, and other data users.

Tasks:

- a. Monitor, coordinate, and provide leadership for activities related to the Rhode Island Geographic Information System (RIGIS) and the use of GIS technology within Rhode Island to support initiatives to implement or use the technology, and to manage and provide access to a common database of geographically-referenced information including:
 - Continue to partner with all State agencies actively using GIS to further implement a centralized and common database, application, and mapping resource.
 - Foster participation in the RI Municipal GIS User Group.
 - Update the RIGIS Event Calendar and inform the RIGIS community of newsworthy announcements and upcoming events.
 - Provide technical assistance to municipalities and State agencies in the coordinated development and use of GIS data.
- b. Coordinate with State agencies, municipalities, and others on the integration and sharing of data.
- c. Develop transportation, land use, population, employment, and housing data analysis, visualizations of the data, and share with State, federal, regional, and local agencies.
- d. Ascertain needs, requirements, benefits, and costs for conducting a transportation survey of all the households in the state.

Projects:

Project 9.1: Cell Phone Probe Dataset

Project Overview: Cell phone probe data is based on the GPS locations of cell phones and is gathered by cell phone companies for sale to big data analysis companies. This information can be analyzed to provide a variety of information about the transportation system including the general origins and destinations of travel, the travel times across a segment of road, the speed of travel, the number of travelers, and even the mode of travel. These data are important for operations, project planning, and project scoping activities. They are also invaluable in long-range planning, congestion management, transit planning, land use planning, bicycle planning, pedestrian planning, and travel demand modeling conducted by RISDP. The data outputs produced have potential applications for many state and municipal agencies beyond those listed.

Project Lead: RIDSP

Deliverables:

- Cell Phone Probe Dataset
- Data for all federally mandated RIDOT performance reporting

Project Cost (other than staff time): \$375,000 (\$300,000 FHWA; \$75,000 RIDSP)

Project 9.2: Travel Demand Model Update and Maintenance

Project Overview: Update and maintenance of the Rhode Island Statewide Model (RISM) is an ongoing function of the RIDSP along with its partner agencies with support from hired consultants. This includes data inputs/outputs, enhancements, and updates to the RISM. For FY 20, efforts will focus on:

- Incorporation of Cell Phone Probe Data (see Project 9.1) – This data will provide the state with important information about the travel speed, road counts, and the travel demand. Some data to be incorporated into the model have not been previously available. Data be used to calibrate the RISM to produce more accurate results.
- Incorporation of RIDOT Transit Rail Ridership Survey Information – Data from the RIDOT transit ridership survey of rail passengers on the MBTA line in Rhode Island will be incorporated into the RISM to improve the accuracy of the model, especially when combined with the data from the cell phone probe.

Project Lead: RIDSP

Partners: RIDOT, RIPTA, RIDEM

Deliverables:

- Updated RISM

Project Cost (other than staff time): \$190,982 (\$128,888 FHWA; \$23,898 FTA; \$33,967 RIDSP; \$4,229 CommerceRI)

Project 9.3: Data Quality Control

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

Project Lead: RIDOT

Deliverables:

- 1Spatial software incorporated into RIDOT's operations

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

Project 9.4: Sustaining and Enhancing Access to the RIGIS Geospatial Database

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

Project Lead: RIDSP and URI EDC

Deliverables:

- Outreach Survey Report
- Story Maps/Journals and apps featuring RIGIS map services
- Approximately 25 new or updated datasets reviewed, processed, and published
- Four quarterly updates of the publicly available Esri file geodatabases
- Four quarterly blog posts summarizing RIGIS-distributed datasets
- Responses to requests for technical assistance
- Approximately 10 metadata records updated
- Reliable access to the RIGIS data distribution website

Project Cost (other than staff time): \$75,000* (\$48,750 FHWA; \$11,250 FTA; \$15,000 URI)
(*New funds. Does not include \$50,697 obligated FY 19 but not yet disbursed.)

Project 9.5: Environmental Resiliency Tool

Project Overview: This is a continuation from FY 19. The development of the Environmental Resiliency Tool will allow RIDOT, other State agencies, and local governments to assess the unique environmental risks associated with asset management in a coastal state. The effort will focus on assessing these risks through the use of GIS models and overlaying the data with asset inventories, the Transportation Asset Management Plan, and the Ten-Year State Transportation Improvement Plan processes. RIDOT will work with State agency partners and other subject matter experts to produce three key deliverables: 1) an easy-to-use, interactive tool that will allow users to seamlessly identify environmental and natural risks and overlay them with other asset management information; 2) a detailed, instructive guide that will help users implement smart, resilient policies and asset management strategies, and 3) a template for RI municipalities to utilize during the STIP project proposal phase. The tool will incorporate GIS models of environmental data into various data management systems driving the RIDOT’s asset management coordination and STIP planning process. Initially, the tool will provide information on coastal flooding impacts to transportation assets resulting from storms and sea-level rise, with additional risks added as data becomes available. The guide will inform decision making,

provide users with direction to utilize that information, including best practices for asset maintenance, policies for how to integrate various levels of risk, and recommended adjustments to long-term asset management plans and project designs. Finally, the template will ensure that all future applicants proposing new STIP projects complete a mandatory set of sea-level rise and storm surge analyses to inform the designs and viability assessments of their proposals.

