STATE PLANNING COUNCIL
TRANSPORTATION ADVISORY COMMITTEE
June 26, 2014 at 6:30 p.m.
Department of Administration
APPROVED MINUTES

I. ATTENDANCE

1. Members Present

Mr. Everett Stuart, Vice Chair	RI Association of Railroad Passengers
Mr. Michael Bliss	Representing Dinalyn Spears, Narragansett Indian Tribe
Ms. Meredith Brady	RI Department of Transportation
Mr. Alan Brodd	Town of Woonsocket
Mr. Albert Dahlberg	Public Member
Dr. Judith Drew	Governor's Commission on Disabilities
Mr. David Everett	City of Providence
Ms. Joelle Kanter	Representing Mr. Dan Baudouin, Providence Foundation
Ms. Eliza Lawson	RI Department of Health
Mr. George Monaghan	RI Consulting Engineers (RICE)
Ms. Lillian Picchione	RI Public Transit Authority
Mr. Barry Schiller	RI Sierra Club
Ms. Pam Sherrill	RI Chapter, APA
Mr. Michael Wood	Town of Burrillville / RI League of Cities and Towns

2. Members Absent

Mr. Lloyd Albert	AAA Southern New England
Ms. Sue Barker	Greenways Alliance
Mr. Michael Cassidy	Public Member
Mr. Richard Crenca	City of Warwick
Mr. Ronald Gagnon	RI Department of Environmental Management
Mr. Daniel Porter	RI Airport Corporation
Ms. Fran Shocket, Chair	Public Member
Mr. Michael Walker	RI Commerce Corporation

3. Statewide Planning Staff Present

Ms. Linsey Callaghan	Supervising Planner
Mr. Jared Rhodes	Chief
Ms. Dawn Vittorioso	Executive Assistant
Mr. Chris Witt	Principal Planner

4. Guests Present

Mr. Gary Bowen	RI Department of Transportation
Mr. Dennis Brown	RI Department of Transportation
Ms. Eugenia Marks	Audubon Society; Coalition of Transportation Choices
Ms. Maggie Martino	RI Department of Transportation
Mr. John Preiss	RI Department of Transportation
Ms. Mary Shepard	Public Advocate
Mr. Kevin Viveiros	Pare Corporation
Mr. Alex Wolcott	RI Department of Transportation
Mr. Christos Xenophontos	RI Department of Transportation

II. AGENDA ITEMS

1. Call to Order

Vice Chairman Stuart called the meeting to order at 6:36 p.m.

2. Approval of May 22, 2014 Minutes – *for action*

Mr. Stuart asked for a motion to approve the May 22, 2014 meeting minutes as presented. Mr. Bliss pointed out that agenda item nine indicates the motions are incorrectly documented. Therefore, an amendment to the May 22, 2014 meeting minutes to indicate upon motion of Mr. Bliss, seconded by Mr. Schiller, the meeting was adjourned at 8:15 p.m.

There being no further comments, Mr. Stuart asked for a motion to approve the May 22, 2014 meeting minutes as amended. Ms. Sherrill moved and Ms. Brady seconded the approval of the May 22, 2014 meeting minutes as amended. There was no further discussion and the motion was approved unanimously.

3. Public Comment on Agenda Items

There was none.

4. Highway Functional Classification Comprehensive Review and Update - *for information*

Ms. Callaghan presented the Highway Functional Classification Comprehensive Review and Update as distributed with the Committee's packets as shown in (attachment 1). Highlights of those items in which the Transportation Advisory Committee engaged in discussion are as follows:

Mr. Dahlberg questioned why municipalities wouldn't want to reclassify as many roads as possible to be eligible for both federal and state funding. Ms. Callaghan explained that the project's objective will be to identify a roadway's appropriate functional classification according to roads and corridors that move traffic in and through regional connectors as opposed to local streets that provide access to businesses.

Mr. Schiller referred to India Point Park in Providence, where there is an interest to slow traffic, and asked if there were any concerns that the National Highway System (NHS) roads have to meet NHS standards where the emphasis is to speed up mobility. Ms. Callaghan said yes; pedestrian safety is always a concern even if it is an NHS road.

Mr. Wood asked if a financial impact statement was completed and inquired as to who would be responsible for funding the ineligible and eligible federal-aid projects. In response, Mr. Rhodes explained that when Federal Highway Administration (FHWA) established the program, they had specific, measurable criteria based on vehicle miles per day that the roadways have to be classified by and said that funding is outside of the responsibilities. Mr. Rhodes said that the challenge will be to classify roads based on how they function in their current condition. Mr. Wood noted that there will be an economic impact to all municipalities and suggested notifying each before commitments are made.

At this time, Mr. Stuart asked if anyone had any additional questions or comments. There being none, he asked if any members of the public had any comments or questions. Ms. Mary Shepard said that the roadways that will be reclassified to increase mobility will need to be widened and then expressed her concern with the project's reclassification of rural roadways and questioned why rural routes are included in the reclassification; she noted that

she lives in a rural community and speed is already an issue. Mr. Xenophontos said that the intent of the reclassification is to look at the existing roadways and apply the classification criteria. He indicated that it is not an engineering design project and noted that some roadways that were downgraded from a four-lane traffic pattern to a three-lane traffic pattern.

Ms. Sherrill noted that when roads are reconstructed, they need to follow green book guidelines. She asked if the green book standards and ask for the proposed reclassification roadways be distributed to the TAC by municipality. Ms. Sherrill indicated that this would allow the TAC and the municipalities the opportunity to have a clearer understanding of funding eligibility based on the types of roadways that are within each community. In response, Ms. Callaghan said that the summary of the proposed statewide changes by classification was included in the Committee packets. She indicated that every municipality received a letter, which directed them to Statewide Planning's website where the proposed reclassified roadways were identified by municipality both in tabular format and maps. Ms. Callaghan also encouraged TAC members to review the website with the municipal reclassification information. Mr. Preiss said that projects that are reclassified as eligible for federal funding will need to meet green book standards if federal funds are used.

Mr. Xenophontos said that the reclassification is meant to be a performance based legislation, which requires every state to meet certain performance criteria, identify the different types of roadways, and then apply the performance criteria.

Mr. Brodd asked if municipalities will have the ability to make minor improvements to non-state roadways without meeting green book standards or utilizing federal funding once the roadways have been reclassified. Mr. Preiss indicated that any road that does not meet the federal green book standards will most likely become a legal matter and encouraged the green book standards to be followed. Mr. Wood's expressed his concerns for projects that are now eligible for federal funding but designs fail to meet the reclassification standards. Mr. Rhodes indicated that it is a valid concern and indicated that he would look into the matter.

Mr. Schiller expressed his concerns with pedestrian safety said that the reclassification seems to focus on mobility and the average daily traffic patterns.

Ms. Marks referred to the American Association of State Highway and Transportation Official (AASHTO) standards and asked that recommendations from the Executive Climate Change Coordinating Council (EC3) and RIDOT be considered when reviewing issues to address adequate infiltration of stormwater run-off. Mr. Preiss indicated that the functional reclassification focus is traffic volume, mobility and congestion; as opposed to design standards.

Ms. Sherrill asked if on-street parking will change when the roadways are reclassified. Ms. Callaghan said that it would not change; the roadways will be reclassified as to how they are currently functioning.

Mr. Bliss asked why roadways belonging to the Tribal land were not being considered for reclassification. Ms. Callaghan indicated the Tribal roadways were reviewed as part of the statewide mapping system and noted that all of the Tribal roadways were properly classified.

Ms. Brady said the purpose of the reclassification is to identify the roadways' current use. She pointed out that the last major reclassification was completed thirty years ago; traffic patterns have changed since and therefore, some roadways will need to be reclassified. Next, Ms. Brady said projects that were upgraded and are now eligible for federal funding but might be impacted by design requirements that were not previously required for segments of the roadway will need to be reviewed by RIDOT and shared at the next TAC meeting.

Mr. Stuart asked if FHWA will allocate funding based on the number of miles per road. In response, Ms. Brady said that currently, the funding is based on data from prior years and that the proposed mileage changes are so small it will likely not impact the amount of funding the state receives.

There being no further questions or comments, Mr. Stuart thanked Ms. Callaghan and moved to the next agenda item.

5. MAP-21 Educational Series – RIPTA Transit Program - *for information*

Ms. Piccione presented the MAP-21 Educational Series – RIPTA Transit Program as distributed with the Committee's packets as shown in (attachment 2). Highlights of those items in which the Transportation Advisory Committee engaged in discussion are as follows:

Ms. Sherrill complimented RIPTA's benchmarks and asked what the meaning was behind RIPTA's R-Line. Ms. Piccione indicated that it meaning is "Our Line", which is RIPTA's first Rapid Bus Route service. The route will replace congested local service on Route 11 – Broad St and Route 99 – North Main St, the two highest ridership routes in Rhode Island with more than 10,500 passenger trips per day.

Mr. Schiller made a suggestion to include RIPTA's obstacles as one of the TAC agenda items; he is hopeful that the TAC could assist with overcoming some of the obstacles that RIPTA faces.

There being no further questions or comments, Mr. Stuart thanked Ms. Piccione and moved to the next agenda item.

