State Guide Plan Element 611
Report Number

Long Range Transportation Plan
Metropolitan Transportation Plan

DRAFT

State of Rhode Island
Division of Statewide Planning

December 2025

Certification of the Rhode Island MPO Transportation Planning Process

The Rhode Island Metropolitan Planning Organization certifies that its conduct of the metropolitan and state transportation planning process complies with all applicable requirements, and that this process includes activities to support the development and implementation of the Regional and State Long-Range Transportation Plan and Air Quality Conformity Determination. Applicable requirements include:

1. 23 USC 134 and 135, 49 USC 5303 and 5304.

2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.

3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.

4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

5. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.

6. Applicable Executive Orders, including 14173 and 14151

Title VI Notice to Beneficiaries

The Rhode Island Division of Statewide Planning (RIDSP) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administrated by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or both that prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within RIDSP's Title VI Program consistent with federal interpretation and administration.

Disclaimer

The preparation and publication of this document were financed in part by funds provided by the USDOT, FHWA, and FTA. The provision of Federal financial assistance should not be construed as denoting U.S. Government approval of plans, policies, programs or projects contained herein.

Appendices

A **Baseline Conditions and System Performance Report**: Data and graphics illustrating existing conditions of transportation infrastructure like roads and bridges, and system performance of multimodal transportation systems such as safety, transit ridership, congestion, and freight movement.

B **Compendium of Plans Review**: List of plans reviewed in preparation of this plan including specific themes and connections to LRTP goals.

C **Trends Report**: Analysis of projected population, employment, demographic, and technological trends impacting the transportation system.

D **Pool of Projects**: List of projects planned for the next twenty-five years.

E **Revenue Projections & Fiscal Constraint Report:** Projected revenue and expenditures from all sources over twenty-five years.

F **Performance Measures and Target Setting Report:** List of all performance measures with baseline data, current year data and targets, as well as methodology information.

G **Public Participation Plan**: Overview of public participation activities.

H **Stakeholder and Public Participation Summary**: Summary of findings from public participation activities, including surveys and events.

I **Environmental Analysis and Consultation**: Overview of potential environmental impacts of the transportation system and Plan and mitigation.

J **Air Quality Conformity Report**: Findings of conformity with air quality requirements based on projected impacts of regionally significant projects.

K **Regionally Significant Projects and Travel Demand Model Results**: Project impacts of regionally significant projects based from travel demand model analysis on vehicle miles travelled.

L **Planning Framework**: Matrix of goal areas, objectives, and strategies.

M **State Rail Plan Supplement (2025)**: Report on compliance with state rail plan requirements based on LRTP and other plans.

N **Bike Mobility Plan Progress**: Report on progress toward implementing recommended policies, programs, and candidate bike network.

O **Transit Master Plan Update**: Updated information on projected ridership, costs, benefits , and prioritization of TMP projects

P **Resilience Improvement Plan**: RIDOT plan for implementing resiliency into project processes and prioritization.

Q **Transportation Opportunity Analysis**: An analysis on the distribution and impacts of projects on Transportation Opportunity Areas and the state.

Letter from the Associate Director, Division of Statewide Planning

A plan without data is a guess, wayfinding in the dark without a map. Even with the best data, some horizons remain distant and some outcomes unpredictable. Developing a Long Range Transportation Plan that lays out a route for an entire state is not easy under the best of circumstances. Despite all of the obstacles, Moving Forward 2040 is a departure from the LRTPs of the past for three primary reasons: 1) it is data-driven and goals-oriented; 2) the goals are SMART—Specific, Measurable, Achievable, Relevant, and Time-Based; and 3) it incorporates a Bicycle Mobility Plan and the first-of-its-kind Transit Master Plan. The overarching changes that have steered the LRTP development have come from a building and strengthening of relationships in the transportation community, with both public and private partners, and a commitment to transparency. With that in mind, we see this LRTP as a foundation on which to build the transportation future of Rhode Island.

Sincerely,

Meredith Brady
Associate Director for Planning
www.planning.ri.gov

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1 Introduction

The 2050 Rhode Island Long Range Transportation Plan and Metropolitan Transportation Plan establish a long range course for investing in the State's transportation system that will help ensure Rhode Island remains a great place to live, work, and do business.

This Long Range Transportation Plan (LRTP or Plan) Update examines the state of Rhode Island's transportation systems and examines the transportation needs and challenges for Rhode Islanders. The Plan sets a vision and goals for what we want to improve in our transportation system and identifies strategies and projects that will help us accomplish those goals. Implementation of the Plan will help Rhode Island advance our transportation system to facilitate a better quality of life for Rhode Islanders, more efficient movement of people and goods, and a safer, greener, and more resilient future.

Throughout this document, the term "Plan" or "LRTP" references both plans included in this report—the LRTP and Metropolitan Transportation Plan (MTP). The Division of Statewide Planning (RIDSP) updates the LRTP every five years. This Plan is a 5-year limited update to Moving Forward RI 2040, the full re-write of the LRTP that was completed at the end of 2020. As a limited update, this Plan revisits and updates the data, engagement findings, and recommendations from Moving Forward RI 2040. Instead of updating the planning horizon to 2045, this plan updates the planning horizon to 2050 in order to better align with other plans and policies that use the 2050 horizon.

Plan Coordination

This Plan integrates the strategic direction of supporting modal plans that are updated at varying intervals. Supporting modal plans such as the Asset Management Plan, Bicycle Mobility Plan, and Strategic Highway Safety Plan are updated by the Department of Transportation (RIDOT). The Rhode Island Public Transit Authority (RIPTA) manages the preparation of the Transit Master Plan and RIDSP coordinates planning efforts behind the Congestion Management Process, Freight and Goods Movement Plan, State Rail Plan and State Guide Plan elements. Other recent plans that are incorporated include RIDOT's Carbon Reduction Strategy and Resilience Improvement Plan. The LRTP subsequently informs Rhode Island's ten-year State Transportation Improvement Program (STIP), which programs funding for specific roadway, bridge, transit, and mobility projects.

Public Engagement

Feedback from public engagement conducted across the state helped inform this plan's vision, goals, objectives, strategies, and priorities. Over 660 participants attended the public workshops and communtiy meeitngs, and over 700 people responded to the two LRTP surveys. This plan was further guided by feedback from 6 Advisory Committee Meetings, 8 stakeholder meetings and 4 State Planning Council and Transportation Advisory Council Meetings.

Performance Measures

The LRTP is performance-based, which means it establishes measures to help gauge progress toward the goals and objectives. Many of these measures are federally required and are tracked on an annual or biannual basis. Other measures were identified as State Priority Measures and are designed to support policies and guide programming to achieve target system performance outcomes.

What is an LRTP?

The Long Range Transportation Plan (LRTP) is an essential element of the state's transportation planning process and identifies how the transportation system will meet the state's economic, transportation, development and sustainability goals over a 25-year planning horizon. This LRTP also satisfies Rhode Island's obligation to prepare a Metropolitan Transportation Plan (MTP) covering the entire state. While the requirements of a Long Range Transportation Plan and a Metropolitan Transportation Plan are nearly identical, the Metropolitan Transportation Plan must be "fiscally constrained"—meaning, that sufficient financial information is provided to confirm that transportation improvements can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

This LRTP is driven by a performance-based planning process that is reliant on an intensive data analysis and assessment approach to decision-making. Performance measures and targets improve the tracking of progress in key areas, and assist in measuring attainment of critical outcomes. Performance measures and targets have been established in coordination with other statewide transportation plans and processes including the Highway Safety Improvement Program, State Strategic Highway Safety Plan, the State Asset Management Plan for the National Highway System (NHS), the State Freight Plan, the Transit Asset Management Plan, and the Public Transportation Agency Safety Plan.

Transportation Planning and Programming Organization

This LRTP was developed with input and support from stakeholders across multiple disciplines. Ultimately, the three agencies driving decision-making in transportation investment are the Rhode Island Department of Transportation, Rhode Island Public Transit Authority, and the Rhode Island Division of Statewide Planning serving as the MPO. RIDOT, RIPTA, and the MPO carry out a continuing, cooperative, and comprehensive (3C) metropolitan transportation planning and programming process within the State of Rhode Island as defined and required by federal law (49 USC 5303 and 5304) and the U.S. Department of Transportation regulations 23 CFR 450; 23 USC 134 and 135.

Metropolitan Planning Organization

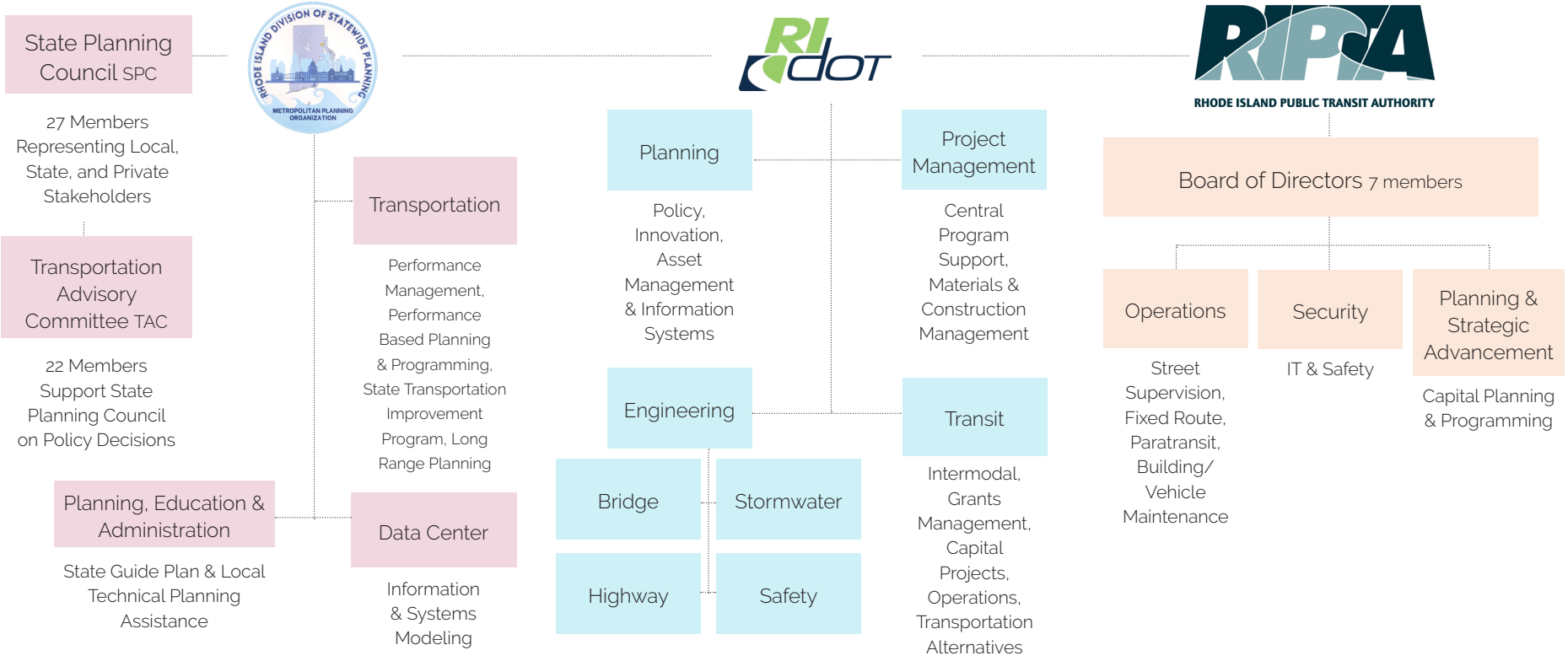
The MPO conducts long-range transportation planning, including authoring the LRTP. The agency also reviews and approves the State Trampsortation Improvement Program (STIP), and runs solicitations for municipal projects in the STIP.

Department of Transportation

RIDOT owns and operates the state's non-municipal roads and bridges, and plans and constructs capital projects for that infrastructure. The agency also allocates state and federal funds to projects in the STIP, often drawn from the LRTP. As an important implementer of the LRTP, RIDOT is a key partner in its creation.

Public Transportation Authority

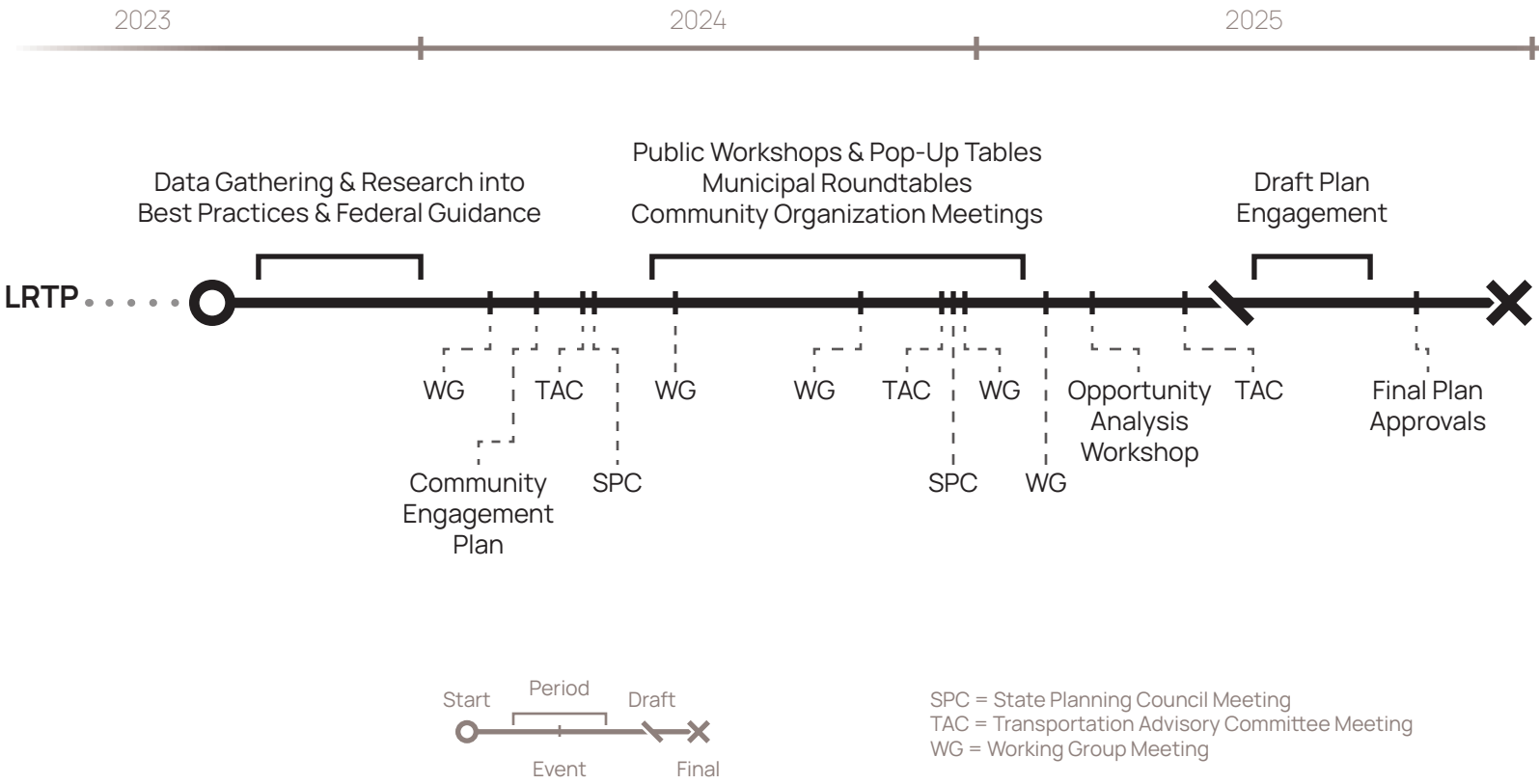
RIPTA owns and operates the state's fixed route bus service and paratransit / flex service. The agency also produces short- and long-term plans for the transit sytem, including the Transit Master Plan, an appendix to the LRTP. As another important implementer of the LRTP, RIPTA is also a key partner in its creation.

