



**U.S. Department
of Transportation**

Federal Transit Administration
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Federal Highway Administration
Rhode Island Division
380 Westminster Mall, Rm 547
Providence, RI 02903
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Gina M. Raimondo, Governor
State of Rhode Island
State House, Room 224
Providence, RI 02903

April 24, 2015

Re: Rhode Island FY13-16 STIP Amendment #5

Dear Governor Raimondo:

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have reviewed the Fiscal Years 2013-2016 Statewide Transportation Improvement Program (STIP) Amendment #5 submitted on March 31, 2015. This amendment aligns the transit portions of the program to match current funding programs as well as priorities at the Rhode Island Public Transit Authority (RIPTA).

In accordance with the 1990 Clean Air Act Amendments and §450.324(b), a conformity determination is not needed since the projects in this amendment fall under the air quality conformity exemption for Mass Transit (40 CFR §93.126, Table 2).

Furthermore, we make the following determinations:

1. The projects in the STIP are based on a planning process that substantially meets the requirements of Title 23 U.S.C., the Federal Transit Act, and 23 CFR 450 A-C.
2. The component TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively with the State, the MPOs, and the transit operators in accordance with the provisions of 23 U.S.C. 134 and §5303 of the Federal Transit Act.
3. The changes called for in this STIP amendment maintain financial constraint as required under 23 CFR 450.216 (m).

FTA and FHWA have determined that the STIP, as revised, substantially meets all requirements and is hereby approved. If you have any questions please send them to Nicolas Garcia (617-494-3940 | nicolas.garcia@dot.gov) or Corey Bobba (401-528-4577 | corey.bobba@dot.gov).

Sincerely,

Mary Beth Mello
Regional Administrator
Federal Transit Administration

Carlos Machado
Division Administrator
Federal Highway Administrator

cc: Peter Alviti, Director – RIDOT
Jared Rhodes, Chief – RISPP
Ray Studley, General Manager – RIPTA
Janet Coit, Director – RIDEM
Curt Spalding, Administrator – EPA Region I



State of Rhode Island and Providence Plantations
State House
Providence, Rhode Island 02903-1196
401-222-2080

Gina M. Raimondo
Governor

March 31, 2015

Mr. Carlos C. Machado
Division Administrator
Federal Highway Administration
380 Westminster Street, Suite 547
Providence, RI 02903

Ms. Mary Beth Mello
Regional Administrator
Federal Transit Administration
Kendall Square
55 Broadway, Suite 920
Cambridge, MA 02142

Dear Mr. Machado and Ms. Mello:

The Rhode Island Public Transit Authority (RIPTA) has requested an amendment to the FY 2013-2016 State Transportation Improvement Program (TIP). After holding the required public hearing on January 22, 2015, the State Planning Council, which serves as the Metropolitan Planning Organization for the State of Rhode Island, approved Major Amendment #5 to the TIP on March 13, 2015.

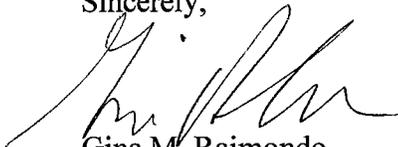
When the FY 2013-2016 TIP was drafted in 2012, the federal government was operating under a continuing resolution of the transportation authorization SAFETEA-LU. In producing funding forecasts for this TIP, RIPTA assumed flat funding to match the apportionments under SAFETEA-LU. With the July 2012 adoption of MAP-21, Rhode Island saw apportionments rise and the Town of Westerly added to the Norwich/New London urbanized area, which made new funds available to the entire State. TIP Amendment #5 realigns programs to reflect MAP-21's new categories of funding, distributes the new and increased apportionments, carries forward funding from the FY 2009-2012 TIP, shifts funds to match agency priorities and adds funds received as the result of a ferry boat discretionary grant.

Mr. Machado and Ms. Mello
Page 2
March 31, 2015

I hereby approve the amended TIP and provide my assurance that the TIP and this amendment satisfy all requirements of state and federal laws and regulations. I request that you provide the appropriate approvals so that the transportation projects contained in this TIP amendment may proceed.

Enclosed are copies of the TIP amendment request from RIPTA, Public Hearing and Comment Period Report (draft), State Planning Council meeting minutes of March 13, 2015 (draft), amended TIP tables, and fiscal constraint analysis. If you have any questions regarding this action, please contact Karen Scott of the Statewide Planning Program at (401) 222-4411, or via email, at karen.scott@doa.ri.gov.

Sincerely,



Gina M. Raimondo
Governor

Enclosure: TIP Major Amendment #5

cc: Mr. Peter Alviti, Jr., Director, RI Department of Transportation
Mr. Ray Studley, CEO, RI Public Transit Authority
Mr. Michael DiBiase, Chairman, State Planning Council
Mr. Kevin Flynn, Secretary, State Planning Council



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.

