

Project Number	Municipality	Project Name	Project Description	Project Status/ Design Status	Cost Estimate	Cost at Year of Expenditure?	Funding Status	Plan/Source	STIP Investment Program Classification	Project Type
15	East Providence	Red Bridge (Henderson Bridge) Replacement	Major rehabilitation work, superstructure, and/or total bridge replacement. Includes eliminating system of interchange ramps in East Providence to reduce the number of transportation structures and open up land for development opportunities.	Construction	\$91 M	Yes	Funded	State Transportation Improvement Program, FFY 2018-2027	Bridge	Roadway
16	North Smithfield	Route 146 at Sayles Hill Road	Bridge Group 96 will bring RI-146 up to a state of good repair between I-295 and the Massachusetts State Line. Major rehabilitation and bridge preservation work will be performed to extend the useful life of several bridges, and a new interchange will be constructed at Sayles Hill Road and RI-146. The project also includes a bus on shoulder system on RI-146 from I-95 to Mineral Spring Avenue, and several traffic safety improvements. RI-146 will also be resurfaced from I-295 to the Massachusetts State Line.	10% Design	\$150 M	Yes	Funded	State Transportation Improvement Program, FFY 2018-2027	Bridge	Roadway
17	North Kingstown	Route 403 Deferred Ramps	Installation of two (2) ramps connecting RI-403 with West Davisville Road and one (1) ramp connecting RI-403 with Post Road. All three ramps were designed and permitted as part of the RI-403 project.	Planning	\$100 M - \$500 M	Yes	Unfunded	State Transportation Improvement Program, FFY 2018-2027	Bridge	Roadway
19	Providence	Create Access from ProvPort to I-95 Southbound	Current condition involves travel on local roads to access I-95 SB. Current configuration requires use of local roads with turning radius issues. Solution could add direct access to I-95 SB, identify alternate route, or add pavement/restriping to improve turning radii. Would improve marine port access.	Planning	\$25 M	No	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Port – Roadway
20	Warwick	Improve Ramps @ I-95 SB / Route 37	Traffic backs up onto I-95 from Route 37 ramp, due to short weaving direction before ramp splits to go to 37 EB or WB. Serves airport related traffic, plus surrounding area has increased in population, employment. Volumes exceed capacity of exit ramp. Ramp from 37 WB to Pontiac Ave. also backs up affecting I-95 off ramp.	Planning	\$20 M - \$50 M	Yes	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
21	East Providence	Improve Intersection at Route 114 and Mink Street in East Providence	Improve truck access by grade separation to resolve turning and access issues. Access to/from I-195 towards Fall River requires trucks to pass through commercial district on Route 6.	Planning	\$5 M - \$20 M	Yes	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
22	Warwick	Improve Ramp from Post Road NB to Route 37	Heavy volume of trucks and other vehicles heading to 37WB from Post Road NB back up down the ramp onto Post Road. Trucks divert through surrounding neighborhood for access to Rt 37. Solution to congestion issue may be geometry or capacity enhancements.	Planning	\$5 M - \$20 M	Yes	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
23	Providence	Facilitate Truck Movements from Route 146 to Admiral Street	Trucks serving the USPS facility and West River industrial area have difficulty turning left off Route 146 onto Admiral, due to need for wide turn which conflicts with auto traffic.	Planning	<\$5M low cost	Yes	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
25	Warwick	Improve Truck Access from Jefferson Blvd to Airport Connector	Poor turning radii from Jefferson Boulevard onto Airport Connector WB ramps limits truck access in surrounding industrial area.	Planning	<\$5M low cost	Yes	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