Project Lead: RIDOT Office of Sustainability and Innovation

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

Deliverables:

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

Project Cost (other than staff time): \$400,000 (\$150,000 FHWA; \$250,000 RIDOT)

Project 9.6: Data Coordination and Infrastructure

Project Overview: A Data Committee would be created to study the issue and open lines of communication between state agencies. This effort would seek to identify the gaps that currently exist, assess the reasons for these gaps, and suggest steps that could be taken to resolve them in the short, medium, and long term. The committee would be a forum to discuss data issues in the hope of finding a solution. It would also be a place for different agencies to report on data related projects that might be of interest across agency lines. The committee would oversee the creation of a “data phone book,” a searchable document which would give a brief description of the existing datasets created by the various state agencies, a contact person, and instructions on acquiring the data. The committee would also make formal recommendations to State agencies on existing data gaps, data governance best practices, and recommend data purchases.

Project Lead: RIDSP

Partners: RIDOT, RIPTA, RIDEM, RIDOH

Deliverables:

- Formation of a Data Committee
- Searchable document giving brief descriptions of existing datasets
- Formal recommendations to State agencies on existing data gaps, data governance best practices, and recommend data purchases

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

Project 9.7: Land Use and Transportation Planning Education

Project Overview: Deliver training and technical assistance to municipal planning and zoning boards and commissions through development of an educational program in land use law and planning with requirements and standards for initial, biennial, and continuing education programs for members and alternate members of local planning boards or commissions and/or zoning boards performing land planning or zoning functions as authorized pursuant to RI statutes. This project will include:

- Prepare and offer an introductory program of three hours of scheduled instruction for new or perspective board members and a continuing education program of one hour of instruction for existing board members. Use the workshop series *Making Good Land Use Decisions* developed by the existing Land Use Training Collaborative (LUTC) for starting content.
- Prepare and offer a program of two hours of training and education concerning the effects of development in a flood plain and the effects of sea-level rise for local planning board members to take once every two years. Use the workshop series *PrepRI* developed by the URI Coastal Resources Center for starting content.
- Investigate and purchase software and hardware to allow for delivery of instruction and tracking of participants through a variety of tools and media. Ensure that instructional technologies include but are not limited to: materials for traditional style classroom and seminar training, distance learning, webinars, onsite presentations, and other remote learning options.
- Continue management and oversight of the Rhode Island Land Use Training Collaborative to provide approximately six public workshops on current transportation-related topics that present a balanced and comprehensive approach to the issues. Use the workshops to present strategies related to land use and the management and maintenance of our state and regional transportation/transit systems.
- Evaluate all training conducted to ensure the continued quality of workshops and presenters' performance, and to gather additional information regarding materials and other topics of interest.

Project Lead: RIDSP

Partners: Grow Smart RI, URI Coastal Resources Center, APA-RI Chapter

Deliverables:

- New workshops/training programs
- Software tracking of participants
- Delivery of workshops/training programs on:
 - Making Good Land Use Decisions for local officials
 - Flood Plains & Sea-Level Rise Training for Planning Boards/Commissions
- LUTC Transportation Workshops
- Report on evaluation results

Project Cost (other than staff time): \$160,090 (\$107,472 FHWA; \$20,618 FTA; \$32,000 Grow Smart RI)

(Remaining balance as of June 2019: \$128,970 (\$90,200 FHWA; \$15,476 FTA; \$23,294 Grow Smart RI)

	RIDSP	FHWA	FTA	Other	Total
Activity 9 (salary and operating)	\$68,089 (20%)	\$221,289 (65%)	\$51,067 (15%)	\$0	\$340,445
Project 9.1 (Cell Phone Probe Dataset)	\$75,000 (20%)	\$300,000 (80%)	\$0	\$0	\$375,000
Project 9.2 (TDM)	\$33,967 (17%)	\$128,888 (65%)	\$23,898 (15%)	\$4,229 (3%)	\$190,982
Project 9.3 (Data Quality)	\$0	\$80,000 (80%)	\$0	\$20,000 (20%)	\$100,000
Project 9.4 (RIGIS)	\$0	\$81,489 (65%)	\$18,641 (15%)	\$25,567 (20%)	\$125,697
Project 9.5 (Environmental Resiliency Tool)	\$0	\$150,000 (80%)	\$0	\$250,000 (20%)	\$400,000
Project 9.7 (Training Collaborative)	\$0	\$90,200 (70%)	\$15,476 (12%)	\$23,294 (18%)	\$128,970
Total	\$177,056	\$1,051,866	\$109,082	\$323,090	\$1,661,094

Activity 10 – Public Information and Outreach

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

Tasks:

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

	RIDSP	FHWA	FTA	Other	Total
Activity 10 (salary and operating)	\$86,085 (40%)	\$107,607 (50%)	\$21,521 (10%)	\$0	\$215,213

Activity 11 – Title VI Compliance and Environmental Justice

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

Tasks:

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

	RIDSP	FHWA	FTA	Other	Total
Activity 11 (salary and operating)	\$11,495 (20%)	\$37,357 (65%)	\$8,621 (15%)	\$0	\$57,473

Activity 12 – Climate Change Resiliency, Adaptation, and Mitigation

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

Tasks:

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

	RIDSP	FHWA	FTA	Other	Total
Activity 12 (salary and operating)	\$30,371 (30%)	\$55,680 (55%)	\$15,185 (15%)	\$0	\$101,236

Activity 13 – Support to Other State Agencies and Municipalities

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

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

Tasks:

- a. Provide training, information, technical assistance, and where possible, financial assistance to State agencies, municipalities, and other parties on issues affecting transportation and land use planning.
- b. Continue management and oversight of the Rhode Island Land Use Training Collaborative.
- c. Provide technical assistance to municipal governments in the development of comprehensive plans, provide guidance on State statutes relating to planning and land use, and answer various planning, land use, and other topical questions as requested.
- d. Respond to requests for technical assistance and planning guidance from local governments, the general public, and other interested parties.
- e. Support DCAMM for the reuse and redevelopment of the Cranston Street Armory, a 192,000 sq. ft., historic, State-owned building located in Providence’s West Side neighborhood, a neighborhood of need. Staff will work with a steering committee of State, City, and neighborhood stakeholders to bring this building to its fullest economic potential.
- f. Provide technical assistance and planning expertise to the Agricultural Lands Preservation Commission; Green Building Council; Grow Smart Rhode Island; Natural Heritage Preservation Commission; Recreation Resources Review Committee; Rhode Island Historic Preservation and Heritage Commission; Rhode Island New Urban Farmers Board; Rhode Island Resource Conservation and Development Council; Rhode Island Rivers Council; Rhode Island Trails Advisory Committee; State Conservation Commission; Interagency Food and Nutrition Policy Council; and Water Resources Board.

Projects:

Project 13.1: Local Active Transportation Technical Enhancements (formerly “Addressing Active Transportation Issues to Stimulate Local Economies”)

Project Overview: This project is a continuation from FY 19. It is intended to enable municipalities to access planning, transportation, and design expertise to define multimodal transportation problems, such as traffic control, intermodal connectivity and access, safety, parking, or other issue(s), explore alternatives, and create conceptual plans to support economic development efforts in their communities.

Three municipalities were initially selected to receive assistance; however, in FY 19, the only project that was initiated was a joint bicycle/pedestrian plan for the municipalities of Pawtucket

and Central Falls. The other proposed projects in Newport and Lincoln were not started due to a funding eligibility issue and staff turnover at RIDSP but will proceed in FY 20.

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

Project Lead: RIDSP

Partners: Municipalities of Pawtucket, Central Falls, Lincoln, and Newport

Deliverables:

- Three municipalities with conceptual plans or resolutions to transportation issues that affect their economic development efforts.

Project Cost (other than staff time): \$290,000 (\$232,000 FHWA; \$58,000 municipal match)

Project 13.2: State Space Utilization Planning

Project Overview: At the Governor's direction, this project takes a comprehensive look at the State's real estate portfolio with an intent to right-size its footprint and provide optimal space utilization for various state agencies and functions. Several State departments are assisting a Government Efficiency Commission appointed by the Governor with this effort, along with a consultant team and project manager. The purpose of the plan is to streamline government service delivery, enhance efficient operations, increase State employee transit use, and deliver cost savings through programmatic and real estate rightsizing. In addition, a portion of the funding will be dedicated to increasing public access to planning resources and information, as described in Activity 10.

Project Lead: RI Department of Administration (DOA), Division of Capital Asset Management and Maintenance

Partners: RIDSP

Deliverables:

- A statewide real estate strategic plan
- Cost estimates and tasks to be completed in short-, medium- and long-term timeframes
- Increased public access to planning resources and information

Project Cost (other than staff time): \$155,000 (\$25,000 DOA, \$65,000 FHWA, \$10,000 FTA, \$55,000 Other)

	RIDSP	FHWA	FTA	Other	Total
Activity 13 (salary and operating)	\$54,175 (100%)	\$0	\$0	\$0	\$54,175
Project 13.1 (LATTE)	\$0	\$232,000 (80%)	\$0	\$58,000 (20%)	\$290,000
Project 13.2 (State Space)	\$25,000 (16%)	\$65,000 (42%)	\$10,000 (6%)	\$55,000 (36%)	\$155,000
Total	\$79,175	\$297,000	\$10,000	\$113,000	\$499,175

Activity 14 – Special Projects and Activities Not Federally Funded

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

Tasks:

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

	RIDSP	FHWA	FTA	Other	Total
Activity 14 (salary and operating)	\$29,100 (100%)	\$0	\$0	\$0	\$29,100

Activity 15 – Energy Facility Siting Board Review

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

Tasks:

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

	RIDSP	FHWA	FTA	Other	Total
Activity 15 (salary and operating)	\$0	\$0	\$0	\$15,148 (100%)	\$15,148

Activity 16 – State Data Center: Census 2020

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

Tasks:

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

Projects:

Project 16.1: Census 2020

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

Project Lead: RIDSP

Partners: RI Governor’s Office, U.S. Census Bureau, RI Complete Count Committee

Deliverables:

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

Project Cost (other than staff time): \$400,000 (\$200,000 FHWA; \$200,000 RIDSP)

	RIDSP	FHWA	FTA	Other	Total
Activity 16 (salary and operating)	\$34,881 (20%)	\$113,364 (65%)	\$28,161 (15%)	\$0	\$174,406
Project 16.1 (Census 2020)	\$200,000 (50%)	\$200,000 (50%)	\$0	\$0	\$400,000
Total	\$234,881	\$313,364	\$28,161	\$0	\$574,406

Projects List

1. Project 2.1: State Transportation Improvement Program Software Improvements
2. Project 2.2: Performance Based Project Selection Criteria for Transportation Alternatives and Transit Projects
3. Project 2.3: Project Estimates from Applicants for TIP Projects
4. Project 2.4: State Transportation Improvement Program (STIP) – Process Improvements
5. Project 3.1: Congestion Management Process
6. Project 3.2: I-95 Corridor Coalition Membership
7. Project 3.3: Tri-Party Agreement Amendment
8. Project 4.1: Transit Master Plan
9. Project 4.2: TF Green Amtrak Stop
10. Project 4.3: Human Services Transportation Technology Integration Strategy
11. Project 4.4: Strategic Transit Business Initiatives
12. Project 4.5: Transit Infrastructure Sustainability Plan
13. Project 4.6: Mobility On-Demand Pilot Implementation Plan
14. Project 4.7: Right-of-Way Management Assessment
15. Project 4.8: Transit Bus Automation Assessment
16. Project 4.9: One Call One Click Trip Planning Resource
17. Project 5.1: Freight ITS Deployment Technical Paper
18. Project 5.2: Municipal Freight Scans
19. Project 6.1: Long-Range Transportation Plan
20. Project 6.2: Bicycle Mobility Plan
21. Project 6.3: Review of Current TAP Bicycle and Pedestrian Projects
22. Project 7.1: State Conservation and Outdoor Recreation Plan
23. Project 7.2: State Historic Preservation Plan
24. Project 7.3: Economic Development Plan
25. Project 7.4: Land Use 2050: Rhode Island's Plan for Land Use and Transportation
26. Project 7.5: State Housing Strategies and Plan
27. Project 9.1: Cell Phone Probe Dataset
28. Project 9.2: Travel Demand Model Update and Maintenance
29. Project 9.3: Data Quality Control
30. Project 9.4: Sustaining and Enhancing Access to the RIGIS Geospatial Database
31. Project 9.5: Environmental Resiliency Tool
32. Project 9.6: Data Coordination and Infrastructure
33. Project 9.7: Land Use and Transportation Planning Education
34. Project 13.1: Local Active Transportation Technical Enhancements
35. Project 13.2: State Space Utilization Planning
36. Project 16.1: Census 2020

Section IV: Resources

Staff Support

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

Division of Statewide Planning

Associate Director's Office	
Associate Director	Meredith Brady
Transportation Planning	
Assistant Chief	Linsey Callaghan
Supervising Planner	Michael D'Alessandro, AICP
Supervising Planner	vacant
Principal Planner	Mason Perrone
Principal Planner	vacant
Senior Planner	Benny Bergantino
Community Outreach & Plan Implementation	
Assistant Chief	Roberta Groch, AICP
Supervising Planner	Kevin Nelson
Supervising Planner	Joshua O'Neil, AICP
Principal Planner	Caitlin Greeley
Principal Planner	vacant
Planning Education, Administration & Coordination	
Supervising Planner	Nancy Hess
Fiscal Management Officer	Paul Capotosto
Senior Planner	Paul Gonsalves
Information Services Technician II	Kim Gelfuso
Executive Assistant	Catherine Pitassi
Data Center	
Data Analyst III	vacant
Supervising Planner	Vincent Flood

Data Analyst II (Census)	vacant
Data Analyst I	Christina Delage Baza
Supervising GIS Coordinator	vacant
Principal Research Technician	Benjamin Jacobs

Central Business Office

Principal Technical Support Analyst	Thomas DeFazio
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Available Federal Funding

The following are estimates of federal funds assumed to be available in FY 2020 to support the work program. In most cases, a State match share is required. Expenditures of these funds by activity and project and their associated matches are presented in the following tables.

1. **Federal Highway Administration Metropolitan Planning (PL) funds: \$5,422,087***
 * Includes projected balance (as of July 1, 2019) of remaining FFY 2019 grant amounts and anticipated FFY 2020 grant amounts.
2. **Federal Transit Administration Metropolitan Planning (5303) funds: \$1,588,751****
 ** Includes projected balance (as of July 1, 2019) of remaining FFY 2019 grant amounts and anticipated FFY 2020 grant amounts.

