

# TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2006 – 2007 (OCTOBER 1, 2005 – SEPTEMBER 30, 2007)

APPROVED – AUGUST 11, 2005

**AS AMENDED (see next page for amendment summary):**

**AMENDMENT 1A - APRIL 13, 2006**

**ADMINISTRATIVE ADJUSTMENT #2 - FEBRUARY 2, 2006**

**ADMINISTRATIVE ADJUSTMENT #3 - MARCH 3, 2006**

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
DEPARTMENT OF ADMINISTRATION, STATEWIDE PLANNING PROGRAM  
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## **ABOUT THE RHODE ISLAND STATEWIDE PLANNING PROGRAM....**

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

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

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

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## **PREFACE**

This document is the nineteenth in a series of Transportation Improvement Programs (TIPs) for the State of Rhode Island, prepared by Statewide Planning for adoption by the State Planning Council. It covers the period October 1, 2005, to September 30, 2007, coinciding with federal fiscal years 2006 and 2007. This TIP was prepared through the efforts of the Council's Transportation Advisory Committee, whose members are listed on page iv, and staff from the Statewide Planning Program and its transportation partner agencies.

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The air quality conformity analyses performed for this TIP were conducted by the consulting firm of Vanasse, Hangen, Brustlin, Inc., under contract to the Statewide Planning Program. Production of the TIP was carried out under Task 2702, Transportation Improvement Program, in the FY 2005 Work Program of the Statewide Planning Program. Federal funding support was provided by the Federal Highway Administration and Federal Transit Administration.

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## INTRODUCTION: WHAT IS THE TIP?

At the most basic level, the Transportation Improvement Program (TIP) is simply a list of transportation projects that the State of Rhode Island intends to implement using federal highway and transit funds. Federal regulations require that states and metropolitan areas undertake an extensive public planning process resulting in an eligible project list, the TIP, as a prerequisite for receipt of federal highway and transit funds. No highway or transit project can utilize federal funds unless it appears in an approved TIP. The Rhode Island TIP serves as the Rhode Island and the Providence-Pawtucket Metropolitan Area eligible project list for receipt of federal highway and transit funds. As this TIP covers the entire state, it is also referred to by federal agencies as a Statewide Transportation Improvement Program, or STIP. The terms TIP and STIP are both used in this document, but they are one and the same.

Additionally, Rhode Island's TIP is the culmination of an extensive public outreach process to all communities, public interest groups and citizens throughout the state by the agencies involved in transportation planning and project implementation. Since Rhode Island is heavily dependent on federal transportation funding for improving and maintaining its transportation infrastructure, the TIP is vitally important to every citizen of the state. For state agencies charged with maintaining and operating the state's transportation facilities and equipment, RIDOT and RIPTA, the TIP is of utmost importance. Because of Rhode Island's dependence on federal funds, the TIP serves as a work program for those agencies in many respects establishing priorities for planning, design and project implementation.

In earlier years the TIP was considered merely a highway project list; this is no longer true. Although federal highway funds still comprise the largest source of funding in the TIP; Rhode Island has chosen to use the flexibility provided by federal laws to promote other transportation modes and enhance the environment.

While the TIP is financial in nature (e.g., it establishes program and project cost estimates) it does not, in itself, provide any funding for project implementation, and is not a *budget* document. The annual State Capital Budget allocates funds and establishes expenditure authority that state agencies need to implement the TIP's projects. Another distinction between the State Capital Budget and the TIP is the way funding is shown in each document. The TIP lists funding required at the time of project *authorization* by federal fiscal year (October 1- September 30). The full cost for a project or phase is shown in the year the project phase is programmed to start. The State Capital Budget shows the funding needed to *pay expenditures* for the projects on a state fiscal year basis (July 1 - June 30). This can vary significantly from the funding shown in the TIP, since most TIP projects are multi-year in nature.

RIDOT and RIPTA report periodically to the TAC on the status of projects in the STIP, including phase of design or construction, and funds authorized for each project or program. Per TEA-21 regulations, the most recent status report for the Major Projects Program of the FY 2003-2005 STIP is included.

## **NATIONAL TRANSPORTATION POLICY**

National transportation policy has particular importance to the State of Rhode Island since federal funding amounts to about 80% of the funding available to implement TIP projects. The Transportation Equity Act for the 21st Century (TEA-21), the federal legislation under which the state receives funding for its highway and transit programs, envisions a transportation system that has broad purposes. National policy focuses on making strategic transportation investments to improve the efficiency of the transportation system, to foster a robust economy, to enhance the environment, and to provide equity. Another important national policy is to develop a transportation system that is environmentally sound and "will move people and goods in an energy efficient manner," reducing energy consumption and air pollution.

TEA-21 continues the major policies of the previous six-year act ("ISTEA"), which were to provide the foundation for the nation to compete in the global economy, to develop a system that is economically efficient, to promote economic development, and to contribute to increased productivity growth.

The current funding act expired at the end of fiscal year 2003 and has been extended eight times through fiscal years 2004 and 2005. A new 6-year funding act has yet to be reauthorized by Congress. Due to the uncertainty of funding available to Rhode Island in coming years, a conservative assumption of level funding has been made for the purpose of producing a two-year fiscally constrained TIP.

Other policies emphasized in federal legislation and regulations are to:

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

## **POLICIES AND THEMES OF RHODE ISLAND'S TIP**

Guided by the state policies of “*fix it first*” and making strategic economic investments with transportation funds, Rhode Island has embraced these overarching policies of TEA-21. These larger purposes have been incorporated into the process which developed Rhode Island's new TIP and are evident in the result.

The State Planning Council's Transportation Advisory Committee (TAC) is charged with recommending a draft TIP. The TAC made a thorough evaluation of proposed projects, using six broad groups of scoring criteria established by the State Planning Council:

- mobility benefits,
- cost-effectiveness,
- economic development impact,
- environmental impact,
- support of local and state goals and plans, and
- safety, security, and technology.

The following themes can be seen in the resulting program:

### *Benefit/cost and “fix it first”:*

A priority theme is to “*fix it first*”. Preventive maintenance is far more cost effective than reconstruction of facilities that have not been maintained. The TAC favored projects that promise maximum benefits for a modest cost. An example is the continuation of the Pavement Management Program. This program includes projects suggested by RIDOT and communities that should need relatively minor improvements along with resurfacing to qualify for federal funding assistance. Similarly, the Bridge Program received significant funding, reflecting recognition of the need to maintain existing infrastructure. It should be noted that neither category has sufficient funds to address all of the needs.

### *Economic development:*

The TIP also emphasizes projects that support economic development; are important for the regional economy; and can contribute to creating jobs, including the tourism sector. The Quonset Access Road, the I-195 relocation in Providence, East Main Road in Middletown, are examples. Also, the bridge and Interstate reconstruction programs received large shares of funding, because of the need to maintain Rhode Island's infrastructure for economic development and movement of freight.

*Urban redevelopment:*

Another factor in the TAC's priority-setting was the potential to make improvements in older developed areas, particularly where there are ongoing redevelopment efforts and the projects will have economic benefits. Downtown Circulation, Phase II in Providence and Waterfront Drive in East Providence are examples. Additionally, a few "Main Street" projects appear in the TIP. These projects reduce congestion, link different modes, are cost-effective, preserve existing infrastructure, can be leveraged with other funding, encourage tourism, enhance historic districts, improve visual appeal, retain community and quality-of-life values, strengthen urban areas, and support local goals and plans. This potential was apparent in several Enhancement projects, including Westminster Street Revitalization in Providence and several projects along the Blackstone River in the old industrial centers of Woonsocket, Central Falls, and Pawtucket.

*Intermodal system:*

As in ISTEA, intermodal linkage is another highlight. Many TIP projects have intermodal features. Examples are the T.F. Green / Warwick Station Intermodal Facility and the East Providence Wye Track. Several of the Congestion Mitigation and Air Quality (CMAQ) projects also are intermodal in nature including the Islander Train Shuttle and RI Fast Ferry terminal and dock improvements.

The TIP as a whole is multi-modal. It has a highway program (encompassing bicycle and pedestrian projects), a transit program (including buses, commuter trains and ferry service) and (for informational purposes) an airport improvement program. Due to the high demand for sidewalk improvement projects, a special line item was created in the Bicycle Pedestrian Program to ensure funding for these projects.

*Environmental benefits:*

Environmental benefits are reflected mainly in the CMAQ, Enhancements, Transit, and Bicycle/Pedestrian Programs, which received much attention from the TAC and other committees. Projects were selected that have potential to improve the environment, including air quality, water quality, and scenic and historic values. The bicycle program concentrates on projects that can proceed to construction soon and that contribute to completion of the East Coast Greenway and statewide bikeway systems. Additionally, the stormdrain retrofit item in the Highway Program contributes to a healthier Narragansett Bay.

*Cost reduction:*

A constant concern was reducing costs by scaling back projects, wherever possible. Again, the Pavement Management program suggests projects to RIDOT that should need relatively minor improvements along with resurfacing to qualify for federal funding

assistance. Oftentimes in the past, a community has settled for a resurfacing when the TIP proposal was a request for a reconstruction, which reflects the high cost of a reconstruction as well as difficulty in implementation in some sensitive areas.

*Financially realistic programming:*

Cost-effectiveness was an objective in itself, but the Council and the TAC also took seriously the need to make the whole program financially realistic. Federal funding estimates were used as a control total, and efforts were made to fit in as many projects as possible. Difficult decisions had to be made, and a balance reached among categories such as Interstate, bridge, other highway, Enhancement, and the remaining types of projects. With this emphasis on preserving and managing existing infrastructure and reducing costs, the TIP contains few new construction projects. This TIP also reflects the recent use of a new financing tool called Grant Anticipation Revenue Vehicle (GARVEE). This tool allows states to issue bonds to be repaid by future federal funds. Five major projects are being implemented sooner than would be possible using traditional funding mechanisms: I-195 Relocation, Washington Bridge, Relocated Route 403 (Quonset Access Road), Sakonnet River Bridge, and Freight Rail Improvement Project. These projects are shown in the Major Projects with Multi-Year Funding Program. Debt service for bond repayment consumes a significant portion of TIP resources, but these projects were determined to be essential to the state's transportation infrastructure. An amendment to the prior TIP enabled the state to issue the bonds (at a very low interest rate).

*Public involvement:*

In developing Rhode Island's TIP, the participation of local officials and the public is the cornerstone of the process. Please see Part II.A: "Procedure for Preparing the TIP" for a description of public involvement activities.

## PART ONE: BACKGROUND

### A. THE TRANSPORTATION PLANNING PROCESS

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

Every two years, projects and actions are selected for inclusion in an implementation program, called the TIP. These projects, shown in phases, are those on which the state intends to work during the short term to implement long-term goals and objectives.

The transportation plan and the TIP make the state eligible for funding from the federal highway and transit programs. To receive such funding, a project must appear in the first two years, or the so-called "*Biennial Element*" of the TIP.

