



STATE OF RHODE ISLAND  
FFY 2017-2025 STATE TRANSPORTATION  
IMPROVEMENT PROGRAM  
PUBLIC HEARING REPORT

SEPTEMBER 8, 2016

## **1. Introduction**

This public comment report outlines the opportunity provided for public comment and the input received related to the Federal Fiscal Year (FFY) 2017-2025 State Transportation Improvement Program (STIP). Two public hearings were held on May 26, 2016, at which public comment was received on Amendment #7 to the FFY 2013-2016 STIP, as well as the draft FFY 17-25 STIP. However, this public hearing report only addresses comments related to the draft FFY 17-25 STIP. The public comment period for Amendment #7 ended with the close of the second public hearing, while the public comment period for the FFY 17-25 STIP ended on June 26, 2016. A previously published public comment report addressed the input related to Amendment #7 to the FFY 2013-2016 STIP.

### *Purpose of the Proposed Amendment*

The State Planning Council is developing the STIP for FFY 2017-2025. The STIP is a nine-year program which includes Bridge Capital, Bridge Maintenance, Debt Service, Contingency-Inflation, Drainage Capital, Drainage Maintenance, Headquarters Operations, Maintenance Capital, Maintenance Operations, Pavement Capital, Pavement Maintenance, Planning – Program Development, Toll Operations, Traffic Safety Capital, Traffic Safety Maintenance, Transit Capital (RIPTA & RIDOT), Transit Operations (RIPTA & RIDOT), Other Transit Initiatives (RIPTA), Route 6/10, and Transportation Alternatives projects that are eligible to receive federal funding. The STIP must be updated at a minimum of every (4) years in accordance with federal requirements and the State Planning Council's Rules of Procedure and the first four years of the STIP (FFY 2017-FFY 2020) must be fiscally constrained. This STIP update included a full solicitation of new projects from Rhode Island state agencies, municipalities, organizations, and individuals. These projects were reviewed by subcommittees of the State Planning Council's Transportation Advisory Committee, Rhode Island Department of Transportation, and Rhode Island Public Transit Authority staff. Recommendations were incorporated into the full draft FFY 2017-2025 STIP document. A complete description of the STIP development process is outlined in the draft STIP document.

### *Public Hearings and Comment Period*

The State Planning Council gave notice of its intent to hold a public hearing to afford interested parties the opportunity to provide public comment. Notice of the two public hearings and opportunity to comment on the draft FFY 2017 - 2025 STIP was provided through advertisement in the Providence Journal on April 25, 2016, posting on the Statewide Planning Program's website in English and Spanish, a direct mailing to the over 800 planning and transportation contacts in the Statewide Planning Program's database, and inclusion in the Statewide Planning Program's May newsletter, which was sent to interested parties on May 2, 2016. In addition, the public notice was read in Spanish on the Spanish language radio station Podor 1110, 14 times leading up to the hearings. Both the English and Spanish hearing notices posted on the Division of Planning website are included as Attachment 1.

All persons were invited to present their views on the proposed amendments in person at the public hearings, through a representative, or by filing a written statement with the Secretary of the State Planning Council by the end of the public comment period on June 26, 2016. Written statements could be mailed or e-mailed to Jared Rhodes, Chief of the RI Statewide Planning Program, One Capitol Hill, Providence, RI 02908, or submitted at a hearing. All written statements are included in Attachment 2.

On May 26, 2016, the Statewide Planning Program, on behalf of the State Planning Council, held two public hearings, one at 2:00 p.m. and one at 6:30 p.m. in front of the Transportation Advisory Committee, to accept comments on the draft FFY 2017-2025 STIP. Both hearings were held at the Department of Administration, William E. Powers Building, Conference Room A, Providence, RI 02908.

The hearing locations were accessible to individuals with disabilities. Any individual with physical or sensory impairments requiring assistance for a reasonable accommodation in order to participate in the hearings, or any individual requiring the services of a spoken language interpreter, was instructed by the hearing notice as to how to request accommodation. A stenographer was present to create a transcript of both public hearings, which are included in Attachment 3.

### *Organization of the Report*

This report contains three additional sections. Section 2 describes the proceedings of the 2:00 p.m. public hearing, Section 3 describes the proceedings of the 6:30 p.m. public hearing, and Section 4 includes a summary of the written and oral comments received at both hearings and during the public comment period relevant to the draft FFY 2017-2025 STIP and responses to the comments.

## **2. Proceedings of the 2:00 p.m. Public Hearing**

The hearing was called to order at 2:10 p.m. by Jared Rhodes, Chief of the Rhode Island Statewide Planning Program, who was the presiding officer at the hearing. He then overviewed the purpose of the hearing which was to accept public comment on the Amendment #7 to the State Transportation Improvement Program for Federal Fiscal Years 2013 – 2016 and the Draft State Transportation Improvement Program for Federal Fiscal Years 2017 – 2025.

Mr. Rhodes directed all those who wished to make comments to sign in, and clarified that there is opportunity to provide additional comments at the second public hearing scheduled for 6:30 p.m. that evening, and to provide written comments on the proposed FFY 17-25 STIP through June 26, 2016.

Mr. Rhodes then introduced Linsey Callaghan, Supervising Planner with the Statewide Planning Program who overviewed and gave context for Amendment #7 to the FFY 13-16 STIP and the draft FFY 17-25 STIP. The presentation included a description of policy and funding changes on both the federal and state level directing the state towards a more asset management based system of transportation planning. Amy Pettine, Executive Director of Planning for the Rhode Island Public Transit Authority (RIPTA), reviewed RIPTA's proposed amendments to the FFY 13-16 STIP. This presentation was followed by Meredith Brady, Acting Policy Director for the Rhode Island Department of Transportation (RIDOT), who explained RIDOT proposed amendments. Following the presentation on Amendment #7, a brief presentation was given by Ms. Callaghan, Ms. Pettine, and Ms. Brady regarding the draft FFY 17-25 STIP. Ms. Callaghan concluded the formal presentations by outlining the next steps in the FFY 13-16 STIP amendment and FFY 17-25 STIP adoption processes.

Mr. Rhodes noted that no responses to questions posed at the hearing would be given, however, anyone wishing to make comments was welcome to speak. In total, 20 members of the public provided comment, including Senator Dennis Algiere, Representatives Carlos Tobon and Carol Hagan McEntee, and the Mayors of Central Falls and Cumberland. All public comments are outlined and addressed in Section 4 of this report. All written comments received at the meeting are included in Attachment 2.

When all interested parties had been given and exercised the opportunity to comment, Mr. Rhodes thanked those in attendance for their interest. The public hearing closed at 4:20 p.m.

### **3. Proceedings of the 6:30 p.m. Public Hearing and Discussion on Amendment #7 to the FFY 13-16 STIP by the Transportation Advisory Committee**

The hearing was called to order at 6:36 p.m. by Fran Shocket, Chairperson of the Transportation Advisory Committee (TAC), who was the presiding officer at the hearing. She then overviewed the purpose of the hearing which was to accept public comment on the Amendment #7 to the State Transportation Improvement Program for Federal Fiscal Years 2013 – 2016 and the Draft State Transportation Improvement Program for Federal Fiscal Years 2017 – 2025.

Ms. Shocket directed all those who wished to make comments to sign in and clarified that there is opportunity to provide additional written comments on the proposed FFY 17-25 STIP through June 26, 2016.

Ms. Shocket then introduced Linsey Callaghan, Supervising Planner with the Statewide Planning Program who overviewed and gave context for both Amendment #7 to the FFY 13-16 STIP and the draft FFY 17-25 STIP. The presentation included a description of policy and funding changes on both the federal and state level directing the state towards a more asset management based system of transportation planning. Amy Pettine, Executive Director of Planning for the Rhode Island Public Transit Authority (RIPTA), reviewed RIPTA's proposed amendments to the FFY 13-16 STIP. This presentation was followed by Meredith Brady, Acting Policy Director for the Rhode Island Department of Transportation (RIDOT), who explained RIDOT proposed amendments. Following the presentation on Amendment #7, a brief presentation was given by Ms. Callaghan, Ms. Pettine, and Ms. Brady regarding the draft FFY 17-25 STIP. Ms. Callaghan concluded the formal presentations by outlining the next steps in the FFY 13-16 STIP amendment and FFY 17-25 STIP adoption processes.

Ms. Shocket noted that no responses to questions posed at the hearing would be given, however, anyone wishing to make comments was welcome to speak. In total, 10 members of the public provided comment, including Municipal Councilors from the Towns of Warren and North Kingstown. All public comments are outlined and addressed in Section 4 of this report. All written comments received at the meeting are included in Attachment 2.

When all interested parties had been given and exercised the opportunity to comment, Ms. Shocket thanked those in attendance for their interest. The public hearing closed at 8:06 p.m.

### **4. Summary of and Response to Comments Received related to the draft FFY 2017-2025 STIP**

Below, please find a table with a summary of all the comments, both written and oral, received as part of the public hearing and comment period related to the draft FFY 17-25 STIP. The table provides a summary of the comment, who made the comment, the project name, year in the STIP, TIP ID number, TIP program, municipality, reviewing entity, response, and change, if any, made to the STIP document.

PUBLIC HEARING COMMENTS

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Barry Schiller	6/10 Project	2016, 2019-2024	9500	Providence	Not ready to give RIDOT \$195 million when basic design is being debated and the City is putting out bids for alternative designs.	If it can be done, boulevard could be cheaper, make money available for other things heard today. To add things, need to cut things. 6-10 should only be funded in 2016 to keep the oversight, process fastlane application, so on. Shouldn't get a blank check before study done. If a boulevard could be done, we wouldn't need to spend an extra \$50 mil on I-95 viaduct widening. All interconnected. Providence has already sacrificed a huge amount of land for through traffic, interchanges, etc. Reduce the damage that the auto age has done to our core city. Plan is not a game changer in changing our reliance on auto, dealing with climate change, etc.	Oral	RIDOT	RIDOT will be completing NEPA and Conceptual Design for the Route 6/10 Project and will continue to examine alternatives for this corridor including assessing all modes of transit that could potentially be used (bus, light rail, DMU, etc.).	
Brian Bishop	6/10 Project	2016, 2019-2024	9500	Providence	Do not obligate \$200 million for 6/10 Connector in FFY 2016.	Obligating \$200 million for 6/10 Connector in FFY 2016 is too much for a project for which design isn't final. Too early to issue bonds for this project when we haven't settled on a final concept. What does the obligation of the funds now have to do with the FAST LANE grant application.	Oral	RIDOT	The funds allocated to the 6/10 Connector in FFY2016 will not be obligated to the project: they are state funds borrowed through the GARVEE financing tool and the intent of showing these funds as allocated to the 6/10 Connector in the FFY2016 TIP amendment is to make clear (particularly to those who may be awarding grants) that the state has funding allocated to the project. In future years, as the project progresses, RIDOT will develop a cash flow for the use of the funds.	
Grant Dulgarian, Ecology Action for RI	6/10 Project	2016, 2019-2024	9500	Providence	\$800 million is too much for the project, and more needs to be done to determine the actual problem and potential solutions.	\$800 million is amazing - need to sit down and try to determine what makes sense. Would like to see some data. Continual traffic jam at 6-10/I-95. Look at data from before it was constructed. Look at data on Union Ave bridge - before, during and after bridge replacement. Might inform us about what we should be looking at for 6-10.	Oral	RIDOT	RIDOT will be completing NEPA, Conceptual Design, and Preliminary Engineering for the Route 6/10 Project. During this time alternatives will be evaluated and additional data will be collected and analyzed including an examination of historical data.	
Tom Grieb	Aquidneck Island Bikeway - Melville Connector	2024	5161	Portsmouth	This project is ready to advance and should be moved up in the TIP, using money allocated in the current TIP.	Can the money in the current TIP be used? \$2.5 million in 2015 and \$5 million in 2016 in current TIP for bicycle projects moving from study and design.	Oral	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Arterial Traffic Signal Improvements - Allens Ave.	2019-2021	1510	Providence	Request project be put on hold and that the \$3.2M in funding be allocated to one of the higher priority TAP projects identified by the City.	This project was ranked by the City as a low priority, however has been allocated \$1.75M in 2019-2020 and \$1.45M in 2021.	Written	RIDOT	Allens Avenue parallels Route 95 and is a natural diversionary route into and out of the City when there is congestion on the highway. By coordinating the traffic signals on this Arterial, we anticipate less congestion, delay and emissions on this roadway. The design is almost complete and we recommend it remain in the program.	
Dennis Algieri, State Senator, District 38	Bay Street Streetscape Improvements	2022	5286	Westerly	Requests that the project be moved up in the TIP.	The project area is an economic engine to community and state. Local and private investment in roadway, burying utilities, upgraded drainage. Historic properties present. Roadway, sidewalks, curbing in disrepair.	Oral	TAC	The project is moved from FFY2022 to FF2019 but no earlier to avoid moving projects already designated as high priority.	Table changed
Derek Kennedy, Town Manager Westerly	Bay Street Streetscape Improvements	2022	5286	Westerly	Requests that the project be moved up in the TIP.	The project is a major priority for the town and was in a previous TIP, and work has already started.	Oral	TAC	The project is moved from FFY2022 to FF2019 but no earlier to avoid moving projects already designated as high priority.	Table changed
Grant Simmons	Bay Street Streetscape Improvements	2022	5286	Westerly	Requests that the project be moved up in the TIP.	Thank you for hearing the Town of Westerly's requests for Bay Street; it is an economic engine in the community.	Oral	TAC	The project is moved from FFY2022 to FF2019 but no earlier to avoid moving projects already designated as high priority.	Table changed
Paul LeBlanc, Town of Westerly, Town Engineer	Bay Street Streetscape Improvements	2022	5286	Westerly	Requests that the project be moved up in the TIP.	The project was included in previous TIPs. The town has spent more than \$10 million in the area for drainage improvements. It will finish installing decorative streetlights for \$350,000 in fall 2016. The project is close to PS&E and is ready to be built.	Oral	TAC	The project is moved from FFY2022 to FF2019 but no earlier to avoid moving projects already designated as high priority.	
Barry Schiller	Bicycle Program	General comment		Statewide	Not enough spent on bicycle program.	More funds are available, and the bicycle program should be accelerated. Connectivity is critical for bicycle paths and completing the Blackstone Bikeway is an economic opportunity. Many projects went unfunded, including a connector to URI from the South County Bike Path as well as projects in Burrillville, Smithfield, Johnston, and North Smithfield.	Oral	RIDOT	Moving forward into future years, there will be an opportunity to review projects and progress on an annual basis, and projects not included in the FFY2016 amendment or the FFY2017-FFY2025 STIP may be included in a future revision or future years. At this time, the FFY2016 amendment and the FFY 17-25 STIP are constrained fiscally and no additional funding is available.	

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Justin Boyan	Bike Infrastructure	General comment		Providence	Encourage earlier funding for bike infrastructure that is not strictly recreational but transportation for people getting to work, shopping, etc.	Providence bicycle infrastructure deferred until 2023 - concerned, not very safe for bicyclists.	Oral	RIDOT	The primary focus of the ten year TIP remains attaining a state of good repair: additional investments in many pipelines, including TAP, will be made in future years. In addition, RIDOT and Statewide Planning will be updating the TIP on an annual basis: at this time, bike infrastructure uses nearly half of the ten year funding in the TAP program, but there are other projects, particularly incorporating existing city streets, where bike-friendly design may be incorporated in the future. State systems have been viewed as a whole as part of the Ten Year Plan, instead of on a community by community basis, and not every project can be funded in the first few years.	
RIDOT	Blackstone River Bikeway - Segment 8A	2018	5293	Woonsocket	Add STBG-SA funding of \$1.21	Switching between available funding sources. Use of STBG set-aside funds (formerly TAP funds).	Written	RIDOT		Table changed
RIDOT	Blackstone River Bikeway - Segment 8A	2018	5293	Woonsocket	Decrease RIHMA funding from \$1.61 to \$0.40	Switching between available funding sources. Use of STBG set-aside funds (formerly TAP funds).	Written	RIDOT		Table changed
RIDOT	Blackstone River Bikeway - Segment 8A	2019	5293	Woonsocket	Add STBG-SA funding of \$1.21	Switching between available funding sources. Use of STBG set-aside funds (formerly TAP funds).	Written	RIDOT		Table changed
RIDOT	Blackstone River Bikeway - Segment 8A	2019	5293	Woonsocket	Move \$1.4 from 2019 to 2021	Switching between available funding sources. Use of STBG set-aside funds (formerly TAP funds).	Written	RIDOT		Table changed
RIDOT	Blackstone River Bikeway - Segment 8A-2	2022-2025	9013	Pawtucket	Moved \$0.8M from FFY 2024 to FFY2025	Revised project funding schedule	Written	RIDOT		Table changed
RIDOT	Blackstone River Bikeway - Segment 8C	2017	5320	Woonsocket	Add STBG-SA funding of \$1.18	Switching between available funding sources. Use of STBG set-aside funds (formerly TAP funds).	Written	RIDOT		Table changed
RIDOT	Blackstone River Bikeway - Segment 8C	2017	5320	Woonsocket	Decrease RICAP (HIP) funding from \$1.41 to \$0.23	Switching between available funding sources. Use of STBG set-aside funds (formerly TAP funds).	Written	RIDOT		Table changed
East Coast Greenway Alliance	Blackstone River Bikeway - Segments 8A, 8C and 8B-1, and the Trestle Trails - West Section - 2 Bridges	2017 - 2019	5293, 5318, 5320, 9001	Woonsocket, N. Smithfield, Coventry		Supports projects	Written	RISPP	Support noted.	
East Coast Greenway Alliance	Blackstone River Bikeway, River Road (Pitman Street to Irving Street)			Providence	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway		Written	RIDOT	This is Segment 1B/2. This Segment has been completed. There are 7 other segments of the Blackstone River Bikeway included in the FFY2017-FFY2025 TIP.	
East Coast Greenway Alliance	Blackstone River Bikeway, Segment 1A	FFY 13-16 STIP	5212	Providence	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Include in STIP	Written	RIDOT	Funding for this project has already been obligated. The timeline for constructing this project is between 2016-2017.	
East Coast Greenway Alliance	Blackstone River Bikeway, Segment 3A (south of 95)	2023	9012 and 9013	Pawtucket	Requests that the project be moved up in the TIP.	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
East Coast Greenway Alliance	Blackstone River Bikeway, Segment 3B (north of 95)	Not in draft TIP	5013	Pawtucket	Include in STIP	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Written	TAC	While certainly worthwhile, due to limited funding, this project did not make the Transportation Advisory Committee's priority list of Transportation Alternatives projects.	
East Coast Greenway Alliance	Blackstone River Bikeway, Segment 8A	2018	5293	Woonsocket	Requests that the project be moved up in the TIP.	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Written	TAC	This project is already slated to begin in the the earlier years of the Transportation Improvement Program.	
East Coast Greenway Alliance	Blackstone River Bikeway, Segment 8B-1	2017	5318	Woonsocket	Requests that the project be moved up in the TIP.	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Written	TAC	This project is already slated to begin in the the earlier years of the Transportation Improvement Program.	
East Coast Greenway Alliance	Blackstone River Bikeway, Segment 8B-2	2023	5319	Woonsocket	Requests that the project be moved up in the TIP.	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
East Coast Greenway Alliance	Blackstone River Bikeway, Segment 8C	2017	5320	Woonsocket	Requests that the project be moved up in the TIP.	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Written	TAC	This project is already slated to begin in the the earlier years of the Transportation Improvement Program.	
Bonnet Shores Fire District	Bonnet Point Road Causeway	Not in draft TIP		Narragansett	Support for the revised plan for the Bonnel Point Road Causeway.	This plan would allow for reconstruction of the causeway, enhance the safety of motorists and pedestrians in Bonnet, improve the water quality in the Wesquage watershed and enhance substantially an all-important means of egress from Bonnet in the event of a natural disaster.	Written	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given its scope and scale.	
Jeffry Ceasrine, Acting Town Manager, Town of Narragansett	Bonnet Point Road Causeway	Not in draft TIP		Narragansett	Include in TIP	The causeway reconstruction project would have the effect of ensuring the safety of over 600 households to evacuate the Bonnet Shores neighborhood in the event of a natural disaster. The Town acknowledges that the high cost estimate makes it difficult to justify a complete removal and reconstruction. In response, they have drafted a lower cost alternative that they hope the SPC will consider as a short/medium term improvement.	Written	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given its scope and scale.	

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Michael DeLuca, Planning Director	Bonnet Point Road Causeway	Not in draft TIP		Narragansett	Reconsider Bonnet Shores Causeway - want to resubmit a "Plan B" for the project.	Submitted letter from Town Manager.	Both Oral and Written	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given the scope and scale of the project.	
Residents of Bonnet Shores representing 132 households	Bonnet Point Road Causeway	Not in draft TIP		Narragansett	Reconstruction of the failing causeway	The project will enhance safety of motorists and pedestrians in Bonnet, improve the water quality in the Wesquage watershed and enhance substantially an important means of egress from Bonnet in the even of a natural disaster.	Written (E-mail)	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given its scope and scale.	
Rep Carole Hagan McEntee	Bonnet Shores Causeway	Not in draft TIP		Narragansett	Reconsider Bonnet Shores Causeway - want to resubmit a "Plan B" for the project.	Substantially less. \$788k. Services 600 of 900+ households in Bonnet Shores. 930 bath houses and cabanas - 2-3k people a day to Bonnet Shores beach. Only access to beach club is causeway. Pond on either side, culverts between/under road. Water level is very high. Need to dredge West Bray pond - not included. Getting a permit from CRMC, can dredge once a year. Causeway floods and no one can get through. Fire chief - to go around the causeway, 5-7 minutes longer. Federal aid highway, evacuation route. Reconsider and look at new plan - submitted amended application. Bonnet Shores beach club planning on putting a sewer line down causeway, timing perfect.	Oral	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given the scope and scale of the project.	
Terry Duffy, Chairman of Bonnet Shores Land Trust	Bonnet Shores Causeway	Not in draft TIP			Reconsider Bonnet Shores Causeway - want to resubmit a "Plan B" for the project.	Reinforce Rep. McEntee's comments. Amended application removes some obstacles they had concerning the lesser reconstruction of the causeway. Stable construction plan. Window of 15-20 years. Not a long-term amelioration of the hazards - vehicular danger, particularly in the summer. 20 feet wide, no shoulder, pedestrians crossing, traffic in both directions. Serious hazard. Without dredging, the overtaxed and overloaded Wesquage watershed will continue to flood. Only two roads in and out of BS, both subject to flooding with major rainfall.	Oral	RIDOT	RIDOT staff have reviewed this project, but it does not meet the asset management based criteria for TIP inclusion. The road is a Town road, and is not part of the National Highway System. In addition, there is concern that the revised estimate is low, given the scope and scale of the project.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Bridge Group 1	2018-2020	813	Providence	Include elements of the I-95 Downtown Overpass Enhancement Project (submitted by the City and not funded) within the scope of work for Bridge Group 1, and work with the City to generate initial ideas to make the overpasses safer and more attractive to pedestrians. In the Project Description, added "bicycle and pedestrian accommodations" as elements to be evaluated as part of the project.	The City submitted a new project entitled, "I-95 Downtown Overpass Enhancement Project" for inclusion in the STIP, but it was not funded. The application requested striping, traffic lane reconfiguration, sidewalk widening and other streetscape enhancements.	Written	RIDOT	Currently, the costs of the proposed project are not within the scope of Bridge Group 1, and may be more appropriately designated a TAP project or a traffic safety project. RIDOT partners closely with the City and will review needs related to this project as part of the annual TIP update process.	
RIDOT	Bridgetown Rd (US-1 to Rt 1A)	2020	1401	S. Kingstown, Narragansett	Decrease STBG funding from \$1.40 to \$0.19	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Bridgetown Rd (US-1 to Rt 1A)	2020	1401	S. Kingstown, Narragansett	Add RIHMA funding of \$1.21	Switching between funding sources.	Written	RIDOT		Table changed

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Broad St Bridge at I-95	2017-2019	6453	Providence	Request that RIDOT include improvements to the bridge to make it safer and more attractive for pedestrians and bicyclists, and meet with the City as soon as possible to generate ideas for how the bridge replacement could enhance the City Walk project.	The City Walk project has been ranked as a high priority and been given funding in 2017-2018.	Written	RIDOT	RIDOT understands the concerns and will meet and coordinate at the earliest stages of the project. RIDOT will coordinate with the City on the Broad Street Bridge project as it relates to the City Walk project. The scope that emerges for the Broad Street Bridge must maintain the functional integrity of the bridge. The sequencing of this project for implementation is recommended to remain as proposed so the phasing of the 6/10 structural improvements and Providence Viaduct improvements are taken into consideration. An asset management based approach was used to develop the 10 year plan. The plan balances safety, budget, and the overall improvement of the entire state's infrastructure. The asset management based approach allows us achieve a \$950 million savings by incorporating preservation type projects early on in the plan. This allows us to prevent structures from becoming structurally deficient. The reconstruction of a structurally deficient bridge can be 4 to 6 times as expensive as a preservation project. To move these reconstruction projects up in the program upsets the balance of the program and reduces the savings and increase the time it will take us to put our infrastructure into a state of good repair. RIDOT will continue to monitor the structure to insure their public safety till the time the structure is rehabilitated	
Andrew Pierson, Pawtucket CF Development Corp	Broad Street Regeneration	2018-2021	9007	Pawtucket, CF, Cumberland	Support.	Submitted letter from Broad Street Business Community. Vital for long range sustainability of regional business economic development. Key business routes, has a lot of strong support at the local, business and resident level.	Oral	RISPP	Support noted.	
Broad Street Business Community - Northern RI Chamber of Commerce, Blackstone Valley Tourism Council, Pawtucket/Central Falls Citizens Development Group, Pawtucket Foundation, Navigant Credit Union Central Falls, Tai-O Corporation, Colonial Bakery, Lleras Grille, Subway Central Falls, Garcia Insurance, La Casona Restaurant, Le Femme Salon	Broad Street Regeneration Initiative	2018-2021	9007		Support for the Broad Street Regeneration Program to repave, redrain and redesign the corridor to a higher standard.		Written	RISPP	Support noted.	
Mayor James A. Diossa, Central Falls; Mayor Bill Murray, Cumberland; Mayor Don Grebien, Pawtucket	Broad Street Regeneration Initiative	2018-2021	9007	Central Falls, Pawtucket, Cumberland	Support of the project and the funding plan as outlined.		Oral/Written	RISPP	Support noted.	
RIDOT	Broad Street Regeneration Project	2020	9007	Central Falls, Pawtucket, Cumberland	Add STBG-SA funding of \$1.21	Switching between available funding sources. Use of STBG set-aside funds (formerly TAP funds).	Written	RIDOT		Table changed
RIDOT	Broad Street Regeneration Project	2020	9007	Central Falls, Pawtucket, Cumberland	Decrease RIHMA funding from \$2.30 to \$1.09	Switching between available funding sources. Use of STBG set-aside funds (formerly TAP funds).	Written	RIDOT		Table changed
RIDOT	Capital Program Planning/Oversight	2017	7801		Add RIHMA funding of \$0.40	Additional financing for planning purposes.	Written	RIDOT		Table changed
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Cathedral Square Enhancement Project	2023	5182	Providence	Request that the timeline be moved up to 2020 to accommodate construction of this project.	This project will include physical improvements to Cathedral Square.	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
Lewis Dana, Jewelry District Condominium District	Citywalk Providence Pedestrian and Bicycle Enhancement Project	2017-2019	5183	Providence	Thanks for recognizing the value of the idea. Will unite 8 neighborhoods with designated bike way and links to other attractions.		Oral	RISPP	Support noted.	

