
**Transportation Conformity Determination Report for
the 1997 Ozone NAAQS**

Rhode Island Division of Statewide Planning

**FFY 2018 – 2027
State Transportation
Improvement Program,
Major Amendment #19**

Approved by the Rhode Island State Planning Council
August 29, 2019

Table of Contents

ACKNOWLEDGEMENTS3

EXECUTIVE SUMMARY4

1.0 BACKGROUND5

2.0 FFY 2018 – 2027 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).....7

3.0 TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS.....7

4.0 TRANSPORTATION CONFORMITY REQUIREMENTS9

CONCLUSION12

APPENDIX

Acknowledgements

The Rhode Island *Air Quality Transportation Conformity Report* for the Federal Fiscal Year 2018 - 2027 State Transportation Improvement Program (STIP), Major Amendment #19 was prepared by the Rhode Island Division of Statewide Planning. Individuals from the following agencies contributed their efforts towards the completion of the Transportation Conformity Determination Report. They include:

Rhode Island Department of Administration's Division of Statewide Planning
Rhode Island Department of Environmental Management
Rhode Island Department of Transportation
Rhode Island Public Transit Authority
Federal Highway Administration
Federal Transit Administration
United States Environmental Protection Agency

Executive Summary

As part of its transportation planning process, the State of Rhode Island completed the transportation conformity process for the Federal Fiscal Year 2018-2027 State Transportation Improvement Program (STIP), Major Amendment #19. This report documents that the FFY 2018-2027 STIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS) or any interim milestones. 42 U.S.C. 7506(c)(1). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), state transportation improvement programs (STIPs) and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Providence area (covers all of Rhode Island) was classified as nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the STIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

■

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The 1970 Clean Air Act defined a one-hour national ambient air quality Standard (NAAQS) for ground-level ozone. The 1990 Clean Air Act Amendments (CAAA) further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire state of Rhode Island was classified as being in serious nonattainment for the one-hour ozone standard.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard as scientific information showed that ozone could affect human health at lower levels, and over longer exposure times than one hour. The 1997 eight-hour ozone NAAQS was 0.08 parts per million. The entire state of Rhode Island was classified as a moderate nonattainment area for the 1997 eight-hour ozone standard. On June 15, 2010, EPA determined that the entire state of Rhode Island no longer violated the 1997 eight-hour ozone NAAQS and was in attainment of the 1997 eight-hour ozone NAAQS. The determination was based upon complete, quality-assured, certified ambient air

monitoring data that showed Rhode Island monitored attainment of the 1997 8-hour ozone NAAQS for the 2007–2009 monitoring period.

The eight-hour ozone NAAQS was again revised on March 27, 2008 from 0.08 parts per million (ppm) over an eight-hour period to 0.075 ppm over an eight-hour period. On February 13, 2015 EPA published a final rule that revoked the 1997 ozone NAAQS for all purposes, including transportation conformity. Effective July 20, 2012, the entire State of Rhode Island was designated as attainment for the 2008 eight-hour ozone NAAQS.

On October 1, 2015 EPA again revised the NAAQS for ozone from 0.075 ppm over an eight-hour period to 0.07 ppm over an eight-hour period. On January 16, 2018 Bristol County, Newport County and Providence County were designated as attainment/unclassifiable for the 2015 eight-hour ozone NAAQS. On August 3, 2018 Kent and Washington County were designated as attainment/unclassifiable for the 2015 eight-hour ozone NAAQS. The entire state of Rhode Island is now considered attainment/unclassifiable for the 2015 eight-hour ozone NAAQS.

2.0 FFY 2018-2027 State Transportation Improvement Program (STIP)

The 2018-2027 STIP is one part of Rhode Island’s transportation planning process. The planning process includes the development of a State Long Range Transportation Plan (LRTP). The Rhode Island State Planning Council, Metropolitan Planning Organization (MPO) for the State of Rhode Island, adopts the long-range transportation plan. As projects in the long-range plan advance to implementation, they are programmed in the STIP for study, design, and construction, provided they attain environmental permits and other necessary clearances.

The purpose of the STIP is to set forth the State’s short-term program for transportation projects. The STIP is prepared according to the [State Planning Council’s Rules and Standards](#), Part 1.5 Metropolitan Planning Organization: Transportation Planning. The Rhode Island State Planning Council’s Transportation Advisory Committee (TAC) works with the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA) in soliciting project proposals from the public and cities and towns, and in developing a draft STIP. Following public and agency review, the draft STIP is approved by the State Planning Council, forwarded to the Governor of Rhode Island, then on to federal funding agencies – the Federal Highway Administration and the Federal Transit Administration.

3.0 Transportation Conformity Determination: General Process

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended state long range transportation plans and STIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the FFY 2018-2027 STIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the FFY 2018-2027 STIP, specifically for the following projects that are of regional significance that were added as part of Major Amendment #19:

¹ The areas identified can be found in EPA’s “Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

Table 1. Projects of Regional Significance Proposed as Part of STIP Amendment #19

Project Title	STIP ID	Location	Description
NEW Providence Viaduct I-95 NB at US 6 Woonasquatucket River Amtrak	6665, Bridge Group 75T 5B (I)	Providence	Major rehabilitation work, superstructure, and/or total bridge replacement.
Route 6/10 Project	125	Providence	The construction of the 6/10 Interchange and associated bridges to bring this section of roadway into a state of good repair.
Reconstructing Pell Bridge Approaches	9201	Newport	The reconstructing/constructing roadways and ramps. This project is likely to be constructed in several phases. There is an opportunity to include project ID 9003, Shared-Use Trail Path Along Newport Secondary Rail Corridor.
Bridge Group 57TB	6749	East Providence/ Providence	Major rehabilitation work, superstructure, and/or total bridge replacement. Phase II work on Washington Bridge Westbound. Cash flow includes \$45M to support the project. Additional funds may be secured through BUILD Grant program. If RIDOT obtains a BUILD grant, additional infrastructure improvements targeting economic development will be included in the project.

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs and STIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for LRTPs and STIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the FFY 2018-2027 STIP, Major Amendment #19 by the Rhode Island State Planning Council can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The State of Rhode Island SIP does not include any TCMs, see also Section 4.4.

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with the Rhode Island Division of Statewide Planning (as staff to the MPO), Rhode Island Department of Transportation, Rhode Island Department of Environmental Management, Rhode Island Public Transit Authority, Federal Highway Administration, Federal Transit Administration, and Environmental Protection Agency. Interagency consultation was conducted consistent with the requirements in Rhode Island Air Pollution Control Regulation No. 49, "Transportation Conformity."

