

**STATE PLANNING COUNCIL
TRANSPORTATION ADVISORY COMMITTEE**

RI Department of Administration
Conference Room A
One Capitol Hill
Providence, RI 02908

Public Hearing & Comment Period Report
Long Range Transportation Plan
Transportation 2035

December Final

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I. Introduction

The Statewide Planning Program and the State Planning Council are completing a limited update to the State of Rhode Island's Long Range Transportation Plan, *Transportation 2035*. Notice of the draft *Transportation 2035* and opportunity for the public to offer comments was provided in the Providence Journal on October 12, 2012. Direct notice of the *Transportation 2035* draft and opportunity to provide comments was also mailed to Statewide Planning Program's general mailing and transportation specific distribution contact list, which in total includes almost 1,200 individuals and agencies. Notice was also provided on Statewide Planning Program's website and advertised several times on WPMZ, AM 1110, a Spanish speaking radio station.

Two public hearings were held, with the first hearing occurring on November 14, 2012 at 9:00 a.m. and the second occurring on November 15, 2012 at 6:30 p.m. The larger public comment period for *Transportation 2035* was open for 34 days, from October 12, 2012 to November 15, 2012. This report was prepared by the Statewide Planning Program along with assistance from the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA) to summarize the comments received on the *Transportation 2035* draft.

II. Comment Summary & Responses

Name	Comment	Response
Grant Dulgarian, <i>Ecology Action for RI</i>	Stated that there should be added reference for the preservation of abandoned railway corridors especially where bike paths are to be built as we do not want to lose the rail corridor.	The following is included as Land Use and Travel Strategy LU.3.q on page 5-33 of <i>Transportation 2035</i> - Acquire and preserve active and abandoned rail rights-of-way for future transportation use.
	Supports extending the validity of Rhode Island driver licenses beyond the current 5-year term. The option to renew driver licenses by mail should also be provided by the RIDMV.	Driver licenses and their validity are administered by the RI Division of Motor Vehicles (RIDMV) and are not related to <i>Transportation 2035</i> . As a side, the RIDMV has instituted the option to renew driver licenses online for added user convenience.
	Commended that future long range transportation plans will be more performance based and data driven. Suggested a more data driven approach to RIPTA's Core Connector Study project.	Comment noted. RIPTA developed a data-driven ridership forecasting approach in coordination with FTA New Starts for the proposed Core Connector project. In addition to the ridership forecast, RIPTA utilized data from a multitude of sources including area hotel room counts, student dorm populations, travel demand modeling, current and projected area employment, resident population data, current and projected tax revenues, on-street intercept surveys, and train frequency for the Core Connector analysis.
	Suggested that the Traffic Management Center install variable message signs displaying estimated travel times just before major highway entrance ramps instead of on the highways to assist drivers make proactive decisions to utilize alternative routes as a means to reduce added traffic congestion on the highway.	The RIDOT has an architecture deployment plan that strategically identifies the phased installation according to available funding of highway infrastructure particularly highway signage. RIDOT and local police departments also have the ability to locate portable variable message signs on highway on-ramps in instances when diversionary routes are needed.
	Supports traffic signal optimization and suggested that more traffic signals are eliminated.	The following is included as Safety Strategy S.3.t on page 5-43 of <i>Transportation 2035</i> - Follow best management practices to reduce red light running and improve safety at signal controlled intersections including LED lenses, black backplates, appropriate number and placement of signal heads, adequate warning for traffic lights, improved signal timing, coordinated signal systems, and removing unnecessary traffic signals. RIDOT continues to follow this practice.
Peter Brassard, <i>public citizen</i>	Requested that transit oriented development (TOD) commuter rail stations be emphasized and encouraged in Rhode Island. Suggested Olneyville Square in Providence as a likely first location as it is characterized by high density development and elevated bus ridership/service.	<i>Transportation 2035</i> cites the following references in support of advancing TOD commuter stations: page 1,2, page 1-3, page 2-8, page 2-14, page 3-6, page 3-7, page 5-2, page 5-13 (ED.3.1), page 5-29 (I.3.d, I.3.g), page A-11. RIDOT is currently studying expansion of the current commuter rail service between Providence and Wickford Junction, including in-fill stations. Alternate operating scenarios are being evaluated. Land use and potential transit oriented development adjacent to station sites are also being considered.
	Supports and suggested extending Connecticut's Shore Line east commuter rail service to T.F. Green Airport and Providence.	RIDOT currently maintains preliminary discussions with the Connecticut Dept. of Transportation regarding the possible future extension of Shore Line East commuter rail service into Rhode Island.
	Suggested that Rhode Island establish a state transit authority for bus, light rail, and commuter rail service.	Future organizational structures for bus and commuter rail service in Rhode Island are currently being explored by the State and are included within the scope of the State Rail Plan update.