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Peter McLure, Planning and Zoning Committee, Jewelry District Association	Citywalk Providence Pedestrian and Bicycle Enhancement Project	2017-2018	5183	Providence	Supports the project, and thanks the state for its inclusion in the draft TIP.		Oral	RISPP	Support noted.	
Pheobe Blake, Chair, Planning & Zoning Committee, Jewelry District Association	Citywalk Providence Pedestrian and Bicycle Enhancement Project	2017-2018	5183	Providence	Supports the project.		Written	RISPP	Support noted.	
Bob Votava, Executive Director, DOT Watch	Commuter Rail to Kingston and Westerly	Not in draft TIP	5182		Include in TIP	If our state participates in the national effort to reduce the dependency on petroleum, which involves the automobile, we must continue to extend our commuter rail. Let's not be the state that drops the ball to achieve a network of commuter rail from New York to Boston.	Written	RIDOT	Planning and analysis for potential commuter rail expansion is included in the TIP's Planning Program as additional corridor, operations, and ridership analysis is required. RIDOT continues to focus on boosting ridership on existing commuter rail services south of Providence prior to advancing major capital investment along the Northeast Corridor.	
Nancy O. Dodge, Town Manager, New Shoreham	Cooneymus Road - Pavement	Not in draft TIP	5100	New Shoreham	Fund project in early years of the TIP.	The Town's submission targeted state roads in the greatest need of repair. In most instances, the shoulders of the roads are crumbling and present dangerous circumstances for walkers and the numerous bicycle and moped operators who share the narrow roads with vehicles. The road cannot have work postponed until after 2025 based up on the current road integrity. The road has been eliminated from consideration with the comment that it is a "low volume roadway." The Town questions this characterization. To Ms. Dodge's knowledge, no volume study has been done on the road to support the determination of "low volume," nor can she find any clear definition of how volume is measured and over what time span. Considering that the useful life of a paved surface is approximately town years, the volume of the road has experienced cumulatively in the summer months of the last twenty-five years (when the road was microscreened) should clearly earmark the road for repair in the next two years and not another decade out. There is a substantial amount of tourism dollars that travel upstate as a result of the island's absorption of tens of thousands of people in the summer, and that, combined with the safety concerns for visitors and citizenry, should merit another look at the submission.	Written	RIDOT	Candidate for Pavement Preservation Program. The Department will evaluate this project in conjunction with pavement maintenance, operations, and capital funding, going forward.	
RIDOT	Cross St (Main St to Granite St)	2017	1419	Westerly	Add RICAP (HIP) funding of \$0.60	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Cross St (Main St to Granite St)	2017	1419	Westerly	Remove STPG funding (\$0.60)	Switching between funding sources.	Written	RIDOT		Table changed
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Delaine Street Bridge at Woonasquatucket River - Bridge ID 04021	2023	6449	Providence	Request that bridge be included in earlier years of the STIP due to their current condition and importance in transporting heavy vehicle traffic, including buses, trucks and emergency response vehicles.		Written	RIDOT	We understand the city's concerns and will meet and coordinate with them at the earliest stages of each project. An asset management based approach was used to develop the 10 year plan. The plan balances safety, budget, and the overall improvement of the entire state's infrastructure. The asset management based approach allows us achieve a \$950 million savings by incorporating preservation type projects early on in the plan. This allows us to prevent structures from becoming structurally deficient. The reconstruction of a structurally deficient bridge can be 4 to 6 times as expensive as a preservation project. To move these reconstruction projects up in the program upsets the balance of the program and reduces the savings and increase the time it will take us to put our infrastructure into a state of good repair. RIDOT will continue to monitor the structure to insure their public safety till the time the structure is rehabilitated	

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Barry Schiller	Downtown Providence Enhanced Transit Corridor	2016-2020	5184	Providence	The TIP description of the project doesn't describe well enough how the \$17 million will be spent.	Where and how is the money going to be spent? The project doesn't seem to include transit signal priority, improvements to state office campus. If description is all that is going to happen, the project should be rejected. The funds and project must be accounted for and explained.	Oral	RIPTA	Downtown Transit Connector (DTC) is an enhanced transit corridor that will provide fast, frequent connections through downtown Providence, between Providence Station and Rhode Island Hospital. Comprised of 6 stops in each direction, the DTC will be anchored by the Providence Station Hub in the north (constructed under another project) and the Rhode Island Hospital Hub in the south. Investments include: 6 hybrid electric vehicles, 8 custom-designed shelters, seating, custom-designed signage including wayfinding, cycling infrastructure, ticket vending machines, real-time display panels, transit signal prioritization, and geometric roadway improvements. In addition, this project will also create a new southern operational hub for RIPTA in front of Rhode Island Hospital. This hub will create a centralized place for transfer activity, bus layovers, and improved passenger access.	
Bob Votava, Executive Director, DOT Watch	Downtown Providence Enhanced Transit Corridor	2016-2020	5184	Providence	The TIP description of the project doesn't describe well enough how the \$17 million will be spent.	\$17 million in grant fund seems excessive for construction of a bus route.	Written	RIPTA	Downtown Transit Connector (DTC) is an enhanced transit corridor that will provide fast, frequent connections through downtown Providence, between Providence Station and Rhode Island Hospital. Comprised of 6 stops in each direction, the DTC will be anchored by the Providence Station Hub in the north (constructed under another project) and the Rhode Island Hospital Hub in the south. Investments include: 6 hybrid electric vehicles, 8 custom-designed shelters, seating, custom-designed signage including wayfinding, cycling infrastructure, ticket vending machines, real-time display panels, transit signal prioritization, and geometric roadway improvements. In addition, this project will also create a new southern operational hub for RIPTA in front of Rhode Island Hospital. This hub will create a centralized place for transfer activity, bus layovers, and improved passenger access.	
Grant Dulgarian, Ecology Action for RI	Downtown Providence Enhanced Transit Corridor	2016-2020	5184	Providence	Run a pilot bus route along the proposed corridor before committing \$17 million to the project.	Combine Routes 6 and 49 on the proposed corridor, do a lot of promotion and see what kind of ridership we get, before we do in the ground investments, we need data before we make investments.	Oral	RIPTA	The DTC will be served by several routes that currently connect to downtown Providence at Kennedy Plaza but will drastically improve the connection between the northern (Providence Station) and southern end of downtown (RI Hospital) by extending several of these routes to continue all the way down to the southern hub. The extension of service on these routes will create a transit corridor with an average headway for service of five minutes, improving connections between one of RI's largest employers (RI Hospital) and the state's largest regional connection (Providence Station). The DTC will provide a one-seat ride to Prov Station for many RI residents. In summary, six routes will serve the DTC. Routes 1 and 3 currently operate through this corridor and will require no modification to serve the route. Routes 51, 58, and 72 will be extended to provide service directly to RI Hospital. Route 6 will be modified slightly to serve Dudley St.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Dudley Street Connector (Eddy St. to Allens Ave.)	2017-2018	1425	Providence	Request project be put on hold and that further discussions take place between RIDOT, Providence and RIPTA to determine how the project can better advance the Downtown Enhanced Bus Corridor project and whether there is an opportunity to reduce the budget to allocate funding to one of the City's higher priority TAP projects.	This project was ranked by the City as a low priority, however has been allocated \$3M for 2017-2018.	Written	RIDOT	This project is one of the final contracts in the Relocation of I-195 project. This project is primarily beneficial to help alleviate traffic traveling northbound on Eddy St. from the I-95/Thurbers Ave off-ramp to the hospital campus. It would provide a better connection for those motorists to use Allens Ave and then turn left onto Blackstone St. and new Dudley St. connector to access the hospital. The project will also eliminate the old I-95/Eddy St. off-ramp and could create more adjacent land. The cost of the project could be discussed to see if there are possibilities to reduce the cost while achieving the benefits. RIDOT will continue to work with RIPTA and the City on how best to coordinate this project with the Downtown Providence Enhanced Transit Corridor Project.	

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Joseph DiPasquale, Chair Town Council, Warren	East Bay Bike Path Extension	2022	5271	Warren	Wants the project moved up in the TIP.	Glad it is programmed. But delay will bring an ongoing project to a halt. Has impacts on SRTS, visitors, and public health. The TIP proposes a new feasibility study, but what is needed are engineering and design studies that build on the already completed planning study.	Oral	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
Kate Michaud, Town Planner, Warren	East Bay Bike Path Extension	2022	5271	Warren	Wants the project moved up in the TIP.	Would like to move the project up in the TIP. A feasibility study was completed in 1997 and construction of the first section was complete in 2009. The proposed path would schools and senior housing as well as possible connections to bike paths in Massachusetts.	Oral	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
James Leffers, Planning Board, Warren	East Bay Bike Path Extension and Bridge	2022	5271	Warren	Wants the project moved up in the TIP.	Requests to move the project up in the TIP, specifically the bridge. He must travel on busy, unsafe Child Street to reach the East Bay Bike Path. <del>The town needs a bridge across the Kickemuit so that users can travel.</del> The City Walk project has been ranked as a high priority and been given funding in 2017-2018.	Oral	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Elmwood Ave Bridge at I-95	2017-2019	6453	Providence	Request that RIDOT include improvements to the bridge to make it safer and more attractive for pedestrians and bicyclists, and meet with the City as soon as possible to generate ideas for how the bridge replacement could enhance the City Walk project.		Written	RIDOT	RIDOT will coordinate with the City on the Elmwood Avenue Bridge project as it relates to the City Walk project. The scope that emerges for the Broad Street Bridge must maintain the functional integrity of the bridge.	
FHWA - David Chandler, Civil Rights Specialist - MA and RI Divisions	Equity Benefit Analysis				Make clarifications within the Transportation Equity Benefit Analysis (TEBA) within the STIP text related to Title VI, Limited English Proficiency, Safe Harbors, and Environmental Justice.	Link special population groups with Title VI in a more pronounced way and emphasize that the Environmental Justice population is a subset of Title VI. Explain that minority and limited english proficiency are addressed within Title VI via national origin. Add text references to Title VI in TIP text. Provide additional details about thresholds. Explain that the "greater than or equal to" threshold functions as a screening tool that does not intend to exclude any readily identifiable population. Add text which recognizes that the Safe Harbor thresholds apply to written materials, however, for the purpose of identifying LEP populations, those thresholds have been adopted within the analysis.	Written	RISPP	Incorporated the following changes within the Transportation Equity Benefit Analysis within the TIP Text: Page 60 - Changed the title of the first section to "The TEBA, Environmental Justice and Title VI" to incorporate the significance of Title VI, added a sentence in the first paragraph which links each of the select population groups with the protection provided via Title VI, added/modified text to emphasize the goal of the thresholds, which are to identify significant populations without intentionally overlooking any "readily identifiable" populations, and Added/modified text to explain that Safe Harbor thresholds typically apply to written documentation, but were applied to the TEBA to identify limited English proficiency individuals.	STIP text changed
FHWA - David Chandler, Civil Rights Specialist - MA and RI Divisions	Equity Benefit Analysis				Make clarifications within the Transportation Equity Benefit Analysis (TEBA) within the STIP text related to Title VI, Limited English Proficiency, Safe Harbors, and Environmental Justice.	Link special population groups with Title VI in a more pronounced way and emphasize that the Environmental Justice population is a subset of Title VI. Explain that minority and limited english proficiency are addressed within Title VI via national origin. Add text references to Title VI in TIP text. Provide additional details about thresholds. Explain that the "greater than or equal to" threshold functions as a screening tool that does not intend to exclude any readily identifiable population. Add text which recognizes that the Safe Harbor thresholds apply to written materials, however, for the purpose of identifying LEP populations, those thresholds have been adopted within the analysis.	Written	RISPP	Incorporated the following changes within the Appendix A: Page A-4 - Inserted text linking the select population groups with Title VI in a more pronounced way, and emphasized that the EJ population is a subset of the Title VI, inserted text linking minority populations addressed in E.O. 12898 to Title VI, inserted text emphasizing the protection of limited English proficiency populations under Title VI, in addition to E.O. 13166, and included summary text emphasizing that many of the populations are protected under additional Federal Statutes, Authorities and Executive Orders. However, Title VI serves as a core Act, protecting several populations, directly or indirectly from discrimination. Page A-5 - Additional text linking minority protection under Title VI and E.O. 12898 and added text specifying the populations protected and addressed under the Age Discrimination Act of 1975.	Appendix A text changed
FHWA - David Chandler, Civil Rights Specialist - MA and RI Divisions	Equity Benefit Analysis				Make clarifications within the Transportation Equity Benefit Analysis (TEBA) within the STIP text related to Title VI, Limited English Proficiency, Safe Harbors, and Environmental Justice.	Link special population groups with Title VI in a more pronounced way and emphasize that the Environmental Justice population is a subset of Title VI. Explain that minority and limited english proficiency are addressed within Title VI via national origin. Add text references to Title VI in TIP text. Provide additional details about thresholds. Explain that the "greater than or equal to" threshold functions as a screening tool that does not intend to exclude any readily identifiable population. Add text which recognizes that the Safe Harbor thresholds apply to written materials, however, for the purpose of identifying LEP populations, those thresholds have been adopted within the analysis.	Written	RISPP	Incorporated the following changes within the Appendix A: Page A-6 - Added text to specify the populations protected and addressed under the ADA Act of 1990 and Section 504 of the Rehabilitation Act of 1973, added text to address populations protected and addressed under Executive Order 13166, Improved Access to Service Persons with Limited English Proficiency, and added a Responsibility section for age, disabilities, national origin and limited English proficient federal statutes. Page A-7- added text within the "Thresholds" section to emphasize that the thresholds were developed as a metric to identify populations representing a significant presence, without the intention of excluding or overlooking any readily identifiable population.	Appendix A text changed

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RIDOT	Essex Rd and Post Rd Intersection - Drainage	2018	5128	N. Kingstown	Remove STBG funding (\$0.30)	Double counted. Shows up in Drainage program in Draft TIP.	Written	RIDOT		Table changed
RIDOT	Essex Rd and Post Rd Intersection - Drainage	2019	5128	N. Kingstown	Remove STBG funding (\$0.30)	Double counted. Shows up in Drainage program in Draft TIP.	Written	RIDOT		Table changed
RIDOT	Essex Rd and Post Rd Intersection - Drainage	2021	5128	N. Kingstown	Decrease funding from \$1.4 to \$0.70	Double counted. Shows up in Drainage program in Draft TIP.	Written	RIDOT		Table changed
RIDOT	Essex Rd and Post Rd Intersection - Drainage	2022	5128	N. Kingstown	Remove funding (\$0.70)	Double counted. Shows up in Drainage program in Draft TIP.	Written	RIDOT		Table changed
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Exchange Street Bridge at Woonasquatucket River - Bridge ID 08740	2024	6455	Providence	Request that bridge be included in earlier years of the STIP due to their current condition and importance in transporting heavy vehicle traffic, including buses, trucks and emergency response vehicles.	Currently posted for load restriction. The City is concerned that more restrictive load restrictions will be required between now and 2024. As a major RIPTA bus route and key element of the intermodal transit hub, it is important that this bridge project be moved up to earlier years in the STIP.	Written	RIDOT	We understand the city's concerns and will meet and coordinate with them at the repair and design stages of streetscapes project. RIDOT will be contracting immediate need repairs to the bridge in late 2016 to eliminate the weight restriction. We will incorporate the modifications to the bridge as part of the streetscape project. Also, during this project we will undertake some preservation activities. We will perform the major rehabilitation work as outlined in our 10 year plan in order to maximize the benefits of using an asset management based approach.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Exchange Street Bridge at Woonasquatucket River in Bridge Group 40	2023-2025	6455	Providence	Request that the major rehabilitation work for the Exchange Street Bridge be moved up to an earlier date to align with the Exchange Street improvements and the construction of the multi-modal hub near Providence Station.	The STIP has allocated \$400k to the Exchange Street Sidewalk Widening Project for the year 2018, and another \$3.13M for year 2021-2023. The Exchange Street Bridge is slated for major rehabilitation work, superstructure and/or total bridge replacement in years 2023-2025.	Written	RIDOT	We will perform the major rehabilitation work as outlined in our 10 year plan in order to maximize the benefits of using an asset management based approach.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Exchange Street Sidewalk Widening Project	2018, 2021-2023	1460	Providence	Request that the \$3.13M allocated in 2021-2023 be moved up to an earlier date.	This project was ranked as a priority project by the TAC and is essential to improve connectivity between Kennedy Plaza and Providence Station.	Written	TAC	RIDOT staff and leadership will be meeting with the City of Providence on bridge-related issues in early September. If scheduling changes and project description changes are necessary, they will be made in a future TIP amendment or update. We are committed to working with our partners, including the City and RIPTA, to clarify any outstanding issues.	
RIDOT	Exchange Street Widening Project	2018	1460	Providence	Add Earmark funding of \$0.40	Bus livability program for bicycle and pedestrian bus access improvements.	Written	RIDOT		Table changed
RIDOT	Exchange Street Widening Project	2018	1460	Providence	Add RIHMA funding of \$0.10	State match for project.	Written	RIDOT		Table changed
RIPTA	Fixed Route Vehicle Replacement	2017	7001		Decrease 5307 funding from \$1.6 to \$0. Add \$3.3 of FTA 5337 funding.	Switching between funding sources.	E-mail	RIPTA		Table changed
RIPTA	Fixed Route Vehicle Replacement	2018	7001		Decrease 5307 funding from \$4.32 to \$1.02 and add \$3.3 of FTA 5337 funding.	Switching between funding sources.	E-mail	RIPTA		Table changed
RIPTA	Fixed Route Vehicle Replacement	2019	7001		Decrease 5307 funding from \$4.32 to \$0.92 and add \$3.4 of FTA 5337 funding.	Switching between funding sources.	E-mail	RIPTA		Table changed
RIPTA	Fixed Route Vehicle Replacement	2020	7001		Decrease 5307 funding from \$4.32 to \$0.82 and add \$3.5 of FTA 5337 funding.	Switching between funding sources.	E-mail	RIPTA		Table changed
RIPTA	Fixed Route Vehicle Replacement	2021	7001		Decrease 5307 funding from \$4.32 to \$0.14 and add \$2.5 of FTA 5337 funding.	Switching between funding sources.	E-mail	RIPTA		Table changed
RIDOT	GARVEE Debt Service - GARVEE Match	2017	7702		Decrease RIHMA funding from \$15.05 to \$13.82	Debt service payments are estimated to be lower.	Written	RIDOT		Table changed
RIDOT	GARVEE Debt Service - GARVEE Match	2018	7702		Decrease RIHMA funding from \$15.03 to \$14.10	Debt service payments are estimated to be lower.	Written	RIDOT		Table changed
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Hawkins Street Bridge at West River - Bridge ID 079601	2024	6466	Providence	Request that bridge be included in earlier years of the STIP due to their current condition and importance in transporting	Currently posted for load restriction and has concrete barrier placed in the road gutter to prevent vehicle loads close to the edge of the structure. The City is concerned that more restrictive load restrictions	Written	RIDOT	We understand the city's concerns and will meet and coordinate with them at the earliest stages of each project. An asset management based approach was used to develop the 10 year	

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William Lynn, ED Herreshoff Museum	Herreshoff Marine Museum	2025	5007	Bristol	Reconsider the timing of the funding and shift from 2025 to 2016-2017 with 50% available in each of those two years.	(1) This project is in progress. Over \$386,000 of the original allocation of \$1.5 million has been spent to date. Phase 1 is complete and Phase 2 is at the 10% stage. HMM has invested over \$100,000 of its own money and 100s of hours of staff time to date. If the project is postponed until 2025, the historic building will further deteriorate, increasing the cost of restoration in later years. (2) In the draft TIP, the reason given for de-prioritization is "lack of support from the Town of Bristol." A letter of support from the Town Administrator was submitted with the project application, and such support has been reaffirmed. (3) HMM has been awarded a grant of \$150,000 from RIHP for the restoration of additional windows in the Burnside Building, to augment the RIDOT project. This grant requires a match and the project must be started within one year. HMM intended to use the TIP funds as the match, and without funding in 2016-2017, they are in danger of losing the grant. (4) This project is a significant component of a larger campus master plan, for which HMM has begun a capital campaign. HMM has been meeting with prospective funders under the assumption that this project would be executed in 2016-2017.	Both Oral and Written	TAC	After discussion the TAC determined that the project's initial prioritization was appropriate.	
William Lynn, ED Herreshoff Museum	Herreshoff Marine Museum	2025	5007	Bristol	Review the agreement between RIDOT and Herreshoff Marine Museum to confirm the amount of state funding available for re-prioritization.	Based on the project agreement between HMM and RIDOT dated June 6, 2013, the total funding was to be \$1.5 million, of which \$1.2 million is federally-funded and \$300,000 is state-funded.	Both Oral and Written	RIDOT	RIDOT understands the concern and will work with the Museum to ensure that all reimbursements are appropriately accounted for as the project(s) move forward.	
East Providence Area Chamber of Commerce	I-195 Interchange	Not in draft TIP		E. Providence	Retain in STIP	Economic development projects along the waterfront would benefit greatly from improved access that would be created by the interchange	Written	RIDOT	The Department and the City have engaged in discussions regarding public private partnership potential for this project, with potential for the City to take the lead and move the project forward. The Department is open to future discussions regarding ways to develop this project. At this time, the project was not included in the current Ten Year Plan. Once strategic and targeted investments are made in existing structures to insure the viability of our transportation infrastructure into the future, additional projects with economic development significance must be considered.	
Senator Daniel DaPonte, D. 14; Representative Katherine Kazarian, D. 63;	I-195 Interchange	Not in draft TIP		East Providence	Strong objection to not including the project in the draft TIP.	This project is crucial to the future success of East Providence.	Written	RIDOT	The Department and the City have engaged in discussions regarding public private partnership potential for this project, with potential for the City to take the lead and move the project	
RIDOT	I-95 Contract -1 (Rt 2 to Rt 113)	2019	1267	Warwick	Decrease STBG funding from \$3.36 to \$2.15	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	I-95 Contract -1 (Rt 2 to Rt 113)	2019	1267	Warwick	Increase RIHMA funding from \$2.52 to \$3.73	Switching between funding sources.	Written	RIDOT		Table changed
Frank P. LaTorre, Senior Director, Providence Downtown Improvement District	I-95 Downtown Overpass Enhancement Project	Not in draft TIP		Providence	Request that the STIP include elements of the City's I-95 Downtown Overpass Enhancement Project within the scope of work for Bridge Group 1 and urge RIDOT to begin work with the City as soon as possible to generate initial ideas to make the overpasses safer and more attractive for pedestrians and bicyclists	Overpasses are major links between the rapidly growing West Side of the City and downtown Providence. Making the overpasses more safe and attractive for people to use will enhance economic vitality in the City.	Written	TAC	RIDOT staff and leadership will be meeting with the City of Providence on bridge-related issues in early September. If scheduling changes and project description changes are necessary, they will be made in a future TIP amendment or update. We are committed to working with our partners, including the City and RIPTA, to clarify any outstanding issues. In the Project Description, added "bicycle and pedestrian accommodations" as elements to be evaluated as part of the project.	
Town of Jamestown	Ice Road Bike Path	Not in draft TIP	5062	Jamestown	This project was in the FFY 13-16 STIP and should be carried forward into the FFY 17-25 STIP.	Town has committed \$120,000 towards the project over the past 5 years and has completed project design, including the Reservoir spillway bridge and has also permitted the only wetland crossing for the path through RIDEM. The Town has allocated \$40,000 in the FY 16-17 capital budget for the next phase of the project, the construction phase which is estimated at a total cost of \$225,000.	Written	TAC	While certainly worthwhile, due to limited funding, this project did not make the Transportation Advisory Committee's priority list of Transportation Alternatives projects.	
RIDOT	Improvements to Downtown Providence C-3	2017	2002		Add NHPP funding of \$2.16	Project is moving forward from the FFY 13-16 STIP. Please add this project as noted.	Written	RIDOT		Table changed
RIDOT	Intersection Safety Improvements Statewide	2018	9601		Add STBG funding of \$0.20	Revised project estimate.	Written	RIDOT		Table changed

