

**STATE PLANNING COUNCIL
TRANSPORTATION ADVISORY COMMITTEE**

January 22, 2015 at 6:30 p.m.
Department of Administration

MINUTES

I. ATTENDANCE

1. Members Present

Ms. Fran Shocket, Chair	Public Member
Mr. Everett Stuart, Vice Chair	RI Association of Railroad Passengers
Mr. Lloyd Albert	AAA Southern New England
Mr. Michael Cassidy	Public Member
Mr. Albert Dahlberg	Public Member
Ms. Bari Freeman	Bike Newport
Mr. John Flaherty	Grow Smart RI
Mr. Ronald Gagnon	RI Department of Environmental Management
Mr. Jonathan Harris	Sierra Club
Ms. Joelle Kanter	Representing Mr. Dan Baudouin, Providence Foundation
Ms. Eliza Lawson	RI Department of Health
Mr. Chris Maxwell	RI Truckers Association
Mr. George Monaghan	RI Consulting Engineers (RICE)
Ms. Lillian Picchione	RI Public Transit Authority
Mr. Daniel Porter	RI Airport Corporation
Ms. Meredith Brady	RI Department of Transportation
Ms. Pam Sherrill	RI Chapter, APA
Mr. Michael Walker	RI Commerce Corporation

2. Members Absent

Mrs. Dinalyn Spears	Narragansett Indian Tribe
Mr. Corey Bobba	Federal Highway Administration, Advisory Member
Mr. Alan Brodd	Town of Woonsocket
Mr. Richard Crenca	City of Warwick
Dr. Judith Drew	Governor's Commission on Disabilities
Mr. David Everett	City of Providence
Mr. Michael Wood	Town of Burrillville / RI League of Cities and Towns

3. Statewide Planning Staff Present

Ms. Linsey Callaghan	Supervising Planner
Mr. Kevin Flynn	Associate Director for Planning
Mr. Benjamin Jacobs	Principal Research Technician
Mr. Jared Rhodes	Chief
Ms. Karen Scott	Assistant Chief

Mr. Chris Witt

Principal Planner

4. Guests Present

Mr. Michael Lewis

RI Department of Transportation

Mr. Dennis Brown

RI Department of Transportation

Mr. Amy Pettine

RI Public Transit Authority

Mr. Bill Legare

Valley Transportation and Northwest
Transportation

Ms. Eugenia Marks

Audubon Society and Coalition for
Transportation Choices

Ms. Patricia Raub

RIPTA Riders Alliance

Mr. Don Rhodes

RIPTA Riders Alliance

II. Agenda Items

1. Call to Order

Ms. Fran Shocket called the meeting to order at 6:36 pm. Ms. Shocket took the opportunity to introduce the new TAC members in attendance, Mr. John Flaherty of Grow Smart RI, Ms. Bari Freeman of Bike Newport, Mr. Jonathan Harris from Sierra Club, and Mr. Chris Maxwell of the RI Truckers Association.

2. Approval of November 20, 2014 Minutes – *for action*

Ms. Fran Shocket asked for comments on the minutes. Hearing none, Ms. Shocket asked for a motion to approve the minutes, which was made by a Ms. Pam Sherrill, seconded by Mr. Ronald Gagnon, and approved unanimously with no further discussion.

3. Public Comment on Agenda Items

Ms. Fran Shocket asked if there were any comments on the agenda items. There were several comments made at this time, but as they were on the subject of Agenda Item #5 they have been incorporated into the associated Public Hearing Report in the order in which they signed up to speak. The report is provided as attachment 1.

4. MAP-21 Educational Series – Summary Presentation

• **RIDOT Staff Presentation – *for information***

Ms. Karen Scott gave a short recap of the Map-21 Educational Series, which has given the TAC an introduction to the different aspects of MAP-21 and the changes it is causing in the transportation funding system. Ms. Scott noted that previous sessions have covered Safety, Bridge, Transit Rail, Transit Bus, Transportation Alternatives, CMAQ, Freight, Asset Management, and Performance Based Planning. She then introduced Mr. Michael Lewis, Director of the Rhode Island Department of Transportation, to present the MAP-21 Educational Series – Summary Presentation, 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:

Mr. Lloyd Albert asked what impact recent changes to the gas tax would have on Rhode Island's status as the state that spends the least on its transportation infrastructure. Mr. Lewis replied that Rhode

Island has quite a long way to go in order to get out of last place, because most states contribute to transportation using other state sources in addition to the gas tax, while Rhode Island only uses part of the gas tax. Mr. Lewis noted that in Utah, on the other end of the spending spectrum, the Federal contribution to transportation made up only 17% of the state's transportation expenditures, as opposed to Rhode Island's 80%. He went on to note that in Utah 17% of the state's sales tax is devoted to fund transportation. The single penny rise in the Rhode Island gas tax in the short term will generate about \$4.2 Million for RIDOT, which is good, but is far from what is needed to meet the state's transportation needs. Mr. Lewis noted that the decision by Massachusetts voters to eliminate their gas tax increase would probably be bad for Rhode Island. Mr Lewis concluded by suggesting that a user fee based system, such as that being evaluated in Oregon might be a good system to look at for Rhode Island.

Mr. Lloyd Albert concurred as to the value of such a system, though he thought it was a long way away. Mr. Lewis suggested that the federal government was not going to be able to play a leadership role on this issue, and so it was going to be up to the states to pilot such programs. Mr. Lewis hypothesized a program where a driver would pay a onetime fee of \$300 each year, while the gas tax was reduced from \$0.33 per gallon to \$0.10 per gallon, while those driving less than 10,000 miles per year could choose to pay \$0.03 per mile. The result could net another \$100 million for road maintenance.

Mr. Kevin Flynn noted that it is impractical to use continued gas tax increases to raise transportation funds, as most Rhode Islanders have the ability to conveniently purchase gas in other states. Mr. Lewis concurred, and contrasted Mr. Flynn's point with the idea that if the state moved to a vehicle miles traveled (VMT) model of funding with the gas tax drop, it would help Rhode Island economically, by encouraging drivers from neighboring states to buy their gas here. This can be seen on websites that track gas prices by county, and since Connecticut's gas tax is significantly higher than Rhode Island's, areas close to Connecticut have higher prices due to the drivers from Connecticut flocking to Rhode Island for relatively cheaper gas. Ms. Meredith Brady noted that the website is called www.gasbuddy.com.

5. FY 2013-2016 Transportation Improvement Program – Major Amendment 5

- **Staff Presentation (SPP & RIPTA)**
- **TAC consideration – *for action***

Ms. Shocket called the Public Hearing to order at 7:39 p.m.

Ms. Shocket formally adjourned the Public Hearing at 7:52 p.m.

See attached Public Hearing Report on Transportation Improvement Program (TIP) – Major Amendment #5.

Following the Public Hearing, the Transportation Advisory Committee (TAC) resumed its meeting with consideration and discussion of the amendment.

Mr. John Flaherty asked whether the \$10,000,000.00 being added to the 2015 bus program under point number 3 was federal money. Ms. Lillian Picchione replied that the money represented the total amount, with 80% Federal and 20% state match. Ms. Picchione elaborated that, though the money was being added to Federal Fiscal Year 2015, this does not necessarily imply that RIPTA would spend all \$10,000,000.00 in that year. The Federal Transit Administration prefers the TIP to reflect the amount being spent on a given grant project, and since RIPTA is planning to obligate a grant for \$18,900,000.00 in bus purchases, the TIP needed to reflect that desire. Ms. Picchione added that the money might not

be spent for several years because it can take several years to receive delivery of busses, and because this has been found to be a good way to store money from years when no purchasing was planned for future years when purchasing is envisioned.

