

**STATE PLANNING COUNCIL
TRANSPORTATION ADVISORY COMMITTEE**

September 24, 2015 at 6:30 p.m.

Department of Administration

DRAFT MINUTES

I. ATTENDANCE

1. Members Present

Mr. Everett Stuart, Vice Chair	RI Association of Railroad Passengers
Mr. Lloyd Albert	AAA Southern New England
Mr. Dan Boudouin	Providence Foundation
Ms. Meredith Brady	RI Department of Transportation
Mr. Michael Cassidy	Public Member
Mr. Richard Crenca	City of Warwick
Dr. Judith Drew	Governor's Commission on Disabilities
Mr. John Flaherty	Grow Smart RI
Ms. Martina Haggerty	City of Providence
Mr. Jonathan Harris	Sierra Club
Mr. George Monaghan	RI Consulting Engineers (RICE)
Ms. Amy Pettine	RI Public Transit Authority
Ms. Lillian Picchione	RI Public Transit Authority
Mr. Daniel Porter	RI Airport Corporation
Ms. Pam Sherrill	RI Chapter, APA
Mr. Michael Walker	RI Commerce Corporation
Ms. Barbara Breslin	Federal Highway Administration, Advisory Member

2. Members Absent

Ms. Fran Shocket, Chair	Public Member
Mr. Alan Brodd	City of Woonsocket
Ms. Bari Freeman	Bike Newport
Mr. Ronald Gagnon	RI Department of Environmental Management
Ms. Eliza Lawson	RI Department of Health
Mr. Chris Maxwell	RI Truckers Association
Mr. Timothy Scanlon	Construction Industries of Rhode Island
Mrs. Dinalyn Spears	Narragansett Indian Tribe
Mr. Michael Wood	Town of Burrillville / RI League of Cities and Towns

3. Statewide Planning Staff Present

Ms. Karen Scott	Assistant Chief
Ms. Linsey Callaghan	Supervising Planner
Ms. Kimberly Crabill	Executive Assistant
Mr. Kevin Flynn	Associate Director
Mr. Jared Rhodes	Chief

4. Guests Present

Carlos Machado	Federal Highway Administration
Peter Alviti, Director	RI Department of Transportation
Peter Garino, Deputy Director	RI Department of Transportation
Teresa Tanzi	State Representative

Eugina Marks
Grant Dulgarian
Barry Schiller
Sarah Engle
Ms. Joelle Kanter

Audubon Society
Ecology Action for RI
RI Sierra Club
RI Public Transportation Authority
Providence Foundation

II. Agenda Items

1. Call to Order

At 6:42 p.m. Vice Chairman Stuart called the meeting to order.

2. Approval of April 23, 2015 Minutes – *for action*

Vice Chairman Stuart asked for a motion to approve the minutes, which was made by George Monaghan, seconded by Mr. Mike Walker, and approved unanimously with no further discussion. Mr. Stuart also noted that the second set of meeting minutes were actually notes as there was no quorum so they would not need to be voted on.

3. Public Comment on Agenda Items

Vice Chairman Stuart asked if there were any comments on the agenda items. No comments made.

4. FY 17 – 26 Transportation Improvement Program

- **RIDOT presentation – for discussion**
- **RISPP Staff Presentation – for discussion**

Karen Scott introduced Mr. Peter Alviti and Mr. Peter Garino of the RI Department of Transportation who presented the attached presentation. Discussion as follows:

Mr. Dan Baudouin applauded the presenters for coming up with a plan to address the need for additional transportation funding. Mr. Baudouin also suggested that a slide be added that showed how other states in the country who do not rely as heavily on federal funds as RI does to show that with the new plan Rhode Island will be in line with the rest of the country. Mr. Alviti responded that it was a good suggestion.

Mr. John Flaherty asked Mr. Alviti to explain his vision for the process moving forward with Rhode Works. Mr. Alviti responded that DOT is making a cultural shift that begins with the 10 year project list being formulated in a way that is more scientific than in the past. We have models of every project, where that particular piece of infrastructure is in its life cycle, what the relative costs are going to be if we fix it now or later, and the decisions being made on an asset management basis that puts some structure into what road should be paved next, or in what sequence should each project be built. It starts with a 10 year vision and then to give a 10 year plan that is based on how we get to where we want to be at the end of that 10 year plan and provide all details of the funding mechanisms. We will present a data driven set of projects for the 10 year plan. The process will be driven by Statewide Planning. Then there will be an annual review that allows for public comment and feedback from the cities and towns.

Mr. Johnathan Harris asked a question about the rapid transit feature and where it came from. Mr. Alviti responded that it came from a DOT working group which RIPTA was a part of.

Mr. Everett Stuart commented that the Transportation Advisory Committee, in the past, had a structured set of items that we look at in terms of prioritization for the TIP. Can we assume that DOT's internal process has a mechanism to take into consideration of the economic input in terms of jobs, social justice, and environmental, not just the physical condition of the pavement. Is there a process that you envision in-house when you have multiple repaving projects out there focusing more on a municipal level? Mr. Alviti responded that DOT will ask the TAC to re-imagine the process by which we employ to actually deliver the best transportation system.

Mr. Mike Cassidy asked if DOT would be looking at the construction methods and the construction materials that we use. Mr. Alviti stated they would be looking at that as well as the way that DOT contracts, the project delivery methods, and the financing.

Mr. Lloyd Albert commented that the Rhode Island Senate voted on DOT's proposed Road Works, the House wanted to do some more research, and commented that the longer we wait the more expensive the projects are going to become. So can you give us an update on where you see this moving? Mr. Alviti responded that DOT is cautiously optimistic that the work they have been doing with the House and their staff will give them a much higher level of comfort with DOT's proposal. We hope that in the October time frame we may see some movement. The Governor, the Speaker, and the Senate President remain very committed to DOT's Rhode Works plan.

Ms. Pam Sherrill asked how Land Use 2025 and the Long Range Transportation Plan elements fit into DOT's plan. Mr. Alviti commented that he is going to leave that to Associate Director Kevin Flynn to spell out for DOT and to help guide DOT through.

Ms. Pam Sherrill asked if there would be a continued emphasis on state funding within the urban services boundary so that we can concentrate growth in the designated areas that are identified in Land Use 2025? Mr. Garino noted that the TIP process requires that kind of analysis and so we will have to follow the Federal Rules and they all apply.

Ms. Pam Sherrill noted that Land Use 2025 is a State plan not Federal requirement. As you come up with your data driven plan for how to approach asset management, we want to make sure that the State Guide Plan recommendations are considered by the DOT.

Ms. Karen Scott gave the RISPP Staff Presentation and shared the attached timeline with the TAC members. Discussion as follows:

Mr. Dan Baudouin asked about the deadline on the timeline that Ms. Scott shared. To him it seems like a very short process. Ms. Scott responded that it is a tight deadline but the schedule is not new to DOT, it was supplied to them. We are committed to try to stick to the schedule.

Mr. Johnathan Harris asked if the data be supplied with the TIP, what is that data and how do we know where it came from, where is that judgement? Ms. Scott responded that generally it has been a data driven approach but we ask DOT to spell out the criteria by which they arrive at their decisions for projects and that is what we hope they will present.

Mr. John Flaherty asked will the TAC will have an opportunity to actually view the TIP before we come back for our next TAC meeting. Ms. Scott responded that the intent is to send to the TAC, ahead of time, the letter, the guidebook, the status report, the specific recommended project list, and the selection criteria for the appropriated categories that need them.

Mr. Mike Walker commented that we need to make sure that public comment periods do not turn into public hearings because that would cause unproductive meetings.

Mr. Mike Cassidy asked what the November meeting agenda will include. Ms. Scott responded that there may be a reprieve in November as that is when the packets will be out to municipalities. I cannot say that there won't be a meeting in November though.

Ms. Amy Pettine asked if October 9th was a voluntary compliance date. Ms. Scott responded that it was a hard deadline.

5. Proposed 2016 Meeting Schedule – for discussion

Vice Chairman Stuart noted that the TAC will vote for approval of the dates at the next meeting.

6. Staff Report – for information

Ms. Callaghan made the attached staff report. There were no comments or questions.

7. Additional Public Comment

Mr. Barry Schiller commented that we should collectively support Rhode Works and the truck tolls in some version. I recommend that we support everyone to help move Rhode Works forward. Mr. Schiller also commented that without Rhode Works the bike path projects would not happen. Mr. Schiller mentioned that RIDOT is suspending the bridge bike path in Providence that was scheduled for 2015, he is very disappointed because it is critical in building the bike culture. Another disturbing thing is that RIDOT clearly wants to do the TIP without public input or any other input. The Tiger Grant applications the state submitted did not come through the TAC or any public process. DOT also has a very expensive proposal to move the bus hub from Central Pawtucket to Pine and Goff Street in a desolate area of Pawtucket, the data driven information does not show that anyone wants to go there. Public comment is the only way the bus passengers could have public comment as it moves along. Bus rapid transit out to I-295 where there are no passengers which makes no sense.

Ms. Eugenia Marks of the Audubon Society and the Coalition for Transportation Choices, stated that she hopes that as the project and process proceeds the overarching issues of health for people to walk and bike more regularly and climate change are concepts that will continue to be built in the infrastructure.

Vice Chairman Stuart asked if there were any more public comments. There were none.

8. Announcements – for discussion

Vice Chairman Stuart asked if there were any announcements to share. Lillian Piccione updated a project that RIPTA has been working on. The Newport Gateway was damaged during hurricane Sandy and they were able to access funds to make emergency repairs. The City of Newport put up 10% of the

funds and the other 90% was put up by the Federal Government. The goals are also to improve the drainage and create passenger protection. There will be a public meeting on Thursday October 15th. Plans will be posted on the RIPTA website.

9. Adjournment

Discussion ended at 8:40 p.m. Vice Chairman Stuart asked for a motion to adjourn. Ms. Meredith Brady made a motion which was seconded by Lloyd Albert, and approved unanimously with no further discussion.

Welcome

Bridges: Worst in nation



McCormick Quarry Bridge,
East Providence



Huntington Viaduct Bridge, Providence



One out of every five Rhode Island bridges is structurally deficient. We rank last among the 50 states in terms of structurally deficient bridges.