6. RIDOT Off-System Bridge Funding – *for action*

Prior to introducing Ms. Brady, Mr. Stuart indicated that this item was incorrectly listed as information purposes and it should have been listed as an action item on the agenda. He then introduced Ms. Brady who presented the RIDOT Off-System Bridge Funding as distributed with the Committee's packets as shown in (attachment 3). Highlights of those items in which the Transportation Advisory Committee engaged in discussion are as follows:

Mr. Brodd asked if the first round of funding received will be allocated to RI's off-system bridges. Ms. Brady said yes and explained 33 bridges will require repair work. The Better Bridge Program's goal is a 10-year plan to improve state bridges with the goal of meeting federal performance requirements, including the new, performance-oriented, Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization statute and regulations by 2020.

Mr. Wood asked about potential risks for not completing the construction within the 10-year period. Ms. Brady said that when it comes to construction, there is always a possibility of going beyond the expected timeframe. She explained that there are three bridge projects that are under contract that are encountering environmental difficulties, which is delaying the deadline.

Ms. Piccione pointed out that the federal highway trust fund will potentially become insolvent in August causing a potential halt and a hindrance to construction projects in August. Mr. Preiss said that although funding is limited at the moment, should funds become available, RIDOT has projects that are in a "read to go" status.

There being no further questions or comments, Ms. Callaghan asked to Committee to register an objection. There being none, Mr. Stuart asked for a motion to submit a written request indicating that there were no objections from the TAC and to approve a waiver to move the funding categories which will be reviewed by the Technical Committee and State Planning Council. Mr. Schiller motioned to approve and Ms. Brady seconded the approval. There was no further discussion and the motion was approved unanimously.

7. Staff Report

Ms. Callaghan addressed the following items under the Staff report:

- MAP-21 Planning Rule Making – Planning Regulations update;
- Other Future Rule Makings updates (pavement, bridges, and asset management; congestion, emissions, system performance, freight, and public transportation);
- State Freight Plan Update.

8. Additional Public Comment

Ms. Marks took a moment to thank the TAC for submitting a letter to the Department of Administration's Director, Mr. Richard Licht to promote the State Employee Commuter Task Force. She then expressed her appreciation to the Division of Planning's Associate Director, Mr. Kevin Flynn, for working on a plan to promote the State Employee Commuter Task Force.

9. Other Business – *For discussion*

Mr. Schiller said that the Sierra Club received correspondence relative to the trucking industry. He indicated that the industry wants longer and heavier trucks on the roads, which will cause damage roadways and bridges. He is in opposition of the proposal and is hopeful that RIDOT will be also.

Next, Mr. Schiller said that two Senators are promoting a twelve-cent increase in the federal gas tax over the next two years; the last increase was done in 1993. Realizing that most individuals are anti-tax, Mr. Schiller said that the extra revenue would be beneficial to RI and asked the Committee to help support this effort.

10. Adjournment

Upon motion of Mr. Wood, seconded by Mr. Bliss, the meeting was adjourned at 8:22 p.m.

Respectfully submitted,

Linsey Callaghan, TAC Secretary

ATTACHMENT 1

HIGHWAY FUNCTIONAL CLASSIFICATION & NHS CLASSIFICATION

2014 Comprehensive Update

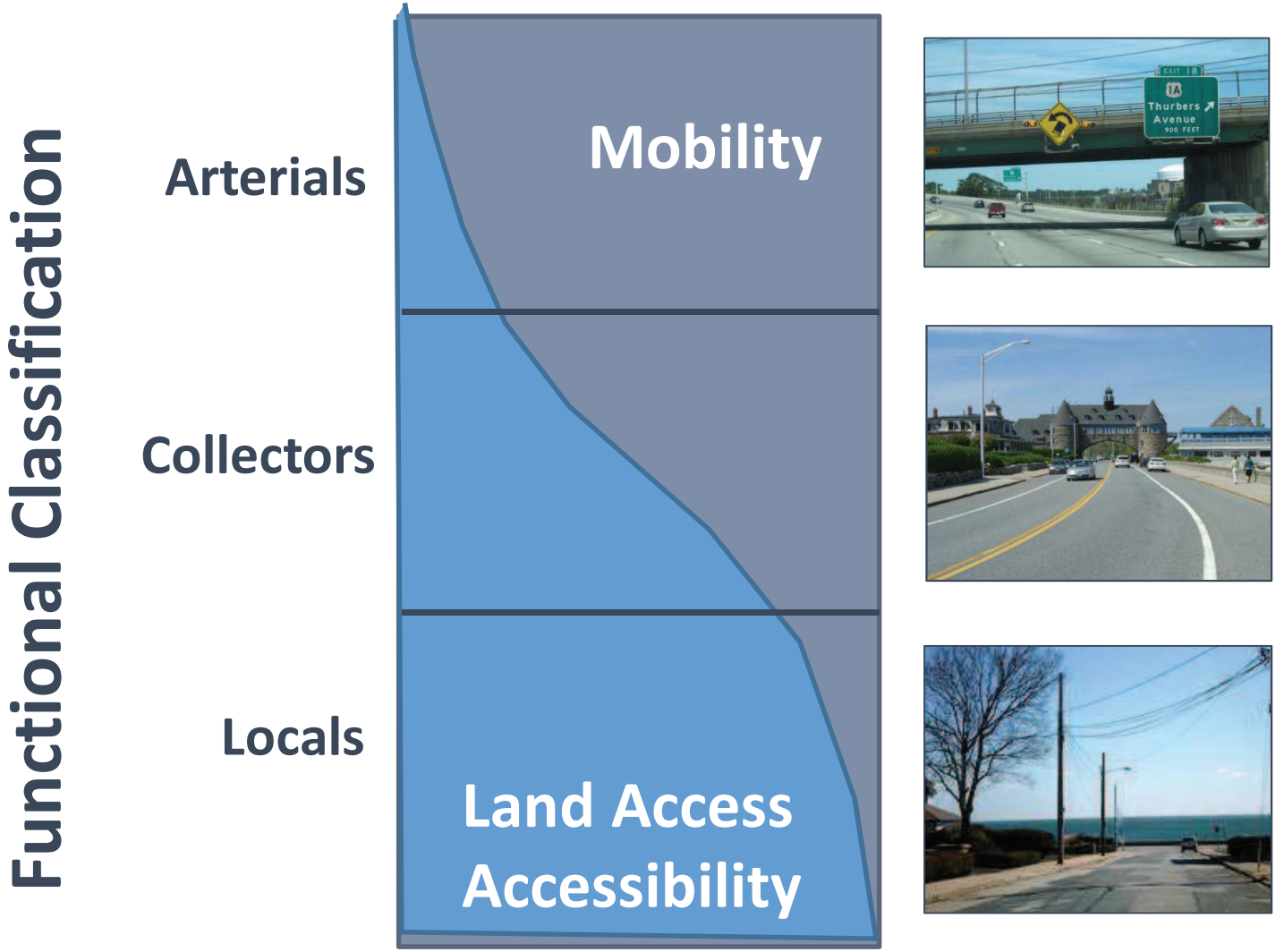
RHODE ISLAND STATEWIDE PLANNING PROGRAM

RI DOT Driven to get you there

Background

- Federal Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-aid highway system.
- Highway functional classification is used in developing the following:
  - Long Range Transportation Plan
  - Project eligibility and priority in the Transportation Improvement Program (TIP)
  - Roadway construction standards
  - Municipal land use controls

Traffic Mobility & Land Access Proportion of Service



Highway Functional Classification

Arterial

- Interstates and freeways
- High level of mobility
- High speed travel
- Long, uninterrupted travel
- Multiple lanes
- Access control