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

**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

- I. Introduction
 - II. Public Comment Summary & Response
 - III. Public Hearing Attendance, Procedures, & Informational Presentation
 - IV. Public Comments
 - V. Conclusion
- Appendix A – TIP Amendment Request
Appendix B – Public Notice
Appendix C – Written Public Comments

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

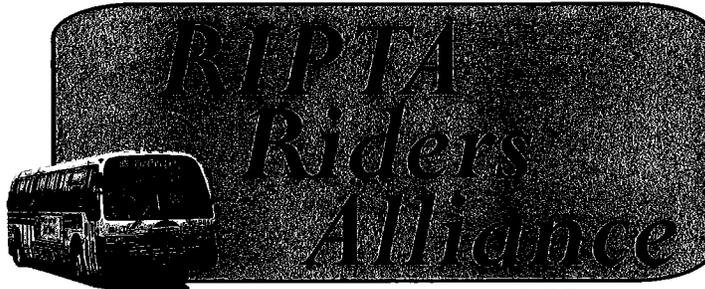
All persons may present their views on this amendment in person, through a representative, or by filing a written statement with the Secretary of the State Planning Council, One Capitol Hill, Providence, RI 02908. All comments on the TIP amendment must be received by the close of the hearing on January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

Rhode Island State Planning Council
Draft Minutes of Friday, March 13, 2015 Meeting
William E. Powers Building
Conference Room A
One Capitol Hill, Providence, RI

I. ATTENDANCE

1. Members Present

Mr. Michael DiBiase, Chair	Director, Rhode Island Department of Administration
Mr. Kevin Gallagher, Vice Chair,	Governor's Office
Mr. Kevin Flynn, Secretary	Associate Director, Division of Planning
Mr. Robert Azar	Representing Bonnie Nickerson, Director, Providence Department of Planning and Development
Mr. Peter Alviti	Director, RI Department of Transportation
Mr. Corey Bobba	Federal Highway Administration, Advisory Member
Ms. Janet Coit	Director, RIDEM
Ms. Sharon Conard-Wells	West Elmwood Housing Development Corporation
Mr. Marcus Mitchell	Small Business Representative
Mr. Thomas Mullaney	RI Department of Administration, Budget Office
Ms. Ana Novais	Representing Mr. Michael Fine, Director RI Department of Health
Ms. Amy Pettine	Representing Mr. Raymond Studley, RIPTA
Mr. M. James Riordan	Public Member
Mr. Amy Rainone	Representing Ms. Barbara Fields, Interim Executive Director Rhode Island Housing
Mr. Peder Schaefer	Representing Mr. Daniel Beardsley, Executive Director, RILOCAT
Mr. Samuel Shamoan	Governor's Designee
Mr. Michael Walker	Representing Stefan Pryor, Secretary of Commerce
Ms. Janet White-Raymond	Public Member
Mr. Jeffrey Willis	Representing Mr. Grover Fugate, Executive Director, RI Coastal Resources Management Council
Mr. Scott Wolf	Environmental Advocate

2. Members Absent

Ms. Jeanne Boyle	President's Designee, RILOCAT
Ms. Jeanne Cola	Chair, RI Housing Resources Commission
Mr. Roy Coulombe	Public Member
Ms. Marion Gold	Director, RI Office of Energy Resources
Ms. Ana Cano-Morales	Public Member
Mr. L. Vincent Murray	RILOCAT, Government Official Representative
Mr. John Trevor	Environmental Advocate

3. Staff – Division of Planning

Mr. Jared Rhodes	Chief, Statewide Planning Program
Ms. Karen Scott	Assistant Chief, Statewide Planning
Mr. Benjamin Jacobs	Principal Research Technician, Statewide Planning Program

4. Guests

Ms. Meredith Brady	RI Department of Transportation
Mr. Peter Garino	RI Department of Transportation
Ms. Lilly Picchione	RI Public Transit Authority

II. **AGENDA ITEMS**

1. Call to Order

Mr. Michael DiBiase called the meeting to order on March 13, 2015 at 1:35 p.m.

2. Public Comment on Agenda Items– *for informational purposes*

There were none.

3. Approval of the December 22, 2014 Meeting Minutes – *for vote*

Mr. DiBiase asked for a motion to approve the minutes of December 22, 2014. Ms. Ana Novais moved to approve the minutes of December 22, 2014 as submitted. The motion was seconded by Ms. Amy Pettine. There being no discussion, the following members voted aye: Azar, Alviti, Coit, Conard-Wells, Flynn, Gallagher, Mullaney, Novais, Pettine, Riordan, Rainone, Schaefer, Shamoan, Willis, Wolf. Chairman DiBiase abstained. There were no nay votes. Members Walker, Mitchell, White-Raymond, were not present at this time.

4. FY 13-16 Transportation Improvement Program Amendment 5 – *for vote*

Next, Mr. DiBiase introduced Ms. Karen Scott who described the status and travel of the requested TIP Amendment as documented in the meeting materials. Instances where council members engaged in discussion are as follows:

Mr. Scott Wolf asked how much additional money would be added to the TIP as a result of the Amendment. Ms. Lilly Picchione provided a detailed response that culminated in an estimate of 2.2 million dollars.

Ms. Sharon Conard-Wells asked if any of the funds described were discretionary and whether a match is required. Ms. Amy Pettine replied yes to both.