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RIDOT	Intersection Safety Improvements Statewide	2019	9601		Add STBG funding of \$0.30	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Intersection Safety Improvements Statewide	2020	9601		Add STBG funding of \$0.25	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Intersection Safety Improvements Statewide	2021	9601		Increase funding from \$0.21 to \$1.16	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Intersection Safety Improvements Statewide	2022	9601		Increase funding from \$1.23 to \$1.33	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Intersection Safety Improvements Statewide	2023	9601		Increase funding from \$1.45 to \$2.45	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Intersection Safety Improvements Statewide	2024	9601		Increase funding from \$2.57 to \$3.07	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Long Term Transit Projects	2021	7151		Decrease funding from \$1.00 to \$0.37	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Long Term Transit Projects	2022	7151		Increase funding from \$7.70 to \$8.50	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Long Term Transit Projects	2023	7151		Increase funding from \$8.70 to \$9.50	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Long Term Transit Projects	2024	7151		Increase funding from \$8.70 to \$9.50	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Long Term Transit Projects	2025	7151		Increase funding from \$9.20 to \$10.00	Revised project estimate.	Written	RIDOT		Table changed
FHWA	LTAP	2016-2025	7809		Funding should be \$300,000		Oral	RIDOT	Funding is shown both under LTAP and within the Planning project line.	
RIDOT	Main St (Rt 1) Resurfacing & Sidewalk Rehabilitation	2017	5038	E. Greenwich	Decrease NHPP funding from \$0.55 to \$0.45	Revised project estimate.	Written	RIDOT		Table changed
Joseph Duarte, Public Works Director, East Greenwich	Main Street (Rt.1) Resurfacing & Sidewalk Rehabilitation	2017	5038	East Greenwich	Requests more funding for the project (\$1.5 million instead of \$550,000) and that the project be managed by RIDOT or consultants rather than by the Town.	Requests more funding for the project, that the project be managed by RIDOT or consultants, and that the project be moved up in the TIP. Main Street is important to the economy of the town and state. The \$550,000 in the draft TIP isn't enough to do what is needed. The cost is closer to \$1.5 million for paving, sidewalks, ADA ramps, and other amenities.	Oral	RIDOT	Suggest interim repair work by agreement with Town. Reconsider project for inclusion in future TIP.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Manton Avenue Bridge at Woonasquatucket River - Bridge ID 51301	2024	6498	Providence	Request that bridge be included in earlier years of the STIP due to their current condition and importance in transporting heavy vehicle traffic, including buses, trucks and emergency response vehicles.	Currently posted for load restriction and has concrete barrier placed in the road gutter to prevent vehicle loads close to the edge of the structure. The City is concerned that more restrictive load restrictions will be required between now and 2024. As part of a main RIPTA bus route, truck route and emergency response route, it is imperative that this bridge project be moved up to earlier years in the STIP.	Written	RIDOT	We understand the city's concerns and will meet and coordinate with them at the earliest stages of each project. An asset management based approach was used to develop the 10 year plan. The plan balances safety, budget, and the overall improvement of the entire state's infrastructure. The asset management based approach allows us achieve a \$950 million savings by incorporating preservation type projects early on in the plan. This allows us to prevent structures from becoming structurally deficient. The reconstruction of a structurally deficient bridge can be 4 to 6 times as expensive as a preservation project. To move these reconstruction projects up in the program upsets the balance of the program and reduces the savings and increase the time it will take us to put our infrastructure into a state of good repair. RIDOT will continue to monitor the structure to insure their public safety till the time the structure is rehabilitated	
Mayor Bill Murray, Cumberland	Marshall Avenue	Not in draft TIP		Cumberland	The city asks that the project be reconsidered for inclusion in the TIP.	Cumberland faces a lawsuit because of this issue. The project was submitted but not included in the draft TIP.	Oral	RIDOT	This project is not designated for inclusion in the FFY2016 amendment, but will be reviewed for potential inclusion in future TIP years. Recommendation for investigation in Traffic Safety Program in Year 2020.	
Cumberland PW Director	Marshall Avenue Drainage	Not in draft TIP		Cumberland	Reconsider inclusion of project in TIP.	Only new project submitted. 1,000 linear feet, older, corrugated metal pipe. Saw deterioration, water leaking out. In need of rehabilitation. Principal primary, state road, connecting Mendon Rd (122) and High St (114). In need of investigation and maintenance. Flooding and inundation of property at the corner.	Oral	RIDOT	This project is not designated for inclusion in the FFY2016 amendment, but will be reviewed for potential inclusion in future TIP years. Recommendation for investigation in Traffic Safety Program in Year 2020.	
RISPP	Metropolitan Planning	2017-2025	11003		Further refine funding source to FTA 5303	More specificity in funding source	Written	RISPP		Table changed
Jeffrey Ceasrine, Acting Town Manager, Town of	Mettatuxet Road Reconstruction	Not in draft TIP		Narragansett	Include in TIP	The relatively low-cost enhancements projected for the Ocean Road segment near the Town Beach would have had enormous bang-for-the	Written	RIDOT	The Ocean Road application was a mid-level priority of the Town's that was evaluated in the sub-committee process as a TAP project,	
Nancy O. Dodge, Town Manager, New Shoreham	Mohegan Trail - Pavement	Not in draft TIP	5104	New Shoreham	Fund project in early years of the TIP.	The Town's submission targeted state roads in the greatest need of repair. In most instances, the shoulders of the roads are crumbling and	Written	RIDOT	Candidate for Pavement Preservation Program. The Department will evaluate this project in conjunction with pavement	
RIDOT	Oaklawn Avenue/Wilbur Avenue Drainage Project	2020	5024	Cranston	Remove STBG funding (\$0.25)	Double counted. Shows up in Drainage program in Draft TIP.	Written	RIDOT		Table changed

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
RIDOT	Oaklawn Avenue/Wilbur Avenue Drainage Project	2021	5024	Cranston	Decrease funding from \$0.50 to \$0.25	Double counted. Shows up in Drainage program in Draft TIP.	Written	RIDOT		Table changed
RIDOT	Oaklawn Avenue/Wilbur Avenue Drainage Project	2023	5024	Cranston	Remove funding (\$1.00)	Double counted. Shows up in Drainage program in Draft TIP.	Written	RIDOT		Table changed
RIDOT	Oaklawn Avenue/Wilbur Avenue Drainage Project	2024	5024	Cranston	Decrease funding from \$1.00 to \$0.50	Double counted. Shows up in Drainage program in Draft TIP.	Written	RIDOT		Table changed
Nancy O. Dodge, Town Manager, New Shoreham	Ocean Avenue - Pavement	Not in draft TIP	5099	New Shoreham	Fund project in early years of the TIP.	The Town's submission targeted state roads in the greatest need of repair. In most instances, the shoulders of the roads are crumbling and present dangerous circumstances for walkers and the numerous bicycle and moped operators who share the narrow roads with vehicles. The road cannot have work postponed until after 2025 based up on the current road integrity. The road has been eliminated from consideration with the comment that it is a "low volume roadway." The Town questions this characterization. To Ms. Dodge's knowledge, no volume study has been done on the road to support the determination of "low volume," nor can she find any clear definition of how volume is measured and over what time span. Considering that the useful life of a paved surface is approximately ten years, the volume of the road has experienced cumulatively in the summer months of the last twenty-five years (when the road was microscreened) should clearly earmark the road for repair in the next two years and not another decade out. There is a substantial amount of tourism dollars that travel upstate as a result of the island's absorption of tens of thousands of people in the summer, and that, combined with the safety concerns for visitors and citizenry, should merit another look at the submission.	Written	RIDOT	Candidate for Pavement Preservation Program. The Department will evaluate this project in conjunction with pavement maintenance, operations, and capital funding, going forward.	
Michael DeLuca, Planning Director, Narragansett	Ocean Rd Phase 1 and 2	Not in draft TIP		Narragansett	Asks that the projects be reconsidered for inclusion in the TIP.	Improvements for sidewalks and amenities near Narragansett's ocean walk and Narragansett Towers. It would offer a high return on investment.	Both Oral and Written	TAC	While certainly worthwhile, due to limited funding, this project did not make the Transportation Advisory Committee's priority list of Transportation Alternatives projects.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Orms Street Bridge at RR - Bridge ID 092901	2019	6482	Providence	Request that bridge be included in earlier years of the STIP due to their current condition and importance in transporting heavy vehicle traffic, including buses, trucks and emergency response vehicles.	Currently posted for load restriction. The City is concerned that more restrictive load restrictions will be required between now and 2024. Orms St is an important arterial roadway and emergency response route that carries a significant amount of heavy vehicle traffic from I-95. Further weight restrictions will direct truck traffic onto adjacent streets and intersections creating congestion issues and access problems for large trucks.	Written	RIDOT	We understand the city's concerns and will meet and coordinate with them at the earliest stages of each project. An asset management based approach was used to develop the 10 year plan. The plan balances safety, budget, and the overall improvement of the entire state's infrastructure. The asset management based approach allows us achieve a \$950 million savings by incorporating preservation type projects early on in the plan. This allows us to prevent structures from becoming structurally deficient. The reconstruction of a structurally deficient bridge can be 4 to 6 times as expensive as a preservation project. To move these reconstruction projects up in the program upsets the balance of the program and reduces the savings and increase the time it will take us to put our infrastructure into a state of good repair. RIDOT will continue to monitor the structure to insure their public safety till the time the structure is rehabilitated	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Park Street Bridge at Woonasquatucket River - Bridge ID 070401	2024	6354	Providence	Request that bridge be included in earlier years of the STIP due to their current condition and importance in transporting heavy vehicle traffic, including buses, trucks and emergency response vehicles.	Steel road plates have been placed over areas of failed bridge joints, and according to bridge engineers, the bridge joint deterioration will likely spread over the next several years, requiring additional steel plating and potential load restrictions. Park St serves as a major access point to Providence Place Mall especially during special events in Downtown when the mall is used for parking. Vehicular restrictions on the bridge would shift significant amounts of traffic to Francis Street which already is congested during special events. RIDOT has indicated that as a part of I-95 North Viaduct project, minor improvements to the	Written	RIDOT	We understand the city's concerns and repair to the backwall and bridge joint has been moved into the Providence Viaduct North project with complete preservation work to be done in Group 40.	
RIDOT	Pavement Program Planning	2020	1265		Add NHPP funding of \$1.80	Switching between funding sources.	Written	RIDOT		Table changed

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Peter Brassard, RI Association of RR Passengers	Pawtucket CF Commuter Rail/Other Train Stations	2016-2020	5011	Pawtucket, CF	Commend for inclusion. Ask to include an allocation for preliminary study for other infill train station locations, due to time involved in developing. Suggest that the TAC include multiple train station proposals concurrently.	Infill station has minimal added cost to the state because trains are already running by. Possible locations - Cranston, Olneyville, West Greenwich.	Oral	RIDOT	Staff acknowledges this comment. The FFY2017-FFY2025 Draft TIP includes project development for longer term projects such as in-fill stations. Planning and analysis for potential commuter rail expansion is included in the TIP's Planning Program as additional corridor, operations, and ridership analysis is required. RIDOT continues to focus on boosting ridership on existing commuter rail services south of Providence prior to advancing major capital investment along the Northeast Corridor.	
Barry Schiller	Pawtucket/Central Falls Train Station	2016-2020	5011	Pawtucket, Central Falls	The funds listed in the TIP are not enough to build the station.	Depending on a grant, nervous about not having enough money to ensure the station will be built. Nothing in State Rail Plan about infill stations, should be studying electrification of rail, as MBTA is for 10 years out.	Oral	RIDOT	The FFY2016 TIP amendment only includes federal and state funds for FFY2016. The FFY2017-FFY2025 Draft TIP includes additional FTA funds. The TIGER grant RIDOT received will be included in the TIP as part of a future amendment. In addition, other prior year FTA funds have not been obligated yet. The FFY2017-FFY2025 Draft TIP does include project development for longer term projects such as in-fill stations and electrification of commuter service.	
Dylan Zelazo, Chief of Staff, Pawtucket	Pawtucket/Central Falls Train Station	2016-2020	5011	Pawtucket, Central Falls, Cumberland	In support of the project.	The project is critical to advancing multi-modal transportation throughout the state. There are 1 million square feet of vacant mill	Oral	RISPP	Support noted.	
FTA	Pawtucket/Central Falls Train Station	2016-2020	5011	Pawtucket/Central Falls	This project is ineligible for 5337 funds as it is a new station. The funding source should be corrected to an eligible federal program or to state funds.		E-mail	RIDOT	FTA 5337 funding removed from this line item	Table changed
Mayor James Diossa, Central Falls	Pawtucket/Central Falls Train Station	2016-2020	5011	Central Falls, Pawtucket, Cumberland	Thanks TAC for considering the project.	The project is important to the city and the region.	Oral	RISPP	Support noted.	
Representative Carlos Tobon, District 15	Pawtucket/Central Falls Train Station	2016-2020	5011	Pawtucket, Central Falls, Cumberland	In support of the project.	The project would have significant positive impacts on the state. Important for economic development in Pawtucket and Central Falls.	Oral	RISPP	Support noted.	
RIDOT	Pawtucket/Central Falls Train Station	2017	5011	Pawtucket, Central Falls	Decrease FTA funding from \$2.70 to \$1.62 and change source from FTA 5337 to FTA 5307	Revised project estimate, funding source and schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2017	5011	Pawtucket, Central Falls	Add RIHMA funding of \$0.83	Revised project estimate, funding source and schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2018	5011	Pawtucket, Central Falls	Increase FTA funding from \$2.70 to \$3.30 and change source from FTA 5337 to FTA 5307	Revised project estimate, funding source and schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2018	5011	Pawtucket, Central Falls	Add RIHMA funding of \$0.83	Revised project estimate, funding source and schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2019	5011	Pawtucket, Central Falls	Increase FTA funding from \$2.70 to \$3.40 and change source from FTA 5337 to FTA 5307	Revised project estimate, funding source and schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2019	5011	Pawtucket, Central Falls	Remove CMAQ funding (\$0.18)	Revised project estimate and funding schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2019	5011	Pawtucket, Central Falls	Decrease RICAP (HIP) funding from \$2.02 to \$0.85	Revised project estimate and funding schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2020	5011	Pawtucket, Central Falls	Increase FTA funding from \$2.70 to \$3.50 and change source from FTA 5337 to FTA 5307.	Revised project estimate, funding source, and schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2020	5011	Pawtucket, Central Falls	Decrease RICAP (HIP) funding from \$2.70 to \$0.88	Revised project estimate and funding schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2021	5011	Pawtucket, Central Falls	Add funding of \$4.18 of FTA 5307 funding	Revised project estimate, funding source and schedule.	Written	RIDOT		Table changed
RIDOT	Pawtucket/Central Falls Train Station	2016-2020	5011	Pawtucket	Change project name to "Pawtucket Central Falls Transit Center"		Written	RIDOT		Table changed
RISPP	Program Planning	2017-2025	7811		Further refine funding source to FTA 5304	More specificity in funding source	Written	RISPP		Table changed
RIDOT	Projects Currently Under Construction	2017	1264		Decrease STBG funding from \$14.49 to \$13.91	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Projects Currently Under Construction	2017	1264		Decrease NHPP funding from \$12.54 to \$6.48	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Projects Currently Under Construction	2017	1264		Increase RICAP (HIP) funding from \$2.83 to \$3.41	Switching between funding sources.	Written	RIDOT		Table changed

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RIDOT	Projects Currently Under Construction	2018	1264		Increase NHPP funding from \$2.76 to \$7.25	Revised project estimate. Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Projects Currently Under Construction	2018	1264		Increase STBG funding from \$4.14 to \$4.24	Revised project estimate. Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Projects Currently Under Construction	2018	1264		Add RIHMA funding of \$1.21	Revised project estimate. Switching between funding sources.	Written	RIDOT		Table changed
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Providence Bicycle Infrastructure Enhancements	2023-2025	5199	Providence	Request that the \$1.8M allocated be moved up to earlier years to accommodate full construction of this project in a more reasonable timeframe.	The project will include design and construction of approximately 20 miles of on road bicycle lanes, bicycle boxes, bicycle loops, bicycle ranks and other infrastructure.	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
Lewis Dana, Jewelry District Condominium District	Providence River Dredging	Not in draft TIP		Providence	Reconsideration of dredging.		Oral	RIDOT	This project did not neatly fit into a specific category for TIP selection: it is a complex project which will likely require multiple funding sources to develop and complete. Furthermore, the ability to use FHWA funds for this project is currently subject to review. At this time, further discussion with stakeholders to determine potential approaches and funding for the project is necessary.	
Peter McClure, Planning and Zoning Committee, Jewelry District Association	Providence River Dredging	Not in draft TIP		Providence	Requests that the project be reconsidered for inclusion in the TIP.	Has impacts for the city and state because of events like WaterFire. The mud is a visible problem, and the river needs to be dredged.	Oral	RIDOT	This project did not neatly fit into a specific category for TIP selection: it is a complex project which will likely require multiple funding sources to develop and complete. Furthermore, the ability to use FHWA funds for this project is currently subject to review. At this time, further discussion with stakeholders to determine potential approaches and funding for the project is necessary.	
RIDOT	Railroad At-Grade Crossing - Poplar and Elm Streets	2018	9010	Newport	Add \$0.10 in Railway Program funding in 2018	Correct an error in total funding for project in FFY 2018	E-mail	RIDOT		Table changed
RIDOT	Reconstructing Pell Bridge Approaches	2019	9201	Newport	Decrease NHP funding from \$0.80 to \$0.70.	Revised project funding schedule	E-mail	RIDOT		Table changed
RIDOT	Reconstructing Pell Bridge Approaches	2020	9201	Newport	Decrease NHPP funding from \$1.80 to \$0.50	Revised project funding schedule	Written	RIDOT		Table changed
RIDOT	Reconstructing Pell Bridge Approaches	2022	9201	Newport	Increase funding from \$9.3 to \$9.4.	Revised project funding schedule	E-mail	RIDOT		Table changed
RIDOT	Reconstructing Pell Bridge Approaches	2023	9201	Newport	Increase funding from \$10.8 to \$12.1	Revised project funding schedule	E-mail	RIDOT		Table changed
RIDOT	RISTARS - Localized Bottleneck Improvements to I-295 NB	2022	1531	Cranston	Increase funding from \$1.50 to \$1.80	Revised project estimate.	Written	RIDOT		Table changed
Pam Sherrill, TAC Member	RISTARS - Localized Bottleneck Improvements to I-295 Northbound	2020 - 2022	1531	Cranston	Please include a better description of this project		Oral	RIDOT	We are planning to add an additional lane to 295 North between Route 37 WB on ramp and the Scituate Avenue overpass.	
RIDOT	RISTARS - Localized Bottleneck Improvements to I-295 SB	2022	1532	Cranston	Increase funding from \$1.50 to \$1.80	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Roadway Departure Mitigation - Systemic Bridge Blunt	2018	1470		Add STBG funding of \$0.10	Revised project estimate.	Written	RIDOT		Table changed
Dorald Beasley, South Kingstown Rt 138	Route 138	2017-2022	1397, 1399	South Kingstown	Wants to know if the project is now only a 2-part paving project.	Previously, the town had worked with RIDOT to plan a project with a broader scope including roundabouts, sidewalks, and drainage. The	Oral	RIDOT	This project scope remains as discussed with the project area committee and is fully funded in the 10-year plan.	
RIDOT	Rt 107, Main St (Rt 100 to Union Ave)	2017	2006		Add NHPP funding of \$0.80	Project is moving forward from the FFY 13-16 STIP. Please add this project as noted.	Written	RIDOT		Table changed
RIDOT	Rt 108, Kingston Rd & High St	2017	2007		Add NHPP funding of \$3.80	Project is moving forward from the FFY 13-16 STIP. Please add this project as noted.	Written	RIDOT		Table changed
Joseph DiPasquale, Chair Town Council, Warren	Rt 114, Main St (Warren Bridge to Child St)	2023-2025	1408	Warren	Wants the project moved up in the TIP.	Glad it is programmed in the TIP, but the projects is already delayed. It Involves public safety issues, including bad pavement and crumbling sidewalks.	Oral	RIDOT	RIDOT will continue to monitor pavement condition.	
Kate Michaud, Town Planner, Warren	Rt 114, Main St (Warren Bridge to Child St)	2023-2025	1408	Warren	Wants the project moved up in the TIP.	A road with heavy traffic and serves multiple, important uses. On a RIPTA route. Sidewalks are impassable.	Oral	RIDOT	RIDOT will continue to monitor pavement condition.	
Senator Daniel DaPonte, D. 14; Representative Katherine Kazarian, D. 63; Representative Gregg Amore, D. 65; Senator William J. Conley Jr., D. 18; Representative Helio Melo, D. 64	Rt 114, Pawtucket Ave (Taunton Ave to Warren Ave)	2022-2023	1325	East Providence	Strong objection to the timeline set forth in the TIP.	The repaving of Pawtucket Avenue - a state managed roadway about which we've previously written to urge a priority status - is not scheduled to occur for many years to come. The Draft TIP does not even attempt to address the immediate and ongoing safety/vehicular concerns we've continued to raise to RIDOT and others, both in public and private.	Written	RIDOT	Add \$0.10 in NHPP funding in 2019 and \$1.3 in NHPP funding in 2020. Remove \$0.10 in funding from 2022 and \$1.30 in funding from 2023.	Table changed