Pavement: Second worst in nation



Rhode Island's interstate roadway network ranked ninth best in the country, but when all arterials and freeways are added, our ranking falls to second worst nationwide

Drainage: Out of compliance



Drainage system is not compliant with National Pollutant Discharge Elimination System program - part of the Clean Water Act

Why we need a 10-year plan

- **Public input:** Opportunity for input every year instead of every 4 years
- **Reliable:** Helps the state better schedule projects to assure projects are completed on time
- **Cash Flow Management:** Prevents money from being tied up in design work so it can be pumped into the economy
- **Asset Management Approach:** Training project managers and increasing in-house maintenance forces to prevent infrastructure from falling into disrepair



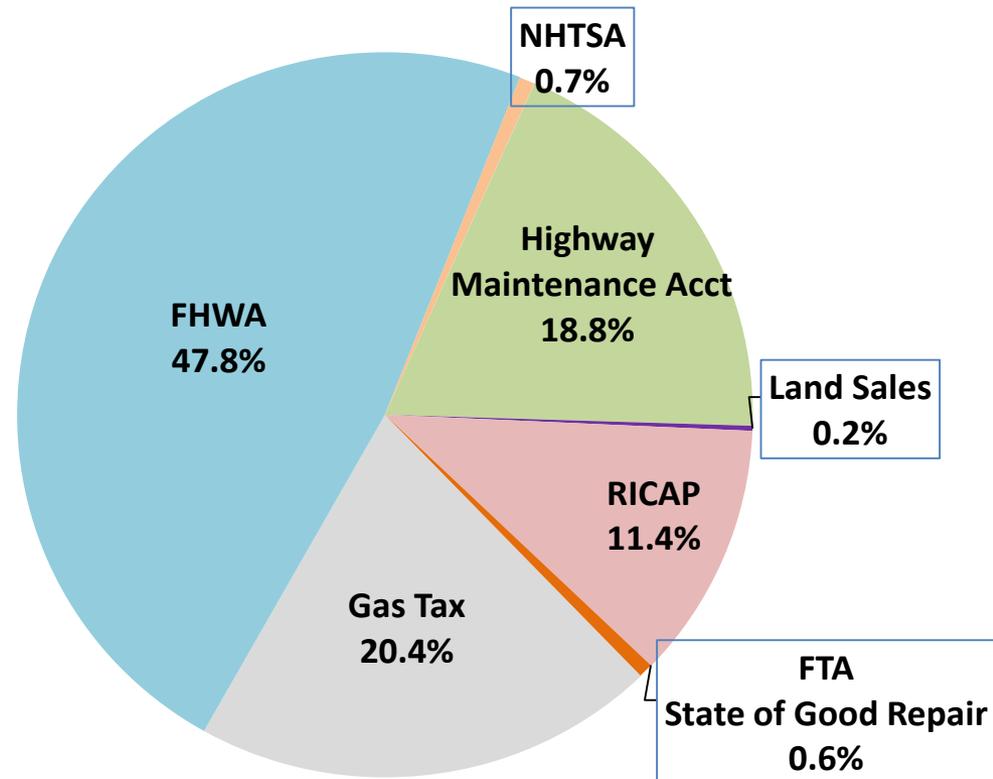
RIDOT developed two 10-year plans

- 1) One with current funding levels using cash flow management
- 2) One with cash flow management and RhodeWorks



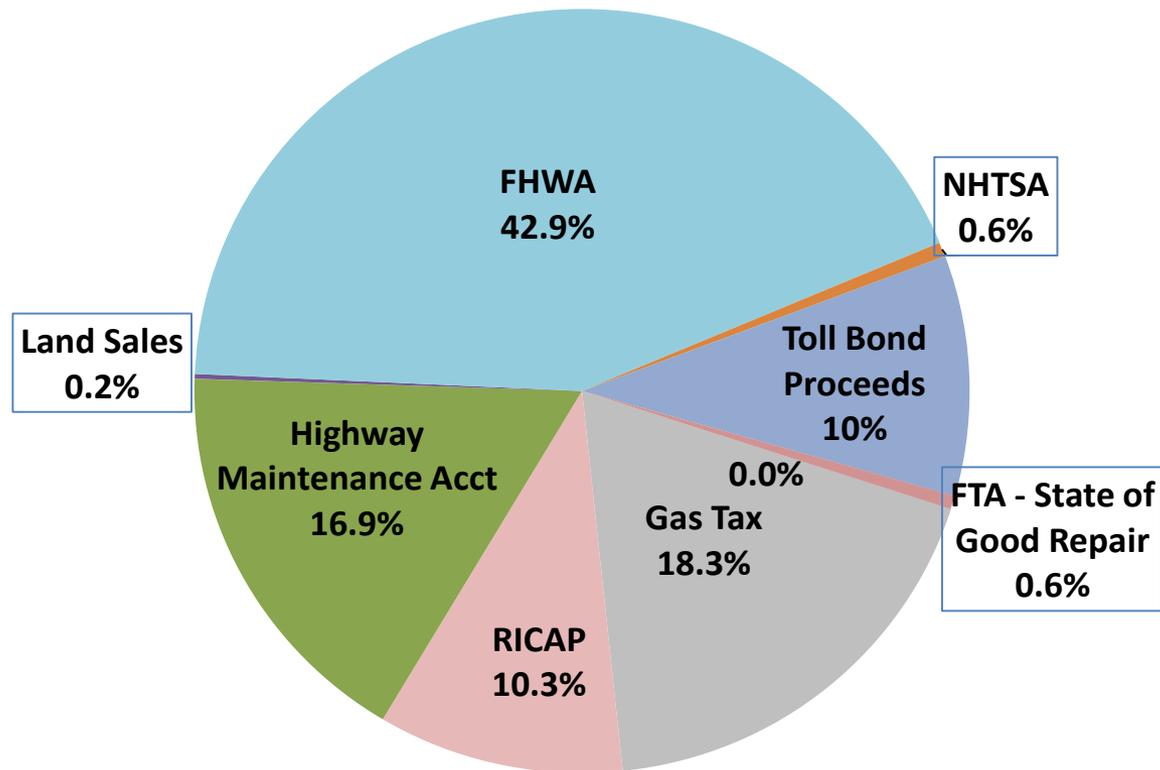
1) Current funding levels (10 years - \$ 4.42B)

Funding Sources



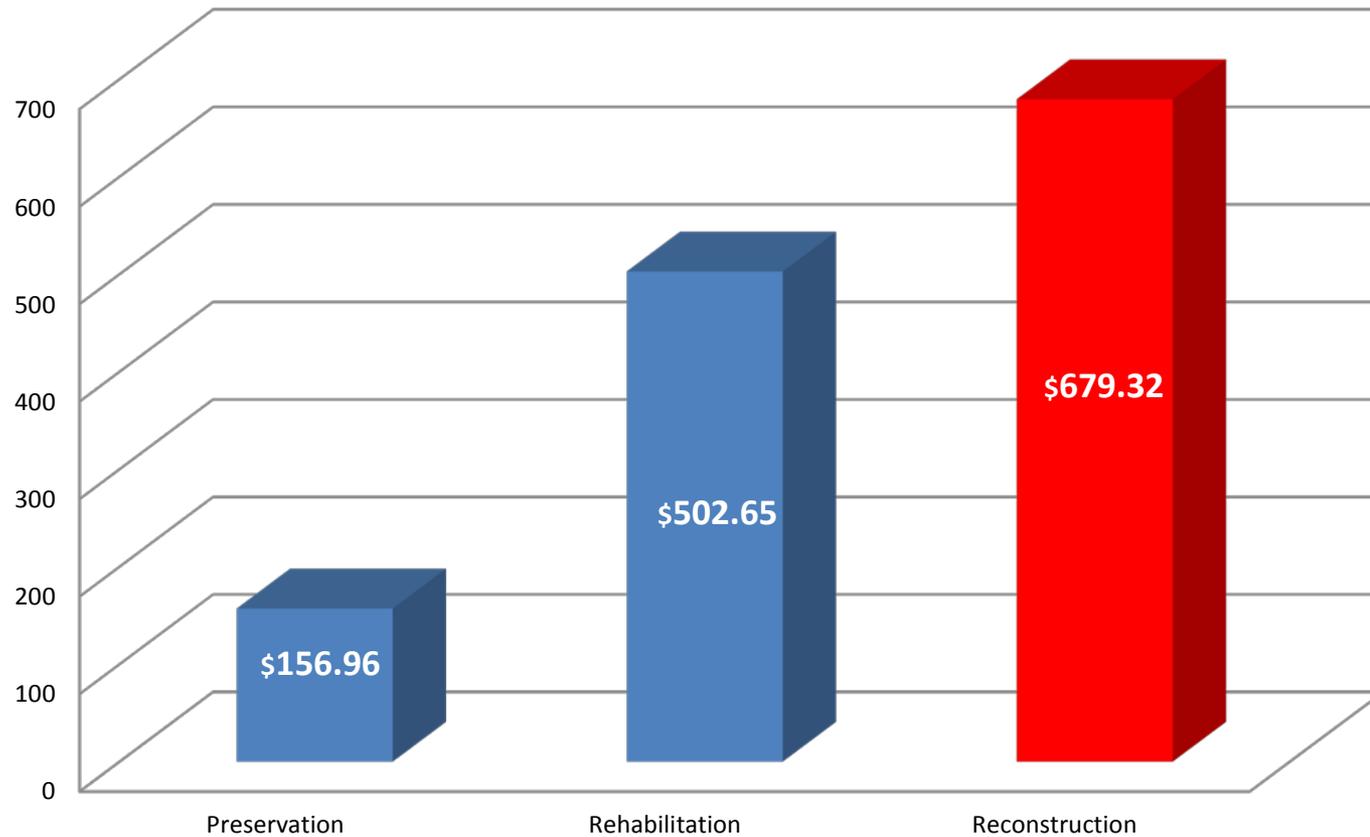
2) Funding sources with RhodeWorks (10 years – 4.92B)