Ms. Janet White-Raymond asked how RIPTA was preparing for the potential expiration of the Highway Trust Fund. In response Mr. Corey Bobba overviewed the timeline and described the significantly reduced funding that would be available should that event come to pass. Ms. Amy Pettine then described how RIPTA's

immediate response would involve a severe curtailing of expected capital expenditures, and emphasized that in the long term even this planned action would not make up for the lost funding.

Mr. Thomas Mullaney asked whether the last sentence of the second paragraph of the supplementary materials for agenda item four was describing a bond issue from the recently passed November elections. Ms. Scott clarified that the sentence was intended to indicate that there was no relationship between the bond issue and the proposed amendment.

Hearing no other comments, Mr. DiBiase asked for a motion to approve Amendment Five. Ms. Janet White-Raymond made the motion and Mr. Michael Walker seconded it. There being no further discussion, the following members voted aye: Azar, Alviti, Coit, Conard-Wells, DiBiase, Flynn, Gallagher, Mullaney, Novais, Riordan, Rainone, Schaefer, Shamoan, Walker, White-Raymond, Willis, Wolf. Member Pettine abstained. There were no nay votes. Member Mitchell was not present at this time.

5. **FY 15 Unified Transportation Work Program, Amendment 1** – *for vote*

Mr. DiBiase introduced Ms. Karen Scott who described the Work Program Amendment as documented in the meeting materials. Instances where council members engaged in discussion are as follows:

Ms. Sharon Conard-Wells observed that it is well known that Public Transit Companies are never able to break even financially and that fare increases to attain that goal are generally counterproductive. Given this observation, Ms. Conard-Wells asked whether the fare study described is really necessary. Ms. Pettine replied that, although fare increases might be one element examined, the goal of the study is to go deeper into the fare system and examine all the ways fares affect service delivery.

Mr. Peter Alviti asked what areas of operations would be covered by the study. Ms. Pettine replied that it would go into all areas of service delivery excluding organizational structure.

Ms. Janet White-Raymond asked how many bids were received, and about the source of the money being committed to the project. Ms. Pettine replied that two bids were received, and clarified that \$150,000 had been committed, with \$120,000 in federal MPO planning funds and \$30,000 in match provided by RIPTA, and that the amendment under discussion would secure the additional \$16,432 in federal MPO planning funds required to pay for the winning bid.

Hearing no other comments, Mr. DiBiase asked for a motion to approve Amendment One. Ms. Janet White-Raymond made the motion and Mr. Michael Walker seconded it. There being no further discussion the following members voted aye: Azar, Alviti, Coit, Conard-Wells, DiBiase, Flynn, Gallagher, Mullaney, Novais, Riordan, Rainone, Schaefer, Shamoan, Walker, White-Raymond, Willis, Wolf. Member Pettine abstained. There were no nay votes. Member Mitchell was not present at this time.

6. **Transportation Advisory Committee (TAC) Appointment** – *for action*

Mr. DiBiase overviewed the appointment as documented in the agenda supplement. Ms. Janet Coit made a motion to approve the appointment. Ms. Janet White-Raymond seconded the motion. Hearing no further discussion, the following members voted aye: Azar, Alviti, Coit, Conard-Wells, DiBiase, Flynn, Gallagher,

Mullaney, Novais, Pettine, Riordan, Rainone, Schaefer, Shamoan, Walker, White-Raymond, Willis, Wolf. There were no nay votes or abstentions. Member Mitchell was not present at this time.

7. **Associate Director's Report** – *for discussion*

Mr. Flynn addressed the following items under the Associate Director's report:

- Final production of State Economic Development Plan;
- FY-16 Governor's Budget Update;
- Status of the Statewide Planning Program's Analysis of Impediments to Fair Housing and the Housing Plan;
- Ongoing efforts to replace the Statewide Planning Program's Executive Assistant;
- Legislation update including S26, H5713, H5643, H5644.

8. **Announcements** – *for discussion*

Mr. Scott Wolf announced that on May 21, Grow Smart RI will be holding the Smart Growth Awards at ProvidenceG and the Arcade.

Ms. Ana Novais announced that the Rhode Island Department of Health will be holding a Health Equity Summit on May 7 with national and local experts to address public health issues in community development.

Ms. Janet White-Raymond announced that the Greater Providence Chamber of Commerce will be holding the Santander Economic Outlook Breakfast at the Omni Hotel on April 7 th.

Mr. Flynn reminded the Council that the next meeting will be on April 16 at 9 a.m., which is the third Thursday of the month.

9. **Adjourn**

Council member White-Raymond motioned to adjourn. The motion was seconded by Council member Novais. There being no further discussion, the following members voted aye: Azar, Alviti, Coit, Conard-Wells, DiBiase, Flynn, Gallagher, Mitchell, Mullaney, Novais, Pettine, Riordan, Rainone, Schaefer, Shamoan, Walker, White-Raymond, Willis, Wolf. There were no nay votes or abstentions. The meeting adjourned at 2:31 p.m.

Respectfully Submitted,



Kevin Flynn
Secretary