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Richard Kirby, City Manager	Rt 114, Pawtucket Ave (Taunton Ave to Warren Ave) Resurfacing and Sidewalks	2022	1325	East Providence	Wants the project moved up in the TIP.	The project was in the 2011 TIP. Submitted photographs of the project area. It is heavily traveled but in dangerous condition. Since 2011, the school department expanded the minimum walking to school distance - major concerns about public safety. Pawtucket Ave serves as access to the waterfront district, and the city anticipates a 1,000 unit residential development within the next 2-3 years and medical facility employing 250 people.	Oral	RIDOT	Add \$0.10 in NHPP funding in 2019 and \$1.3 in NHPP funding in 2020. Remove \$0.10 in funding from 2022 and \$1.30 in funding from 2023.	Table changed
East Providence Area Chamber of Commerce	Rt 114, Pawtucket Ave. (Taunton Ave. to Warren Ave.)	2022-2023	1325	E. Providence	Move construction year up from FFY 2022 to FFY 2018	Pawtucket Ave is the vital link between Taunton Ave and Vets Parkway. Serves the business community as well as residents. Caused excessive vehicle damage over the years and is especially treacherous during the winter months and rainstorms. There are few places along Pawtucket Ave. that have handicapped accessibility.	Written	RIDOT	Add \$0.10 in NHPP funding in 2019 and \$1.3 in NHPP funding in 2020. Remove \$0.10 in funding from 2022 and \$1.30 in funding from 2023.	Table changed
Joseph DiPasquale, Chair Town Council, Warren	Rt 136, Market St/Kickemuit St/Metacom Ave	2023-2025	1409	Warren	Wants the project moved up in the TIP.	Glad it is programmed but wants it moved up. Project is already delayed. Involves public safety issues. Bad pavement and crumbling sidewalks. Wastes the work done on a Metacom Avenue Corridor Study.	Oral	RIDOT	RIDOT will continue to monitor pavement condition.	
Kate Michaud, Town Planner, Warren	Rt 136, Market St/Kickemuit St/Metacom Ave	2023-2025	1409	Warren	Wants the project moved up in the TIP.	Would like to move the project up in the TIP. A busy street with 24,000 AADT. Corridor plan completed in 2012 with recommendations to build sidewalks and ADA ramps.	Oral	RIDOT	RIDOT will continue to monitor pavement condition.	
Peter Roberts	Rt 138, East Main Rd (Turnpike Ave to Hedley Ave)	2019-2023	1379	Portsmouth	Rotary is not the right solution for this intersection. Need to fix other roads in poor condition first.	Watched the intersection, 12 people ran the redlight. No one will stop at the rotary yield sign. Town Council doesn't want anything to happen until the roads are fixed. Dangerous condition. E Main and W Main are a disaster, need to be fixed (resurfaced) before intersections are changed. Rotary not needed. Turnpike Ave resurfaced, not one pot hole before resurfacing, cracks in the road filled with tar. Spring St, at the end of Turnpike, terrible and never resurfaced. Other roads need to be resurfaced. Causing damage to cars, expensive.	Oral	RIDOT	RIDOT will revisit the project scope with the Town.	
Peter Roberts	Rt 138, East Main Rd & Park Ave	2017-2018	1378	Portsmouth	No reason to change the intersection.	No reason to change the intersection (heard they were changing it at a previous Town Council meeting). No accidents, no speeding, no problem with the intersection. Fix E Main Rd and W Main Rd and leave everything else alone. Want to dead-end Chase Rd because of run-off. Run-off cannot come off that street because it is higher than the intersection - 3" higher. Chase Rd is important to people who are going to the post office. Never had a problem with the intersection - want to make it one road going in and one road going out.	Oral	RIDOT	Since the Town Council meeting, the intersection has been modified to include an access to Chase Rd. the modified intersection will improve vehicular and pedestrian safety.	
RIDOT	Rt 138, East Main Rd & Park Ave	2017	1378	Portsmouth	Remove NHPP funding (\$3.00)	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Rt 138, East Main Rd & Park Ave	2017	1378	Portsmouth	Add Earmark funding of \$3.00	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Rt 138, East Main Rd & Park Ave	2018	1378	Portsmouth	Remove NHPP funding (\$2.29)	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Rt 138, East Main Rd & Park Ave	2018	1378	Portsmouth	Remove STBG funding (\$0.71)	Switching between funding sources.	Written	RIDOT		Table changed
RIDOT	Rt 138, East Main Rd & Park Ave	2018	1378	Portsmouth	Add Earmark funding of \$3.00	Switching between funding sources.	Written	RIDOT		Table changed
Shawn J. Brown, Town Administrator	Rt 138A, Aquidneck Ave (East Main Rd to Green End Ave)	2019, 2023-2025	1355	Middletown	Add sidewalks and stormwater runoff control and treatment to the project.	This project is the Town's top priority.	Written	RIDOT	Project intended to improve pavement condition. Any increase in scope will significantly increase project cost. RIDOT would be willing to consider Town cost participation.	
Shawn J. Brown, Town Administrator	Rt 138A, Aquidneck Ave (Valley Rd. to Purgatory Rd.)	2019-2020	5070	Middletown	Add improvements identified in the 2007 Atlantic Beach District Master Plan, including roadway and sidewalk improvements, to the project.	Include roadway cross-section improvements, including sidewalk improvements and travel lane reconfiguration.	Written	RIDOT	Project intended to improve pavement condition. Any increase in scope will significantly increase project cost. RIDOT would be willing to consider Town cost participation.	
RIDOT	Rt 146 (I-95 to 6 Miles South of Sherman Ave)	2018	1291	Providence, N. Providence, Lincoln	Decrease NHPP funding from \$6.10 to \$4.50	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	Rt 24 (Rt 114 to Hummocks Ave)	2018	1286	Portsmouth	Decrease NHPP funding from \$4.40 to \$4.00	Revised project estimate.	Written	RIDOT		Table changed
Michael Asceola, Assistant Town Planner, Portsmouth	Rt. 114, West Main Road (John Kesson To Mill Ln.)	2019-2020	1360	Portsmouth	Wants to move project up in the TIP.	The project is vital to the community and Aquidneck Island as a whole.	Oral	RIDOT	RIDOT will continue to monitor pavement condition.	
Michael Asceola, Assistant Town Planner, Portsmouth	Rt. 114, West Main Road (Rt. 24 to Turnpike Ave.)	2022-2024	1376	Portsmouth	Wants to move project up in the TIP.	The project is vital to the community and Aquidneck Island as a whole.	Oral	RIDOT	RIDOT will continue to monitor pavement condition.	

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Michael Asceola, Assistant Town Planner, Portsmouth	Rt. 138, East Main Road (Hedly St. to Middletown T/L)	2021-2022	1380	Portsmouth	Wants to move project up in the TIP.	The project is vital to the community and Aquidneck Island as a whole.	Oral	RIDOT	RIDOT will continue to monitor pavement condition.	
Ron Wolanski	Rt. 138A, Aquidneck Ave. (East Main Road to Green End Ave.)	2019-2025	1355	Middletown	Include more than resurfacing in project - sidewalks, drainage.	Included in draft TIP as resurfacing, was in 13-16 TIP as study and development. Resurfacing will not solve the problem. Needs sidewalks, dangerous situation. Needs improved stormwater drainage. Currently informal system, series of ditches. In watershed of Bailey Brook, part of Newport water supply, no current treatment. Top priority project.	Oral	RIDOT	Project intended to improve pavement condition. Any increase in scope will significantly increase project cost. RIDOT would be willing to consider Town cost participation.	
Ron Wolanski	Rt. 138A, Aquidneck Ave. (Valley Rd. to Purgatory Rd.)	2019-2020	5070	Middletown	Request inclusion as a reconstruction project.	Intersections included for resurfacing, needs sidewalk repair/upgrade. Important tourist area.	Oral	RIDOT	Project intended to improve pavement condition. Any increase in scope will significantly increase project cost. RIDOT would be willing to consider Town cost participation.	
Town of Jamestown	Sidewalk and Curbing Replacement on Walcott Avenue (Hamilton Avenue to Fort Wetherill State Park)	Not in draft TIP	5063	Jamestown	This project was in the FFY 13-16 STIP and should be carried forward into the FFY 17-25 STIP.	This project will make the walking route from Jamestown's Village to Fort Wetherill State Park. Much of the curbing is in failing condition and would not support handicap usage.	Written	TAC	While certainly worthwhile, due to limited funding, this project did not make the Transportation Advisory Committee's priority list of Transportation Alternatives projects.	
Barry Schiller	Snow Removal Equipment	Not in draft TIP		North Providence	Safety funds should be spent on projects such as snow clearance that improve conditions for pedestrians.		Oral	RIDOT	Snow removal is not a capital expenditure: it is considered an operating expense and does not qualify for federal funding or state capital funding.	
Friends of the William C. O'Neill South County Bike Path	South County Bike Path Extension	2016-2023	5089	South Kingstown	Amend the project description to read, "Design and construction of the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach using an off-road route through Canonchet Farm."	On- and off-road alternatives for the bike path extension have already been evaluated. The description given creates an opening for another round of delay. After a presentation to the Town Council on December 7, 2015, which described seven possible routes for the path extension, the Town Council voted to maintain its earlier recommendation that the bike path be completed using an off-road route through Canonchet Farm. The \$1.62 million in FY 2017 and FY 2018 should be used for design and permitting of the selected route.	Written	RIDOT	Suggest that language be modified to insure that if there are permitting problems with the off-road route chosen, due to environmental issues, the project could still move forward. Otherwise, the change in description is appropriate. Amend the project description to read, "Design and construction of the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach using a permissible off-road route through Canonchet Farm".	Text changed
Friends of the William C. O'Neill South County Bike Path	South County Bike Path Extension	2016-2024	5089	South Kingstown	Change the title of the project to, "South County Bike Path Completion."	This title is more indicative of the work to be done.	Written	RIDOT	This would be an acceptable title change.	Text changed
Rep Carol Hagen-McEntee, District 33	South County Bike Path Extension	2016-2025	5089	Narragansett	Appreciates the inclusion of the project in the TIP.		Oral	RISPP	Support noted.	
Nancy O. Dodge, Town Manager, New Shoreham	Spring Street - Pavement	Not in draft TIP	5103	New Shoreham	Fund project in early years of the TIP.	The Town's submission targeted state roads in the greatest need of repair. In most instances, the shoulders of the roads are crumbling and present dangerous circumstances for walkers and the numerous bicycle	Written	RIDOT	Candidate for Pavement Preservation Program. The Department will evaluate this project in conjunction with pavement maintenance, operations, and capital funding, going forward.	
RIDOT	State of Good Repair	2019	7150		Add CMAQ funding of \$0.18	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	State of Good Repair	2019	7150		Add RICAP (HIP) funding of \$1.17	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	State of Good Repair	2020	7150		Add RICAP (HIP) funding of \$1.82	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	State of Good Repair	2021	7150		Decrease funding from \$2.70 to \$1.00	Revised project estimate.	Written	RIDOT		Table changed
Ellen Waxman, Town Councilor, North Kingstown	Summer Service	2016	7109	North Kingstown	Requests weekend passenger rail service at Wickford Junction.	Wickford Junction Train station is under utilized. How can we leverage the station to revitalize our economy and improve access to Southern Rhode Island and its beaches? It should be a transportation asset for non-work related commutes with weekend service all year. Attitude that rail is only for commuting is short sighted - weekend ridership could exceed weekday ridership. Page 309 - excited to see ID 7109, summer service; also pg 32 and 308. RIDOT staff informed that 7109 is not weekend service to Wickford Junction - will be ferry to Newport. Gave specific language changes to Chair.	Both Oral and Written	RIDOT	Prior to introducing weekend train service, focus should be on increasing the core weekday service first. Ridership data at Providence and along Connecticut's Shoreline East shows that weekend service typically attracts half the weekday ridership. Weekend service did not start at Providence until 8 years after the weekday service started in 1988. Also, Baltimore to Washington DC commuter rail did not introduce weekend service until last year, 25 years after weekday service began. Moving forward, we would look at event-based weekend service for next summer season as a way of introducing it and testing its potential ridership, which is the similar approach to the pilot ferry service this year.	
Senator Daniel DaPonte, D. 14; Representative Katherine Kazarian, D. 63; Representative Gregg Amore, D. 65; Senator William J. Conley Jr., D. 18; Representative Helio Melo, D. 64	Ten Mile River Greenway, Segment 1-4	2025	5045	East Providence	Strong objection to the timeline set forth in the TIP.	This project is crucial to the future success of East Providence.	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
RIDOT	Thames and Spring Street Streetscape Improvements	2021-2025	5105	Newport	Move \$1.4M from FFY2021 to FFY2022	Revised project funding schedule	Written	RIDOT		Table changed

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Peter Roberts	Tolls	Not in draft TIP		Portsmouth	Weight of the trucks not hurting the bridges, weight of the cars on the bridges much more than the trucks - not being taken care of. Deterioration has nothing to do with the trucks. Spending money on the wrong things.	Weight of the trucks not hurting the bridges, weight of the cars on the bridges much more than the trucks - not being taken care of. Deterioration has nothing to do with the trucks. Spending money on the wrong things.	Oral	RIDOT	Scientific studies have shown that one fully-loaded tractor trailer can do the damage of 9,600 passenger cars. The Ten Year Plan allocates funding to ensure that Rhode Island transportation infrastructure is brought into a state of good repair.	
Peter Roberts	Traffic Signals	Not in draft TIP		Portsmouth	Request light at Caution Hill, near assisted living facility and near Town hall.	Need a light at Caution Hill near assisted living facility, also at facility near Town Hall. Someone he talked to said no one would stop at the light. People get off the bus at the far side and can't get across the road.	Oral	RIDOT	A traffic control device (flasher, traffic signal, signs etc.) falls under the jurisdiction of the State Traffic Commission, which is responsible for all traffic control devices on State roads. An elected official or Town representative could request such a device and it would be added to the STC agenda for consideration. If approved, it would be forwarded to RIDOT's traffic engineering section to be added to a design project.	
Barry Schiller	Transportation Alternatives	General comment		Statewide	Too little is spent on TAP projects.	They have significant benefits for the state, and more should be spent on them.	Oral	RIDOT	There are a number of components of robust transportation infrastructure. Unfortunately, we do not have unlimited resources: by the end of the Ten Year Plan, funding for Transportation Alternatives Program (TAP) projects will have increased significantly. Bicycle and bicycle-related infrastructure is allocated more than 60% of the FFY2017-FFY2025 TAP program. As we move toward developing asset-based project selection, we will ensure that projects, once in the TIP, are delivered. It is important to ensure a state of good repair for our existing infrastructure before we are able to apply a greater percentage of available funds to TAP projects.	
Bob Votava, Executive Director, DOT Watch	Trestle Trail - West Section - 2 Bridges	2016-2017, 2023-2024	9001, 9002	Coventry	Complete the Trestle Trail		Written	RISPP	Two bridges of the Trestle Trail (West Section) are included in the TIP for 2016-2017. The paving for the west section is included in the FFY 2017-2025 in 2023-2024.	
East Coast Greenway Alliance	Trestle Trail - West Section - Paving	2023-2024	9002	Coventry	Accelerate project timeline	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
RIDOT	Two Mile Corner	2017	1356	Middletown	Add NHPP funding of \$3.40	Error: FY 2017 did not receive funding for this project.	Written	RIDOT		Table changed
RIDOT	Two Mile Corner	2018	1356	Middletown	Decrease STBG funding from \$3.40 to \$2.80	Revised project estimate.	Written	RIDOT		Table changed
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	US-44, Smith St. (Lyndhurst Ave. to I-95)	2018-2019	1384	Providence	Request RIDOT work with the City to improve bicycle infrastructure as part of this project.	Project is resurfacing and replacing sidewalks and handicapped ramps on Smith Street between Lyndhurst Ave and I-95.	Written	RIDOT	The roadways curblines will remain as-is. Bicycle lanes would affect parking along road. Coordination/direction from city is needed.	
RIDOT	US-6 Harford Pike and Harford Ave (Danielson Pk to I-295)	2017	1393	Scituate, Johnston	Decrease NHPP funding from \$6.00 to \$5.00	Revised project estimate.	Written	RIDOT		Table changed
RIDOT	US-6 Harford Pike and Harford Ave (Danielson Pk to I-295)	2018	1393	Scituate, Johnston	Decrease NHPP funding from \$1.50 to \$1.30	Revised project estimate.	Written	RIDOT		Table changed
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Veazie Street Bridge at West River - Bridge ID 089001	2019	6502	Providence	Request that bridge be included in earlier years of the STIP due to their current condition and importance in transporting heavy vehicle traffic, including buses, trucks and emergency response vehicles.	Currently has a posted load restriction.	Written	RIDOT	We understand the city's concerns and will meet and coordinate with them at the earliest stages of each project. An asset management based approach was used to develop the 10 year plan. The plan balances safety, budget, and the overall improvement of the entire state's infrastructure. The asset management based approach allows us achieve a \$950 million savings by incorporating preservation type projects early on in the plan. This allows us to prevent structures from becoming structurally deficient. The reconstruction of a structurally deficient bridge can be 4 to 6 times as expensive as a preservation project. To move these reconstruction projects up in the program upsets the balance of the program and reduces the savings and increase the time it will take us to put our infrastructure into a state of good repair. RIDOT will continue to monitor the structure to insure their public safety till the time the structure is rehabilitated.	
East Coast Greenway Alliance	Washington Secondary Bike Path Extension	2022	5215	Providence	Accelerate project timeline	Find ways to fund and prioritize gaps in the greenway network, particularly sections of the East Coast Greenway	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Washington Secondary Bike Path Extension	2022, 2024	5215	Providence	Request that the timeline for this project be moved up.	This is a critical connection that is currently missing from the regional bike trail network. Appropriate study and planning to determine the best path for the bike path extension must be completed prior to full design of the 6-10 Connector so that we can ensure that the 6-10	Written	RIDOT	As part of RIDOT's latest planning for the 6/10 Interchange, bike connections from the Washington Secondary Bike Path to Downtown were incorporated into the concept plans. Several possible alignments were proposed and will continue to be	

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Senator Daniel DaPonte, D. 14; Representative Katherine Kazarian, D. 63; Representative Gregg Amore, D. 65; Senator William J. Conley Jr., D. 18; Representative Helio Melo, D. 64	Waterfront Drive	Not in draft TIP		East Providence	Strong objection to not including the project in the draft TIP.	This project is crucial to the future success of East Providence.	Written	RIDOT	At this time, the project was not included because of the emphasis on state of good repair in the current Ten Year Plan. Once strategic and targeted investments are made in existing structures to insure the viability of our transportation infrastructure into the future, additional projects with economic development significance must be considered.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	West River Street Bridge at West River - Bridge ID 088301	2019	6506	Providence	Request that bridge be included in earlier years of the STIP due to their current condition and importance in transporting heavy vehicle traffic, including buses, trucks and emergency response vehicles.	Currently posted for load restriction. The City is concerned that more restrictive load restrictions will be required between now and 2019. West River St is an important truck route that is also used by the Central Post Office. It is imperative that this bridge project be moved up to earlier years. Any further load restriction may shift truck traffic onto adjacent roads such as Branch Avenue, Charles Street, Corliss Street, and Silver Spring Street, which are already congested roadways.	Written	RIDOT	We understand the city's concerns and will meet and coordinate with them at the earliest stages of each project. An asset management based approach was used to develop the 10 year plan. The plan balances safety, budget, and the overall improvement of the entire state's infrastructure. The asset management based approach allows us achieve a \$950 million savings by incorporating preservation type projects early on in the plan. This allows us to prevent structures from becoming structurally deficient. The reconstruction of a structurally deficient bridge can be 4 to 6 times as expensive as a preservation project. To move these reconstruction projects up in the program upsets the balance of the program and reduces the savings and increase the time it will take us to put our infrastructure into a state of good repair. RIDOT will continue to monitor the structure to insure their public safety till the time the structure is rehabilitated.	
Nancy O. Dodge, Town Manager, New Shoreham	West Side Road - Pavement	Not in draft TIP	5102	New Shoreham	Fund project in early years of the TIP.	The Town's submission targeted state roads in the greatest need of repair. In most instances, the shoulders of the roads are crumbling and present dangerous circumstances for walkers and the numerous bicycle and moped operators who share the narrow roads with vehicles. The road cannot have work postponed until after 2025 based up on the current road integrity. The road has been eliminated from consideration with the comment that it is a "low volume roadway." The Town questions this characterization. To Ms. Dodge's knowledge, no volume study has been done on the road to support the determination of "low volume," nor can she find any clear definition of how volume is measured and over what time span. Considering that the useful life of a paved surface is approximately town years, the volume of the road has experienced cumulatively in the summer months of the last twenty-five years (when the road was microscreened) should clearly earmark the road for repair in the next two years and not another decade out. There is a substantial amount of tourism dollars that travel upstate as a result of the island's absorption of tens of thousands of people in the summer, and that, combined with the safety concerns for visitors and citizenry, should merit another look at the submission.	Written	RIDOT	Candidate for Pavement Preservation Program. The Department will evaluate this project in conjunction with pavement maintenance, operations, and capital funding, going forward.	
Nancy O. Dodge, Town Manager, New Shoreham	West Side Road - Sidewalks	2018	5096	New Shoreham	Move funding to this year ("before next summer").	This request has been part of the town's submission in the past and has been identified as a critical public safety issue every summer for the past ten years. There is no sidewalk along this stretch of state road and pedestrian traffic keeps increasing each summer. The absence of sidewalks here is a critical safety concern.	Written	TAC	This project is already slated to begin in the the earlier years of the Transportation Improvement Program.	
Alicia J. Lehrer, Executive Director, Woonasquatucket River Watershed Council	Woonasquatucket Greenway Corridor Enhancements	2017-2021	5178	Providence	Move the \$1.88m shown for years 2021-2025 to 2020 to accommodate full construction of the project in a more reasonable timeframe	Currently ranked as a high priority by the TAC. Will include the development of a higher quality extension of the Fred Lippit Woonasquatucket River Greenway bike path that provides a safer connection along Promenade and Kinsley Avenue between downtown Providence, the westside of the city and Olneyville Square. Has been allocated \$4.1m for years 2017-2020 and another \$1.88m for years 2021-2025.	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	
Jorge Elorza, Mayor and Bonnie Nickerson, Planning Director	Woonasquatucket Greenway Corridor Enhancements	2017-2025	5178	Providence	Request that the \$1.88M shown for years 2021-2025 be moved up to 2020 to accommodate full construction of this project in a more reasonable timeframe.	The project was ranked high priority by the TAC and will include the development of a higher quality extension of the Woonasquatucket River Greenway bike path to connect Downtown to Olneyville Square and the west side of the city along Promenade and Kinsley Streets.	Written	TAC	There is not sufficient funds to undertake all projects in the earliest years of the Transportation Improvement Program.	

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
Alicia J. Lehrer, Executive Director, Woonasquatucket River Watershed Council	Woonasquatucket River Greenway Extension through Johnston, from Cricket Field to Allendale Avenue	Not in draft TIP			Add this segment of the Woonasquatucket River Greenway to the 10-year TIP.	(1) For the first time in history, all the communities in the northwest part of the state are showing staunch support for extending the Greenway, as there are very few safe places to bike and walk in this quarter of RI. (2) RI has already invested significant funds on design and construction of this section of bike path. The WRWC and RIDOT completed major improvements to Cricket Field in Johnston in 2015 using earmark funds for the Northwest Trail. RIDOT completed and updated a preliminary design study for the next section of path using hundreds of thousands of dollars in earmark and state funding. (3) WRWC has in hand a proposal from an on-call design and engineering firm to move the project forward to the next step immediately. Other paths have been included in the TIP that both lack existing funds and preliminary design. (4) Over 700 residents from Johnson signed a petition or wrote letters supporting the expansion.	Written	TAC	While certainly worthwhile, due to limited funding, this project did not make the Transportation Advisory Committee's priority list of Transportation Alternatives projects.	
Robert V. Russo, President, Johnston Town Council	Woonasquatucket River Greenway Extension through Johnston, from Cricket Field to Allendale Avenue	Not in draft TIP			Request that funding that had previously been designated for the project not be reallocated, and that this project be included in the TIP.	Earmark funding of \$1.5 million has been allocated to designing the next phase of this project. The Woonasquatucket River Watershed Council met with Town residents and reached a compromise on the location of the extension through Johnston. Over 700 Johnston residents have written letters or signed a petition indicating support for this project.	Written	RIDOT	This project was not intended for inclusion in the FFY2016 amendment and was not incorporated into the FFY2017 to FFY2025 STIP: the project was not a high priority, as established by the TAC and its subcommittees. In addition, concerns remained regarding the level of support from all municipal partners. RIDOT and the TAC may reexamine this project as future annual updates to the TIP are undertaken.	
Bari Freeman, TAC Member		General question			How are HSIP projects chosen? What is the semi-annual safety review? What is this process? How does a project become a candidate?	There are specific bike projects in the later years of the STIP that are targeted safety issues and would like those projects evaluated through the HSIP process to see if they can be implemented sooner using this source, specifically Mount Hope Bay Bicycle Improvements (TIP ID 5162) and East Main Road Shared Use Path - Hedly St. to Enterprise Dr. (TIP ID 9005)	Oral	RIDOT	HSIP projects are identified by RIDOT staff or municipalities through an application process and must tie to specific locations and/or systemic risk facilities identified annually by RIDOT, based on historical fatal and serious injury crash trends. Requests are reviewed semi-annually (May & Sept.) by a Committee. Projects approved for further study depend on funding, rank and potential to reduce fatal and serious injury crashes. All eligible locations must meet one of the following: 1. In HSIP Annual Report Top Lists based on program categories (i.e. Roadway Departure, Signalized Intersection, Older Drivers, Vulnerable Road User, etc). Ped/Bike improvements are incorporated systemically through the other HSIP programs/projects. Stand-alone ped/bike projects are possible but a project must show a benefit-cost ratio of 1.0 or greater with a projected reduction in fatalities and injuries. 2. Location exhibits features of a systemic high risk facility, i.e. intersections with a lack of lighting and high traffic volumes can be considered a high risk location for vulnerable users. Improvements are generally limited to \$100,000 per location/mile. New projects must outrank existing projects for inclusion.	
Dan Baudouin, TAC Member		General comment			Can the Transportation Alternatives Program be level funded year to year with the same total funding shown in the draft STIP?		Oral	RIDOT	A thorough analysis conducted by RIDOT has not shown the availability of any excess funds to be allocated to the TAP program. At or before the July 2016 TAC meeting, RIDOT will provide a summary of impacts by year as a result of level-funding the TAP program.	
Myrna George, South County Tourism Council		General Comment			Encourages the expansion of strong commuter rail service to Kingston and Westerly, including increased frequency.	Passenger rail service is a main economic generator. Missing an opportunity as current trains are not running frequently nor late enough.	Written	RIDOT	Staff acknowledges this comment. The Department continues to work with its partners in Rhode Island and in neighboring states to provide and optimize commuter rail service.	
RI Bike Coalition		General comment			Increase the percentage of funding that goes to TAP projects.	Needed to reverse the financially and environmentally unsustainable dependence on motor vehicle transportation.	Written	RIDOT	There are a number of components of robust transportation infrastructure. Unfortunately, we do not have unlimited resources: by the end of the Ten Year Plan, funding for Transportation Alternatives Program (TAP) projects will have increased significantly. Bicycle and bicycle-related infrastructure is allocated more than 60% of the FFY2017-FFY2025 TAP program. As we move toward developing asset-based project selection, we will ensure that projects, once in the TIP, are delivered.	