Funding Sources

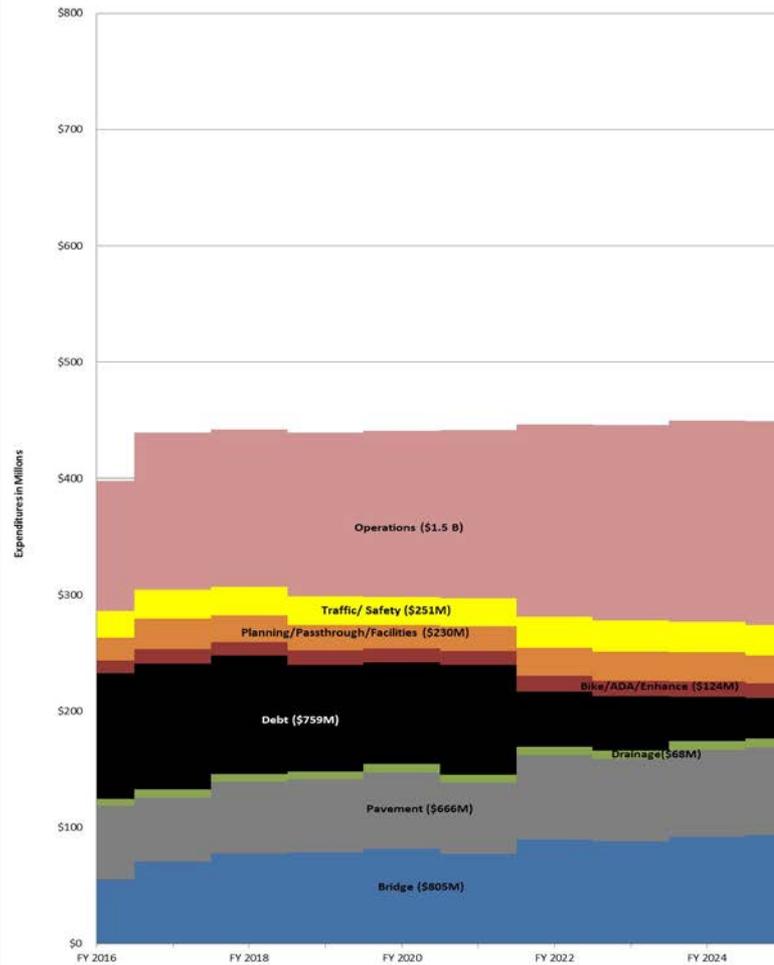


Asset Management

Cost per square foot for bridge work



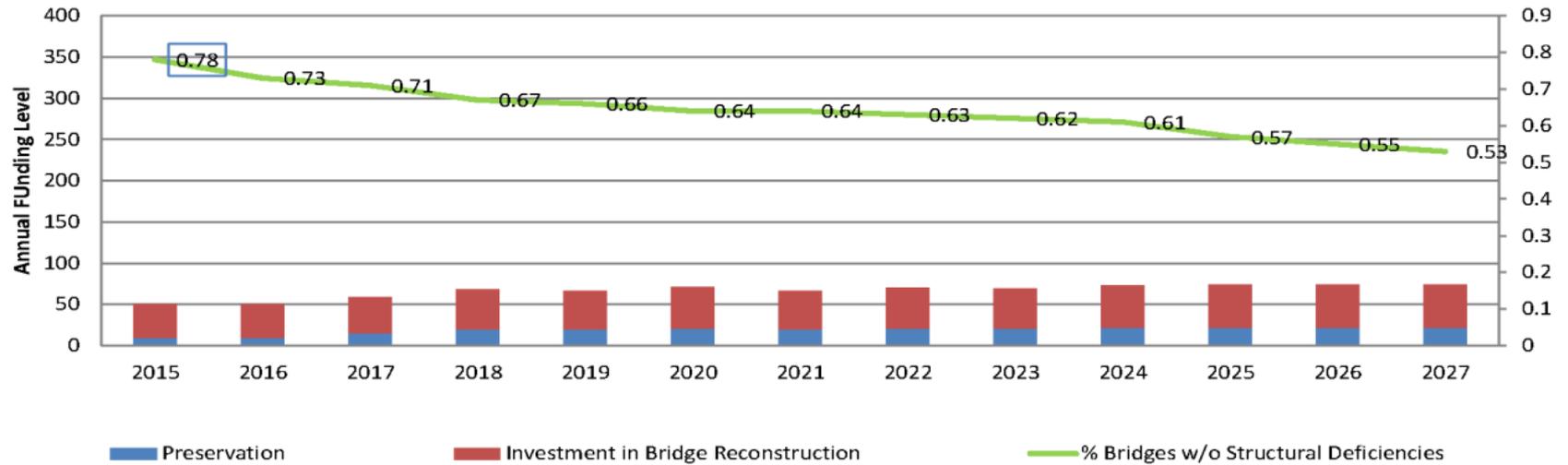
RIDOT 10 Year Program
Base Program
 Total Program = \$ 3.7 B (Without Debt Service)



* \$150 M of Prior Year Funds Included in Total



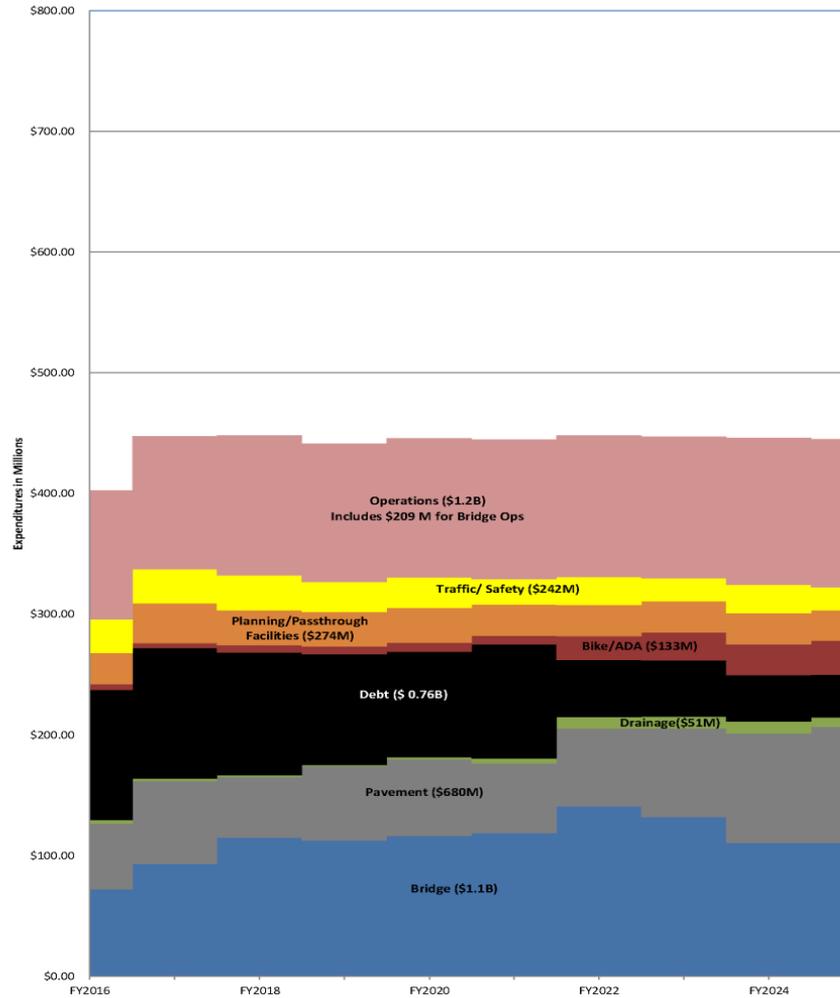
BASELINE Bridge Funding: Allocation w/ Article 21 = \$0.866B



Baseline Program

Total Funding = \$3.7 billion
Sufficiency Target (90%) Unmet

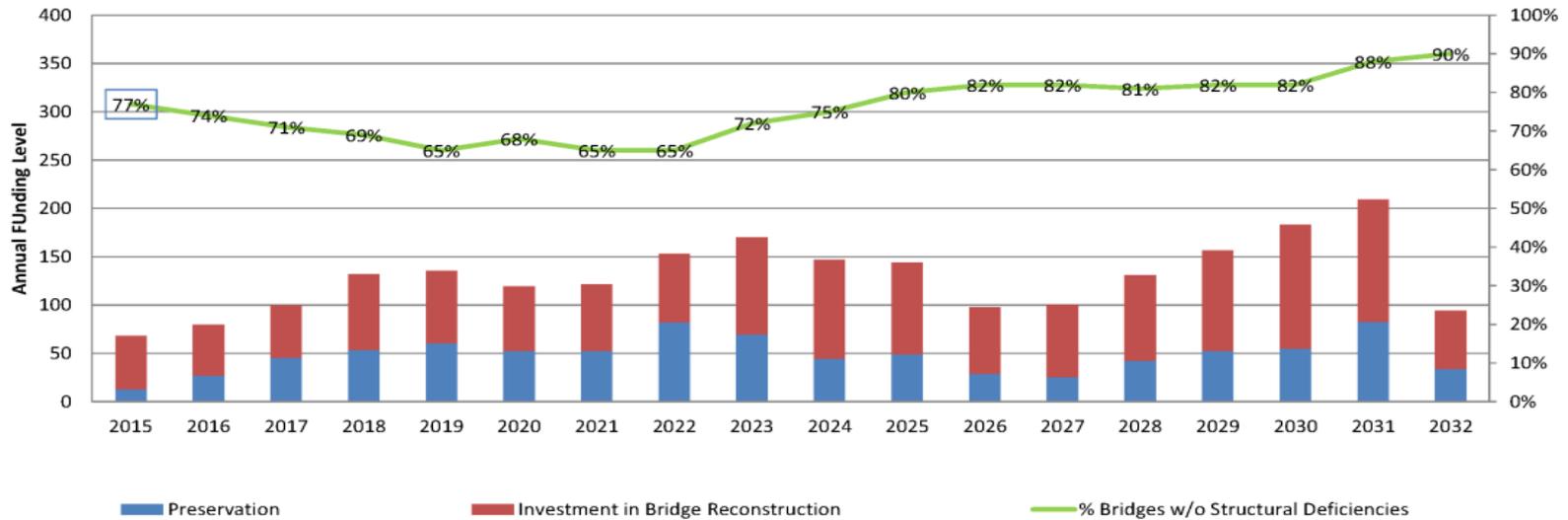
RIDOT 10 Year Program
Constrained Plan
 Total Program = \$3.8 B* (Without Debt Service)
 Draft 9/22/2015