Ms. Pam Sherrill asked Ms. Picchione what impact the inclusion of Westerly in the New London Urbanized Area will have on RIPTA service. Ms. Picchione responded that, because services in Rhode Island are statewide, the funds made available to the Providence Urbanized Area and the funds from Westerly are combined together and used for statewide services, without distinction as to what urbanized area they originate. Service priorities in Rhode Island are driven by the service standards captured by RIPTA's Comprehensive Operations Analysis recently conducted. As a result the needs for service in that area are balanced against the needs for the state as a whole. Ms. Sherrill asked if there were extra funds coming in from Connecticut that needed to be spent in Westerly. Ms. Amy Pettine responded that there wasn't any kind of 1:1 correlation of money that had to be spent in that area. There is service provided in that area, and RIPTA is actively considering how best to serve these populations, but for now all the money is put together in a pot and used to best serve the state as a whole.

Mr. Ronald Gagnon asked the representatives of RIPTA to respond to concerns voiced in the Public Hearing about the apparent elimination of funding for handicapped accessible taxi service. Ms. Pettine replied that she understood the expressed fear, but that RIPTA has already set aside funds for the purchase of additional accessible cabs, and that they are also preparing a survey with the Public Utilities Commission (PUC) to examine public interest in such services. Ms. Pettine noted that they had experienced some reverses in the program, such as taxi companies going out of business after receiving accessible cabs, but that RIPTA is still very interested in using federal transit funds to help provide accessibility to the state's disabled population.

Ms. Bari Freeman asked whether the new busses being considered for purchase might include a three bike rack on the front instead of a two bike rack, noting anecdotal evidence of bicyclists having to wait for several busses for one with an open slot on the rack. Ms. Pettine replied that the issue is being considered as new bike racks become available, but that the racks so far been examined have been found to be unsafe. In one instance drivers found that they presented a visibility concern, while previous models were found to present maintenance challenges. Given that some routes are required to make very tight turns, and that it is impractical for RIPTA to have a group of busses that can only drive the routes without tight turns, this is an upgrade that is going to have to wait for a future advance in bike rack design. That said, part of the issue does lie with the bus design, and so this issue is likely to be a factor in future bus purchases.

Hearing no other comments, Ms. Shocket asked for a motion to approve the amendment. Ms. Lillian Picchione recused herself, as an employee of RIPTA. Ms. Pam Sherrill made the motion, Ms. Meredith Brady seconded, and the motion was approved unanimously with no further discussion.

6. Proposed 2015 Meeting Schedule— *for discussion*

Ms. Fran Shocket asked for any comments. Hearing no comments, Ms. Shocket asked for a motion to approve the 2015 Meeting Schedule. Ms. Meredith Brady made the motion, Mr. Everett Stuart seconded, and the schedule was approved unanimously with no further discussion.

7. Staff Report – *for information*

Ms. Linsey Callaghan made the following report:

The Statewide Planning Program has a Public Participation Plan that outlines how we bring diverse viewpoints into our decision making process. This was last updated in 2007, and is now out-of-date as it lacks consideration of such things as social media as an avenue of outreach. Given the coming TIP process, and in line with RIDOT requirements, SPP has identified a timeline and initiated the process for updating this plan, hopefully by the fall. SPP has begun to identify potential advisory committee members to provide input for this process, possibly including TAC members. Per State Planning Council rules, the TAC is required to be updated on, and involved with, this update.

The Freight Advisory Committee met last week and received updates from SPP and the consultant on data collection, identification of stakeholders, and the possible structuring of the advisory committee. As part of this process the consultant will be conducting interviews and focus groups with stakeholders to identify freight issues in the state. The launch of the plan is anticipated for Bryant University's World Trade Day on May 20th.

The Vulnerability of Transportation Assets to Sea Level Rise Project, conducted in conjunction with RIDOT and the Sea Level Rise Working Group, has completed its work with the publication of Technical Paper 164, which identifies areas and assets under state jurisdiction vulnerable to sea level rise, and takes the first steps towards allowing municipalities to identify the infrastructure most vulnerable to various sea level rise scenarios.

Mr. Lloyd Albert asked if the Technical Paper identified municipal assets or only state assets. Ms. Callaghan replied that it was only State owned assets. Mr. Chris Witt noted that the maps included in the report do contain municipal assets as well, but that they were not comprehensively listed or examined in the report.

8. Additional Public Comment

Ms. Eugenia Marks expressed her appreciation for previous commitments made to public participation and looked forward to future plans on the subject.

9. Other Business – *for discussion*

No other business.

10. Adjournment

Hearing no other business, Ms. Shocket asked for a motion to adjourn. Mr. Lloyd Albert made the motion which was seconded by Ms. Meredith Brady and approved unanimously at 8:06 with no further discussion.

**RHODE ISLAND
STATE PLANNING COUNCIL**

RI Department of Administration
One Capitol Hill
Providence, RI 02908

Public Hearing & Comment Period Report
Transportation Improvement Program (TIP)
FY 2013 – 2016
Amendment #5

Draft – March 2, 2015

Report Contents

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I. Introduction

The State Planning Council received a request from the Rhode Island Public Transit Authority (RIPTA) on October 17, 2014 for an amendment to the FY 2013-2016 Transportation Improvement Program (TIP). This request, also referred to as TIP Amendment #5 is classified as a major amendment and required a public hearing, review and recommendation by the TAC, and final approval by the State Planning Council. This report documents the proceedings and comments received during the public hearing held in front of the State Planning Council's Transportation Advisory Committee on January 22, 2015 for TIP Amendment #5.

Following RIPTA's October amendment request, the information was forwarded to the TAC for a recommendation as to whether the SPC should authorize a public hearing. On November 25, 2014 the TAC sent the request to the State Planning Council who authorized the public hearing on December 22, 2014.

In preparation for the public hearing, Statewide Planning Program staff determined that the proposed amendment request did not require air quality conformity analysis by the Rhode Island Department of Environmental Management (RIDEM).

A public notice, contained in Appendix B, was prepared, and posted on the Statewide Planning Program's website on December 22, 2014. Physical copies of the public notice were posted on three bulletin-boards in the Department of Administration building. The public notice was also mailed to the 375 plus transportation stakeholder contacts contained in the Statewide Planning Program's public hearing mailing list, as well as to members of the State Planning Council and TAC. Coinciding with the public notice postings, the public comment period opened on December 22, 2014, and closed on January 22, 2015 at the conclusion of the public hearing. Comments received at the January 22, 2015 public hearing, as well as written public comments received, are summarized and addressed in this public hearing report.

As background, TIP Amendment #5 was necessitated by the new fiscal environment created under the July 2012 federal transportation authorization Moving Ahead for Progress in the 21st Century Act (MAP-21). Under MAP-21, Rhode Island received an increase in apportionments and the addition of the Town of Westerly to the Norwich/New London urbanized area made new funds available to the entire State. TIP Amendment #5 proposes to realign funding programs to reflect these new categories of funding under MAP-21, distributes the new and increased apportionments, carries forward funding from the FY 2009-2012 TIP, and shifts funds to match agency priorities. This TIP Amendment is a necessary step because under current federal regulations, all federal transportation funds spent in a state must be accounted for in a TIP. The FY 2013-2016 TIP also reflects old assumptions and does not reveal the provision of additional funds coming into RIPTA and the State of Rhode Island, thereby requiring an amendment in order to account for the new funds in a way that properly reflects RIPTA's future needs. The request from RIPTA and the specific changes proposed to the TIP are detailed in Appendix A.