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The Rhode Island Division of Statewide Planning held an Interagency Consultation Meeting with the agencies listed above on July 25, 2019 to review and discuss the findings from this conformity determination document. On July 23, 2019 the State Planning Council authorized the public hearing. Notice of the public hearing was also provided on July 23, 2019. This notice included posting to the Rhode Island Secretary of State website, posting on the Rhode Island Division of Planning website, and email notification to the Division of Planning's transportation stakeholders distribution list. Public hearings to accept comments were conducted on August 13 and August 15, 2019 in front of the Transportation Advisory Committee. On August 22, 2019 the Transportation Advisory Committee voted to recommend to the State Planning Council STIP Amendment #19, including the findings of this report. On August 29, 2019 the State Planning Council reviewed the public's comments and voted to issue a resolution in support of the findings from this Transportation Conformity Report for the 1997 ozone NAAQS for STIP Major Amendment #19. This Report was then submitted to FHWA, FTA, and the EPA for final determination.

The following items documenting the public process are attached in the Appendix of this Report:

- Interagency Consultation Meeting Agenda – July 25, 2019
- Interagency Consultation Meeting Notes – July 25, 2019
- Public Notice for STIP Major Amendment #19 and Transportation Conformity Report for the 1997 Ozone NAAQS – July 23, 2019
- Transportation Advisory Committee Minutes – August 22, 2019
- State Planning Council Meeting Minutes – August 29, 2019

4.4 Timely Implementation of TCMs

The Rhode Island SIP does not include any TCMs.

4.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and STIPs must be fiscally constrained consistent with DOT’s metropolitan planning regulations at 23 CFR part 450. The [FFY 2018-2027 STIP](#), is fiscally constrained, as demonstrated in the Analysis of the STIP section where fiscal constraint is demonstrated in RIDOT’s Final Sources and Use Comparison, Table 2: RIDOT Funding Sources FFY 2018-2021, Table 3: RIDOT Expenditures FFY 2018-2021, Table 4: RIPTA Operating Revenue FFY 2018-2021, Table 5: RIPTA Funding Sources FFY 2018-2021, and Table 6: RIPTA Federally Funded Expenditures FFY 2018-2021.

Conclusion

The conformity determination process completed for Rhode Island's FFY 2018-2027 STIP, including Major Amendment #19 demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 Ozone NAAQS.

APPENDIX



Public Involvement or Interagency Consultation Documents



Department of Administration
Division of Statewide Planning
www.planning.ri.gov

Interagency Consultation Meeting

AGENDA

July 25, 2019 at 2:00 pm

William E. Powers Building, Conference Room 3F
One Capitol Hill, Providence, RI

- I. Welcome
- II. Background Information Regarding Conformity
- III. Review Findings from Conformity Determination Document for the FFY 2018-2027 State Transportation Improvement Program (STIP), Proposed Amendment #19
- IV. Recommendation to the State Planning Council and Transportation Advisory Committee on Conformity Determination Document
- V. Other Next Steps
- VI. Adjourn



Department of Administration
**Division of Statewide
Planning**
www.planning.ri.gov

**Interagency Consultation Meeting
Meeting Record
July 25, 2019 at 2:00 pm**

William E. Powers Building, Conference Room 3F
One Capitol Hill, Providence, RI

In attendance: Pamela Cotter, RIDOT; Kenneth White, RIDOT; Thomas Queenan, RIDOT; Karen Slattery, RIDEM; Amy Pettine, RIPTA; Meredith Brady, RIDOA; Michael D'Alessandro, RIDOA; Linsey J. Callaghan, RIDOA; Mason Perrone, RIDOA; Leah Sirmin, FTA (via conference call).

Meeting opened at 2:00 PM. Ms. Callaghan provided background information regarding air quality conformity in relation to the STIP Major Amendment #19. There were no comments regarding this information.

Ms. Callaghan introduced the draft Transportation Conformity Determination Report. Ms. Callaghan informed the group that the template was provided by FHWA and then completed by Ms. Slattery and herself. The Report was updated to include information on STIP Amendment #19. The group then discussed the projects of regional significance. Ms. Slattery of RIDEM agreed that the projects of regional significance added as part of STIP Amendment #19 would have no negative impact on air quality.

Next steps include:

- Incorporate the projects of regional significance into the Report
- Finalize the Report for distribution to the TAC and SPC.

Meeting adjourned at 2:45 PM



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
STATE PLANNING COUNCIL
Division of Statewide Planning
One Capitol Hill
Providence, RI 02908-5870

Office: (401) 222-7901
Fax: (401) 222-2083

**TRANSPORTATION ADVISORY COMMITTEE
OF THE STATE PLANNING COUNCIL
PUBLIC NOTICE**

STATE TRANSPORTATION IMPROVEMENT PROGRAM - MAJOR AMENDMENT #19

The Transportation Advisory Committee (TAC) of the State Planning Council is accepting comments on a proposed Major Amendment, classified as Amendment #19, to the FFY 2018-2027 State Transportation Improvement Program (STIP) for the State of Rhode Island.

The Major Amendment has been requested by the Rhode Island Department of Transportation (RIDOT). RIDOT's requested Amendment #19 proposes funding adjustments to projects to align the programs with asset management priorities and reflect current funding streams. The net result of the actions is an addition of \$158.48 million over the constrained period (FFY2018-FFY2021) and a total increase of \$358.71 million over 10 years. The proposed changes affect several projects in the following STIP program areas: 6/10 Project; Bridge, Drainage, Maintenance, Pavement, Traffic Safety, and Transit Capital; Bridge, Pavement and Traffic Maintenance; Headquarters, Maintenance and Transit Operations; Contingency – Inflation; Debt Service; Pass Throughs; Planning – Program Development; and, Transportation Alternatives Program.

The TAC is also accepting comments on the proposed Transportation Conformity Determination Report for the 1997 Ozone National Ambient Air Quality Standard (NAAQS) as it relates to RIDOT's proposed Major Amendment #19. Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State Implementation Plan (SIP). Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The proposed Amendment #19 and Transportation Conformity Determination Report for the 1997 Ozone National Ambient Air Quality Standard (NAAQS) as it relates to RIDOT's proposed Major Amendment #19 are available for review at www.planning.ri.gov or at the offices of the Division of Statewide Planning between 8:30 a.m. and 4:00 p.m., Monday through Friday.