Table 5.1: FY 2020 Activity and Funding Sources by Percentage

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

ACTIVITY AREA	PERSONNEL AND OPERATING	FUNDING SOURCES										TOTAL
		RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER			
Activity 1	Management and Administration	23%	60%	17%								100%
Activity 2	State Transportation Improvement Program	20%	65%	15%								100%
Activity 3	State/Regional Transportation Operations, Management, and Planning Coordination	20%	65%	15%								100%
Activity 4	Transit Planning	20%	20%	60%								100%
Activity 5	Freight Planning Implementation	20%	65%	15%								100%
Activity 6	Transportation Planning, Bicycle, & Pedestrian Mobility	20%	80%	0%								100%
Activity 7	Long Range Land Use and Transportation Planning	30%	60%	10%								100%
Activity 8	Intergovernmental Coordination	73%	20%	7%								100%
Activity 9	Planning Information and Education	20%	65%	15%								100%
Activity 10	Public Information and Outreach	40%	50%	10%								100%
Activity 11	Title VI and Environmental Justice	20%	65%	15%								100%
Activity 12	Climate Change, Resiliency, Adaptation, and Mitigation	30%	55%	15%								100%
Activity 13	Support to Other State Agencies and Municipalities	100%										100%
Activity 14	Special Projects and Activities Not Federally Funded	100%										100%
Activity 15	Energy Facility Siting Board									100%		100%
Activity 16	Census and Data	20%	65%	15%								100%
ICAP	ICAP	28%	58%	14%								100%

Table 5.1: FY 2020 Activity and Funding Sources by Percentage (cont'd)

PROJECT	CONTRACTUAL AND PASS THRU GRANTS	RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER	TOTAL
2.1	STIP Software Improvements (continuing)	8%	80%		12%					100%
3.1	Congestion Management Process (continuing)		80%		20%					100%
3.2	I-95 Corridor Coalition Membership (continuing)		80%		20%					100%
4.1	Transit Master Plan (continuing)		15%	60%	22%	3%				100%
4.2	TF Green Amtrak Stop (continuing)			80%		20%				100%
4.3	Human Services Transportation Technology Integration Strategy (continuing)			80%		20%				100%
4.4	Strategic Transit Business Initiatives (continuing)			80%		20%				100%
4.5	Transit Infrastructure Sustainability Plan (continuing)			80%		20%				100%
4.6	Mobility On Demand Pilot Implementation Plan (continuing)			80%		20%				100%
4.7	Right of Way Management Assessment (new)			80%		20%				100%
4.8	Transit Bus Automation Assessment (new)			80%		20%				100%
4.9	One Cell One Click Trip Planning Resource (new)			80%		20%				100%
6.1	Long Range Transportation Plan (continuing)		80%		20%					100%
6.2	Bicycle Mobility Plan (continuing)		80%		20%					100%
6.3	TAP Bike and Pedestrian Projects Review (new)		68%		32%					100%
7.3	Economic Development Plan (new)		50%					50%		100%
7.4	Land Use 2050 (new)	30%	70%							100%
9.1	Cell Phone Probe Transportation Dataset (new)	20%	80%							100%
9.2	Travel Demand Model Update/Maintenance (continuing)	18%	67%	13%				2%		100%
9.3	Data Quality Control (continuing)		80%		20%					100%

PROJECT	CONTRACTUAL AND PASS THRU GRANTS	RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER	TOTAL
9.4	Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing)		65%	15%			20%			100%
9.5	Environmental Resiliency Tool (continuing)		38%		62%					100%
9.7	Land Use and Transportation Planning Education (continuing)		70%	12%					18%	100%
13.1	Local Active Transportation Technical Enhancement (continuing)		80%						20%	100%
13.2	State Space Utilization Planning (new)	16%	42%	6%					36%	100%
16.1	Census 2020 (new)	50%	50%							100%

Table 5.2: Hourly Time Distribution Budget by Activity

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

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	ICAP*
TOTAL	1820	1820	1820	1820	1820	1820	1820	1820	1820	1820	1820	1820	1820	1820	1820	1820	1820
Meredith Brady	500	100	25	35	25	200	60	35	35	35	25	70	50	70	100	175	280
Benny Bergantino	20	12	6			12		328	150	564	420				28		280
Linsey Callaghan	160	475	430	30	192	165		2	30	10	40	6					280
Paul Capotosto	1250	120							70							100	280
Michael D'Alessandro	60	420	80	110	60	530			80	100	100						280
Christina Delage Baza	100	720	120							600							280
Vincent Flood	280	35	115						500	350						260	280
Kim Gelfuso	56	70							1230							164	300
Paul Gonzalves	100		350		30	100	320	200	60	50	100	100	100	100		30	280
Caitlin Greeley	20	20	875									625					280
Roberta Groch	480		680				50	50	20	20		20	65	25		130	280
Nancy Hess	450						500	150	200	100			140				280
Benjamin Jacobs	20	70	85	105		250	25		985								280
Kevin Nelson	500		200				100	400		30			200	20	20		350
Joshua O'Neill	250		60		780		80	80	134	130			26				280
Mason Perrone	100	270			100	160		50	410	350	100						280
Cathy Pitassi	1380	70						35		35							300
Vacant Supervising GIS Coordinator	280								750	510							280
Vacant Data Analyst II	100	100	100	100		200	100	50	250		50	240				250	280
Vacant Data Analyst III	480	50	50	45	35	200	50	50	35	100	25	70	100	50		200	280
Vacant Planner	100											250		100		1090	280
Vacant Planner	100	300	150	150	500	200			90		50						280
Vacant Planner	180	20	800	100	200	200			120								280
Tom DeFazio	270.2																
TOTAL HOURS	42,130	7,076	4,126	675	1,722	2,217	1,285	1,430	5,149	2,984	810	1,381	681	365	148	2,399	6,550