II. Public Comment Summary & Response

The following is a summary of the comments received during the Public Hearing for TIP Amendment #5. Comments that sought additional clarification are provided with responses prepared by staff with input from RIPTA.

Name	Comment / Question	Response
Mr. Bill Legare, <i>Valley Transportation</i>	Expressed concern over the elimination of funds for the New Freedom Program which would result in his company and others inability to replace taxis that serve the handicapped, effectively ending accessible taxi service in Rhode Island.	The reallocation of funds shown in the TIP amendment reflects the federal government's new program requirements, however, handicapped accessible taxis remain an eligible expense for FTA funds even though the program categories have been combined. RIPTA remains committed to ensuring the provision of accessible transportation service in Rhode Island and existing funds have already been set aside to purchase new taxis and to support these programs.
Mr. Don Rhodes <i>RIPTA Riders Alliance</i>	Indicated support for the amendment, as it would enable RIPTA to maintain its quality of service and keep the system up-to-date.	Comment noted.
	Stated disappointment that the amendment does not include the expansion of bus service, despite overcrowding on some lines, and expressed hope that the TAC and the State Planning Council would work with RIPTA to find funds to enable an expansion of service in the future	Comment noted.
Ms. Patricia Raub, <i>RIPTA Riders Alliance</i>	Expressed support for aspects of the amendment that would put funds into planning, and felt there were a number of planning challenges confronting RIPTA including inner city bus hub planning and facilities, real time data collection and system monitoring, fare policy reforms, and traffic signal prioritization.	Comment noted.
Ms. Eugenia Marks, <i>Audubon Society and Coalition for Transportation Choices</i>	Expressed support for the amendment on account of its objectives of purchasing new efficient buses and hopefully increasing ridership, which in turn has been demonstrated to reduce greenhouse gases.	Comment noted.
	Stated that transportation service for rural communities that would not require a transfer via the hub in Providence to reach other urban destinations would greatly improve the value of the RIPTA bus system, and therefore supports this amendment to the extent that it furthers this goal.	Kennedy Plaza in Providence currently serves as RIPTA's central bus hub for the state however RIPTA is working towards a more flexible system, with a variety of mini-hubs to give increased flexibility to riders. RIPTA is also engaged in the ongoing effort to improve service and increase efficiencies in the system overall.

III. Public Hearing Attendance, Procedures, and Presentation

A. Attendance

The following persons were in attendance for the public hearing:

Speakers (for presentation)

Ms. Lillian Picchione, RI Public Transit Authority

Mr. Amy Pettine, RI Public Transit Authority

Speakers (for public comment)

Mr. Bill Legare, Valley Transportation and Northwest Transportation

Ms. Eugenia Marks, Audubon Society and Coalition for Transportation Choices

Ms. Patricia Raub, RIPTA Riders Alliance

Mr. Don Rhodes, RIPTA Riders Alliance

TAC Members Present

Ms. Fran Shocket, Chair, Public Member

Mr. Everett Stuart, Vice Chair, RI Association of Railroad Passengers

Mr. Lloyd Albert, AAA Southern New England

Mr. Michael Cassidy, Public Member

Mr. Albert Dahlberg, Public Member

Ms. Bari Freeman, Bike Newport

Mr. John Flaherty, Grow Smart RI

Mr. Ronald Gagnon, RI Department of Environmental Management

Mr. Jonathan Harris, Sierra Club

Ms. Joelle Kanter, Representing Mr. Dan Baudouin, Providence Foundation

Ms. Eliza Lawson, RI Department of Health

Mr. Chris Maxwell, RI Truckers Association

Mr. George Monaghan, RI Consulting Engineers (RICE)

Ms. Lillian Picchione, RI Public Transit Authority

Mr. Daniel Porter, RI Airport Corporation

Ms. Meredith Brady, RI Department of Transportation

Ms. Pam Sherrill, RI Chapter, APA

Others in Attendance

Mr. Michael Lewis, RI Department of Transportation

Mr. Dennis Brown, RI Department of Transportation

Statewide Planning Staff Present

Mr. Kevin Flynn, Associate Director for Planning

Mr. Jared Rhodes, Chief

Ms. Karen Scott, Assistant Chief

Ms. Linsey Callaghan, Supervising Planner

Mr. Chris Witt, Principal Planner

Mr. Benjamin Jacobs, Principal Research Technician

B. Public Hearing Procedures Overview

Ms. Shocket, Chair of the Transportation Advisory Committee (TAC) called the hearing to order at 7:39 p.m. Ms. Shocket explained that following the close of the public hearing, the TAC would consider the proposal and the public comments received in deliberating their final recommendation to the State Planning Council. Next, Ms. Karen Scott, Assistant Chief of the Rhode Island Statewide Planning Program, summarized the proceedings to date, including the following facts:

- Amendment #5 includes changes to the approved TIP that have been proposed by RIPTA.
- In accordance with the memorandum of understanding between the Rhode Island State Planning Council, Department of Transportation and Public Transit Authority, which outlines procedures for amending and modifying the TIP, this request has been classified as a MAJOR Amendment.
- The amendment request was received by the Statewide Planning Program on October 17, 2014.
- The required 30 day notice of the hearing and of the opportunity to submit comments was posted on the Statewide Planning Program website on December 22, 2014.
- As of the start of the public hearing, staff had not received any written comments.
- At the close of the public hearing, the Transportation Advisory Committee would be requested to make a recommendation to the State Planning Council on this Amendment. Notice of the TAC's recommendation would then be forwarded to the State Planning Council for final approval.

C. TIP Amendment Informational Presentation - RIPTA

The following informational presentation regarding the TIP Amendment request was provided for the public hearing:

Ms. Shocket introduced Ms. Lillian Picchione of RIPTA.

Ms. Picchione explained that, in producing funding forecasts for the FY2013-2016 TIP, RIPTA assumed flat funding to match the apportionments under SAFETEA-LU. These funding levels had changed primarily due to MAP-21, resulting in RIPTA's request to access sources of funds that had been left inaccessible due to the mismatch between the original forecast and the new reality under MAP-21. Additionally, since all federal transportation funding must be accounted for in the TIP, any mismatch between expected and received funding, as well as any awarded grants to RIPTA, would have to be addressed in a TIP amendment. Therefore several of these funding award related changes have been compiled into the TIP Amendment #5 request.

Three overall points of importance stand out regarding the amendment request. First, under MAP-21 Rhode Island would receive more capital funding and less service reimbursement funding than previously expected. Although the end of Congressional earmarks hurt the state, there were increases in federal funding streams that somewhat offset the loss. RIPTA also secured a grant to

upgrade the parking facilities at the Quonset Ferry Terminal. Unfortunately most federal funding can only be used for the purchase of vehicles and not for day-to-day operations. In addition, changes to the funding calculations derived from the 2010 U.S. Census produced a decrease in available operating funds. Therefore RIPTA is seeking to address this shortfall by expanding planning and asset management programs that would make its operations more efficient.

Second, the same projects eligible under SAFETEA-LU would still be eligible under MAP-21. However, MAP-21 consolidated the major program funding categories to encourage flexibility and reduce administrative burdens. The individual programs would remain intact, but would now reside under MAP-21's consolidated program funding categories.

Third, certain funds were intentionally saved from previous years in order to ensure that funding was available for the purchase of new buses at a time appropriate for peak efficiency of the fleet lifecycle. There are financial benefits to bulk purchasing of buses and it is not ideal to have to replace all of the buses in a fleet simultaneously, therefore it is standard practice to replace portions of the fleet in a regular cycle. RIPTA anticipated the replacement of a portion of its fleet during the FY 2013-2016 TIP, however it did not envision how the elimination of earmarks would affect their ability to carry out the anticipated bus purchases. Therefore some of the expected funds were not programmed to give RIPTA the flexibility to replace buses or conduct other capital projects if it became necessary. Currently, the regular funding supplies have somewhat made up for the loss of earmarks and RIPTA is now ready to utilize the reserved funds for the bus purchasing program.