26	North Kingstown	Quonset Rail Sidings	Construct Seaview Railroad sidings at Quonset Business Park	Planning	\$3 M	No	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	RIDOT-Transit	Port – Rail
27	North Kingstown	Davisville Pier 1 Upgrade	Reconstruction of Pier 1 to continue berthing Ro-Ro cargo ships. This project will provide additional operating capacity at the Port to provide for off-shore wind project cargo operations on the newly improved Pier 2.	Planning	\$126 M	No	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	RIDOT-Transit	Port – Pier
28	North Kingstown	Davisville Pier 2 Upgrade	Full reconstruction and expansion of Pier 2 at a total cost of \$85 million. The final subphase of this project, to reconstruct the southern face of the pier, is ongoing. Work will continue into 2022. There is \$5.0 million in future RICAP funds programmed for this project.	Planning	\$5 M	No	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	RIDOT-Transit	Port – Pier

Project Number	Municipality	Project Name	Project Description	Project Status/ Design Status	Cost Estimate	Cost at Year of Expenditure?	Funding Status	Plan/Source	STIP Investment Program Classification	Project Type
29	North Kingstown	Construct West Davisville Rail Maintenance/ Layover	Construct maintenance/ layover facility as well as an engine house	Planning	N/A	N/A	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	RIDOT-Transit	Port – Rail
30	Cumberland	Upgrade rail and track at Valley Falls Yard track 1	Upgrade rail in Valley Falls Yard track 1 and on Mainline curves (Cumberland). Will enhance freight and potential passenger rail service to minimize speed restrictions.	Planning	N/A	N/A	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	RIDOT-Transit	Port – Rail
36	Providence	I-95 South at Route 146 South	Resolving merge/weave bottleneck with Route 6/10 by installing a Collector Distributor Road	Planning	\$20 M - \$50 M	Yes	Unfunded	RISTARS Bottleneck Program - Update March 2018	Bridge	Roadway
37	Warwick	I-95 South at Route 37	Resolving weave/queue that extends from Pontiac Ave by mitigating queue from Pontiac Ave	Planning	\$5 M - \$20 M	Yes	Unfunded	RISTARS Bottleneck Program - Update March 2018	Bridge	Roadway
38	Warwick	I-95 South at I-295 South	Resolving merge/weave bottleneck with Route 117/Route 4. Mitigation to be determined	Planning	\$5 M - \$20 M	Yes	Unfunded	RISTARS Bottleneck Program - Update March 2018	Bridge	Roadway
39	Providence	Route 6 East at I-95 (I-95 NB Viaduct)	Resolving merge/weave bottleneck with Route 146 North.	Planning	\$250 M	Yes	Funded	RISTARS Bottleneck Program - Update March 2018	Bridge	Roadway
40	Warwick	ROUTE 4/I-95 "MISSING MOVE"	Construct a series of fly-overs to provide a direct bidirectional connection for traffic travelling on I-95 attempting to access Route 4. Provides ramps into Quonset Point / Davisville Industrial Park to improve freight traffic. This project also includes two key priorities for Quonset Development Corporation: [1] the installation of three ramps connecting RI-403 to West Davisville Road and Post Road, and [2] the Reconstruction of the Seaview Railroad Engine House and Track Improvements.	Planning	\$90 M	No	Unfunded	State Transportation Improvement Program, FFY 2018-2027	Bridge	Roadway
42	East Providence	I-195 Interchange: Taunton and Warren Avenue	Connectivity to/from Interstate in East Providence	Planning	\$80 M	Yes	Funded	State Transportation Improvement Program, FFY 2018-2027	Bridge	Roadway
43	Providence	Allens Ave & I-95 Southbound	There is currently no direct connection between Allens Ave and I-95 South.	Planning	\$5 M - \$20 M	Yes	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
44	Warwick	New Platform at Warwick Station	This project would expand Warwick/T.F. Green Airport rail station which opened in 2010. In that project, the Rhode Island Airport Corporation constructed a station house and a single high-level platform to support the introduction of MBTA commuter rail services to the Airport and to new communities south of Providence. For this project, RIDOT and Amtrak have proposed expanding the station with additional track and platform capacity to accommodate intercity rail.	Planning	\$180 M	No	Partial Funding	2020 Transit Master Plan	RIDOT-Transit	Transit – Rail