Name	Comment	Response
Peter Brassard, <i>public citizen</i>	Suggested that Rhode Island, Connecticut, and Massachusetts consider establishing an interstate transit authority for buses and light rail travel.	<i>Transportation 2035</i> cites the following references in support of advancing interstate public transportation travel options/agreements: page 2-8, page 5-38 (PL.2.b, PL.2.c, PL.2.d). In addition, RIPTA believes there is a market for bus service across state lines in Massachusetts to serve rail stations in South Attleboro and Franklin. Onerous liability insurance required by the Federal Motor Carrier Safety Administration (FMCSA) has prevented RIPTA from serving these destinations. However in Pawtucket, RIPTA and RIDOT are working together to build a bus turnaround and walkway connection to the South Attleboro MBTA station which is just over the state line.
Mary Shepard, <i>public citizen</i>	Praised the Congestion Management Task Force's efforts to reduce congestion on highways however people should tolerate congestion in downtown areas as they are a measure of success and a sign of vibrancy.	Comment noted.
	Encouraged the two-way traffic on downtown streets, as opposed to one-way roadways, as it is safer for pedestrians. Requested that more emphasis be placed on the historic preservation of buildings within a 1/4 mile of commuter rail stations. Made specific reference to the preservation of the Leviton building near the Warwick Interlink Station.	<i>Transportation 2035</i> encourages restoring 2-way traffic flow on one-way streets as a tool to improve pedestrian safety. References for this tool are cited on pages 5-6 and 5-11. <i>Transportation 2035</i> cites the following objectives or policies in support of using transportation facilities to support economic development and historic preservation of properties and/or areas: page 5-10 (D.2.a), page 5-12 (ED.2.f), page 5-14 (ED.3.n, ED.3.s), page 5-17 (EN.2.c), page 5-31 (LU.2.a), page 5-34 (LU.3.t). In addition, the City of Warwick is working to advance TOD development within the Warwick Station Development District (WSDD), including attracting private investment for the adaptive reuse of the Elizabeth Mill (portion of the entire Leviton property). The City is also engaged in discussions with the property owner on crafting an agreement to preserve the Elizabeth Mill for a period of time in order to advance its reuse and development as a core component of the WSDD.
Eugenia Marks, <i>Audubon Society of RI and CTC</i>	Requested that opportunities to enhance pedestrian safety and noted that safety measures for persons alighting from a public transit bus be added.	<i>Transportation 2035</i> cites the following references in support of advancing pedestrian safety: page 5-32 (LU.3.a, LU.3.d), page 5-35 (PE, PE.1.a, PE.1.b, PE.2.a, PE.2.b, PE.2.c), page 5-36 (PE.3.a - PE.3.p), page 5-37 (PE.4.a - PE.4.c), page 5-42 (S.3.c, S.3.e, S.3.j, S.3.k, S.3.m), page 5-43 (S.3.q, S.3.s, S.3.w), page 5-44 (s.4.h), and page 5-48 (T.3.z). Also RIPTA is committed to ensuring and advancing bus passenger safety. For example, RIPTA and RIDOT are coordinating on the construction of roadway design elements that will improve bus passenger safety when boarding and alighting from a bus. Recent examples include the construction of bus bump-outs on Manton Ave. in Providence and bus stop blocking on Hope St. in Bristol. Further information on the multitude of passenger safety measures may be obtained by contacting RIPTA directly.