Ms. Picchione concluded by noting that RIPTA did not consider this a change of policy, since most of the previously existing projects would still be in existence, but rather an important step to ensure the continued ability of RIPTA to provide the public with reliable service.

D. Public Hearing Procedures for Speakers

Ms. Scott reviewed the following hearings procedures prior to the acceptance of public comments. She noted that:

- The hearing was being held by the Transportation Advisory Committee to accept comments on draft Major Amendment #5 to the State of Rhode Island's Transportation Improvement Program for fiscal years 2013 – 2016.
- The hearing would be conducted in accordance with the State Planning Council Rules of Procedure and the Administrative Procedures Act.
- Comments would be received from those who had signed-up on the registration forms, in the order in which they registered and after the customary recognition of elected officials.
- Those who spoke needed to identify themselves and address all comments to the chair.
- Each speaker would be limited to an initial presentation of five minutes.
- After all who wished to speak had an initial opportunity; those wishing to make supplemental statements would be recognized.
- After all who had registered to speak had spoken; any others wishing to comment would be recognized.
- Written statements would be given equal consideration and could be read or simply submitted for the record. They must however be submitted prior to the close of the evening's public hearing.

IV. Public Comments

Ms. Shocket, as chair and presiding officer, asked if there were any elected officials who wished to present a statement. There were none, therefore Ms. Shocket stated that she would now recognize any other individuals that had signed up to speak. Their comments are as follows:

1. Bill Legare, Valley Transportation
 - Noted his company's 35 year history working with the RIDE program and its work transporting special needs children and adults.
 - Expressed concern over the proposed elimination of funds for the New Freedom program. Stated that his company had made use of those funds in the past to acquire three handicapped accessible taxi cabs which are due to be replaced in the next year. Expressed concern that the elimination of those funds would result in his company's inability to provide service to those with mobility issues.
 - Concluded by noting that a company, Logisticare, also makes use of his handicapped accessible cabs for non-emergency medical service, which would also be affected by the elimination of the funds.
2. Don Rhodes, RIPTA Riders Alliance (see attached written comments in Appendix B)
 - Indicated support for the amendment, as it would permit RIPTA to continue providing a quality service.
 - Noted RIPTA's effective utilization of funds for preventative maintenance that would allow the bus system to maintain its operations and the acquisition of new buses would keep the system up-to-date.
 - Stated disappointment that the amendment did not include the expansion of bus service, despite overcrowding on some lines, and expressed hope that the TAC and the State Planning Council would work with RIPTA to find funds to enable an expansion of service in the future.
3. Patricia Raub, RIPTA Riders Alliance
 - Expressed support for aspects of the amendment that would put funds into planning, as she felt there were a number of planning challenges confronting RIPTA.
 - Stated that planning would be important for establishing a modified bus hub in Pawtucket and at the recently upgraded Kennedy Plaza, as it is important for passengers utilizing inner city bus hubs to have proper security, access to information, and restroom facilities.
 - Noted the importance of real time data collection, which enables the monitoring of RIPTA's service and evaluation of changes resulting from RIPTA's recent system modifications including bus frequency, stop locations, and routes.
 - Noted support for elements in Statewide Planning's Work Program that focus on RIPTA's fare policy reform and traffic signal prioritization projects, as well as the East Bay Corridor Study.
4. Eugenia Marks, Audubon Society and Coalition for Transportation Choices
 - Expressed support for the amendment on account of its objective of purchasing new and presumably more fuel efficient buses which would hopefully be operating at full ridership. Stated that improved fuel efficiency and increased ridership have been demonstrated to reduce greenhouse gases, which is an important goal of the Audubon Society.

- Noted that studies have found that those who walk to bus stops have lower rates of obesity and diabetes, and therefore the amendment was in line with the state's efforts to improve public health.
- Expressed support for the parking lot facility improvements at the Quonset Ferry Terminal, as they would add to transportation choice and encourage tourism.
- Stated that transportation service for rural communities that would not require a transfer via the hub in Providence to reach other urban destinations would greatly improve the value of the RIPTA bus system, and therefore supports this amendment to the extent that it furthers that goal.

V. Conclusion

Ms. Shocket asked if there were any other comments. Since there were none, Ms. Shocket formally adjourned the hearing at 7:52 p.m. Ms. Shocket stated that a Public Hearing Report would be compiled by Statewide Planning Program staff and made part of the record of the proceedings.

Following the Public Hearing, the Transportation Advisory Committee (TAC) resumed its meeting and discussed the proposed FY 2013 – 2016 TIP Amendment #5. (See TAC Meeting Minutes of January 22, 2015.) The TAC voted unanimously to recommend approval of TIP Amendment #5 as requested to the State Planning Council.

Appendix A – TIP Amendment Request



October 17, 2014

Mr. Jared L. Rhodes II, Secretary
State Planning Council
Department of Administration
One Capitol Hill
Providence, RI 02903

Dear Mr. Rhodes:

The Rhode Island Public Transit Authority (RIPTA) requests a major amendment to the TIP. The amendment is needed to adjust funding totals to reflect currently available funds and to realign program categories to reflect changes in Federal Transportation Administration (FTA) programs. A description of the changes by line item is found on page 3.

The reasons for the changes are as follows:

1. **Change in program dollars to match available dollars.** When the 2013-2016 TIP was drafted in 2012, the federal government was operating under continuing resolution of the transportation law SAFETEA-LU. In producing funding forecasts for the FY 2013-2016 TIP, RIPTA assumed flat funding. With the adoption of MAP-21, Rhode Island saw apportionments shift and Westerly added to the Norwich/New London Urbanized Area, making new funds available to the state.
2. **Consolidation/addition of categories to reflect MAP-21 programs.** We have added and consolidated programs to reflect MAP-21 category changes.
 - a. **New line for the Section 5307 – Ferry Boat Discretionary program.** A ferry boat discretionary grant program was established for the first time under the Section 5307 program. Rhode Island won a competitive grant of \$350,000 for improvements to the parking lot at the Quonset Ferry terminal. This is a public-private partnership with the long-term operator at the site, Rhode Island Fast Ferry, providing 20% match.
 - b. **New line for Section 5339 – Bus and Bus Facility program.** This is a new formula bus program.
 - c. **Elimination of Section 5317 – The New Freedom program.** This program has been consolidated with the Section 5310 - Elderly/Disabled program.

3. **Shift in Bus Program.** We are applying to add \$10 M to FFY 2015 to purchase replacement buses. Under SAFETEA-LU, RIPTA received significant discretionary funds for bus purchases. In 2012, it was unclear if the discretionary program would be carried into MAP-21. Since bus replacements are a very high priority for RIPTA, funds for computer equipment, replacement parts, etc. were not obligated. MAP-21 converted the discretionary bus replacement program into the Section 5339 formula program, under which RIPTA receives less funding than it had under SAFETEA-LU. The funding saved from 2012 is carried forward to 2015 and reprogrammed for bus replacements.
4. **Shift in agency priorities.** RIPTA's focus on performance management and data-driven decision-making has resulted in a need for additional investments in Planning and Preventive Maintenance. In addition, due to a change in the way FTA allows grantees to classify parts, we anticipate shifting some purchases from Support Equipment/Supplies to Preventive Maintenance. Funds for the increase in Preventive Maintenance and Planning come from a decrease in Support Equipment/Supplies in 2015 and the additional Section 5307 apportionment in 2015 and 2016.