45	Providence	ProvPort Roadway Reconstruction	Reconstruct Terminal Rd, New York Ave, Fields Point Drive, Seaview Ave & Harborside Blvd (City of Providence Streets) Blvd (City of Providence Streets)	Planning	\$5 M - \$20 M	Yes	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	RIDOT-Transit	Port – Roadway
48	Providence	Port of Providence Internal Rail Lines	Construct rail line extensions and a loop track within the Port of Providence to provide additional space and speed the process of loading/unloading ships.	Planning	N/A	N/A	Unfunded	2014 Rhode Island State Rail Plan	RIDOT-Transit	Port – Rail
49	Pawtucket	Pawtucket Layover Facility Improvements	Construction of a 300 ft., open air building over inspection pits.	Design	\$1.8 M	Yes	Funded	2014 Rhode Island State Rail Plan	RIDOT-Transit	Port – Rail
50	North Kingstown	Route 4 traffic light removal	Grade separation to remove traffic signals from Route 4.	Planning	\$50 M - \$100 M	Yes	Unfunded	State Transportation Improvement Program, FFY 2018-2027	Traffic Safety	Roadway

Project Number	Municipality	Project Name	Project Description	Project Status/ Design Status	Cost Estimate	Cost at Year of Expenditure?	Funding Status	Plan/Source	STIP Investment Program Classification	Project Type
53	Providence	Increase Rail Service Frequency Boston—Providence	RIDOT is working with MBTA and Amtrak to provide faster and more frequent passenger rail service between Rhode Island and Boston	Planning	\$20 M - \$50 M	Yes	Unfunded	2020 Transit Master Plan	RIDOT-Transit	Transit – Operations
57, 58, 59 60, 61	Johnson	New Park and Ride locations	New park and rides located in Johnston, North Smithfield, Lincoln, Burrillville, and Portsmouth	Planning	\$7.5 M	No	Unfunded	2020 Transit Master Plan	RIDOT-Transit	Transit – Bus
68	East Providence	Alleviate Bottleneck on I-195 WB @ Broadway	I-195 WB has a lane drop between Broadway and the Washington bridge, creating a bottleneck and high congestion. Solution would add a lane to increase capacity. Note, current ROW is constrained and would require significant rebuild of retaining wall.	Planning	\$80 M	Yes	Funded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
69	Cranston	Widen I-295 Northbound at Route 37	Bottleneck/congestion issue on I-295 NB where Route 37 merges on and extending as far north as Route 6, where 3 lane section begins. Solution could involve climbing lane or other capacity enhancements.	Design 10%	\$85 M	Yes	Funded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
70	Warwick	Add Capacity to Airport Road @ Post Road	Many traffic signals in close proximity cause congestion on Airport Road. Signal timing and coordination would help add capacity on Airport Road, better connecting T.F. Green Air freight terminal to main roads.	Planning	<\$5M low cost	Yes	Unfunded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Transit – Bus
77	Warwick	Route 117 between Route 2 and Route 1	Resolving bottleneck. Mitigation to be determined	Planning	<\$5M low cost	Yes	Unfunded	RISTARS Bottleneck Program - Update March 2018	Traffic Safety	Transit – Bus
78	Johnson	Route 5 between Route 14 and Route 6A	Resolving bottleneck. Mitigation to be determined	Planning	<\$5M low cost	Yes	Unfunded	RISTARS Bottleneck Program - Update March 2018	Traffic Safety	Roadway
79	North Providence	Route 15 between Smithfield Ave and Route 246	Resolving bottleneck. Mitigation to be determined	Planning	<\$5M low cost	Yes	Unfunded	RISTARS Bottleneck Program - Update March 2018	Traffic Safety	Roadway
80	Warwick	Route 1 between Route 37 and Airport Connector	Resolving bottleneck. Mitigation to be determined	Planning	\$5 M - \$20 M	Yes	Unfunded	RISTARS Bottleneck Program - Update March 2018	Traffic Safety	Roadway