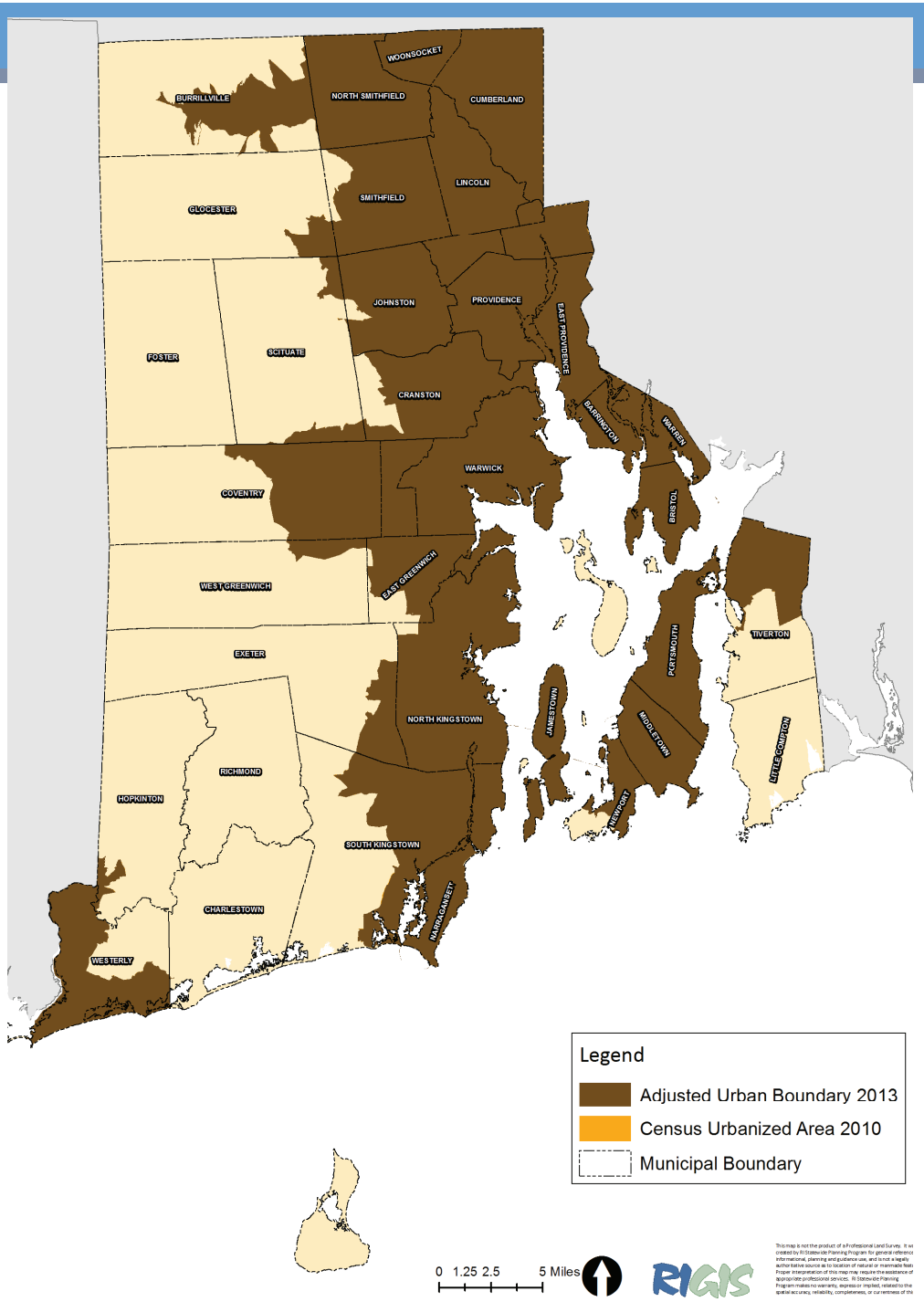
Collector

- Highways with lower level of mobility
- Higher level of property access
- Shorter distance travel
- Typically 2 lanes
- Pavement markings
- Distribute traffic

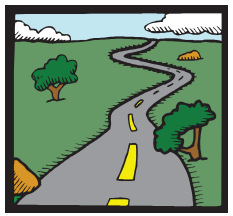
Local

- Low speed/mobility
- High level of property access
- Low design standards
- Typically 2 lanes
- No pavement markings

Urban / Rural Boundary



Federal-Aid Eligible Roadways



	RURAL		URBAN	
Federal Aid Eligible	**Principal Arterial**			
	Interstate	NHS	Interstate	
	Other Freeway & Expressways		Other Freeway & Expressways	
	Other Principal Arterial		Other Principal Arterial	
	Minor Arterial			
	Minor Arterial		Minor Arterial	
	Collector			
	Major Collector		Major Collector	
			Minor Collector	
	Roadways Ineligible for Federal-Aid			
	Minor Collector			
	Local		Local	

National Highway System

Roadways important to the nation's economy, defense, and mobility and includes the following subsystems of roadways*:

NHS

Principal Arterials

Interstate

Other Freeway & Expressways

Other Principal Arterial

+

Eisenhower Interstate System

Strategic Highway Network (STRAHNET)

Major Strategic Highway Network Connectors

Intermodal Connectors

- Federal-aid funding priority
- Eligible for National Highway Performance Program (NHPP) funding
- FHWA's NHS Design Standards (currently the 2004 AASHTO Green Book) apply for new and reconstruction roadway resurfacing, restoration, and rehabilitation (3R) projects
- Subject to MAP-21 performance reporting
- State's Responsible for outdoor advertising and junkyard control along NHS roadways
- Specified maintenance requirements
- Asset management accountability
- Contract administration requirements

Summary of Changes

419 Segments of Roadways Reclassified

	Existing 2013		Proposed 2014		Change	
	Miles	**%**	**Miles**	**%**	**Miles**	**%**
Interstate	90.0	1.4%	90.0	1.4%	0.0	0.0%
Other Freeways & Expressways	111.0	1.7%	125.1	1.9%	14.1	12.7%
Other Principal Arterial	411.0	6.3%	436.2	6.7%	25.2	6.1%
Minor Arterial	427.0	6.5%	419.1	6.4%	-7.9	-1.9%
Major Collector	757.0	11.6%	729.5	11.2%	-27.5	-3.6%
Minor Collector	124.0	1.9%	166.2	2.5%	42.2	34.0%
Local	4,608.0	70.6%	4,562.0	69.9%	-46.0	-1.0%
Total NHS*	612.0	9.4%	**651.3**	10.0%	**39.3**	6.4%
Total Non-NHS	5,916.0	90.6%	5,876.7	90.0%	-39.3	-0.7%
Total Federal Aid	1,796.0	27.5%	1,834.3	28.1%	**38.3**	2.1%
Total Non-Federal Aid	4,732.0	72.5%	4,693.5	71.9%	-38.5	-0.8%
Total	6,528.0	100.0%	6,528.0	100.0%	0.0	

* Includes 1.67 miles of Intermodal connectors, STRARNET, and ramps

Summary of Changes

- NHS - 39 miles of roads added to the NHS (62 miles added – 23 miles removed = 39 miles)
- Federal Aid System – 38 miles of roads added to the Federal Aid System (55 miles added – 17 miles removed = 38 miles)

- No Impact to Projects Listed in the FY 2013-2016 TIP

Notable Reclassification Scenarios

- Additions to NHS
  - Upgrades proposed to become Other Principal Arterials and above
- Removal from NHS
  - Downgrades to Other Principal Arterials and above and now proposed as Minor Arterials
- Removal from Federal-Aid System
  - Downgrades to Urban – Minor Collector and above and now proposed as Urban Local
  - Downgrades to Rural – Major Collector and above and now proposed as Rural Minor Collector and Local

Outreach Efforts

Municipal Outreach Efforts

- Letter to Municipalities Sent on June 3, 2014
- Posted Municipal Maps and Tables on Website
- Individual meetings with municipalities with most changes (Providence, Pawtucket, Woonsocket, Newport)
- Held 4 Regional Meetings - June 17 – 25

General Public Outreach

- Notice of Proposed Changes and TAC's Review to Statewide Planning Entire Mailing List
- Ability of the Public to Provide Comments at TAC Meeting

Next Steps

TAC Review & Adoption Process

- TAC Review and Accept Public Comments – June 26
- Staff will Summarize Comments Received
- Final TAC Approval Requested – July 24

FHWA

- Submit Changes to FHWA

ATTACHMENT 2

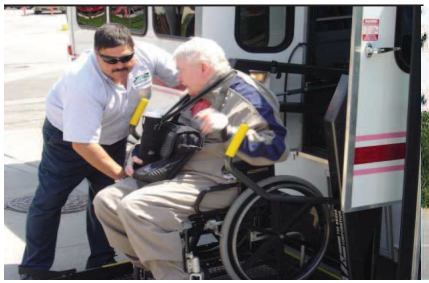
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

RIPTA PUBLIC TRANSIT PROGRAM

Transportation Advisory Committee

June 26, 2014

Lillian Shuey Picchione, Director of Federal Programs and Capital Development



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

OUR VISION

Imagine a future in which a wide range of multi-modal, convenient, and attractive transportation choices help promote growth, and support thriving, livable communities throughout Rhode Island.

As Rhode Island's Mobility Manager, we aim to achieve this vision in a fiscally responsible manner, working with federal, state, local and private partners to realize the benefits a modern transit system can provide and to improve the overall quality of life in Rhode Island.