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

Table 5.3: FY 2020 Projected Costs by Activity and Funding Sources

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

ACTIVITY	PERSONNEL AND OPERATING	TOTAL	RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER
Activity 1	Management and Administration	519,042	119,380	311,425	88,237					
Activity 2	State Transportation Improvement Program	232,032	46,406	150,821	34,805					
Activity 3	State/Regional Transportation Operations, Management, and Planning Coordination	299,311	59,862	194,552	44,897					
Activity 4	Transit Planning	49,434	9,887	9,887	29,660					
Activity 5	Freight Planning Implementation	123,588	24,718	80,332	18,538					
Activity 6	Transportation Planning, Bicycle, and Pedestrian Mobility	166,501	33,700	134,801						
Activity 7	Long Range Land Use and Transportation Planning	94,568	28,370	56,741	9,457					
Activity 8	Intergovernmental Coordination	104,234	76,091	20,847	7,296					
Activity 9	Planning Information and Education	340,435	68,087	221,283	51,065					
Activity 10	Public Information and Outreach	215,208	86,083	107,604	21,521					
Activity 11	Title VI and Environmental Justice	57,471	11,494	37,356	8,621					
Activity 12	Climate Change, Resiliency, Adaptation and Mitigation	101,233	30,370	55,678	15,185					
Activity 13	Support to Other State Agencies and Municipalities	54,174	54,174							
Activity 14	Special Projects and Activities Not Federally Funded	29,099	29,099							
Activity 15	Energy Facility Siting Board	15,148							15,148	
Activity 16	Census and Data	174,401	34,880	113,361	26,160					
ICAP	ICAP	473,950	132,706	274,891	66,6353					

Table 5.3: FY 2020 Projected Costs by Activity and Funding Sources (con't)

PROJ. #	CONTRACTUAL AND PASS THRU GRANTS	TOTAL	RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER
2.1	STIP Software Improvements (continuing)	730,000	58,400	584,000		87,600				
3.1	Congestion Management Process (continuing)	350,000		280,000		70,000				
3.2	I-95 Corridor Coalition Membership (continuing)	80,000		64,000		16,000				
4.1	Transit Master Plan (continuing)	414,723		62,208	248,834	91,239	12,442			
4.2	TF Green Amtrak Stop (continuing)	400,000		295,000	25,000	80,000				
4.3	Human Services Transportation Technology Integration Strategy (continuing)	80,000			64,000		16,000			
4.4	Strategic Transit Business Initiatives (continuing)	62,500			50,000		12,500			
4.5	Transit Infrastructure Sustainability Plan (continuing)	57,500			46,000		11,500			
4.6	Mobility On Demand Pilot Implementation Plan (continuing)	100,000			80,000		20,000			
4.7	Right of Way Management Assessment (new)	200,000			160,000		40,000			
4.8	Transit Bus Automation Assessment (new)	100,000			80,000		20,000			
4.9	One Cell One Click Trip Planning Resource (new)	100,000			80,000		20,000			
6.1	Long Range Transportation Plan (continuing)	237,601		199,214		38,387				
PROJ. #	CONTRACTUAL AND PASS THRU GRANTS	TOTAL	RIDSP	FHWA	FTA	RIDOT	RIPTA	URI	EFSB	OTHER

6.2	Bicycle Mobility Plan (continuing)	49,525		44,307		5,218				
6.3	TAP Bike and Pedestrian Projects Review (new)	370,000		250,000		120,000				
7.3	Economic Development Plan (new)	80,000		40,000					40,000	
7.4	Land Use 2050 (new)	50,000	15,000	35,000						
9.1	Cell Phone Probe Transportation Dataset (new)	650,000	65,000	260,000		325,000				
9.2	Travel Demand Model Update/Maintenance (continuing)	190,982	33,967	128,888	23,898				4,229	
9.3	Data Quality Control (continuing)	100,000		80,000		20,000				
9.4	Sustaining and Enhancing Access to RIGIS Geospatial Data (continuing)	125,697		81,489	18,641		25,567			
9.5	Environmental Resiliency Tool (continuing)	400,000		150,000		250,000				
9.7	Land Use and Transportation Planning Education (continuing)	128,970		90,200	15,476				23,294	
13.1	Local Active Transportation Technical Enhancement (continuing)	290,000		232,000					58,000	
13.2	State Space Utilization Planning (continuing)	155,000	25,000	65,000	10,000				55,000	
16.1	Census 2020 (new)	400,000	200,000	200,000						
TOTAL		8,679,300	1,252,669	4,950,868	1,323,639	778,444	152,442	25,567	15,148	180,523

Appendix A

RIDOT FY 2020 Work Program

FHWA PARTICIPATION COSTS BY PROJECT AND EXPENDITURE CLASSIFICATION

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

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

Appendix B

RIPTA Work Program

RIPTA's unified planning work program for FY 2020 will address short- and long-range planning concerns, incorporating planning needs identified by RIPTA's staff and Board of Directors. These tasks will be accomplished by RIPTA staff, supplemented by outside consultants as needed.