87	Warwick	Route 2 between I-295 and Route 401	Resolving bottleneck. Mitigation to be determined	Planning	\$5 M - \$20 M	Yes	Unfunded	RISTARS Bottleneck Program - Update March 2018	Traffic Safety	Roadway
88	Portsmouth	Mount Hope Bay Bikeway/ Two Bridges Trail Shared Use Path - Portsmouth	Mount Hope Bay Bikeway/ Two Bridges Trail Shared Use Path - Portsmouth	Planning			Unfunded	State Transportation Improvement Program, FFY 2018-2027	Traffic Safety	Roadway
89	Newport	Aquidneck Island Shoreline Bikeway	Construct 10-mile off-road bicycle path overlooking Narragansett Bay along Newport Secondary Rail and Navy right-of-way (ROW) with on-road access to downtown and beaches. This project complements project #166.	Planning	\$5 M - \$20 M	Yes	Unfunded	2020 Bicycle Mobility Plan	Traffic Safety	Roadway
90	Cranston	Widen I-295 as bypass	I-295 has been discussed as freight bypass around Providence. This project would add capacity by increasing lane capacity from 2 lanes to 3 lanes in each direction along the southern segment of this interstate.	Design 10%	\$85 M	Yes	Funded	2016 Freight and Goods Movement Plan, Amended July 2017	Bridge	Roadway
93, 94	Providence	Transit Emphasis Corridors	Improvements associated with a Transit Emphasis Corridor at two locations: East Side Brown University to Pawtucket Avenue in East Providence, Olneyville - Olneyville Square to Waterplace Park	Planning	\$15.6 M	Yes	Partial Funding	2020 Transit Master Plan	RIPTA	Transit – Bus

Project Number	Municipality	Project Name	Project Description	Project Status/ Design Status	Cost Estimate	Cost at Year of Expenditure?	Funding Status	Plan/Source	STIP Investment Program Classification	Project Type
95	Providence	Woonasquatucket Greenway	Connect existing bike facilities in Johnston and Providence into a continuous protected bike path from Johnston to Waterplace Park in downtown Providence. Would serve to connect vulnerable populations in Olneyville to jobs in downtown. Upgrade Broadway to protected bike lanes.	Design 10%	\$5 M - \$20 M	Yes	Partial Funding	2020 Bicycle Mobility Plan	Traffic Safety	Roadway
96	Providence	ECG Western Providence Segment	Create protected bike facilities from the current end of the Washington Secondary Bike Path in Cranston to an intersection with the Woonasquatucket Greenway in Olneyville via the new paths being constructed as part of the 6&10 interchange project.	Planning	\$0.7 M	No	Unfunded	2020 Bicycle Mobility Plan	Transportation Alternatives	Bicycle / Pedestrian
97	Providence	ECG Eastern Providence Segment	Create protected bike facilities to connect Waterplace Park with the Pawtucket border. Fill gaps between Waterplace Park and new bike/ped bridge. Fill gaps between new East Side bike path and Blackstone Boulevard. Upgrade Blackstone Boulevard to create protected bike facilities. Create protected spur to connect to Allens Ave.	Planning	\$1.7 M	No	Unfunded	2020 Bicycle Mobility Plan	Transportation Alternatives	Bicycle / Pedestrian
98	Pawtucket	ECG Pawtucket/Central Falls Segment	Create protected bike route from Blackstone Boulevard in Providence to southern terminus of Blackstone Valley Greenway in Central Falls.	Planning	\$1.9 M	No	Unfunded	2020 Bicycle Mobility Plan	Transportation Alternatives	Roadway
99	Providence	South Side/Broad or Elmwood	Create protected bike corridor connecting Waterplace Park and Roger Williams Park via either Broad Street or Elmwood Ave	Planning	\$1.8 M	No	Unfunded	2020 Bicycle Mobility Plan	Transportation Alternatives	Transit – Bus
100	North Providence	North Providence Corridor	Create a protected bikeway from Waterplace Park to Mineral Spring Ave. Candidate Corridors include Admiral St, The West River Greenway, and Smith St.	Planning	\$1.8 M	No	Unfunded	2020 Bicycle Mobility Plan	Transportation Alternatives	Transit – Bus