The TAC will accept public comments on the proposed Major Amendment #19 and Transportation Conformity Determination Report for the 1997 Ozone National Ambient Air Quality Standard (NAAQS) as it relates to RIDOT's proposed Major Amendment #19 at two public hearings scheduled for:

Tuesday, August 13, 2019 at 5:00 p.m.
Narragansett Town Hall
25 Fifth Avenue, Narragansett, RI
Council Chambers

Thursday, August 15, 2019 at 4:00 p.m.
RI Department of Administration
One Capitol Hill, Providence RI
Conference Room 2A, 2nd Floor

All persons may present their views on these items in person or through a representative at the TAC public hearings referenced above. Written statements may also be filed with the Secretary of the Transportation Advisory Committee and mailed to Michael D'Alessandro, RI Dept. of Administration, Division of Statewide Planning, One Capitol Hill, Providence, RI 02908 or email to Michael.DAlessandro@doa.ri.gov. All comments must be received prior to 3:30 pm on August 22, 2019.

The public meeting locations are accessible to individuals with disabilities. Any individual requiring a reasonable accommodation in order to participate in these meetings should contact Thomas Mannock, Ph.D. at 401-222-6377 (voice) as soon as possible. Individuals requesting foreign language translation services should contact Benny Bergantino at (401) 222-1755 at least five (5) business days prior to the scheduled start of a meeting. Public transit schedule information for the public hearings is available from RIPTA at (401) 781-9400 or www.ripta.com



Linsey J. Callaghan
Secretary, Transportation Advisory Committee
July 23, 2019



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
STATE PLANNING COUNCIL
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COMITÉ CONSULTIVO DE TRANSPORTE DEL CONSEJO DE PLANIFICACIÓN ESTATAL AVISO PÚBLICO PROGRAMA DE MEJORAMIENTO DE TRANSPORTE ESTATAL – MODIFICACIÓN MAYOR NRO. 19

El Comité Consultivo de Transporte (TAC) del Consejo de Planificación Estatal está aceptando comentarios sobre una modificación importante propuesta, denominada Modificación Nro. 19, para el Programa de Mejoramiento de Transporte Estatal (STIP) correspondiente al período fiscal 2018-2027, del Estado de Rhode Island.

Esta modificación está siendo solicitada por el Departamento de Transporte de Rhode Island (RIDOT) y propone hacer ajustes financieros de proyectos, para alinear los programas con las prioridades de gestión de activos y reflejar las corrientes de financiamiento actuales. El resultado neto de estas acciones es la adición de \$158.48 millones durante el período comprendido (período fiscal 2018-período fiscal 2021) y un aumento total de \$358.71 millones a lo largo de 10 años. Los cambios propuestos tendrán un efecto en varios proyectos de las siguientes áreas del STIP: Proyecto 6/10; Capital para Puentes, Drenaje, Mantenimiento, Pavimentación, Seguridad Vial y Tránsito; Mantenimiento de Puentes, Pavimento y Tránsito; Operaciones de Sede, Mantenimiento y Tránsito; Contingencia – Inflación; Servicio de la Deuda; Transferencias Inmediatas; Planificación – Desarrollo de Programa; y Programa de Alternativas de Transporte.

El Comité Consultivo de Transporte del Consejo de Planificación Estatal también estará aceptando comentarios sobre el borrador del informe de Determinación de la conformidad del transporte con las Normas Ambientales Nacionales de Calidad del Aire para el Ozono de 1997 por la Modificación Nro. 19. La conformidad del transporte es obligatoria según la sección 176(c) de la Ley de Aire Limpio, para garantizar que las actividades de transporte con financiación federal se ajusten (“sean conformes”) al propósito de un plan de implementación estatal (SIP). La conformidad del transporte establece el marco para mejorar la calidad del aire a fin de proteger la salud pública y el medio ambiente. Ajustarse al propósito del plan de implementación estatal significa que la Autoridad Federal de Carreteras (FHWA) y Autoridad Federal de Tránsito (FTA) financian y autorizan actividades relacionadas con carreteras y tránsito que no causarán más infracciones a las normas de calidad del aire ni empeorarán las infracciones ya existentes a normas de calidad del aire, ni retrasarán el logro a tiempo de las normas de calidad del aire pertinentes o de metas intermedias.

La Modificación Nro. 19 propuesta se puede ver en www.planning.ri.gov o en las oficinas de la División de Planificación Estatal, de lunes a viernes, entre las 8:30 a.m. y 4:00 p.m.

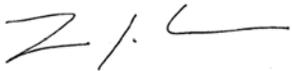
El TAC recibirá los comentarios sobre la Modificación Nro. 19 durante la audiencia pública programada para el:

Martes, 13 de agosto de 2019 a las 5:00 p.m., en
Narragansett Town Hall
25 Fifth Avenue, Narragansett, RI
Salas del Consejo

Jueves 15 de agosto de 2019 a las 4:00 p.m., en
RI Department of Administration
One Capitol Hill, Providence RI
Sala de Conferencias 2A, 2do. piso

Todos pueden hacer comentarios sobre esta importante propuesta de modificación ya sea personalmente o a través de un representante en la audiencia pública del TAC antes mencionada. Los comentarios también pueden presentarse por escrito a la secretaria del TAC y enviarse por correo postal a: Michael D'Alessandro, RI Dept. of Administration, Division of Statewide Planning, One Capitol Hill, Providence, RI 02908; o correo electrónico: Michael.DAlessandro@doa.ri.gov. Todos los comentarios sobre esta modificación deben recibirse antes de las 3:30 p.m. del 22 de agosto de 2019.

El lugar donde se realizará la audiencia pública es accesible para personas con discapacidad. Aquellos que necesiten que hagamos algún ajuste dentro de lo razonable para que puedan participar en esta audiencia, deben comunicarse con Thomas Mannock al 401-222-6377 (buzón de voz) lo antes posible. Los que necesiten servicios de traducción, deben comunicarse con Benny Bergantino al (401) 222-1755 con por lo menos cinco (5) días hábiles de antelación al inicio programado de la audiencia. Para obtener información del horario de transporte público para asistir a la audiencia, por favor llamar a RIPTA al (401) 781-9400 o visitar su sitio web www.ripta.com



Linsey J. Callaghan
Secretaria, Comité Consultivo de Transporte
23 de julio de 2019

**RHODE ISLAND STATEWIDE PLANNING PROGRAM
TRANSPORTATION ADVISORY COMMITTEE**

Thursday, August 22, 2019
RIDOA, Conference Room A
One Capitol Hill, Providence, RI