These projects are the result of additional federal funds or shifts in programmed projects and meet the fiscal constraint requirement. A line by line description of the changes can be found attached.

Sincerely,



Lillian Shuey Picchione
Director, Capital Development



Please refer to draft TIP tables. The highlighted TIP lines are changed as detailed below.

1. **Facilities, Passenger - Property Improvements; Quonset.** Rhode Island was awarded a Ferry Boat Discretionary grant for \$350,000 for improvements to the parking lot at the Quonset Ferry terminal. This is a public-private partnership with the long-term operator at the site, Rhode Island Fast Ferry, providing 20% match.
2. **Planning and Program Management – Planning, Outreach and Training.** Increase funded with overall apportionment increase in the Section 5307 Program.
3. **Support Equipment/ Supplies/Vehicle – Replacement.** Decreased in order to fund Support Equipment/Supplies/Vehicles - Preventive Maintenance.
4. **Support Equipment/ Supplies/Vehicle – Preventive Maintenance.** Increased. Funds are from FY 2015 Replacement parts, as noted above, and the overall apportionment increase in the Section 5307 program. Increase in 2016 funded from overall apportionment increase.
5. **Transit Operations – New Freedom.** MAP-21 eliminates the New Freedom (Section 5317) program and consolidates it with the Elderly/Disabled program (Section 5310). These changes are reflected in the elimination of Transit Operations – New Freedom and an increase in funding in 2015 and 2016 for Revenue Vehicles – Elderly Disabled.
6. **Transit Operations – Rural Intercity Bus Connections and Rural Operations/RTAP.** Increase in Rural Intercity Bus Connections and Rural Operations/RTAP (Section 5311) to match appropriations.
7. **Transit Operations – Small Urban.** Elimination of this line. Due to changes in the census, Rhode Island is no longer eligible for reimbursements for service located in Small Urban areas.
8. **Revenue Vehicles – Replacement.** Increase in 2015. Under SAFETEA-LU, RIPTA received significant discretionary funds for bus purchases, its highest capital priority. Due to uncertainty about discretionary funding levels, funds were left unobligated in 2012; \$10 M is now carried forward and added to Revenue Vehicles – Replacement – 2015. The funding appropriated under the new MAP-21 bus formula program is also added, found in a new line item – Revenue Vehicles - Replacement - Section 5339.
9. **Revenue Vehicles – Paratransit – Elderly/Disabled.** Increase due to MAP-21 eliminating the New Freedom (Section 5317) program and consolidating it with the Elderly/Disabled program (Section 5310). These changes are reflected in the elimination of Transit Operations – New Freedom and increases in 2015 and 2016 for Revenue Vehicles – Elderly Disabled.

**FISCAL CONSTRAINT ANALYSIS
TIP FY 2013-2016
AMENDMENT #5**

Rhode Island Public Transit Authority

Fiscal constraint is maintained as this amendment proposes to carry forward unspent funds from the FY09-12 TIP, allocate increases in funding authorizations under MAP-21 and reallocate funds to different line items within the current TIP.

State of Rhode Island
Transportation Improvement Program 2013 - 2016
(Total Cost Shown in Million Dollars)

Amendment 5
Draft November 20, 2014

Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
<u>Traffic Safety Program</u>		Programmed Projects Shown in Appendix E								
Lighting Repair/Improvements		Statewide		C	\$1.25	\$1.25	\$1.25	\$1.25		STP
Municipal Traffic Projects		Statewide		C	\$0.50	\$0.50	\$0.50	\$0.50		STP
Pavement Striping		Statewide		C	\$2.50	\$2.50	\$2.50	\$2.50		NHS
		Statewide		C	\$4.50	\$4.50	\$4.50	\$4.50		STP
Railroad Grade Crossings		Statewide		C	\$0.50	\$0.50	\$0.50	\$0.50		RR Safety
Repair Damaged Safety Devices		Statewide		C	\$1.00	\$1.00	\$1.00	\$1.00		STP
RI*STARS Program		Statewide		C	\$1.00	\$1.00	\$1.00	\$1.00		STP
Guide Signing Inventory/Improvements		Statewide		C	\$2.50	\$2.50	\$2.50	\$2.50		NHS
State Traffic Commission Projects		Statewide		C	\$1.50	\$1.50	\$1.50	\$1.50		STP
Traffic Monitoring		Statewide		C	\$1.00	\$1.00	\$1.00	\$1.00		STP
Traffic Signal Optimization		Statewide		C	\$0.50	\$0.50	\$0.50	\$0.50		HSIP
Traffic Safety Program - Program Total					\$30.50	\$30.50	\$33.50	\$30.50	----	

Transit Program

Bus	Activity	FTA Program	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Facilities, Administrative & Maintenance	Rehab/Renovation			C	\$0.75	\$1.10	\$1.00	\$1.00		FTA 5307
Facilities, Passenger	Rehab/Renovation/ Upgrades			C	\$1.00	\$0.89	\$0.68	\$0.70		FTA 5307
	Property Improvements: Quonset			C			\$0.35			FTA 5307:FBD
Planning & Program Management	Plan, Outreach & Training			P	\$0.98	\$1.00	\$2.02	\$1.04		FTA 5307
	Mobility Management			P	\$1.20	\$1.20	\$1.20	\$1.20		FTA 5307
Support Eq/Supplies/Vehicle	ITS/Computers			C	\$2.73	\$2.18	\$2.20	\$2.54		FTA 5307

P: Planning S: Study D: Design R: Right of Way C: Construction O: Operations

* See Page 14 for Funding Category Descriptions

State of Rhode Island
Transportation Improvement Program 2013 - 2016
(Total Cost Shown in Million Dollars)

Amendment 5
Draft November 20, 2014

Project/Program		ID	Phase	2013	2014	2015	2016	FUT	Funding*
<u>Transit Program</u>									
Bus	Activity	FTA Program							
Support Eq/Supplies/Vehicle	Replacement	C		\$2.02	\$1.92	\$1.19	\$2.47		FTA 5307
	Preventive Maintenance	O		\$12.00	\$12.00	\$14.75	\$14.75		FTA 5307
Transit Operations	Complementary ADA	O		\$3.38	\$3.41	\$3.45	\$3.48		FTA 5307
	Job Access/ Reverse Commute	O		\$1.14	\$1.16	\$1.17	\$1.18		FTA 5316
	New Freedom	O							FTA 5317
	Rural Intercity Bus Connections	O				\$0.63	\$0.24		FTA 5311
	Rural Operations/ RTAP	O				\$3.79	\$1.41		FTA 5311
	Small Urban	O							FTA 5307
Revenue Vehicles	Replacement	C		\$8.90	\$8.90	\$18.90	\$8.90		FTA 5307
			Number of Vehicles	18	18	30	16		
	Replacement	C				\$9.69	\$3.25		FTA 5339
			Number of Vehicles			19	6		
Revenue Vehicles Paratransit	Replacement	C		\$0.20	\$0.40	\$0.83	\$1.50		FTA 5307
			Number of Vehicles	2	4	8	15		
	Elderly Disabled	C		\$0.79	\$0.80	\$2.48	\$1.40		FTA 5310
			Number of Vehicles	8	8	23	13		
CMAQ Initiatives	Pilot Car Sharing	O			\$0.14				FTA 5307 FY 2011 CMAQ
	Transit Service Initiatives	O			\$1.20				FTA 5307 FY 2012 CMAQ
	Passenger Initiatives	O			\$0.50				FTA 5307 FY 2012 CMAQ
	Traffic Signalization	O			\$0.40				FTA 5307 FY 2012 CMAQ
	Transportation Support Projects	O			\$0.50				FTA 5307 FY 2012 CMAQ
Rail	Activity	FTA Program							

P: Planning S: Study D: Design R: Right of Way C: Construction O: Operations

* See Page 14 for Funding Category Descriptions

Appendix B – Public Comment Period Notice

STATE PLANNING COUNCIL
STATEWIDE PLANNING PROGRAM
RHODE ISLAND DEPARTMENT OF ADMINISTRATION
One Capitol Hill
Providence, RI 02908-5870

PUBLIC NOTICE
MAJOR AMENDMENT TO THE TRANSPORTATION IMPROVEMENT PROGRAM

Amendment # 5 is being proposed to the FY 2013-2016 Transportation Improvement Program (TIP) for the State of Rhode Island, as adopted by the State Planning Council on July 12, 2012.