Comment	Response
<p>Requested the encouragement of intermodal travel opportunities especially public transit transfer options.</p>	<p><i>Transportation 2035</i> acknowledges that convenient intermodal connections can encourage transit use. The Plan cites the following references in support of advancing intermodal travel opportunities: page 4-19, page 5-2, page 5-5, page 5-7, page 5-28 (I, I.1.a - I.1.e, I.2.a - 1.2.d), page 5-29 (I.3.a - I.3.j), 5-30 (I.3.j - I.3.o, I.4.a - I.4.b), page 5-45 (T, T.2.f), page 5-46 (T.3.c), and page A-11. Also, the State is working to develop better intermodal transfer options as part of the discussions related to the future organizational structure for bus and commuter rail service in Rhode Island.</p>

III. Public Hearing Procedures & Presentation

The following procedural overview and informational presentation were provided at both the November 14, 2012 9:00 a.m. public hearing and the November 15, 2012 6:30 p.m. public hearing:

A. Public Hearing Procedures

Ms. Scott, Assistant Chief of the Rhode Island Statewide Planning Program explained that Ms. Linsey Callaghan, Supervising Planner of the Rhode Island Statewide Planning Program, would first provide an informational presentation on the development process for the draft *Transportation 2035*. Ms. Meredith Brady, Department Budget Administrator of the Rhode Island Department of Transportation would provide the summary of the transportation financing section update for *Transportation 2035*.

B. Statewide Planning Presentation

Ms. Callaghan provided a PowerPoint presentation on the development and content of the draft *Transportation 2035* (see attached PowerPoint slides).

Ms. Callaghan explained that over the past few months staff has undertaken a limited update to *Transportation 2030*, the long range transportation plan. The state needs a valid long range transportation plan in order to process TIP amendments and fully realize federal funds for transportation projects. Therefore in order to complete this task in a timely manner, Statewide Planning has been working with the RI Department of Transportation (RIDOT), RI Transit Authority (RIPTA), RI Airport Corporation (RIAC), and the RI Department of Environmental Management (RIDEM) in the development of the *Transportation 2035* draft.

Ms. Callaghan explained that the plan consists of five parts, which are made up of various components that were either fully updated, received a limited update, or would be subject to a future plan update.

She explained that staff did a limited update to Part One, Introduction and Background. Under Part One, staff fully updated the *Transportation 2035's* approval process and the 2010 MPO recertification recommendations from FHWA and FTA. Ms. Callaghan stated that staff added a section on the *Transportation 2035* scope which provided some background information regarding the limited scale of the 2012 update. The demographic and travel trends section received a full update. Ms. Callaghan then highlighted some of the interesting demographic and travel trends:

- Work trips by mode stayed fairly consistent from 2000 to 2010 with 80 percent of work trips by single occupancy vehicles in both 2000 and 2010. Carpooling decreased slightly from 10.4 percent in 2000 to 8.2 percent in 2010. However, working from home, bicycling, and the use of public transportation all increased slightly from 2000 to 2010.
- Average travel time to work from 1990 to 2010 revealed that Rhode Islander's commute is less than the national average of 25.3 minutes. The average travel time to work in Rhode Island in 2010 was 22.9 minutes, down from 23.5 minutes in 2000.
- The rate of household vehicle ownership continues to remain steady from 1990 to 2010. Over half of Rhode Island households own two (2) or more vehicles, this number has changed little since 2000. It is also worth noting that household size has decreased in Rhode Island with 2.5 persons per household in 2010 as opposed to 2.8 persons per household in 2000. This means that households are getting smaller but the number of vehicles per household is remaining relatively consistent.

- While RIPTA bus ridership remained relatively stable from 2009 to 2011, it increased by almost 9 percent or 1.5 million riders in 2012. This is probably due to higher gas prices.