Figure 1

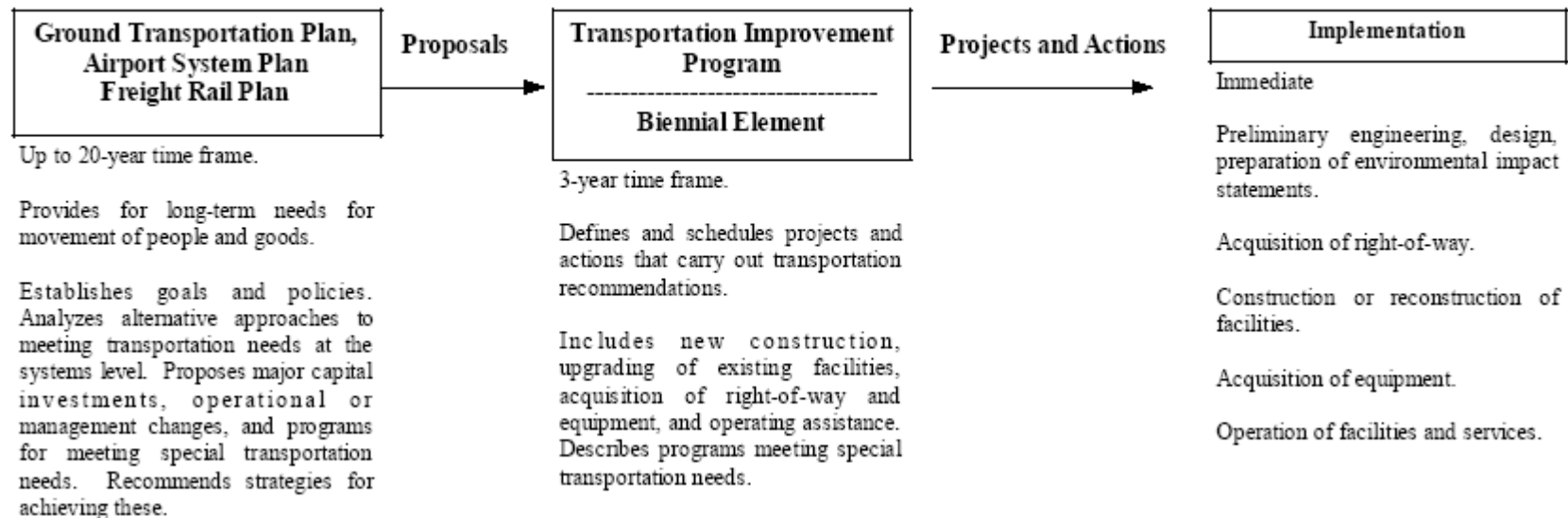
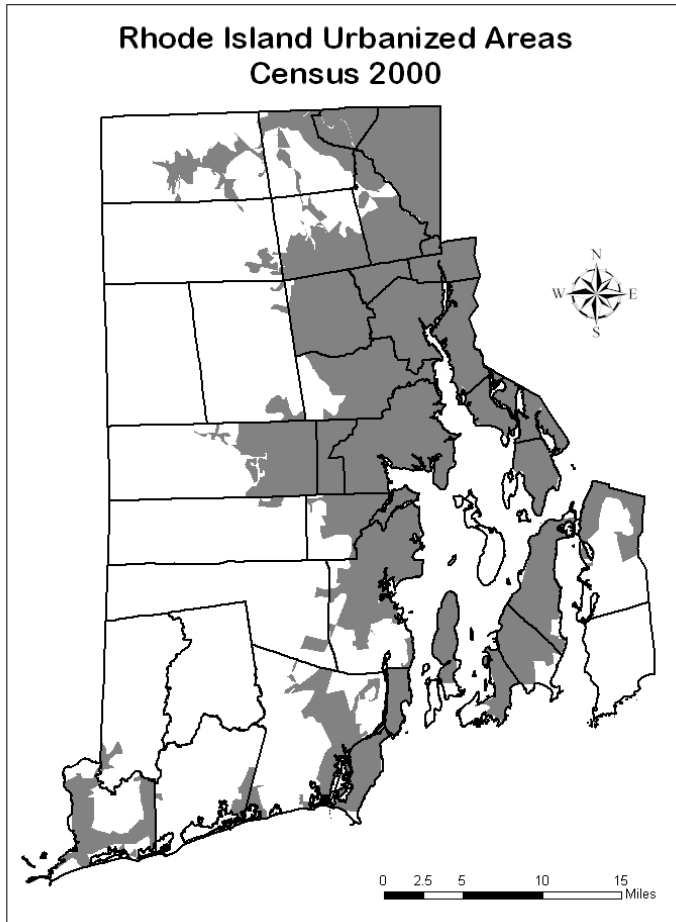


Figure 2.



## B. ORGANIZATION FOR TRANSPORTATION PLANNING

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

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

Federal regulations state that a TIP must be prepared for the urbanized areas within a state. Rhode Island is covered by a main urbanized area that includes greater Providence, extending as far north as Woonsocket and Burrillville, as far south as North Kingstown, as far west as Coventry, and including nearly all of the East Bay down to Newport. Additionally, there are non-contiguous urban clusters in Narragansett/Wakefield, Charlestown, and Westerly (see Figure 2). The MPO, however, covers the entire state, not just the urbanized areas. The Rhode Island Department of Transportation (RIDOT) carries out most highway projects in the state, and the Rhode Island Public Transit Authority (RIPTA) operates a statewide public transit system. Therefore, a single Statewide TIP (also called a STIP), which satisfies all requirements for metropolitan and statewide planning under federal law, is adopted.

Further information and procedural guidelines are contained in State Planning Council Rule IX, "Transportation Planning and Public Involvement Procedures" (October 1994).

## **PART TWO: DESCRIPTION OF THE TIP**

### **A. PROCEDURE FOR PREPARING THE TIP**

The TIP is prepared according to State Planning Council Rule IX, "Transportation Planning and Public Involvement Procedures." A Transportation Advisory Committee (TAC), appointed by the Council, works with staff in developing a draft TIP. Membership of the TAC reflects a diversity of geographic areas of the state and of transportation interests, including users, operators, environmental groups, economic development organizations, state and local officials, and interested citizens.

Local officials play an important role in developing the TIP. In October 2004 letters were sent to cities, towns, and the Narragansett Indian Tribe inviting them to submit their project priorities (see Appendix A). Included with the letter were the following attachments:

1. Cover Sheet for Municipal Submissions
2. Project Proposal Form
3. Proposal Form for Resurfacing Projects
4. Submission Instructions
5. Project Submission Limits
6. TIP Process and Schedule
7. Pavement Management Program Status Report
8. Study and Development Status Report
9. Sidewalk Project Request Recommendations
10. Project Evaluation Criteria
11. Workshop Announcement
12. Public Hearing Announcement
13. Regional Map

Also in October, letters were sent to organizations and citizens groups around the state interested in transportation planning, inviting them to participate in the TIP process (also in Appendix A). All submission materials and instructions were available for downloading on Statewide Planning's website.

In the interest of assisting communities and the public to develop their project proposals, the Statewide Planning Program, working with its partner agencies, RIDOT and RIPTA, held four workshops for local officials and the public in November and December of 2004 to explain the TIP process and to provide access to state transportation management information and staff professionals (see Appendix B). These were held jointly with RIDOT's Transportation Enhancement workshops. Communities were informed that,

generally, if a project was in the current (FY 2003-2005) TIP and was not yet initiated/completed, it would be included in this year's TIP with the scheduling updated to reflect the new TIP timeframe.

Local governments are required to involve the public in the preparation of their recommendations. At a minimum, they must hold a local public hearing, after public notice in accordance with local procedures. The public received notice of the opportunity to submit proposals via newspaper advertisement on October 27, 2004.

The TAC held four public hearings around the state in January and February 2005 to receive proposals, with notice published on December 29, 2004. Statewide Planning received 137 proposals submitted by 31 of the 39 cities and towns, 3 state agencies, 2 regional agencies, 1 citizen, and 3 private transportation providers.

Highway project proposals were reviewed by the TAC in four **regional subcommittees**<sup>1</sup> during March and April 2005 using criteria adopted by the State Planning Council. The scoring system awarded up to 20 points in each of six major categories:

- mobility benefits,
- cost-effectiveness,
- economic development impact,
- environmental impact,
- support of local and state goals and plans, and
- safety, security, and technology.<sup>2</sup>

Certain types of projects were reviewed by special subcommittees:

- The TAC formed a **Bicycle / Pedestrian Subcommittee** to review these projects.
- A new **Rail Subcommittee**, comprised of TAC members, was convened to review freight and commuter rail proposals.

Additionally, there are two subcommittees that exist outside of the TAC process to review projects for specific programs (each program has its own evaluation criteria).

- The **Transportation / Air Quality Subcommittee**, assisted by RIDOT and Statewide Planning staff, reviewed proposals for the Congestion Mitigation and Air Quality (CMAQ) Program.

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<sup>1</sup> Northwest Region, Metro Region, East Bay, and South County

<sup>2</sup> TIP proposal evaluation criteria were amended by the State Planning Council in 2004 as recommended in Transportation 2025 to include safety, security, and technology.

- Enhancements include projects such as pedestrian and bicycle facilities, acquisition of scenic easements or historic sites, and preservation of railroad corridors. RIDOT solicited proposals in 2004 and received 112 applications. The **Transportation Enhancements Advisory Committee** (TEAC) evaluated the proposals and recommended an Enhancements Program for consideration by the Director of RIDOT and the State Planning Council.

Recommendations were made by the subcommittees to the entire TAC and reviewed by the TAC in April and May 2005. Subcommittee reports are on file at the Statewide Planning Program office. Then the TAC, using information on anticipated funding and scheduling, assembled its recommendations on all of the above programs into a financially constrained TIP list. At its May 26, 2005 meeting, the TAC voted to approve the Draft TIP for FY 2006-2007 for submission to the State Planning Council and for public review. The draft was also made available for review by the cities and towns (see transmittal letter, Appendix D). The draft TIP project list was reviewed by the State Planning Council and its Technical Committee beginning in June 2005.

The State Planning Council held two public hearings (daytime and evening) on the draft TIP on June 30, 2005 (advertised in the Providence Journal on May 31, 2005). A summary of the comments that were presented at the hearing or received in the mail, along with Statewide Planning responses, also appears in Appendix D.

RIPTA, the Federal Transit Administration (FTA) Section 5307 (c) applicant, has consulted with the State Planning Council and concurs that the public involvement process adopted by the MPO for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications including the provision for public notice and the time established for public review and comment.

For FTA projects that are not routine (i.e., Section 5307 applications that require an environmental assessment or environmental impact statement), the public involvement provided for TIP review is not sufficient. Additional public involvement, as presented in the FHWA/FTA environmental regulations, 23 C.F.R. Part 771, will be required by FTA for grant approval.

## **B. FORMAT OF THE TIP**

The TIP presents a six-year program of funding for transportation projects. For all programs, the first two years, federal fiscal years 2006 and 2007, comprise the Biennial Element, in which projects must appear to receive individual funding authorization. Also shown, for planning information purposes, are the years FY 2008 through 2011.

The TIP includes all types of transportation related projects. The funding allocation programs in the current TIP include the following categories:

*Administrative Program*  
*Bicycle/Pedestrian Program*

*Bridge Improvement Program*  
*Congestion Mitigation/Air Quality (CMAQ) Program*  
*Enhancement Program*  
*Highway Program*  
*Interstate Program*  
*Major Projects with Multi Year Funding*  
*Pavement Management Program*  
*Planning Program*  
*Study and Development Program*  
*Traffic/Safety Program*  
*Transit Program*

Airport and Indian Reservation Road projects are governed by separate federal requirements. They are not required to be in the TIP but are included for planning and informational purposes.

For most projects, a description, location, and estimated cost are given<sup>3</sup>. Also shown, for most projects, are the phases for which federal funding authorization is anticipated. The phases are as follows:

A = administration  
C = construction  
D = design and engineering  
E = preliminary evaluation (no commitment for implementation)  
O = operation  
P = planning  
R = right-of-way and property acquisition  
S = study and development

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<sup>3</sup> In Pavement Management and Traffic and Safety Programs, only total program amounts are used.

### **C. PROJECT IMPLEMENTATION AND FUNDING**

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

The federal funding available to Rhode Island for transit and highway projects is established by the Congress in TEA21, subject to the annual appropriations process. This program was in effect through fiscal year 2003 and was extended by Congress through July of 2005. We anticipate that fiscal year 2006 and beyond will be covered under a newly reauthorized bill, but funds that may be available to Rhode Island are unknown at this time. Generally, level funding from FY 2003 has been assumed, except increased funding is assumed in the highway program.

These federal funds must be matched in varying amounts with state funds, generally in a ratio of 80% federal and 20% state. For the highway program, Rhode Island has traditionally used General Obligation bonds for the State project contribution. Bond revenues are placed in a special fund called the Highway Fund from which project payments are made and which is replenished with reimbursements from the federal government for a percentage of eligible expenditures.

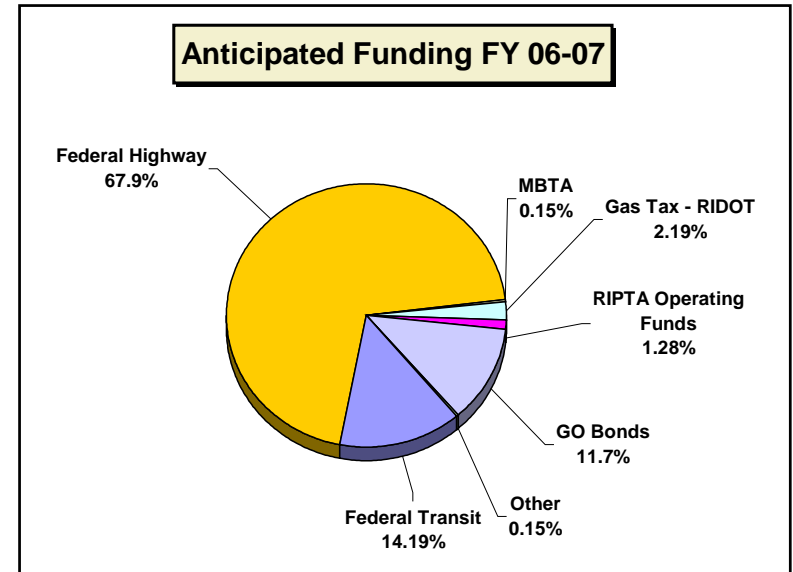
Unfortunately, the “build now – pay later” approach of reliance on bonds to provide the state highway program match has resulted in a heavy burden for the state: debt service payments of over \$40 million per year. In order to reduce the growth in debt service and to limit the state's bonded indebtedness, the Capital Budget limits highway bond issuance to \$30 million per year. Additional funds are needed to provide the state match to federal highway projects. A portion of the state gasoline excise “gas” tax funding and other funds will be utilized to provide the needed state match.