REQUESTED BY	PROJECT NAME	YEAR	TIP ID	MUNICIPALITY	REQUEST	COMMENTS	TYPE OF COMMENT	REVIEWING/ EDITING ENTITY	RESPONSE	CHANGE
RI Bike Coalition		General comment			Design all bridge and pavement projects as "complete streets".	If we want to build a transportation network in our state that makes people and jobs want to locate here, we cannot continue dismissing vulnerable road users as an aberration when we design our streets.	Written	RIDOT	The Department will continue to look at accommodating complete streets principles as much as possible, commensurate with the scope of work for each project and given budgetary, temporal, and physical constraints.	
RI Bike Coalition		General comment			Include more bike projects, including the eight bike projects included in the previous TIP that were omitted from the draft, and the segment of the Blackstone River Bikeway through Central Falls that the RI Bike Coalition prioritized as "high" in their submission.		Written	RIDOT	The Transportation Advisory Committee (TAC) and its subcommittees reviewed all current and new TAP projects and ranked more than 55 projects for inclusion in the TIP. The bike projects not included did not rank highly compared to other bike projects and were a lower priority, either for the communities or based on subcommittee discussion.	

**Attachment #1**

May 26, 2016 Public Hearing Notice

- English
- Spanish

RHODE ISLAND STATE PLANNING COUNCIL  
One Capitol Hill  
Providence, RI 02908-5870

## NOTICE OF PUBLIC HEARINGS

**State of Rhode Island  
FFY 2017-2025 Draft State Transportation Improvement Program  
and  
Amendment #7 to the  
FFY 2013-2016 State Transportation Improvement Program**

The Rhode Island State Planning Council will conduct **two (2) public hearings**. These hearings will be held to accept comments on the FFY 2017-2025 Draft State Transportation Improvement Program (STIP) and Amendment #7 to the FFY 2013-2016 STIP.

### **Opportunity for Public Comment - FFY 2017 – 2025 Draft STIP**

The State Planning Council is developing the State Transportation Improvement Program for federal fiscal years 2017-2025. The STIP is a nine-year program which includes Bridge Capital, Bridge Maintenance, Debt Service, Contingency-Inflation, Drainage Capital, Drainage Maintenance, Headquarters Operations, Maintenance Capital, Maintenance Operations, Pavement Capital, Pavement Maintenance, Planning – Program Development, Toll Operations, Traffic Safety Capital, Traffic Safety Maintenance, Transit Capital (RIPTA & RIDOT), Transit Operations (RIPTA & RIDOT), Other Transit Initiatives (RIPTA), Route 6/10, and Transportation Alternatives projects that are eligible to receive federal funding. The TIP must be updated at a minimum of every (4) years in accordance with federal requirements and the State Planning Council's Rules of Procedure and the first four years of the STIP (FFY 2017-FFY 2020) must be fiscally constrained. This STIP update included a full solicitation of new projects from Rhode Island state agencies, municipalities, organizations, and individuals. These projects were reviewed by subcommittees of the State Planning Council's Transportation Advisory Committee, Rhode Island Department of Transportation, and Rhode Island Public Transit Authority staff. Recommendations were incorporated into the full draft FFY 2017-2025 STIP document. A complete description of the STIP development process is outlined in the draft STIP document. The public comment period for this document begins on April 25, 2016, includes the two (2) public hearings outlined below, and closes on June 26, 2016. All comments on the draft FFY 2017-2025 STIP must be received by June 26, 2016.

The draft FFY 2017-2025 STIP is available for review online at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> or at the R.I. Statewide Planning Program, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday.

**Opportunity for Public Comment - Amendment #7 to the FFY 2013 – 2016 STIP**

Amendment # 7 is being proposed to the FFY 2013-2016 STIP 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 Department of Transportation and the Rhode Island Public Transit Authority. This proposed TIP amendment realigns the FFY 2016 projects of the STIP with additional available state and federal funding sources and with RIDOT's Ten Year Strategic Plan (FFY 2016 to FFY 2025). In addition, this amendment includes new transit and highway projects not included in the FFY 2013-2016 STIP. This amendment will affect all programs of the STIP. The public comment period for this amendment begins on April 25, 2016, includes the two (2) public hearings outlined below, and closes at the conclusion of the second public hearing on May 26, 2016. All comments on Amendment #7 to the FFY 2013-2016 STIP must be received by the close of the hearing on May 26, 2016.

The proposed amendment is available for review online at <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> or at the R.I. Statewide Planning Program, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday.

Informational presentations and formal public hearings for both FFY 2017 – 2025 Draft STIP and Amendment #7 to the FFY 2013 – 2016 STIP will be held:

**Thursday, May 26, 2016 at 2:00 p.m.**

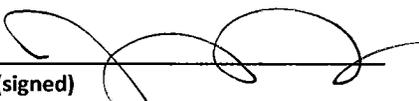
Department of Administration  
William E. Powers Building  
Conference Room A, 2<sup>nd</sup> Floor  
One Capitol Hill, Providence, RI

**Thursday, May 26, 2016 at 6:30 p.m.**

Department of Administration  
William E. Powers Building  
Conference Room A, 2<sup>nd</sup> Floor  
One Capitol Hill, Providence, RI

Each public hearing will include the same informational presentation. All persons may present their views on the draft FFY 2017-2025 STIP or Amendment #7 to the FFY 2013-2016 STIP documents in person, through a representative, or by filing a written statement with the Secretary of the State Planning Council. Written statements may be submitted at the hearings noted above or mailed to Jared L. Rhodes, Secretary (Acting), Rhode Island State Planning Council, One Capitol Hill, Providence, RI 02908.

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](http://www.ripta.com).



(signed)

**Jared L. Rhodes**  
**Secretary (Acting), State Planning Council**

CONSEJO DE PLANIFICACIÓN ESTATAL DE RHODE ISLAND  
One Capitol Hill  
Providence, RI 02908-5870

## NOTIFICACIÓN DE AUDIENCIAS PÚBLICAS

Estado de Rhode Island.  
**FFY 2017-2025 Boceto del Programa de Mejora del Transporte Estatal**  
**y**  
**Enmienda #7 al**  
**FFY 2013-2016 Programa de Mejora del Transporte Estatal**

El Consejo de Planificación Estatal de Rhode Island realizará dos (2) audiencias públicas. Estas audiencias tendrán lugar con el fin de aceptar comentarios al FFY 2017-2025 Boceto del Programa de Mejora del Transporte Estatal (STIP, por sus siglas en inglés) y a la Enmienda #7 al FFY 2013-2016 STIP.

### **Oportunidad para comentarios del público - FFY 2017 – 2025 Boceto del STIP**

El Consejo de Planificación Estatal está en proceso de desarrollar el Programa de Mejora del Transporte Estatal para los años fiscales 2017 a 2025. El STIP es un programa de nueve años que incluye capital para puentes, mantenimiento de puentes, servicio de deudas, contingencia - inflación, capital para drenaje, mantenimiento del sistema de drenaje, operaciones de la oficina central, capital para mantenimiento, operaciones de mantenimiento, capital para el pavimento, mantenimiento del pavimento, planificación - desarrollo de programas, operaciones de peaje, capital para la seguridad del tráfico, mantenimiento de la seguridad del tráfico, capital para el tránsito (RIPTA y RIDOT), operaciones de tránsito (RIPTA y RIDOT), otras iniciativas de tránsito (RIPTA), Ruta 6/10 y, proyectos de alternativas de transporte que cumplen con los requisitos necesarios para recibir financiamiento federal. Cada cuatro (4) años, como mínimo, se debe actualizar el TIP, de acuerdo a los requisitos federales y las Normas de Procedimiento del Consejo de Planificación Estatal, y los primeros cuatro años del STIP (FFY 2017 - FFY 2020) deben ser fiscalmente restringidos. La actualización al STIP incluyó una solicitud completa de proyectos nuevos a las agencias estatales, municipalidades, organizaciones e individuos de Rhode Island. Subcomités del Comité Consultivo del Transporte del Consejo de Planificación Estatal, el Departamento de Transporte de Rhode Island y personal de la Autoridad del Tránsito Público de Rhode Island, revisaron estos proyectos. Se incorporaron recomendaciones al documento de boceto completo FFY 2017-2025 STIP. El boceto del STIP resume una descripción completa del proceso de desarrollo del STIP. El período de comentarios del público sobre este documento comienza el 25 de abril de 2016, incluye las dos (2) audiencias públicas especificadas a continuación, y concluye el 26 de junio de 2016. Se deben recibir todos los comentarios al boceto FFY 2017-2025 STIP antes del 26 de junio de 2016.

El boceto FFY 2017-2025 STIP está disponible para su revisión en línea en <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> o en el Programa de Planificación Estatal de R.I., One Capitol Hill, 3er piso, Providence, RI, entre las 8:30 a.m. y las 4:00 p.m. de lunes a viernes.

### **Oportunidad para comentarios del público - Enmienda #7 al FFY 2013 – 2016 STIP**

Se propone la Enmienda #7 al FFY 2013 – 2016 STIP para el Estado de Rhode Island, tal y como la adoptó el Consejo de Planificación Estatal el 12 de julio de 2012. El Departamento de Transporte de Rhode Island y la

Autoridad del Transporte Público de Rhode Island solicitaron la enmienda. Esta enmienda propuesta al TIP realinea los proyectos FFY 2016 del STIP con fuentes de financiamiento estatales y federales adicionales disponibles y con el Plan Estratégico de Diez Años del RIDOT (FFY 2016 al FFY 2025). Adicionalmente, esta enmienda incluye nuevos proyectos de tránsito y autopistas que no estaban incluidas en el FFY 2013 – 2016 STIP. Esta enmienda afectará todos los programas del STIP. El período de comentarios del público sobre esta enmienda comienza el 25 de abril de 2016, incluye las dos (2) audiencias públicas especificadas a continuación, y concluye al culminar la segunda audiencia pública el 26 de mayo de 2016. Se deben recibir todos los comentarios sobre la Enmienda #7 al FFY 2013 – 2016 STIP al concluir la audiencia el 26 de mayo de 2016.

La enmienda propuesta está disponible para su revisión en línea en <http://www.planning.ri.gov/statewideplanning/transportation/tip.php> o en el Programa de Planificación Estatal de R.I., One Capitol Hill, 3rd floor, Providence, RI, entre las 8:30 a.m. y las 4:00 p.m. de lunes a viernes.

Las presentaciones informativas y las audiencias públicas formales tanto para el Boceto de STIP FFY 2017 – 2025 y la Enmienda #7 al FFY 2013 – 2016 STIP tendrán lugar el:

<b>Jueves, 26 de mayo de 2016 a las 2:00 p.m.</b>	<b>Jueves, 26 de mayo de 2016 a las 6:30 p.m.</b>
Department of Administration	Department of Administration
William E. Powers Building	William E. Powers Building
Sala de Conferencias A, 2 <sup>do</sup> piso	Sala de Conferencias A, 2 <sup>do</sup> piso
One Capitol Hill, Providence, RI	One Capitol Hill, Providence, RI

Cada audiencia pública incluirá la misma presentación informativa. Todas las personas pueden presentar sus opiniones sobre el boceto al FFY 2017-2025 STIP o la Enmienda #7 FFY 2013-2016 STIP en persona, mediante un representante o mediante documento escrito presentado al Secretario del Consejo de Planificación Estatal. Se podrán presentar declaraciones escritas durante las audiencias antes mencionadas o se pueden enviar por correo a Jared L. Rhodes, Secretary (Acting), Rhode Island State Planning Council, One Capitol Hill, Providence, RI 02908.

Individuos con discapacidades pueden acceder el lugar de las audiencias. Cualquier individuo que necesite adaptación de acceso razonable para poder participar en esta reunión, deberá contactar a Thomas Mannock, Ph.D al -222-6377 (voz) o #711 (Relevo de R.I.) cinco días hábiles antes de la reunión. Cualquier individuo que requiera los servicios de intérprete para participar en esta reunión, debe contactar a Michael Moan al 222-1236 (voz) al menos cinco (5) días hábiles antes de la reunión. Cualquier individuo que requiera los servicios de intérprete de un idioma hablado para participar en esta reunión, debe contactar a Michael Moan al (401) 222-1236 (voz) al menos cinco (5) días hábiles antes de la reunión. La información sobre el horario del transporte público para acudir a las audiencias públicas se puede obtener de RIPTA llamando al (401) 781-9400 o en [www.ripta.com](http://www.ripta.com).

(firmado)

Jared L. Rhodes

Secretario (Interino), Consejo de Planificación Estatal

**Attachment #2**

Written comments related to the draft FFY 2017-2025 STIP



OFFICE OF THE TOWN MANAGER

May 23, 2016

Jared L. Rhodes, Secretary  
RI State Planning Council  
One Capitol Hill  
Providence, RI 02908

RE: 2017 Transportation Improvement Program

Dear Mr. Rhodes:

I am writing to thank the State Planning Council's TIP Review Subcommittee for acknowledging the need for roadway infrastructure improvement in Narragansett by placing nine (9) projects on its draft 2017 – 2025 STIP list. The roads, bridges and bike path projected in your list are all worthy projects and notably in need of attention.

We are, however, dismayed at the omission of our two Ocean Road enhancement projects, Mettatuxet Road reconstruction and the Bonnet Point Road causeway replacement from the list. The relatively low-cost enhancements projected for the Ocean Road segment near the Town Beach would have had enormous bang-for-the-buck benefits in this primary tourist area for hundreds of thousands of visitors Narragansett receives annually from out of state. We ask that you reconsider these two requests.

The causeway reconstruction project would have the effect of ensuring the safety of over 600 households to evacuate the Bonnet Shores neighborhood in the event of a natural disaster. On this submittal we acknowledge that the high cost estimate makes it difficult to justify a complete removal and reconstruction. In response we have drafted a lower cost alternative that we hope the State Planning Council will consider as a short/medium term improvement. That application is attached to this letter and we ask that you review and consider placing the new Bonnet Point Road Causeway project request on the 2017 TIP program.

On behalf of the Town of Narragansett, I thank you for your consideration of our transportation needs. Please contact Michael DeLuca, Community Development Director at 782-0602, or via email at [mdeluca@narragansetttri.gov](mailto:mdeluca@narragansetttri.gov), should you or your staff need additional information.

Sincerely,

  
Jeffrey Ceasrine  
Acting Town Manager

# New Project Application

## Transportation Improvement Program



CONTACT	<b>Contact Information</b>	
	Agency/Organization	<u>Town of Narragansett</u>
	Contact Person	<u>Michael DeLuca</u> Title <u>Community Development Director</u>
	Mailing Address <u>25 Fifth Avenue</u>	
	City	<u>Narragansett, RI</u> Zip Code <u>02882</u>
Phone	<u>401-782-0602</u> Email <u>mdeluca@narragansettri.gov</u>	

PROJECT INFORMATION	<b>Type of Project</b> <i>select all that apply</i>	
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit
	<input type="checkbox"/> Transportation Enhancement	<input checked="" type="checkbox"/> Drainage
		<input checked="" type="checkbox"/> Bicycle
		<input checked="" type="checkbox"/> Pedestrian
		<input checked="" type="checkbox"/> Other <u>Evacuation Route</u>
	<b>Project Description</b>	
	Project Title <u>Bonnet Point Road Causeway Rehabilitation - AMENDED APPLICATION</u>	
	Location by Street Name <u>Bonnet Point Road</u>	
Project Limits - From <u>Allagash Trail</u> To <u>Dunes Road</u>		
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>		
Provide a brief description of the proposed project:		
<p>This section of road, a Federal Aid highway, is prone to periodic flooding and associated closures. Reclaiming and repaving of 1,850+/- feet of Bonnet Point Road between Allagash Trail and Dunes Road. Total reconstruction of an elevated structure has been eliminated for a limited repair and resurfacing project.</p> <p>This revised project will include planning, design, permitting, and the physical repair of the causeway road surface including installation of permeable geotextile and polypropylene geogrid base reinforcement over the subgrade, reclaimed granular subbase material, and four (4) inches of hot asphalt applied in two 2-inch layers. It will not increase the elevation or width of the roadway.</p> <p>The proposed funding will cover the estimated cost of design, permitting, and repair for the 0.35 mile section of Bonnet Point Road and associated dredging of the southeastern corner of Wesquage Pond that will serve to lower the water level and extend the life span of the new roadway surface.</p> <p>The element of the project to fund dredging of the sand delta in the southeast corner of Wesquage Pond is necessary to ensure the viability of this project. Successful dredging will result in a lowering of the pond elevation by 2-3 feet. The Bonnet Shores Fire District currently has a permit to dredge a channel of 300 feet into the pond to achieve this result. The cost of this dredging project is in the \$150,000 - \$200,000 range and is incorporated within the cost estimate shown on page 3. The Town requests this cost be considered as a part of the TIP project.</p>		

## Describe need for proposed project:

This project is needed due to the age and condition of the existing causeway which was built in the early 20th century. Documents available through the Bonnet Shores Fire District indicate the original causeway was constructed of several thousand yards of unconsolidated fill. The make-up of that fill is unknown. This causeway provides one of only 2 roadways for access and egress of the Bonnet Shores neighborhood. Severe rain events in the recent past have resulted in numerous incidences of Wesquage Pond over-topping the roadway with flood waters. Town DPW has closed the causeway in numerous winters when the pond water has flooded over and frozen on the roadway surface making it unsafe for vehicular travel. This condition limits access to and from a large portion of Bonnet Shores serving upwards of 600 households. A re-constructed road will provide for improved regular and emergency access for this densely-populated neighborhood.

The cost and effectiveness of adding fill to raise the causeway or build an elevated structure 4-6 feet higher has been determined to be cost prohibitive. This alternative proposal seeks funding to repair and repave the causeway to ensure its continued use for the next 10 - 20 years.

## Describe anticipated municipal or state transportation network or economic development benefits:

Over 600 of the 900+ households in Bonnet Shores rely on this road as their primary route to and from Boston Neck Road. As such it also serves as a primary evacuation route in the event of a hurricane. Added to this is the reliance placed on the causeway by the Bonnet Shores Beach Club, (BSBC). The BSBC has 930 cabanas in addition to a restaurant and other facilities that attract 2,000 - 3,000 visitors on a typical summer day. This facility is in the process of pursuing local and state permits to install a sewer force main to replace its current on-site sewerage treatment system. This commitment of funds along with the site's appraised value in excess of \$70 million for its tangible assets alone make the BSBC one of the major commercial entities in the Town.

Is the project consistent with the local Comprehensive Plan?  Yes  No

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

### Evaluation Criteria

CRITERIA

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits    | 5. Supports Local and State Goals |
| 2. Cost Effectiveness   | 6. Safety and Security            |
| 3. Economic Development | 7. Equity                         |
| 4. Environmental Impact |                                   |

### Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	-0-	-0-	\$63,100	\$725,600	\$788,700
				Total Cost	\$788,700
				Amount Requested through TIP Process	\$788,700

Is there funding from other sources committed to this project?  Yes  No

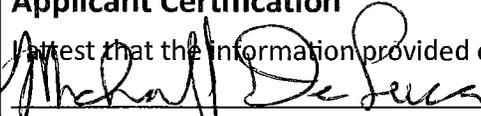
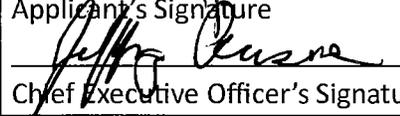
Source	Amount
Town	TBD
Bonnet Shores Beach Club, Bonnet Shores Fire District	TBD
Total	TBD

Estimated date of construction 2018

### Applicant Certification

CERTIFICATION

I attest that the information provided on this application is in true and accurate.

	_____	May 24, 2016
Applicant's Signature		Date
	_____	May 24, 2016
Chief Executive Officer's Signature		Date

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016**

## NARRAGANSETT TIP PROJECT DESCRIPTIONS – EVALUATION CRITERIA

### HIGH PRIORITY – BONNET POINT ROAD – CAUSEWAY REPAIR

#### - Mobility Criteria

- *Travelers served* – Bonnet Point Road serves as a minor arterial roadway carrying traffic between the outer Bonnet Shores Peninsula and Route 1A. While no traffic counts are available through RIDOT, Town staff estimates between 1,600 – 3,200 vehicle trips per day are generated by properties located in this area. This figure more than doubles in the summer when the Bonnet Shores Beach Club (BSBC) is open to its 900+ cabana owners.
- Planning staff estimates the ambient ADT to be 2,500 and the summer ADT to be 5,000.
- *Modes* – This road carries a great deal of vehicular traffic. It also serves as a favorite bicycling and pedestrian route and should accommodate a wider multi-use curb lane.
- *Transit mobility* - This area of Town supports a high percentage of elderly residents which create significant demand for special service buses (i.e., RIPTA/Flex).
- *Walkability / Bikeability* – This roadway is currently less than 20 feet wide with no sidewalk or useable shoulder. A modest widening of the lane width would significantly improve conditions for bicycling. Addition of a sidewalk on at least one side of the road would enhance the pedestrian users safety and comfort significantly.
- *Activity Centers* – With its 930 cabanas, in-ground pool and restaurant, the BSBC attracts thousands of people on a hot summer day. Without this improvement these beach goers and the 600+ households on the outer Bonnet peninsula would be relegated to a single access corridor on nearby Bonnet Shores Road.
- *Connectivity* – This road segment is a key piece in the primary road loop road that serves Bonnet Shores' 2,000 + residents.

#### - Cost Effectiveness

- *Capital Cost* – Staff estimates 5,000 trips per day of summer traffic would directly benefit from this project. Using the figures noted above and estimating the lifespan of the causeway to be at least 15 years, the cost per person benefitted is very low; about \$10/ user. This figure does not address tourists and their guests renting in Bonnet Shores in the summer. It would be lowered even more when this population is calculated into the result.
- *Budget* – The project budget anticipates removal and replacement of the paved surface over a stabilized sub-base. This \$590,000 budget is considered efficient when the safety benefits are factored into the equation.
- *Infrastructure efficiency* - This roadway has served as a primary route to Bonnet Shores since the 1920's. The road base has deteriorated over time and would be exceedingly expensive to expand and elevate to address current standards and sea level rise.
- *Complements other projects* – Construction of the elevated roadway would allow for placement of a sewer pipe within the structure to serve the BSBC, which is currently engaged in design and permitting for said facility.
- *Resiliency* –

#### - Economic Development Impact

- *Employment Centers & Opportunities* – Rebuilding the causeway will ensure ease of access to the BSBC which seasonally employs 100+ individuals.
- *Movement of Goods* – Reconstruction of this road will significantly enhance the movement of goods. Along with Bonnet Shores Road, this road is an essential component of the primary roadway network serving Bonnet Shores

- *Tourism* – This project will vastly improve tourist access to the BSBC and the Bonnet Shores neighborhood beach on Dunes Road along with the access trail to Bonnet Point which is a CRMC-designated right-of-way to the water.

- *Urban Services Boundary* – This road is located within the USB.

- **Environmental Impact**

- *Air Quality & Energy Conservation*– Improved conditions will enhance use of this roadway by pedestrians and bikers, which will translate into a small reduction in vehicle miles travelled.

- *Water Quality* – Dredging of the outlet channel in the SE corner of the pond will allow for more frequent flushing of the pond water therefore, reducing eutrophication and stagnation.

- *Protect Natural Resources /Greenways* – This road will protect Wesquage Pond by eliminating the intrusion caused by the current causeway and including updated stormwater management components.

- **Support to Local and State Goals**

- *Priority* –High (1 of 4)

- *Comprehensive Plan* –This project will respond to the goal of improving and maintaining a safe convenient traffic circulation system and the goal to correct road deficiencies and improve traffic safety. (See Comprehensive Plan at page 90).

- *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2035: B.2.d, B.3.a, D.1.b, D.1.d, D.2.a, D.2.d, D.2.f, ED.1.a, ED.2.h, ER.1.a, ER.2.f, ER.3.b, EN.1.b, En.2.d, EN.2.e, EN.2.f, EQ.1.a, EQ.2.b, H.1.b, H.2.b, LU.1.c, PE. 1.b, PE. 2.a, PE.2.c, PE.3.j, PL.2.g, S.1.b, S.1.c, S.2.c, S.3.q, S.4.h.