DRAFT MINUTES

I. Attendance

1. Members Present

Mr. Michael Cassidy, Chairman	Public Member
Mr. John Flaherty, V. Chairman	Grow Smart RI
Ms. Bari Freeman	Bike Newport
Mr. Ronald Gagnon	RI Department of Environmental Management
Mr. Carlos Machado	Federal Highway Administration - Ex-Officio
Mr. Eric Moffett	Seaview Railroad
Mr. James Moran	City of East Providence
Mr. Gregory Nordin	RI Public Transit Authority
Ms. Mary Parella	Child Opportunity Zone of Pawtucket
Mr. Thomas Queenan	RI Department of Transportation (RIDOT)
Mr. Timothy Scanlon	Construction Industries of Rhode Island
Mr. Kevin Viveiros	American Council of Engineering Companies (ACEC)
Mr. Michael Walker	RI Commerce Corporation
Mr. Michael Wood	Town of Burrillville/RI League of Cities and Towns
Mr. Mark Schieldrop	AAA Northeast (for Lloyd Albert)
Ms. Mia Patriarca	RI Department of Health
Mr. Jason Pezzullo	Cranston Planning Department
Mr. Raymond Watson	Providence Cultural Equity Initiative
Mr. Michael Bliss	Narragansett Indian Tribe (for Dinalyn Spears)

2. Members Absent

Mr. David Duhamel	N & D Transportation
Ms. Jan Brodie	The Pawtucket Foundation
Ms. Martina Haggerty	City of Providence
Mr. Daniel Porter	RI Airport Corporation

3. Guest Present: RIDOT –Pamela Cotter, Policy Director, Michael Gannon, Project Manager, Kenneth White, Senior Policy Analyst, John Megrđichian, Assistant Director Financial and Contract Management, David Fish, Administrator of Project Management, Stephen Devine, Administrator Office of Transit, Steve Pristawa, Traffic Safety Engineer

4. Staff Present: Meredith Brady, Associate Director, Linsey Callaghan, Assistant Chief, Joshua O’Neill, Supervising Planner, Michael D’Alessandro, Supervising Planner, Benny Bergantino, Principal Planner, Mason Perrone, Principal Planner

Agenda Items:

1. Call to Order: Chair Cassidy called the meeting to order at 5:32 p.m.
2. July 2019 Meeting Minutes – *for action*

Chair Cassidy called for a motion to approve the July 25, 2019 TAC meeting minutes as submitted. A motion was made by Mr. Walker to approve the minutes and seconded by Mr. Queenan. **There being no further discussion, all members present voted aye to approve the July 25, 2019 meeting minutes.**

3. FFY 2018-2027 State Transportation Improvement Program – Major Amendment #19 – *for action*

Chairman Cassidy stated that Assistant Chief Linsey Callaghan and Supervising Planner Michael D’Alessandro would summarize two reports relating to the Amendment process before the TAC members begin discussing Major Amendment #19. Ms. Callaghan gave an overview of the STIP Ozone Conformity Determination for the relevant National Ambient Air Quality Standards (NAAQS) and stated that Amendment #19 will still allow the state to meet federal air quality conformity requirements as required by the Clean Air Act. The 24-page Ozone Conformity determination has been attached with the mailed materials to the TAC. Next, Mr. D’Alessandro summarized the results of the Public Comment report that has been submitted to the TAC. This report provides the TAC with all received comments during the public comment period. Comments were received from 200 individuals, including 11 elected officials, 16 advocacy groups, and 100 comments from the public. Most of the comments were in opposition to the proposed TAP program cuts which are part of Major Amendment #19. There were also several letter from town elected officials in support of adopting Major Amendment #19.

Chairman Cassidy then opened the floor for discussion of Major Amendment #19 for TAC members. Ms. Freeman began by stating that she has a statement that she has drafted in letter form and will submit to staff as part of the record for this meeting (see submitted letter). Her statement has six main points; 1) All TAC members are obligated to share their expertise, 2) We should leave the TAP money where it is and not support any cuts, 3) We should commend Division of Statewide Planning for their great work on the public comment period, 4) The timeline for reviewing public comments should be longer for TAC members, 5) TAP is currently underfunded at 2.7% of the STIP 10 year budget, 6) We need to support Statewide Planning and RIDOT in their new efforts to review and better quantify TAP projects going forward.

Mr. Flaherty stated he was impressed by the number of public comments received. He stated that the TAC has an obligation to support public feedback. Mrs. Patriarca then stated that she had also prepared a written statement that she will summarize (see submitted letter). Mrs. Patriarca mentioned that we must balance our deferred maintenance needs with the needs for increased bicycle and pedestrian infrastructure to help reduce obesity in Rhode Island. An alarming 16% of children between 2-4 are obese in Rhode Island. Bicycle and pedestrian infrastructure can aid in providing for increased physical activity for children. Mrs. Patriarca supports a balanced multi-modal transportation system.

Mr. Walker then spoke and stated that while this Amendment has certainly been a lightning rod amongst the bicycle community, this is really about the holistic needs of the transportation system and our commitment to attaining 90% bridge sufficiency by 2025. Over a 10-year plan we all expected budgets to change and be adjusted from year to year. When we started the 10-year plan, we did it with a focus on prioritizing bridge repairs and maintenance. The newly adopted Transportation Asset Management Plan (TAMP) should guide our decision making with respect to these STIP Amendments. Mr. Walker stated that he understands the TAC will likely have competing motions on the Amendment presented tonight, but he favors supporting the Major Amendment #19 as currently proposed.

Mr. Walker then made a **motion to approve STIP Major Amendment #19 as proposed and recommend that the State Planning Council adopt Amendment #19**. Mr. Flaherty then made a competing **motion to approve Major Amendment #19 with additional revisions that he has outlined and handed out to members (see attached)**.

Mr. Flaherty then stated that the Amendment gives us a false choice of sacrificing the safety of people driving over bridges for expanded transportation alternatives. He stated that his motion addresses a full restoration of TAP funding as well as revisions to 5 pavement capital projects. **John's motion was seconded by Mary Parella.**

Chairman Cassidy called for a Point of Order. He stated that the TAC must first hear the original motion made by Mr. Walker and open it for discussion, and then they can entertain any additional motions or proposed revisions. **Mr. Queenan seconded Mike Walker's original motion, and then Chairman Cassidy opened the floor for discussion and consideration of Mr. Flaherty's motion and proposed changes.**

A discussion ensued as to whether or not Mr. Flaherty's proposal could be considered by the TAC as it would leave the STIP fiscally unbalanced, violating certain federal rules for fiscal constrain and balance with the STIP. Chairman Cassidy chimed in that his understanding was that all proposed changes to the STIP must balance or not exceed budgeted revenue sources. Mr. Queenan noted that Mr. Flaherty did not provide any budgetary totals for his proposed changes or how they would balance out. Mr. Queenan suggested that Mr. Flaherty wait to propose his changes as part of the full STIP re-write that is expected in the Spring of 2020.