Transit funds utilize a variety of funds for match. Table 1 and Figure 3 show the funding that is expected to be available for implementation of TIP projects.

Table 1.

<b>TIP Funding Resources</b>			
<i>(millions of dollars)</i>			
Source	Highway	Transit	Total
Federal Transit		\$75.29	\$75.29
Federal Highway	\$369.60	\$2.40	\$372.00
MBTA		\$0.77	\$0.77
Other/Gas Tax - RIDOT	\$5.39	\$6.25	\$11.64
RIPTA Operating Funds		\$6.79	\$6.79
Paratransit Revolving Fund		\$0.69	\$0.69
RI Capital Fund		\$0.11	\$0.11
General Obligation Bonds	\$60.00	\$3.41	\$63.41
Other			\$0.00
<b>Total</b>	<b>\$434.99</b>	<b>\$95.71</b>	<b>\$530.70</b>

Figure 3.



RIDOT and RIPTA report periodically to the TAC on the status of projects in the STIP, including phase of design or construction, and funds authorized for each project or program. Per TEA-21 regulations, the most recent status report for the Major Projects Program of the FY 2003-2005 STIP appears below.

<u>Project Name</u>	<u>Status</u>	<u>Completion Date</u>
Freight Rail Improvement Project	Construction	2005
Quonset Access Road	Construction	2008
Sakonnet River Bridge	Design	2011
Washington Bridge	Construction	2011
I-195 Relocation	Construction	2012

**D. STATUS OF THE TIP**

The State Planning Council approved this STIP on August 11, 2005.

## PART THREE: ANALYSIS OF THE TIP

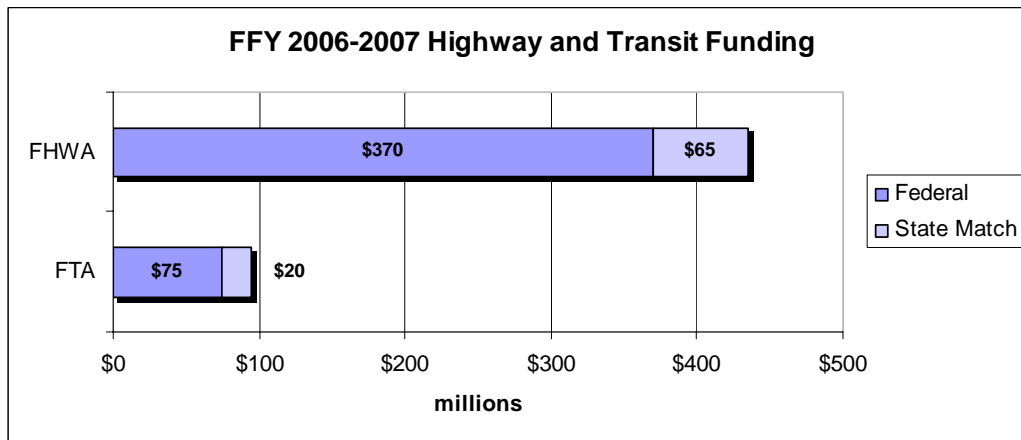
### A. SUMMARY BY TRANSPORTATION MODE AND PROJECT PURPOSE

Transportation in Rhode Island is supported by federal funding assistance from four U.S. Department of Transportation (USDOT) modal agencies:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Railroad Administration (FRA)
- Federal Aviation Administration (FAA)

While the FRA and FAA make significant contributions to the State's transportation system, the purpose of the TIP is to program only those funds distributed by FTA and FHWA. Figure 4 shows the expected federal funding from FHWA and FTA with the state match during the biennial years of the TIP.

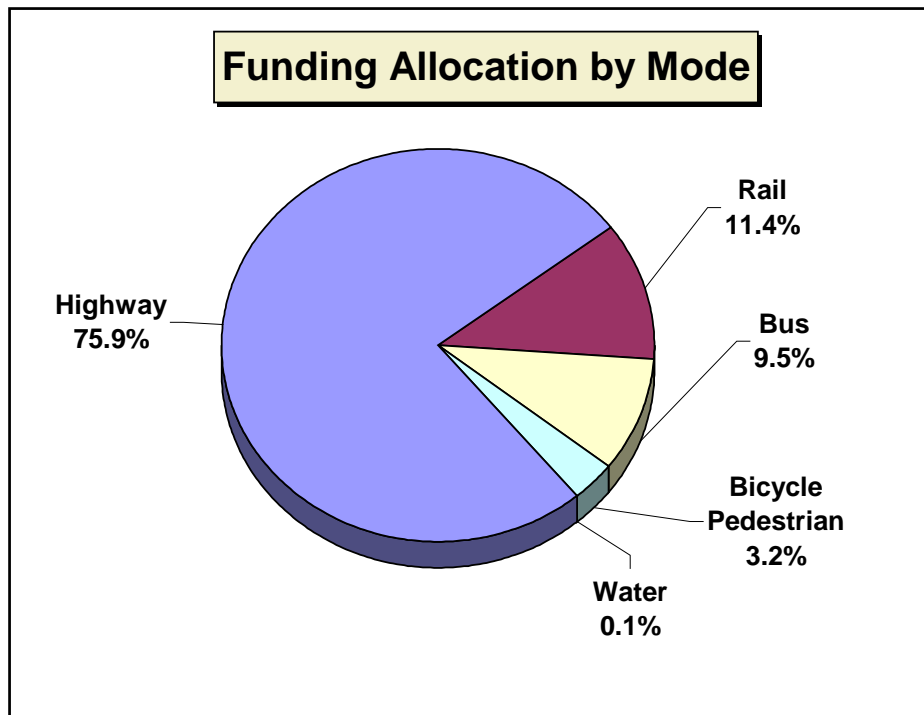
Figure 4



While FHWA primarily funds highway projects and FTA transit projects, federal legislation provides considerable flexibility in the use of federal funds leaving it up to the States to choose how to use these funds. Rhode Island has chosen a

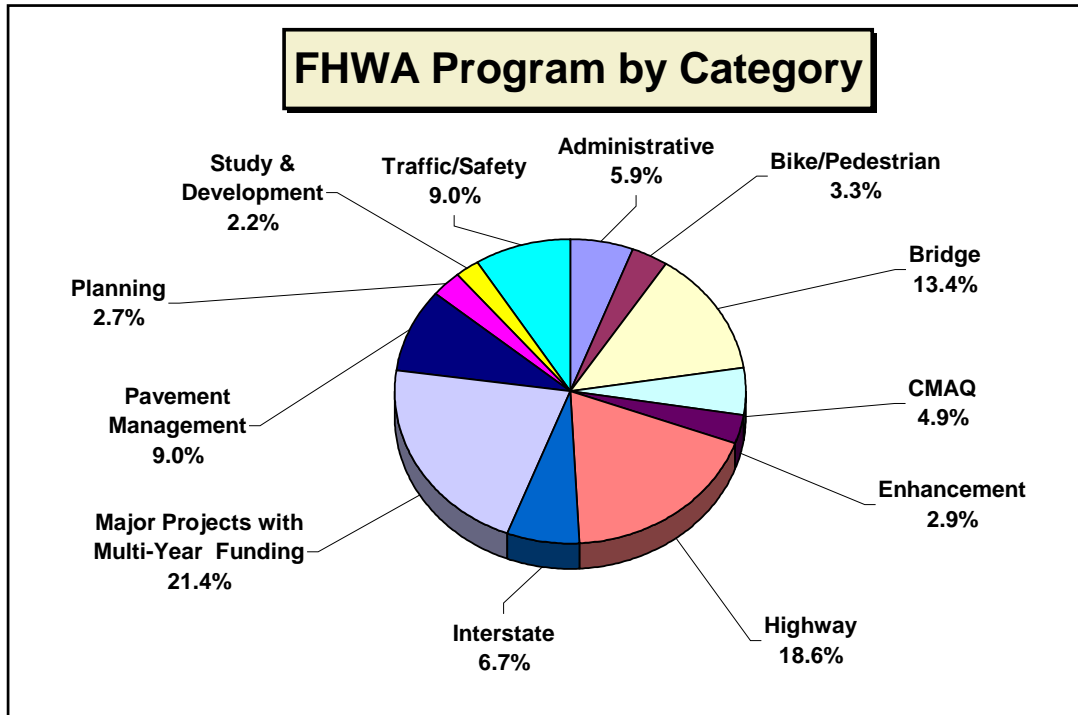
balanced approach in funding transportation projects providing funds to all modes. Figure 5 shows the funding allocation for the TIP's Biennial Element (FFY 2006-2007) by transportation mode. Rhode Island's transportation program earmarks over 24% of its capital funding to alternate modes of transportation, primarily rail and bus. This funding allocation shows an emphasis on encouraging alternatives to the automobile for transportation.

Figure 5



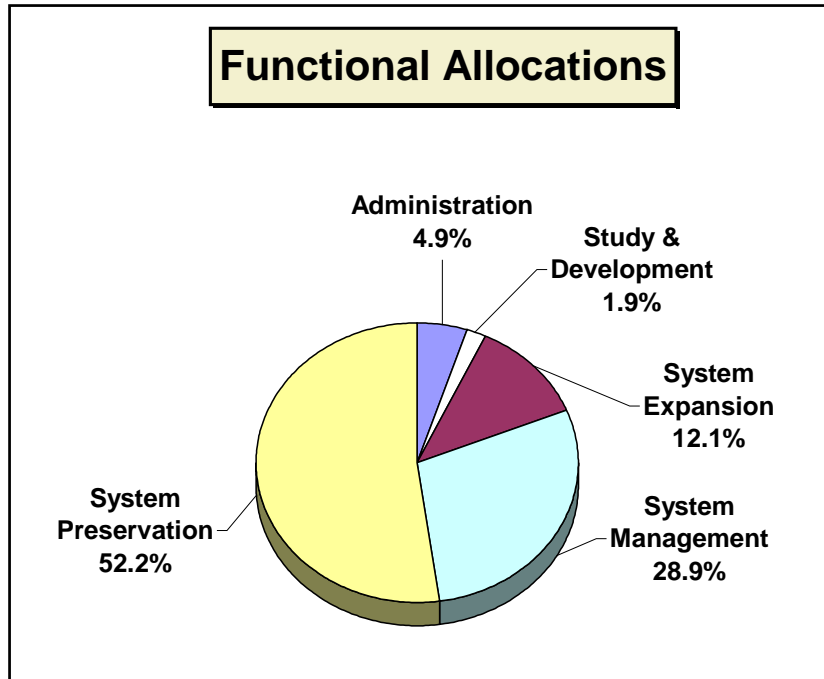
Despite encouragement of alternative modes, highway travel remains the primary mode of travel in Rhode Island and elsewhere, and highway projects continue to play a major role in the STIP. Figure 6 breaks down the highway program by project type. The chart shows that the Major Projects Program is allocated the largest percent of the funding with 21.4%. Included in this category are major highway, bridge, Interstate, and freight rail projects. Other programs receiving major funding allocations are: Highway Program (18.6%), which includes road reconstruction work and bridge demolition; Bridge Program (13.4%), Traffic Management/Safety (9%), and Pavement Management (9%).

Figure 6



While it is valuable to examine the STIP program by mode, all transportation modes really have the same purpose of moving people and things effectively and efficiently. By grouping all highway and transit projects together a complete picture of Rhode Island's recent emphasis in transportation investments can be seen. For this purpose, projects are divided into categories based on their function or purpose. A description of each category and the percentage of the FTA and FHWA program funding allocated to the category is presented below: Figure 7 illustrates this funding allocation.

Figure 7



*Administration (4.9%)* - includes general expenditures which cannot be readily attributed to a specific functional category. Project modifications are the largest item this category.