86, 101, 102, 103, 104, 105, 106, 107, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 123, 124, 125, 126, 127, 128, 129, 131, 132, 133	Various	Transit Priority Applications	Transit priority improvements at Chalkstone and Park, Chalkstone and Pembroke, Smith and Academy, Bev. Hill and Main, Prospect and Prospect, N. Main SB from Rochambeau to Branch, Rt. 113 and Division, N. Main NB from Olney to Branch, Sandy at Broad, Warwick and Airport, Main and Cumberland, Rt. 6 and Killingly, 6-10 and Dave Gavitt, KP and Pawtucket, 6-10 and Empire, CCRI and Dave Gavitt, CCRI and CCRI, CCRI and Greenwich. Bus on shoulder application at Rt. 37 and Thurbers, I-295 and Rt. 4, Lafayette and W. Allenton, Broadway and S. Main, Rt. 99 and Sayles Hill, Rt. 146A and Sayles Hill, Rt. 6 and I-95, N Broadway and Pawtucket, 401 and Merge	Planning	\$20 M	Yes	Partial Funding	2020 Transit Master Plan	RIPTA	Bicycle / Pedestrian
134, 135	Warwick	Bus Rapid Transit	Bus Rapid Transit/Light Rail Improvements on two corridors: Providence-CCRI Warwick via TF Green, Central Falls-CCRI Warwick	Concept	\$2,073 M	Yes	Unfunded	2020 Transit Master Plan	RIPTA	Bicycle / Pedestrian
137, 138, 139, 140	Warwick	Regional Rapid	Regional Rapid Bus Improvements along 4 corridors: West Bay, Lincoln/Woonsocket, Providence/Newport, and URI - Galilee	Concept	\$158.4 M	Yes	Unfunded	2020 Transit Master Plan	RIPTA	Bicycle / Pedestrian
141, 142, 143, 144, 145, 146, 147	Various	Rapid Bus	Rapid Bus Improvements at various locations: R-line (Broad St, North Main Street), Elmwood Ave/TF Green Airport, Broadway/Manton, Chalkstone Avenue, Beverage Hill Avenue, Attleboro-Pocasset/Dyer Ave, Cranston Street	Concept	\$158 M	Yes	Unfunded	2020 Transit Master Plan	RIPTA	Bicycle / Pedestrian

Project Number	Municipality	Project Name	Project Description	Project Status/ Design Status	Cost Estimate	Cost at Year of Expenditure?	Funding Status	Plan/Source	STIP Investment Program Classification	Project Type
150	Statewide	RIPTA Fleet Electrification	Retire diesel buses within RIPTA fleet with new, all-electric vehicles to reduce emissions. Full electrification of 231 diesel vehicles in RIPTA's fleet at 2:1 replacement due to limited range of electric buses.	Planning	\$1,096 M	No	Partial Funding	State Priority	RIPTA	Bicycle / Pedestrian
151	North Kingstown	Realignment of West Davisville Road and Extension of Compass Circle	Realignment of the intersection of West Davisville Road and Compass Circle, and extension of Compass Circle to accommodate the increased vehicular and freight traffic projected with the opening of nearby businesses, including Infinity Meats, which is expected to host over 600 employees, and a proposed road-to-rail construction and demolition debris transfer station.	Planning	\$3 M	No	Unfunded	State Priority	RIDOT-Transit	Bicycle / Pedestrian
152	North Kingstown	Construction and Demolition Debris Transfer Station Storage Rail Yard	Installation of three (3) rail sidings, consisting of approximately 5,270 linear feet of track, to support the development of a construction and demolition debris transfer station, which will assist in extending the life of the Rhode Island state landfill.	Planning	\$3.1 M	No	Unfunded	State Priority	RIDOT-Transit	Transit – Bus
153	North Kingstown	Davisville and Quonset Main Line Connector	Installation of approximately 1,500 linear feet of track to connect the Davisville Main Line with the Quonset Main Line, increasing efficiency and connecting the Park's major rail corridors.	Planning	\$0.9 M	No	Unfunded	State Priority	RIDOT-Transit	Port – Rail
154	North Kingstown	Jones Road Siding	Installation of approximately 1,460 linear feet of rail siding to increase storage capacity and improve movement efficiency for businesses moving cargo via rail to, from and around the Port of Davisville.	Planning	\$0.8 M	No	Unfunded	State Priority	RIDOT-Transit	Port – Rail