Further discussion ensued about taking money from the Henderson bridge project or I-95 Viaduct project to restore TAP funds that are proposed to be cut. Additionally, the status of Green Economy bond funding being removed from the STIP was discussed in detail.

Mrs. Brady explained that some projects that were initially in the FFY 2017-2025 STIP were taken to be quickly funded with Green Economy bonds. This left some additional TAP money available. That is how the "bike contingency fund" was created. However, now that RIDEM is moving these projects forward, it has been suggested to remove them from the STIP since they are being funded entirely with state dollars and managed by RIDEM. Mr. Flaherty stated that moving around the Green Economy Bond funded bike projects weakens the belief in the efficacy of the management of these projects.

There were some questions as to whether or not the I-95 Viaduct project is a system expansion project. Mr. Queenan and Mr. Machado stated that it is not.

Mrs. Parella stated that it is really important for RIDOT to really consider the submitted comments, especially those from elected officials. She also said that it would be nice if RIDOT could tell us how it has addressed these comments when they do the STIP re-write in the Spring of 2020.

There being no further discussion, Chairman Cassidy then stated it was time to vote on Mr. Flaherty's motion. **The vote was taken and only 3 members were in favor of the motion, while 15 voted no. The motion fails.**

Chairman Cassidy then stated that the TAC must now vote on the original motion by Mr. Walker in favor of recommending STIP Major Amendment #19 for approval to the State Planning Council. **The vote was taken, with 14 members voting yes, 3 members voting no, and 1 abstention. The motion passes. The TAC recommends approval of STIP Major Amendment #19 and adoption by the State Planning Council.**

4. Assistant Chief's Staff Report – *For information:*

No report this month as STIP Major Amendment #19 took up most of staff time for the month.

5. Public Comments:

Sara Mitchell, RI Bicycle Coalition was disappointed that the proposed bike program cuts are being approved. She asked that the TAC please push to re-invest in bike infrastructure in the 2020 STIP re-write.

6. Announcements – *for discussion*

Greg Nordin mentioned that a series of public workshops will be happening in September regarding the Long-Range Transit Master Plan and shorter-term service changes. He will send out the information regarding these workshops in an email to Linsey to forward to everyone on the TAC.

7. Adjourn: Chair Cassidy asked for a motion to adjourn. Mr. Flaherty moved to adjourn and seconded by Mr. Bliss. **All members present voted aye. Meeting adjourned at 6:42 p.m.**

Respectfully submitted,
Joshua O'Neill, Supervising Planner



more, better & safer bicycling

Statement by TAC member, Bari Freeman, Executive Director, Bike Newport
Submitted to the TAC for the record on August 22, 2019

Regarding STIP Major Amendment #19 and the gathering and processing of community feedback, I have six points to make:

1) I have concerns that the following points be construed as counter to administration's wishes, rather than collaborative in achieving progress. I would like to believe that all of my fellow committee members are free to express opinions, suggestions, and votes without concern for retribution. I submit that we are obligated by our service to share our expertise to best inform this body.

2) The primary point is that we need to leave the TAP money where it is - in both dollars and dates. TAP funds address low cost high return drivers of economic, health and environmental improvements. We should assist the South County Bike Path, for example, and allow it to continue until it reaches the beach and becomes a star in RI's crown. We should recognize the enormous value of all of these comparatively small investments. Let's agree to protect them and recognize the far-reaching contribution to our state's future.

3) I offer commendations to Statewide Planning for collecting these many community responses both oral and written, to RIDOT for responding to all of the comments with consistent talking points, and to Statewide Planning again for creating a report to share with this Committee.

4) The timeline to process community input, however, does not respect the people who took the time to comment or those of us charged with considering those comments. We received the 135-page report last night at 7:30pm -timely considering that the comment period closed yesterday. That said, it is not enough time to process this very important information.

5) Comparing our TAP spending to federal requirements is disingenuous. At \$2.7M, the federal requirement for spending on bike/ped infrastructure is so low that that at 10x more than that requirement, we are still among the lowest investors in the country. At 2.7% of our transportation improvement budget, TAP is underfunded. Even if we add the \$80M we are still underfunded.

6) Statewide Planning is working on a system to process DOT projects holistically rather than as pavement/highway and transportation alternatives. In so doing, we will inherently move away from the car-focused terminology of "alternative" and toward the more appropriate transportation "options." As a committee, we have discussed that our transportation projects should consider all road users from the start, as one project - not separately. This lens will align with our state Complete Streets policies and ordinances. We're moving in this direction, but it's premature to reference \$80M of bike/ped spending outside of TAP. Some of that spending is infrastructure improvements and some of it is paint. Some of it is in alignment with the recommendations in the upcoming Bike Mobility Plan and some of it needs to be updated. We need to support Statewide Planning in completing the system that will allow us to quantify bike/ped projects throughout DOT and DEM plans.

**FFY 2018-2027 State Transportation Improvement Program (STIP)
Transportation Advisory Committee**

Motion to Recommend Approval of RIDOT Proposed Amendment #19 with Changes

I move to recommend RIDOT's proposed Amendment #19 for approval by the State Planning Council subject to the following changes:

1. **TAP:** Full restoration of \$37M in Transportation Alternatives (TAP) funding over the 10-year STIP (for projects already completed, surplus funds would accrue to TAP Program General Contingency Account)
2. **Pavement Capital:** Restore start date for Rt. 114 Hope St (Washington St to Dyer Ave, Bristol (STIP ID 1300) to 2022
3. **Pavement Capital:** Restore start date for South Pier Road, Narragansett (STIP ID 1361) to 2020
4. **Pavement Capital:** Restore start date for Route 146, (I-295 to Rt 146A), Lincoln, North Smithfield (STIP ID 1292) to 2022
5. **Pavement Capital:** Restore funding for Pawtucket Avenue, including sidewalks (Veterans Memorial Ave. to Waterman), East Providence (STIP ID 9525)
6. **Pavement Capital:** Restore start date for Rt. 114 Pawtucket Avenue, including sidewalks (Taunton Ave to Warren Ave), East Providence (STIP ID 1325)