* \$150 M of Prior Year Funds Included in Total

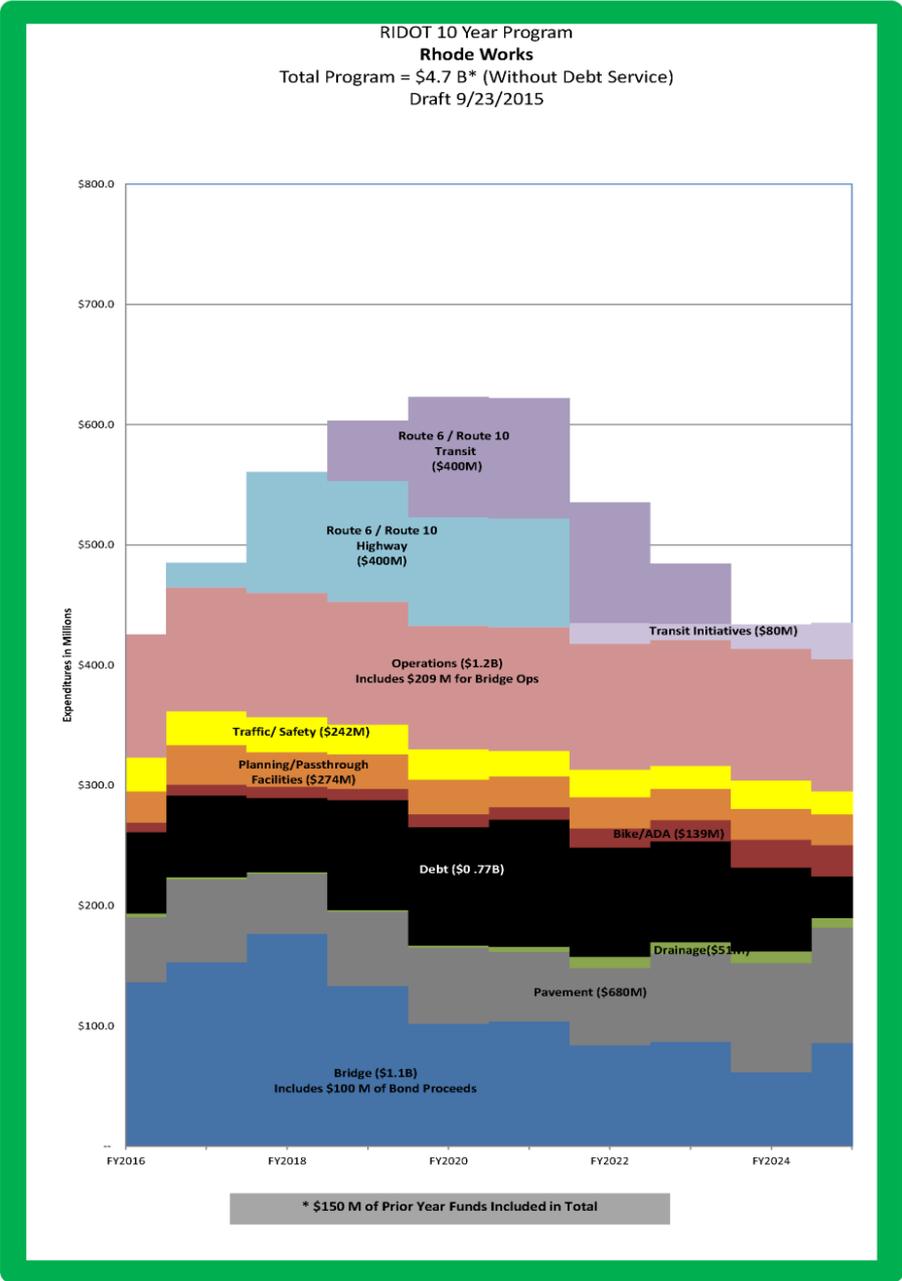


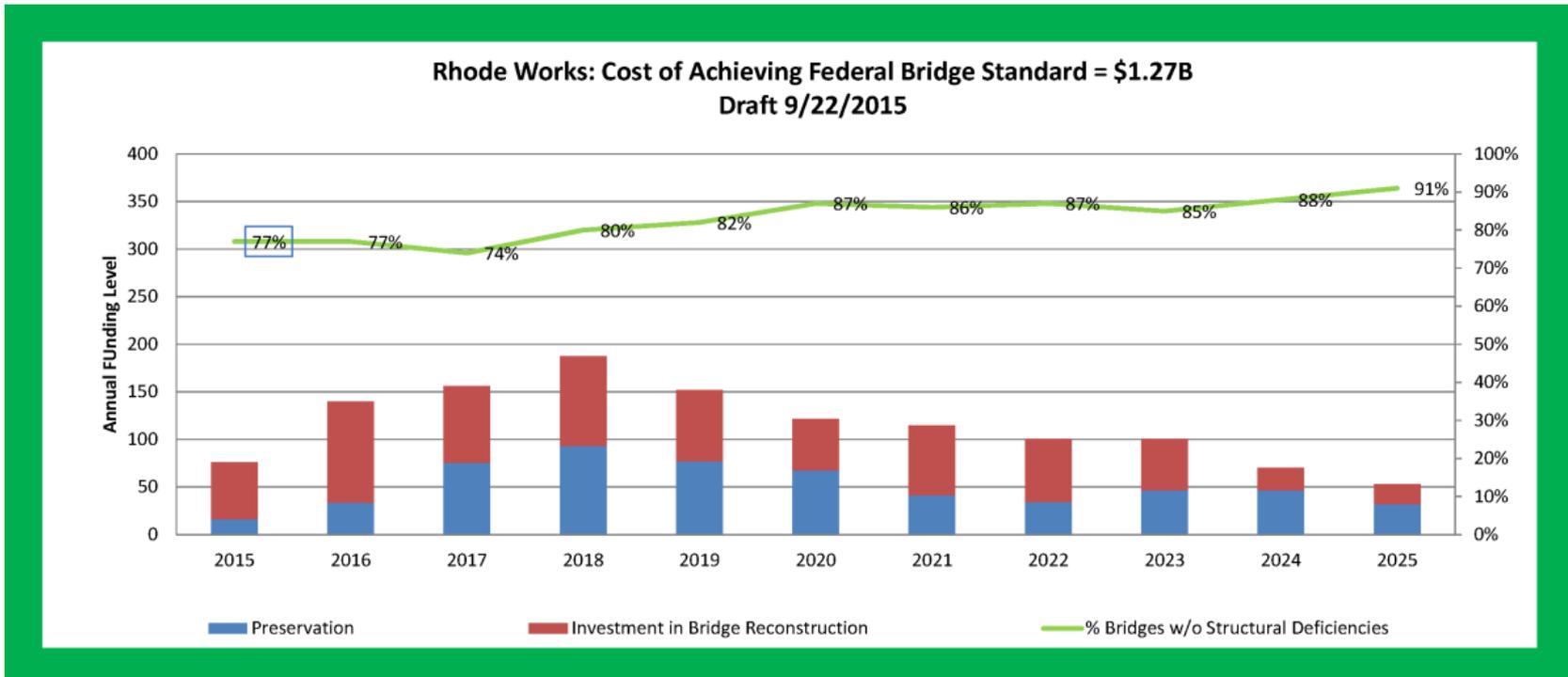
CONSTRAINED (w/o add'l money) Bridge Funding: Cost of Achieving Federal Bridge Standard = \$2.34B
Draft 9/22/2015



**Current Funding with
 Reallocation to Bridge**

Total Funding = \$3.7 billion
Cost of 90% Sufficiency = \$2.3 billion





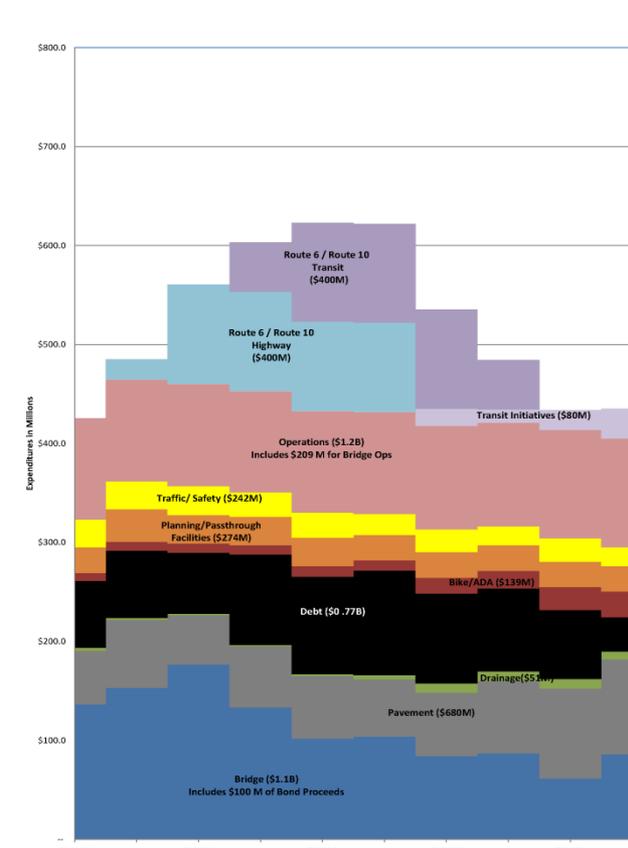
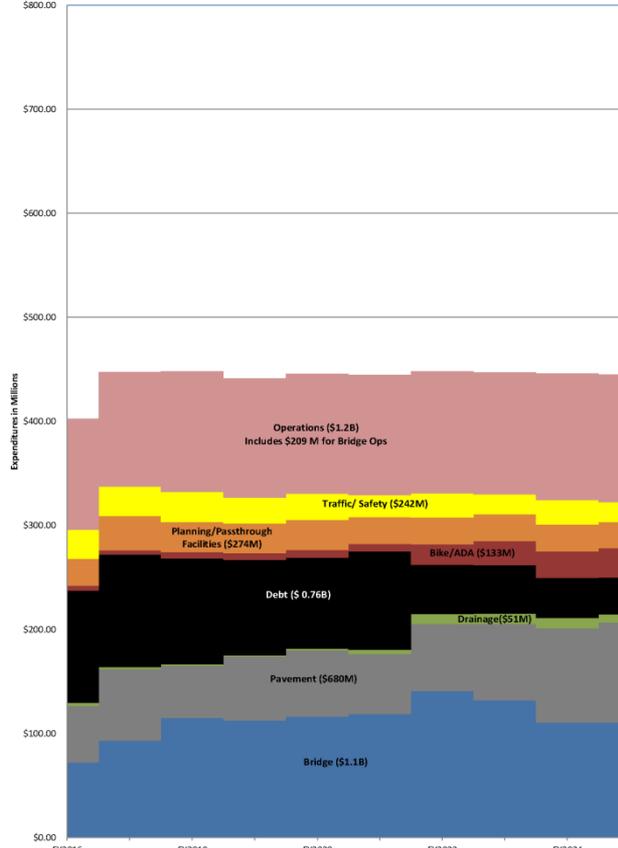
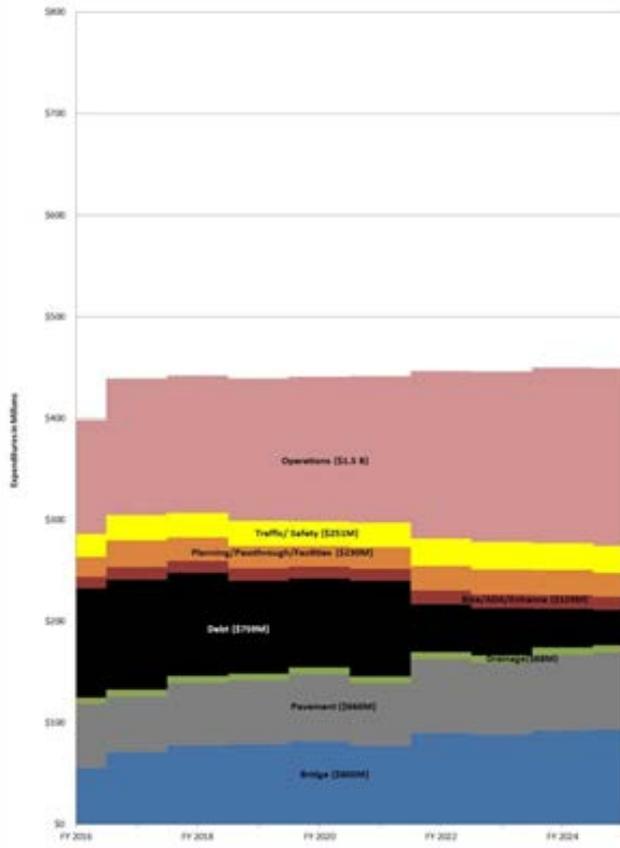
Rhode Works

Total Funding = \$4.7 billion
Cost of 90% Sufficiency = \$1.3 billion

RIDOT 10 Year Program
Base Program
 Total Program = \$ 3.7 B (Without Debt Service)

RIDOT 10 Year Program
Constrained Plan
 Total Program = \$3.8 B* (Without Debt Service)
 Draft 9/22/2015

RIDOT 10 Year Program
Rhode Works
 Total Program = \$4.7 B* (Without Debt Service)
 Draft 9/23/2015



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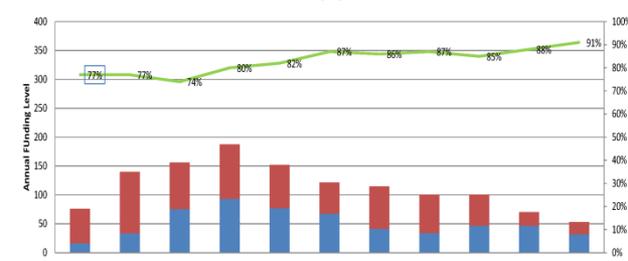
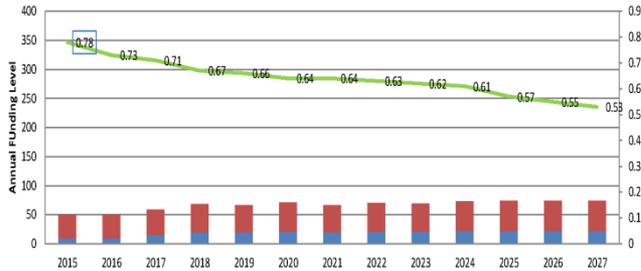
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 Draft 9/22/2015

Rhode Works: Cost of Achieving Federal Bridge Standard = \$1.27B
 Draft 9/22/2015