The amendment has been requested by the Rhode Island Public Transit Authority. This proposed TIP amendment realigns programs to reflect new categories of funding under Moving Ahead for Progress in the 21st Century, distributes new and increased apportionments, carries forward funding from the FY09-12 TIP and shifts funds to match agency priorities. This amendment will affect the Transit Program of the TIP.

The proposed amendment is available for review at the R.I. Statewide Planning Program Office, One Capitol Hill, Providence, RI, between 8:30 a.m. and 4:00 p.m., Monday through Friday and at the Program's website at www.planning.ri.gov. A copy may also be obtained by calling (401) 222-7901.

The State Planning Council's Transportation Advisory Committee (TAC) will conduct a public hearing of the proposed major amendment at its meeting scheduled for:

Thursday, January 22, 2015 at 6:30 p.m.
Conference Room A, Second Floor
RI Department of Administration

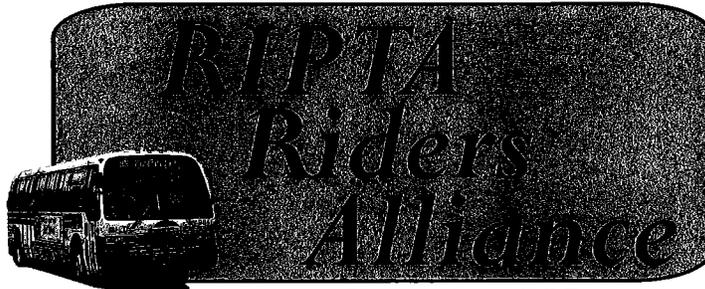
All persons may present their views on this amendment in person, through a representative, or by filing a written statement with the Secretary of the State Planning Council, One Capitol Hill, Providence, RI 02908. All comments on the TIP amendment must be received by the close of the hearing on January 22, 2015.

This meeting place is accessible to individuals with disabilities. Any individual requiring a reasonable accommodation in order to participate in this meeting should contact Thomas Mannock, Ph.D at 401-222-6377 (voice) or #711 (R.I. Relay) 5 business days in advance of the meeting. Any individual requiring the services of an interpreter to participate in this meeting should contact Michael Moan at 222-1236 (voice) at least five (5) business days prior to the meeting. Any individual requiring the services of a spoken language interpreter to participate in this meeting should contact Michael Moan at (401) 222-1236 (voice) at least five (5) business days prior to the meeting. Public transit schedule information for the public hearings is available from RIPTA at (401)781-9400 or www.ripta.com.


Kevin M. Flynn
Secretary
State Planning Council

December 22, 2014

Appendix C – Written Public Comments



Voice of the RI Riders

January 22, 2015
State Planning Council
Transportation Advisory Council

TIP Amendment Approval

Good evening,

The RIPTA Riders Alliance is an incorporated volunteer organization that advocates for the expansion and improvement of public transportation in R.I. We've reviewed the proposed amendment and we support it as needed and useful to help enable RIPTA to keep providing the services passengers need.

Besides the administrative adjustment to keep the TIP current with Federal law and funding levels, the amendment puts some more resources into planning. We believe this is needed as there are a lot of planning initiatives important to passengers. These include effective use of the extensive real time data that will be available to help monitor and evaluate the system and the changes resulting from RIPTA's Comprehensive Analysis. Planning must be done carefully for a modified bus hub in Pawtucket and the new voter approved hub @ The Providence train station. Center city bus hubs with security, access to information, and restroom facilities, are very important to passengers. Statewide Planning's work plan includes RIPTA's fare policy, signal prioritization, and East Bay corridor studies that are all of interest to agency planners and important to riders.

The amendment also more effectively utilizes the "preventive maintenance" line that keeps the system operating. The amendment also restores funding levels for bus purchases to keep the fleet up to date, but not for expansion despite overcrowding on some lines. We hope the stakeholders on The TAC and the state planning council will help address this by insuring the funding and policies to build a first class system that allows for expansion to meet passenger needs. For reasons of mobility, environment, and economy, this is important for entire state.

Thanks for your attention to our concerns.

Don Rhodes
President
Legislative Lobbyist
RIPTA Riders Alliance
@drrdrr49@verizon.net



RIDOT Summary

Transportation Advisory Committee
January 22, 2015

Director Mike Lewis

AGENDA

2

- Opening remarks from the Director
- State and Federal Focus
- Where does the money go ?- Recap of presentations
- Moving Forward – the TIP process
- The Financial Gap



Prior to MAP-21 3

RIDOT embarks on moving to a Performance Based Department

- RIDOT Focus- Transportation Infrastructure will be in a state of “Good Repair”
- Current funding level is not adequate to meet the needs
- Created an Office of Performance Management- formal tracking of RIDOT Performance
- Created an Asset Management Office – inventory of assets to guide investment strategy and assist in Planning/Programming



STATE AND FEDERAL INTEREST 4

State Interest

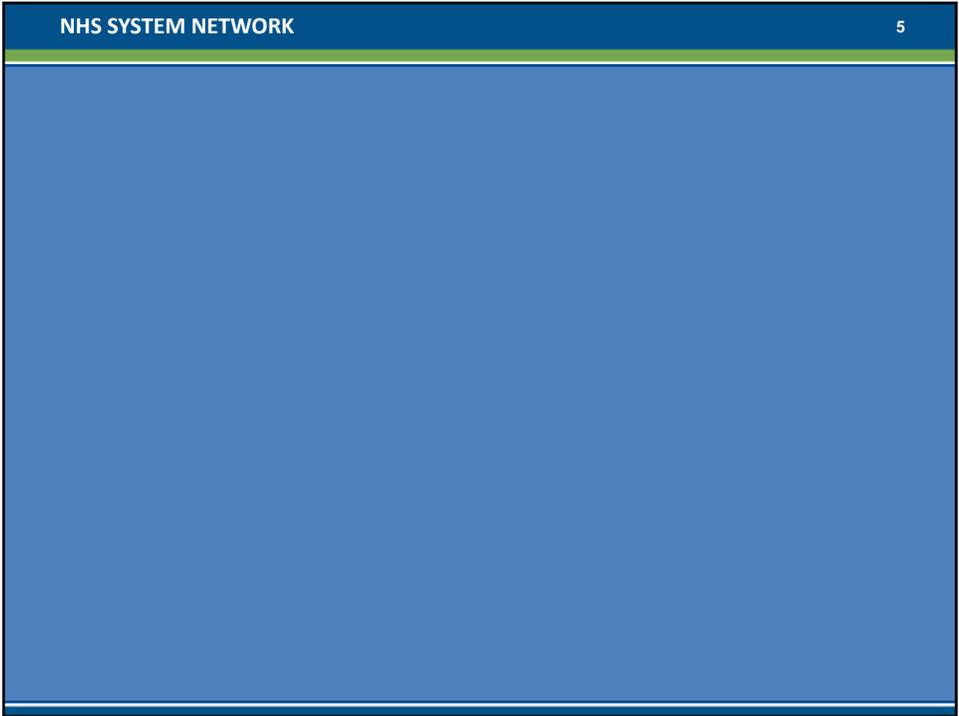
- Blue Ribbon Panel- funding strategies- 2008
- Senate Commission- Sustainable Transportation Funding-2011/2012
- East Bay Bridges Commission-2014