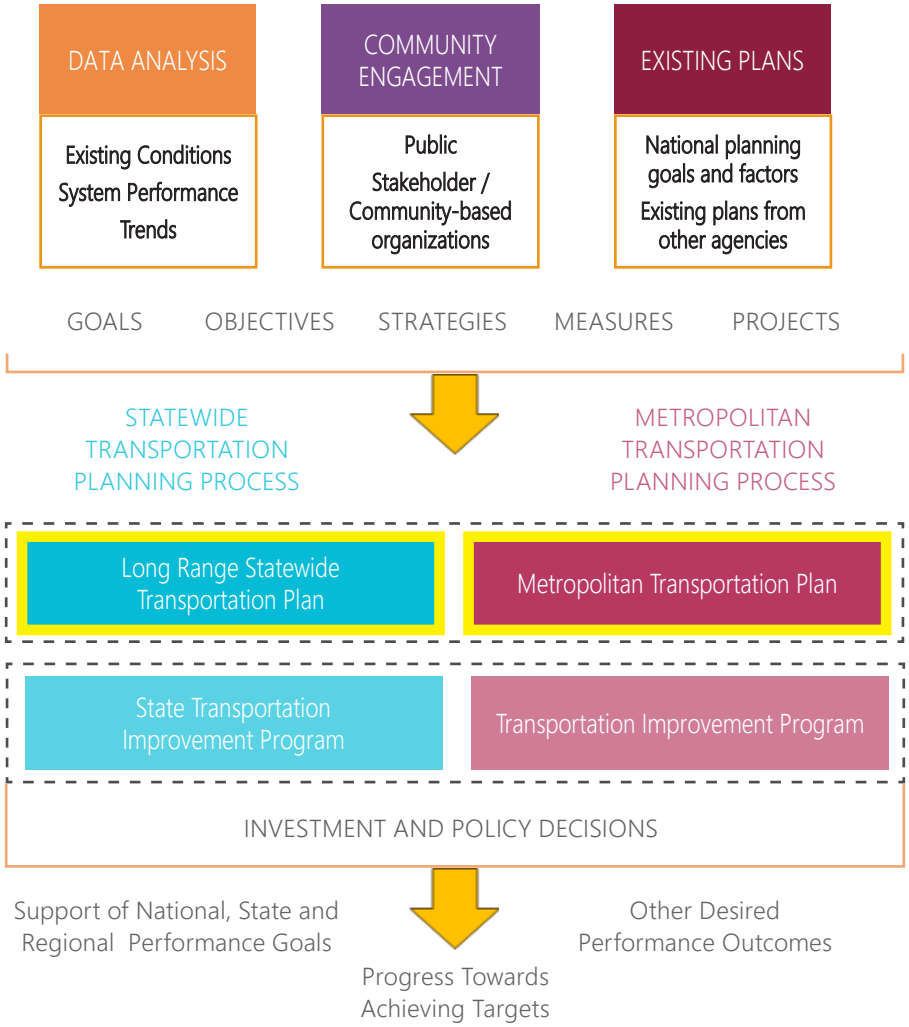


LRTP Project Timeline

The LRTP process began with cataloguing the data needs and progress made since the 2040 LRTP was approved. Next, public and stakeholder engagement took place in order to guide the entire planning process. Throughout the plan development, the State Planning Council, Transportation Advisory Committee, and a multidisciplinary LRTP Working Group have provided regular feedback and direction for this process. After the first phase of engagement, DSP staff worked with RIDOT and RIPTA, as well as the LRTP Working Group, to generate the first draft of the plan. That draft was presented back to the public for feedback that was incorporated into a final plan.

This timeline highlights the key milestones in the broader LRTP plan development process.





What Informed this Plan?

This plan was informed by a combination of data, agency and plan coordination, and community engagement. Data on existing conditions and system performance was used to better understand what conditions are like today, and how those conditions are trending in order to identify areas in need of intervention and improvement.

Existing plans from agencies throughout the state, as well as the national goals and planning factors, informed this plan as well. Priorities, goals, and strategies were examined across these sources to ensure consistency and coordination – that the agencies and plans are all working in the same direction in ways that complement each other's efforts.

Lastly, community and stakeholder engagement were direct inputs into the plan content. Comments and interactions were catalogued, tagged for themes, and quantified to understand people's priorities, needs, and desired changes.

After this plan is published, it will be used to guide the development of the State Transportation Improvement Program (STIP), where funding dollars are allocated to projects to be built.

The LRTP is a valuable planning document that sets the direction and vision for transportation in the State. This document is intended to inform the State Transportation Improvement Program, which lists the individual projects that are funded and programmed for implementation. Projects in the Transportation Improvement Program are supportive of the LRTP and, therefore, help the state progress toward established targets and achieve national and state performance goals. This timeline highlights the key milestones in the broader LRTP plan development process.

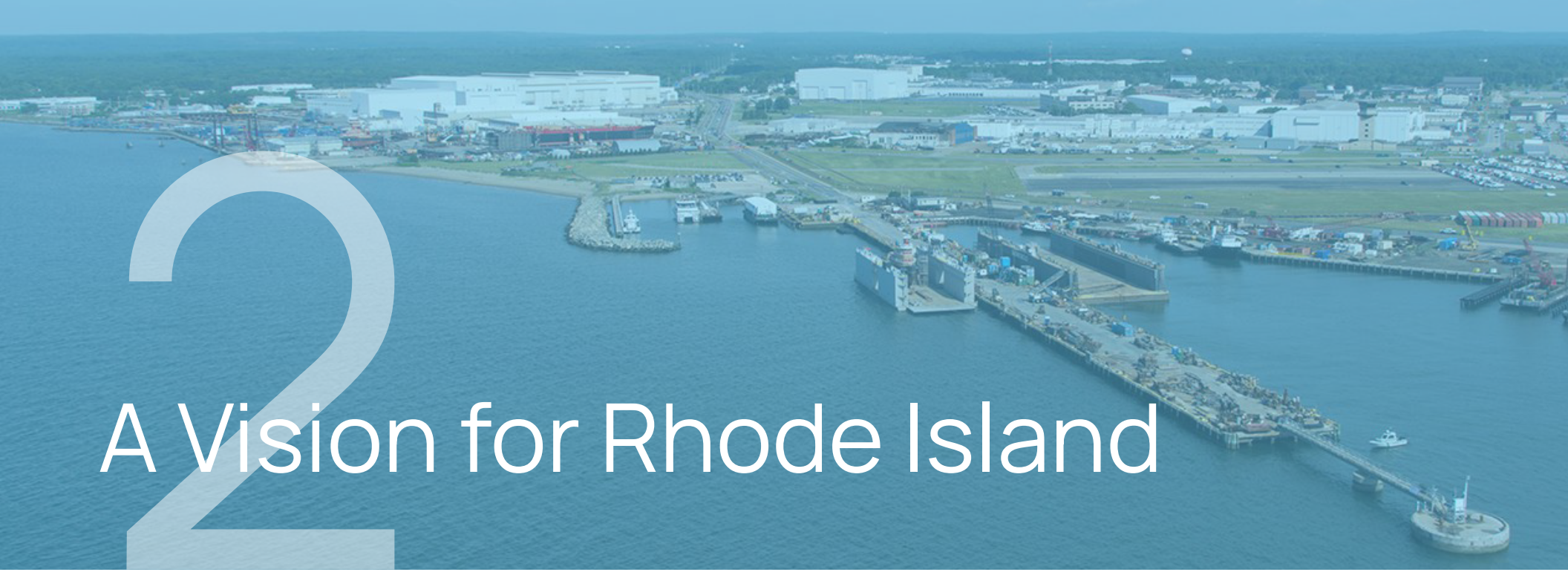
National Planning Factors

Rhode Island is required to prepare a long-range statewide transportation plan that provides for the development and implementation of the multimodal transportation system, including elements of transit, highway, bicycle, pedestrian, and accessible transportation. This combined LRTP and MTP is the outcome of a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that addresses the following required factors:

- Support of the economic vitality of the state by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and municipal-planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

National Goals

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



2 A Vision for Rhode Island

This plan envisions a multimodal transportation network that connects people, places and goods in a safe and resilient manner by providing effective and affordable transportation choices that are supportive of healthy communities, provide access to jobs and services, and promote a sustainable and competitive Rhode Island economy.

By 2050, Rhode Island's transportation system will help create quality places to live and work and support communities through improved connectivity. Rhode Islanders will be more active, healthier, and more socially and economically integrated into the community.

GOALS: Rhode Island moving forward takes a performance-based approach to planning future transportation investments across our multimodal network.

Support Economic Growth through transportation connectivity and choices to attract employers and employees

Comply with the Act on Climate by reducing pollution as mandated by state law, and prioritizing non-single occupancy vehicle focused strategies and investments

Strengthen Communities through the local transportation network to enhance health, opportunity, and quality of life

Maintain Transportation Infrastructure to create a reliable network providing adequate travel choices

Connect People & Places across all modes and options for more efficient and effective travel

Enhance Transportation Safety for all users on the path toward zero roadway deaths

A Unified Vision

Rhode Island has taken a highly comprehensive approach to long range transportation planning including the development of specific master plans for bike, transit, and automobile travel as part of the 2040 LRTP. Each master plan offers a network vision that leverages the unique opportunities and advantages of the mode and highlights how future investment could transform travel, economic development, communities, and the environment. While the vision and goals for each plan are consistent with this LRTP, they uniquely offer different paths toward achievement. This LRTP update continues to offer a fiscally-constrained approach to bring these plans together and align with the needs and functions of the transportation network, and also includes a small update on the Transit Master Plan and a progress update on the Bicycle Mobility Plan.

Transit Master Plan

A 20-year vision for how transit could modernize travel in Rhode Island and provide new economic development opportunities through expanded mode choice, high frequency transit options, and service enhancements.

Goals:

1. Make transit attractive and compelling
2. Connect people to life's activities
3. Grow the economy and improve quality of life
4. Ensure financial and environmental sustainability

Initiatives:

1. Improve existing services
2. Expand services to new areas
3. Develop high capacity transit
4. Improve access to transit
5. Make service easier to use

Bicycle Mobility Plan

A 20-year vision for making bicycling safe, fun, and practical. Recommendations range from bicycle paths, routes and design guidance to proposed policy and education changes.

Goals:

1. Connect and expand the state's bicycle network
2. Integrate bicycles with transit and other modes of transportation
3. Develop stronger statewide bicycle transportation policies
4. Promote equity in bicycle planning and funding
5. Increase bicycle safety with policies and programs
6. Leverage bicycle transportation to promove economic development
7. Improve public health through bicycling
8. Promote bicycle transportation for state employee

Congestion Management Plan

A CMP is a systematic process for identifying congestion and its causes, developing monitoring processes to measure transportation system performance and reliability, and developing congestion management strategies and moving them into the funding and implementation stages.

Goals:

1. Improve reliability of the transportation system
2. Reduce recurring congestion
3. Improve freight and goods movement
4. Increase modal choice and competitiveness
5. Improve intermodal connectivity
6. Promote and invest in innovative congestion management technologies
7. Promote land development and infill development/redevelopment in transporation-efficient locations
8. Reduce emissions and improve air quality

Planning Framework

This planning framework forms the backbone of the LRTP. Starting with key goal areas and objectives , this framework will guide how improvements to Rhode Island's transportation system are identified and prioritized. The strategies within each goal area respond directly to stakeholder and public comments as well as data-driven and performance-based planning. The 2040 LRTP framework was updated based on this new information to better reflect the needs and opportunities of today. The Planning Framework can also be viewed in Appendix L.

Connect People and Places

across all modes and options for more efficient and effective travel

Maintain Transportation Infrastructure

to create a reliable network providing adequate travel choices

Strengthen Communities

through the local transportation network to enhance health, opportunity, and quality of life

Comply with State Act on Climate Law

by reducing pollution as mandated by state law and prioritizing non-single occupancy vehicle focused strategies and investments

Support Economic Growth

through transportation connectivity and choices to attract employers and employees

Enhance Transportation Safety

for all users on the path toward zero roadway deaths

GOAL

Connect People and Places
across all modes and options for more efficient and effective travel

OBJECTIVES	STRATEGIES
EXPAND CONNECTIVITY ACROSS MODES	» Focus on intermodal connections such as improved pedestrian and bicycle connections to transit stations and appropriate types and siting of bike parking » Identify priority networks for all modes based on connectivity and access to destinations; integrate priority networks into decision-making » Form parternships to promote non-single occupancy vehicles (SOV) transportation and to engage in mobility service cost-sharing (e.g. mobility hubs, bike and scooter sharing, van service with Narragansett Indian Tribe). » Explore means of integrating fare payment across transit modes
REDUCE TRAVEL CONGESTION	» Provide incentives for use of active and public transportation » Study and implement transportation management systems and other technologies to reduce congestion and lower pollution » Remain engaged in and aware of emerging technologies related to congestion management » Use real-time data to improve user confidence in transportation systems » Promote transportation alternatives to drive-alone trips, particularly public transportation options » Explore Transportation Demand Management (TDM) programs, such as parking cash-out, commute trip reduction, and incentives for non-car use » Encourage and provide guidance for municipalities to consier parking reform » Analyze effectiveness of past congestion reduction projects and prioritize interventions for future implementation » Explore use of pricing to incentivize shifts to carpooling, alternative modes, and off-peak travel times » Encourage mode shift away from cars with strategies from "Comply with State Act on Climate Law"
IMPROVE REGIONAL CONNECTIVITY	» Encourage coordination in investment and operations among transportation stakeholders » Coordinate cross-border transit service throughout the Providence and Westerly/New London urbanized areas » Pursue strategic shared mobility partnerships » Work with Amtrak to convene stakeholders to develop a plan for addressing climate resiliency and capacity challenges on the Northeast Regional train line from New Haven to Providence » Implement the Bridge Group 4R MBTA expanded services from Providence to Wickford Junction to support mode shift and congestion mitigation, and evaluate for long-term implementation » Form partnerships with MPOs, DOTs, transit providers, and municipal transportation departments across state lines to plan for and invest in regional mobility enhancements (e.g. expanded MBTA service).
ENCOURAGE SMART GROWTH	» Consider transportation investments that support better connected land use » Encourage local governments to adopt and implement smart growth/compact growth policies that can support more connected and mixed land use patterns » Promote regional TOD funds that leverage public resources with private-sector investment to provide flexible capital funding for TOD projects » Promote parking reduction in areas where viable transportation alternatives exist. » Support and encourage municipalities to adopt Transit-Oriented Development (TOD) Ordinances.

GOAL

Maintain Transportation Infrastructure
to create a reliable network providing adequate travel choices

OBJECTIVES	STRATEGIES
ACHIEVE A STATE OF GOOD REPAIR	» Focus asset management resources to identified priority infrastructure » Utilize the Transportation Asset Management Plan to make data-driven decisions » Use best practices to maintain assets and reduce life cycle costs » Pilot and develop mileage-based road pricing strategies as an alternative to the gasoline tax for sustinable funding for transportation infrastructure maintenance and operations. » Embrace opportunities for project bundling to not simply replace in-kind; consider potential enhancements such as multimodal facilities, ADA needs, resiliency, improving safety. » Assess construction management practices for ways to improve efficiency and reduce negative impacts to communities » Work with municipalities to assess sidewalk maintenance needs » Encourage reduction in vehicle miles travelled on roadways to help reduce maintenance needs through strategies from "Connect People and Places" and "Comply with State Act on Climate Law"
ENHANCE TRANSPORTATION NETWORK RESILIENCE	» Collaborate with local, regional, state and federal planning efforts to ensure efficient and coordinated response to special, emergency and disaster events » Embrace opportunities for project bundling to not simply replace in-kind; consider potential enhancements to improve resiliency » Encourage state agencies to work together within the Municipal Resilience Program at the RI Infrastructure Bank and with municipalities across the state to support comprehensive resilience planning

GOAL

Strengthen Communities
through the local transportation network to enhance health, opportunity, and quality of life

OBJECTIVES	STRATEGIES
IMPROVE INDIVIDUAL AND COMMUNITY HEALTH	» Explore creation of low pollution zones for designated sensitive areas, such as residential areas and congested urban centers. » Encourage reduction in driving and in transportation-related pollution with strategies from "Comply with State Act on Climate Law" and "Connect People and Places" » Coordinate with partners to reduce diesel truck pollution in communities with high existing levels of pollution » Work with partners like RI Department of Environmental Management, RI Department of Transportation, RIPTA, and municipalities to expand access to outdoor public spaces via public transit, walking, and biking
FOSTER OPPORTUNITY	» Explore ways to ensure that transportation investments benefit existing residents and businesses, low-income and marginalized communities, and minimize displacement » Work with transit users to identify and implement strategies that work toward a public transportation system that is accessible, affordable, frequent, and gets people where they need to go » Prioritize community-supported transportation investments in marginalized communities » Prioritize improvements that bring dignity to users of alternative transportation modes, like bus shelters » Study the impact of transportation fees (public transit fare, car insurance, gas tax, etc.) on low-income households, and identify viable improvements, including fare structures, employer- or service-provider based subsidies, or other means of improving affordability for those who need it most » Foster opportunity in vulnerable communities by providing a transportation system that is prepared for future risks » Evaluate every RIPTA stop for ADA accessibility
CREATE A NETWORK OF OPEN SPACE, TRAILS, AND PATHS	» Create dedicated state funding to leverage local funds to expand, improve or create new open spaces connected by trails and paths (e.g. Green Economy Bond). » Actively facilitate inter-governmental and inter-agency planning to connect open spaces, trails and pathways, including provision of technical assistance if needed.