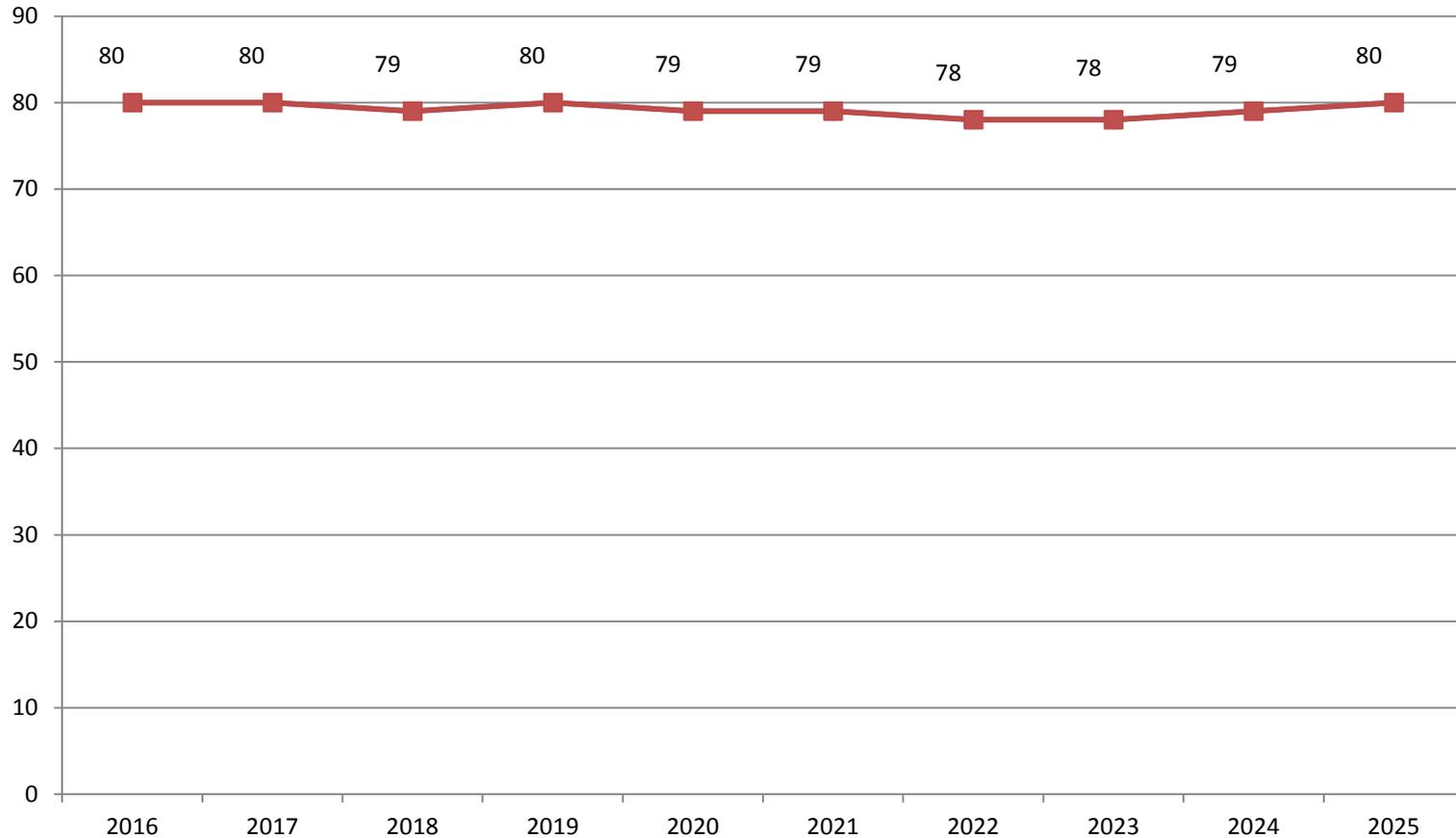


■ Preservation ■ Investment in Bridge Reconstruction ■ % Bridges w/o Structural Deficiencies

■ Preservation ■ Investment in Bridge Reconstruction ■ % Bridges w/o Structural Deficiencies

■ Preservation ■ Investment in Bridge Reconstruction ■ % Bridges w/o Structural Deficiencies

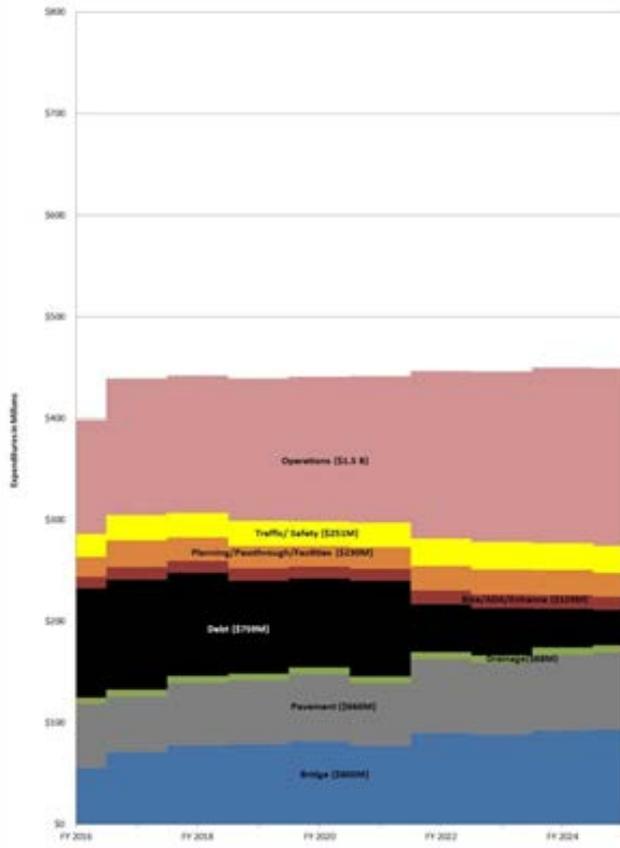
Maintaining Pavement Levels



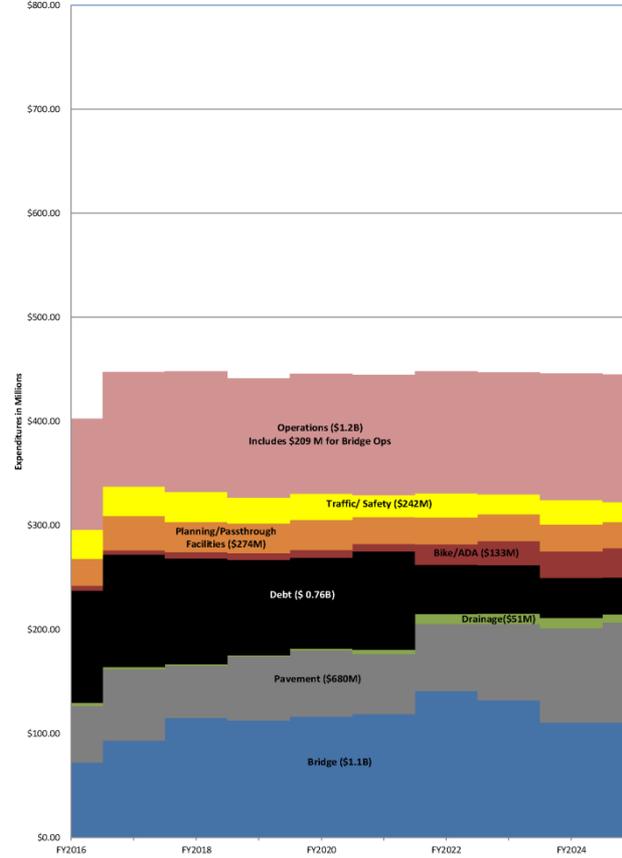
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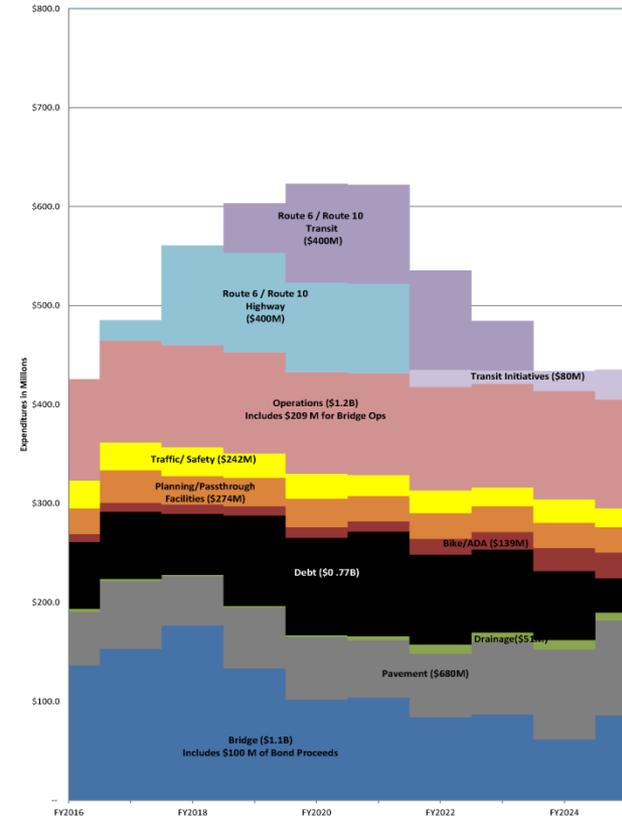
RIDOT 10 Year Program
Rhode Works
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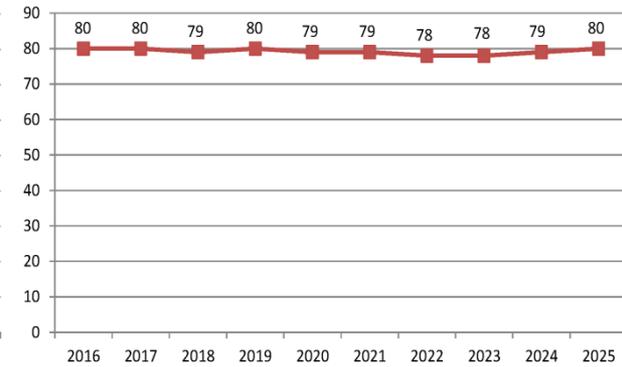
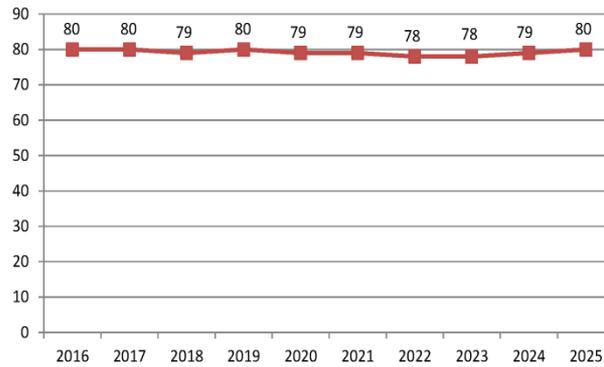
* \$150 M of Prior Year Funds Included in Total



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- Put people to work fixing our crumbling infrastructure – the worst infrastructure in the nation
- Doing it in a way that actually saves the R.I. taxpayers money, attracts new federal funding and assigns the cost in a way that's FAIR.
- But first, we have an obligation to put our house in order at RIDOT.