Ms. Callaghan next explained that in Part Two, Transportation System and Needs Assessment, the transportation system section was updated with factual information that was readily available. This included program funding amounts contained in the FY 2013 to 2016 TIP (Transportation Improvement Program) and a limited update on the inventory of facilities for bicycle, freight, intermodal, and aviation. The update also included the current ridership and train frequency statistics from MBTA and Amtrak at Rhode Island stations. The Needs Assessment component was not updated because FHWA has advised that it will no longer be a desired component in long range transportation plans. Instead the focus from FHWA will be performance based content.

Ms. Callaghan introduced Ms. Meredith Brady of RIDOT to explain Part Three, Financing the Transportation System. Ms. Brady explained that Part Three, contained sections on FHWA program funding, FTA program funding, state funding, and the fiscal constraint analysis – all of which received a full update. According to Ms. Brady, the FHWA program section of *Transportation 2035* matches the financial forecast outlined in Rhode Island's FY 2013 – 2016 TIP. Ms. Brady also worked closely with RIPTA to accurately update all elements of RIPTA's section and FTA program funding. Ms. Brady stated that it is not yet known what kind of financing information will be required in future long range transportation plans under MAP-21. She also stated that since 2008, a number of small changes have been made to transportation financing in Rhode Island. These changes include a gas tax increase and allocation shifts, bond refinancing, and the elimination of future general obligation bonds for the state match of federal transportation funds. The sum of these changes has had big impacts on future transportation funding in Rhode Island.

Ms. Brady discussed Rhode Island's 30 cent gas tax revenue distribution with 19.75 cents going to RIDOT, 9.75 cents to RIPTA, 1 cent to Rhode Island Department of Human Services, and 0.5 cents towards underground fuel storage remediation. Unfortunately, gas tax projections indicate that revenues will decline over time as vehicles become more fuel efficient and as the price of gas continues to increase. Trends show that less people buy gas as the price increases. Ms. Brady stated that RIDOT's gas tax funds are first directed towards paying down the debt service and the remaining funds are directed towards RIDOT operation and maintenance activities.

Ms. Brady also explained that funding for transit remains a concern into the future. Planning needs to take into account, rail, bus, pedestrian, bicycle, and other transportation alternatives. There have been numerous studies and commissions that have examined Rhode Island's transportation financing problem and have made similar findings for the future. Ms. Brady added that transportation financing is a national problem.

Ms. Callaghan then continued the *Transportation 2035* presentation with Part's Four, Environmental Analysis. The updates included in Part Four include the environmental justice analysis and air quality analysis both of which were fully updated. Part Four also included the natural resources and environmental mitigation sections which received a very limited update, and the land use scenario analysis, which was not changed. Ms. Callaghan continued that for the environmental justice analysis staff conducted a benefits and burden examination of environmental justice populations using 2010 U.S. Census data. This analysis found that a higher proportion of minorities and populations below the poverty level continue to live within Rhode Island's transportation system's

major elements (interstates), however it is a smaller number than in 2000. At the same time, environmental justice populations have greater access to transit than the state population as a whole with two-thirds of RIPTA's system serving minority neighborhoods.

Ms. Callaghan also explained that the air quality conformity analysis performed under Part Four of *Transportation 2035* demonstrate compliance to the Clean Air Act Amendments, transportation conformity requirements, and the Rhode Island State Implementation Plan (SIP). The mobile source emissions for budgets for the transportation projects listed in *Transportation 2035* fall below the statewide 2009 SIP emission budgets for 2012 existing, 2015 build, 2025 build, and 2035 build scenarios. RIDEM and USEPA concur with these findings.

Ms. Callaghan next explained that under *Transportation 2035's* Part Five, Recommendations, the goals, policies, objectives and strategies were left unchanged. Ms. Callaghan added that staff feels that the basic principles put forward are still relevant to the State's transportation goals.

Lastly, the *Transportation 2035* appendix includes both the Congestion Management Process section and the Map section, both of which received a limited update. The Congestion Management Process section included updates regarding operational improvements, the collection of travel data and performance measures of congestion, congestion mapping, land management activities under the Access Management Tasks Force, and a current inventory of park and ride lots and commuter rail lots. Under the Maps section, maps containing demographic, travel trends, and congestion mapping have all been updated.