*Study & Development (1.9%)*- This program defines transportation needs and develops transportation solutions to meet those needs. Funding is used to plan and study appropriate transportation alternatives. Project planning, project engineering (typically to 30% design) and project related studies are included in this category. Final design is included within the funding program (e.g. highway or bicycle). This STIP now groups all Study and Development projects together, including those from Bicycle/Pedestrian, Bridge, and Interstate.

*System Preservation (52.2%)* - Projects in this category are designed to preserve Rhode Island's existing infrastructure, or simply put, to keep what we already own in a good state of repair. Work on the existing Interstate segments and bridges, highway reconstruction projects and pavement management projects are all included in this category.

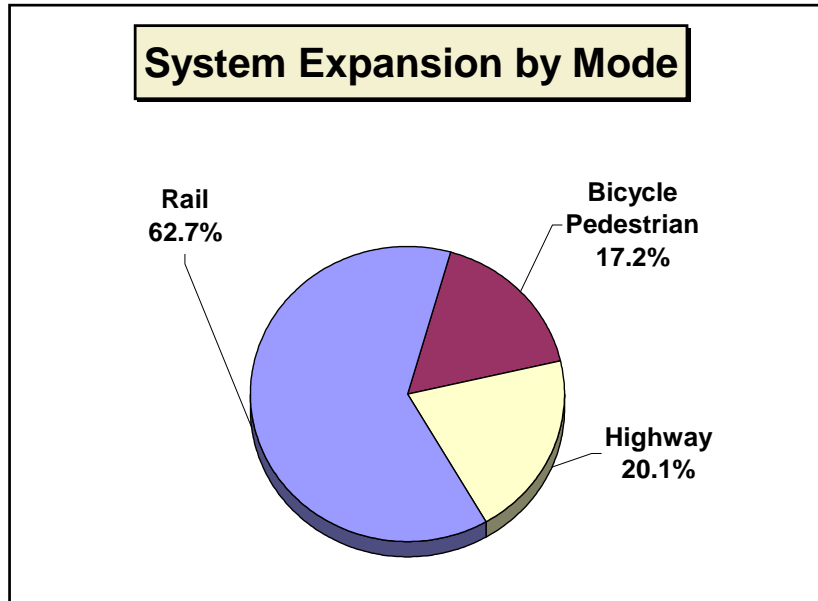
*System Management (28.9%)* - Changes to improve the existing system to restore or increase original capacity is the purpose of these projects and programs. Included in this category are transportation enhancements, air quality improvement projects, traffic management projects and projects that encourage the use of transit.

*System Expansion (12.1%)* - These projects represent strategic investments that add capacity to the system by addition of new facilities (e.g, construction of a new bike path), or enlargement of existing facilities (e.g., addition of lanes to a highway). Included in this category are the Quonset Access Road, the bicycle path construction program as well as the rail expansion projects (Warwick Train Station).

Figure 7 above illustrates that the primary emphasis of the state's transportation investments is on *preserving* and *managing* the existing transportation system, not on expanding the system's facilities. The program focuses primarily on maintaining Rhode Island's existing transportation infrastructure, while continuing to make limited strategic investments in new development.

The nature of the limited investments in system expansion is shown by mode in Figure 8. In terms of dollars, the majority (some 63%) of the TIP's system expansion investments are programmed for rail expansion projects, including the Wickford Junction Train Station. Traditional highway projects account for 20% of system expansion investments programmed, and bicycle system projects represent some 17%. It should be noted that the funding for the rail projects is expected to come from Congressionally earmarked funds which will not reduce the funding available for other transportation projects as well as FTA formula funding for fixed guideway. Rhode Island's TIP clearly reflects the "fix-it-first" philosophy, and the belief that new highways are *not* the solution to improving the transportation system.

Figure 8



## B. FINANCIAL ANALYSIS

### Funding Requirements for the Biennial Element

Federal regulations mandate that the TIP be financially constrained. From a state perspective it is appropriate to designate only program funds that are likely to be available, so that public expectations are not raised to a level that can not be met. Separate fiscal constraint analyses were developed for both the highway program and the transit program, and have been included in this section of the TIP.

### Highway Program

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

<b>Federal Fiscal Year</b>	<b>Federal</b>	<b>Total</b>
2006	\$185 million	\$223 million
2007	\$185 million	\$223 million
2008	\$185 million	\$223 million
2009	\$185 million	\$223 million
2010	\$185 million	\$223 million
2011	\$185 million	\$223 million

This table represents the federal contractual authority expected to be available to the State to use Federal Highway apportionments. Using these estimates, a biennial element total of \$446 million of highway funds is expected to be available for FFY 2006 and 2007. The TAC used this funding as a guideline in establishing the overall TIP program level for non-discretionary highway projects.

Federal Highway Administration funds are allocated to the state in numerous categories. The major funding categories are described below:

1. National Highway System (NHS)

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

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

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

## 2. Surface Transportation Program (STP)

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

## 3. Congestion Mitigation and Air Quality (CMAQ) Program

The CMAQ program directs funds toward transportation projects in areas that have been classified under the Clean Air Act as being in non-attainment of the ozone and carbon monoxide standards. Implementation of these projects is intended to contribute to attainment of air quality standards.

Rhode Island remains a "moderate " non-attainment area for ozone. The state has established procedures that will assign a high priority to projects with air quality benefits. The State Planning Council's Technical Committee has established an Air Quality Transportation Subcommittee that has been charged with recommending CMAQ projects for inclusion in the TIP.

## 4. Bridge Program

The purpose of this program is to replace or rehabilitate important highway bridges on any system, based on bridge sufficiency ratings. Other eligible activities include bridge preventive maintenance, bridge inspection, and seismic retrofitting.

## 5. Highway Safety Redistribution Funds

Because Rhode Island has recently enacted legislation that criminalizes drunk driving offenses with 0.08 blood alcohol concentration, the State is no longer in danger of lapsing FHWA funds.

## 6. Minimum Guarantee

This is a very flexible category that can be used for virtually any project eligible under any other federal funding category. These funds are administered like STP funds.

## 7. Recreational Trails

This funding, begun under ISTEA and continued under TEA-21, is specifically earmarked for the creation, rehabilitation and maintenance of multi-use recreational trails. In Rhode Island, the R.I. Trails Advisory Committee advises on the distribution of these funds and assists the Departments of Environmental Management and Transportation in overseeing the implementation of projects.

## 8. Planning

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

## 9. ISTEA Demo & High Priority

These are funds earmarked in federal legislation for specific Rhode Island projects.

In order to assure that the TIP program is fiscally constrained, it is necessary to show that the TIP projects can be implemented with categorical funding likely to be available to the State. Table 2 shows the results of this fiscal constraint analysis and the expected Federal Highway apportionments by funding category. The last column in the table shows the likely TIP program allocations for each funding category. The analysis indicates that there is sufficient funding in each category to implement the Highway TIP program.

**Table 2.**  
**Fiscal Constraint Analysis**  
**Federal Highway Administration**  
*(amounts shown in millions of dollars)*

Federal Funding Category	Unobligated		Total Federal Funds Available	Match Required	Total Available	Program FY 2006-2007
	Balance 7/18/2005	Apportionment* FY 2006-2007				
Interstate Maintenance	\$8.5	\$22.4	\$30.8	\$3.4	\$34.3	\$32.0
NHS	\$14.6	\$87.8	\$102.4	\$25.6	\$128.0	\$67.0
STP	\$12.9	\$90.9	\$103.8	\$25.9	\$129.7	\$108.1
Bridge Rehab and Replacement	\$78.2	\$90.8	\$169.0	\$42.3	\$211.3	\$153.6
CMAQ	\$14.2	\$20.4	\$34.6	\$8.7	\$43.3	\$22.0
Recreational Trails	\$1.3	\$1.2	\$2.5	\$0.6	\$3.1	\$1.2
Metro Planning	\$4.0	\$2.3	\$6.3	\$1.6	\$7.9	\$2.0
Highway Safety Redistribution	\$0.0	\$4.9	\$4.9	\$1.2	\$6.1	\$5.0
Minimum Guarantee	\$0.8	\$29.8	\$30.6	\$7.6	\$38.2	\$34.0
SPR	\$2.6	\$7.0	\$9.6	\$2.4	\$12.0	\$8.0
Other Discretionary	\$14.4	\$30.7	\$45.1	\$11.3	\$56.3	\$14.0
<b>Total</b>	<b>\$151.5</b>	<b>\$388.0</b>	<b>\$539.5</b>	<b>\$130.6</b>	<b>\$670.1</b>	<b>\$446.9</b>

\*Based on FFY 2004 Apportionments

It is difficult to advance all projects to construction on schedule. Design and permitting can be more complicated, or community coordination could take longer than anticipated. To account for these problems, RIDOT needs some flexibility to advance another project when one is delayed. To provide this flexibility, the TIP is adopted as a biennial element (for two years). RIDOT will be able to advance any FFY 2003 or 2004 project.

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

The TAC made strenuous efforts to produce a financially reasonable program. As previously discussed, a limited amount of funding is anticipated to be available for this TIP. Nearly all of the projects requested by cities and towns, RIDOT, RIPTA, and others addressed needs and would have been appropriate to include, if funding were unlimited. However, the requested projects exceeded the available funding. Difficult decisions were required by the TAC to develop this balanced and realistic program.

### **Financial Capacity for Transit Grants**

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

The Biennial Element (the first two years of the program) includes RIPTA capital assistance in both years. Buses are scheduled for replacement in each year through 2011. Capital improvements are also programmed. These RIPTA projects all relate to a goal of expanding and maintaining service quality of public transit. Financial capacity has to be viewed within that context.

RIPTA's operating budget is financed by three main sources: fare revenue, state funding dedicated from gasoline tax revenue, and federal capital funding for operating expenses (preventive maintenance). Since 1980, RIPTA farebox revenue has declined as a percentage of total revenue, but the absolute amount has increased. General fare increases were instituted in 1981, 1983, 1988, 1989, 1991, 1996, 1999, and 2005.

The state funding for RIPTA operations comes from dedicated state gasoline tax proceeds. The State and RIPTA determined this funding source, after extensive analysis of alternatives, to be the most appropriate. It is a relatively reliable funding source, since gasoline consumption does not fluctuate more than a few percentage points each year. RIPTA's dedicated share is presently seven and one-quarter cents of the total thirty-cent tax. (One cent generates approximately \$4.7 million). An additional one cent is dedicated to provide service for elderly and disabled individuals.

There are no sources of dedicated tax revenue for non-RIPTA transit activities.

RIPTA's capital needs have been provided by state transportation bond issues that are matched with 80 percent federal capital assistance. Past transportation bond referenda in Rhode Island have been successful, showing the public's willingness to pay for highway and transit improvements. The next referendum for transit is scheduled for November 2006. The State Capital Budget, however, does not provide adequate funding to meet the transit needs identified in the TIP. New gas-tax financing for transit operations and capital requirements, or a combination of gas tax, general obligation bonds and capital fund dollars will be needed. Non-RIPTA capital projects (e.g., passenger rail, marine transportation, and other new transportation systems and services) will require new state sources to match FTA and FHWA capital funding. Table 3 provides a fiscal constraint analysis for FTA funding.