John Flaherty, Member
Transportation Advisory Committee

Transportation Advisory Committee

Major Amendment #19

Testimony: Mía Patriarca, RIDOH

- We recognize that Rhode Island has deferred critical infrastructure repairs and maintenance, especially bridges, for far too long, and we are now in a position where we need to prioritize these improvements.
- However, as the state agency charged with protecting and improving public health, RIDOH is concerned about the public health impacts of reducing and slowing our investments in walk/bike infrastructure.
- As most of you know, **obesity rates continue to rise** nationally and in RI. After plateauing for a few years, Rhode Island's rates of adult obesity increased from 26.6% of the population in 2016 to 30% in 2017. Data from 2017 also tells us that almost 17% of youth ages 10-17 were obese and 16.3% of children ages 2-4 years old who were participating in WIC were obese.
- Obesity is associated with a number of **chronic diseases**, including diabetes, heart disease, stroke, and some types of cancers.
- Participating in **physical activity** can significantly decrease the risk of obesity and chronic disease. And we know that the built environment, including the availability of walking and biking infrastructure, has an influence on levels of physical activity.
- In all but one of the last ten years (2007-2017), Rhode Island has exceeded the national percentage for **pedestrian fatalities** (according to RI's 2018 Highway Safety Plan). Over the last five years, **cyclist deaths** have thankfully remained relatively low.
- We all know that **road design**, including robust walk/bike infrastructure, can play a key role in reducing traffic-related deaths for pedestrians and cyclists and increasing physical activity, and *we shouldn't lose sight of these facts*.
- As we have heard from many members of the public over the last couple of weeks, walk/bike infrastructure also has a role in addressing **climate change** by reducing carbon emissions.
- For all these reasons, we have been working with our **Health Equity Zone** communities to expand walking and biking facilities and policies. Overall, HEZ communities experience a higher incidence of chronic disease and often have the fewest resources to improve local infrastructure.
- As we move past this necessary, but challenging period of investing in basic road infrastructure, we look forward to working with the TAC to advance a **balanced multimodal transportation system** that includes **robust, key investments** in walking and biking **infrastructure** that are responsive to the health needs of all communities throughout the state.

Final Source and Use Comparison 7.11.19

7/12/2019 9:10 AM

SOURCES--ESTIMATED					
HIGHWAY--Federal	2018	2019	2020	2021	TOTAL
BUILDGrant	\$0.00	\$0.00	\$6.00	\$3.75	\$9.75
CRISIGrant			\$1.20	\$1.60	\$2.80
TIGERGrant	\$0.00	\$1.48	\$9.68	\$8.84	\$20.00
Discretionary		\$13.10			\$13.10
CMAQ	\$10.27	\$9.00	\$8.61	\$9.07	\$36.95
GARVEE	\$67.98	\$134.99	\$94.28	\$51.15	\$348.40
HSIP	\$21.53	\$15.01	\$13.51	\$13.64	\$63.69
Inflation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NationalFreight	\$6.63	\$5.87	\$6.78	\$6.90	\$26.18
NHPP	\$118.50	\$115.27	\$116.83	\$117.39	\$467.98
OtherFederal	\$36.36	\$37.80	\$33.55	\$39.90	\$147.60
Planning	\$5.49	\$5.27	\$5.42	\$5.47	\$21.65
RailwayProgram	\$1.09	\$1.11	\$1.12	\$1.13	\$4.45
STBG	\$56.91	\$84.79	\$93.06	\$90.58	\$325.33
TAP	\$4.86	\$4.01	\$4.86	\$5.10	\$18.83
Federal Budgetary Holdback	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total RIDOT Federal Sources	\$329.61	\$427.70	\$394.89	\$354.52	\$1,506.72
HIGHWAY--State	2018	2019	2020	2021	TOTAL
NewStateMatch			\$20.20	\$19.64	\$39.83
HMACarryOver		\$29.60	\$17.14	\$13.83	\$60.57
GasTax	\$87.00	\$93.01	\$91.90	\$93.00	\$364.91
RICAPfunds	\$30.60	\$41.22	\$32.50	\$32.50	\$136.83
RIHMA	\$78.10	\$85.35	\$80.00	\$87.70	\$331.15
RICAPBike		\$0.40	\$0.40	\$0.40	\$1.20
RICAPfacilities	\$3.83	\$3.71	\$4.25	\$3.75	\$15.54
RICAPPavement	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ProjectCloseouts	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$4.50	\$0.00	\$0.00	\$4.50
LandSales	\$0.83	\$2.38	\$4.08	\$0.85	\$8.14
TransitBond	\$5.00	\$20.00	\$7.00	\$3.00	\$35.00
ThirdParty	\$0.00	\$2.43	\$0.00	\$0.00	\$2.43
TollRevenue	\$2.00	\$2.50	\$14.50	\$40.00	\$59.00
UnallocatedBondFunds	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
PriorYearFunds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total RIDOT State Sources	\$210.36	\$285.10	\$271.97	\$294.68	\$1,062.10
NON-HIGHWAY REVENUE	2018	2019	2020	2021	TOTAL
GEB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NHTSA	\$3.00	\$3.00	\$3.00	\$3.00	\$12.00
FTA	\$1.30	\$12.64	\$6.52	\$5.34	\$25.80
FerryBoatCap	\$0.00	\$0.50	\$0.50	\$0.50	\$1.50
FTA5307	\$0.00	\$0.40	\$0.40	\$0.40	\$1.20
Total RIDOT Non-Highway Sources	\$4.30	\$16.54	\$10.42	\$9.24	\$40.50
TOTAL SOURCES	\$544.27	\$729.34	\$677.28	\$658.43	\$2,609.32