C. Public Hearing Procedures for Speakers

Ms. Scott stated that the hearings will be conducted as follows:

- The public hearing will be conducted in accordance with the Administrative Procedures Act.
- Anyone who wishes to speak should fill out the forms available at the door. Comments will be received in the order in which they registered and after the customary recognition of elected officials.
- To ensure that all who wish to speak may have an opportunity, each speaker will be limited to an initial presentation of five minutes.
- After all who wish to speak have had an initial opportunity, those wishing to make supplemental statements will be recognized.
- Written statements will be given equal consideration and they must be submitted prior to the close of the public hearing on November 15, 2012.
- Comments received at the public hearings, as well as written comments received within the public comments period will be summarized and addressed in a public hearing report.
- Following the November 15, 2012 public hearing, the Transportation Advisory Committee will be asked to recommend adoption of *Transportation 2035* to the State Planning Council.
- If the Transportation Advisory Committee recommends adoption of *Transportation 2035*, the State Planning Council will consider *Transportation 2035* for adoption at their December 13, 2012 meeting.

IV. First Public Hearing – November 14, 9:00 a.m.

A. Attendance

Speakers (for public comment)

None

TAC Members Present

Mr. George Monaghan, RI Consulting Engineers

Mr. Robert Shawver, RIDOT

Ms. Jane Sherman, Public Member

Others in Attendance

Mr. Corey Bobba, Federal Highway Administration

Ms. Barbara Breslin, Federal Highway Administration

Ms. Meredith Brady, RIDOT

Mr. Ray Fogarty, Bryant University

Ms. Chris Hannifan, Housing Network of RI

Statewide Planning Staff Present

Mr. Jared Rhodes, Chief

Ms. Karen Scott, Assistant Chief

Ms. Linsey Callaghan, Supervising Planner

Mr. Michael Moan, Principal Planner

Ms. Ronnie Sirota, Principal Planner

B. Call to Order – November 14, 2012 – 9:00 a.m. Public Hearing

Ms. Karen Scott, Assistant Chief of the Rhode Island Statewide Planning Program, called the November 14, 2012 public hearing to order at 9:06 a.m. While the 9:00 a.m. hearing was not an official meeting of the TAC, there were some members attending (see TAC member attendance listed above).

After the informational presentation by Ms. Linsey Callaghan and Ms. Meredith Brady, Ms. Scott asked if there were any elected officials who wished to make comments. Since there were none, she asked if there were any others who wished to speak.

C. Public Comment Summary – November 14, 9:00 a.m. Public Hearing

There were no comments from the public.

D. Public Hearing Conclusion

Ms. Scott asked if there were any other comments. Since there were none, Ms. Scott formally closed the hearing at 9:28 a.m. Ms. Scott thanked everyone in the audience. She also stated that the Transportation Advisory Committee (TAC) will meet tomorrow evening at 6:30 p.m. and hold an additional public hearing. Staff will compile all comments received into a public hearing report that will provide responses to the issues raised. She added that the report will be distributed to the Technical Committee and the State Planning Council as *Transportation 2035* moves towards adoption.

V. Second Public Hearing – November 15, 2012, 6:30 p.m.

A. Attendance

Speakers (for public comment)

Mr. Peter Brassard, public citizen

Mr. Grant Dulgarian, Ecology Action for RI

Ms. Eugenia Marks, Audubon Society of RI; Coalition for Transportation Choices

Ms. Mary Shepard, public citizen

TAC Members Present

Ms. Fran Shocket, Chair, Public Member

Ms. Meredith Brady representing Mr. Robert Shawver, RI Department of Transportation

