Vision: 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 2040, 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.

Goal Area	Objective	Strategies	Performance Measures	Tracking
Connect People and Places	Expand connectivity across modes Reduce Travel Congestion Improve regional connectivity	> Focus on intermodal connections such as improved pedestrian and bicycle connections to transit stations and appropriate types and siting of bike parking. > Provide incentives for use of active and public transportation. > Study and implement transportation management systems and other technologies to reduce congestion and lower emissions. > Remain engaged in and aware of emerging technologies. > Identify funding strategies that align with this plan's mode share vision. > Identify priority networks for all modes based on connectivity and access to destinations; integrate priority networks into decision-making. > Focus asset management resources to identified priority infrastructure. > Encourage coordination in investment and operations among transportation stakeholders. > Use real-time data to improve user confidence in transportation systems. > Pursue strategic shared mobility partnerships	1. Percent of non-SOV Travel* 2. FHWA Reliability & Delay PMs* 3. Transit Ridership 4. Number of Bottlenecks in the NHS	*None identified*
Reinvent the Transportation Network	Design roadways to increase transportation choices Achieve a state of good repair Enhance transportation network resiliency Enhance transportation safety	> Facilitate coordination from partners across transportation modes to work together to improve safety and mobility for all travelers. > Emphasize enforcement actions with proven safety benefits. > Collaborate with local, regional, state and federal planning efforts to ensure efficient and coordinated response to special, emergency and disaster events. > Embrace opportunities to 'Fix It Better' not simply replace in-kind. Potential enhancements include multimodal facilities, armoring against extreme weather, consider ADA needs, or improving safety. > Identify and prioritize multimodal solutions that have a high return on investment. > Utilize the Transportation Asset Management Plan (under development) to make data-driven decisions. > Use best practices to maintain assets and reduce life cycle costs.	5. FHWA Infrastructure PMs* 6. FTA Asset PMs* 7. FHWA Safety PMs* 8. FTA Safety PMs* 9. Transit Dedicated Lane Miles 10. Bicycle Dedicated Lane Miles	11. No. of assets vulnerable to sea level rise 12. Percentage of Shared Use Paths in Good Condition
Strengthen Communities	Improve individual and community health Foster social equity Encourage connected communities	> Identify and give priority to improvements that encourage mode shift. > Support and encourage municipalities to adopt and effectively implement Complete Streets Ordinances. > Support and encourage municipalities to adopt Transit-Orientated Development (TOD) Ordinances. > Promote regional Transit-Oriented Development (TOD) funds that leverage public resources with private-sector investment to provide flexible capital funding for TOD projects. > Consider transportation investments that support better connected land use. > Explore ways to ensure that transportation investments benefit existing residents and businesses, low-income and disadvantaged communities, and minimize displacement. > Ensure that public transportation is accessible, affordable, frequent, and gets people where they need to go. > Encourage local governments to adopt and implement smart growth/compact growth policies than can support more connected and mixed land use patterns. > Expand the sidewalk network and improve the quality of existing sidewalks and crossings in urban centers and in the vicinity of mobility hubs.	13. No. of cities/towns with Complete Streets Ordinances 14. Percentage of population within ¼ mile of a dedicated bike facility 15. Percentage of roadways with sidewalks within ¼ mile of transit stops/station	16. Transportation Affordability 17. Transportation Equity Benefit Analysis (TEBA) 18. Proportion of RI adults participating in physical activities during the past month

Goal	Objectives	Strategies	Performance Measures	
Promote Environmental Sustainability	Reduce vehicle miles traveled	> Fund and promote transportation alternatives to drive-alone trips, particularly public transportation options. > Pilot and develop mileage-based road pricing strategies as an alternative to the gasoline tax. > Encourage local governments to adopt and implement smart growth/compact growth policies than can support more connected and mixed land use patterns. > Promote parking reduction in areas where viable transportation alternatives exist; promote these alternatives. > Explore creation of Low-Emission Vehicle zones for designated sensitive areas, such as residential areas and congested urban centers. > Fund and promote tax incentives for the purchase of hybrid and electric vehicles. > Monitor major transportation sources of greenhouse gas emissions and develop reduction countermeasures. > Complete and implement the Statewide Bicycle Mobility Plan and Transit Master Plan. > Create dedicated state funding to leverage local funds to expand, improve or create new open spaces connected by trails and paths. > Actively facilitate inter-governmental and inter-agency planning to connect open spaces, trails and pathways, including provision of technical assistance if needed. > Develop a public benefit electrification policy to govern utility role in public fleet electrification. > Support active transportation, transit, shared mobility, infill development, and land use densification. >	19. Percent change in GHG emissions* 20. Vehicle Miles Traveled Annually 21. No. of registered electric vehicles 22. Percent of non-rail passenger transportation vehicles that are ZEV 23. Total Emissions Reduction*	*None identified*
	Reduce transportation greenhouse gas emissions			
	Create a network of open space, trails, and paths			
Support Economic Growth	Expand connections to jobs and growth centers	> Ensure proactive involvement of tourism groups – including Visit Rhode Island - in the transportation planning process. > Improve and expand multi-use trails throughout the state, and work to connect to key destinations and points of interest. > Collect relevant transportation data related to tourism and use in transportation planning efforts. > Improve freight operations and intermodal freight connections. > Work to maximize efficient multimodal connections at T.F. Green Airport. > Improve and expand ferry services. > Form partnerships with MPOs, DOTs, transit providers, and municipal transportation departments across state lines to plan for and invest in regional mobility enhancements. > Coordinate cross-border transit service throughout the Providence and Westerly/New London urbanized areas > Form partnerships to promote non-SOV transportation and to engage in mobility service cost-sharing.	24. Truck Travel Time Reliability (TTTR) Index* 25. Percentage of Construction Projects On-Time 26. Percentage of Construction Projects On-Budget 27. Number of Bottlenecks on truck routes in the NHS	28. Values of projects investing in development opportunities 29. Value of projects investing in tourism opportunities 30. Market Accessibility
	Improve freight connectivity access to national/global freight markets			
	Make transportation investments supportive of tourism			

* - Denotes Performance Measure that is Federally Required