GOAL

Comply with State Act on Climate Law

by reducing pollution as mandated by state law, and prioritizing non-single occupancy vehicle focused strategies and investments

OBJECTIVES	STRATEGIES
DECARBONIZE TRANSPORTATION SECTOR IN COMPLIANCE WITH STATE ACT ON CLIMATE LAW	» Continue to work with project partners at RIDEM to monitor major transportation sources of greenhouse gas emissions (e.g. port operations) and develop reduction countermeasures using state funds in order to comply with state Act on Climate law. » Develop a public benefit electrification policy to govern Utilities' role in public fleet electrification. » Establish a working group to advance a state-level investment strategy and support for efforts to reduce transportation emissions » Develop procedures for using more efficient, low polluting, and technologically advanced construction materials where feasible » Work with partners to implement the transportation sector actions identified in the Executive Council on Climate Change (EC4)'s 4 Climate Action Plans using state funds » Expand adoption of electric vehicles through programs such as financial incentives and building out charging infrastructure
REDUCE VEHICLE MILES TRAVELLED	» Identify and prioritize multimodal solutions that have a high return on investment » Embrace opportunities for project bundling to not simply replace in-kind; consider potential enhancements such as multimodal facilities, ADA needs, improving safety. » Expand the sidewalk network and improve the quality of existing sidewalks and crossings in urban centers and in the vicinity of mobility hubs (e.g. Kennedy Plaza, Providence Station, Pawtucket/Central Falls Station). » Identify and give priority to improvements that encourage mode shift (intermodal connections, bike and pedestrian infrastructure in more densely developed cities). » Fund transportation alternatives to drive-alone trips, particularly public transportation options. » Providence assistance to municipalities to adopt and effectively implement the recommendations in the RI Complete Streets Plan and Design Guide, including adopting Complete Streets Ordinances » Assess funding programs and consider expanding proportion dedicated to alternative transportation mode projects » Collect and publish data on active transportation, including walk infrastructure inventory, bike volumes, pedestrian volumes, and ADA accessibility data » Integrate the recommendations of the RI Complete Streets Plan and Design Guide into transportation planning and project delivery processes at the state level » Provide technical assistance to municipalities applying for funding to implement priority Safe Streets for All investments that enhance connectivity and safety. » Seek funding for bike and pedestrian projects through grant opportunities, and explore options for an expanded state-level sustained funding source » Pursue sustainable funding for the implementation of the Transit Master Plan (TMP)'s improvements to crosstown service » Develop a walk infrastructure inventory and identify and prioritize gaps for project funding » Support alternatives to driving through implementation of existing plans, such as the Transit Master Plan and Bike Mobility Plan » Encourage reduction in vehicle miles travelled with strategies from "Connect People and Places"

GOAL

Support Economic Growth
through transportation connectivity and choicse to attract employers and employees

OBJECTIVES	STRATEGIES
SUPPORT VIBRANT LOCAL MAIN STREETS	» Intensify quality of place initiatives that invest in city and town centers as critical nodes in the state's transit planning. » Provide ample opportunities for adapting successful transit-oriented development efforts. » Ensure transportation projects impacting main streets consult the RI Complete Streets Design Guide to identify appropriate features for this unique street typology » Improve partnership and coordination with cities and towns to ensure transportation projects reflect community priorities » Improve network connectivity and safety through implementing strategies from "Enhance Transportation Safety" and "Comply with State Act on Climate Law" » Improve regional access to local main streets through implementing strategies from "Connect People and Places" » Ensure transportation projects assess the risk of displacement and include any needed protections for local businesses and residents from rising property values » Consider identifying a stable funding stream for local business assistance for construction impacts » Streamline coordination between business owners and municipalities to support local economies through streetscape design and maintenance
EXPAND CONNECTIONS TO JOBS	» Continue efforts to enhance strategic investments around surface transportation (e.g., roads, bridges, rail stations, transit, bike paths) via the 2016 RhodeWorks legislation. » Explore improving and expanding ferry services to/from Providence Ferry Terminal to job locations » Improve non-single occupancy vehicle (SOV) commute transportation options through strategies from "Connect People & Places"
IMPROVE FREIGHT CONNECTIVITY AND ACCESS	» Explore the possibility of establishing a Port Authority of Galilee and evaluate long term options for development, parking, transportation access and management decisions. » Improve freight operations and intermodal freight connections (e.g. ProvPort, Port of Davisville multimodal access). » Collaborate with Quonset Development Corporation and ProvPort to advance and implement their master plans
MAKE TRANSPORTAITON INVESTMENTS SUPPORTIVE OF TOURISM	» Ensure proactive involvement of tourism groups—such as Visit Rhode Island—in the transportation planning process. » Explore improving and expanding ferry services to/from Providence Ferry Terminal to tourism locations » Collect relevant transportation data related to tourism and use in transportation planning efforts. » Improve and expand multi-use trails throughout the state, and work to connect to key destinations and points of interest (leverage the Green Economy Bond). » Work to maximize efficient multimodal connections at TF Green Airport. » Encourage state agencies to work with towns (specifically those supporting summer tourism) on implementing transportation improvements that could improve safety including continued expansion of sidewalks along stateowned roads in village areas and exploring improvements to bicycle transportation. » Increase resiliency to support economic competitiveness & the tourism industry of coastal communities. » Explore public private partnerships like the Newport Trolley to expand bus options to tourism destinations » Collect relevant transportation data related to tourism and use in transportation planning efforts.

GOAL

Enhance Transportation Safety
for all users on the path toward zero roadway deaths

STRATEGIES

- Facilitate coordination from partners across transportation modes to work together to improve safety and mobility for all travelers.
- Embrace opportunities for project bundling to not simply replace in-kind; consider potential enhancements such as improving safety.
- Identify priority areas through Safe Streets For All (SS4A) and other planning efforts and prioritize those for safety interventions
- Encourage reduction in vehicle miles travelled, design roads for other road users and improving network connectivity of non-car networks with strategies from "Comply with State Act on Climate Law"
- Incorporate proven safety measures in all project types where feasible

3 Needs Assessment

Rhode Island's multimodal transportation network faces a number of challenges and opportunities. Some are inherent to the transportation network itself—continuing to ensure the safe and efficient movement of people and goods—while others are related to changing transportation needs associated with technological, societal, demographic, land use, and other changes.

Through an evaluation of existing conditions, system performance, projected trends, and community engagement findings, several key needs were identified.

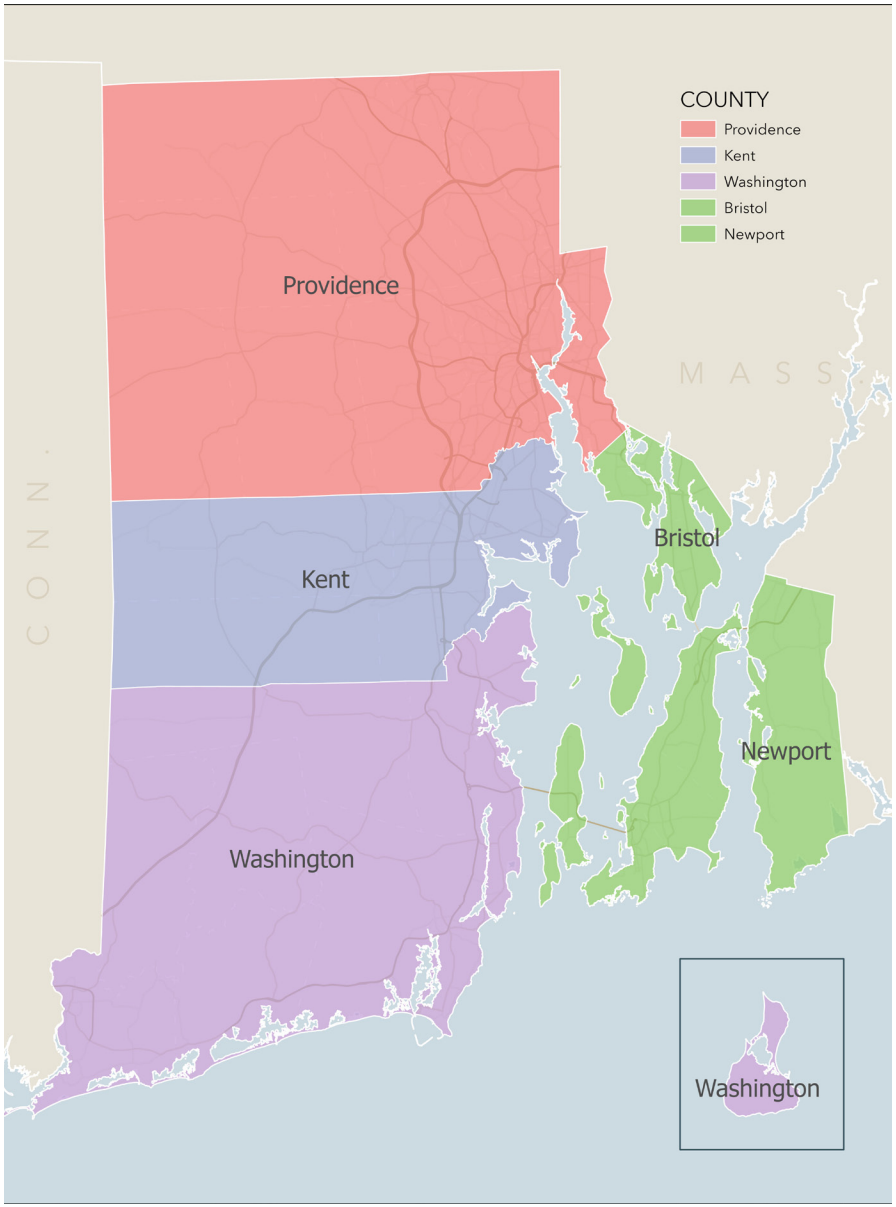
- Improvements to public transit service
- Safety from crashes on our roadways
- Maintainance of transportation infrastructure
- Reduce vehicle miles travelled
- Reduce travel congestion
- Improve resiliency

As Rhode Island sets its transportation agenda for the next 25 years, the State must respond to these needs through monitoring performance and developing programs and projects to address these challenges and ensure Rhode Island remains a great place to live, work and do business.

More information on baseline conditions and system performance that inform this needs assessment can be found in Appendix A. More information on the public participation findings that inform this needs assessment can found in Appendix H.

Rhode Island's Four Regions

Though Rhode Island is the smallest state, it contains a remarkable degree of geographic diversity. Reflecting that diversity, Rhode Island can be divided into four regions – North, Central, South, and the Southeast & Islands. Each of the regions has its own character, distinct needs, and associated transportation system.



NORTH: Providence County & Metro Providence

- Burrillville
- Central Falls
- Cranston
- Cumberland
- East Providence
- Foster
- Glocester
- Johnston
- Lincoln
- North Providence
- North Smithfield
- Pawtucket
- Providence
- Scituate
- Smithfield
- Woonsocket

CENTRAL: Kent County

- Coventry
- East Greenwich
- Warwick
- West Greenwich
- West Warwick

SOUTH: Washington County

- Charlestown
- Exeter
- Hopkinton
- Narragansett
- New Shoreham
- North Kingstown
- Richmond
- South Kingstown
- Westerly

SOUTHEAST & ISLANDS: Bristol & Newport County

- Barrington
- Bristol
- Jamestown
- Little Compton
- Middletown
- Newport
- Portsmouth
- Tiverton

Providence County & Metro Providence

Population 658,977 (2023)

Employment 320,710 (2023)

Population Change 2025-2050 131,648 (+19.4%)

Employment Growth 2025-2050 TBD

Land Area 409 sq. mi.

Density 1,611 residents / sq. mi.

The Providence Metro area is the most densely populated area and, as the capital city, has significant economic and employment activity.

Historical mill villages and manufacturing characterize the cities of Central Falls and Pawtucket.

The capital city serves as the cultural center for the state and is home to world-renown universities and colleges.

Towns that comprise the northwestern corner of the state are largely rural with suburban development.

Kent County

Population 170,658 (2023)

Workers 88,552 (2023)

Population Change 2025-2050 29,546 (+16.8%)

Employment Growth 2025-2050 TBD

Land Area 169 sq. mi.

Density 1,010 residents / sq. mi.

Inner ring suburbs of Providence transition into suburban neighborhoods and commercial areas south of the capital.

Medium to low-density areas become more rural in the formerly agricultural reaches to the west.

TF Green International Airport connects Rhode Island to the national and global economy.

Population and employment growth is expected to be nominal.

Washington County

Population 135,663 (2023)

Employment 65,847 (2023)

Population Change 2025-2050 34,462 (+25.2%)

Employment Growth 2025-2050 TBD)

Land Area 329 sq. mi.

Density 412 residents / sq. mi.

Except for its coastal areas, the region is largely rural with an abundance of protected land.

Quonset Development Corporation and the University of Rhode Island serve as economic generators.

Coastal resiliency is a concern

Anticipated to see the largest employment growth in the State, population growth will be more modest.

Tourist areas including Block Island experience congestion and safety issues due to the large influx of tourists and automobiles during the summer.

Bristol County & Newport County

Population 130,073 (2023)

Employment 68,601 (2023)

Population Change 2020-2040 +17,802 (+12.8%)

Employment Growth 2025-2050 TBD

Land Area 127 sq. mi.

Density 1,024 residents / sq. mi.

Bristol County has medium density development, historic town centers and some commercial development.

Connected to the rest of the State by bridges, Aquidneck Island is host to an international tourism economy and a growing naval defense and ocean technology sector.

Newport contains medium density residential development, a US Naval Base and is an international sailing center.

Highest rate of educational attainment in the state.

Coastal resiliency is a concern.

Transportation System

Transportation Hubs

4 MBTA commuter rail stations

3 Amtrak rail stations

23 park n' ride facilities

4 RIPTA transit hubs

6 state airports including 1 international airport (TF Green)

9 marine passenger ports

5 marine commercial ports

Travel Patterns

7.53 billion annual vehicle miles travelled (2022)

2,401 average weekday MBTA commuter rail boardings (Fall 2024)

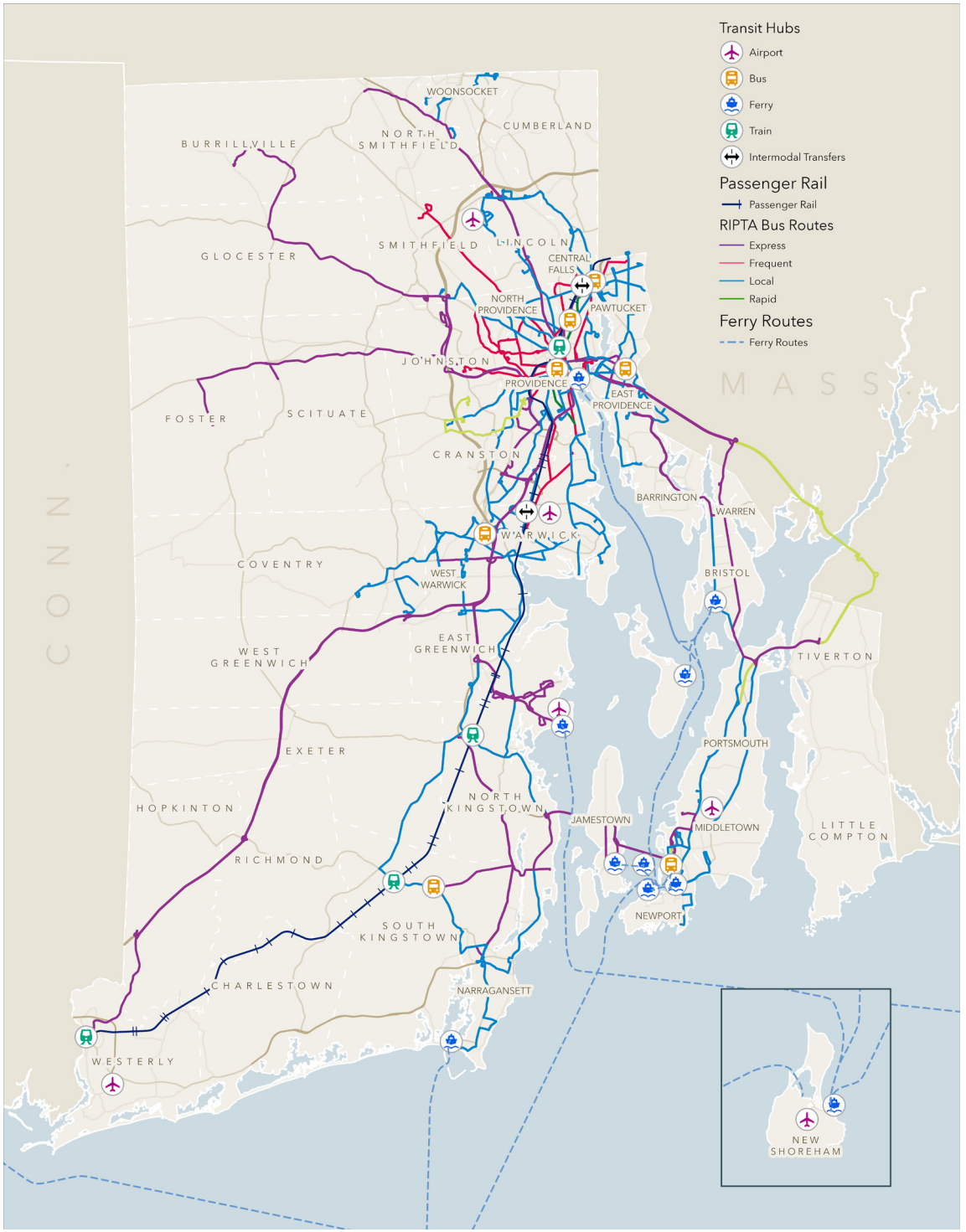
12.7 million annual RIPTA boardings (FY24)

1.05 million annual Amtrak boardings (2023)

2.9 million annual airline boardings (TF Green, 2022)

33.5 thousand annual miles travelled by bicycle (May 2021 - April 2022)

2.2 million annual miles travelled by pedestrians (May 2021 - April 2022)



Transportation System

On-Road Infrastructure

6,531 road miles

53.4 bike lane miles

2.7 transit lane miles

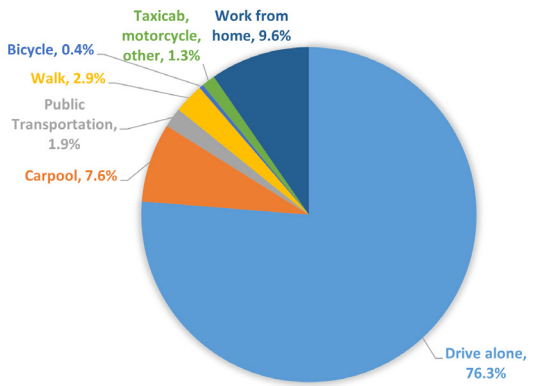
36 cities/towns served by RIPTA

Off-Road Infrastructure

89.5 miles of shared-use paths

50 miles of passenger rail

How We Get Around

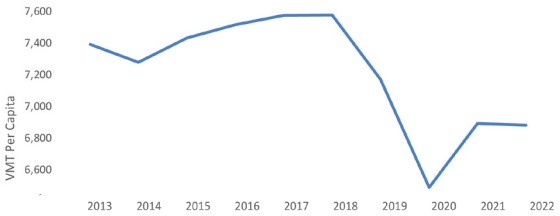


US Census Bureau, 2018-202 American Community Survey 5-Year Estimates.