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

PURPOSE

Transportation Choices

- Saves Money
  - For individuals
  - For business
- Fosters independence
- Environment
- Congestion

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

AT-A-GLANCE

- Established in 1966; 47 years of operation
- 8-member Board of Directors; Quasi-public
- One of only two statewide transit agencies
- Designated Rhode Island's Mobility Manager (2007)
- FY 2013 Expense Budget: $101.4 million
- $2.00 Fare - One State, One Rate
- Operates 3,168 daily weekday trips on 54 fixed routes statewide
- Operates 9.2 million fixed-route vehicle miles annually
- FY 2014 Annual Ridership (projected): 20.48 Million

FAMILY OF SERVICES

- Fixed Route
  - 54 routes throughout the state
    - 4 Trolley Routes
    - 8 Routes Offering Express Service
- Flex Service
  - 8 zones providing point deviation and reservation-based community circulators
- The RIde Program
  - Statewide paratransit service, providing ADA Service within ¾ mile of fixed route service

FAMILY OF SERVICES: FLEX PROGRAM

- Accessible general public service
- Community circulator and bus feeder service
  - Zone with defined boundaries but no specific route
  - Vehicle will go into neighborhoods
    - "Bus stop at the end of your driveway"
- Available by reservation or at Flex Stops
  - Available to anyone for any reason, just like regular RIPTA fixed route service
  - Limited space - first come, first served
    - 16-passenger vehicle (+2 wheelchairs)

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

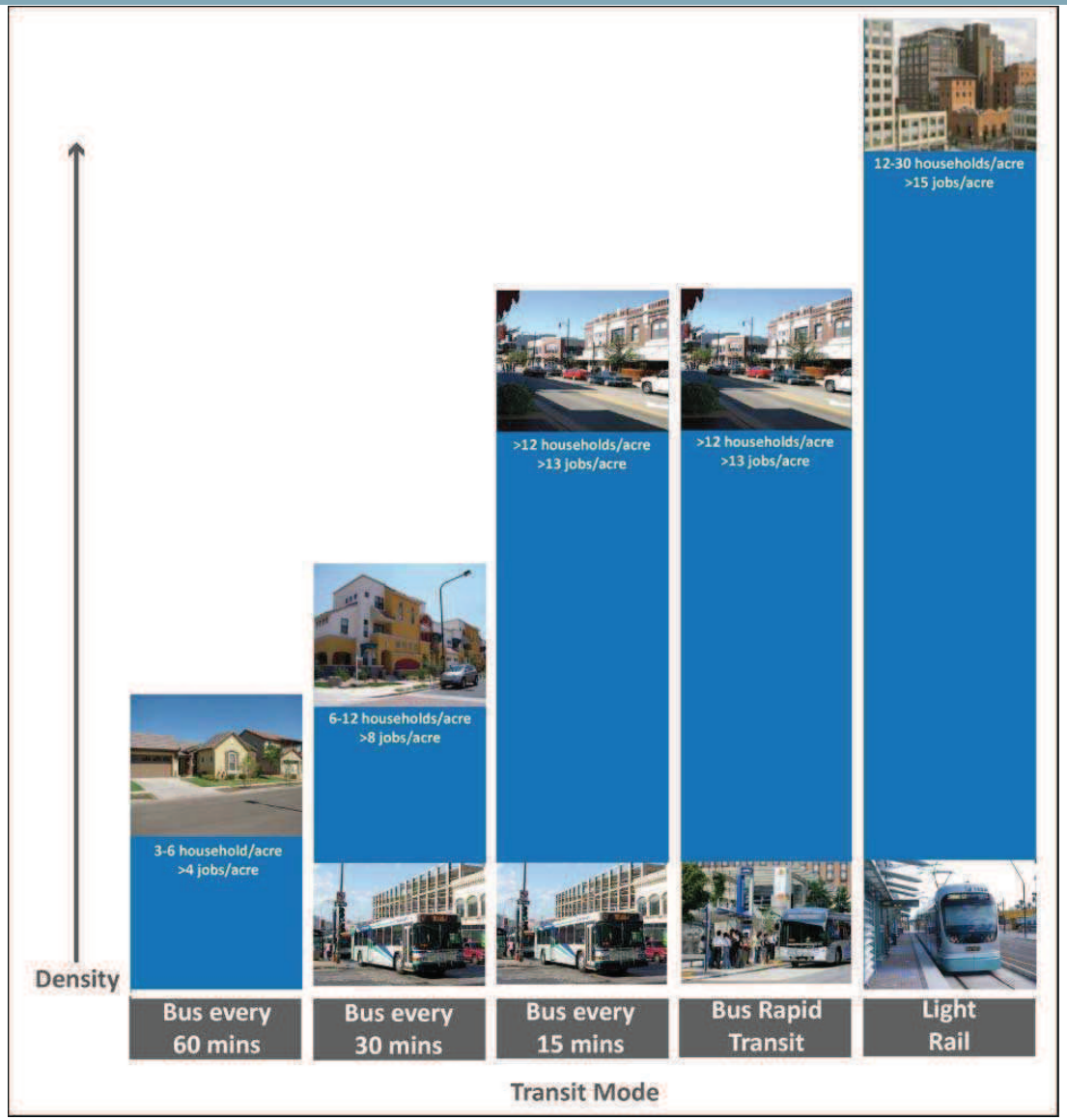
KEY INFORMATION

- 57,443 people board a bus every weekday in RI (70% in Providence, 40% in Kennedy Plaza)
- 45,000 people every day in Kennedy Plaza
- 15 RI companies subsidize transit
  - 15,000 rides every month
- Almost all colleges & universities subsidize transit
  - 200,000 rides every month
- RIde provides nearly 3,000 trips daily.

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

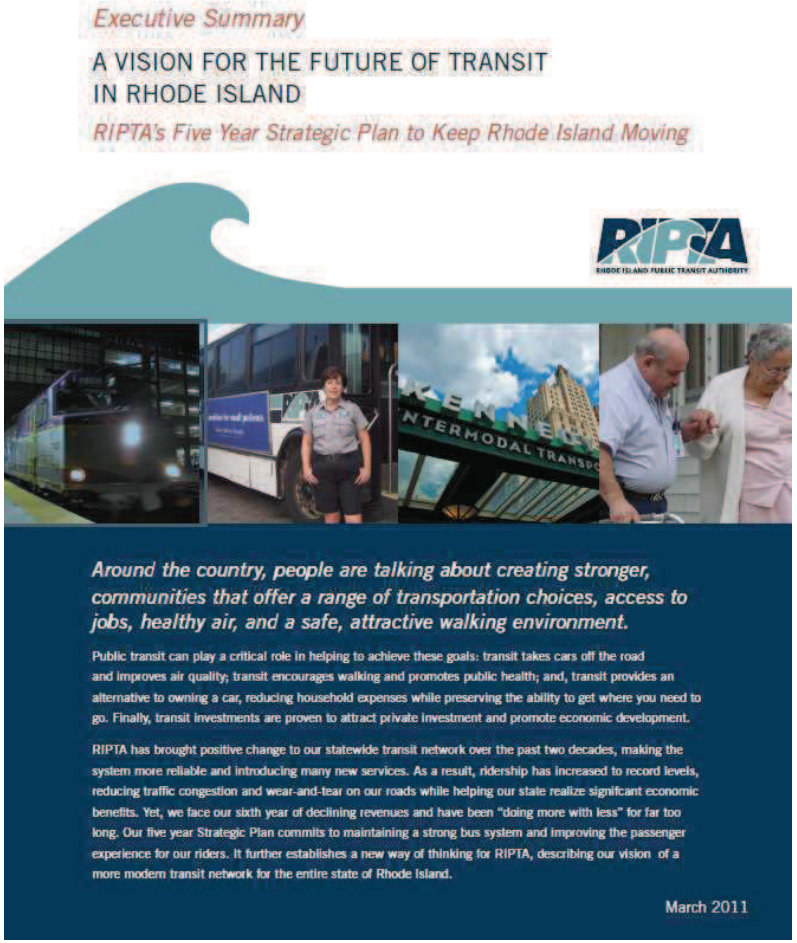
KEY INFORMATION

- More than anything else, the distribution of population and employment influences the demand for transit
- Higher density = higher demand
- Lower density = lower demand



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

STRATEGIC PLAN



Five Main Goals

- Serve as Rhode Island's Mobility Manager
- Attract More Riders
- Grow Our Network to Expand Mobility and Support Economic Growth
- Realize the Environmental, Economic, and Quality of Life Benefits of Transit
- Identify a Sustainable Funding Strategy

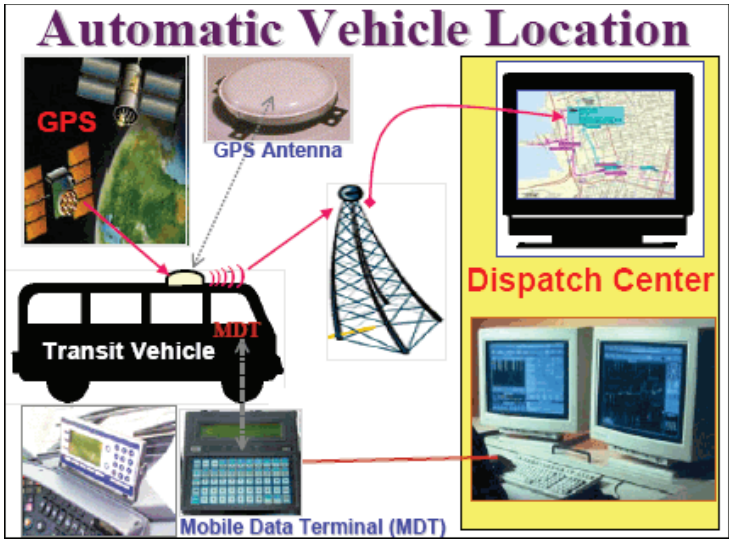
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

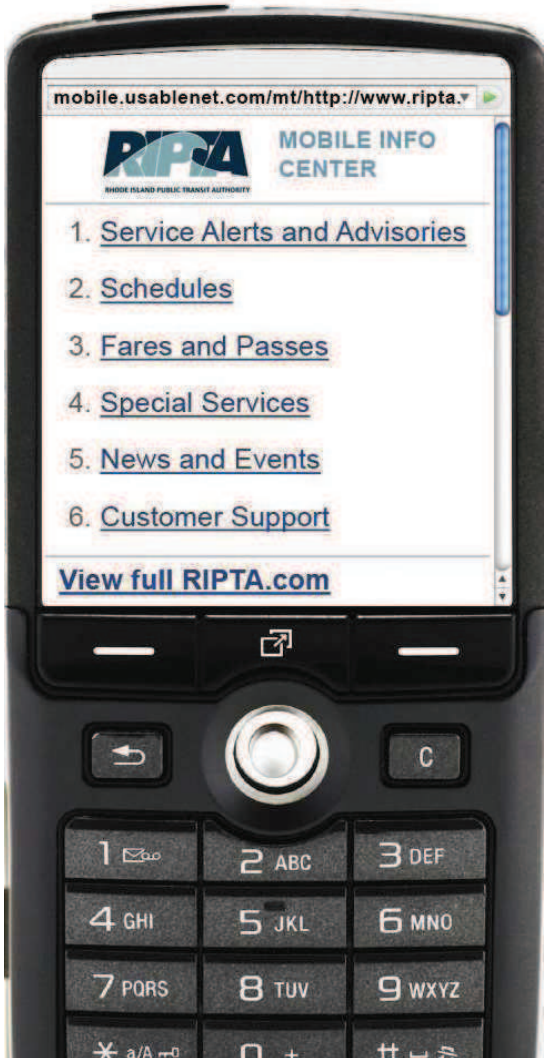
GOAL 1: MOBILITY MANAGER

Develop a Multi-Modal, Regional, and Accessible Transit System.