- Accelerate the rebuilding of our crumbling roads and bridges by investing an additional \$1 billion above current plans
- Fix more than 150 structurally deficient bridges and make repairs to another 500 to keep them from becoming deficient
- Save taxpayers over \$950 million in projected future construction costs
 - Net savings: \$372 million after interest costs
- Refocus efforts to expand transit
- Make Rhode Island more attractive for businesses
- Create about 11,000 job years over the next decade

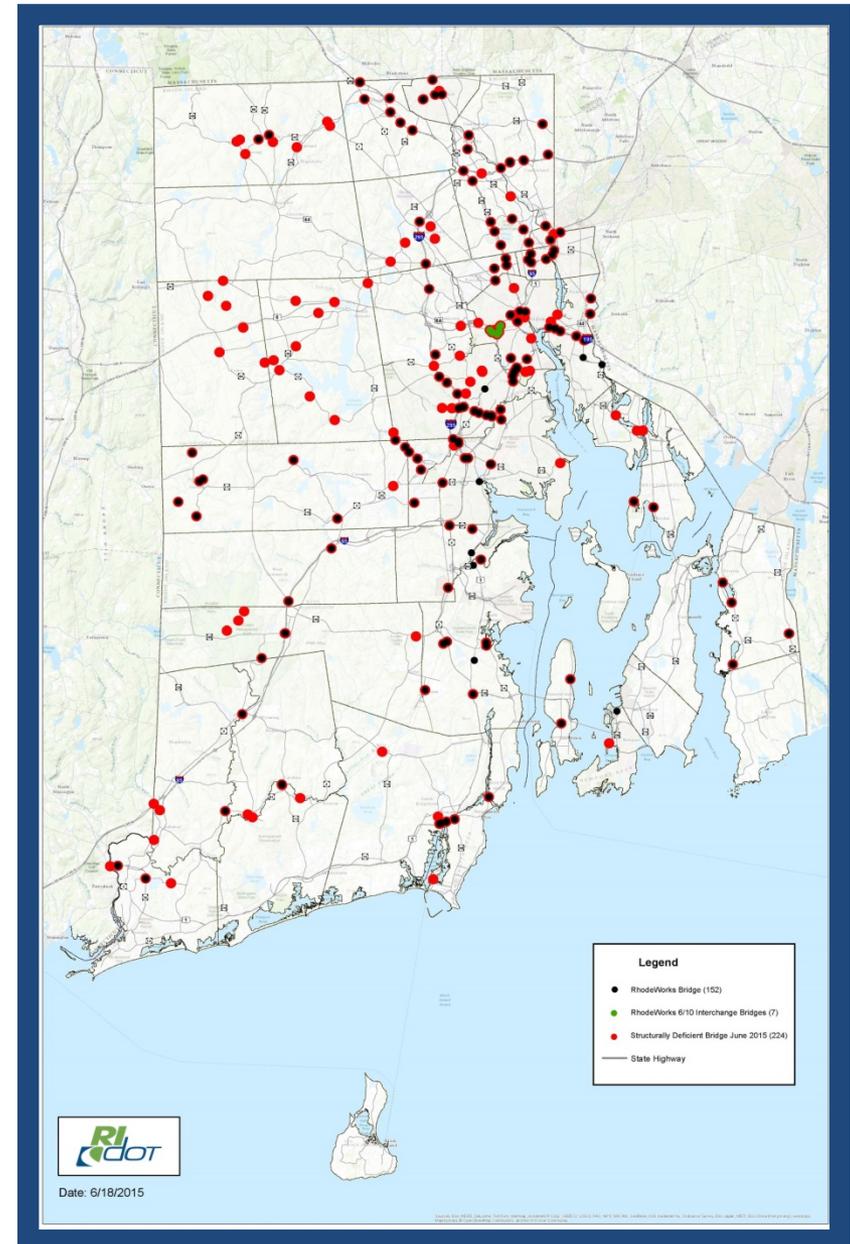


Rhode Works Program Comparison

	Program <i>(in millions)</i>				Financing <i>(in millions)</i>			Benefits		
	Bond Size for Bridge Recon- struction	GARVEE Refi	Antic- ipated Fed Funding	Increase in Total Program	GARVEE Interest	Interest Costs	Bond Term	150 Bridges Reconstructed 500 Bridges Preserved		
								Savings <i>(millions)</i>	Net Savings (Minus Interest Costs) <i>(millions)</i>	90% Bridge Sufficiency Year
Rhode Works 2015-S-0997	\$500	Yes- \$120M benefit	\$400	\$900	\$15	\$563	30 year	\$950	\$372	2025

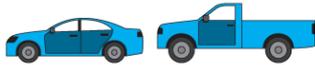


- 230 Structurally Deficient Bridges
- 152 RhodeWorks Bridges
- 7 Route 6/10 Bridges





FHWA Vehicle Classifications

<p>1. Motorcycles 2 axles, 2 or 3 tires</p> 	<p>2. Passenger Cars 2 axles, can have 1- or 2-axle trailers</p> 	<p>3. Pickups, Panels, Vans 2 axles, 4-tire single units Can have 1 or 2 axle trailers</p> 	<p>4. Buses 2 or 3 axles, full length</p> 
<p>5. Single Unit 2-Axle Trucks 2 axles, 6 tires (dual rear tires), single-unit</p> 	<p>6. Single Unit 3-Axle Trucks 3 axles, single unit</p> 	<p>7. Single Unit 4 or More-Axle Trucks 4 or more axles, single unit</p> 	<p>8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axles, single trailer</p> 
<p>9. Single Trailer 5-Axle Trucks 5 axles, single trailer</p> 	<p>10. Single Trailer 6 or More-Axle Trucks 6 or more axles, single trailer</p> 		
<p>11. Multi-Trailer 5 or Less-Axle Trucks 5 or less axles, multiple trailers</p> 		<p>12. Multi-Trailer 6-Axle Trucks 6 axles, multiple trailers</p> 	
<p>13. Multi-Trailer 7 or More-Axle Trucks 7 or more axles, multiple trailers</p> 			



Study Name		AASHTO Guide for Design of Pavement Structures, 1993		Development of Truck Equivalent Single-Axle Load (ESAL) Factors Based on Weigh-in-Motion Data for Pavement Design in Virginia		Traffic and ESAL Summary for the MnROAD Mainline		Determination of Practical ESALS Per Truck Values on Indiana Roads		The Annual Traffic Report 2009, NVDOT		Excessive Truck Weight: An Expensive Burden We Can No Longer Support	
Addendum to the 1997 Federal Highway Cost Allocation Study Final Report U.S. Department of Transportation Federal Highway Administration May 2000		https://books.google.com/books?id=1HRB12iBQNM&pg=SL4-PA25&ots=RrupQvOWb&dq=passenger%20car%20.0008%20esal&pg=SA1-PA5#v=onepage&q=passenger%20car%20.0008%20esal&f=false		http://www.virginia.gov/vtrc/main/online_reports/pdf/09-r18.pdf		http://www.dot.state.mn.us/mnroad/pdfs/Mainline_Traffic_Summary.pdf		http://docs.lib.purdue.edu/cgi/viewcontent.cgi?article=1523&context=itrp&sei		http://www.nevadadot.com/uploads/Files/NDOT/About_NDOT_Divisions/Planning/Traffic/2009trafficreport.pdf		http://archive.gao.gov/f0302/109884.pdf	
Vehicle Class/Registered Weight	Vehicle Miles of Travel (millions)	AASHTO 1993 ESAL	VMT x ESAL	VADOT 2009 Rec. ESAL	VMT x ESAL	MN 2011 ESAL	VMT x ESAL	IN 2000 Rec. ESAL	VMT x ESAL	NV 2009 ESAL	VMT x ESAL	GAO 1979 per Auto Damage	Auto Damage x VMT
Passenger Vehicles													
Autos	1,818,461	0.0008	1,455	0.0003	546	0.0007	1,273	0.0008	1,455	0.0008	1,455	1	1,818,461
Pickups/Vans	669,198	0.0122	8,164	0.0003	201	0.0007	468	0.0122	8,164	0.0122	8,164	1	669,198
Buses	7,397	0.6806	5,034	0.0003	2	0.7400	5,474	0.7400	5,474	0.9210	6,813	1	7,397
Total	2,495,056		14,653		749		7,215		15,093		16,432		2,495,056
Single Unit Trucks													
>25,000 pounds	56,451	0.1303	7,356	0.590	33,306	0.2400	13,548	0.8900	50,241	0.2280	12,871	2,500	141,127,500
25,001 - 50,000 pounds	18,631	0.1303	2,428	0.590	10,992	0.9000	16,768	0.8900	16,582	0.7520	14,011	3,500	65,208,500
<50,000 pounds	8,018	0.1303	1,045	0.590	4,731	0.9000	7,216	0.8900	7,136	0.7520	6,030	5,000	40,090,000
Total	83,100		10,828		49,029		37,532		73,959		32,911		246,426,000
Combination Trucks													
>50,000 pounds	6,744	0.8646	5,831	1.59	10,723	0.6055	4,083	1.9600	13,218	0.6130	4,134	5,000	33,720,000
50,001 - 70,000 pounds	16,685	0.6560	10,945	1.59	26,529	1.6400	27,363	1.9600	32,703	1.8370	30,650	5,000	83,425,000
70,001 - 75,000 pounds	5,926	2.3719	14,056	1.59	9,422	1.6400	9,719	1.9600	11,615	1.8370	10,886	5,000	29,630,000
75,001 - 80,000 pounds	86,176	2.3719	204,401	1.59	137,020	0.8300	71,526	1.9600	168,905	2.0160	173,731	5,000	430,880,000
80,001 - 100,000 pounds	3,879	2.3719	9,201	1.59	6,168	3.0600	11,870	1.9600	7,603	1.4180	5,500	9,600	37,238,400
<100,001 pounds	2,279	2.3719	5,406	1.59	3,624	3.0600	6,974	1.9600	4,467	1.4180	3,232	9,600	21,878,400
Total	115,689		249,839		193,486		131,535		238,510		228,133		636,771,800
All Truck Damage (Single Unit + Combination Trucks)		94.68%	260,667	99.69%	242,515	95.91%	169,067	95.39%	312,469	94.08%	261,044	99.72%	883,197,800
Tractor-Trailer Damage (Combination Trucks Only)		90.74%	249,839	79.54%	193,486	74.62%	131,535	72.81%	238,510	82.22%	228,133	71.90%	636,771,800
Total Damage			275,320		243,263		176,283		327,562		277,476		885,692,856
				Passenger vehicle values were VADOT current, while SU and Combo trucks were the study recommendations. Assumed rigid pavement.		Assumptions made to attribute FHWA Class-specific ESALS to FHWA weight classes. Assumed rigid pavement.		Study/recommendations did not include passenger vehicles. Estimates used highest values used in other studies. Assumed rigid pavement.		Study did not include autos or light trucks. Estimates used highest values used in other studies. Assumed rigid pavement on urban interstate.		DOES NOT USE ESAL. Comparison uses equivalent damage of auto based on statements in GAO report based on 1962 AASHTO Road Test Study.	