Vehicle Travel

6.9 thousand annual vehicle miles traveled per capita (2022)

4% reduction since 2015



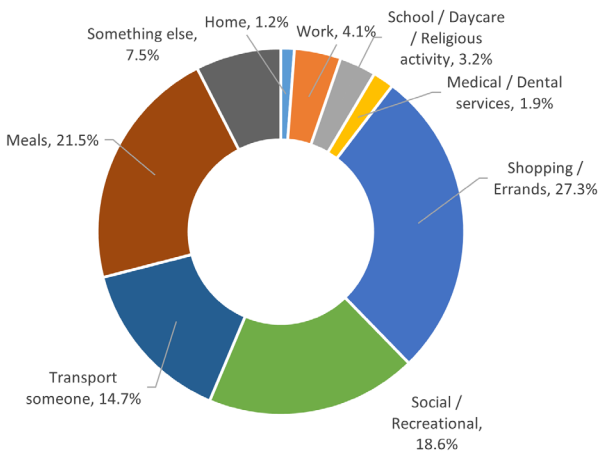
Bridges

1,198 bridges

114 bridges in poor conditinon

15% of all bridges in poor condition

Why We Travel



US Department of Transportation 2017 National House-hold Travel Survey.

Regional Travel

30 + cities accessible via direct flights

29 cities directly accessible by intercity bus

7 municipalities with ferry terminals

2 rail services providing access to the northeast corridor

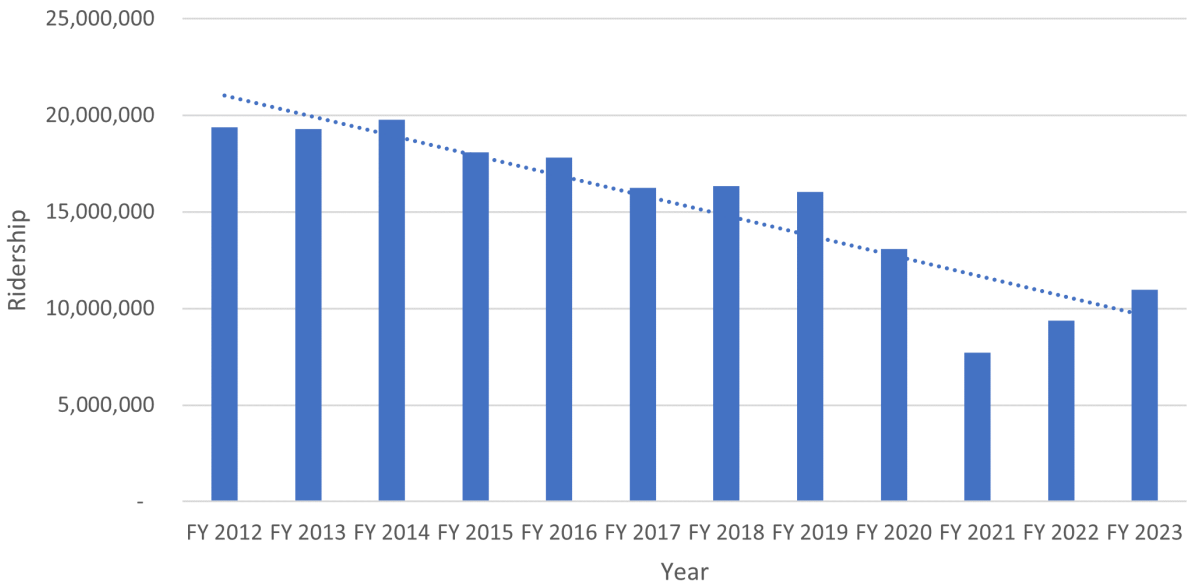
Safety

62 five-year average fatal crashes (2019-2023)

17% of fatalities are pedestrians

1.3% of fatalities are bicyclists

Need: Improvements to public transit service



RIPTA Fixed Route Bus Ridership, FY2012 - FY2023

"Public transportation is not even an option, much too **inconvenient** and **unreliable**." – Survey Respondent

"The bus timing and schedules impact my **ability to get to appointments** and other things on time." – Kennedy Plaza Respondent

Ridership on RIPTA has been falling since the early 2010s, along with many public transit systems nationwide. The COVID-19 pandemic played a large role in the steep decrease in ridership for 2020 and 2021. Ridership has steadily increased since then, up to about 84% of 2019 levels in 2024. This is in line with the nationwide bus ridership recovery average of 81% by 2023.

Funding for RIPTA's operations has been a challenge over the past five years. During the COVID-19 pandemic, the federal government provided funding to transit systems nationwide to make up for the shortfalls from the drop in ridership. However, that funding is now running out, leaving many agencies with a fiscal cliff. RIPTA has faced a drastic funding shortfall in each of the past three years, with threats of large service cuts if no funding was found.

The need for improvements to the public transit system is clearly communicated through comments from the public in this plans' community engagement activities.

Several transit issues were identified as some of the biggest challenge during engagement events, including frequency of service, bus driver training and safety while riding transit, and also reliability and service hours. Frequency of service was also the second highest ranking challenge for survey respondents (140). Service hours (98), coverage of service (84), and reliability (71) were also mentioned very frequently. Improving existing public transit service received the second highest amount of budget funding in the If I were Governor activity, with 16.2% of all funds dedicated to this item. Adding new public transit service received 12.5% of funding. When asked to prioritize how to improve the experience on public transit, the vast majority chosen more frequent service (67%), with the next highest being crosstown service and more comfortable waiting spaces.

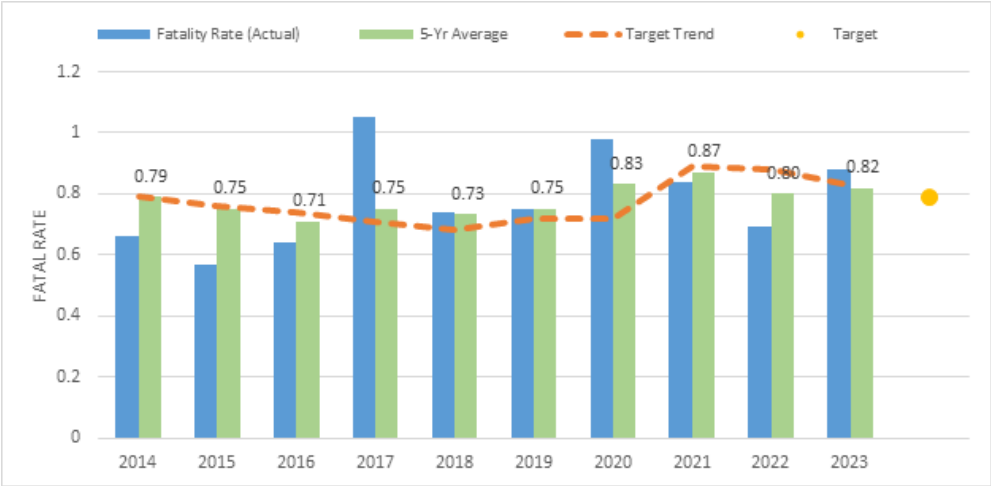
Improving RIPTA is a big priority for Rhode Islanders, and people are not satisfied with the current levels of service and investment.

Need: Safety from crashes on our roadways

Safety was identified as a top priority need through community engagement. Safety received the first or second highest count of comments on several engagement questions: specific improvements needed, broad changes needed, challenges, highest priority for municipal planners, top reason for not biking/walking/rolling more often, If I were Governor budget funding allocation, and If I were governor improvements. Clearly safety is top of mind for Rhode Islanders, and they want to see our State prioritize safety in our transportation activities.

This priority is unsurprising considering the fatal and serious injury crash rates found in the data. Seventy-one (71) people died in crashes in 2023, the second highest total number of deaths of any year in the past ten years.

"People **drive in very unsafe ways** - lots of speeding and swerving and cutting each other off." – Survey Respondent



Rate of Roadway Fatalities (Actual, FIve Year Average, and Targets), Fatality Analysis Reporting System (FARS)

Bike and pedestrian serious injury and fatal crash rates have fluctuated over the past ten years but are currently trending downward. Still, pedestrian five-year average fatalities made up 17 percent of all traffic fatalities in Rhode Island in 2022 while bicyclist fatalities made up 1.3 percent. Serious injury crashes involving pedestrians made up approximately 18 percent of serious injury crashes in 2022 and those crashes involving bicyclists made up approximately five percent of crashes.

These data track with the national trend showing that bicyclists and pedestrians are over-represented in serious and fatal crashes when compared to their modal share. For this reason, bicyclists and pedestrians (along with motorcyclists) are often referred to as vulnerable users of the transportation network, and are a high priority for targeted safety improvements.

This data highlights the urgent need for focusing on safety improvements in our transportation work, and aiming to reduce deaths and injuries on our roadways.

"Safety on the roads prevents me from walking/biking more - drivers are inattentive at best and aggressive at worst. And **current infrastructure doesn't protect** me at all." – Survey Respondent

Need: Maintain transportation infrastructure

Our state's infrastructure is old, and a continuing need is to improve maintenance of that existing infrastructure. Despite gains in recent years toward achieving a state of good repair for roads and bridges, Rhode Island still falls below the national average. Other infrastructure, like sidewalks, has limited data, but is highlighted through community engagement as inadequate and in need of maintenance investment.

RIDOT is highly focused on improving the condition of our state's bridges. Legislation passed in 2016 funds repairs to bridges in order to bring 90% of the State's bridges into structural sufficiency by 2026. Because of this legislation and funding, progress has been made in getting more bridges into good condition. About 29% of the state's bridges were in poor condition in 2016, compared to 15% as of 2023. Only 16% were in good condition in 2016, compared to 23% in 2023. However, Rhode Island still has almost double the percentage of poor bridges nationwide and half the percentage of good bridges, putting Rhode Island behind many other states in bridge conditions.

Bridge Condition (NBI Bridges)

Ownership	Good	Fair	Poor
State Owned	131 (22%)	396 (65%)	81 (13%)
Local/Other Owned	47 (29%)	84 (51%)	33 (20%)
Total	**178 (23%)**	**480 (62%)**	**114 (15%)**
National Bridge Inventory (overall)	*275,117 (44%)*	*304,060 (49%)*	*42,404 (7%)*

Source: Rhode Island Department of Transportation, 2023. Rhode Island Bridge Database. Data current as of 23 November 2023.

U.S. Dept. of Transportation. 2023 "Highway Bridge Condition by Highway System, 2023." Federal Highway Administration. URL: https://www.fhwa.dot.gov/bridge/nbi/no10/condition23.cfm. Accessed November 2023.

"Fix the Bridge. Be **proactive and timely** about needed maintenance and repair. Make sure contractors do the job they are paid to do. Fix the potholes, too." – Survey Respondent

Another major issue identified in the data is pavement conditions on existing roads. 75% of RIDOT's roads are categorized as having "good" or "excellent" pavement condition while 11% are categorized as "failed" or "poor." This has decreased from 17% "failed" or "poor" in 2017, and the proportion rated "good" or "excellent" has increased from only 60% in 2017. This indicates significant progress has been made over the past several years, but more work is needed to bring the remaining pavement out of failed and poor conditions.

RIDOT Pavement Condition (2023)

Condition	Pavement Structure Health Index	RIDOT Roadway Miles	Percent of Total
Failed	0-67.9	51	4%
Poor	68-75.9	92	7%
Fair	76-83.9	171	13%
Good	84-91.9	530	40%
Excellent	92-100	459	35%
Under Construction	101	17	1%
Total	-	1,320	100%

Source: Rhode Island Department of Transportation, 2023. Rhode Island Pavement Condition Database. Data received 27 November 2023.

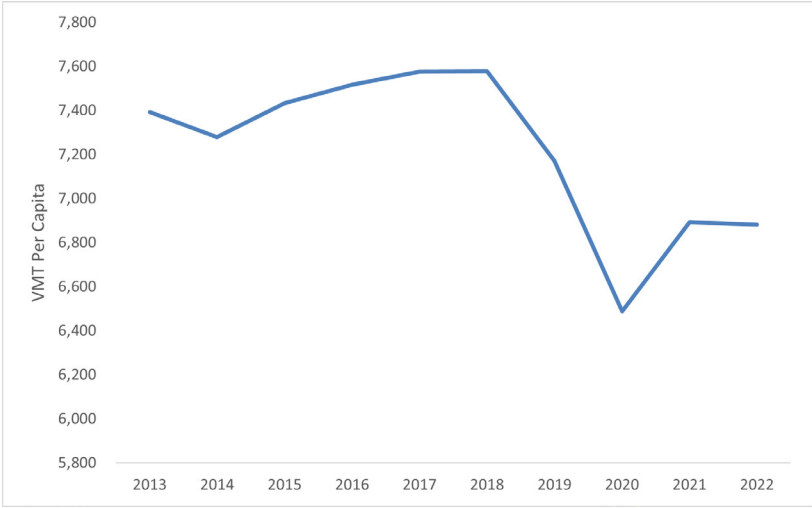
The state does not have comprehensive data on sidewalk and bike infrastructure conditions at this time. Sidewalk maintenance came up several times (40 comments) during public engagement, including at a senior center event where several attendees reported having fallen and broken bones due to broken or icy sidewalks.

Overall, community engagement findings indicate that maintenance of existing transportation infrastructure is a top priority for Rhode Islanders. In the "If I were a Governor" budget activity, maintenance received the third highest allocation of funds, about 15% of total funds. Maintenance was also tied for third as a top challenge experienced by people. It ranked 4th in things survey respondents wanted to see change, and it was selected as one of respondents' top goals by over 50% of respondents.

Need: Reduce vehicle miles travelled

Reducing vehicle miles travelled is another key need identified through this planning process. This need is highlighted in the data, engagement findings, as well as emphasized by the legislature passing the Act on Climate Legislation that mandates the reduction of greenhouse gas emissions to zero by 2050.

Total VMT had been increasing year over year since 2015, then dropped some in 2019 and dived further in 2020, to 6.86 billion, largely due to the COVID-19 pandemic. Since 2020, VMT has risen back steadily to 7.53 billion in 2022 – just slightly under the pre-pandemic 2019 VMT of 7.58 billion. The per capita VMT has followed the same pattern, with the most recent data showing an average of 6,885 annual VMT per person in Rhode Island in 2022, just below the 2019 value of 7,171.



Source: Highway Statistics 2022." U.S. Department of Transportation/ Federal Highway Administration, Accessed 30 January 2025,

"**Many trips require a car**, which is expensive, disastrous for the climate, and a huge headache due to the congestion and unreliability that dependency creates. We have been lucky to structure our lives so we need to drive only a few times a week, but we would much prefer to be able to bike or use transit for those trips." – Survey Respondent

Per Capita Annual Vehicle Miles Travelled for Rhode Island, New England, and the United States, 2013 - 2022

	Rhode Island	New England	United States
2013	7,393	9,018	9,592
2014	7,279	9,100	9,633
2015	7,434	9,271	9,780
2016	7,517	9,490	9,965
2017	7,576	9,510	10,007
2018	7,579	9,803	10,035
2019	7,171	9,650	10,046
2020	6,489	8,357	8,891
2021	6,892	8,764	9,500
2022	6,885	8,982	9,590

Source: Ibid.; Highway Statistics Series: State Statistical Abstracts." U.S. Department of Transportation/Federal Highway Administration,

VMT and VMT per capita are both lower in Rhode Island than either the New England or the United States average. Considering Rhode Island is the second densest state in the country and the smallest in total area, it is expected that people would drive less distance than in other larger, less dense states. Still, the constant upward trend of VMT, excepting the drop in 2020 due to the COVID pandemic, indicates that strategies implemented over the past ten years to reduce driving thus far have proved insufficient.

This upward trend in VMT is in direct contradiction to the priorities found in public engagement. Many Rhode Islanders who engaged on this plan want to see a reduction in driving, and many specifically want more choices besides driving more available to them. The top selected goal in our survey was "Design roadways to increase choices," earning a selection from 52.8% of respondents. Across all other questions in the survey and in our engagement events, we logged 89 total comments about wanting to see reduced driving, and 92 total comments about wanting more choices besides driving available.