Short-Range Transportation Planning

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

- Maintenance of operating and support statistics for planning and performance measurement
- Review of existing transit operations and planning of route adjustments
- Development of improved Flex and Ride services to enhance service in lower density areas
- Ongoing enhancement of technology applications such as CAD AVL for use in performance monitoring and HASTUS upgrades to enable scheduling improvements
- Design of transit operations appropriate to available funding levels
- Design of deployment scenarios for battery electric bus (BEB) testing
- Monitoring of BEB performance on test routes
- Provision of support and research assistance to RIDOT in conjunction with its autonomous transit shuttle pilot program
- Coordination between transit operations and planning functions
- Coordination of fare system upgrade, including fare media transition and monitoring of new fare collection and distribution systems
- Redesign and/or improvement of communications materials such as system map and website
- Review and evaluation of new transit markets and opportunities
- Solicitation of feedback from fixed route and paratransit customers and agency partners
- Engagement in inclusionary planning and clear communication regarding civil rights of riders
- Coordinated planning with human services agencies and transportation providers
- Coordination with RIDOT and municipalities on roadway construction projects
- Evaluation of critical transit support functions for efficiency and effectiveness, such as paratransit service and maintenance systems
- Assessment of RIPTA management activities and alignment with best practices

Short-Range Planning		
Federal	Local	Total
\$640,000	\$160,000	\$800,000

Long-Range Transportation Planning

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

- Development of a statewide, multimodal *Transit Master Plan* in partnership with RIDOT and the RI Division of Planning, including extensive public participation and providing a slate of short, mid, and long-range projects ready for design, financing, and construction
- Preparation of long-term plans for multimodal capital investments, including planning and evaluation related to expansion or realignment of the statewide transportation network, development of funding plans, and preparation of applications for discretionary TIGER, Small Starts, New Starts, LoNo, Bus and Bus Facilities, and/or other funds
- Planning and design of transit services and facilities, such as bus, trolley, ferry, bus rapid transit, park and ride, circulator, and other modes as appropriate, including support for the following projects: Providence Intermodal Transportation Center, Providence Downtown Transit Connector, Warwick Transit Hub, Pawtucket/Central Falls Transit Center, University of Rhode Island Transit Hub, and the East Side Bus Tunnel
- Participation in the preparation of Transit Oriented Development plans in association with bus hub and intermodal center design and development
- Implementation of RI's *Coordinated Public Transit/Human Services Transportation Plan*, including provision of staff leadership to the Statewide Human Services Transportation Coordinating Council
- Preparation of fleet plans addressing vehicle size, type, and fueling technology, including a *Sustainable Fleet Transition Plan* assessing ZEV options and associated infrastructure needs
- Sustainability planning focusing on fleet, passenger and administrative facilities, resiliency, GHG emissions reduction, and long-term cost savings, including development of a *Transit Infrastructure Sustainability Plan*
- Development and tracking of performance standards in conjunction with RI's *Long Range Transportation Plan* and RIPTA's *Transit Asset Management Plan*.
- Development, evaluation, and revision of service models and transit development plans for key transit centers and developing markets throughout the State
- Coordination of statewide Transit Signal Prioritization expansion and/or enhancement
- Development of a bus stop improvement program, including partnerships with municipalities focusing on bus stop siting, design, and bicycle-pedestrian and ADA safety and accessibility improvements
- Planning and coordination of commuter and special mobility services such as vanpooling, handicap accessible taxi cabs, and dynamic scheduling
- Data collection, analysis, and modelling, including administration of rider surveys and origin-destination analyses, and data-sharing and collaboration with the RIDOT, and other partner organizations

- Collaborative congestion management and transportation system management planning with the RI Division of Planning and RIDOT, including updating the state's *Congestion Management Plan* and participating in the state's Congestion Management Task Force
- Travel demand management planning and best practices research, and identification of potential Transportation Management Association (TMA) partnerships
- Preparation, implementation, and monitoring of an agency-wide strategic plan
- Fare policy and product evaluation, including fare media and fare collection and distribution systems, to identify potential revenue opportunities and improve ease of use for riders
- Participation in Rhode Island's transportation planning process, including membership on the Transportation Advisory Committee and the State Planning Council, maintenance and updating of Rhode Island's State Management Plan, publication of a transit program of projects in the Transportation Improvement Program, and assistance in preparation of the 2040 Long Range Transportation Plan s
- Coordination with State economic development leadership to ensure maximum leveraging of transit investment for job growth and economic benefit

Long-Range Planning		
Federal	Local	Total
\$360,000	\$90,000	\$450,000

Appendix C

Indirect Cost Allocation Plan

Purpose of this Document

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

Introduction

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

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

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

Methodology

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

* For more detail, please see the three worksheet tables listed in Section IV: Resources; namely, Table 5.1: FY 2020 Activity and Project Funding Sources by Percentage; Table 5.2: FY 2020 Time Distribution; and Table 5.3: FY 2020 Projected Costs by Activity and Funding Sources.