Final Source and Use Comparison 7.11.19

7/12/2019 9:10 AM

USES--Major Amendment					
HIGHWAY--Federal	2018	2019	2020	2021	TOTAL
BUILDGrant	\$0.00	\$0.00	\$6.00	\$3.75	\$9.75
CRISIGrant	\$0.00	\$0.00	\$1.20	\$1.60	\$2.80
TIGERGrant	\$0.00	\$1.48	\$9.68	\$8.84	\$20.00
Discretionary	\$0.00	\$13.10	\$0.00	\$0.00	\$13.10
CMAQ	\$10.27	\$8.99	\$8.58	\$8.54	\$36.38
GARVEE	\$67.98	\$134.99	\$94.28	\$51.15	\$348.40
HSIP	\$21.53	\$15.00	\$13.51	\$13.64	\$63.67
Inflation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NationalFreight	\$6.41	\$5.86	\$6.77	\$6.90	\$25.94
NHPP	\$118.50	\$115.26	\$116.82	\$117.39	\$467.96
OtherFederal	\$36.36	\$37.80	\$33.55	\$39.90	\$147.60
Planning	\$5.49	\$5.14	\$5.42	\$5.47	\$21.52
RailwayProgram	\$1.09	\$1.11	\$1.12	\$1.13	\$4.45
STBG	\$56.91	\$84.78	\$92.97	\$90.58	\$325.24
TAP	\$4.86	\$4.00	\$4.86	\$5.09	\$18.82
Federal Budgetary Holdback	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total RIDOT Federal USES	\$329.39	\$427.51	\$394.76	\$353.97	\$1,505.63
HIGHWAY--State	2018	2019	2020	2021	TOTAL
NewStateMatch	\$0.00	\$0.00	\$20.20	\$19.64	\$39.83
HMACarryOver	\$0.00	\$29.60	\$17.14	\$13.83	\$60.57
GasTax	\$86.69	\$92.85	\$91.75	\$92.75	\$364.04
RICAPfunds	\$29.39	\$41.22	\$32.50	\$32.49	\$135.60
RIHMA	\$77.98	\$85.30	\$80.00	\$87.62	\$330.90
RICAPBike	\$0.00	\$0.40	\$0.40	\$0.40	\$1.20
RICAPfacilities	\$3.83	\$3.71	\$4.25	\$3.75	\$15.54
RICAPPavement	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ProjectCloseouts	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$4.50	\$0.00	\$0.00	\$4.50
LandSales	\$0.83	\$2.38	\$4.08	\$0.85	\$8.14
TransitBond	\$5.00	\$20.00	\$7.00	\$3.00	\$35.00
ThirdParty	\$0.00	\$2.43	\$0.00	\$0.00	\$2.43
TollRevenue	\$1.90	\$2.20	\$14.45	\$39.82	\$58.37
UnallocatedBondFunds	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
PriorYearFunds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total RIDOT State Uses	\$208.62	\$284.59	\$271.77	\$294.16	\$1,059.13
NON-HIGHWAY REVENUE	2018	2019	2020	2021	TOTAL
GEB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NHTSA	\$3.00	\$3.00	\$3.00	\$3.00	\$12.00
FTA	\$1.30	\$12.64	\$6.52	\$5.34	\$25.80
FerryBoatCap	\$0.00	\$0.50	\$0.50	\$0.50	\$1.50
FTA5307	\$0.00	\$0.40	\$0.40	\$0.40	\$1.20
Total RIDOT Non-Highway USES	\$4.30	\$16.54	\$10.42	\$9.24	\$40.50
TOTAL USES	\$542.31	\$728.64	\$676.94	\$657.37	\$2,605.26

Final Source and Use Comparison 7.11.19

7/12/2019 9:10 AM

DIFFERENCE--Sources - Uses					
HIGHWAY--Federal	2018	2019	2020	2021	TOTAL
BUILDGrant	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CRISIGrant			\$0.00	\$0.00	\$0.00
TIGERGrant	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Discretionary	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CMAQ	\$0.00	\$0.01	\$0.03	\$0.53	\$0.57
GARVEE	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HSIP	\$0.00	\$0.01	\$0.00	\$0.00	\$0.02
Inflation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NationalFreight	\$0.22	\$0.01	\$0.01	\$0.00	\$0.24
NHPP	\$0.00	\$0.01	\$0.01	\$0.00	\$0.02
OtherFederal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.14	\$0.00	\$0.00	\$0.14
RailwayProgram	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STBG	\$0.00	\$0.01	\$0.09	\$0.00	\$0.10
TAP	\$0.00	\$0.01	\$0.00	\$0.01	\$0.01
Federal Budgetary Holdback	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total RIDOT Fed SOURCES-USES	\$0.22	\$0.19	\$0.14	\$0.54	\$1.09
HIGHWAY--State	2018	2019	2020	2021	TOTAL
NewStateMatch	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HMACarryOver	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
GasTax	\$0.31	\$0.16	\$0.15	\$0.25	\$0.87
RICAPfunds	\$1.21	\$0.00	\$0.00	\$0.01	\$1.22
RIHMA	\$0.12	\$0.05	\$0.00	\$0.08	\$0.25
RICAPBike	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RICAPfacilities	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RICAPPavement	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ProjectCloseouts	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
LandSales	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TransitBond	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ThirdParty	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TollRevenue	\$0.10	\$0.30	\$0.05	\$0.18	\$0.63
UnallocatedBondFunds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PriorYearFunds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total RIDOT State Sources - Uses	\$1.74	\$0.51	\$0.20	\$0.52	\$2.97
NON-HIGHWAY REVENUE	2018	2019	2020	2021	TOTAL
GEB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NHTSA	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FTA	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FerryBoatCap	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FTA5307	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total RIDOT Non-Highway SOURCES-USES	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET SOURCES-USES	\$1.96	\$0.70	\$0.34	\$1.06	\$4.06

Table 3: RIDOT Expenditures FFY 2018-2021 - Updated July 23, 2019

RIDOT TIP PROGRAMS	FY 2018	FY 2019	FY 2020	FY 2021	SUBTOTAL
6/10 Project	\$	\$	\$	\$	- \$0.00
Bridge Capital Program	\$220.94	\$334.32	\$324.76	\$326.18	\$1,206.20
Bridge Maintenance	\$	\$	\$	\$	- \$0.00
Contingency - Inflation	\$	\$	\$	\$	- \$0.00
Debt Service	\$69.82	\$104.92	\$108.22	\$124.52	\$407.48
Drainage Capital Program	\$1.55	\$1.86	\$3.30	\$7.95	\$14.66
Drainage Maintenance	\$7.20	\$5.40	\$6.90	\$5.90	\$25.40
Headquarters Operations	\$9.29	\$16.06	\$16.06	\$16.06	\$57.47
Maintenance Capital Program	\$4.46	\$5.41	\$5.45	\$3.75	\$19.07
Maintenance Operations	\$60.85	\$75.65	\$62.92	\$47.63	\$247.05
Pass Throughs	\$8.08	\$9.12	\$8.10	\$8.05	\$33.35
Pavement Capital Program	\$77.60	\$55.40	\$52.44	\$32.64	\$218.08
Pavement Maintenance	\$	\$	\$	\$	- \$0.00
Planning - Program Development	\$17.30	\$12.69	\$13.20	\$11.86	\$55.05
Toll Operations	\$1.90	\$2.20	\$2.20	\$2.20	\$8.50
Traffic Maintenance	\$7.54	\$7.15	\$7.10	\$6.15	\$27.94
Traffic Safety Capital Program	\$34.74	\$21.75	\$26.49	\$32.02	\$115.00
Transit Capital Program - RIDOT	\$5.90	\$58.66	\$20.71	\$17.81	\$103.08
Transit Operations - RIDOT	\$8.13	\$6.39	\$4.45	\$4.46	\$23.43
Transportation Alternatives	\$7.10	\$11.66	\$14.65	\$10.19	\$43.60
Grand Total	\$542.40	\$728.64	\$676.95	\$657.37	\$2,605.36