Need: Reduce travel congestion

Performance Measure	2018 (Baseline)	2019	2020	2021	2022
Interstate Reliability	78.60%	80.60%	94.90%	**87.20%**	**84.50%**
Non-Interstate Reliability	88.70%	88.40%	93.70%	**92.40%**	**94.40%**
CMP Network Reliability	92.00%	92.30%	98.00%	**95.10%**	**95.00%**
Reliability During Inclement Weather on CMP Network	91.90%	92.30%	98.20%	**96.20%**	**95.00%**
Number of Bottlenecks	160	148	127	**119**	**101**
Total Delay at Bottlenecks (millions of hours)	2,900	2,489	1,229	**2,570**	**2,475**
Truck Reliability on Interstates	1.79	1.79	1.4	**1.53**	**1.57**
Travel Time Reliability on Freight Corridors	1.48	1.50	1.29	**1.38**	**1.41**
Number of Freight Bottlenecks	27	30	15	**47**	**45**
Percent of Non-Single Occupancy Vehicle Travel	18.20%	20.40%	19.10%	**22.50%**	**23.70%**
Commuter Rail Ridership (million trips)	1.21	1.28	0.47	**0.37**	**0.72**
RIPTA Bus Ridership (million trips)	16.3	16.4	N/A	**16.1**	**9.4**
Providence/Newport Ferry Ridership	42,778	46,405	15,412	**31,679**	**37,532**
Total Vehicle-Miles of Travel Per Capita	7,577	7,159	5,274	6,867	**6,884**
N/A - Data could not be found					
Contains data from a modified reporting date due to reporting inconsistencies between agencies					
Contains data from different source from previous years					

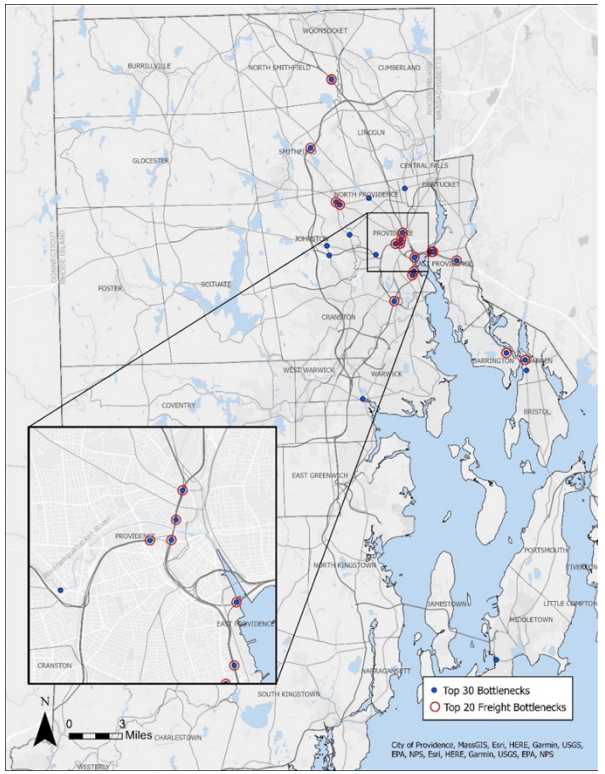
Source: RI Congesiton Management Plan 2024 Update.

Traffic congestion takes away time from people's lives, increases pollution and the risk of crashes, and impedes emergency vehicles from getting to needed destinations, amongst other negative effects.

Engagement shows that congestion is a major concern for residents. 44% of respondents mentioned congestion as one of their biggest challenges with travelling around Rhode Island. Specific areas of congestion mentioned included the Washington Bridge, major highways, and seasonal traffic. Some also mentioend that congestion impacted their bus rides. Reducing travel congestion was the fifth highest goal priority at 41.8%.

In the context of travel time, Providence, ranks number 22 (up from 23rd in 2022) for all U.S. cities in 2023 . This is significant, given that Providence, the largest city in Rhode Island, has a large impact on all statewide metrics. Clear trends in the statewide metrics have been observed from the year prior to the COVID-19 pandemic and the subsequent years. At the start of the pandemic in 2020, significantly fewer people were on the roads due to businesses closing, jobs implementing work from home policies, and the public's reluctance to leave their living quarters to reduce the spread of the virus. At the end of 2020, when the initial vaccine was made available, more road users began to drive again, and businesses began to slowly open up as the public began to slowly go back to "normal". These metrics show that the trend toward "normalcy" is in full effect with many of the metrics showing smaller gains/losses from 2021 to 2022 and numbers reflecting closer to pre-pandemic conditions.

When examining congestion state-wide, it is important to recognize where the top bottlenecks are. Bottlenecks may be an indicator of some processes or roadway infrastruc-tures that are caus-ing traffic congestion in specific areas. The majority of the top 30 bottlenecks across the state are from within Providence metro.

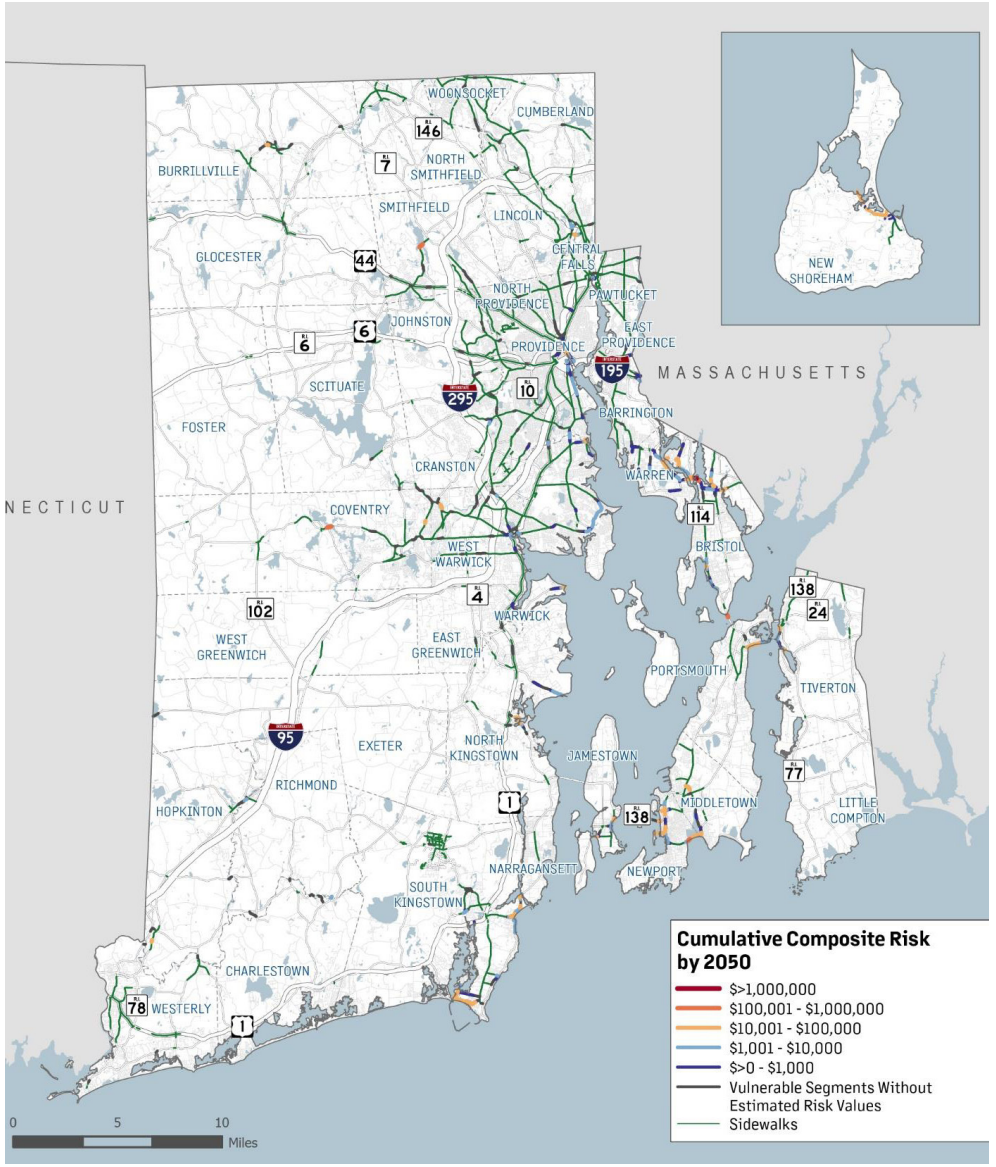


Need: Improve Resiliency

Resilience to future risks and extreme weather is an increasingly important and urgent need for transportation in Rhode Island. Projected impacts of severe weather and flooding are significant and potentially costly, particularly in coastal communities. The Resilience Improvement Plan created by RIDOT in 2024 mapped the cumulative risk to their transportation infrastructure in dollars, by 2100. This calculation was based on risks from things such as storm surge, and flooding. These risks were then modulated based on the vulnerability of the infrastructure to those risks, and the cost to owners for repair and replacement, and to users for operating costs and lost wages and revenue from closures.

All transportation work in areas projected to face impacts from extreme weather adn flooding needs to consider ways to be resilient to those impacts. This may require new building techniques, targeted resilience projects, or changes to operations and processes.

The public is increasingly aware of and concerned about resiliency. There were 23 comments across engagement activities that mentioned the need for resiliency, and "enhancing network resilience" was selected as a top 5 goal by nearly 30% of respondents.



Source: RI Resiliency Improvement Plan (2020). See Appendix P.

"**Flooding** has also become a more significant challenge, having to consider what roads are flood prone every time it rains makes travel stressful and more frequent flash flooding **makes driving more dangerous**." - Workshop Participant

Opportunities

Active transportation

There continues to be increases in shared micromobility (bike and e-scooter share) ridership nationwide. Additionally, the use of e-bikes as a means of transportation is growing in popularity, which presents an opportunity to expand the use of active modes for transportation to people who might not get on a traditional bike, including older adults, and for longer trips or trips with challenging topography.

Electrification

Rhode Island, alongside several other states, has passed Advanced Clean Cars (ACC) and Advanced Clean Trucks (ACT), which mandate transitions to electric vehicles by manufacturers. Additionally, IIJA and BIL allocated unprecedented funds toward electrification through grants for building charging infrastructure and federal tax credits for electric vehicle purchases. Even as federal policy changes, many predict that the market for electric vehicles will continue to grow.

AI and Machine Learning

As these tools advance, more applications are being found in transportation. Some agencies are using AI to improve predictive crash analysis, traffic management systems, driving technology, freight and logistics, and public transit service and fleet management. This nascent technology must be studied and carefully utilized to mitigate potential risks and engative impacts, while optimizing benefits.

Gas Tax Replacement

Agencies across the country are recognizing the need to find a replacement for the gas tax as electrification continues to advance. The Eastern Transportation Coalition, of which Rhode Island is a member, has done several projects investigating potential replacements. Continuing this work will be key to ensuring sustainable funding for transportation into the future.

Resilience

Record amounts of funds and planning have focused on resiliency in our transportation systems over the past five years. There is an opportunity to build on this momentum to actualize that work by incorporating resiliency planning into the way we build and operate.

Remote Work

The data is mixed on the impact of the shift to remote and hybrid work schedules on transportation issues like congestion and carbon emissions. More work can be done to investigate how to use policies, planning, projects to harness the potential goods while mitigating potential harms like economic downturns in downtown areas, and additional trips being added during other parts of the day and by e-commerce.

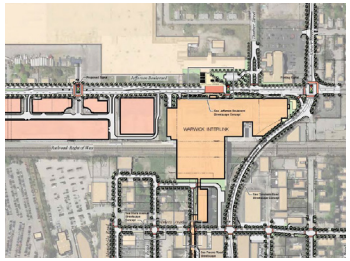
Opportunities

Support for Economic Vitality

Growing the economy requires investment in transportation to facilitate the efficient movement of people and goods. Travel delays cost time and money and reduce economic competitiveness. Connecting people and jobs is critical to workforce development.

Connected & Automated Vehicles

Connected and autonomous vehicles (CAV) will constitute a larger portion of the vehicle fleet in coming decades. Driver assist features could reduce roadway incidents and improve traffic conditions. However, infrastructure investments and policy will be needed to fully realize the benefits of CAVs while mitigating potential harms like increased vehicle miles traveled.



Smart Growth

There is a strong correlation between development patterns and transit ridership. In areas with denser, mixed use development, and comfortable pedestrian environments, transit can be efficient, convenient and attractive. Communities across the country are increasingly planning for smart growth, which will support efficient transportation systems.

Boomer & Millennial Populations

Significant changes in the state's age distribution are expected. The state population will become older, with increases in those age 65+, and decreases in those under 30. For Boomers, this could mean transitioning to shared or connected vehicles. For millennials that spend less for transportation and show preference for ridesharing and active transportation, bike/pedestrian and transit improvements are needed.

Additional information on technological and demographic trends can be found in Appendix C, Trends Report.

4 Progress

A good plan is worth nothing without implementation. Despite some challenges due to the disruption of the COVID-19 pandemic, improvements to Rhode Island's multimodal transportation network have proceeded. This section summarizes progress made on implementing the 2040 Long-Range Transportaiton Plan, Bike Mobility Plan, Congestion Management Process, and Transit Master Plan.

The 2040 Long-Range Transportation Plan and it's companion plans were approved in December 2020. This update utilizes data as of December 2024, four years after the plan's approval. In those four years, significant progress was made on implementing projects identified in the pool of projects, and implementing recommended strategies, policies, and programs.

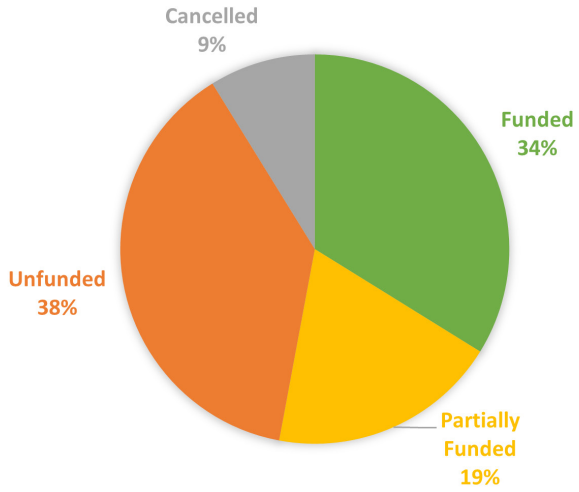
More information on performance measures can be found in Appendix F. Performance Measures and Target Setting. More information on the Transit Master Plan update can be found in Appendix O. Transit Master Plan Update. More information on progress toward implementing the Bike Mobility Plan can be found in Appendix N. Bike Mobility Plan Progress.

Progress on Moving Forward RI 2040

Over the past five years, agencies have been working in concert to implement the 2040 LRTP and its accompanying modal plans, the TMP, BMP, and CMP. The beginning of this 5-year period was marked with the COVID-19 pandemic, which made implementation of many projects very challenging, due to the limitations of in-person activities and supply chain disruptions. However, record amounts of funding became available through the 2021 Infrastructure Investment and Jobs Act (IIJA) and the Bipartisan Infrastructure Law (BIL) that helped to accelerate progress in implementing improvements to transportation. This section outlines some highlights of the progress made, while full updates can be found in Appendices D, N, and O.

Of the performance measures and system performance indicators included in Moving Forward RI 2040, 48 indicators have been brought forward into the updated plan. 14 new indicators were added, for a total of 62 indicators.

Progress is on track to fund and implement the projects listed in the LRTP's pool of projects. In the first five years of the 20-year plan, 34% of projects (23 projects) are fully funded and 19% are partially funded (13 projects). Of the listed projects, 38% are still unfunded (26 projects), six projects have been cancelled (9%).



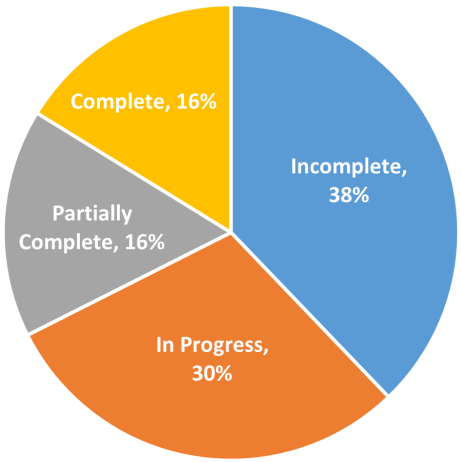
Progress made on LRTP 2040 Pool of Projects. For more details, see Appendix D. Pool of Projects.

Transit Master Plan

This section will be filled in for the Final Draft.

Bike Mobility Plan

The Bike Mobility Plan was also a part of Moving Forward RI 2040. In the first five years of the implementation of this 20-year plan, about 16% of the strategies have been fully completed, with another 16% partially complete and 30% in progress. The BMP also included a planned network of bicycle improvements. A total of 12.3 miles, or 1.7% of the 714-mile candidate bicycle network has been completed as of the best data available in 2024.



Progress made on BMP-recommended policies and programs. For more details, see Appendix N. Bike Mobility Plan Progress.

Recently Completed Projects of Significance

In the past five years Rhode Island has completed several significant projects that are in line with the goals from both Moving Forward RI 2040 and 2050.

The Route 6 / 10 Connector

This project involves the replacement of nine bridge structures that comprise the 6/10 Interchange. Seven of the nine structures were structurally deficient. The project also involves construction of the "missing move" to allow Route 10 north traffic to access Route 6 west without traveling through Olneyville. In addition to state of good repair efforts, the project includes 1.4 miles of bike paths and make approximately an acre and a half of real estate suitable for development.

As of August 2024, the two highway ramps, new service road, and two bridges connecting city streets were open. In 2025, the bike path and sidewalk work was completed.