**Table 3. Financial Constraint FTA Projects: 2006-2008**

In millions of dollars

Draft 07-18-2005

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Year	Category (1)	Description	Carry over	FTA Appropriation (2)	GATRA/ SRTA Allocation	RI Federal Funds Available	State Match	Total Funds Available	STIP Program Budget	Balance	Federal Portion of Balance
2006	FTA-3037	Jobs Access/Reverse Commute	\$0.00	\$1.00	\$0.00	\$1.00	\$1.00	\$2.00	\$2.00	\$0.00	\$0.00
	FTA-5208	ITS Integration	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5303	Metro. Planning	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5307	Urbanized area									
		Providence-RI-MA (3)	\$0.30	\$19.29	-\$4.16	\$15.43	\$3.86	\$19.29	\$19.29	\$0.00	\$0.00
	FTA-5309 (F)	Rail modernization	\$0.30	\$2.20	-\$0.60	\$1.90	\$0.47	\$2.37	\$2.37	\$0.00	\$0.00
	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0.00	\$4.00	\$0.00	\$4.00	\$1.00	\$5.00	\$5.00	\$0.00	\$0.00
		RI Integrated Transit (New Start)	\$8.90	\$5.95	\$0.00	\$14.85	\$3.71	\$18.57	\$18.57	\$0.00	\$0.00
	FTA-5310	Elderly and Disabled	\$0.00	\$0.48	\$0.00	\$0.48	\$0.12	\$0.60	\$0.60	\$0.00	\$0.00
	FTA-5311	Non-urbanized Area	\$0.00	\$0.40	\$0.00	\$0.40	\$0.34	\$0.74	\$0.74	\$0.00	\$0.00
	FTA-5313	State Plan and research	\$0.02	\$0.06	\$0.00	\$0.08	\$0.02	\$0.11	\$0.11	\$0.00	\$0.00
FTA-5314	National Plan and Research	\$0.23	\$0.00	\$0.00	\$0.23	\$0.06	\$0.29	\$0.29	\$0.00	\$0.00	
	<b>FTA 2006 Totals:</b>		<b>\$9.75</b>	<b>\$33.38</b>	<b>-\$4.76</b>	<b>\$38.38</b>	<b>\$10.59</b>	<b>\$48.96</b>	<b>\$48.96</b>	<b>\$0.00</b>	<b>\$0.00</b>
2007	FTA-3037	Jobs Access/Reverse Commute	\$0.00	\$1.00	\$0.00	\$1.00	\$1.00	\$2.00	\$2.00	\$0.00	\$0.00
	FTA-5208	ITS Integration	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5303	Metro. Planning	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5307	Urbanized area									
		Providence-RI-MA (3)	\$0.00	\$19.36	-\$4.16	\$15.20	\$3.80	\$19.00	\$19.00	\$0.00	\$0.00
	FTA-5309 (F)	Rail modernization	\$0.00	\$2.20	-\$0.60	\$1.60	\$0.40	\$2.00	\$0.40	\$1.60	\$1.28
	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0.00	\$4.00	\$0.00	\$4.00	\$1.00	\$5.00	\$5.00	\$0.00	\$0.00
		RI Integrated Transit (New Start)	\$0.00	\$5.95	\$0.00	\$5.95	\$1.49	\$7.44	\$7.44	\$0.00	\$0.00
	FTA-5310	Elderly and Disabled	\$0.00	\$0.48	\$0.00	\$0.48	\$0.12	\$0.60	\$0.60	\$0.00	\$0.00
	FTA-5311	Non-urbanized Area	\$0.00	\$0.40	\$0.00	\$0.40	\$0.33	\$0.73	\$0.74	-\$0.01	-\$0.01
	FTA-5313	State Plan and research	\$0.00	\$0.06	\$0.00	\$0.06	\$0.02	\$0.08	\$0.08	\$0.00	\$0.00
FTA-5314	National Plan and Research	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	<b>FTA 2007 Totals:</b>		<b>\$0.00</b>	<b>\$33.45</b>	<b>-\$4.76</b>	<b>\$28.69</b>	<b>\$8.15</b>	<b>\$36.85</b>	<b>\$35.26</b>	<b>\$1.59</b>	<b>\$1.28</b>
2008	FTA-3037	Jobs Access/Reverse Commute	\$0.00	\$1.00	\$0.00	\$1.00	\$1.00	\$2.00	\$2.00	\$0.00	\$0.00
	FTA-5208	ITS Integration	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5303	Metro. Planning	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5307	Urbanized area									
		Providence-RI-MA (3)	\$0.00	\$19.36	-\$4.16	\$15.20	\$3.80	\$19.00	\$19.00	\$0.00	\$0.00
	FTA-5309 (F)	Rail modernization	\$1.28	\$2.20	-\$0.60	\$2.88	\$0.72	\$3.60	\$0.00	\$3.60	\$2.88
	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0.00	\$4.00	\$0.00	\$4.00	\$1.00	\$5.00	\$5.00	\$0.00	\$0.00
		RI Integrated Transit (New Start)	\$0.00	\$4.20	\$0.00	\$4.20	\$1.05	\$5.25	\$5.25	\$0.00	\$0.00
	FTA-5310	Elderly and Disabled	\$0.00	\$0.48	\$0.00	\$0.48	\$0.12	\$0.60	\$0.60	\$0.00	\$0.00
	FTA-5311	Non-urbanized Area	\$0.00	\$0.40	\$0.00	\$0.40	\$0.33	\$0.73	\$0.74	-\$0.01	-\$0.01
	FTA-5313	State Plan and research	\$0.00	\$0.07	\$0.00	\$0.07	\$0.02	\$0.08	\$0.08	\$0.00	\$0.00
FTA-5314	National Plan and Research	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	<b>FTA 2008 Totals:</b>		<b>\$1.28</b>	<b>\$31.71</b>	<b>-\$4.76</b>	<b>\$28.23</b>	<b>\$8.04</b>	<b>\$36.26</b>	<b>\$32.67</b>	<b>\$3.59</b>	<b>\$2.88</b>

(1) A category followed by (D) represents discretionary funding; followed by a (F) represents formula funding

(2) Anticipated FTA Funding.

(3) Match ratios: FTA-3037 and FTA-5311 are 50/50 match. All others are 80/20 match

## **Freight Rail Improvement Program**

The State is implementing the Freight Rail Improvement Program (FRIP) with Federal Railroad Administration (FRA) and other funding to achieve the following goals:

- Increase operating times available for freight operation, which are being greatly reduced by Amtrak's electrification project;
- Increase freight efficiency and effectiveness;
- Provide tri-level clearance between Boston Switch and Davisville;
- Provide for increased passenger safety on the Amtrak main line; and
- Provide for future commuter rail, off of main line, between Warwick and Providence.

Funding for this project came primarily from the Federal Railroad Administration, RI Economic Development Corporation bonds, and bridge work included in prior year TIPs, although it is shown in this TIP under Major Projects category utilizing GARVEE funding. As the project approaches the final stages and the final project budget is determined, additional FHWA funding that may be required for the project may come from the Bridge Program. The FRIP was made eligible for FHWA funds in the National Highway Systems bill. The project is expected to be completed in late 2006.

## **Airport Improvement Program**

Rhode Island receives Federal Aviation Administration (FAA) funding through three sources: entitlements, general discretionary funds, and special discretionary (noise abatement) funds. Entitlement funds are awarded on the basis of percentage of national aviation activity. General discretionary funds are awarded competitively. They are used for North Central and Quonset State Airports, which are designated reliever airports and cannot receive entitlement funds. Special discretionary funds are used for noise abatement projects. Since Rhode Island has an FAA-approved Part 150 Noise Study/Plan for T.F. Green State Airport, the state is eligible for such funds. These are also awarded on a competitive basis.

The continued growth of passengers utilizing T.F. Green State Airport and more stringent security measures require continuing investments. In addition, the Corporation's investment plan addresses the needs of the other three outlying airports (Newport, Westerly, and Block Island). The Rhode Island Airport Corporation is currently in the process of completing the Master Plan for T.F. Green Airport, in a tandem effort with the Environmental Impact Statement for the lengthening of the main runway, as well as updating the Airport System Plan.

## **C. ENVIRONMENTAL JUSTICE**

State and local governments have been encouraged to propose projects for the TIP that would benefit minority neighborhoods. The TAC's criteria for evaluating proposals included "support of state-designated enterprise zones," "benefit to economically disadvantaged populations," and "consistency with environmental justice for minority and low-income populations." Communities containing Enterprise Zones were permitted to submit one additional proposal, beyond the maximum allowed based on population, if that project is in the Zone. The TAC used a guidance document and project data sheets to determine how well proposals met these criteria. The evaluation became part of the project scoring and ranking.

To a large extent, the benefits of a transportation project to minority neighborhoods depend on how it is designed and constructed; for example, whether it enhances the area physically or provides employment and contracting opportunities for local residents. The TAC recognized the potential for these benefits, but design is largely controlled by RIDOT or other operating agencies once a project is started. Local governments also have an important role in identifying, guiding, and implementing projects that benefit their minority neighborhoods.

A quantitative analysis was made of projects that are programmed for minority areas in the Biennial Element (except bridges, study and development and statewide projects such as highway striping). "Minority" was defined as including four ethnic groups: Black, Hispanic, Asian, American Indian and, in compliance with the Environmental Justice Order, Low Income areas (tracts where the average household income is below poverty level). Minority neighborhoods were assumed to exist in any census tract where the minority population as a percentage of total population in the 2000 Census was greater than the average percentage minority population for the state. This is the measure specified by FTA for documentation under Title VI of the Civil Rights Act.

One-hundred and one TIP projects were mapped. All of the minority population groups were located with respect to project alignments. The methodology used in this analysis assumes that the transportation projects provide benefits to the adjoining neighborhoods, rather than burdens. In general, with the types of projects selected for the analysis (Pavement Management, Bicycle Pedestrian, Enhancements, and Highway) we feel that this is indeed the case. The results of this analysis are presented in Table 4.

**Table 4.  
ENVIRONMENTAL JUSTICE ANALYSIS OF FY 2006-2007 TIP**

	% OF TOTAL POP	# OF TRACTS > AVG	HIGHWAY PROGRAM (1)				PAVEMENT (2)		BIKE/PED PROGRAM (3)				ENHANCEMENT PROGRAM (4)			
			# OF PROJ	% BY CAT	PROJ COST	% BY CAT	# OF PROJ	% BY CAT	# OF PROJ	% BY CAT	PROJ COST	% BY CAT	# OF PROJ	% BY CAT	PROJ COST	% BY CAT
ASIAN	2.3%	68	5	29.4%	\$105.6	29.5%	11	32.4%	2	18.2%	\$5.3	33.4%	18	46.2%	\$5.5	42.0%
AMERICAN INDIAN	0.5%	78	6	35.3%	\$111.4	31.1%	10	29.4%	4	36.4%	\$6.3	39.7%	21	53.8%	\$5.7	44.2%
BLACK	4.5%	67	5	29.4%	\$95.9	26.7%	5	14.7%	2	18.2%	\$5.3	33.4%	13	33.3%	\$3.8	28.8%
HISPANIC (5)	8.7%	55	2	11.8%	\$95.6	26.7%	3	8.8%	2	18.2%	\$5.3	33.4%	10	25.6%	\$3.0	22.7%
BELOW POVERTY LEVEL	11.9%	18	2	11.8%	\$92.5	25.8%	1	2.9%	2	18.2%	\$5.3	33.4%	8	20.5%	\$2.7	20.6%
ENTERPRISE ZONES	NA	NA	3	17.6%	\$96.5	26.9%	5	14.7%	5	45.5%	\$6.1	38.2%	14	35.9%	\$5.1	38.8%
<b>TOTAL PROGRAM</b>			<b>17</b>	<b>100%</b>	<b>\$358.5</b>	<b>100%</b>	<b>34</b>	<b>100%</b>	<b>11</b>	<b>100%</b>	<b>\$15.9</b>	<b>100%</b>	<b>39</b>	<b>100%</b>	<b>\$13.0</b>	<b>100%</b>

- (1) EXCLUDES DESIGN, RIGHT OF WAY, ADA PROJECTS, STORMDRAIN RETROFIT. INCLUDES MULTI YEAR. EXAMPLE: ROUTE 403 AND INTERSTATE 195
- (2) INDIVIDUAL PROJECT COSTS NOT AVAILABLE
- (3) EXCLUDES SIGNING, RECREATIONAL TRAILS, AND STUDY AND DEVELOPMENT
- (4) EXCLUDES ENGINEERING, ARCHAEOLOGICAL, AND PROGRAM SUPPORT
- (5) HISPANIC: PERSONS OF HIPANIC ORIGIN MAY BE OF ANY RACE.

In nearly all cases, the percentage of transportation improvement projects in the minority and low-income census tracts exceeds the percentage of the minority population. In the Highway Program, at least one-fourth of the projects, and in the Bicycle Pedestrian Program, one-third of the projects are in minority census tracts. The one exception is the number of Pavement Management projects in low-income tracts. Overall, the implementation of the projects in this TIP is extremely equitable and beneficial to Rhode Island's disadvantaged citizens.

As for transit projects, the entire RIPTA system (which receives much of this funding) serves minority neighborhoods. The RIPTA route system has Providence as its hub, with additional intra-city service in Pawtucket, Woonsocket, and Newport. This corresponds well with areas where the most numerous minorities are concentrated. The paratransit service is now a statewide system. A more detailed discussion can be found in the state's submission to FTA under Title VI of the Civil Rights Act. The commuter rail projects cover a large geographic area, including Providence with its greater-than-average minority concentration.

#### **D. AIR QUALITY ANALYSIS**

The firm of Vanasse, Hangen, Brustlin, Inc. was engaged by the Statewide Planning Program to conduct an air quality analysis of the FY 2006-2007 TIP. The results of that analysis are summarized here and were the subject of consultation with the RI Department of Environmental Management (RIDEM) and US Environmental Protection Agency (EPA). The purpose of the analysis is to evaluate

the TIP's impact on the State Implementation Plan (SIP) for air quality. The Clean Air Act Amendments (CAAA) of 1990 established new requirements for transportation plans and programs. EPA published a final rule on November 24, 1993, with procedures to be followed in determining the conformity of transportation plans, programs, and projects with the SIP. The regulations require that emissions resulting from implementation of plans and programs be less than mobile source "budgets" established in the SIP.