Mr. Alan Brodd, Town of Cumberland

Mr. Michael Cassidy, Public Member

Mr. Russ Chateauneuf, RI Dept. of Environmental Management

Ms. Elaine Colarusso, Town of East Greenwich

Dr. Judith Drew, Governor's Commission on Disabilities

Mr. David Everett, City of Providence

Mr. George Monaghan, RI Consulting Engineers

Ms. Lillian Picchione representing Mr. Mark Therrien, RIPTA

Mr. Daniel Porter, RI Airport Corporation

Mr. Paul Romano, Public Member

Mr. Barry Schiller, RI Sierra Club

Mr. Henry Sherlock, Construction Industries of RI

Ms. Jane Sherman, Public Member

Ms. Pam Sherrill, RI Chapter, American Planning Association

Mr. Everett Stuart, RI Association of Railroad Passengers

Mr. Michael Walker, RI Economic Development Corporation

Mr. Michael Wood, Town of Burrillville

Others in Attendance

Ms. Barbara Breslin, Federal Highway Administration

Mr. Paul LeBlanc, Town of Westerly

Mr. Ken Orenstein, public citizen

Mr. Kevin Viveiros, Pare Corporation

Statewide Planning Staff Present

Ms. Karen Scott, Assistant Chief

Ms. Linsey Callaghan, Supervising Planner

Ms. Ronnie Sirota, Principal Planner

B. Call to Order – November 15, 2012 – 6:30 p.m. Public Hearing

Ms. Fran Shocket, TAC Chair called the November 15, 2012 public hearing to order at 6:35 p.m.

Ms. Shocket explained that Ms. Linsey Callaghan of Statewide Planning and Ms. Meredith Brady of the RI Department of Transportation would give a presentation.

[Presentation was given see Section III for summary.]

Ms. Shocket then turned the public hearing over to Ms. Scott, Assistant Chief of the Statewide Planning Program. Ms. Scott noted that Mr. Grant Dulgarian initiated a conference call with staff regarding some grammatical errors as well as some internal inconsistencies within the document. Ms. Scott stated that staff will incorporate many of these into *Transportation 2035*, however, it will not change the substance of the Plan.

Ms. Scott then turned the hearing over to Ms. Shocket. Ms. Shocket asked if there were any elected officials who wished to make comments. Since there were none, she asked if there were any others who wished to speak.

C. Public Comment Summary - 6:30 p.m. Public Hearing

1. Grant Dulgarian, Ecology Action for RI

- Commended Statewide Planning Program for an excellent preparation of the Long Range Transportation Plan.
- Stated that there should be added reference for the preservation of abandoned railway corridors especially where bike paths are to be built, as we do not want to lose the rail corridor.
- Supports longer term motor vehicle licenses instead of the current 5-year term. The option to renew licenses by mail should also be provided by the RIDMV.
- Commends that the future long range plan will be more performance based and data driven rather than needs based.
- Suggested that a more data driven approach should be given to the proposed 2-mile train track [Core Connector] around Brown University and Downtown Providence. Questioned the benefit of the [Core Connector] to Downtown Providence.
- Stated that he just became aware that RIDOT pays Amtrak for the use of the railroad right-of-way for freight and commuter rail service and that there was a section of the Freight Rail Improvement Project (FRIP) in Warwick that was never constructed.
- Suggested that the Traffic Management Center install variable message signs displaying estimated travel times just before major highway entrance ramps instead of on the highways to assist drivers in making proactive decisions to utilize alternative routes as a means to reduce added traffic congestion on the highway.
- Stated that he supports traffic signal optimization and suggested that more traffic signals are eliminated.

2. Peter Brassard, public citizen

- Stated that transit oriented development (TOD) stations should be emphasized.
- Suggested Olneyville Square in Providence as a likely first location towards developing such commuter rail stations in Rhode Island since the area is characterized by high density and elevated bus ridership/service.
- Requested that there be consideration to include multiple urban infill commuter rail stations in Rhode Island.
- Supports and suggested extending Connecticut's Shore Line East commuter rail service to T.F. Green Airport and Providence.
- Suggested that Rhode Island should establish a state transit authority for bus, light rail, and commuter rail service.
- Also suggested that Rhode Island, Connecticut, and Massachusetts consider establishing an interstate transit authority for buses and light rail travel.