GOAL 2: ATTRACT MORE RIDERS

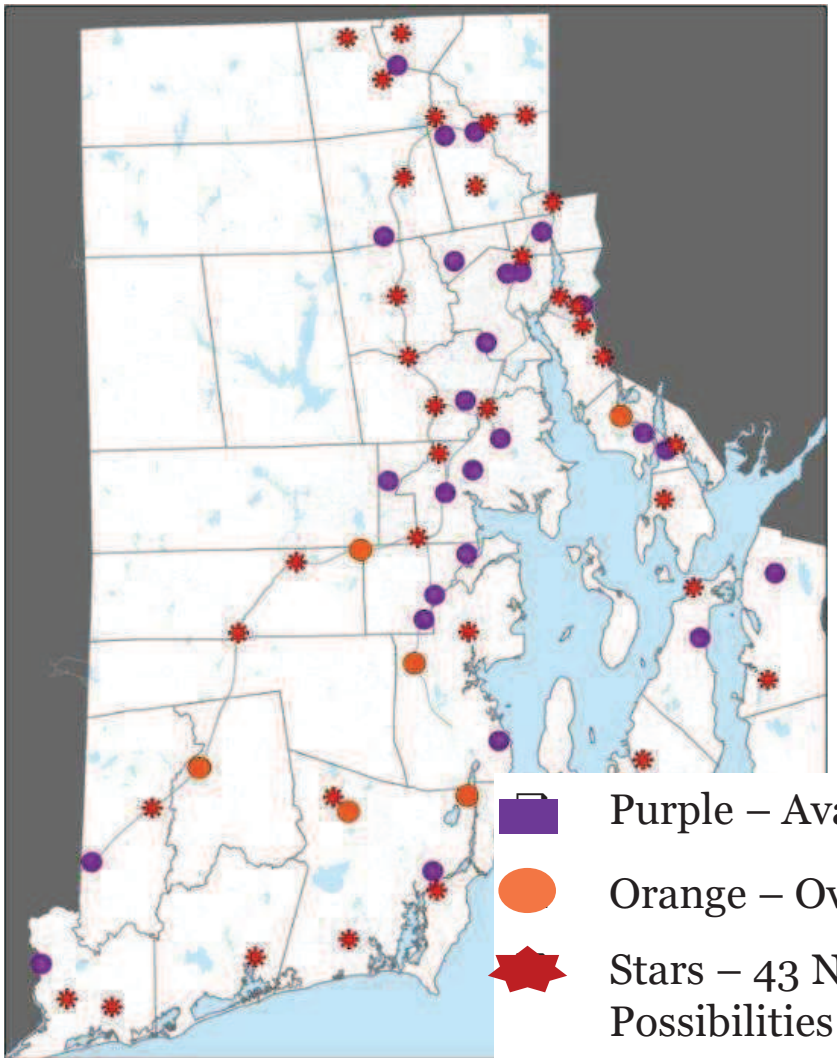
Make Transit Convenient, Attractive and Easy to Use





GOAL 3: GROW OUR NETWORK

Expand RI's Transit Network to Support and Promote Economic Growth



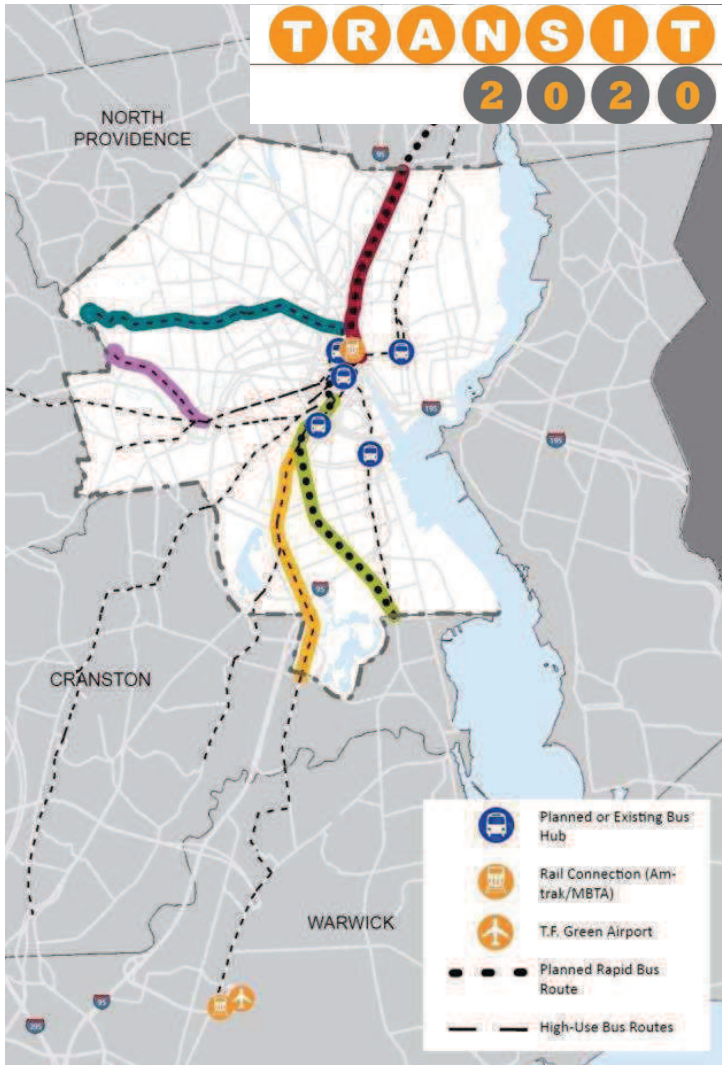
Key Hubs

- Woonsocket
- Pawtucket
- Providence
- Newport
- Warwick
- East Providence

Purple – Available

Orange – Overloaded

Stars – 43 New Park & Ride Possibilities

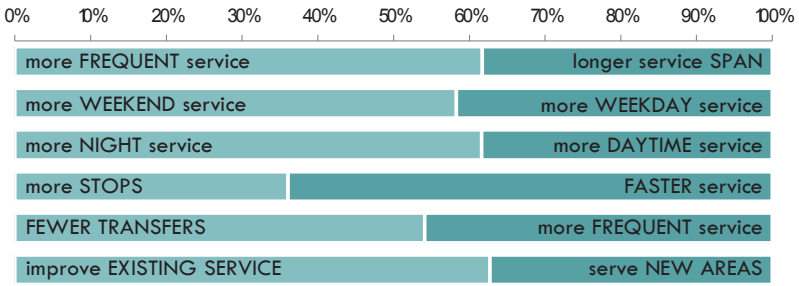


Rider Survey Report

RIPTA Fixed Routes **all**

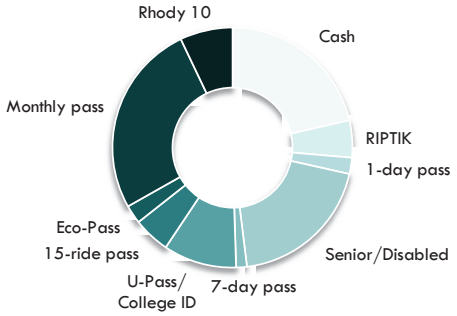
	RIPTA
Number of valid fixed-route surveys:	9,843
Percent taken in Spanish:	3.5
Percent completed online:	6.7
Percent of riders with access to a car:	15.8
Average weekday ridership:	65,546
Avg. weekday ridership per vehicle revenue hour:	33.2