The State of Rhode Island is designated as a "moderate" non-attainment area for the eight-hour ozone standard. The City of Providence is a "maintenance area" for carbon monoxide [CO]. The EPA's conformity regulations require that the TIP and long range plans be evaluated for emissions impacts in both nonattainment and maintenance areas. Accordingly, this analysis evaluates change in ozone precursors (volatile organic compounds [VOC] and oxides of nitrogen [NOx]) and carbon monoxide emissions due to implementation of the TIP and plan.

The traffic data were obtained from the Rhode Island Statewide Travel Demand Model. The model was updated to include additional roadways, modeling zones, current planning assumptions, and population and employment projections. Consistent with federal guidance, the traffic data were adjusted to account for the following factors, Highway Performance Monitoring System (HPMS), seasonal adjustment for pollutants, and peak and off-peak periods.

Emission factors were derived using the EPA's mobile source emission factor model MOBILE6.2 and reflect Rhode Island-specific conditions, such as the motor vehicle fleet mix from year 2000 registry data, the statewide Inspection and Maintenance (I/M) Program, and the Stage II Vapor Recovery System. The traffic and emission factor data were calculated on a link-by-link basis in the EPA's Air Information Retrieval System (AIRS) format, which is consistent with previous TIP analyses.

The results of the air quality analysis, presented in Table 5, demonstrate that projected emissions under the TIP's "Build" scenarios are below the Rhode Island State Implementation Plan's emission budgets of 30.68 tons per day of VOC's and 33.97 tons per day of NOx for all future years.

The analysis also shows that, with the inclusion of the air quality benefits derived from the CMAQ program, the CO emissions in the City of Providence are less under the "Build" than "No-Build" scenarios.

In summary, the air quality analysis demonstrates that implementation of the 2006-2007 TIP and the state's long-range transportation plan is consistent with federal air quality conformity criteria and regulations, and conforms to the air quality goals in Rhode Island's State Implementation Plan.

**Table 5**  
**TIP Conformity Analysis – Ozone Results**

	Statewide		
	DVMT	VOC (tons/day)	NOx (tons/day)
2007 SIP Budget	---	30.68	33.97
2007 No-Build	27,338,878	25.43	29.38
2007 Build	27,323,720	25.42	29.36
2010 No-Build	28,007,339	21.00	23.47
2010 Build	28,008,023	21.00	23.48
2015 No Build	29,310,201	14.14	15.41
2015 Build	29,305,781	14.15	15.44
2025 No Build	32,388,277	11.25	9.42
2025 Build	32,320,680	11.28	9.49

**Table 6**  
**TIP Conformity Analysis – Carbon Monoxide Results**

	Providence	
	DVMT	CO (kg/day)
2007 No-Build	3,864,068	71,625
2007 Build	3,858,823	71,202
2010 No-Build	3,882,513	64,057
2010 Build	3,882,928	63,597
2015 No Build	4,009,378	56,736
2015 Build	4,008,432	56,496
2025 No Build	4,290,091	49,771
2025 Build	4,293,921	49,739

## **PART FOUR. PROGRAM OVERVIEW**

### **ADMINISTRATIVE PROGRAM**

Under this program, funds are allocated to support Equal Employment Opportunity activities and the Motor Fuel Tax Evasion enforcement effort, and provide for construction project modifications and change orders.

**Project Modifications/Change Orders:** Funds have been set aside for construction project modifications that invariably occur. RIDOT has been increasingly vigilant in controlling change orders in recent years. This TIP budgets \$12 million per year, approximately 10% of the total funds allocated to the highway construction program for highway construction contracts, for project modifications/change orders. RIDOT's goal is to continue to further reduce change orders. Change orders are also offset by money freed up in older projects being closed out.

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

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

Table 7 lists projects that were started using Advanced Construction funding as of May 25, 2005. As can be seen in the table, the Advanced Construction amount exceeds the \$25 million self-imposed limit. The increase in Advanced Construction is due to the delay in the release of federal funding while reauthorization of TEA21 is negotiated in Washington. In order to avoid losing a construction season, RIDOT temporarily increased the amount of Advanced Construction above its self-imposed limit in anticipation of federal action. It is expected that once Congress releases the remainder of FY 2005 federal funds, RIDOT will convert projects to bring the Advanced Construction amount to within the \$25 million limit.

**Table 7**  
**Advanced Construction Projects**  
*As of May 25, 2005*

<b>Project Number</b>	<b>Project</b>	<b>Federal Appropriation Code</b>	<b>Advanced Amount Authorized - Federal</b>
NHSG-0006(022)	US Rt. 6 Contract 3, I-295 to Hartford Ave.	Q05	\$784,545
STPG-8888(171)	1R Hwy Imp. To Rte 3, Rte 1 to Rte 78, Westerly	H24	\$312,683
STP-RESF(062)	1R Hwy Imp. To Rte 3, Rte 1 to Rte 78, Westerly	H24	\$1,041,167
STPG-8888(172)	1R Imp., to Newport. Ave., Newman Ave., Pawtucket Ave.	H21	\$820,302
STP-RESF(075)	1R Improvements to Logee Street, Woonsocket	H23	\$2,216,746
STPG-4444(062)	2005-06 Statewide Striping, East Bay	H21	\$1,376,079
NHSG-4444(060)	2005-06 Statewide Striping, Ltd. Access Highways.	H05	\$2,548,901
STPG-4444(061)	2005-06 Statewide Striping, North	H21	\$1,570,113
STP-TEAC(041)	Acquisition of Glacier Park Reserve (Open Space)	Q22	\$239,000
STP-0117(007)	Arterial Imp to Rte 117, Warwick	H23	\$1,160,823
STPG-8888(168)	Arterial Traffic Signals, Cranston, Johnston	H23	\$647,551
STP-RESF(065)	Landscape Improvements to No. Main Street	H24	\$318,564
STP-RESF(067)	Park Avenue Enhancements, Portsmouth	H24	\$802,683
STP-TEAC(227)	Patriots Park Enhancement, Portsmouth	Q22	\$267,644
STP-0202(102)	PE for Statewide High Hazard Intersections	H28	\$1,455,200
BHO-0027(006)	Rehabilitation of the Royal Mills Bridge	H10	\$548,058
BRF-0457(001)	Replacement of the Rawson Rd. Bridge	Q11	\$1,220,995
IM-2955(093)	Safety Imp. To I-295, AMBER Alert Signing @ I-95	H01	\$2,304,994
STPG-4444(059)	Statewide Pavement Marking - Central 2004	H21	\$1,567,695
NHS-FENC(008)	Statewide Fence Replacement and Repair	H05	\$616,752
BRO-0123(004)	Replacement of Barrington Bridge	Q12	\$4,000,000
BRF-0648(001)	Replacement of the Main Rd. Bridge, Tiverton	H12	\$6,219,917
BRO-0452(001)	Replacement of the Union Avenue	H10	\$3,894,963
STP-QPDA(002)	Relocated Rte 403	33D	\$124,274
NHS-0403(014)	Relocated Rte 403 - Phase II	Q05	\$9,218,700
		<b>TOTAL</b>	<b>\$45,278,349</b>

When large projects are undertaken and funding is programmed for the projects in the TIP for multiple years, Advanced Construction is used to allow partial funding of those projects each year to match the TIP. A listing of the projects with multi-year funding as of May 25, 2005 that began with Advanced Construction is listed below in Table 8. As of May, the amount of Advanced Construction shown exceeds the amount programmed in the TIP for these projects for FY 2006 and 2007. It is expected that that once Congress releases the remainder of FY 2005 federal funds, RIDOT will convert these projects to bring the Advanced Construction amount to within the amount programmed in the TIP.

**Table 8**  
**Advanced Construction Projects**  
**Programmed in the TIP for Multi-Year Funding**  
*As of May 25, 2005*

<b>Project Number</b>	<b>Project</b>	<b>Federal Appropriation Code</b>	<b>Advanced Amount Authorized - Federal</b>
<b>BRO-0400(002)</b>	<b>Demolition of the Old Jamestown Bridge</b>	<b>H10</b>	<b>\$16,467,929</b>
<b>STP-FRIP(210)</b>	<b>FRIP</b>	<b>H24</b>	<b>\$6,387,738</b>
<b>STP-FRIP(200)</b>	<b>FRIP</b>	<b>H24</b>	<b>\$1,883,992</b>
<b>STP-FRIP(220)</b>	<b>FRIP - AMTRAK Charges</b>	<b>H24</b>	<b>\$8,151,218</b>
<b>IM-2955(100)</b>	<b>I-295 Safety Improvements</b>	<b>H01</b>	<b>\$3,689,920</b>
<b>BHO-2955(101)</b>	<b>I-295 Safety Improvements</b>	<b>H10</b>	<b>\$1,667,894</b>
		<b>TOTAL</b>	<b>\$38,248,691</b>

To respond to the need to accelerate transportation project implementation, the Rhode Island General Assembly on July 15, 2003, enacted legislation with RIDOT and the Governor's support which authorizes the State to advance with Grant Anticipation Revenue Vehicle (GARVEE) notes and the Motor Vehicle Fuel Tax (Gas Tax) revenue bonds five major transportation projects, the Quonset Access Road, the Washington Bridge Replacement, the Sakonnet River Bridge, the I-195 Relocation project and the Freight Rail Improvement Project. The GARVEE funding enables the State to implement these projects as much as five years earlier than originally planned. Debt service on the GARVEE bond will be paid by federal funds programmed in the TIP in the Major Projects with Multi-Year Funding category. As GARVEE bonds are issued for the projects, the federal commitment to reimburse the State for the bond debt service is designated as Advanced Construction. The status of Advanced Construction for the GARVEE projects is shown in Table 9.

**Table 9**  
**Advanced Construction**  
**GARVEE Projects**  
*As of May 25, 2005*

Project Number	Project	Federal Appropriation Code	Advanced Amount Authorized - Federal
BRO-1954(055)	I-195 Realignment - Contract 7 (GARVEE)	Q10	\$99,759,328
BRO-1954(057)	I-195 Realignment - Contract 6 (GARVEE)	Q10	\$78,656,220
BRO-1954(061)	I-195 Realignment - Contract 9 (GARVEE)	H10	\$34,338,488
BRO-0200(005)	Washington Bridge #200 (GARVEE)	Q10	\$58,500,253
STP-FRIP(001)	FRIP (GARVEE)	Q25	\$4,010,798
BRO-0403(016)	Relocated Rte 403 - Phase II (GARVEE)	Q05/Q12	\$42,533,140
		<b>TOTAL</b>	<b>\$317,798,227</b>

### **BICYCLE/PEDESTRIAN PROGRAM**

Rhode Island's Bicycle/Pedestrian Program includes the planning, design and construction of independent bicycle paths (shared use paths) and walking trails, on-road bicycle lanes, on-road bicycle routes (signing and striping), and bicycling/pedestrian promotional programs and materials production (i.e. statewide bike map, safety programs). RIDOT administers the Bicycle Pedestrian Program, which is funded through several federal funding sources, and State matching funds. These funding sources include: the Congestion Mitigation/Air Quality Program (CMAQ), the Enhancements Program, the Public Lands Highway Program (PLH), the Recreational Trails Program, and STP funds. This TIP includes nearly \$16 million for the design and construction of bicycle/pedestrian projects during FY 2006-2007.

Completion of four major independent bike paths (Blackstone River Bicycle Facility, Northwest Bike Trail/ Woonasquatucket River Greenway, South County Bike Path, and Washington Secondary Bicycle Facility) that will form the spine of the State Greenway System continues to be a major emphasis of the Program.

Projects in the Bicycle/Pedestrian Program are programmed for design and construction. Previously, bike paths under Study and Development also appeared in this program. Now, these projects can be found in the Study and Development Program, under the heading of Bicycle and Pedestrian Projects. During the design phase, a project is taken from a conceptual level (30%) through final design. Construction documents are prepared and put out to bid for construction. The following projects will be under design and/or construction over the next two years: segments of the Blackstone River Bicycle Facility, the Washington Secondary/Coventry

Greenway, the Warwick/East Greenwich Bike Network, the Ten Mile River Greenway, the Northwest Bike Trail/Woonasquatucket River Greenway, phase II of the South County Bike Path, the Bike Providence Route, various projects under the Recreational Trails Program, and a statewide signing and striping program to expand bike routes and possibly bike lanes along compatible state highways.