3. Mary Shepard, public and member of the Air Quality Transportation Subcommittee
 - Expressed praise for *Transportation 2035*.
 - Stated that it should be noted that the Congestion Management Task Force efforts of reducing congestion on highways is a great thing, however people should tolerate congestion in downtown areas as they are a measure of success and a sign of vibrancy.
 - Added that it is better to maintain two-way traffic, as opposed to one-way, on streets located in downtown areas. Two-way traffic is safer and better for pedestrians.
 - Stated that more emphasis should be placed on historic preservation, and specifically on the Leviton building in Warwick near the Interlink Station. Suggested that efforts should be made to save and reuse large historic buildings that are within ¼ mile of a commuter rail station.

4. Eugenia Marks, Sr. Director Audubon Society of RI and representing Coalition for Transportation Choices
 - Stated that there are opportunities in the Plan to enhance pedestrian safety and asked that safety measures for persons alighting from a public transit bus be emphasized.
 - Requested the encouragement of intermodal travel opportunities especially public transit transfer options.

D. Public Hearing Conclusion

Ms. Shocket asked if there were any other comments. There were no further comments therefore Ms. Shocket formally adjourned the Public Hearing at 7:20 p.m.

Following the Public Hearing, the Transportation Advisory Committee (TAC) resumed its meeting. The TAC discussed the proposed draft Transportation 2035. After discussion, the TAC voted to recommend approval of Transportation 2035 to the State Planning Council.

Appendix A. Public Comment Period Notice

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

PUBLIC NOTICE
Long Range Transportation Plan Draft
Transportation 2035

The Rhode Island State Planning Council will conduct two public hearings to accept comments on the draft statewide long range surface transportation plan, *Transportation 2035*.

A draft of the statewide long range surface transportation plan, *Transportation 2035* is under consideration by the Rhode Island State Planning Council. This plan, which is updated every four (4) years, serves many purposes. It fulfills federal requirements for statewide and metropolitan planning under current transportation legislation, it provides a long-range framework for coordination among various modes and advancing projects in the Transportation Improvement Program, it sets state policy to guide public and private decisions involving transportation toward the end of improving the economic, social, and environmental well-being of the state, and as a State Guide Plan element, it is a basis for determining consistency of local comprehensive plans and other plans, programs, and projects with state policies. This plan update is limited in scope and does not alter the goals, objectives, policies and strategies of the State's previous long range transportation plan, *Transportation 2030*. This update primarily incorporates new data from the 2010 Census, programmatic funding from the FY 13-16 Transportation Improvement Program, and an analysis of anticipated federal and state transportation funding resources.

Transportation 2035 is available for review on the R.I. Statewide Planning Program website at <http://www.planning.ri.gov/transportation/default.htm> or at the Program's office, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday.

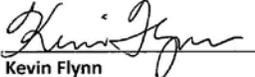
Two public hearings are scheduled:

Wednesday, November 14, 2012 at 9:00 a.m.
Department of Administration
William E. Powers Building
Conference Room A, 2nd Floor
One Capitol Hill, Providence, RI

Thursday, November 15, 2012 at 6:30 p.m.
Department of Administration
William E. Powers Building
Conference Room A, 2nd Floor
One Capitol Hill, Providence, RI

All persons may present their views on the draft document in person, through a representative, or by filing a written statement. Written statements may be mailed to Linsey Callaghan, Supervising Transportation Planner, RI Statewide Planning Program, One Capitol Hill, Providence, RI 02908, or submitted at a hearing. All comments must be received before the close of the public hearing on November 15, 2012.

The public hearing location is accessible to individuals with disabilities. Individuals requesting assistance should contact Ms. Dawn Vittorioso at (401) 222-7901 at least 48 hours prior to the scheduled start of a hearing. Public transit schedule information for the workshops is available from RIPTA at (401) 781-9400 or www.ripta.com.


Kevin Flynn
Secretary, State Planning Council

To Run: Friday, October 12, 2012