National Interest

- Set National Direction
- Set Long Term Funding Stability
- Introduced Infrastructure in “state of good repair”





6

State & National Alignment: How best to meet the needs of system users

RI Interest:

- *Improved allocation and more efficient use of resources*
- *Improved project delivery*
- *Economic Development*
- *Quality of Life*



National Interest:

- *Most efficient investment of Federal transportation funds*
- *Refocused on National Transportation Goals*
- *Improved project decision-making*



**Moving Ahead for Progress in the 21st Century Act –Federal
Legislation that is Performance Based**

7 National Goals

- Safety
- Infrastructure Condition- Bridge/Pavement
- System Reliability
- Congestion
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery



Vision - Make RI the safest state in the nation for all surface transportation users;

Mission - Implement a collaborative process to reduce fatalities and serious injuries and ensure the safety of all surface transportation users;

Goal - Halve fatalities and serious injuries by 2030 working “toward zero fatalities”

MAP-21- 4 primary measures; 2 special provisions

- Fatalities
- Serious injuries
- Fatalities and serious injuries by VMT

MAP-21 provides more opportunities:

- More funding and flexibility (types of projects include Behavioral/Infrastructure)
- **BUT** More responsibility and accountability

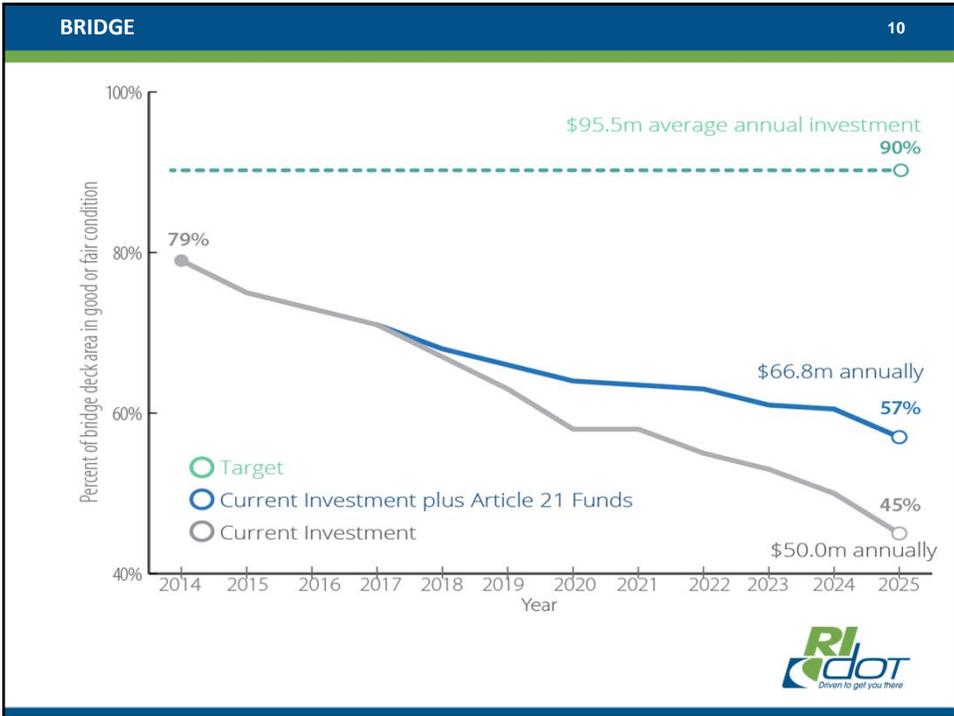


BRIDGE-BETTER BRIDGE 9

- Bridges are vital to our daily lives and the health of our state's economy
- Over 20 % of RI's bridge deck area is classified as structurally deficient
- If funding levels remain at current levels, this number will jump to 55% by 2025

MAP 21 - 2 measures

- Percentage of NHS Bridges Classified as Good
- Percentage of NHS Bridges Classified as Poor
- Federally legislated imposed target- Structurally deficient deck area of 10% or less

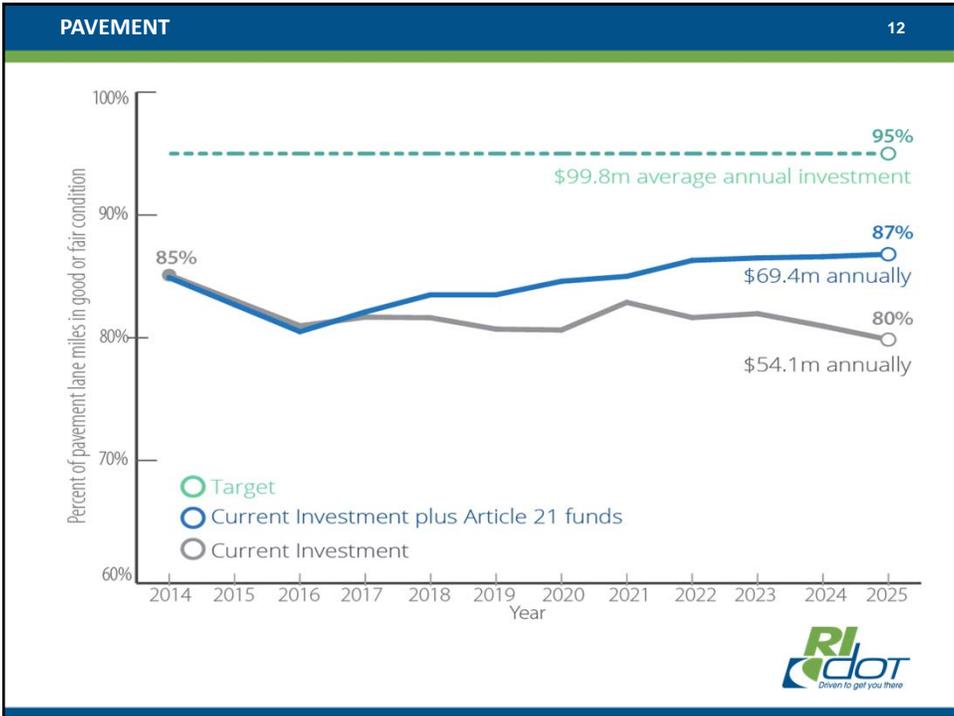



PAVEMENT-RELIABLE ROADS 11

- Roadways are critical to the long-term health of our economy and quality of life; RI has more than 6,000 miles of roadways, 40% of those are in fair or poor condition

MAP 21-4 measures

- Percentage of Pavement on the Interstate in Good Condition
- Percentage of Pavement on the Interstate in Poor Condition
- Percentage of Pavement on NHS (excluding Interstate) in Good Condition
- Percentage of Pavement on NHS (excluding Interstate) in Poor Condition

INTERMODAL PLANNING: RAIL PROGRAM

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RIDOT GOALS

- Support rail as a viable transportation alternative
- Seek opportunities to expand available service and/or physical reach
- Coordinate with intercity rail (Amtrak) and freight rail (P&W)
- Support Transit Oriented Development (TOD) and economic spin-off activity
- Promote intermodal connections

MAP-21 REQUIREMENTS

- Maintain “State of Good Repair”
- CMAQ fund utilization no longer limited to 3 years for operating costs
- Streamlined NEPA process, more Categorical Exclusions



TRANSPORTATION ALTERNATIVES

14

MAP-21 - Eliminated

- Safety & educational activities for bike and pedestrian
- Scenic or historic highway program (visitor / welcome centers)
- Operation of historic transportation facilities and transportation museums
- Acquisition of scenic easements & scenic or historic sites

MAP-21 establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. Now bundled under one funding source are Transportation Enhancements, Recreational Trails, and Safe Routes to School

RIDOT Focus

- Livability
- Enhances Growing Transit Systems
- Focus on Gaps and Links in Non-Motorized Transportation System
- Think Big in Small Spaces



System Performance is the assessment of the safety, reliability and effectiveness of the transportation system.