A new category, Pedestrian/Sidewalk Improvements, has been added to the TIP beginning in FY2006, and will have a program budget of \$2 million for FY 2006-2007. The purpose is to design and construct sidewalk projects that are too large and costly for the ADA Program and improve pedestrian access in areas where no Highway or Pavement Management Program projects are scheduled. The Route 108/Woodruff Avenue Sidewalk project was evaluated and ranked as the best project to begin this new program.

### **BRIDGE IMPROVEMENT PROGRAM**

This TIP continues a program of critically needed bridge repairs and/or replacements to insure that these critical links in the transportation infrastructure remain safe and serviceable. Bridge projects originate from state assessments and community requests, which are evaluated and prioritized through RIDOT's bridge management program. All bridge-related requests from communities and the public received through the TIP solicitation process were referred to RIDOT for evaluation and possible inclusion in the program.

Included as part of the Bridge Program are funds for design, right-of-way acquisition, bridge instrumentation, preventive maintenance activities, and the bridge inspection program. RIDOT maintains discretion on how bridge funds are applied to projects, and thus the listing of projects shown is subject to change should an unanticipated need develop.

### **CONGESTION MITIGATION/AIR QUALITY PROGRAM**

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

CMAQ funding is focused on investment in air quality improvements; it provides funds for projects that expand or initiate transportation services with air quality benefits. This program was designed with flexible guidelines that allow the CMAQ Program to

cut across traditional boundaries and encompass projects and programs dealing with highways, transit, and non-traditional areas, such as vehicle emission inspection and maintenance, traffic operations, and transit operations, to name just a few.

For this TIP, proposals for new CMAQ projects were received as part of the general TIP project solicitation process. The State Planning Council's Air Quality/Transportation Subcommittee, in conjunction with RIDOT, evaluated the CMAQ proposal submissions. The FY 2006-2007 CMAQ includes twelve of the thirteen projects that were submitted, with five projects recommended for continuation from the previous TIP. New projects include: South County Commuter Rail, RIPTA Operations Initiatives and Passenger Initiatives, Comparison of Alternative Fuels for the Providence-Newport Ferry, Providence Traffic Signal Coordination, Newport Dinner Train, Islander Shuttle Train (track improvements) and RI Fast Ferry Facility Improvements at Quonset Point.

The twelve projects in the CMAQ Program are expected to eliminate an estimated total of 131 kilograms of volatile organic compounds (VOC) and 118 kilograms of nitrogen oxides (NOx), during a typical ozone day<sup>1</sup>. VOCs and NOx, which mix with sunlight to form ozone, are considered the primary pollutants of concern for the emissions analysis.

## **ENHANCEMENT PROGRAM**

In the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), Congress established the Enhancement Program. Funds set aside from the Surface Transportation Program (STP) would be committed to projects that would address the environmental impacts on local communities from transportation and highway construction. TEA-21 continued the Program, requiring that 10 percent of STP funds be set-aside and used exclusively for enhancement activities and projects that will increase mobility, protect the human and natural environment, and preserve and increase the livability of communities.

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

- 1) Bicycle & pedestrian facilities;
- 2) Safety & educational activities for pedestrian & bicyclists;
- 3) Acquisition of scenic easements & scenic or historic sites;
- 4) Scenic or historic highway programs, including tourist and welcome center activities;
- 5) Landscape and scenic beautification;
- 6) Historic preservation;
- 7) Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- 8) Preservation of abandoned railway corridors;

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<sup>1</sup> Analysis performed by Vanasse Hangen Brustlin for the Air Quality Transportation Subcommittee. Report results modified by Statewide Planning Program staff to deduct emissions benefits for projects not funded or partially funded.

- 9) Control & removal of outdoor advertising;
- 10) Archaeological planning & research;
- 11) Environmental mitigation to address water pollution due to highway runoff or to reduce vehicle wildlife mortality while maintaining habitat connectivity; and
- 12) Establish surface transportation museums.

The projects included in the Enhancement Program for this TIP were selected and recommended by RIDOT's Transportation Enhancement Advisory Committee (TEAC), which conducted a thorough solicitation, outreach, and proposal evaluation process during late 2004 and early 2005. Approximately 112 applications were received, in addition to the on-going program (carried forward from the previous TIP). As of June 2005, the TEAC and RIDOT were still evaluating the slate of new projects. This program continues on-going projects with \$13 million allocated for FY 2006 and 2007. It is anticipated that new projects will be added to the TIP in future years through an amendment process.

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

## **HIGHWAY PROGRAM**

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

**Continuing Construction Projects:** The FY 2006-2007 TIP program provides for completion of highway construction projects which were programmed for construction by the previous TIP, but were delayed or not initiated due to complexities or issues that developed. Examples are: Federal Road, Route 3 Improvements, Hartford Avenue, East Main Road, Post Road, Dean/Cahir/Stuart Street Improvements and Providence Downtown Circulation Improvements/Phase II. Waterfront Drive/North End and Waterfront Drive/Warren Avenue Connector were combined and moved back to the Study and Development category as a result of issues that could not be resolved for these projects.

**Newly-Programmed Construction Projects:** A limited number of highway reconstruction projects were recommended by the TAC to move from Study & Development to the design /construction phase. Examples include: Route 5 (different section from the previous TIP), Route 138 and New London Avenue.

**ADA Program:** Efforts to improve the compliance of Rhode Island's roadways pursuant to the Americans With Disabilities Act (ADA) are on-going. When roadwork of any nature is undertaken, the implementing agency must also bring roadways and walkways into compliance with the Americans with Disabilities Act standards. This may require the addition of wheelchair ramps and the relocation of utilities for example. The cost of this work is included in the cost of the projects listed in the TIP. There are places where handicap accessibility along State roadways is necessary and the work can't or shouldn't wait for the roadwork to be programmed. The ADA line item in the TIP represents localized projects designed to make spot areas accessible, independent of roadwork. Project requests for work on existing sidewalks were received from communities through the TIP proposal solicitation process. RIDOT works with the Governor's Commission on Disabilities to identify areas where ADA improvements are most needed. Funding for this program is approximately \$ 1 million per year. Most of the projects that were given a high priority as a result of this process and were listed in the previous TIP for implementation or evaluation by RIDOT and the Governor's Commission on Disabilities were completed or will be completed soon. The projects that were not completed and need to be carried over into this TIP are:

- West Shore Road (Conimicut Business District) – Warwick
- South Main Street (Business District) – Providence
- Route 2 (Route 112 to Old Mill Lane) – Narragansett Indian Reservation/Charlestown
- Water Street (Old Harbor to Dodge Street) – New Shoreham
- Mineral Spring Avenue (Smith Street to Cooper Street) - North Providence
- Mineral Spring Avenue (Charles Street to Pawtucket line) - North Providence
- Daggett Avenue (Armistice Boulevard to Central Avenue) – Pawtucket

Additionally, two projects that were identified during RIDOT field reviews and were approved for implementation by the Governor's Commission of Disabilities have been included under the ADA Program. These projects are:

- Legion Way (Main Street to East Main Street) – West Warwick
- Bristol Ferry Road (Boyds Lane to Turnpike Avenue) - Portsmouth

New sidewalk proposals that were submitted by communities as part of the general project solicitation for the TIP were reviewed and ranked by the TAC Bike/Pedestrian Subcommittee. As a result of this process, the following projects were added to the ADA Program:

- Child Street Sidewalk Reconstruction (Main Street to Massachusetts state line) – Warren
- Market Street Sidewalk Reconstruction (Main Street to Massachusetts state line) – Warren

- Kingstown Road – Old Tower Hill Road/Handicap Access Project (Church Street to Route 1) – South Kingstown

Projects from the previous TIP that have been or will be completed include:

- New London Avenue (Cranston)
- Woonasquatucket Avenue (North Providence) as part of a 1R project

**Stormwater Retrofit Program:** RIDOT has utilized a stakeholders group to prioritize the Stormwater Retrofit selection process. This stakeholders group includes the Rhode Island Department of Environmental Management, US Environmental Protection Agency, Save The Bay, community representatives from Cranston, Warwick, and West Warwick as well as representatives from the Pawtuxet River Authority. It was mutually agreed that RIDOT would proceed with the design and construction of five outfalls on the Pawtuxet River as a first priority. A Design Study Report for the remaining fifteen outfalls from the original University of Rhode Island study has been prepared. This report will be shared with the stakeholders in order to decide the priority of the next five outfalls for which design efforts will begin. RIDOT will continue to advance stormwater abatement components that are prioritized by the stakeholders. Future elements for incorporation into DOT's program will include recommendations from federally approved Total Maximum Daily Load (TMDL) studies that are prioritized by the stakeholders group.

## INTERSTATE PROGRAM

Rhode Island's emphasis on system preservation has yielded a dramatic improvement in the riding surface on most of its Interstate system mileage in the last few years. In 1994, the condition of the Interstate riding surface was as follows: 38.6 percent was in poor condition, 31.4 percent was in fair condition, 30 percent was in good condition. No portion was in excellent condition. By 2001, the condition had dramatically improved, with zero percent in poor condition, 0.6 percent in fair condition, 1.8 percent in good condition and 97.6 percent in excellent condition. This progress notwithstanding, maintaining the interstate and bridges with anticipated funding remains a daunting task.

The \$15 million allocated per year for the Interstate Program approximates the Interstate Maintenance funds provided under the TEA-21 formula to Rhode Island (together with State matching funds). Although this funding is substantial, it will be insufficient to fund all the needed work, with an estimated \$100 million in bridge work required on just the Interstate alone. Projects in the Interstate Program are determined by RIDOT's prioritization.

Projects to be implemented under the Interstate Program during the first two years of this TIP include: I-95 Service Roads (Pawtucket Bridge Numbers 547, 548, and 549 – Garden Street, Pine Street, and George Street); I-95 Signage (Exits 6-8 and Exits 16-18); I-295 Safety and Bridge (Route 7 to south of Scott Road), and I-195 Improvements, Phase II (Washington Bridge to Massachusetts state line). Funding has also been included for design-related work for Interstate projects.

## **MAJOR PROJECTS**

In March 2004, the TIP was amended to allow the State to accelerate five important multi-year transportation infrastructure projects:

- Quonset Access Road
- Washington Bridge Replacement
- Sakonnet River Bridge
- I-195 Relocation
- Freight Rail Improvement Project

The amendment permitted the issuance of “Grant Anticipation Revenue Vehicle” (GARVEE) bonds. These bonds are not backed by the full faith and credit of the State, but rather by future federal transportation funds earmarked to Rhode Island. The annual federal highway apportionments provided to Rhode Island is being utilized to cover GARVEE bond debt service.

In order to allow federal reimbursement of GARVEE bond debt service for these projects, the Transportation Improvement Program (TIP) specifies in the Major Projects with Multi-Year Funding Category the funding being advanced by the GARVEE and programs the use of federal funds for the reimbursement of GARVEE debt service. The Major Projects with Multi-Year Funding Category also programs additional federal funding outside the GARVEE needed for those major projects.

## **PAVEMENT MANAGEMENT PROGRAM**

The Pavement Management Program includes the resurfacing of roadways but also allows the State (RIDOT) to pursue pavement treatment options such as crack sealing and micro-surfacing when such treatment is appropriate. This work must be undertaken as part of a federal pavement management program in order for these needed preventive maintenance activities to be undertaken. Roadways listed in the Pavement Management Program included community-requested projects that were referred by the TAC, and from RIDOT's Pavement Management Program priorities. Inclusion in the Program does not, however, guarantee that all projects can be accomplished within the two-year timeframe of the TIP's biennial element. Funding for the Program continues at the same level as in previous TIPs at \$20 million per year.

The listing of pavement management projects is separated into two categories. The first group, Projects for Implementation, lists projects with an anticipated year of construction. A majority of these projects were carried forward from the previous TIP and are anticipated to be completed during the first two years of this TIP. The second group, Proposed Roads for RIDOT Evaluation, consists of requests that were made by communities as part of the project solicitation process for this TIP. These roadways must be evaluated by RIDOT to determine if resurfacing is necessary and what type of treatment is appropriate.

RIDOT's evaluation procedure for candidate roadways for the Pavement Management Program (provided that those roadways have not been worked on in the past 15 years), is based upon four sources of information:

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

Roadways with the worst ratings are candidates for resurfacing. Final selection considers traffic volumes and the distribution of projects statewide, to insure an equitable geographic distribution. Roadways selected must be eligible for federal funding (e.g., be functionally classified). State roads are given priority, but local roads may also be included in the program, based on factors such as regional significance of the road, or support for an economic development or enterprise zone initiative, etc. RIDOT determines the prioritization and scheduling for all Pavement Management projects and may vary the plan and schedule from that listed in the table.