TIP PROGRAM ALLOCATION SUMMARY

Updated - July 23, 2019

RIDOT TIP PROGRAMS	FY 2018	FY 2019	FY 2020	FY 2021	SUBTOTAL	% OF TOTAL	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL	% OF TOTAL
6/10 PROJECT	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
BRIDGE CAPITAL PROGRAM	\$220.94	\$334.32	\$324.76	\$326.18	\$1,206.20	41.03%	\$328.81	\$296.09	\$226.71	\$164.84	\$116.58	\$57.37	\$2,396.61	34.08%
BRIDGE MAINTENANCE	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
CONTINGENCY - INFLATION	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9.40	\$9.40	0.13%
DEBT SERVICE	\$69.82	\$104.92	\$108.22	\$124.52	\$407.47	13.86%	\$118.24	\$117.64	\$112.41	\$93.40	\$92.85	\$83.57	\$1,025.60	14.58%
DRAINAGE CAPITAL PROGRAM	\$1.55	\$1.86	\$3.30	\$7.95	\$14.66	0.50%	\$11.15	\$10.65	\$10.15	\$7.95	\$11.00	\$12.00	\$77.56	1.10%
DRAINAGE MAINTENANCE	\$7.20	\$5.40	\$6.90	\$5.90	\$25.40	0.86%	\$7.15	\$5.15	\$5.95	\$4.95	\$6.00	\$6.00	\$60.60	0.86%
HEADQUARTERS OPERATIONS	\$9.29	\$16.06	\$16.06	\$16.06	\$57.47	1.95%	\$18.53	\$19.12	\$19.75	\$19.35	\$19.95	\$20.95	\$175.11	2.49%
MAINTENANCE CAPITAL PROGRAM	\$4.46	\$5.41	\$5.45	\$3.75	\$19.07	0.65%	\$14.70	\$10.20	\$10.20	\$9.10	\$10.00	\$10.00	\$83.27	1.18%
MAINTENANCE OPERATIONS	\$60.85	\$75.65	\$62.92	\$47.63	\$247.05	8.40%	\$60.72	\$63.36	\$71.16	\$73.68	\$74.65	\$74.65	\$665.26	9.46%
PASS THRU	\$8.08	\$9.12	\$8.10	\$8.05	\$33.35	1.13%	\$8.70	\$8.67	\$8.76	\$8.76	\$8.76	\$8.76	\$85.76	1.22%
PAVEMENT CAPITAL PROGRAM	\$77.60	\$55.40	\$52.44	\$32.64	\$218.08	7.42%	\$43.03	\$80.78	\$103.26	\$136.85	\$146.71	\$147.95	\$876.66	12.47%
PAVEMENT MAINTENANCE	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
PLANNING - PROGRAM DEVELOPMENT	\$17.30	\$12.69	\$13.20	\$11.86	\$55.06	1.87%	\$13.30	\$13.20	\$13.20	\$12.94	\$12.94	\$12.94	\$133.58	1.90%
TOLL OPERATIONS	\$1.90	\$2.20	\$2.20	\$2.20	\$8.50	0.29%	\$2.20	\$2.20	\$2.20	\$2.20	\$2.20	\$2.20	\$21.70	0.31%
TRAFFIC MAINTENANCE	\$7.54	\$7.15	\$7.10	\$6.15	\$27.94	0.95%	\$6.10	\$6.25	\$6.10	\$6.00	\$6.05	\$6.05	\$64.49	0.92%
TRAFFIC SAFETY CAPITAL PROGRAM	\$34.74	\$21.75	\$26.49	\$32.02	\$115.00	3.91%	\$32.01	\$27.79	\$41.92	\$24.01	\$27.62	\$30.62	\$298.98	4.25%
TRANSIT CAPITAL PROGRAM - RIDOT	\$5.90	\$58.66	\$20.71	\$17.81	\$103.09	3.51%	\$9.65	\$14.53	\$14.53	\$15.13	\$16.73	\$20.73	\$194.36	2.76%
TRANSIT OPERATIONS - RIDOT	\$8.13	\$6.39	\$4.45	\$4.46	\$23.44	0.80%	\$8.50	\$8.61	\$8.73	\$8.86	\$9.30	\$9.80	\$77.23	1.10%
TRANSPORTATION ALTERNATIVES	\$7.10	\$11.66	\$14.65	\$10.19	\$43.59	1.48%	\$12.91	\$14.02	\$16.26	\$11.15	\$10.74	\$11.45	\$120.12	1.71%
SUBTOTAL RIDOT	\$542.40	\$728.64	\$676.94	\$657.37	\$2,605.35	88.6%	\$695.69	\$698.25	\$671.29	\$599.17	\$572.09	\$524.44	\$6,366.28	90.5%
RIPTA TIP PROGRAMS	FY 2018	FY 2019	FY 2020	FY 2021	SUBTOTAL	% OF TOTAL	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL	% OF TOTAL
MOBILITY AND INNOVATION	\$1.60	\$1.98	\$1.86	\$1.86	\$7.29	0.25%	\$1.86	\$1.86	\$1.86	\$1.86	\$1.86	\$1.86	\$18.44	0.26%
ROLLING STOCK	\$6.52	\$37.97	\$24.78	\$23.44	\$92.71	3.15%	\$13.59	\$13.59	\$13.59	\$13.59	\$13.59	\$13.59	\$174.25	2.48%
STOPS AND STATIONS	\$0.00	\$11.54	\$1.76	\$1.00	\$14.30	0.49%	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$20.30	0.29%
TRANSIT CORRIDORS	\$0.00	\$18.48	\$5.26	\$5.63	\$29.37	1.00%	\$3.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$33.25	0.47%
TRANSIT OPERATIONS-SERVICE AND SUPPORT	\$42.44	\$99.29	\$22.03	\$27.14	\$190.89	6.49%	\$37.53	\$38.20	\$37.37	\$38.03	\$38.72	\$39.43	\$420.17	5.97%
SUBTOTAL RIPTA TIP PROGRAMS	\$50.56	\$169.24	\$55.68	\$59.06	\$334.55	11.4%	\$57.86	\$54.65	\$53.82	\$54.48	\$55.17	\$55.88	\$666.40	9.5%
TOTAL	\$592.96	\$897.88	\$732.62	\$716.43	\$2,939.89	100.0%	\$753.55	\$752.90	\$725.11	\$653.65	\$627.26	\$580.32	\$7,032.68	100.0%