RIDOT FOCUS

- Data-driven, objective-based transportation decision-making
- Assess effectiveness of transportation investments
- Make effective use of limited transportation funding dollars
- Improve safety and operations across all modes of transportation
- Derive environmental benefits from operational improvements



MAP 21 – 6 measures

Freight

- Annual Hours of Truck Delay
- Truck Reliability Index

General Traffic

- Annual Hours of Delay (AHD)
- Reliability Index

Congestion Mitigation & Air Quality (CMAQ)

- Criteria Pollutant Emissions
- Reduction in AHD



WHAT IS ASSET MANAGEMENT

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Asset Management is a strategic and systematic process of operating, maintaining, and improving physical assets.

- focus on engineering
- economic analysis based upon quality information
- identify a structured sequence of maintenance, preservation, repair, rehabilitation, and
- replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum cost.



WHAT IS ASSET MANAGEMENT

18

Asset Management cont.

- A way of managing transportation infrastructure that delivers greater performance for the resources available.
- Optimizes resource investments in transportation infrastructure by making strategic decisions based on data that minimizes risk and maximizes performance.
- **MAP-21** - requires an Asset Management Plan by April 2016

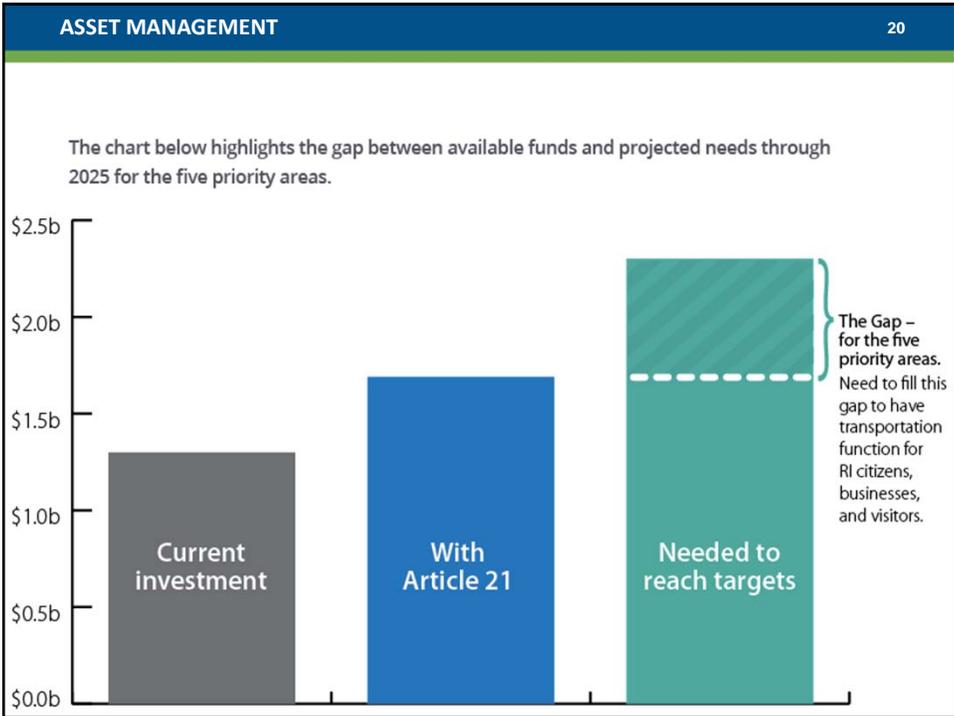


ASSET MANAGEMENT 19

RIDOT'S FOCUS

- Deliver the Better Bridge, Reliable Roads and enhanced Maintenance programs.
- Coordinate between divisions to manage assets through their lifecycle.
- Illustrate the need for investment and link investment decisions to asset management objectives.
- Develop asset inventories to support asset management, and; Develop decision support systems





PERFORMANCE BASED PLANNING AND PROGRAMMING

21

Performance Based Planning and Programming is the strategic planning process, focused on setting goals and objectives

- RIDOT and the Office of Statewide Planning will use goals in existing long range plan to guide performance targets
- STIP/TIP program funding levels and project selections will reflect impact on performance goals
 - This creates a more system impact than project level process
- Periodic performance reports will meet federal and state reporting requirements as well as provide elected officials, the Transportation Advisory Committee and others a good way to track progress



PULLING IT ALL TOGETHER

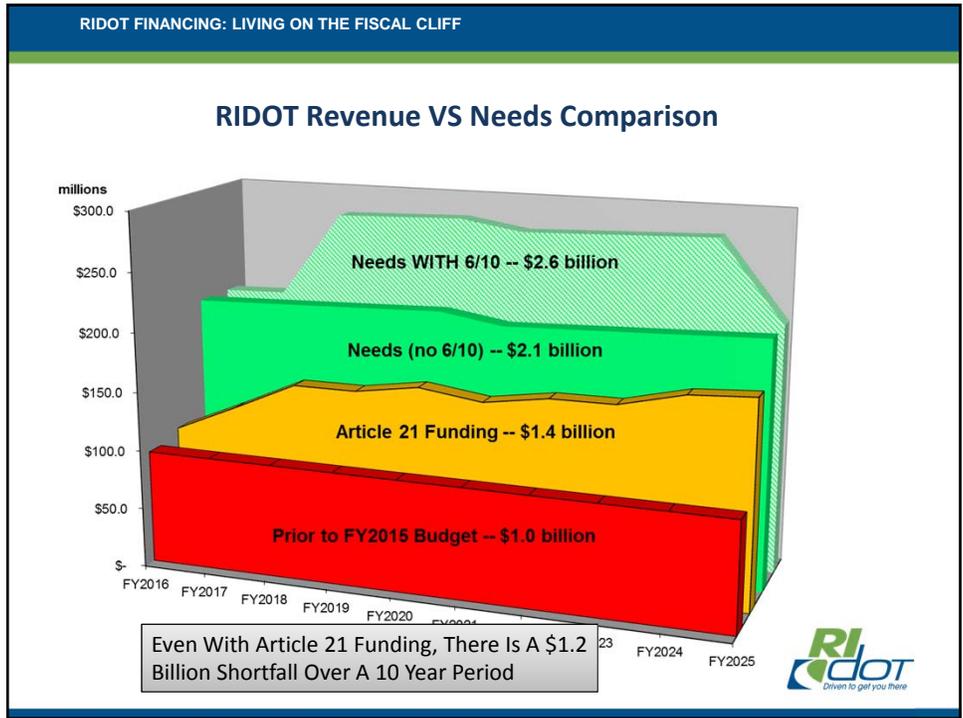
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Performance Management requirements will change how the Rhode Island Department of Transportation / Statewide Planning and the Transportation Advisory Committee evaluate projects and set project priorities:

MAP-21 Presents Opportunity:

- Focuses on the Transportation Infrastructure that benefits all system users
- Will utilize data driven approach to determine project selection that will have the best benefit on the system
- Provide a clear method of evaluating..... How did we do?





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Thank You

Comments/ Questions?