Rider Preferences

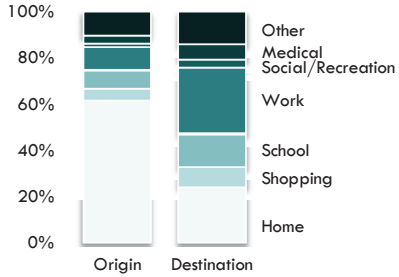


Trip Characteristics

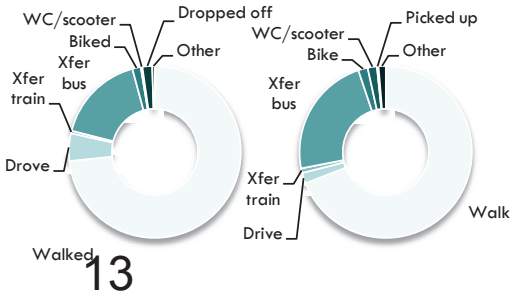
Fare Type



Origin & Destination



Mode of Access & Egress

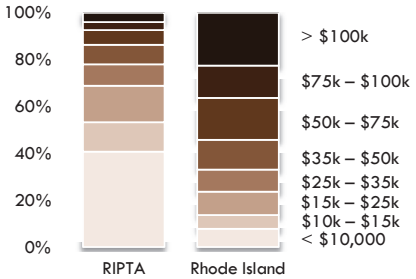


Transfer Activity

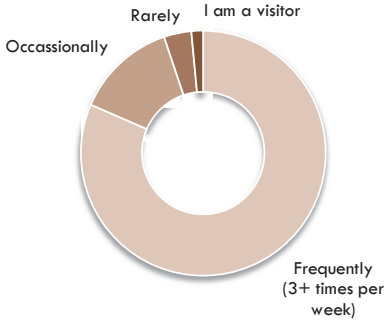
Not applicable system-wide.

Rider Demographics

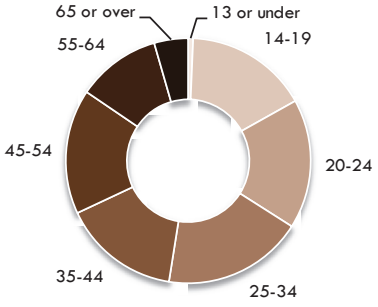
Household Income



Rider Frequency

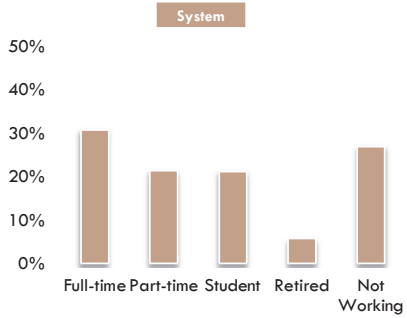


Age



Employment Status

note: respondents could check more than one answer



GOAL 3: GROW OUR NETWORK

Comprehensive Operational Analysis Results

Provide More Bus Service

Concerns about overcrowding were expressed more than any other issue.

- Need more mid-day and evening service, and on weekends.
- Demand is highest in Providence metro, also Woonsocket & Newport;
- Limited demand in Cumberland, Smithfield, Greenville, Barrington, Bristol, Narragansett, and Westerly

Design Service with the Customer in mind

- Coordinate bus schedules at transfer points to limit waiting time
- Evenly space buses that operate along the same street
- Use clock-face scheduling to make it easier to remember schedule
- Make service faster by overlaying express or skip-stop services on key routes.
- Don't duplicate commuter rail, but complement it
- Provide the opportunity to travel between key destinations without having to go through downtown Providence.

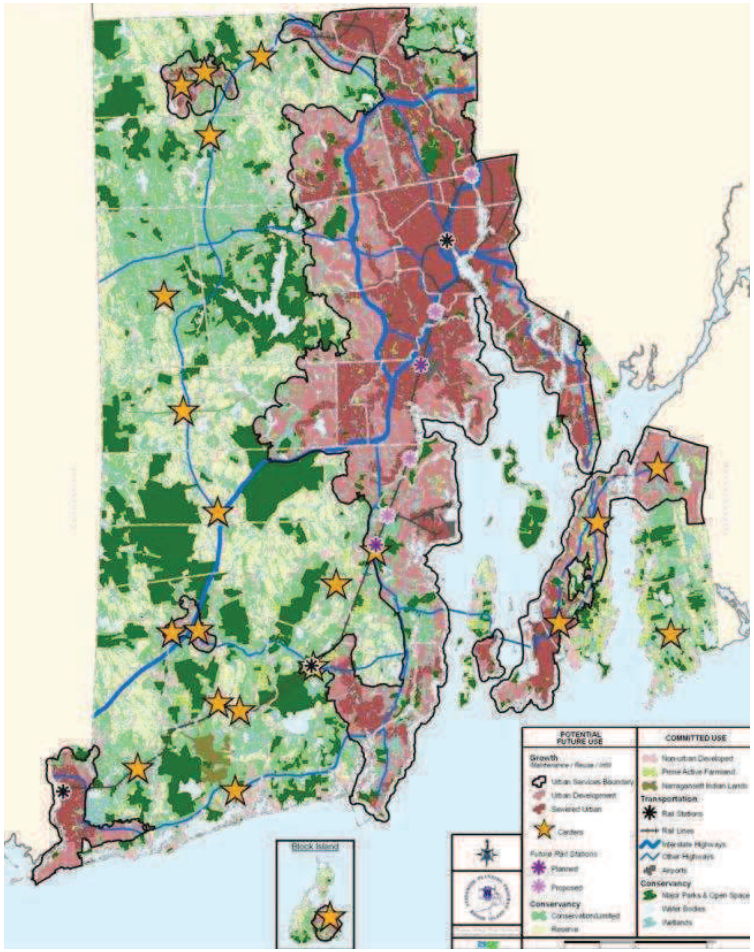
GOAL 3: GROW OUR NETWORK

Comprehensive Operational Analysis Results

- Overall, RIPTA's route network is generally well-matched with demand:
  - Particularly service to/from Providence
  - Although less so to other areas
- Opportunities for service to some new areas, and better service between some communities include:
  - A Warwick transit hub (similar to Pawtucket) to provide strong ties between Warwick and Providence and facilitate local travel
  - Additional service coverage in Cranston and North Providence
  - Additional fixed-route service in Woonsocket
  - Service to the southern half of the I-295 corridor, particularly the south half in Smithfield, Johnston, Cranston, and West Warwick
  - New service to emerging areas such as Quonset

GOAL 4: SUPPORT LIVABILITY

Recognize Transit's Ability to Support Livable Communities and a Green Economy



GOAL 5: SUSTAINABLE FUNDING

Identify a Funding Strategy for Sustainable Growth of Our Transit System

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

ACHIEVING STRATEGIC PLAN

- ✓ RIPTA COA Service Improvements
- ✓ RIPTA R-Line Rapid Bus
- ✓ Kennedy Plaza Redesign
- ✓ Providence Bike Share program
- ✓ LINK area road network improvements
- ✓ Providence Station Improvements
- ✓ Thayer St. Superstop
- ✓ New Downtown Transit Centers
- ✓ Transit Emphasis Corridors
- ✓ Superstops
- ✓ Commuter Rail market expansion
- ✓ Providence Streetcar
- ✓ Amtrak Hi-Speed Rail improvements
- ✓ Garrahy Parking Garage

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

ACHIEVING STRATEGIC PLAN

Performance Measurement

CEO Report KPIs - Key Performance Indicators
Office of Management and Budget
NTD – National Transit Database
ABBG – American Bus Benchmarking Group
Asset Management

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

COMPETITIVE GRANTS

Award	Name
$ 120,000	Statewide Planning Challenge Grant
	Supplemental Funds for Core Connector Study
$ 900,000	FTA Bus Livability
	Passenger Amenities in Greater Kennedy Plaza
$ 1,200,000	HUD Community Challenge Grant (with Providence)
	Transit and land use coordination planning on 5 corridors
$ 1,500,000	TIGGER Solar Grant
	Solar panels for RIPTA Bus Storage building at Elmwood
$ 2,400,000	FTA State of Good Repair Grant
	Transit Asset Management software
$ 6,300,000	Homeland Security Transit Security Grant Program
	Interoperable communications, security training
$ 875,000	FTA State of Good Repair Tunnel
	East Side Tunnel safety and passenger improvements
$ 1,600,000	Hurricane Sandy Repairs
	Newport Gateway exterior waiting area improvements