Appendix D Certificate of Cost Allocation Plan

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

1. All costs included in this proposal dated June 13, 2019, establish cost allocations or billings for July 1, 2010 – June 30, 2020 are allowable in accordance with the federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
2. All costs included in this proposal are properly allocable to federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

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

Signature:

Name of Official: Meredith Brady

Title: Associate Director, Division of Statewide Planning and Secretary,
SPC/MPO


Date of Execution: June 17, 2019

Appendix E

MPO SELF-CERTIFICATION

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

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



Michael DiBiase
Chair, Metropolitan Planning Organization

6/21/19

Date



Meredith Brady
Secretary, Metropolitan Planning Organization

June 17, 2019

Date

Appendix F

Transportation Planning Certification Review – February 2018 Corrective Actions – Schedule for Process Improvement and Responses

Corrective Action 1 – The MPO, RIDOT, and RIPTA must develop written agreement(s) that fulfill federal requirements.

The MPO, RIDOT, and RIPTA shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.

The MPO, RIDOT, and RIPTA must update the agreement jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

The MPO, RIDOT, and RIPTA must ensure that the written agreement(s) includes specific provisions for the development of financial plans that support the metropolitan transportation plan and the annual listing of obligated projects.

The MPO, RIDOT, and RIPTA should periodically review and update the agreement, as appropriate, to reflect effective changes.

Schedule for Process Improvement – A compliant written agreement must be endorsed by May 1, 2019.

Response – The parties executed a Tri-Party Agreement in August of 2018. However, added provisions are still needed in the Tri-Party Agreement that provide detailed specifications regarding the responsibilities for transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, the development of financial plans, and the annual listing of obligated projects. Revisions to the Tri-Party agreement will be addressed under Project 3.3 Tri-Party Agreement in the UPWP. This work was delayed in FY 2019 because completion of a draft Memorandum of Agreement (MOA) for the Procedures to Amend and Modify the STIP was prioritized for completion prior to the update to the Tri-Party Agreement, in addition to staff departures and retirements.

Corrective Action 2 – In accordance with 23 CFR 450.316(e) the MPO must develop a documented process for local elected officials from local governments and other governmental agencies to participate in the planning process for developing the TIP and MTP for the region and implement that process. This may be undertaken as part of the update to the metropolitan planning agreement.

Federal Regulations require the involvement of local officials and government agencies in the planning process. During the public hearing for the planning certification review we received input from a number of local government representatives who questioned how they can be involved in transportation decision-making and did not understand the role of the MPO. The FHWA division office also received numerous inquiries from local governments about the process for programming federal transportation funds. Thus, the Rhode Island MPO must develop a process to improve involvement by local elected officials and local government agencies in the planning process. 23 CFR 450.316(e) states that “MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.”

Schedule for Process Improvement – Documented procedures must in place by May 1, 2019.

Response – The Division of Statewide Planning completed an update to the MPO’s Public Participation Plan in June 2019. This update better documents and outlines the process for how the public, local elected officials, and local government agencies can participate in the transportation planning process. This update had been underway for the better part of the year. In addition, the Division has developed consensus and has requested to amend Rhode Island General Laws, Section 42-11-10, which specifies membership of the State Planning Council, to include three additional local elected officials from municipalities with different populations, as well as state emergency management leadership, the business community, and environmental justice organizations. Article 4 of the FY 2020 Rhode Island Appropriations Act (2019-H-5151) has passed both the Rhode Island House and Senate and is poised for signature by the Governor.

Corrective Action 3 – The MPO, RIDOT, and RIPTA must develop a listing of obligated projects on an annual basis. The roles and responsibilities for compiling and publishing the list should be documented to ensure that this federal requirement is met regardless of any changes in staffing over time.

Schedule for Process Improvement – A compliant annual list of obligated projects must be published within 90 days of the end of FY 2018.

Response – The Division of Statewide Planning, in collaboration with RIDOT and RIPTA released the annual listing of Obligated Projects Report on November 28, 2018. The roles and responsibilities for compiling and publishing the obligated list of projects will be documented in the update to the Tri-Party Agreement (Project 3.3 in the UPWP) to ensure that this federal requirement is met annually.

Corrective Action 4 – The MPO must develop an up to date congestion management process.

The scheduled CMP update must include all 8-steps in the CMP including defining performance measures. Performance measures are at the core of the CMP and are parameters to measure the level of congestion, identify locations, and indicate the extent of congestion in the region. Periodic assessment of the effectiveness of CMP strategies is critical and it is suggested that “periodic” be given target timeframes; and the CMP should become an important component that can supports transportation decision-making such as when scoring projects during the project prioritization process; and the congestion management process should be cooperatively developed.

Schedule for Process Improvement – The CMP should be informing decision-making, including project selection, no later than the time the 2020 TIP is adopted.

Response – The Division of Statewide Planning, in collaboration with the Congestion Management Task Force and consultant support, is currently in the process of updating the Congestion Management Process/Plan as specified under Project 3.1 Congestion Management Process in the UPWP.