Pawtucket / Central Falls Train Station

The new Pawtucket-Central Falls Transit Center opened for service on January 23, 2023. It is the culmination of more than a decade of work from a collaboration of state and local officials, transit, bus transit, and railroad stakeholders. will provide a robust combination of commuter rail and bus service in an emerging area of transit-oriented economic development in Pawtucket and Central Falls. It will allow riders to switch modes of transportation easily between commuter rail operated by the Massachusetts Bay Transportation Authority (MBTA) and RIPTA's statewide bus network – making it easier and more convenient for many Rhode Islanders traveling to and from Boston and other destinations in Massachusetts.

Route I-95 Northbound Viaduct Project

This project will replace the 1,295-foot long northbound section of the Providence Viaduct Bridge which carries I-95 over numerous local roads and highway ramps, Amtrak's Northeast Corridor and the Woonasquatucket River. This section of I-95 carries more than 220,000 vehicles per day. It is the busiest section of I-95 in Rhode Island and one of the most heavily trafficked highway bridges on the East Coast.

This project includes the construction of a new collector-distributor (C-D) road along the right side of the Interstate. This eliminates the weaving conflicts and congestion that plague the segment of I-95 Northbound from the 6/10 Connector and Downtown on-ramps to the Route 146/State Offices interchange. This project not only replaces the Viaduct, but will rebuild 11 bridges in total, many of which are of critical safety concern and will correct the inefficiencies, congestion and safety issues that exist today.

This project also will reconfigure ramps to disentangle conflicting movements, improving motorist safety and comfort, and reducing congestion and delay. The new ramp system will provide more efficient connections among I-95, the 6/10 Connector, and Route 146. This new configuration will vastly improve the crippling congestion caused by traffic trying to access I-95 northbound from the 6/10 Connector and by traffic trying to exit I-95 to access Route 146 or the state offices.

Though this project is not yet complete, significant construction has occurred over the past five years. The new collector/distributor road was opened to traffic in 2024, and several bridges have been replaced or are in progress. Construction is anticipated to be complete in 2025.

Newport Pell Bridge Ramps Phases 1 & 2

This project consisted of two phases to rebuild essential ramps and access points for the Pell Bridge in Newport. The purpose of the proposed improvements is to improve safety for all road users, including pedestrians, bicyclists, and vehicle, increase connectively to downtown Newport, support the economic development plan developed by the City of Newport, and create parcels for development. The primary components of RIDOT's proposed project include:

- Consolidate and remove existing highway infrastructure
- Provide connectivity for pedestrians and bicyclists between Admiral Kalbfus Road and America's Cup Avenue along Newport Secondary corridor
- Provide park & ride and transit opportunity between Pell Bridge Interchange and Gateway Center
- Both phases are substantially complete as of 2024.

Henderson Bridge

The Henderson Bridge was declared structurally deficient in 1996. This project rebuilt the bridge with a right-sized structure and bike/pedestrian facilities. Project features include:

- Replaces 6 Lane Structurally Deficient Bridge with a 3- lane bridge
- Converts Interchanges to At-Grade Intersections
- Provides a Separated Bike/Ped Infrastructure
- Provides economic development opportunities

The bridge also includes a shared-use bike path, completely separated from vehicular traffic, alongside the eastbound side of the bridge. The new Henderson Bridge occupies a reduced structural footprint that is 75 percent smaller than the old bridge. RIDOT expects significantly reduced operation and maintenance costs with the smaller bridge.

The bridge was opened in 2023 and all work completed in 2025.

Airport Connector Project

The Airport Connector is the gateway to Rhode Island for many visitors. It is the first road they experience when arriving at Rhode Island T.F. Green International Airport and the last road before they depart. RIDOT wanted to make this road not only safe and smooth but also beautiful with landscaping that would blend seamlessly with plantings at the airport terminal.

The initial Airport Connector project focused on paving the Connector as well as Route 1 and Route 1A, from Coronado Road to Warwick Avenue. This project also eliminates hazardous drop-offs and improves pedestrian conditions along Post Road with new sidewalks and pedestrian ramps.

The second part of this project is a massive landscaping design effort to create a visually appealing vista. RIDOT will plant more than 7000 trees, shrubs, ornamental grasses, native species, and ground cover. The landscaping project includes a signature element for the Airport - new gateway signage, now installed alongside both directions of I-95, featuring with 20-foot tall, illuminated letters spelling out the name of the airport. Along the Connector itself, the project includes updated signage, sculptural fencing, and artistic painting on barrier and railings.

Following the groundbreaking in 2022, the project was substantially completed in 2024.

The Rhode Ahead

This Plan envisions a multimodal transportation network that connects people, places, and goods in a safe and resilient manner by providing effective and affordable transportation choices that are supportive of healthy communities, provide access to jobs and commercial centers, and promote a sustainable and competitive Rhode Island economy.

The pool of projects is a set of projects that are not currently fully funded through state or federal funds, but are vetted projects that would aid in accomplishing the vision and goals set forth in this plan. This pool includes all the projects from the Moving Forward RI 2040 Pool of Projects that are still not yet fully funded, as well as several additional projects that were identified from the projects that were submitted but not programmed in the new FY26-35 State Transportation Improvement Program. Upon review by RIDOT, RIPTA, and RIDSP, these projects were considered to be relatively high ranking on project readiness and on implementing LRTP goals and priorities, but were unable to be fully funded in this STIP's fiscally constrained years due to limited funding avialability. Other new projects in this pool come from other existing plans and agency priorities, and directly from what we heard during community engagement. The full pool of projects can be found in Appendix D. Pool of Projects. It's important to note that not that other good projects may be thought of in the next 25 years that were not yet envisioned at the time of this plan. This Pool can be thought of as a working list of good projects that will continue to be updated to reflect our best knowledge of needed improvements to our multimodal transportation system.

Pool of Projects

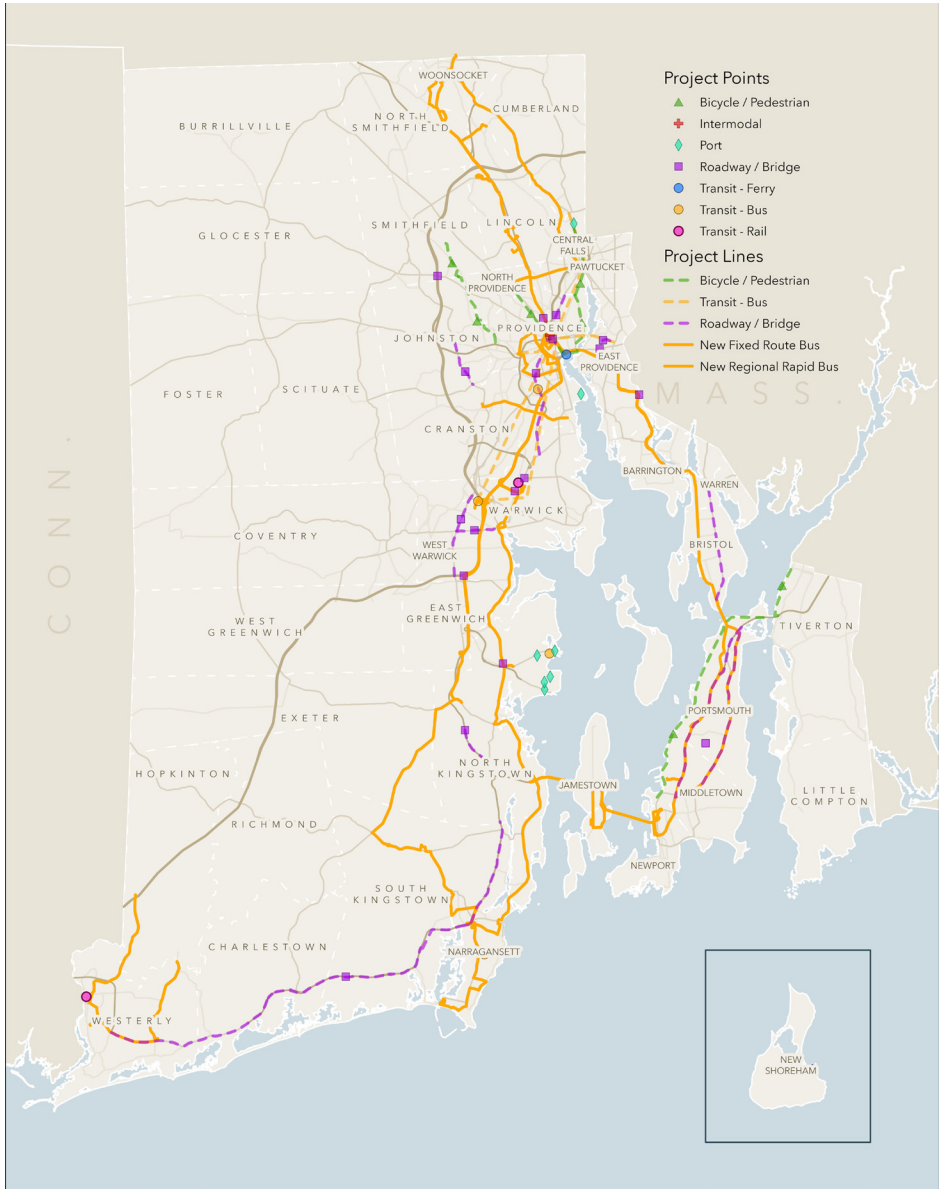
This section summarizes the LRTP Pool of Projects. Each of the 56 projects have been mapped and documented in a geodatabase. A more detailed table of the projects can be found in the Pool of Projects (Appendix E). Projects fall into one or more of the following categories.

- Next Five Years: Key projects that have been, or are expected to be programmed in the next five years, and have an exepcted funding source.*
- Mid-term: Projects under consideration for programming between 2030 and 2040.
- Long-term: Projects under consideration for programming between 2040 and 2050.
- Regionally Significant Projects: Transportation projects defined by USDOT as on a facility that serves regional transportation needs.

In addition to key projects, the LRTP has identified key initiatives at the State and Local levels that are not geo-located, but are important to the goals of the Plan.

- Continued support and expansion of municipal transportation initiatives such as municipal Safe Streets for All Action Plans
- State initiative to reach 100% renewable energy through expanded state and RIPTA fleet electrification
- Improved RIPTA service frequency, span of service) and additional transit vehicles needed to support those improvements with a goal of 15 minute or better service frequency.
- RIPTA transit priority improvements (various routes), including signals, bus on shoulder, and other improvements
- Bus Stop Improvement Program to improve bus stops and passenger amenities statewide for high-capacity, regional rapid, and rapid bus routes.
- Mobility Hubs. Hubs will serve as a focal point for multimodal mobility options on the regional or local level.
- Additional RIPTA flex on-demand zones
- Expanded truck parking and truck electrification infrastructure

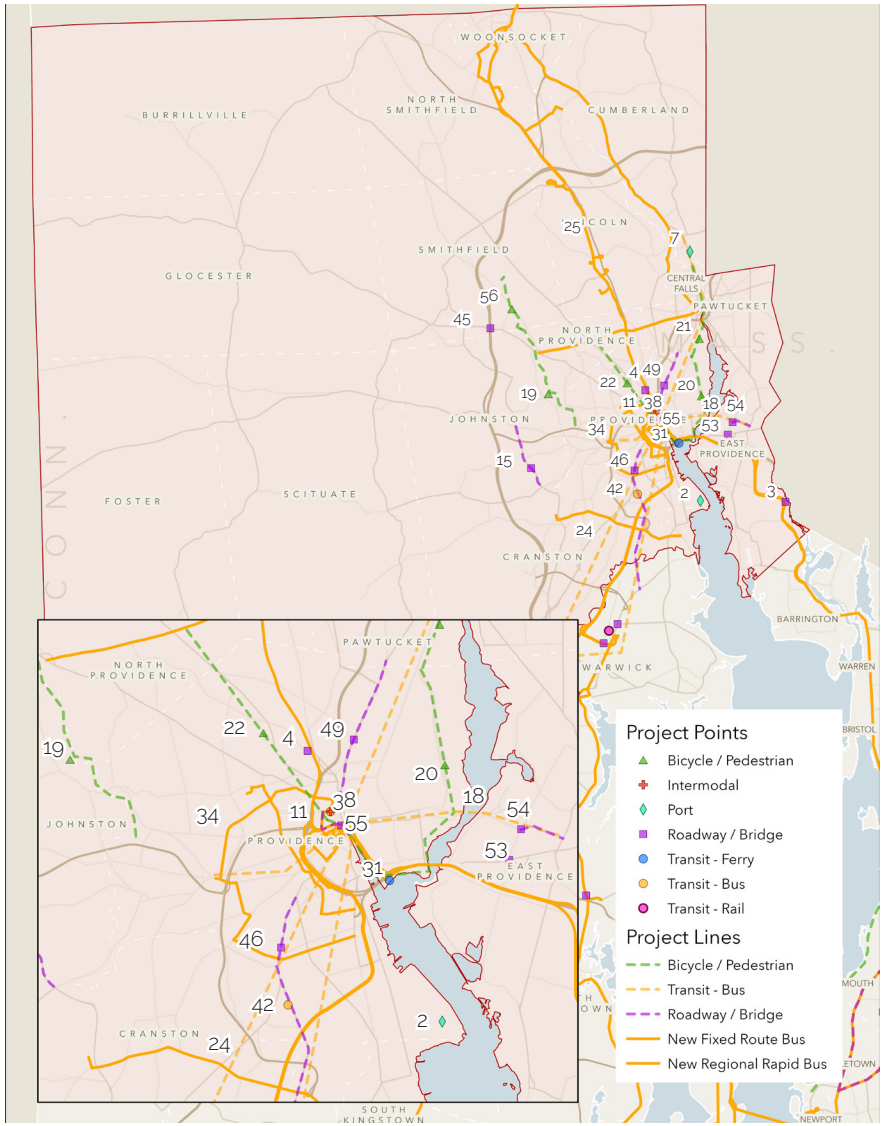
*This list is not intended to be inclusive of the State Transportation Improvement Program, viewable at: http://www.planning.ri.gov/planning-areas/transportation/tip.php.



Future & Visionary Projects by Region

Providence County & Metro Providence

The North region varies greatly, with the west regio mostly rural. Project are focused in the Metro Providence area. Transportation in these areas can be congested, there is greater travel demand, higher residential and job densities, and more opportunities for multi-modal transportation.



Next 5 years (2025 - 2030)

- 42–RIPTA Admin/Maintenance Facility Modernization
- 18–East West Transit Emphasis Corridor
- 38–Mobility Hub - Providence Transit Center
- 49–North Main Street Safety Improvements

Connect People & Places
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Enhance Transportation Safety

Mid-term (2030 - 2040)

- 19–Woonasquatucket River Greenway, Providence to Johnston
- 31–Ferry vessel purchase
- 7–Upgrade rail and track at Valley Falls Yard track 1
- 20, 21–Fill gaps along East Coast Greenway
- 3–Improve intersecton at Rte 114 and Mink St. in East Providence
- 4–Facilitate truck movements from Route 146 to Admiral Street
- 56–Woonasquatucket River Greenway, Johnston to Smithfield
- 22–North Providence bike corridor
- 15–Resolve bottleneck on Route 5 between Rte. 14 & Rte. 6A
- 25–Regional Rapid Bus Routes: Lincoln - Woonsocket
- 34–New Fixed Route Bus: Various Routes
- **55–Memorial Boulevard & Francis St. Complete Streets**
- **24–BRT/LRT: Central Falls-CCRI Warwick**
- **2–Create access from Port of Providence to I-95 S**
- **54–Phase III Henderson Bridge**
- **11–Increase rail service frequency Boston - Providence**

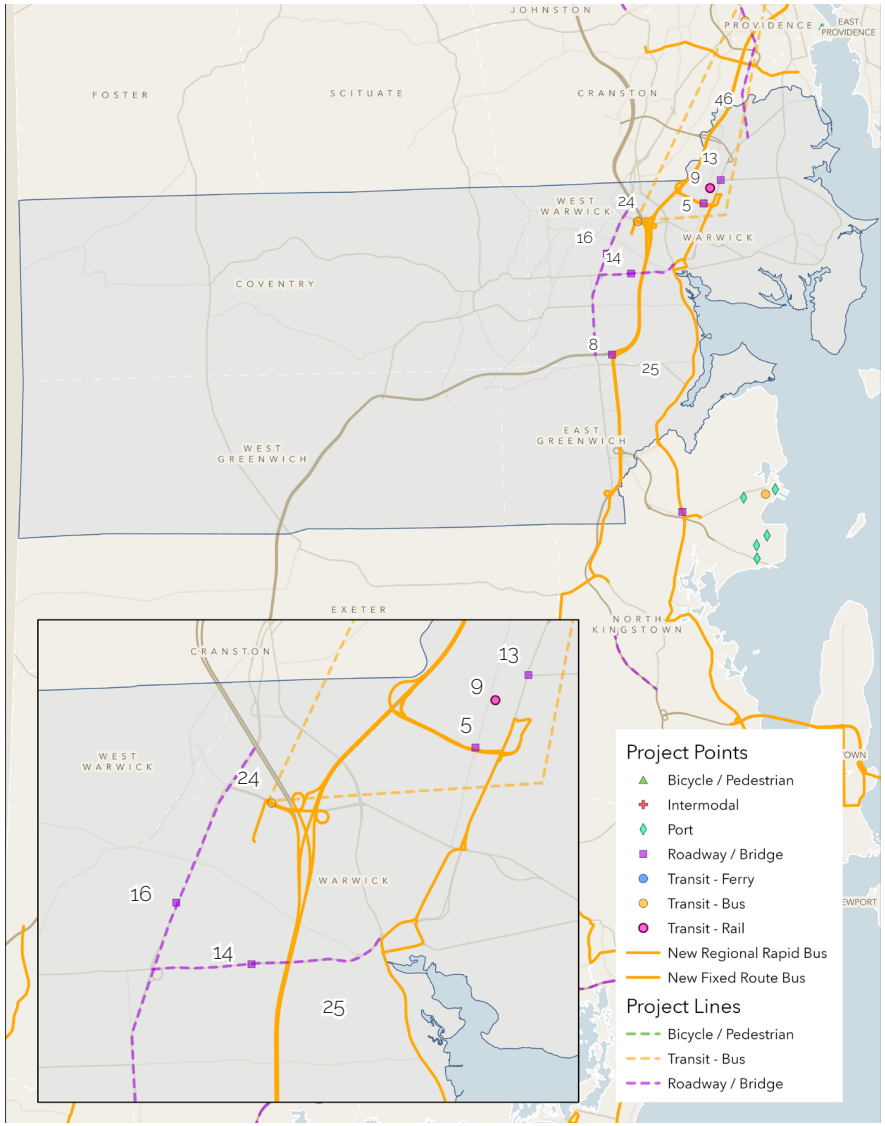
Long-term (2040 -2050)

- 53–Six Corners Improvements
- 45–Resolve bottleneck at Rte 44/Smithfield Crossings & I-295
- 46–Elmwood Avenue corridor project

Bold indicates regionally significant projects

Kent County

The Central region is rural in the west and urban in the east with Warwick as the major activity center. Projects are primarily focused in Warwick and emphasize connectivity with other Rhode Island urban areas across modes.