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

ACHIEVING STRATEGIC PLAN

R LINE

BROAD-NORTH MAIN

R-Line ribbon cutting **Friday, June 27**

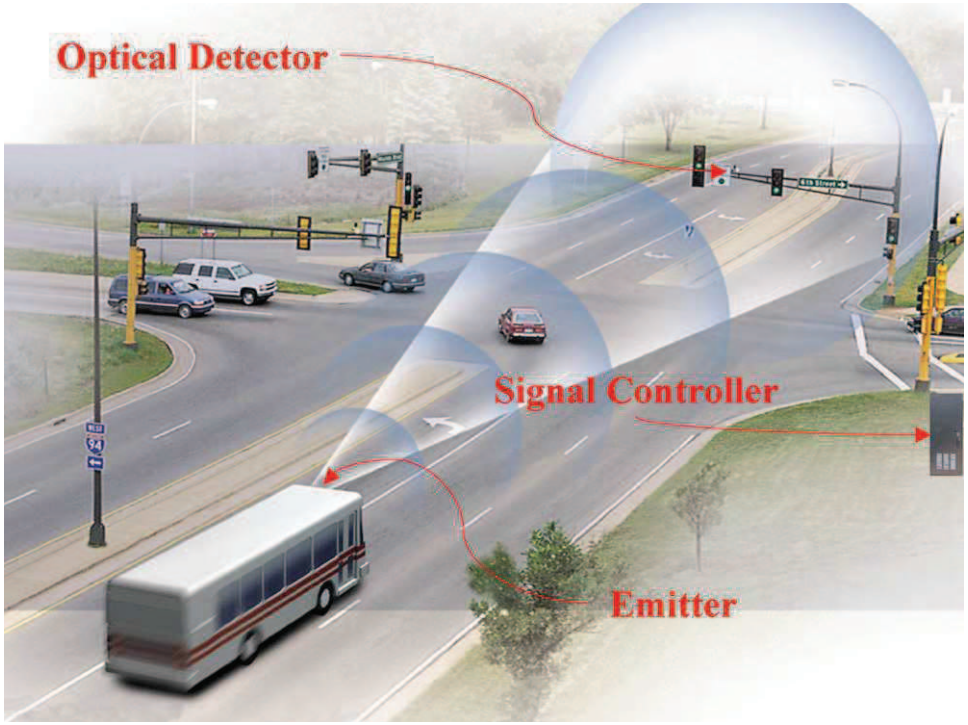
- High frequency (10 minute in peak)
- Transit signal priority
- Street improvements
- Shelters and furniture
- Branding

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

TSP

Transit Signal Prioritization (TSP) means buses on the R-Line will spend less time at red lights, which means less time for you to get to your destination.

RIPTA's Rapid Bus includes TSP

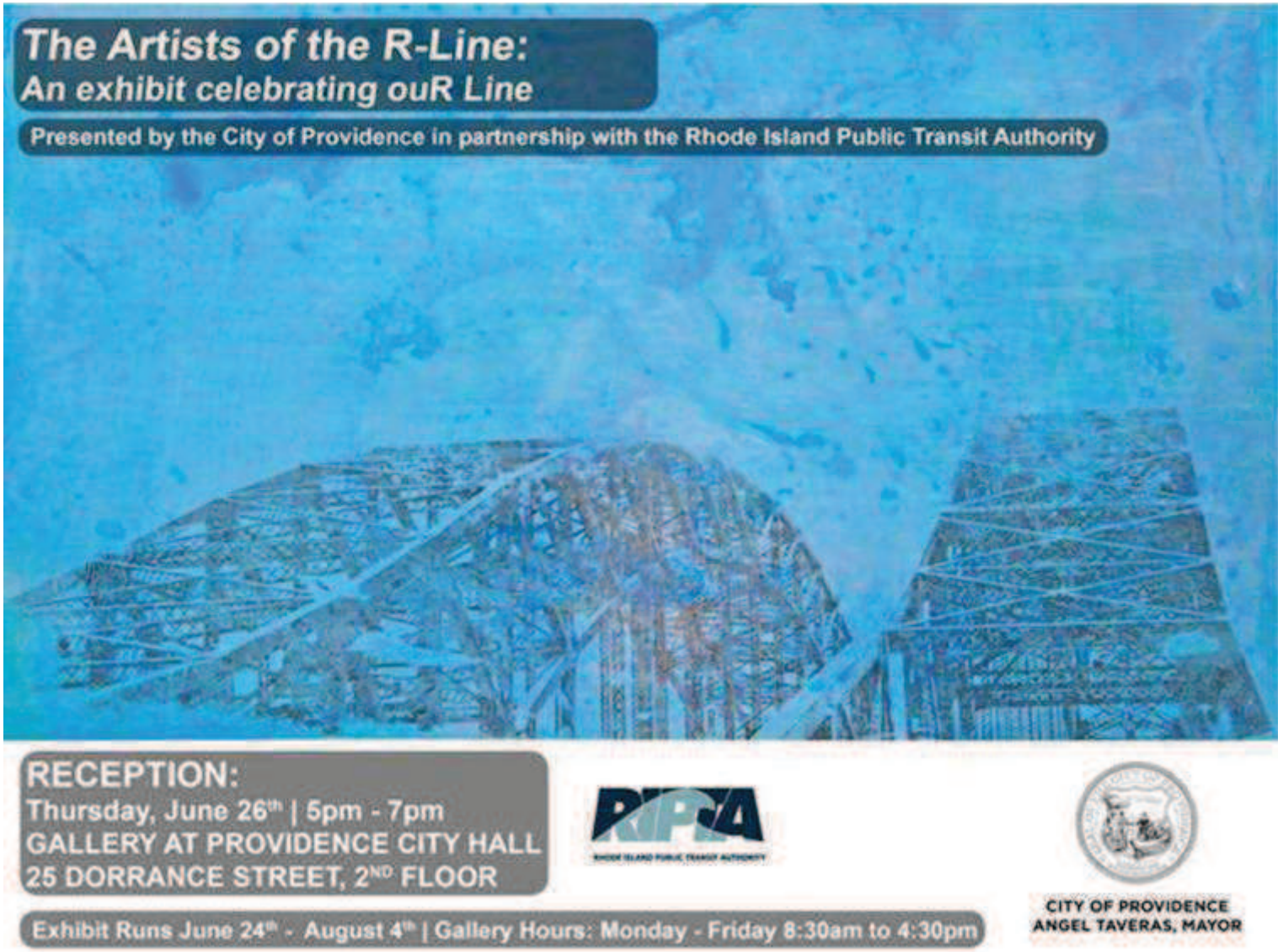


Bus Rapid Transit includes separate ROW, off-board fare collection (Curitiba, Brazil)

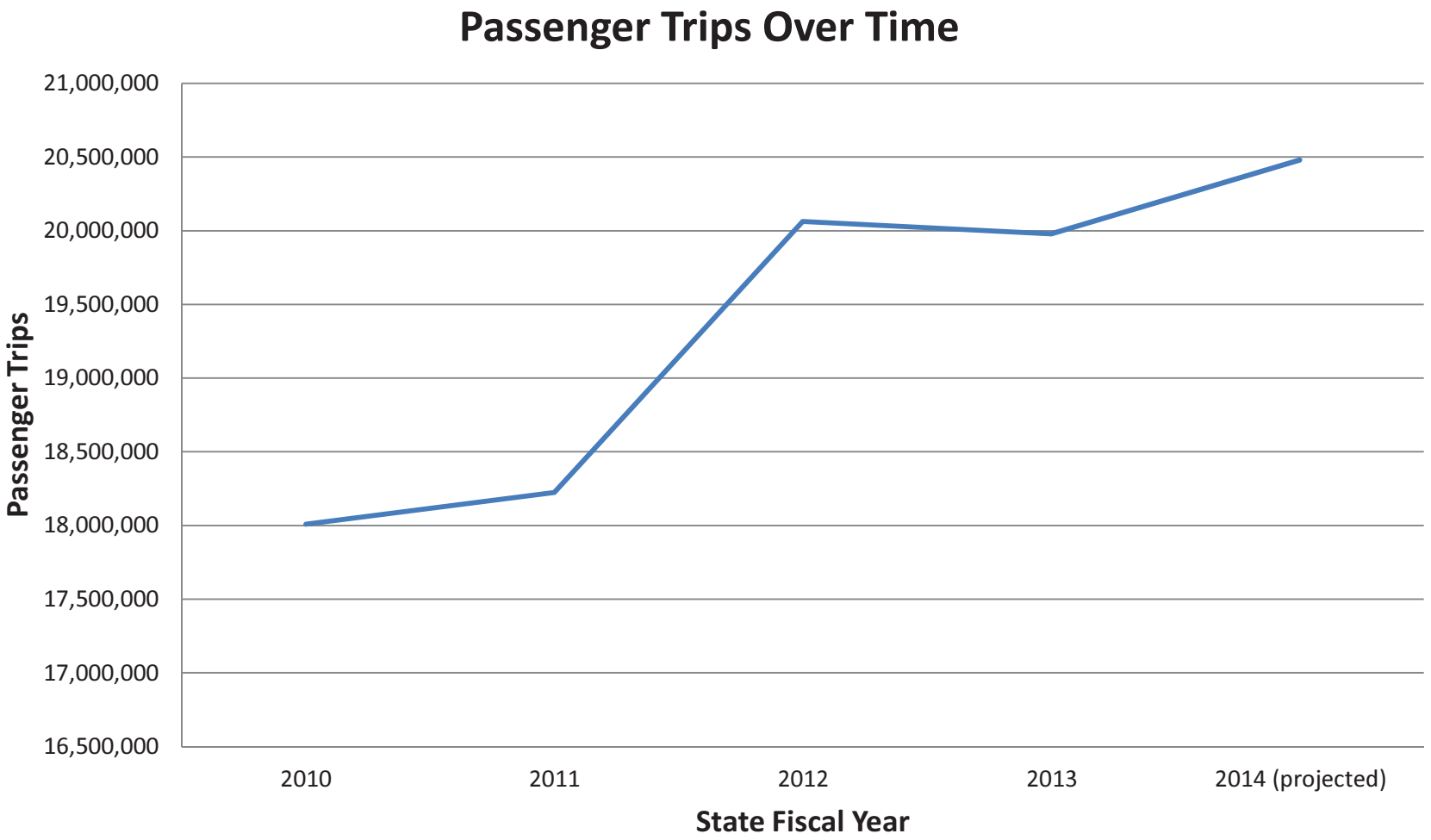
Linha Verde Curitiba BRT 02 2013 Est Marechal Floriano 5978

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

ACHIEVING STRATEGIC PLAN



ACHIEVING STRATEGIC PLAN



ATTACHMENT 3

OFF–SYSTEM BRIDGE WAIVER
Request for Concurrence

Technical Committee
July 17, 2014

Rhode Island is facing a challenge to fund bridge repair and other transportation infrastructure investment needs.