- *Public Support* – This project was heard on December 7, 2015 and was supported by the public and the Town Council.

- **Safety, Security & Tech**

- *Enhances Safety* – Project will replace a roadway that is past its useful life with a new stabilized road surface that will enhance safety for drivers, bikers and pedestrians.

- *Public Safety & Emergency Response* – This roadway serves as one of only two immediate and direct routes for emergency response vehicles into and out of the Bonnet Shores district. Fire, EMS, & Police response is often diverted around this flooded-closed causeway resulting in delayed on scene emergency services and extended EMS patient transports to the hospital.

- *Improves Evacuation Route* – In its current unreliable condition due to over-flooding, and/or ice coverage, there are many times when the road is closed to vehicular traffic. As a result, this roadway cannot be designated as a local evacuation route. Its replacement and associated channel dredging will improve public safety and dramatically enhance the evacuation routes for the Bonnet Shores residents and BSBC.

- *Passenger safety* – This will improve safety for vehicle passengers and walkers by replacing the narrow, deteriorated surface with a new facility designed to 21<sup>st</sup> century standards. Biking safety will vastly improve.

- **Equity**

- *Elderly and Disabled* - This replaced roadway will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that a safe, secure and well-constructed roadway is in place to serve daily and emergency travel needs.



ENGINEERING SUCCESS TOGETHER

## MEMORANDUM

Date: May 23, 2016 Job No.: 4511-2  
To: Michael DeLuca  
Narragansett Director of Community Development  
Cc:  
From: BETA Group, Inc.  
**Subject: Bonnet Causeway – Reconstruction/Reinforcement Conceptual Plan & Cost Estimate**

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### Project Summary Statement

In the spring of 2016, the Town of Narragansett submitted an application to the Rhode Island Department of Transportation (RIDOT) for Transportation Improvement Program (TIP) funding for the replacement of the Bonnet Shores Causeway, which carries Bonnet Point Road across and between two sections of Wesquage Pond. The initial approach contemplated by the Town was to convert the existing fill-supported causeway and roadway with an elevated bridge causeway between Allagash Trail to the north and the entrance to the Bonnet Shores Beach Club to the south. The initial comprehensive cost estimate for this project (design, permitting and construction) was \$15M; the funding request for that amount was rejected.

RIDOT, however, did indicate to the Town that it would be eligible to receive some level of TIP funding to be applied to a less comprehensive shorter-term project involving the roadway over the causeway. To that end, the Office of Community Development requested that the Department of Public Works, in conjunction with BETA, develop a conceptual plan and construction cost estimate for reconstructing and reinforcing the causeway section of Bonnet Shores Road.

### Existing Conditions

The Bonnet Shores Causeway was constructed in the early 1920's over dumped/placed fill material across Wesquage Pond. It runs for  $\approx 1,850$  feet between the Bonnet Shores Beach Club (BSBC) driveway to the south and Allagash Trail to the north, and carries Bonnet Point Road, an existing  $\approx 21$ -foot wide bituminous concrete roadway that provides access to the Bonnet Shores Beach Club and the Point section of Bonnet Shores further to the east. Bonnet Point Road is one of only two designated emergency evaluation routes from the Bonnet Shores neighborhood, and is therefore a critical element of the Town's road system.

The pavement structure of the roadway consists of approximately four (4) inches of bituminous concrete pavement over a variable-thickness sandy/gravelly granular base material; the subgrade consists of the original fill material used to construct the causeway. The causeway has two concrete culverts that connect the eastern and western sections of Wesquage Pond; they are intended to equalize the water elevations between both sections of the pond.

Wesquage Pond is a tidal pond, connected to Narragansett Bay by a natural breachway just east of the BSBC. There is an elevation control structure at the outlet from the breachway that is intended in part to maintain the levels of Wesquage Pond below the elevation of the causeway; however, in recent years the pond side of the breachway and the outlet control structure have been filled/buried by a significant volume of sediment, mostly from deposition of sand carried by tidal movement through the breachway. As a result, during even moderate storm events, water levels in the pond rise high enough to overtop and submerge the causeway, resulting in road closures and accelerated deterioration of the roadway structure.

Michael DeLuca  
Narragansett Director of Community Development  
May 23, 2016  
Page 2 of 2

#### Proposed Project

The goal of the prospective reconstruction/reinforcement project is to "harden" the roadway across the causeway to be less susceptible to structural damage when the pond water surface elevations rise to or close to the roadway subgrade/subbase. This will be achieved by reclaiming the existing roadway pavement structure and reconstructing the road with permeable geotextile and polypropylene geogrid base reinforcement over the subgrade, reclaimed granular subbase material, and four inches of hot-mix asphalt (two inches base and two inches surface). The reconstruction shall not increase the footprint (width) of the roadway or causeway, nor shall it increase the elevation of the roadway or causeway.

It is anticipated that a separate comprehensive breachway maintenance project shall also be undertaken to alleviate, or at least moderate, the frequency and severity of Wesquage Pond surcharging and causeway flooding. The combination of the breachway maintenance project and hardening the causeway roadway will enhance the durability and life cycle of the road, which is a critical element of the Town's road system.

#### BSBC Participation

The BSBC is in the process of designing and permitting the installation of a seasonal sanitary sewer force main in the causeway from its property to the Town's Allagash Trail sanitary sewer pump station; this project was going to include full-width resurfacing of Bonnet Point Road along the sewer service installation area. However, in light of the potential causeway reconstruction project, the BSBC has agreed in principle to assist the Town with its project by providing the funds that would have been allocated for the resurfacing to the Town for use in the reconstruction/reinforcement project.

#### Budgetary Cost Estimate

A budgetary cost estimate for the proposed reconstruction of the causeway was prepared, based on existing information gathered from various sources. The estimate is attached hereto; the total project cost (including soft costs and construction costs) is approximately \$590,000.

**BONNET SHORES CAUSEWAY RECONSTRUCTION & REINFORCEMENT**

Conceptual Budgetary Cost Estimate Sheet

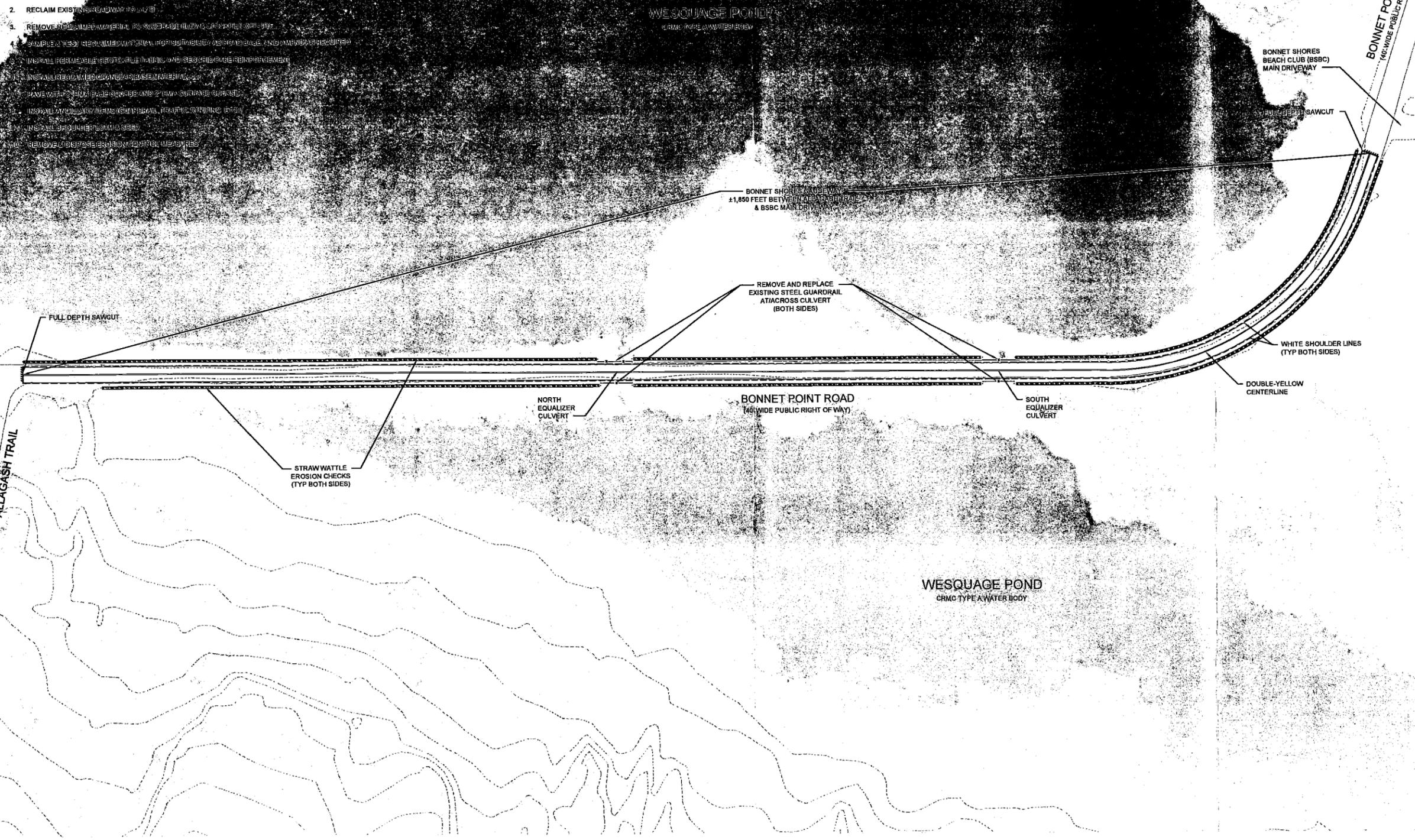
Item #	RIDOT Section	RIDOT Item Code	Item Description	Unit	Quantity	Price	Item Cost
1	932	932.0200	Full-Depth Sawcut of Bituminous Pavement	LF	50	\$3.00	\$150.00
2	204	204.0100	Trimming & Fine Grading	SY	9,800	\$4.50	\$44,100.00
3	206	206.0201	Baled Hay Erosion Check, Std. 9.1.0	LF	3,380	\$6.00	\$20,280.00
4	406	406.0100	Cold Recycled Base Course	SY	4,300	\$2.00	\$8,600.00
5	202	202.0100	Unclassified / Earth Excavation	CY	1,800	\$15.00	\$27,000.00
6	N/A	N/A	Polypropylene Triaxial Geogrid Base Reinforcement	SY	4,250	\$6.00	\$25,500.00
7	N/A	N/A	Non-Woven Permeable Geotextile Filter Fabric	SY	4,250	\$3.00	\$12,750.00
8	N/A	N/A	Placement & Compaction of Reclaimed Base Course	TON	1,000	\$15.00	\$15,000.00
9	401	401.2000	Class 12.5 HMA Base/Surface Course	TON	500	\$130.00	\$65,000.00
10	401	401.3000	Class 9.5 HMA Surface Course	TON	500	\$130.00	\$65,000.00
11	901	901.0101	Guardrail Steel Beam Single Face - Earth & Asphalt	LF	164	\$50.00	\$8,200.00
12	L01	L01.0104	Plantable Loam 4" Deep	SY	1,220	\$5.00	\$6,100.00
13	L02	L02.0102	Residential Seeding (Type 2)	SY	1,220	\$2.00	\$2,440.00
14	T20	T20.2006	6" Epoxy Resin Traffic Markings - White	LF	3,650	\$3.00	\$10,950.00
15	T20	T20.2016	6" Epoxy Resin Traffic Markings - Yellow	LF	3,650	\$3.00	\$10,950.00
16	N/A	N/A	Water Quality BMP	EA	1	\$60,000.00	\$60,000.00
17	N/A	N/A	Traffic Protection/Traffic Control	ALL	1	\$8,000.00	\$8,000.00
18	N/A	N/A	Testing of Materials and Methods	ALL	1	\$8,000.00	\$8,000.00
<b>Rounded Subtotal</b>							<b>\$398,100.00</b>
<b>Mobilization (10%)</b>							<b>\$39,900.00</b>
<b>Subtotal w/Mobilization</b>							<b>\$438,000.00</b>
<b>Contingency (20%)</b>							<b>\$87,600.00</b>
<b>Rounded Total Construction Cost</b>							<b>\$525,600.00</b>
<b>Soft Costs (Design &amp; Permitting, 12%)</b>							<b>\$63,100.00</b>
<b>Rounded Total Project Cost</b>							<b>\$588,700.00</b>

**NOTES**

1. THIS PLAN IS FOR CONCEPTUAL REVIEW ONLY AND THE INFORMATION PRESENTED HEREON SHALL ONLY BE CONSIDERED APPROXIMATE.
2. AERIAL ORTHOPHOTOGRAPHY FROM GIS, 2014.
3. GIS BASE MAPPING (TOPOGRAPHY) CONTAINS POINT DATA FROM AERIAL PHOTOGRAPHY.
4. THE WORK PROPOSED HEREBY SHALL NOT ALTER THE EXISTING PROPOSED ELEVATION OF THE CAUSEWAY ROADWAY.

**PROSPECTIVE ROADWAY RECONSTRUCTION/REINFORCEMENT SCOPE OF WORK**

1. INSTALL EROSION CONTROL MEASURES.
2. RECLAIM EXISTING ROADWAY (19.0 FT).
3. REMOVE RECLAIM MATERIAL TO SUBGRADE BELOW 2.0 FT BELOW FINISH.
4. SAMPLE & TEST RECLAIMED MATERIAL FOR SUITABILITY AS ROADBASE AND AMEND AS REQUIRED.
5. INSTALL PERMEABLE GEOTEXTILE FABRIC AND GEOTEXTILE REINFORCEMENT.
6. INSTALL RECLAIMED ROADBASE MATERIAL.
7. PAVE WITH 3" FULL DEPTH COURSE AND 2" SMA SURFACE COURSE.
8. INSTALL ANCHORED IRMS (CONCRETE) TRAFFIC SIGNING (TYP).
9. INSTALL SHOULDER PLANTING SEED.
10. REMOVE OLD PAPER EROSION CONTROL MEASURES.



Engineered by:  
**BETA Group, Inc.**  
 Engineers • Planners • Landscape Architects  
 Lincoln, RI • Norwood, MA • Hartford, CT  
 email: BETA@BETA-inc.com  
 Plot Date: 5/20/2016 4:10 PM

P.E. Stamp:

Subconsultant:

Project  
**Bonnet Shores Causeway**  
 Narragansett, Rhode Island

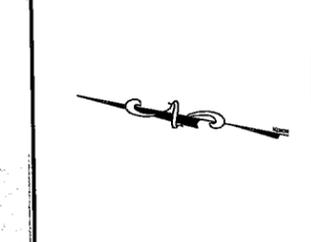
Title  
**CONCEPTUAL DESIGN PLAN**

Revisions

No.	Description	Date

File: 4511 Bonnet Causeway Concept Plan.dwg  
 Drawn By: MCZ/TD  
 Designed By: MCZ/TD  
 Checked By: WM  
 Job No: ###-000 Date: 05/16/16

North Arrow



Scale  
 60 0 60 120  
 Scale in Feet: 1"=60'

UNLESS OTHERWISE NOTED OR CHANGED BY REPRODUCTION  
**For Review ONLY**

Sheet No.:  
**1**

X:\45005-4511 NARRAGANSETT ROADS\UTOCAD FILES\PLAN SET\BONNET CAUSEWAY\CONCEPT PLAN.DWG



**WOONASQUATUCKET RIVER  
WATERSHED COUNCIL**

45 Eagle Street, Suite 202 • Providence RI 02909  
(401) 861-9046 • FAX (401) 861-9038  
www.wrwc.org

May 23, 2016

**Roy Najecki**  
President  
Glocester

**John P. Hake**  
Vice President

**Christopher Riely**  
Treasurer  
Johnston

**Louis Lariviere**  
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**Ayana Bass**  
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**Donald T. Burns**  
Smithfield

**Scott Geller**  
Smithfield

**Jack A. Gold**  
Providence

**Timothy O'Connor**  
North Providence

**Laureen Ratti**  
Fidelity, Smithfield

**Doug Stephens**  
Johnston

**Alicia J. Lehrer**  
Executive Director

**Lisa Aurecchia**  
Director of Projects

**Den DeMarinis, Jr.**  
Director of  
Development

Jared L. Rhodes  
Secretary (Acting)  
Rhode Island State Planning Council  
One Capitol Hill  
Providence, RI 02908

**Re: FFY 2017-2025 Draft State Transportation Improvement Program**

Dear Mr. Rhodes:

The Woonasquatucket River Watershed Council (WRWC) is extremely disappointed and concerned that Johnston Extension of the Woonasquatucket Greenway/Northwest Trail from Cricket Field to Allendale Avenue was not included in the RI's new 10-Year TIP. It seems like an opportunity for which the time has arrived.

For the first time in history, all the communities in the northwest part of the state are showing staunch support for extending the Woonasquatucket Greenway/Northwest Trail to connect the historic mill towns along this former rail corridor. Currently, there are very few safe places to bike and walk in this quarter of RI.

In addition, the state of RI has invested significant funds already on design and construction for this section of bike path. The WRWC and RIDOT completed major improvements to Cricket Field in Johnston in 2015 using earmark funds for the Northwest Trail, specifically to create a destination for the future bike path. In addition, RIDOT completed and updated a preliminary design study for the next section of path using hundreds of thousands of dollars in earmark and state funding. We have in hand a proposal from an on-call design and engineering firm to move the project forward to the next step immediately.

There is also local support from Johnston for this project and earmark funds ready for use. Over 700 residents from neighborhood in Johnston where the bike path will be constructed signed a petition or wrote letters supporting the expansion of the bike path into Smithfield.

It seems unusual, and certainly sparks our dismay, that the TAC prioritized other paths in the 10 year TIP that lack both existing funds and preliminary designs.

Waiting 10 years to continue work that is already underway would be the same as wasting funds already spent on feasibility and design. We encourage you to rethink your decision and add this segment to the 10 year TIP to embrace the momentum that we currently see with the present town administrations.

Sincerely,

Alicia J. Lehrer  
Executive Director



**WOONASQUATUCKET RIVER  
WATERSHED COUNCIL**

June 1, 2016

**Roy Najecki**  
President  
Glocester

**John P. Hake**  
Vice-President

**Christopher Riely**  
Treasurer  
Providence

**Louis Lariviere**  
Secretary  
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**Donald T. Burns**  
Smithfield

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**Jack A. Gold**  
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**Timothy O'Connor**  
North Providence

**Lauren Ratti**  
Fidelity, Smithfield

**Doug Stephens**  
Johnston

**Alicia J. Lehrer**  
Executive Director

**Lisa Aurecchia**  
Director of Projects

**Den DeMarinis, Jr.**  
Director of  
Development.

Jared L. Rhodes  
Secretary (acting)  
Rhode Island State Planning Council  
One Capitol Hill  
Providence, RI 02908

Dear Mr. Rhodes,

The Woonasquatucket River Watershed Council (WRWC) respectfully submits the following comments on the STIP for Federal 2017-2025.

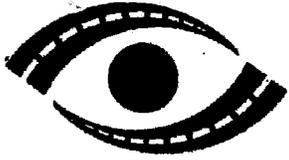
Our Providence TIP submission titled: Northwest Bike Trail/ Woonasquatucket River Greenway: Providence Woonasquatucket Greenway Corridor Enhancements is currently ranked as a high priority by the Transportation Advisory Committee. This project will include the development of a higher quality extension of the Fred Lippitt Woonasquatucket River Greenway bike path that provides a safer connection along Promenade and Kinsley Avenue between downtown Providence, the westside of the City and Olneyville Square. Through the STIP, RIDOT has allocated \$4.1 M for years 2017-2020 and another \$1.88M for years 2021-2025.

We are requesting that the \$1.88M shown for years 2021-2025 be moved up to 2020 to accommodate full construction of this project in a more reasonable timeframe.

We thank you for your consideration of our request. Please don't hesitate to contact me if you have any questions.

Sincerely,

Alicia J. Lehrer  
Executive Director



# DOT WATCH

*A Citizen Advisory Group  
on Transportation Issues*

Karen Salvatore  
Founder & Consultant

Winston Stadig  
Co-Founder

Prarag Argawal, Associate Director  
Rhode Island State Planning Council  
One Capital Hill  
Providence, Rhode Island 02908

May 23, 2016

Dear Mr. Argawal,

Our organization takes this opportunity to compliment all involved in the arduous task to prepare the 580 page Transportation Improvement Plan. Certainly, a compliment to the municipalities and citizens who have had to decipher this document. Several concerns, which we describe as omissions, include the following.

If read correctly, there is no reference for commuter rail being extended in South County to Kingstown and Westerly. If our state participates in the national effort to reduce the dependency on petroleum, which involves the automobile, we must continue to extend our commuter rail. The attached letter which we have sent to our South County legislators as well as the South County Tourism Council Director, Myrna George, who also sent a letter to the Governor soliciting their leadership to achieve this goal. Meanwhile, Connecticut is working to extend their Shore Line Train to Rhode Island, and a third rail is presently being installed at the Kingston Station to assist in maintaining Acela efficiency. **LETS NOT BE THE STATE THAT DROPS THE BALL TO ACHIEVE A NETWORK OF COMMUTER RAIL FROM NEW YORK TO BOSTON.**

We understand the national concern for restoration of infrastructure. Economic development is also a powerful voice being heard in our state's planning objectives. Unfortunately building bike paths, a major contributor to our tourism industry is being ignored in this TIP document. Meanwhile Connecticut is soon to award a bike path contract which will bring the East Coast Greenway to our state line. Lets complete the Trestle Trail, our link to Connecticut. I have included an article which recently appeared in the Providence Journal regarding the national economic success of building bike and pedestrian paths.

Supposedly the defense of this omission of bike paths is lack of funding. Meanwhile, the \$17m Federal Tiger grant for the light rail project in Providence is now being reconfigured for a bus route. It is difficult to grasp how all of this money would be spent to construct only a "bus route". It would appear that major consultant contracts would be awarded to expedite this expenditure of dollars which seems to contradict the recent Providence Journal article about RIDOT's excessive consultant spending? Prioritizing infrastructure is understandable. Waste of money is no excuse for lack of dollars to build bike paths.

Please help Governor Raimondo work toward achieving her goals to expand a unique quality of life in our wonderful state. This is what attracts business to achieve job growth and also encourages our young people to stay in our state and become leaders in making Rhode Island a major player in the north-east.

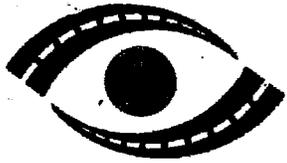
Sincerely,

  
Bob Votava, Executive Director

CC: Jack Reed, Senator  
Sheldon Whitehouse, Senator  
David Cicilline, Congressman  
James Langevin, Congressman  
Gina Raimondo, Governor  
Peter Alвити, RIDOT Director  
Janet Coit, RIDEM Director  
Ed Achorn, Providence Journal

**DOT Watch, Inc.**

Dot-Watch  
481 Post Road  
Wakefield, RI 02879  
(401) 783-8886



# DOT WATCH

*A Citizen Advisory Group  
on Transportation Issues*

Karen Salvatore  
Founder & Consultant

Winston Stadig  
Co-Founder

May 9, 2016

Dear South County State Senators, Representatives, and Town Managers,

Now that RIDOT has prepared their ten year transportation plan (approximately 480 pages), we have noticed that South County towns have not requested expanding commuter rail in this part of the state. However, there is a request for a Pawtucket train station.

In terms of priority, over the past decades, there has been movement to bring commuter rail south. First, the new airport station in Warwick, then the new Wickford station, and supposedly Kingstown and Westerly are next. Certainly are organization as well as Myrna George at the South County Tourism Council have contacted the Governor to bring the train south. However, with the re-birth of Pawtucket, they have campaigned for a stop in their city, unfortunately they don't have a building or funding for the project. This means many years before service could be in place.

Both Kingstown and Westerly have a station and are ready to accept service. Meanwhile, Connecticut is thinking about bringing the Shore Line Train up to the Rhode Island line. This would complete a network of commuter rail from Boston to New York City. In Kingstown, a third track is being constructed to allow the Acela to move more efficiently. Meanwhile there is important investment taking place in Westerly which is generating a loud drumbeat. Help bring commuter rail south to Kingstown and Westerly. Please contact the Governor and voice your concern, and have this put on the ten year plan.

Thank you.

Bob Votava,  
Executive Director

CC: Jack Reed, Senator  
Sheldon Whitehouse, Senator  
James Langevin, Congressman  
David Cicilline, Congressman  
Ed Achorn, Providence Journal

**DOT Watch, Inc.**

Dot-Watch  
481 Post Road  
Wakefield, RI 02879  
(401) 793-8886

MY TURN BOB VOTAVA

# Bike paths pay off for Rhode Island

**E**conomic development is a top priority for most towns and cities. Though communities might like to attract a large company, they have discovered that bike and pedestrian paths are important economic generators for tourist dollars. In addition, these paths pay dividends by promoting exercise, good health, beautification and appreciation of the landscape.