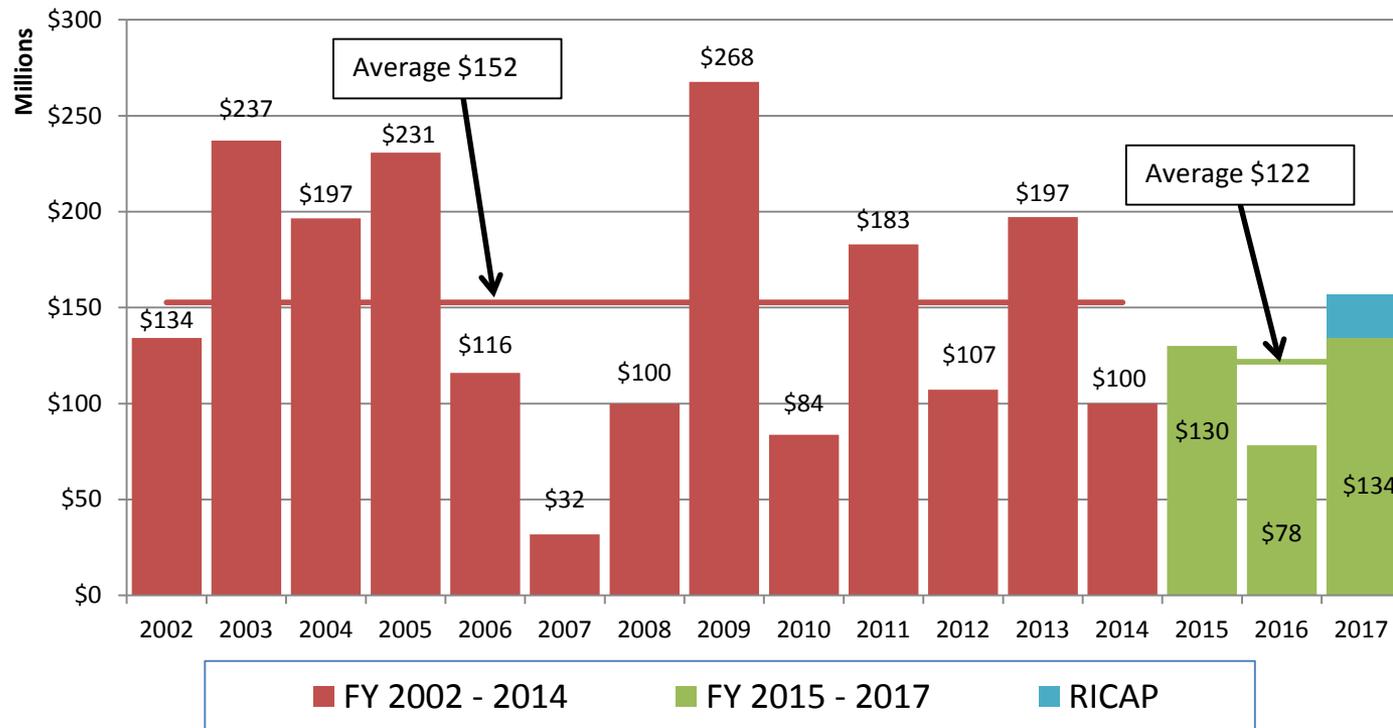


FOR ALL TRUCKS Revenue Provided to RIDOT	Funds Provided to RIDOT in 2016	Contribution From Trucks Before User Fee <i>(in millions)</i>	Funds Provided to RIDOT in 2017	Contribution From Trucks After User Fee	Percent Truck Contribution in 2017	Notes
RI Gas Tax	\$82	\$13	\$82	\$13	16%	Truck Contribution Calculated Based on Diesel Fuel Revenue Proportion of State Motor Fuel Tax \$21.6M of \$134.9 M or 16.0%
FHWA Funding	\$209	\$54	\$209	\$54	26%	Truck Contribution Calculated Based on Truck Related Components of the Highway Portion of the Federal Highway Trust Fund 26% (see attached)
RICAP, Registration & License Fees	\$91	\$5	\$103	\$5	5%	Commercial Driver's Licenses and Registration Fees for Trucks Over 8500 lbs (DMV Classes Four & Seven)
User Fees	--	--	\$60	\$60	100%	
Total	\$382	\$72	\$455	\$132		
All Truck Contribution of Revenue		19.0%		29.1%		



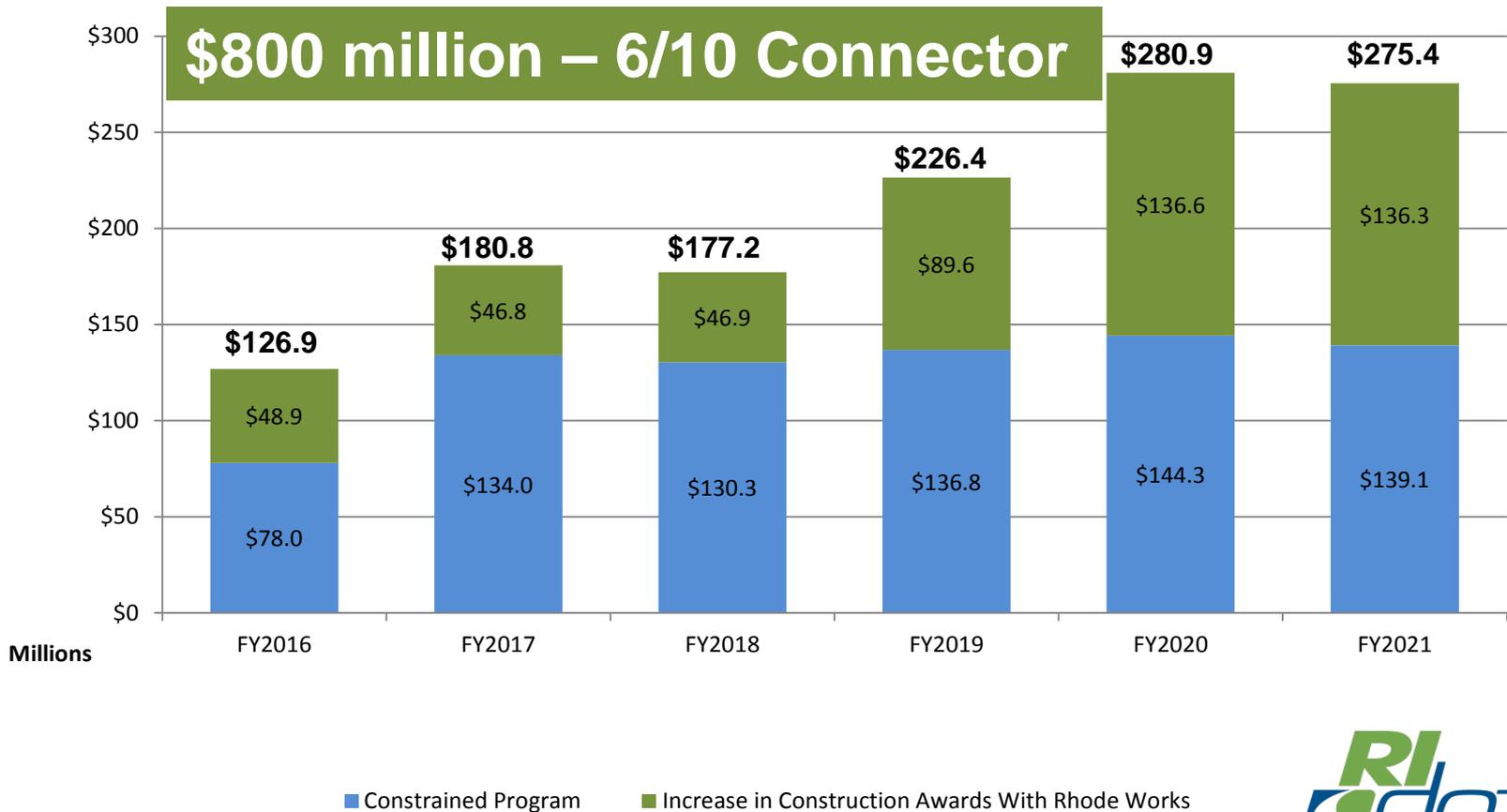
Status Quo

RIDOT Actual & Estimated Construction Awards With Existing Funding





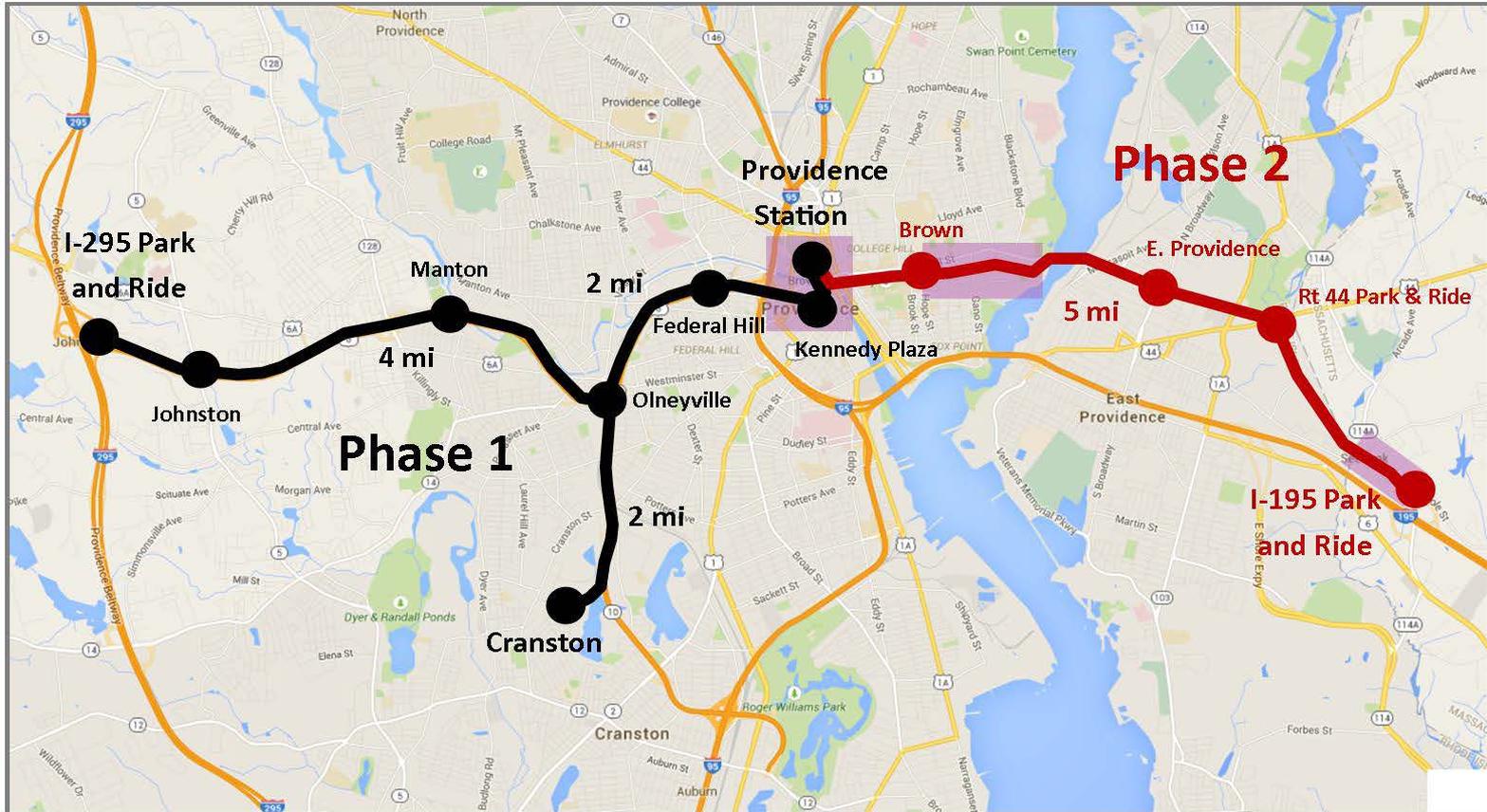
Comparison of Construction Awards with Constrained Program and with Rhode Works



Investing in Route 6/10



Route 6/10 Bus Rapid Transit (BRT)



Bus Rapid Transit - Barcelona



Transit investments around the country

In Hartford, officials encouraged the federal government to invest \$400 into a \$570 million project to install 9.5 miles of dedicated busway.