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Next 5 Years (2025 -2030)

8–Route 4/I-95 "Missing Move"

Mid-term (2030 -2040)

13–Add Capacity to Airport Road @ Post Road

5–Improve Truck Access from Jefferson to Airport Connector

16–Resolve Bottleneck on Route 2 between I-295 and Rte. 401

25–Regional Rapid Bus Routes: URI - Galilee, West Bay

14–Resolve bottleneck on Route 117 between Rte. 2 and Rte. 1

9–New platform at Warwick / T.F. Green Rail Station

24–BRT/LRT: Central Falls-CCRI Warwick

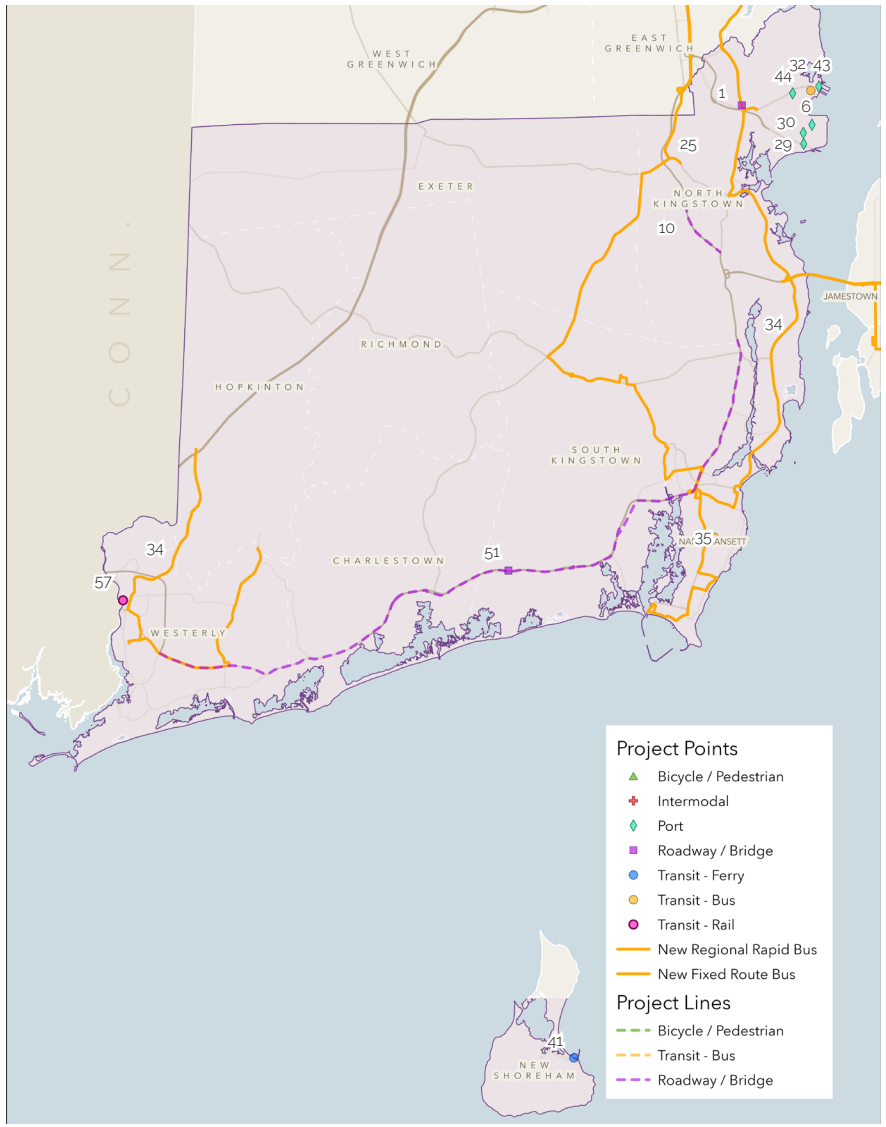
Long-term (2040 -2050)

46–Elmwood Avenue Corridor Improvements

Bold indicates project programmed within next 5 years.

Washington County

The South region is characterized by lower density housing and employment, with more activities in village centers. Key projects are focused on improvements within Quonset Point supporting economic development and connectivity to employment centers, primarily Quonset and University of Rhode Island Kingston Campus.



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Next 5 years (2025 -2030)

- 32 –Flex Zones - Wickford / Quonset
- **1–Route 403 Deferred Ramps**

Mid-term (2030 -2040)

- 25–Regional Rapid Bus: URI - Galilee, West Bay
- 34–New Fixed Route Bus: Westerly - Bradford, Narragansett - Newport
- 41–Study opportunities to expand seasonal ferry services including connection from Quonset Point to Block Island
- 6, 29, 30, 43, 44–Various Quonset Point & Port of Davisville Improvements
- **10–Route 4 Traffic Light Removal**
- **57–Westerly Amtrak Station Platform Replacement**

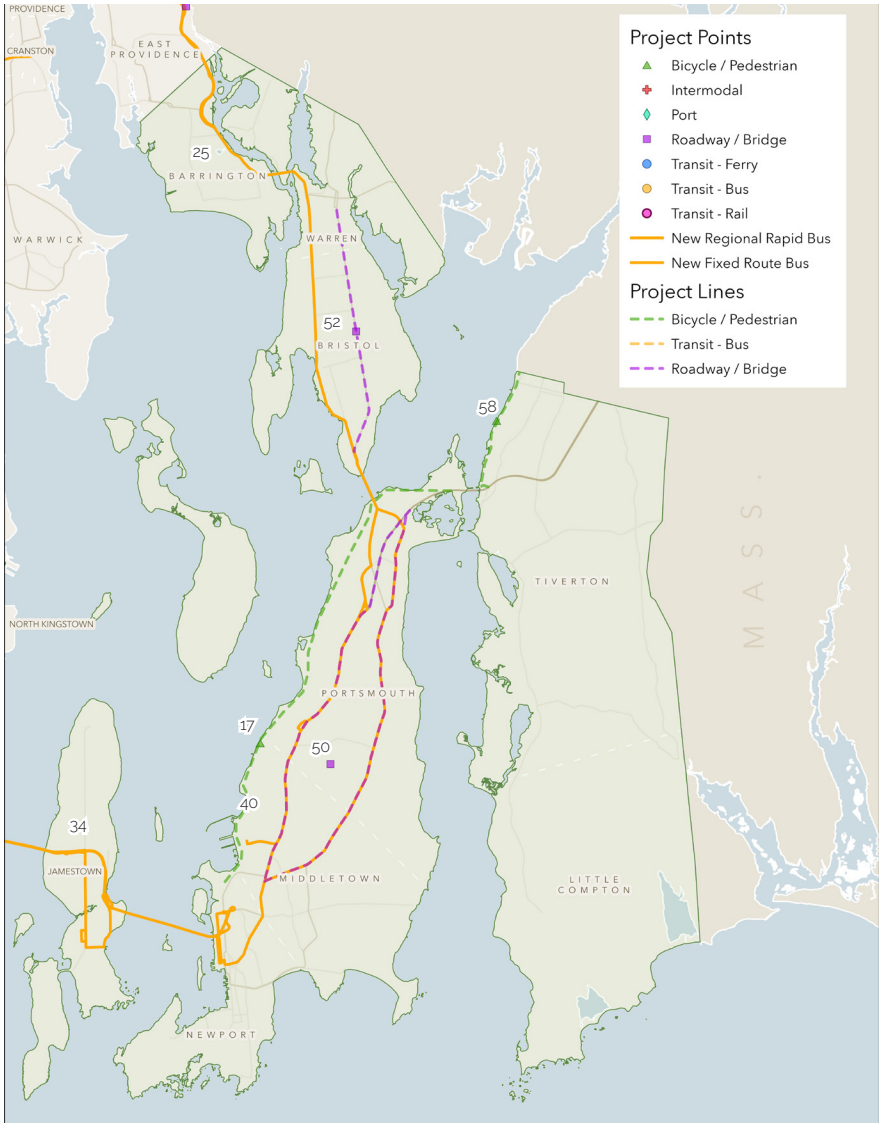
Long-term (2040 -2050)

- **51–Route 1 South County Safety & Congestion Improvements**

Bold indicates project programmed within next 5 years.

Bristol County & Newport County

The Southeast and Islands Region is made up of Aquidneck Island, Jamestown, and much of the East Bay. Newport is the major city in this region and the focus of key projects.



Mid-term (2030 -2040)

- 58–Mount Hope Bay Bikeway
- 17, 40–Aquidneck Island Shoreline Bikeway and Bike Corridor
- 50–East & West Main Road Improvements
- 52–Metacom Avenue Safety Improvements
- 25–Regional Rapid Bus: Providence - Newport, West Bay
- 34–New Fixed Route Bus: Narragansett - Newport

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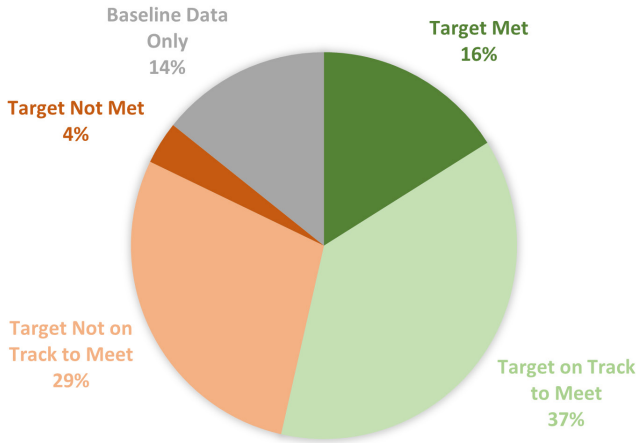
6 Measuring Performance & Outcomes

Performance-based planning is foundational to the long-range transportation planning process. Data availability has improved significantly over the years, leading to a rich set of measures to be included in Moving Forward RI 2050.

For this plan update, the 2040 measures were examined for data availability and for how well they measured the priorities and needs identified through stakeholder and community engagement. New measures were added to ensure the measures paint a complete picture of performance based on the LRTP goals. This new set of performance measures track directly to one or more goal areas in the Planning Framework. They use the most up to date data sources available, and are intended to be regularly updated for progress, including the creation of a performance metric dashboard. Additional details regarding performance measures and targets can be found in the Performance Measures and Target Setting Report (Appendix G).

Tracking Progress

Data was gathered from the most recent data sources available to track progress made toward performance measures and targets over the past five years. Based on this analysis, 53% of targets are either currently met, or on track to meet by the next target timeline. 33% are not met or not on track to be met. 14% do not yet have data avialable, mostly for newly added measures that only have baseline data. Ten new measures were added that were not included in the previous LRTP.



Thirty-seven measures that were included in Moving Forward RI 2040 are no longer included in this plan update, due to data unavailability, targets being fully met, and shifting priorities identified through stakeholder engagement. These measures include those that come from sections for performance measures and for system performance from Moving Forward RI 2040. Those two sections have been combined in this Plan.

Performance Measures

For more details, see Appendix F. Performance Measures and Target Setting.

- Connect People & Places
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Metric	Targets (Year)				Data (Year)	Goal Areas	Progress
	2025	2030	2040	2050			
Percentage of Pavements of the Interstate System in Good Condition		> 55% (all years)			55.3% (2022)		On Track to Meet
Percentage of Pavements of the Interstate System in Poor Condition		≤ 5% (all years)			0% (2022)		On Track to Meet
Percentage of Pavements of the Non-Interstate NHS in Good Condition		≥ 10% (all years)			21.1% (2022)		On Track to Meet
Percentage of Pavements of the Non-Interstate NHS in Poor Condition		≤20% (all years)			12.2% (2022)		On Track to Meet
Percentage of NHS Bridges in Good Condition		≥ 16% (all years)			18% (2022)		On Track to Meet
Percentage of NHS Bridges in Poor Condition		< 10% (all years)			14.1% (2022)		Not on Track to Meet
Rolling Stock – Fixed Route: Percentage of Buses That Have Met or Exceeded Their ULB	0%	N/A			19% (2024)		Not on Track to Meet

Performance Measures

For more details, see Appendix F. Performance Measures and Target Setting.

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Metric	Targets (Year)				Data (Year)	Goal Areas	Progress
	2025	2030	2040	2050			
Rolling Stock – Paratransit: Percentage of Cutaway Vehicles that Have Met or Exceeded Their ULB.	0%		N/A		24% (2024)		Not on Track to Meet
Rolling Stock – Flex: Percentage of Cutaway Vans that Have Met or Exceeded Their ULB	0%		N/A		50% (2024)		Not on Track to Meet
Equipment: Percentage of Non-revenue Service Vehicles that Have Met or Exceeded Their ULB	0%		N/A		51% (2024)		On Track to Meet
Facilities – Admin/ Maintenance: Percentage of Facilities That Are Rated Less Than 3.0 on the Transit Economic Requirements Model (TERM) Scale	0%		N/A		20% (2024)		Not on Track to Meet
Facilities – Passenger/ Parking: Percentage of Facilities (by Group) that are Rated Less than 3.0 on the TERM Scale	0%		N/A		0% (2024)		On Track to Meet

Performance Measures

For more details, see Appendix F. Performance Measures and Target Setting.

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Metric	Targets (Year)				Data (Year)	Goal Areas	Progress
	2025	2030	2040	2050			
Infrastructure: Percentage of Track Segments with Performance Restrictions	N/A				NO APPLICABLE PASSENGER RAIL TRACK SEGMENTS UNDER PUBLIC OWNERSHIP		N/A
Mean Distance Between Major Mechanical Transit Failures	20,000 PER MONTH				4,820 (June 2024)		Only Have Baseline Data
Number of Bridges Vulnerable to Coastal Flooding	DOWNWARD TREND				77 BRIDGES (2015) 19 BRIDGES (2024)		Target Met
Miles of Roadway Vulnerable to Coastal Flooding	DOWNWARD TREND				84 MILES (2015) 59 BRIDGES (2024)		Target Met
Miles of Sidewalks Improved through the RhodeRestore Program	UPWARD TREND				25 MILES (2024)		Only Have Baseline Data
Ratio of Risk Reduction to Resilience Improvement Cost	UPWARD TREND				TBD		N/A
Increase the Transportation Program at least with Inflation Rate through 2050.	ADJUST WITH INFLATION RATE				$981.14M (2024) (>$605.36M)		Target Met

Performance Measures

For more details, see Appendix F. Performance Measures and Target Setting.

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Metric	Targets (Year)				Data (Year)	Goal Areas	Progress
	2025	2030	2040	2050			
Number of Annual Traffic Fatalities	≤58.6	≤51.6	≤40.1	≤31.1	60 (2024)		On Track to Meet
Number of Annual Traffic Serious Injuries	≤265	≤249	≤219	≤193	268.7 (2024)		On Track to Meet
Rate of Annual Traffic Fatalities per 100 Million Vehicle Mile Travelled	≤0.74	≤0.57	≤0.34	≤0.2	0.795 (2024)		Not on Track to Meet
Rate of Annual Traffic Serioius Injuries per 100 Million Vehicle Miles Travelled	≤3.33	≤2.74	≤1.86	≤1.24	3.523 (2024)		Not on Track to Meet
Number of Pedestrian/ Bicycle Annual Traffic Fatalities and Serious Injuries	≤63	≤54.9	≤41.8	≤31.8	66.6 (2024)		Not on Track to Meet
Transit Fatalities	0				0 (2024)		On Track to Meet
Transit Injuries	<96				112 (2024)		Not on Track to Meet
Transit Safety Events	<96				117 (2024)		Not on Track to Meet
Funds Obligated into Safety Projects	100% OF TOTAL RECEIVED HSIP / SAFETY FUNDS OBLIGATED				$19,848,943 - 100% OBLIGATED (2024)		On Track to Meet

Performance Measures

For more details, see Appendix F. Performance Measures and Target Setting.