One example is the former Flagler Rail Line, which once connected Miami to Key West, Fla. It was built to take people to the Key West ferry to Cuba. Hurricane damage ended the rail use and it was converted to an auto route. After new traffic bridges were built, some sections of the rail bridge sat abandoned until about a decade ago, when local officials recognized their potential for a bike path that would stimulate economic development. It is now in construction and will be the last south-bound leg of the East Coast Greenway, which starts in Calais, Maine, and connects major seaboard cities, including Providence.

Closer to home is Poughkeepsie, N.Y., where a two-track abandoned rail bridge over the Hudson River now serves pedestrians and cyclists. The bridge is called "Walk Across the Hudson," and it has boosted tourism. Philadelphia used a federal grant to build a \$17 million bike boardwalk over the Schuylkill River as part of the Schuylkill Banks River Trail. London is considering a multimillion-dollar floating walkway in the Thames.

Everybody, it seems, has heard of the High Line in New York City, an abandoned elevated freight rail viaduct that stood abandoned for many decades. Former Mayor Rudy Giuliani wanted to tear it down. Thanks to the wisdom of citizens, it was saved and turned into a park, with Mayor Michael Bloomberg's support. It mimics an elevated train line in Paris that was converted into a park several decades ago, called the Promenade Plantee, which goes from the new opera house out to the Park Vincennes. It is a major tourist draw to a beautiful Parisian neighborhood.

Given the success of the High Line, a fourth section is now being completed that will take people to the Convention Center on 34th Street. This project has become

the second-highest tourist draw in the city. In addition, New York has just completed the \$61.8 million reconstruction of the elevated High Bridge, which once supported an aqueduct between Manhattan and the Bronx. This architectural gem sat abandoned for over four decades before local officials recognized that it could serve as a major economic generator as a pedestrian bike path connecting communities.

Here in Rhode Island, the William O'Neill South County Bike Path, which connects the Kingston Amtrak station to Wakefield (and soon the beaches in Narragansett), is a major economic development success story. In 1995, the project was suggested by state Sen. William O'Neill on the abandoned Narragansett Pier rail easement, and the state Department of Transportation used federal funds to build it. It is the town's most heavily used park and a major tourist draw.

Thanks to the leadership of former Gov. Lincoln Chafee and former DOT Director Michael Lewis, the old masonry Washington Bridge on Route 195 between Providence and East Providence has been restored and converted into a pedestrian bike path called the George Redman Linear Park. It was recently dedicated by Gov. Gina Raimondo and Janet Coit, director of the Department of Environmental Management, and named for a longtime environmental activist. Construction on the Providence Bike Pedestrian Bridge is scheduled to begin soon. That will be another success story for Rhode Island.

As state legislators fine-tune the recently unveiled 10-year transportation plan, they should prioritize bike path and pedestrian projects. Transportation dollars can generate economic development. Since Governor Raimondo is a cyclist, I hope she will take note of this economic generator that can improve the quality of life here in Rhode Island by building on our state's incredible assets.

— Bob Votava ([bobvotava@mac.com](mailto:bobvotava@mac.com)) is a retired architect who worked in the New York mayor's Office of Development. He is chairman of the Friends of the William C. O'Neill South County Bike Path.

May 24, 2016

Mr. Jared L. Rhodes  
Secretary (Acting)  
Rhode Island State Planning Council  
One Capitol Hill  
Providence, RI 02908

Dear Mr. Rhodes:

Re: Public Comment on ID 5089 SOUTH COUNTY BIKE PATH EXTENSION

This letter is in response to State of Rhode Island Transportation Improvement Program FY 2017-2025 Public Review Draft - April 25, 2016 as posted on the <http://www.planning.ri.gov/> for public review and comment.

On behalf of the Friends of the William C. O'Neill South County Bike Path, we are commenting on:

ID 5089 SOUTH COUNTY BIKE PATH EXTENSION

on page 316 under Transportation Alternatives Program.

On January 7, 2016, we submitted a New Project Application for the FY2017-2025 Transportation Improvement Plan titled *Completion of the South County Bike via Canonchet Farm, Narragansett, R.I.* A similar application, though described with less detail, was included in the Town of Narragansett TIP submission as a High Priority. These two submissions followed a R.I. Department of Transportation presentation before the Narragansett Town Council on December 7, 2015 of:

FEASIBILITY STUDY  
SOUTH COUNTY BIKE PATH - PHASE 4  
CANONCHET FARM EXTENSION  
NARRAGANSETT/SOUTH KINGSTOWN BICYCLE FACILITY  
RHODE ISLAND CONTRACT NO. 89111

The study provided a thorough review of seven possible routes (both off-road and on-road) to complete the bike path. (A similar study was done in 2000.)

In its regular meeting immediately following the presentation the Narragansett Town Council voted to maintain its earlier recommendation that the bike path be completed using an off-road route through Canonchet Farm.

We are pleased to see that the work on the path completion is in the Highway Maintenance Account in the first four years of the plan.

However, the description of the project as "evaluation of on-road and off-road alternatives for the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach" is not acceptable. The alternatives already been evaluated. Twice. The description creates an opening for another round of study and delay.

The \$1.62 million allocated for FY2017 and FY2018 should be used for design and permitting of the off-road route through Canonchet Farm. The project should be described accordingly to remove any ambiguity:

Design and construction of the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach using an off-road route through Canonchet Farm.

Such a description would communicate readiness and commitment and be helpful in securing funding from other public and private sources.

We also recommend that the title of the project be changed to **"South County Bike Path Completion,"** as the project is not to extend an already completed bike path, but to finish development of this valuable state transportation and recreation asset.

We realize that the title and project description may be holdovers from previous TIPs carried forward for convenience, but they should not stand.

Thank you for your consideration of these comments.

Sincerely,



David and Rosemary Smith  
24 Castle Road  
Narragansett, RI 02882  
401 783-5344  
[dsmithmark@cox.net](mailto:dsmithmark@cox.net)

Copies:

Bob Votava, Friends of the William C. O'Neill South County Bike Path

R.I. Legislators

Sen. Mark Gee, R.I. Senate District 35

Rep. Carol Hagan McEntee, R.I. House District 33

Sen. James Sheehan, R.I. Senate District 36

Sen. Susan Sosnowski, R.I. Senate District 37

Rep. Teresa Tanzi, R.I. House District 33

Town of Narragansett

Town Council

Jeffry Ceasrine, Acting Town Manager

Michael DeLuca, Director of Community Development



# RHODE ISLAND BICYCLE COALITION

May 26, 2016

To: Members of the Rhode Island Transportation Advisory Committee

From: Alex Krogh-Grabbe  
Executive Director, Rhode Island Bicycle Coalition

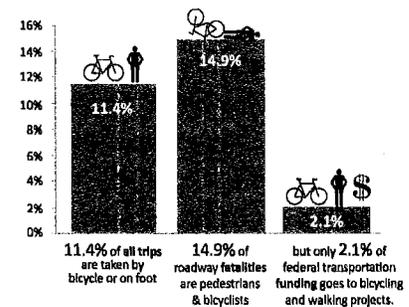
Dear members of the TAC:

The RI Bicycle Coalition has been paying close attention as the 2017-2025 Transportation Improvement Plan has been in development, and we would like to provide comment as you consider the approval of the draft plan today.

The Bike Coalition was supportive of the RhodeWorks proposal because the resulting increase in funding for the Transportation Alternatives Program (TAP) was significant. However, this increase has still only resulted in **four** bike projects that are scheduled to be constructed in the next ten years: Blackstone River Bikeway Segments 8A, 8C, and 8B-1 (all in Woonsocket), and the two bridges (not even the paving) of the final section of the Trestle Trail in Coventry.

Furthermore, this plan's funding of bike and pedestrian infrastructure is even more out of step with usage than the national average. Nationally, 11.4% of all trips are taken by bike or by foot, 14.9% of all roadway fatalities are pedestrians & bicyclists, but only 2.1% of transportation funding goes to projects designed for these users. In our four-year TIP, only 1.9% of funding goes to TAP. We must increase that number if we want to reverse the financially and environmentally unsustainable dependence on motor vehicle transportation.

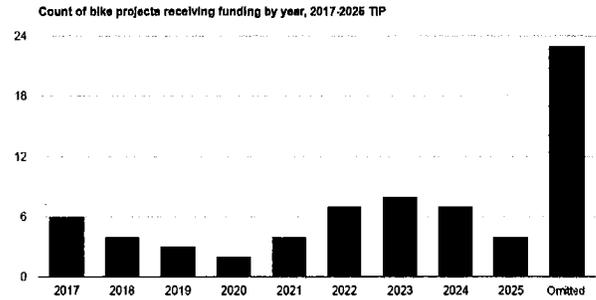
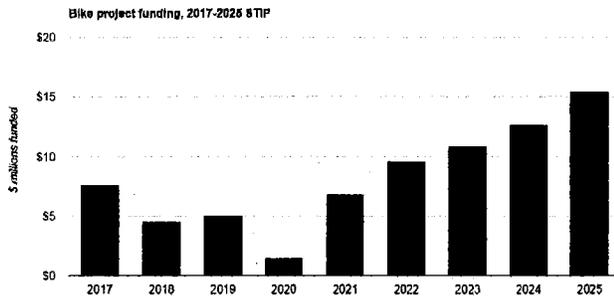
Disparity of Pedestrian and Bicycle Mode Share, Fatalities, and Funding



Source: NHTS 2009, FARS 2009-2011, FHWA FMIS 2009-2012

One reason the Bike Coalition nonetheless found it palatable to support RhodeWorks was that we expected that all of the bridge & paving projects consuming the bulk of the funding would be constructed with complete streets in mind. If you're not familiar with the term, "complete streets" means streets that are built to be safe and comfortable for all road users, with the inclusion of sidewalks, bike lanes, and real transit accommodation in addition to basic motor vehicle striping. However, it is concerning to us that the phrase "complete streets" only appears twice in the draft TIP. If we want to build a transportation network in our state that makes people and jobs want to locate here, we cannot continue dismissing vulnerable road users as an aberration when we design our streets.

While the most obvious shovel-ready bike projects around the state, as well as several vital bike improvements in the City of Providence and on Aquidneck Island are present in the draft plan, beyond that we are disappointed with how statewide bike priorities were included or not included. Eight bike projects included in the previous TIP were completely omitted from this draft plan, and a critical segment of the Blackstone River Bikeway through Central Falls prioritized as "high" in our submission is also absent.



**A few final notes about process:**

- I know the Bike Coalition is not alone in frustration about the timetable forced on municipal and other submitters by the late release of RIDOT's recommendations last fall. That imbalance was too much like the historical practice of back-room decisions and token public meetings that RIDOT is known for. If the new RIDOT administration truly seeks to change those perceptions of the agency, that timetable must be more collaborative in the future.
- In this transition year to a ten-year TIP, there were a few confusions that are worth mentioning here. First, in subcommittees, a “low” prioritization was interpreted more like “do not recommend” than like an overflow “medium” prioritization. Had that interpretation been clearer before submissions were due, we would have submitted many more projects with “low” priority and upgraded all our “lows” to “mediums”.
- In general, the subcommittee decision-making process could be made much more objective. In meetings I attended, prioritization was often made merely by members' statement of their personal priority, which usually met with no comment or at least unfamiliarity from other members. Perhaps greater education about the universe of potential projects before the decision-making meetings would help.

In sum, if we wish to increase the proportion of Rhode Islanders who get around by bike, we must stop treating this mode choice as an “alternative” and instead consider it an equally valid transportation decision. As Rhode Island is particularly vulnerable to climate change, it is our responsibility to change the conversation to encourage more sustainable transportation decisions such as bicycling. In the Transportation 2035 plan, we articulated a multimodal vision for the state. This TIP does not put us adequately on track for that vision, and we encourage future updates of the TIP to include a more fair funding allocation.

Thank you,

Alex Krogh-Grabbe  
 Executive Director, Rhode Island Bicycle Coalition.



Robert V. Russo  
Councilman  
District 4

Town of Johnston

May 23, 2016

2017-2025

Amendment #7 to the FFY ~~2013-2016~~ STIP



14 Colony Drive,  
Johnston, Rhode Island 02919

Tel: (401) 233-9099

Jared L. Rhodes  
Secretary (Acting)  
Rhode Island State Planning Council  
One Capitol Hill  
Providence, RI 02908

Dear Mr. Rhodes:

I am writing to show my support for the extension of the Woonasquatucket River Greenway through the Town of Johnston. Mayor Polisen asked that the Woonasquatucket River Watershed Council meet with a small group of residents at the end of Lyman Avenue and the Tyler Avenue area who were opposed to having the bike path go behind their homes on land that is owned by National Grid or go on road in front of their homes on Lyman Avenue due to various issues.

The WRWC reached a compromise with the residents where we will focus on completing the bike path off road from Cricket Field to Allendale Avenue and will continue on road in North Providence connecting Lyman Avenue with a *bridge* over the Woonasquatucket River. This *compromise* will provide access to the residents in North Providence and to commuters from RI College to downtown Providence.

Over 700 Johnston residents have written letters or signed a petition indicating that they are excited and support the continuation of the bike path into Smithfield. The Northwestern part of the state is lacking safe routes to bike, jog and walk. For the first time in history, there is support from all of the in the Northwestern towns to design the expansion of the Northwest Bike Path through the towns of Johnston, Smithfield, North Smithfield and Burrillville.

Earmark funding of 1.5 million dollars has been allocated to this effort to design this next phase. We are strongly requesting that the funding that is designated for this purpose, not be reallocated to another RIDOT project and that we move forward with the project as the money was intended.

Thank you for the consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert V. Russo".

Robert V. Russo  
President – Johnston Town Council



State of Rhode Island and Providence Plantations  
GENERAL ASSEMBLY

May 26, 2016

**VIA HAND DELIVERY**

Rhode Island State Planning Council  
One Capitol Hill  
Providence, RI 02908-5870

To the Rhode Island State Planning Council:

It is with great frustration and disappointment that we hereby submit for the hearing record this letter strongly objecting to the FFY 2017-2025 Draft State Transportation Improvement Program (TIP), which is scheduled for public hearing today, Thursday, May 26, 2016.

The timeline set forth in the TIP for addressing projects we consider crucial to the future success of East Providence—such as Waterfront Drive, the I-195 Interchange, and the Extension of the Ten Mile River Greenway—is simply unsatisfactory to us and to the residents of East Providence whom we’re honored to represent.

Even worse, the repaving of Pawtucket Avenue—a state managed roadway about which we’ve previously written to urge a priority status (see enclosure)—is not scheduled to occur for many years to come. Given this dreadful determination, we must ask with all sincerity: **Does the Draft TIP even attempt to address the immediate and ongoing safety/vehicular concerns we’ve continued to raise to RIDOT and others, both in public and in private?** It would seem that the answer is a resounding, “NO.”

Kindly ensure this letter and enclosures are included as part of the formal hearing record today, Thursday, May 26<sup>th</sup>, **the scheduled timing of which is disappointing to all of us, as well as to our constituents—the vast majority of whom work for a living, and in any case should not be compelled to take time out of their busy schedules in order to voice their objection to such a blatantly flawed plan.**

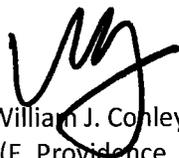
As taxpayers, we all deserve better than this.

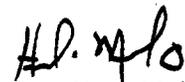
Sincerely,

  
Sen. Daniel Da Ponte  
D. 14 (E. Providence)

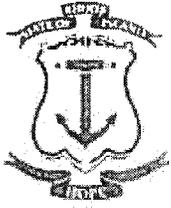
  
Rep. Katherine S. Kazarian  
D. 63 (E. Providence)

  
Rep. Gregg Amore  
D. 65 (E. Providence)

  
Sen. William J. Conley, Jr.  
D. 18 (E. Providence, Pawtucket)

  
Rep. Helio Melo  
D. 64 (E. Providence)

Encl. November 2, 2015 letter to DOT Director Alviti  
December 18, 2015 response letter from DOT Director Alviti



State of Rhode Island and Providence Plantations  
GENERAL ASSEMBLY

November 2, 2015

Peter Alviti, Jr. P.E.  
Director, RI Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Dear Director Alviti,

As you are aware, the districts we represent cover substantial portions of East Providence. In recent months, each of us has been inundated with complaints regarding the deplorable condition of Pawtucket Avenue—a state managed roadway and the primary thoroughfare which residents must traverse to get from Point A- to-Point B in the City. In short, Pawtucket Ave. might otherwise be referred to as “Townie Highway.”

**In order to be responsive to our constituents’ safety and vehicular concerns, we are writing to jointly and respectfully request that the Department provide us with a detailed update on RIDOT’s plans for repairing and resurfacing Pawtucket Avenue in East Providence.**

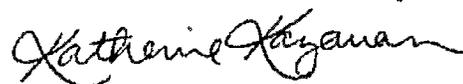
As state legislators, we certainly appreciate the overwhelming demand for improvement of our state’s roadways. However, we must insist that a priority status for Pawtucket Ave. is truly warranted, due to the level of deterioration that both we and many, many city residents see and “feel” on a daily basis.

Thank you in advance for your timely consideration of this request. Please know that we will make ourselves available to further discuss this matter if you should have any concerns.

Sincerely Yours,

  
Senator Daniel Da Ponte  
D. 14 - East Providence

  
Representative Gregg Amore  
D. 65 - East Providence

  
Representative Katherine Kazarian  
D. 63 - East Providence



**OFFICE OF THE DIRECTOR**

Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Office 401-222-2481  
Fax 401-222-2086  
www.dot.ri.gov

December 18, 2015

Senator Daniel DaPonte  
District 14 - East Providence  
State House  
Providence, Rhode Island 02903

Subject: Pavement Condition of Pawtucket Avenue (Route 103, Rout 114 and Route 1A)  
From Willett Avenue (Route 103) to City of Pawtucket  
Schedule for Upcoming Repairs to Pawtucket Avenue

Honorable Senator DaPonte,

Thank you for the November 2, 2015 letter bringing attention to the pavement condition of Pawtucket Avenue in the City of East Providence. As you know, Pawtucket Avenue begins as Route 103 at the intersection with Willett Avenue and extends north to the border with the City of Pawtucket becoming portions of Route 114 and Route 1A along the way.

Using an asset management approach and with current funding levels, the Department has developed a 10 Year Paving Pipeline that utilizes an objective method (pavement condition, surface type and traffic volumes) to plan and schedule future resurfacing projects. Based on anticipated funding, the following table shows various sections of Pawtucket Avenue that are included in Roadworks program for resurfacing:

<u>Begin</u>	<u>End</u>	<u>Year to be Paved</u>
Newport Ave (Rt 1A)	Beverage Hill Ave	2016
Warren Ave (US-6)	Taunton Ave (US-44)	2023
Bullocks Point Ave	Wampanoag Tr (Rt 114)	2024

The proposed 10 Year Plan can be accessed on our website. Comments on the proposed 10 Year Paving Pipeline may be submitted through the Division of Planning ([www.planning.ri.gov](http://www.planning.ri.gov)), as this is the process for approval of all Federal funds. The condition of all State roads will be evaluated every year and the 10 Year Paving Pipeline will be updated as well. Should you have any questions or require additional information please contact me.

Sincerely,

Peter V. Alviti, Jr., P.E.

Director

Rhode Island Department of Transportation

**Broad Street Regeneration Initiative 2.0  
c/o Blackstone Valley Tourism Council Inc  
175 Main Street  
Pawtucket, RI 02860  
401 724 2200**

May 25, 2016

TO: Rhode Island Transportation Advisory Council  
Rhode Island Division of Statewide Planning

FROM: Broad Street Business Community  
Pawtucket, Central Falls and Cumberland

We, the undersigned, support the \$11.45 million requested in the Transportation Improvement Program (TIP) for the Broad Street Regeneration Program 2.0 to re-pave, re-drain and re-design to a higher standard this important corridor.

This community and regional based regeneration effort impacts the community, social and economic development of the cities of Pawtucket and Central Falls and the town of Cumberland.

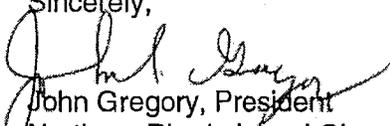
Broad Street, the three-mile road from Main Street in Pawtucket to Mendon Road in Cumberland, has important small business and culturally ethnic implications that will have a positive benefit on the municipalities and the region, now America's 402<sup>nd</sup> National Historical Park, recognized for being the birthplace of America's Industrial Revolution.

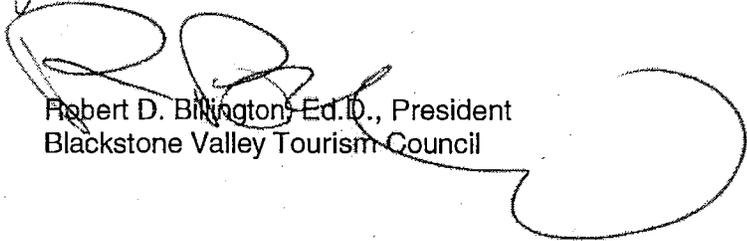
The first Broad Street Regeneration Project began in 2009. It saw a successful effort in banding together the small businesses, cultural organizations and the creation of new small businesses through this unique collaboration.

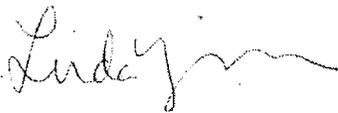
Now, with plans by Pawtucket and Central Falls underway for a proposed commuter rail hub, along with using the Broad Street corridor as a major access point to social, cultural and visitor destinations, and intermodal connections to the Blackstone River Bikeway in Cumberland, and in the Blackstone River Valley itself, this project is vital for the long-range business sustainability of regional development.

We respectfully urge approval of this funding, as it is a vital, long-term investment in the future of our communities and its residents.

Sincerely,

  
John Gregory, President  
Northern Rhode Island Chamber of Commerce

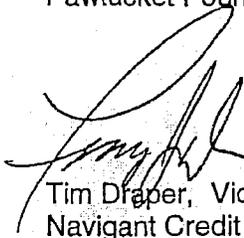
  
Robert D. Binnington, Ed.D., President  
Blackstone Valley Tourism Council



Linda Weisinger, Executive Director  
Pawtucket/Central Falls Citizens Development Group



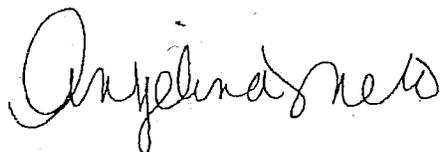
Jan Brodie, Executive Director  
Pawtucket Foundation



Tim Draper, Vice President, Marketing  
Navigant Credit Union Central Falls



Louis Yip, President, Tai-O Corporation  
Broad Street Business Owner Pawtucket



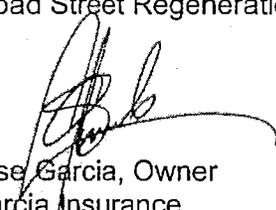
Angelina Melo, Proprietor  
Colonial Bakery  
185 Broad Street, Cumberland



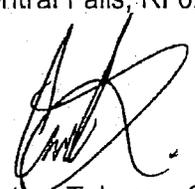
Sandra Cano, Owner  
Lleras Grille, LLC  
1252 Broad Street, Central Falls



Russell Long, Owner  
Subway Central Falls  
310 Broad Street



Jose Garcia, Owner  
Garcia Insurance  
539 Broad Street  
Central Falls, RI 02863

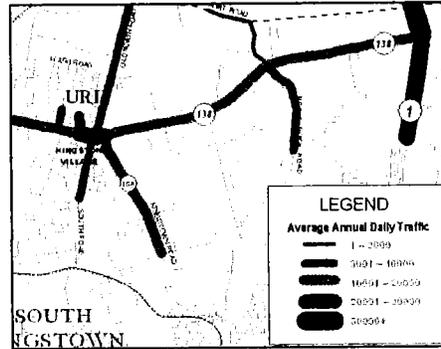


Cristian Tabares, Owner  
La Casona Restaurant  
768 Broad Street  
Central Falls, RI 02863



Maria Denizard, Owner  
Le Femme Salon  
180 Broad Street  
Cumberland, RI 02864

## THE CASE FOR OPTION #2



### ROUTE 138 PROJECT AREA COMMITTEE

Dorald Beasley - Member: Author

Vincent Murray - Committee Chairperson: Reviewer

## **An Analysis of Options #1, #2 and #3**

Below is the RIDOT response of 2/14/2014 to a 138 PAC request on 2/10/2014 for additional information on the three options presented to committee on 12/10/2013.