- There are 1,154 bridges in Rhode Island.
- Currently, the State has 20% of its bridges rated as structurally deficient, while an additional 59% require repairs or rehabilitation.
- To meet goals for improving the condition of Rhode Island's bridges within ten years, the Better Bridge Program was developed using asset management principles.
- The program would reduce deck area of structurally deficient bridges to less than 10% of all bridge deck area.

Better Bridge Program Resources Needed

Year	Poor Bridges (Remediation)	Fair Bridges (Preservation)	Total Funding Needed	Currently Available Funding	**Additional Funding Needed**	Funding to Maintain Good Bridges
2015	$40,416,525	$145,176,990	$185,593,516	$50,000,000	**$135,593,516**	$4,675,577
2016	$40,219,771	$49,140,704	$89,360,474	$50,000,000	**$39,360,474**	$5,397,786
2017	$40,729,702	$69,269,864	$109,999,566	$50,000,000	**$59,999,566**	$4,201,214
2018	$39,911,338	$49,734,826	$89,646,164	$50,000,000	**$39,646,164**	$15,500,000
2019	$71,303,143	$18,307,625	$89,610,769	$50,000,000	**$39,610,769**	$15,500,000
2020	$50,878,778	$19,104,996	$69,983,774	$50,000,000	**$19,983,774**	$15,500,000
2021	$50,492,637	$19,206,392	$69,699,029	$50,000,000	**$19,699,029**	$15,500,000
2022	$50,779,568	$18,927,079	$69,706,647	$50,000,000	**$19,706,647**	$15,500,000
2023	$18,905,839	$50,969,702	$69,875,541	$50,000,000	**$19,875,541**	$15,500,000
2024	$0	$61,182,798	$61,182,798	$50,000,000	**$11,182,798**	$15,500,000
Total	$403,637,302	$501,020,977	$904,658,278	$500,000,000	**$404,658,278**	$122,774,577
					Annualized Funding $40,465,828	

What is an off-system bridge?

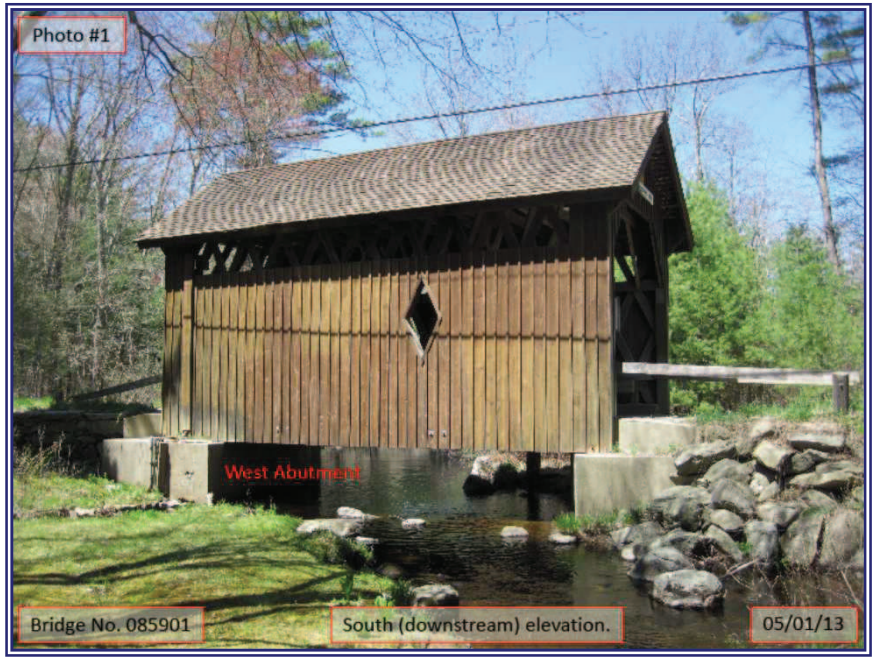
- A National Bridge Inventory (NBI) bridge which is not part of the Federal Highway System.

What is the off-system bridge set aside?

- As part of MAP-21 (and its predecessor, SAFETEA-LU) each state is required to spend the equivalent of 15% of highway bridge funding on off-system bridges in each fiscal year.
- In Rhode Island, that equates to approximately $10 million annually.

How much is currently designated as off-system bridge set-aside?

- Currently the State of Rhode Island has over $51 million set aside for off-system bridges.



Example: Central Pike Bridge No. 859: Structurally Deficient and Posted for Load. Superstructure (steel beams) contributing cause.

Federal Funding Set Aside for Off-System Bridges

Funding Source	Program Code	Unobligated Balance
Bridge Program 15% Off-System	L11E, L11R	$ 30,702,898
STP Off-System Bridge	M233	$ 20,571,728
TOTAL		**$ 51,274,626**

How many off-system bridges are in Rhode Island?

- There are 48 off-system bridges in Rhode Island.

What is the condition of these bridges?

- 12 are in good condition;
- 3 are currently under construction; and
- 33 require various levels of work, ranging from minor repairs and rehabilitation to replacement.

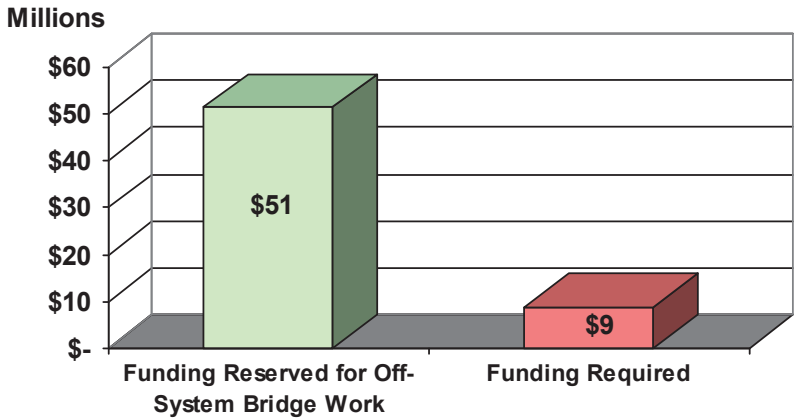
How much will it cost to bring ALL of the off-system bridges into a state of good repair?

- It is estimated that the total cost of the remaining work will be approximately $9 million.

	State Owned	Town Owned	Total
Number	26	22	**48**
Structurally Deficient	5	5	**10**
Fair Condition	14	12	**26**
Good Condition	7	5	**12**

How does the amount set aside compare with the amount of funding needed?

- The amount needed is $9 million, compared to the amount set aside ($51 million).



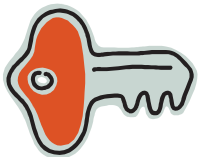
What can we do about the disparity between the set-aside and need?

- MAP-21 has a provision to allow a waiver of the amount reserved for off-system bridges when the state has "inadequate need" for the funding.
- RIDOT is seeking concurrence from the Transportation Advisory Committee, the Technical Committee, and the State Planning Council before forwarding an official request to FHWA in Washington, DC to reduce the set-aside.

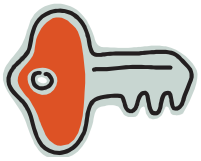
Waiver Request for $41.3m of the Off-System Bridget Set-Aside

Funding Source	Program Code	Unobligated Balance	Requested Reduction	Proposed Off-System Bridge Set-Aside Remaining
Bridge Program 15% Off-System	L11E, L11R	$ 30,702,898	$ (30,702,898)	$ -
STP Off-System Bridge	M233	$ 20,571,728	$ (10,571,728)	$ 10,000,000
TOTAL		**$ 51,274,626**	**$ (41,274,626)**	**$ 10,000,000**

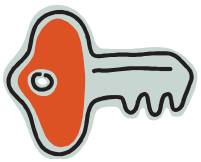
Key Points



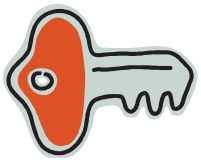
All 48 off-system bridges in Rhode Island can be brought into a state of good repair for approximately $9 million in investment.



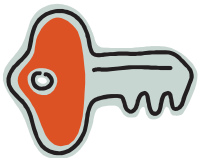
The waiver from FHWA would allow RIDOT to reallocate the remaining $41.3 million into a more flexible funding category.



The $41.3 million is needed to fund the TIP as developed. This is **NOT** additional funding for new projects.



This process will also prevent the state from losing off-system bridge funding due to any lapse of funds.



RIDOT is requesting concurrence from the Transportation Advisory Committee, the Technical Committee, and the State Planning Council to support the waiver request.

Questions?

OFF–SYSTEM BRIDGE WAIVER
Request for Concurrence

Technical Committee
July 17, 2014

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