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Metric	Targets (Year)				Data (Year)	Goal Areas	Progress
	2025	2030	2040	2050			
Improve Average Incident Clearance Time on Interstate Highways	N/A	30 MIN	N/A		27.77 MIN (2024)		On Track to Meet
Vehicle Miles Travelled Annually (Million VMT)	N/A	6,949	6,285	5,684	7,531 (2022)		Not on Track to Meet
Modal Split for Commute Travel	N/A	Drive alone - 77.1% Carpool - 11.1% Walk - 3.1% Remote - 12% Bicycle - 0.5% Transit: 3.2%	Drive alone - 67% Carpool - 11.1% Walk - 3.5% Remote -15% Bicycle - 0.6% Transit: 3.4%	Drive alone -62% Carpool - 11.1% Walk - 4% Remote - 18% Bicycle - 1.0% Transit: 4.2%	DRIVE ALONE: 76.3% CARPOOL: 7.6% WALK: 2.9% WORK REMOTE: 9.6% BICYCLE: 0.4% TRANSIT: 1.9%		On Track to Meet
RIPTA Transit Ridership	N/A	15M	18M	21M	12.5M (2023)		On Track to Meet
On-Time Performance for RIPTA Service	N/A	80%	N/A		78.5% (2023)		On Track to Meet
Bus Transit Dedicated Lane Miles	7	10.5	76	N/A	2.72 (2024)		Not on Track to Meet
RIPTA Rider Survey Percentage of Choice Riders		UPWARD TREND			12% (2021)		Only Have Baseline Data
Incentivizing Use of Transit		UPWARD TREND			4,006 USERS OF AGILEMILE (2023)		Only Have Baseline Data

Performance Measures

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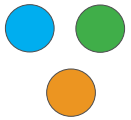
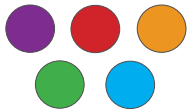
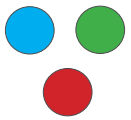
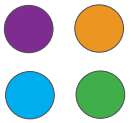
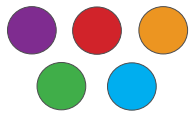
Metric	Targets (Year)				Data (Year)	Goal Areas	Progress
	2025	2030	2040	2050			
Bicycle Dedicated Lane Miles	165	195	310	N/A	142 (2024)		Not on Track to Meet
Percent of STIP projects in Active Transportation Program (ATP) and Transit Program	UPWARD TREND				ATP: 8%, TRANSIT: 14%, TOTAL: 22% (2025) TOTAL: 20% (2022)		Target Met
Number of Cities/Towns with Complete Streets Ordinances	UPWARD TREND				3 (2024) UP FROM 1 (2018)		Target Met
Complete the 714-mile Integrated Statewide Bicycle System as Recommended in the Bicycle Mobility Plan	N/A	20%	60%	100%	1.7% (2024)		Not on Track to Meet
Service Improvements Made Based on Transit Forward RI Recommendations	N/A	ROUTES BACK TO PRE-REDUCTION SERVICE LEVELS; 15 ROUTES AT TMP SERVICE LEVEL	ALL ROUTES AT TMP SERVICE LEVELS	N/A	4 ROUTES AT TMP LEVELS (2024)		Not on Track to Meet
Percent of STIP Construction Projects that include Pedestrian Infrastructure	N/A	22%	35%	50%	16.5% (2024)		On Track to Meet

Performance Measures

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Metric	Targets (Year)				Data (Year)	Goal Areas	Progress
	2025	2030	2040	2050			
Percent of the Person-Miles Traveled on the Interstate that are Reliable		81.8%			84.5% (2024)		On Track to Meet
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable		93%			94.4% (2024)		On Track to Meet
Annual Hours of Peak Hour Excessive Delay Per Capita	N/A	10	9	8	10.7 (2022)		On Track to Meet
Truck Travel Time Reliability Index (TTTR)		1.64			1.57 (2022)		On Track to Meet
Residents within ½ Mile of Frequent Transit		UPWARD TREND			DOWN: 323,799 (2023) 376,090 (2018)		Target Not Met
Jobs within ½ Mile of Frequent Transit		UPWARD TREND			DOWN: 164,636 (2022) 200,923 (2018)		Target Not Met
Percent of Population Living within ¼ Mile of a Bike Lane or Shared-Use Path	28%	36%	50%	N/A	21% (232,950 total) (2023)		Not on Track to Meet

Performance Measures

For more details, see Appendix F. Performance Measures and Target Setting.

- Connect People & Places
- Maintain Transportation Infrastructure
- Strengthen Communities
- Comply with State Act on Climate Law
- Support Economic Growth
- Enhance Transportation Safety

Metric	Targets (Year)				Data (Year)	Goal Areas	Progress
	2025	2030	2040	2050			
Percent of Jobs within ¼ Mile of a Bike Lane or Shared-Use Path		UPWARD TREND			31.4% (2022)		Only Have Baseline Data
Percentage of Construction Projects Delivered On-Time		100%			100% (FY2023)		Target Met
Percentage of Construction Projects Delivered On-Budget		100%			100% (FY2023)		Target Met
Participants Engaged on Transportation Issues during RIDOT, RIDSP, or RIDEM's Public Engagement Processes		UPWARD TREND			RIDOT: 1,307 event participants, 2,483 comments RIDSP: 629 event participants, 1,394 comments (27 events did not count comments) RIDEM: 0 (no events focused on transportation) Total: 5,813 engaged (2024)		On Track to Meet

7 Implementation

Achieving this Plan's stated vision and goals will be realized through implementation of the specific objectives and strategies. This implementation chapter details a program designed to advance the objectives and strategies, ultimately leading to realization of the vision.

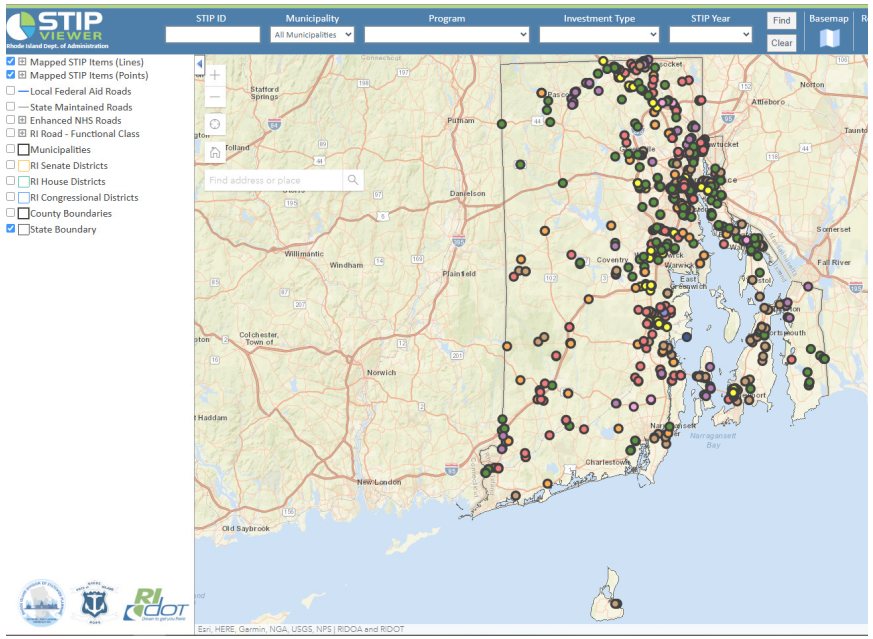
The LRTP emphasizes investment across all types of geographies within Rhode Island—rural areas, suburban areas and the State's city and town centers. Connectivity between these varied and vibrant geographies is paramount, and the State should strive beyond our borders to ensure there is economic synergy with our neighbors.

Strategies to achieve implementation focus on funding, strategic partnerships, and effective communication and community engagement. This chapter will outline a financial plan, and highlight areas where creative solutions would still help to achieve meaningful progress in the envisioned timeline. The priority projects for implementation in the next five years are outlined. Lastly, this chapter will also touch on best practices for strategic partnerships, communication, and community engagement to help ensure implementation is smooth and effective, with buy-in from partners and the community.

Recommendations: The Next 5 Years

Moving beyond this Long Range Transportation Plan, the Rhode Island Division of Statewide Planning (RIDSP), Rhode Island Department of Transportation (RIDOT) and Rhode Island Public Transit Authority (RIPTA) are committed to the projects and policies needed to track on the vision of this plan. In addition to key projects programmed into the State Transportation Improvement Program (STIP), and those that will be programmed into the new FY26-35 STIP, many initiatives and efforts are anticipated as the State moves forward. Some of these are continuing initiatives from the 2040 plan; some are new initaitives.

- **Maintaining Infrastructure:** As the RhodeWorks asset management initiative to fund and systematically address infrastructure maintenance on bridges and roadways continues through the year 2031 the state set a strong backbone for future transportation improvements.
- **Project Bundling:** RIDSP, RIDOT and RIPTA have completed the process of geolocating transportation assets, needs, and projects in order to improve project planning and bundling. This approach will improve the State's ability to provide multimodal transportation improvements in a cost-effective manner.
- **E-STIP:** RIDSP has developed an online STIP application (E-STIP) for municipalities to apply for transportation improvement funding. This is seamlessly link together data collection, data tracking and project bundling in a way that is transparent for users.
- **Resiliency:** As risks of extreme weather and flooding increase, it is vital to re-think the way we build and maintain our infrastructure so that it will last and ensure our communities are resilient.
- **Data Collection:** Data-driven decision-making continues to be a priority for all agencies. The State will continue to invest in and unify data to develop comprehensive and effective databases and share that data with the public.
- **Complete Streets:** RIDSP and RIDOT have been working on a RI Complete Streets Plan and Design Guidelines to help the state and municipalities integrate complete streets design principles into transportation projects. As this plan gets finalized, staff will continue to work on implementing the plan and integrating safety for all road users into all projects.



Financial Plan: Current Funding

Current & Projected Revenues

This section will be filled in for the Final Draft.

Current Transportation Spending

The FY 22 - 31 Statewide Transportation Improvement Program funding $730 million annually over the next 10-years on transportation needs. Bridge and pavement projects addressing critical infrastructure needs make up 28% of spending. Another 20% of funds goes to public transit, and 14% goes to major capital projects. More details can be found in Chapter 7 of Appendix A. Baseline Conditions and System Performance Report.

Major Capital Projects

- RI 37 Improvements
- RI 4 / I-95 Missing Move
- Cranston Canyon
- I-95 Viaduct Northbound*
- Route 6/10
- Pawtucket-Central Falls Station*
- Henderson Bridge Project*
- Washington Bridge Project*
- Route 146 Improvements*
- Eastside Tunnel*
- Pell Bridge Project*
- Pawtucket Central Falls Transit Station*
- URI Transit Hub*
- CCRI Transit Hub*
- Providence Station State of Good Repair Project*
- East Bay Bike Path Bridges Replacement Project

Transportation Planning

- TF Green Airport Intercity Rail Service Preliminary Engineering*

Financial Plan: Future Investments

Project needs and ultimately funding needs are driven by the goals and objectives set by this LRTP and its supporting plans. The current approach to program funding reflects the importance of maintaining existing infrastructure. Regardless of mode, the transportation network is critical to everyday lives. Without roadways, buses, paths, sidewalks, or railways, the movement of people and goods will be constrained. Investments to strengthen these assets support the quality of places to live and work.

Reducing vehicle miles traveled will reduce pollution and congestion, subsequently improving the places we live and work and protecting them for future generations. Balancing these needs against declining funding is the greatest challenge of this LRTP.

Looking to the year 2050, this plan continues to emphasize the importance of maintaining the physical infrastructure that makes up the transportation network, the backbone for all modes. Based on conversations with the various plan stakeholders, the allocation of funding is assumed to remain the same as today through the year 2050. As shown, funding levels are not projected to keep up with needs. Revenue projections are anticipated to cover about 60% of network needs. That funding gap will mean different things for different programs.

- **Bridge**: Providing funding to ensure the safety of state bridges has been a priority and will continue to meet the goal of less than 10% of bridges structurally deficient. The recent shift toward funding bridge maintenance needs continues to be reflected in the current funding allocation and there is a plan to reach the <10% goal. This target is represented in the State Transportation Improvement Program 10 Year Plan (FFY 2022-2031) and the Long Range Transportation Plan extends necessary funding through 2050. As generations of bridges continue to age, an additional bump in Bridge funding need is anticipated in the mid-2030s.
- **Pavement:** Using FHWA performance measures as a benchmark, targets for each tier of roadway type can be met. Targets vary for interstate highways, roadways in the National Highway System (major arterials), and all other roadways. Pavement assets are projected to meet sufficiency for 95% of interstates, 80% of other National Highway System, and 80% of other roadways.
- **Traffic**: Funding for the Traffic program areas covers several different areas including asset management needs on related infrastructure (e.g. highway lighting, guardrail, traffic signal systems, ITS equipment). Traffic funds are also a means for reducing vehicle congestion through increased roadway capacity, however there is no intention to add significant lane miles to the roadway network. Through the LRTP and Congestion Management Process, several bottlenecks were identified around the State. Resolving these bottlenecks would improve traffic progression and movement of goods and people. Based on funding projects, if asset maintenance is prioritized then nearly no funding will remain for operational improvements.
- **Safety**: The State has held the goal of moving Toward Zero Deaths since 2010. This means reducing transportation fatalities by 50% by the year 2030. Five years out from that horizon, the State is trending slower than needed for achieving this target.

- **Transportation Technology**: Expanding the use of transportation technology ranges from continued support for ITS equipment needs and infrastructure to planning for future technologies such as connected and autonomous vehicles. With a funding gap in basic traffic operations it is unlikely that expanded traffic technology investment would be possible, unless prioritized over other traffic needs. Often, transportation technology needs are bundled into larger projects. This approach of bundling needs into multidimensional projects will be a valuable strategy to continue for all program areas moving forward.
- **Transit**: Funding needs for transit are linked closely to the Transit Master Plan prepared in conjunction with this plan. The funding needs in the TMP represent projects, initiatives, and service expansions to achieve a new transit vision for Rhode Island. Beyond the funding documented in this LRTP, there is another $194M annually over 20 years in needs for transit to achieve the full transit vision.
- **Bicycle/Pedestrian**: Much like technology needs, bicycle and pedestrian needs are often met through project bundling with Bridge, Pavement, and Safety projects, and auxiliary programs like Transportation Alternatives. While this approach has provided many enhancements, it does not always address the most critical needs or systematic network expansion. In order to make progress and get ahead on asset maintenance for paths and ADA compliance, additional funds or funding sources will be needed. Most recently, sources such as the Green Economy Bond have helped address the need to build-out the non-motorized network.
- **Planning**: Planning provides several functions including statewide planning, bicycle and transit planning, project programming, data collection, and civil rights reviews.
- **Stormwater**: The Stormwater Program is directly related to Stormwater Consent Decree Compliance and includes a comprehensive plan to inspect and inventory Rhode Island's statewide highway drainage systems. The Stormwater Program is also responsible for the development of Stormwater Control Plans (SCPs), the design and construction of Structural Treatment Units (STUs), and the implementation of non-structural Best Management Practices (BMPs).
- **Other Transportation Investments**: This category includes primary department administration and operations (Headquarter Operations, Contingency, Debt Service, and Toll Operations). It also includes Maintenance (snow/ice removal, mowing, sweeping) and NHTSA funds.

The Future of Transportation Funding

Transportation funding challenges are multi-faceted. Revenues for transportation funding are not projected to keep pace with inflation, meaning that future spending power is not projected to keep pace with the existing value. Furthermore, a key source for state transportation funding is the gas tax. Increases in the gas tax (one penny per gallon every other year) do not keep pace with inflation. Additionally, improved vehicle fuel efficiency and the LRTP goal of reducing VMT both will lead to reductions in gas purchases and gas tax revenue.

Maintaining, much less growing, transportation revenue will require new funding sources. In the near-term grant and bond funding opportunities have been a method for funding major capital projects. Relying on these discretionary sources is not a reliable approach to funding and cannot be assumed for a dedicated funding stream.

Moving forward, Rhode Island will need to consider new dedicated funding streams.

Fiscally Constrained Approach

2050 LRTP Investment Guiding Principles

- Maintaining and preserving investments in infrastructure is a top priority. Without a safe and reliable infrastructure the movement of people and goods by any mode is inefficient.
- Expanding transportation choices reduces barriers to traveling and opens up new mobility opportunities across modes.
- Investments in community and people focused transportation also improves quality of life and quality of place.
- Single occupant vehicles and high rates of vehicle miles traveled are a top contributor of pollution and congestion. Projects and policies that reduce driving and expand transportation choices present opportunities to improve the economy and our communities.
- Transportation is a resource for attracting and inspiring economic growth. The infrastructure is both a physical backbone for the economy (responsible for moving people and products) and a resource to communities and businesses helping to create quality places for living and working.
- Continue to identify opportunities for project bundling as a study, development and implementation strategy. Project bundling can be a tool to satisfy a range of transportation needs, across modes, while remaining cost efficient.

A table summarizing the anticipated transportation spending by source will be included in the Final Draft.