155	North Kingstown	Crestwood Energy Spur Upgrade and Realignment	Replacement of an existing 3,113 linear foot rail spur with a 3,460 linear foot rail spur to allow better access to available industrial land, while upgrading the spur from 80-pound to 115-pound capacity	Planning	\$2.1 M	No	Unfunded	State Priority	RIDOT-Transit	Port – Rail
156	Statewide	Ferry Vessel Purchase	Acquisition of a new boat to support summer service between Providence, Newport, and Bristol.	Planning	\$6 M	No	Unfunded	State Priority	RIDOT-Transit	Transit - Ferry
157	North Kingstown	Wickford/Quonset Flex Zone	New Flex service would be developed in Wickford and the Quonset Industrial Park to enhance employee access to Quonset. The new service would provide connections between Regional Rapid Bus services and commuter rail. With longer spans of service on regional bus routes, connections would be available to Quonset for long hours from Providence, South County, Newport, and points in between.	Planning	\$1.3 M	Yes	Unfunded	2020 Transit Master Plan	RIDOT-Transit	Transit – Operations
158	Statewide	Increased frequency and span on existing routes	With increased frequency and span of service, more transit vehicles will be required to operate expected services.	Planning	\$155 M	Yes	Partial Funding	2020 Transit Master Plan	RIPTA	Transit – Operations
159	Statewide	Frequent transit network	Increasing span of service on select routes to operate every 15 minutes or better to create a network of frequent bus routes.	Planning	\$48 M	Yes	Partial Funding		RIPTA	Transit – Operations
160	Statewide	New Fixed-Routes	Development and operation of new local fixed-routes to better aid mobility in their respective areas	Planning	\$32.9 M	Yes	Unfunded		RIPTA	Transit – Operations
161	Statewide	Mobility-on-Demand	Pilot and potential implementation of a mobility-on-demand solution in Rhode Island. May involve a partnership with a rideshare company. Related to Flex service improvements in TMP.	Planning	\$0 M	Yes	Partial Funding	2020 Transit Master Plan	RIPTA	Transit – Operations

Project Number	Municipality	Project Name	Project Description	Project Status/ Design Status	Cost Estimate	Cost at Year of Expenditure?	Funding Status	Plan/Source	STIP Investment Program Classification	Project Type
162	Statewide	Bus Stop Improvement Program	Improve bus stops and passenger amenities across Rhode Island with a higher level of investment for high-capacity, regional rapid bus and rapid bus.	Planning	\$16 M	Yes	Partial Funding	2020 Transit Master Plan	RIPTA	Transit – Bus
163	Statewide	Regional Mobility Hubs	The development and construction of regional hubs. These serve as the focal point for transport options across a wider area. These include Pawtucket/Central Falls, URI, CCRRI Warwick, TF Green, Woonsocket, Newport, and others	Planning	\$52 M	Yes	Partial Funding	2020 Transit Master Plan	RIPTA	Transit – Bus
164	Statewide	Community Mobility Hubs	The development and construction of local mobility hubs that serve as the nexus of transport options in a respective community. Each community's hub will be different and can incorporate a wide range of options.	Planning	\$39 M	Yes	Unfunded	2020 Transit Master Plan	RIPTA	Transit – Bus
165	Statewide	Community Transportation Program	Development of locally-based and organization-run services to better improve mobility for local municipalities, and organizations providing support to senior/disabled communities. Corresponds with Service Partnerships in TMP.	Planning	\$0 M	Yes	Partial Funding	2020 Transit Master Plan	RIPTA	Transit – Operations
166	Newport	Aquidneck Island Bike Corridor	Complimenting project #89, expand bike facilities on Aquidneck Island to provide connectivity to additional destinations in Newport.	Planning	\$5 M - \$20 M	No	Unfunded	2020 Bicycle Mobility Plan	Traffic Safety	Roadway
167	New Shoreham	Study expanding Block Island ferry	Study and identify opportunities to expand the Block Island ferry including specifically connections to Quonset Point.	Planning	<\$5M low cost	No	Unfunded		RIDOT-Transit	Transit - Ferry