## **PLANNING**

Transportation planning occurs through the efforts of the Statewide Planning Program (statewide MPO), RIDOT, and RIPTA (statewide transit operator), in accordance with a Unified Planning Work Program for Transportation Planning, which must be approved each year by the State Planning Council, and the federal agencies that fund transportation planning. Planning involves long range planning, the development of the TIP, environmental justice analysis and data collection efforts to support the highway program, among other activities. Funding for planning activities continues at the same levels as in previous TIPs. (Note: Additional funding for transportation planning is also shown under the Transit Program.)

## **STUDY & DEVELOPMENT PROGRAM**

Projects included in this program go through a study and development phase which allows the project concept to be scoped and assessed in terms of environmental impact, community acceptability, constructability, and cost. This allows for informed decisions on project feasibility prior to entering the design phase. This category is intended to bring projects to no more than 30% design status. Placement in the Study & Development Program does not guarantee that a proposal will be implemented as requested; but does assure that the transportation problems it proposes to resolve will be examined. To insure that unfulfilled expectations are not created, the Study & Development category is limited to a number of projects that can reasonably be expected to be looked at during

the biennial period. Since the Study & Development Program now serves as the "entry portal to the TIP", competition for this category is keen.

Projects in Study and Development are now shown by program category. The Highway Program category includes projects continuing in Study and Development from the previous TIP, and new projects that have been added through the TIP solicitation process. Other projects are listed under the following headings: Bridge Program, Bicycle/Pedestrian Program, and Interstate Program.

## **TRAFFIC/SAFETY**

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

This TIP continues the Traffic/Safety Program at the same funding level as previous TIPs. Activities and projects to be supported through this program include: traffic signal repair and construction, signing, striping, repair of damaged safety devices, traffic monitoring, modifications to arterial highways to improve traffic flow and reduce congestion, and traffic/safety design-related work. RIDOT maintains discretion in the Traffic/Safety Program to select and prioritize projects under each of the listed activities.

Other activities that were begun in the previous TIP, such as highway lighting improvements, the installation of roadside weather stations, the repair of isolated drainage problems, and homeland security will continue. To address pedestrian safety needs, features that accommodate and encourage safe pedestrian travel will continue to be included in projects under the hazard elimination line item.

Project proposals submitted in this TIP solicitation that may be considered for implementation under the Traffic/Safety Program include:

- Bristol – Chesnut Street drainage
- Providence – traffic safety projects

## **TRANSIT PROGRAM - BUS**

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

**Revenue Vehicle, Replacement:** RIPTA has programmed FTA Section 5307 funding of \$3.395 million in FFY 2006 and \$3.655 million in FFY 2007 for the replacement of a total of 19 buses, including standard buses, light duty small buses and trolleys, which are used in the its current fixed route and Flex Service revenue fleet. Additional bus replacement activities will be supported by annual congressional allocations for discretionary funding, Section 5309 Bus and Bus-Related projects. RIPTA has conservatively programmed \$5 million annually in anticipated discretionary funding in this category, based on past years' receipt of between \$7 million and \$11 million (FY 2001-2005).

**Revenue Vehicles-Paratransit, Replacement:** This program supports the timely replacement of vehicles for the RIde program, the supplier of brokered transportation for human service agencies and complementary paratransit services for RIPTA's fixed route services. The TIP programs \$11.19 million over the next six years for the purchase of 147 replacement paratransit vehicles; funding is programmed from two grant programs, the Urbanized Area Formula program, 5307, and Transportation for Elderly and Disabled Persons, 5310.

**Management/Planning/Outreach/Training:** This program supports RIPTA's planning capacity. The TIP includes \$550,000 of annual funding for the first two years and \$600,000 for the following four years. RIPTA's planning program includes collection and evaluation of data on transit operations, development of transit route operations and improvements and participation in statewide transportation planning. This program is included in MPO's Unified Planning Work Program and funded out of FTA's Urbanized Area Formula Program, 5307.

**Facilities-Administrative/Maintenance, Upgrade/Expansion:** Projects in this category will make improvements in RIPTA's administrative and maintenance facilities and provide transit and security enhancements. RIPTA's major on-going facility project is development of the Elmwood Avenue Bus Facility Complex; this project will provide additional maintenance and administrative facilities in response to RIPTA's increased responsibilities for maintenance and management of Rhode Island's paratransit program. Major upgrades at existing RIPTA facilities are a second project area of this program. This TIP element also programs security enhancements and transit enhancements, which are a requirement for federal funding. These projects with a combined annual funding level of less than \$0.4 million are used for passenger amenities and other FTA defined transit and security enhancements of transit operations. RIPTA has included \$5.53 million for these facilities upgrades in FFY 2006 and \$4.53 in FFY 2007.

**Support Equipment/Supplies/Vehicles-Replacement:** The TIP programs anticipated purchases for routine replacement of support equipment, capital supplies and non-revenue vehicles. Examples of items to be replaced include: bus engines and parts, capital equipment used for maintaining buses and facilities, support vehicles like road trucks and administrative vehicles, and office

equipment such as desks and copiers. RIPTA has included \$2.175 million for this program in FFY 2006 and \$2.375 million in FFY 2007.

**Support Equipment-ITS:** The TIP programs anticipated purchases of Intelligent Transportation System (ITS) equipment. RIPTA uses a variety of technologies to provide, evaluate and improve the provision of transit service. The ITS equipment used by RIPTA ranges from desktop computers, to bus mounted Automatic Passenger Counters/Automatic Vehicle Locaters, and trip scheduling computer programs for Ride demand response services. RIPTA will continue to maintain, upgrade and expand its use of these valuable technological tools for improving the efficiency and effectiveness of transit services in Rhode Island. RIPTA has included \$0.5 million for this program in FFY 2006 and \$2.5 million in FFY 2007.

**Support Equipment/Supplies/Vehicles-Preventive Maintenance:** As allowed under TEA-21, RIPTA will continue to use Urbanized Area Formula, 5307, funding for preventive maintenance of its revenue vehicle fleet. This category of funding supports operational costs of transit service, contributing to a balanced operating budget. Use of federal funds for Preventive Maintenance spends funding that might otherwise be used for major capital investments. The TIP includes annual preventive maintenance funding of \$5 million.

**Transit Operations-Rural Operations/RTAP:** Under the Non-Urbanized Area Formula program, Section 5311, Rhode Island receives funding for rural transportation and for training, technical assistance and support services that benefit the rural areas of the state. This category programs the combination of 85% of available funding for rural transit services and the training, technical assistance and support services with at an annual funding level of \$0.638 million. The balance of grant funded rural transit operations are shown in the Intercity Bus Support program, shown below.

**Transit Operations-Intercity Bus Support:** The FTA Non-Urbanized Area Formula program requires that recipients use 15% of their funding to support intercity bus services, unless it is determined that there is no need for such support. RIPTA provides support for intercity bus services by operating local transit service between Rhode Island's rural areas and Greyhound and Bonanza/Peter Pan bus service operating out of Kennedy Plaza. The TIP includes annual funding of \$0.1 million for this program.

**Transit Operations-Job Access/Reverse Commute:** Job Access/Reverse Commute is a discretionary grant that supports transit services that are designed to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs. The TIP programs \$2 million annually for fixed route and Flex zone transit services to meet the needs of this segment of Rhode Island's workforce.

## **TRANSIT - FIXED GUIDEWAY**

The South County Commuter Rail Corridor Service is an extension of Providence-Boston service to Wickford Junction in North Kingstown. On February 6, 2003, the Federal Transit Administration (FTA) approved the Environmental Assessment for the extension of the existing Providence-to-Boston commuter rail service. The project involves the extension of rail service approximately 20 miles from Providence to Wickford Junction along the Amtrak-owned Northeast Corridor. RIDOT is working with the Massachusetts Bay Transportation Authority (the commuter rail operator) on project implementation.

The Northeast Corridor provides the easiest opportunity to develop rail service in Rhode Island. Because the needed facilities are mostly in place, the development of service requires only the acquisition of a fleet and relatively minor facility improvements, with the exception of new stations. The choice of public transportation technology is limited to commuter rail, that choice already operates north of Providence and fits the characteristics of the corridor well. The potential for both ridership and financial success are enhanced by the ability to serve Boston in addition to locations in Rhode Island.

As part of the Pilgrim Partnership Agreement, the MBTA will provide service to Wickford Junction. The MBTA will exercise an option to purchase five bi-level commuter rail coaches for corridor service. The delivery of these coaches is anticipated in 2.5-3 years, about the time Wickford Junction Station construction will be completed.

The total estimated cost for this project is \$44.4 million. This includes right-of-way acquisition, design, construction, purchase of equipment, lease of facilities, and contingencies. The expected source of funding and the anticipated expenditures for this project are as shown below:

WICKFORD JUNCTION STATION	
Project Description	Estimated Cost
Engineering	\$1,500,000
Amtrak PE Force Account	\$500,000
Property Acquisition	\$1,250,000
Equipment Procurement	\$13,000,000
Amtrak Materials, Construction Force Account	\$5,500,000
Wickford Junction Construction	\$5,750,000
Wickford Junction Lease	\$10,500,000
Contingency (16.8%)	\$6,380,000
Total	<b>\$44,380,000</b>

Funding Source	Total
New Start	\$24,936,000
Rail Modernization	\$7,756,000
CMAQ	\$2,812,000
Local Match	\$8,876,000
Total	\$44,380,000

On September 23, 2004, FTA approved the Letter of No Prejudice (LONP), which is similar to Advance Construction, for the purchase of five (5) bi-level rail coaches. RIDOT is programming full funding of this project in this TIP by FY 2008.

**New Start Projects:** TEA-21 identified a New Start category for Rhode Island: Rhode Island Integrated Intermodal Transportation Services (\$25 million, federal funds). This program provided Rhode Island with about \$8.9 million to date. The FY 2006-2008 TIP programs the remaining balance of \$16.1 million to complete extension of commuter rail service south of Providence including the Wickford Junction Railroad Station, and for FTA to advance Rhode Island Integrated Intermodal funding, rail modernization and CMAQ funding for this and rail service to the Warwick (Airport) Railroad Station.

**Rail Shuttle Service:** This project funds the planning for implementation of a rail shuttle service between Providence Station and the proposed Warwick (Airport) Station.

**Commuter Rail Stations [Design, Construction]:** This project funds the design and construction of a new and/or existing railroad station(s). For this TIP the following stations are included: the Warwick (Airport) Railroad Station, and the Wickford Junction Station, both on the Northeast Corridor in Rhode Island to accommodate commuter rail service. Work entails construction of new stations, bringing the stations into compliance with the ADA act, signalization and any necessary track work.

**Commuter Rail Facilities and Equipment:** This project funds the purchase of commuter rail equipment and appurtenances to extend MBTA service from Providence Station to the new Warwick (Airport) and Wickford Junction Railroad Stations. In addition to the funding shown on the TIP table, \$1.5 million in FY 2005 CMAQ funding which has been transferred to FTA will be utilized for the project in FY 2006.

**Pilgrim Partnership III:** This project funds the Pilgrim Partnership, an agreement for commuter rail service between Rhode Island and Boston. Service is provided by the MBTA in exchange for capital funds for related service projects.

*This page amended on 4/13/2006.*

### **SAFETEA-LU Earmarks**

Thirty-three projects were earmarked for funding in SAFETEA-LU and have been grouped under a separate program category in the TIP entitled SAFETEA-LU Earmarks. The annual funding allocation for each project has been established by the federal legislation, with a total earmark funding level of approximately \$304 million for Rhode Island. Since the 2005 earmark funding only became available in 2006, it was included with the 2006 allocation for each project. SAFETEA-LU includes flexibility provisions so that earmark funding can be temporarily reallocated to the earmark projects that are ready for implementation in order to provide for a workable project schedule. This reallocation process does not change the total amount of funding that has been designated for each project in the legislation, but ensures that sufficient funding is available for a project at the time when it is needed.

### **Discretionary/Set Aside**

Three projects received Transportation, Community and System Preservation (TCSP) Grants totaling approximately \$2 million in SAFETEA-LU for 2006. These projects have been shown in the Discretionary/Set Aside program in the TIP and include: Resurfacing, Sidewalks and Drainage for Chestnut Street in Bristol; Safety Improvements to Fruit Hill Road in Providence; and Main Street Improvements in North Kingstown.