Busway celebrates 1 millionth ride in West Hartford

Posted: Sep 09, 2015 10:10 AM EDT
Updated: Sep 09, 2015 12:13 PM EDT

By Rob Polansky [CONNECT](#)

WEST HARTFORD, CT (WFSB) - The CT Fastrak busway celebrated its one millionth ride on Wednesday.

Gov. Dannel Malloy announced the milestone with a number of other officials at the Flatbush Avenue Station in West Hartford.

"This project is surpassing expectations - today is a major milestone," Malloy said. "CT Fastrak is a key part of broader efforts around the state to increase transit opportunities, revitalize neighborhoods, spur redevelopment, and create new opportunities for small businesses. We are changing the way people travel with this dynamic project."

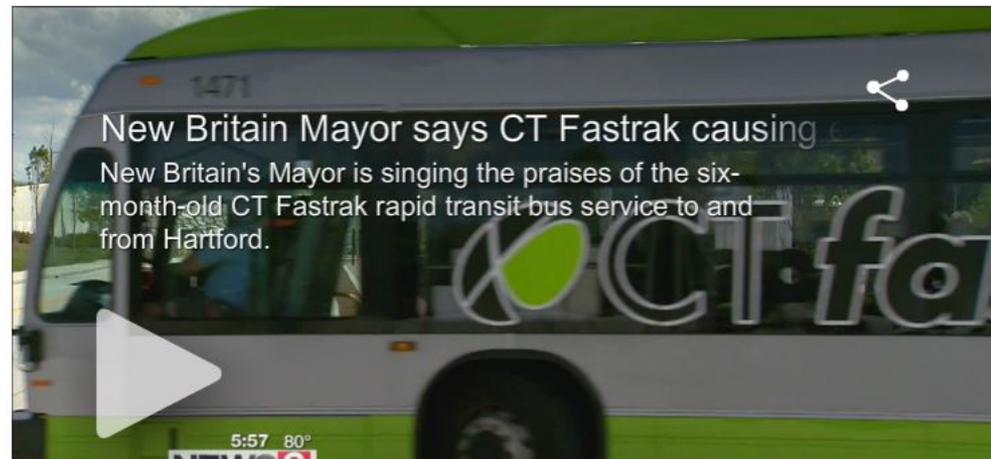
Malloy said if the state wants to improve its economy, grow jobs and support business growth, then it must make such investments.

"This project is an example of how - and why - transforming transportation is so impor

New Britain Mayor says CT Fastrak causing economic uptick

By Mark Davis, News 8 Chief Capitol Correspondent

Published: August 26, 2015, 4:49 pm | Updated: August 26, 2015, 8:55 pm



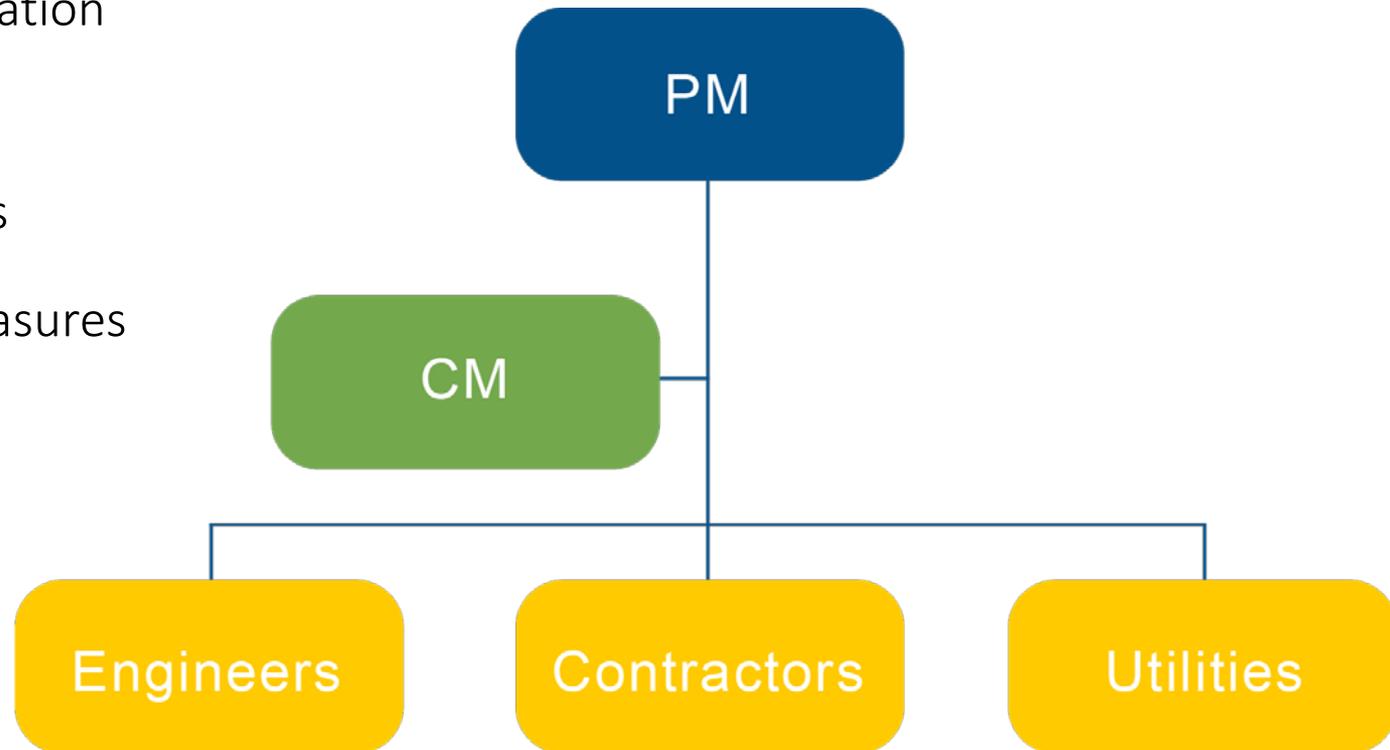
CTFastrak surpasses ridership expectations just 5 weeks in

POSTED 3:51 PM, MAY 6, 2015, BY [SAMANTHA SCHOENFELD](#), UPDATED AT 04:18PM, MAY 6, 2015

Department of Transportation Commissioner James Redeker said that before it launched, it was projected that CTFastrak would have a minimum of 11,200 daily rides within the first year of service. However, Redeker said the service is already seeing 14,000 daily rides after just five weeks.

Project Delivery

- Monthly collaboration meetings
- Exception reports
- Performance measures



Bolstering Our Staff

The reorganization will allow us to add sorely needed maintenance workers, which have been decimated over the last several decades, moving from nearly 600 employees to just over 200.



Summary



- Put people to work fixing our crumbling infrastructure – the worst infrastructure in the nation
- Doing it in a way that actually saves the R.I. taxpayers money, attracts new federal funding and assigns the cost in a way that's FAIR.
- But first, we have an obligation to put our house in order at RIDOT.

Thank you



Peter Alviti Jr.
Director



www.dot.ri.gov



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FY 2017- 2026 Transportation Improvement Program

Proposed Timeline

10/9/15	<p>Compile necessary paperwork required for TIP solicitation in draft form including:</p> <ul style="list-style-type: none"> • Introductory letter (SPP) • TIP Guidebook (SPP) • Status Report (including project name, TIP program, project limits, funding, phase, and anticipated completion date) on all projects in the current TIP (RIDOT, RIPTA) • Specific recommended project list, in the form of TIP tables, in all funding categories for the FY 17-26 TIP for distribution to the municipalities and release to the public. The TIP tables will include project name, municipal location, limits, phase, year, funding amount, funding source, and a project description (RIDOT, RIPTA) • Selection Criteria for appropriate TIP categories (SPP)
10/22/15	Present TIP solicitation package to TAC for review and comment.
11/12/15	Present TIP solicitation package to SPC for review and comment.
11/16/15	Mail TIP package, post notice of TIP solicitation on SPP website (9 week notice until deadline).
Week of 11/30/15	Informational workshop hosted by SPP in Providence – afternoon and evening session.
1/8/16	Stakeholder response deadline.
Week of 1/11/16	Regional public workshops.
Week of 1/11/16	SPP, RIDOT, RIPTA to review all submissions, determine eligibility and assign to proper review category.
1/18/16	TIP proposals and municipal input to TAC subcommittees for review and ranking where applicable.
Week of 2/1/16	SPP to hold meetings of TAC subcommittees with RIDOT, RIPTA and SPP staff to review and finalize project ranking. RIDOT and RIPTA to review and finalize project ranking for categories without subcommittees.
2/15/15	TAC subcommittee reports finalized.

- By 3/7/16 Draft TIP compiled:
- TIP text – SPP
 - TIP tables including project name, municipal location, limits, phase, year, funding amount, funding source, and a project description – RIDOT, RIPTA
 - TIP fiscal constraint analysis – RIDOT, RIPTA
- 3/24/16 TAC Reviews draft TIP. Request to authorize public hearing.
- 4/14/16 SPC reviews draft TIP. Request to authorize public hearing.
- 4/18/16 Public review period begins, required notices sent.
- 4/28/16 TAC reviews draft TIP.
- 5/12/16 SPC reviews draft TIP.
- 5/26/16 Public hearing on draft TIP at TAC meeting.
- 6/27/16 Public Comment period ends. SPP to work with RIDOT and RIPTA to compile final draft TIP and SPP to complete Public Hearing Report.
- 7/28/16 Present revised draft TIP and Public Hearing Report to TAC.
- 8/11/16 Present revised draft TIP and Public Hearing Report to SPC.
- 8/25/16 Present TIP to TAC for approval.
- 9/8/16 Present TIP to SPC for approval. Forward TIP to Governor for approval. Forward TIP to FHWA/FTA for approval.
- 9/30/16 FY 13-16 Transportation Improvement Program expires.**

TAC – Staff Report – September 24, 2015

Freight Plan

Project Update

- We have completed drafts of the Economic Context and Infrastructure Inventory and Analysis chapters of the Freight & Goods Movement Plan.
- We also have completed the commodity flow analysis and forecast reports that summarize what is moving in-out- and through RI by mode (truck, air, marine, and rail). These reports include information on commodities moving by weight and value and their origins and destinations. These summaries are available on the freightforwardri.com website.
- The consultant has also developed fact sheets by transportation mode for air, rail, truck, and marine. available on the freightforwardri.com website.
 - Which provides a summary of each mode's facilities in RI.
 - How much freight (both value and tonnage is moved by those means) and how much that represents of the total movement of freight.
- In addition, there are summaries of the comments received from surveys to the municipalities, hospitality, and trucking industries.

Next Steps

- Awaiting the American Transportation Research Institute (ATRI) report that will provide an analysis of truck flows to/from RI.
- The Freight Advisory Committee will be meeting in October 14 where they will received an update on the Freight Plan and will be asked to review the final Freight Plan goals. There will also be simulation of a tractor trailer safety inspection completed by the Truck Enforcement Unit of the RI State Police.
- A Freight Plan public meeting is hopefully anticipated for late fall sometime.