*BETA investigated options for installing an opposing left hand turn lane for the left turns into South Road and Old North Road. Each of the options (including the current configuration in the draft 90% plans) requires some land taking. As discussed at the last PAC meeting, Options #1 & #2 were dismissed due to insufficient room to develop taper and stacking lengths necessary to meet design standards and to reflect a natural driving path. Since there is not enough room for vehicles to adequately position themselves in the turn lane, movement in the through travel lane will be impacted. Attached for your information is a more in-depth discussion on the evaluation.*

*We support Beta's recommendation to implement Option #3 because it seems to best accommodate the needs expressed by the committee members in past meetings. Since we do not consider Options #1 & #2 to be suitable, it doesn't seem necessary to further analyze the land taking areas associated with them. I recognize your concern for how such changes would affect the taking area for the individual properties you listed. The good news is...of the three options investigated, Option #3 requires the least amount of additional land taking area compared to the others.*

Although we concur with the explanation as to why dedicated opposing left hand turn lanes cannot be included in the final design we disagree with the conclusion that Option #3 is the only viable choice. After reviewing all three options in more depth we would rank them in the following order in regards to the benefit each brings to the village – 2/1/3. Encapsulated assessments would describe them as follows: the addition of a bypass lane at the intersection of 138 and South Rd. for northbound vehicles on South Rd. in #3 is the only change to the current 90% design; #1 can best be described as trying to stuff 10 lbs. of design in a 5 lb. bag; leaving #2 as the choice with the greatest potential for adding value to this project. The following slides explain our position.

Note: The details shown on each slide are explained in the notes pages.

## **An Analysis of Options #1, #2 and #3**

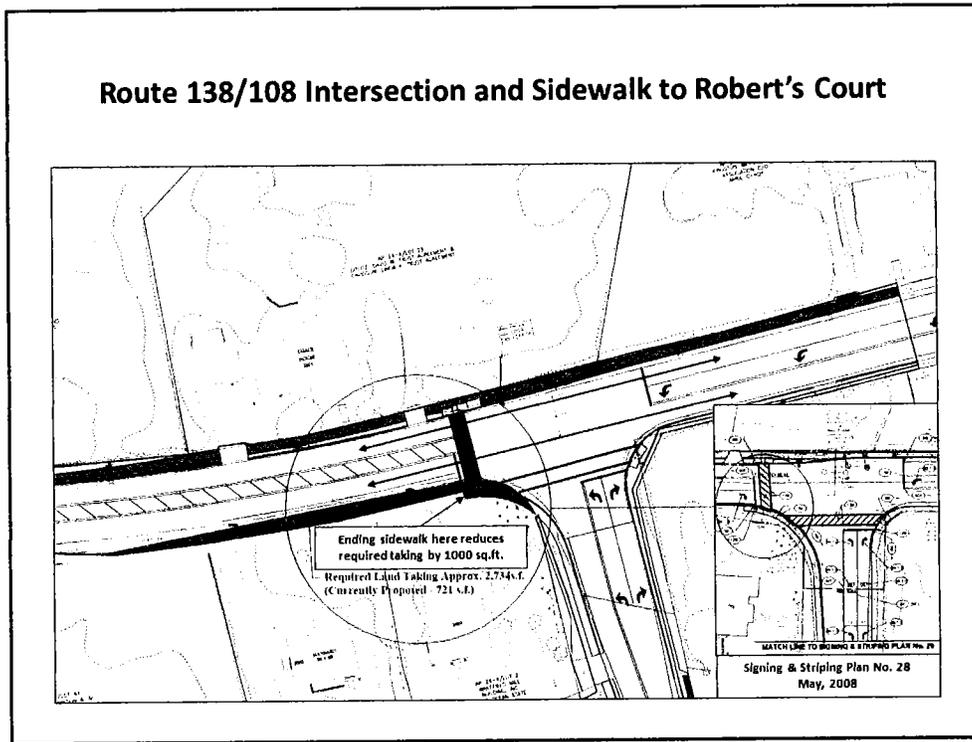
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## Route 138/108 Intersection and Sidewalk to Robert's Court

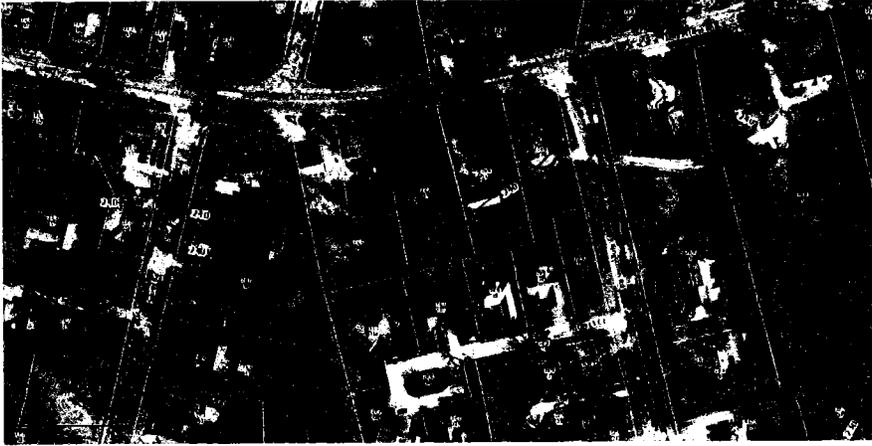


### A. Route 138/108 Intersection and Sidewalk to Robert's Court

1. Option #2 puts into direct alignment the Eastbound and Westbound travel lanes of 138 at the intersection with 108 eliminating the "joggles" which Options #1 and #3 have and which been a feature of every design going back to the beginning of this project. It also creates a more defined dedicated right turn only lane for E-bound traffic heading south on 138.

2. The amount of land taking, shown now to be 2734 sq. ft., could be reduced by approximately 1000 sq. ft. to around 1734 sq. ft. if the sidewalk servicing Robert's Court ended at the crosswalk spanning 138 as shown here. In fact this was the BETA design in May, 2008 on Signing & Striping Plan No. 28. It would require an "all-red" phase with countdown timer of the signalization to allow a handicapped person(s) to cross but would place pedestrians on the north side of 138 which is apt to be their preferred option with access to the Kingston Free Library, the U.S. Post Office, URI, two churches, and the Emporium. We also think activation of this "all-red" phase will be a rare occasion.

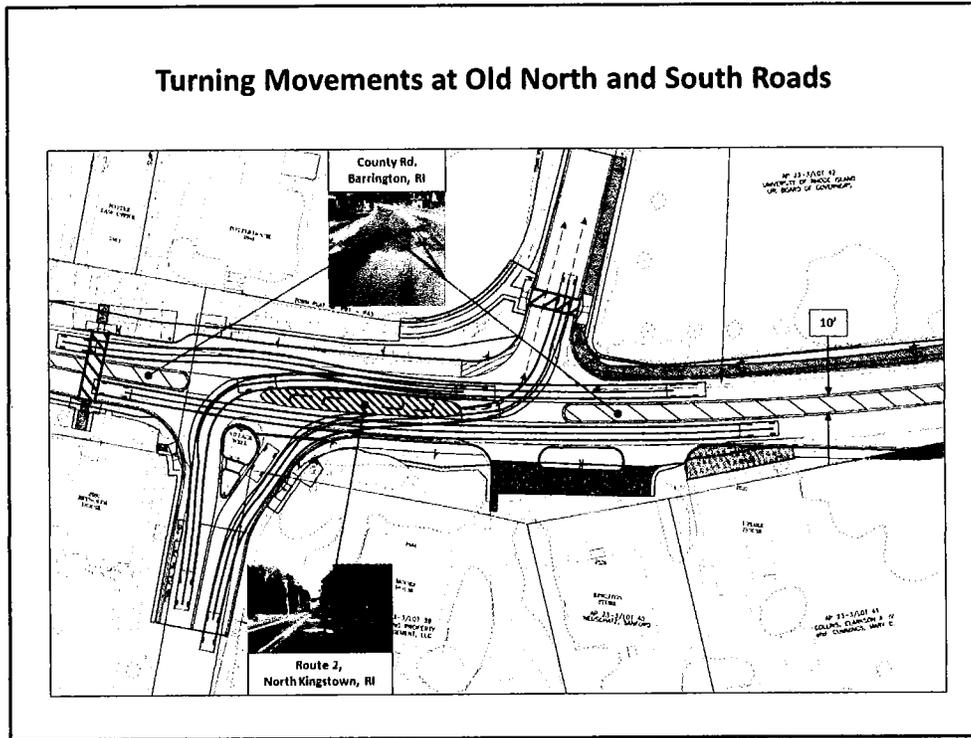
## Land Taking



### **B. Land Taking**

Now is the time to invite the owners of the three lots most affected by Option #2 - AP 23-3 Lot 41, AP 24-4 Lots 1 and 2, and the owner of the business on AP 23-3 Lot 40 into the S.K. Planning Office to explain where we're at and what we're trying to do here. If they concur then another box has been checked off, but if they have objections it would certainly be to everyone's advantage to find what they are and see if they can be resolved now, instead of months from now, or in court, which would push the construction start date out even further than it already is.

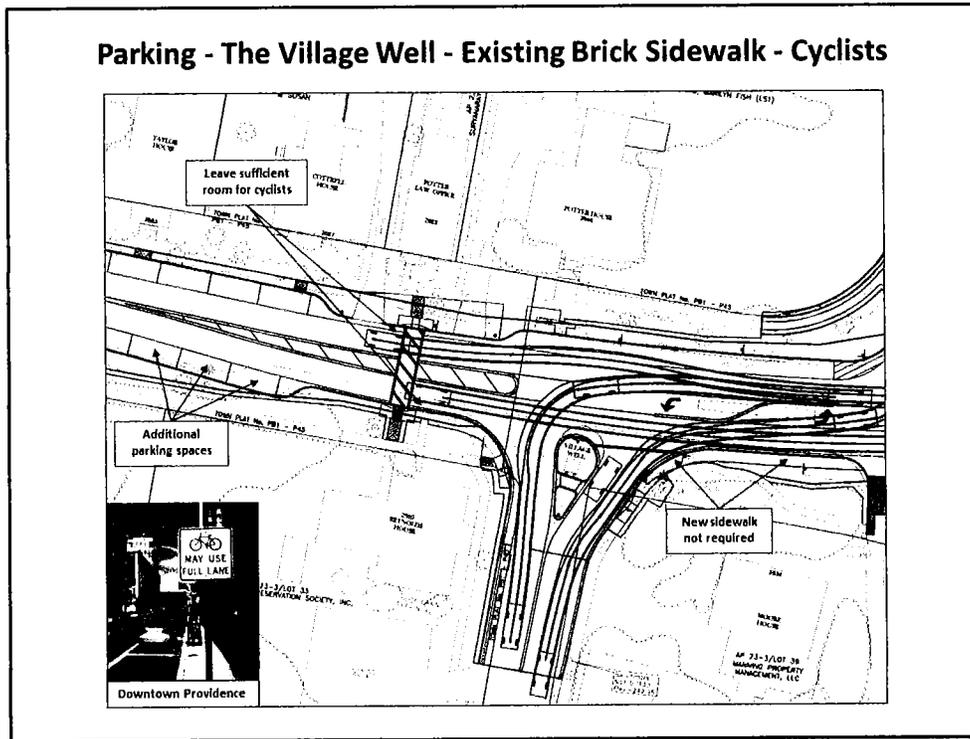
## Turning Movements at Old North and South Roads



### C. Turning Movements at Old North and South Roads

1. Even without defined turning bays, the 10 ft. wide median (whether striped, cobbled or stamped concrete) which this realignment creates on both entrance points of the Old North/South Rd. intersection definitively separates the E and W travel lanes of 138, and in and of itself provides a "crossover space" for queued vehicles waiting to turn onto Old North or South Rd. It should include left turn arrows for both E and W bound vehicles.
2. Traffic volumes in the village center increase exponentially when URI is in session with vehicles travelling to and from campus. Likewise, the instances when westbound and eastbound vehicles on 138 turn onto Old North Rd. simultaneously also increase. Because of this it may be better to show the turning movement of the eastbound vehicle using the left lane, leaving the right lane for westbound vehicles. This is also the case today for vehicles on South Rd. which "shoot across" 138 onto Old North Rd.

### Parking - The Village Well - Existing Brick Sidewalk - Cyclists



#### D. Parking - The Village Well - Existing Brick Sidewalk - Cyclists

1. The realignment of the eastbound travel lane(s) in Option #2 also creates 2 to 3 new parking spaces for the village on the south side of 138 in front of Tavern Hall.
2. Although Option #2 necessitates cutting back the well island approximately 4 ft. to accommodate the lane realignment, the reversed village well structure will remain where it is today.
3. There is no need for a new sidewalk on the south side of 138 from the Kingston Hill Store parking lot to the crosswalk at the village well. The meandering existing brick sidewalk is sufficient.
4. If there isn't enough room at the two bump-outs for cyclists to ride alongside traffic then signs such as the one shown above will need to be posted.

## Conclusion



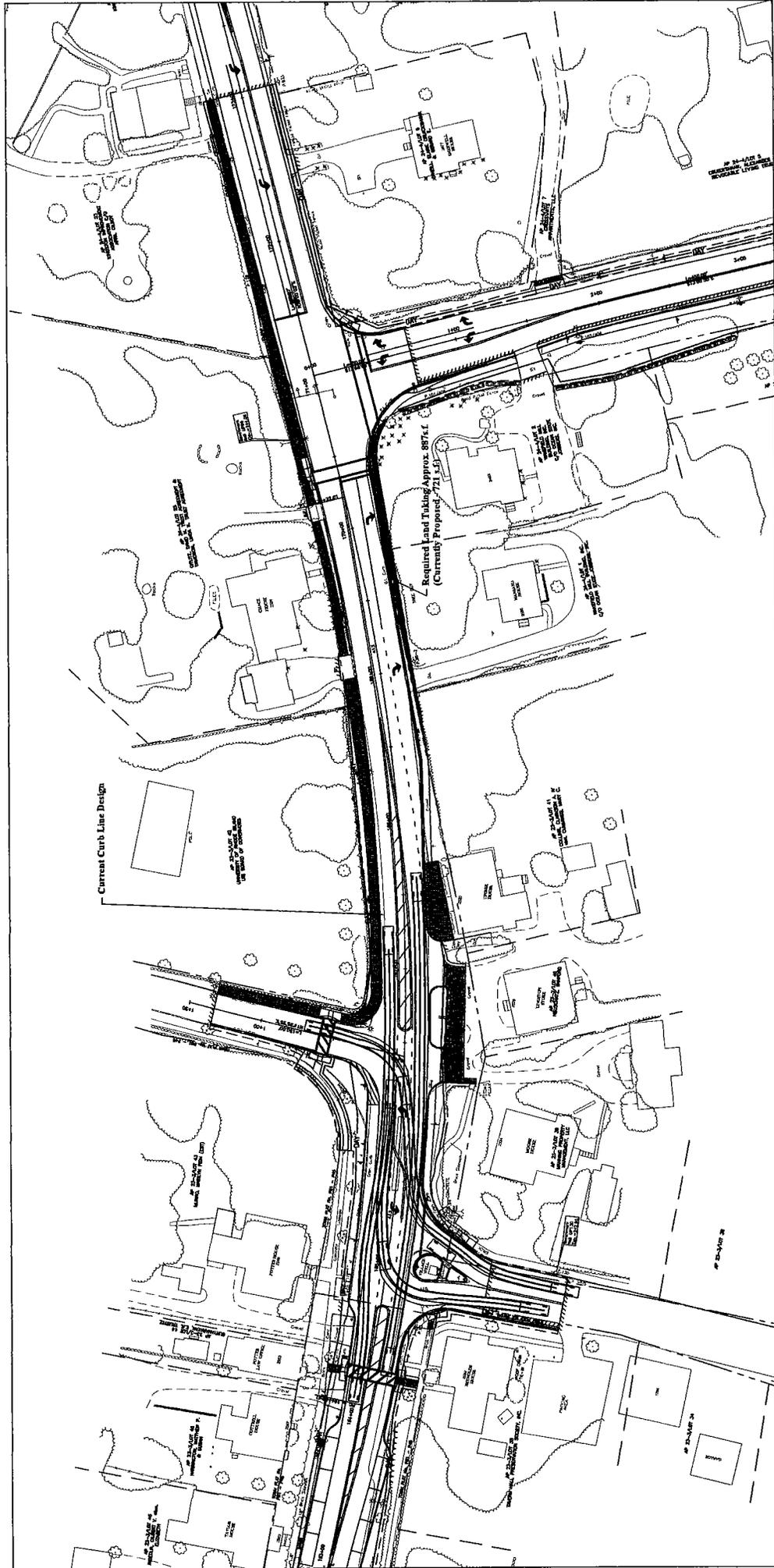
The additional 1000 sq. ft. of land needed for Option #2 provides many advantages over the other two choices. The symmetry of Option #2 will make this section of the reconstruction aesthetically more pleasing and functional at the same time, traits which are certain to be appreciated when the project is finally completed.

### **E. Conclusion**

The additional 1000 sq. ft. of land needed for Option #2 provides many advantages over the other two choices. The symmetry of Option #2 will make this section of the reconstruction aesthetically more pleasing and functional at the same time, traits which are certain to be appreciated when the project is finally completed.

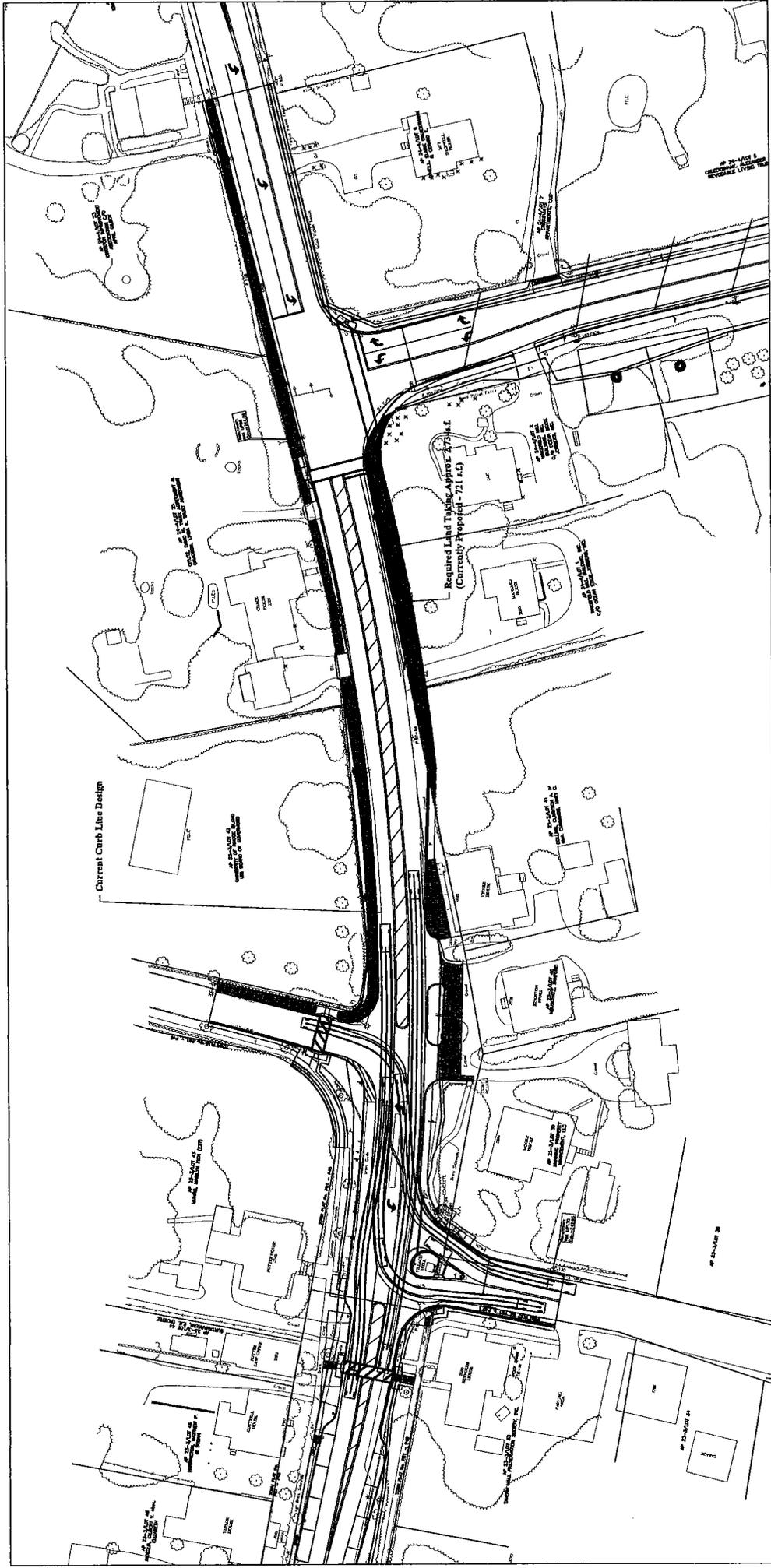
# Concept Modifications North Road / South Road (Option No. 1)

## Dedicated Opposing Left Hand Turn Lane



# Concept Modifications North Road / South Road (Option No. 2)

## Dedicated Opposing Left Hand Turn Lane







# An Analysis of Options #1, #2 and #3

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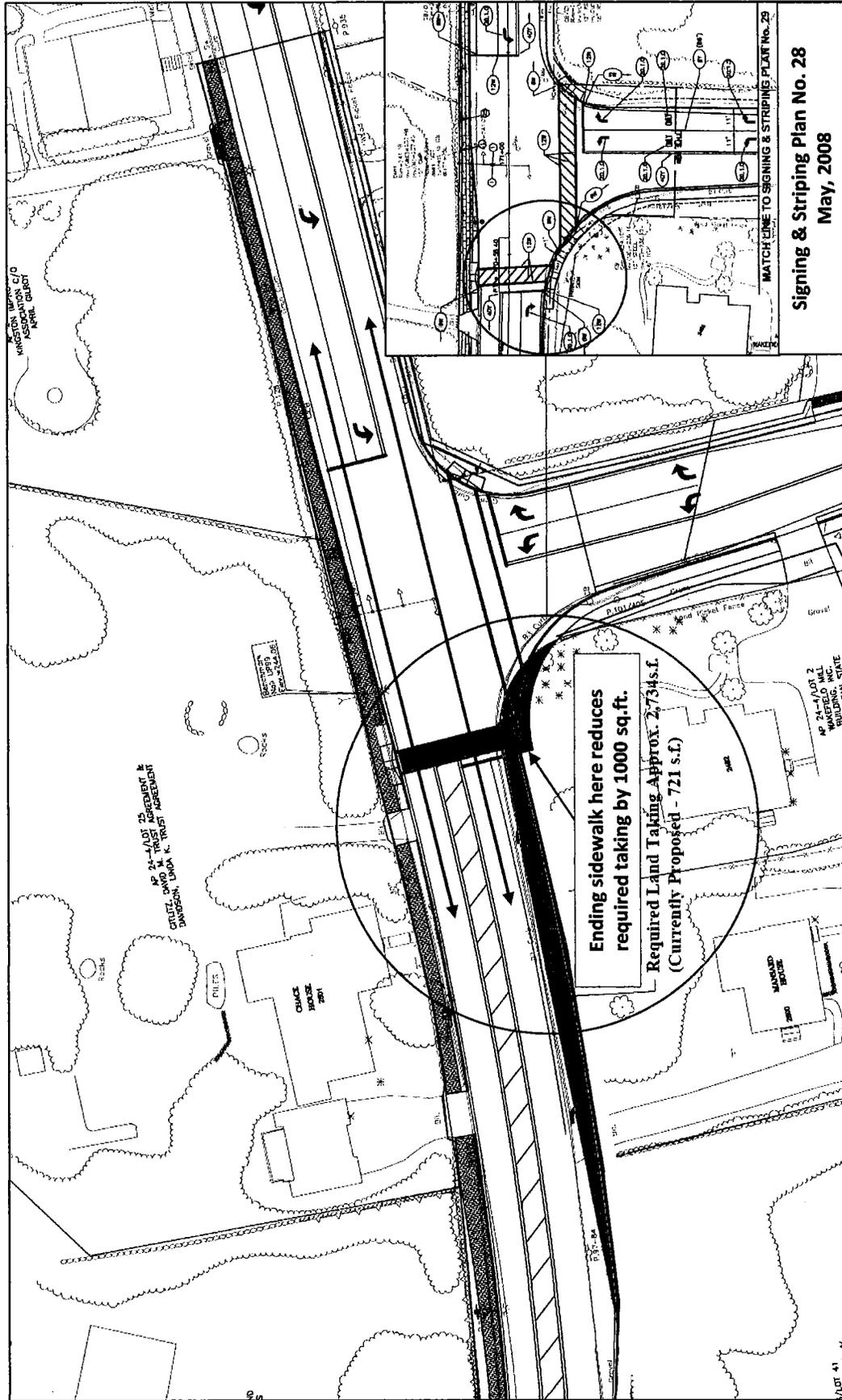
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Note: The details shown on each slide are explained in the notes pages.

# Route 138/108 Intersection and Sidewalk to Robert's Court



Signing & Striping Plan No. 28  
May, 2008







## Conclusion



The additional 1000 sq. ft. of land needed for Option #2 provides many advantages over the other two choices. The symmetry of Option #2 will make this section of the reconstruction aesthetically more pleasing and functional at the same time, traits which are certain to be appreciated when the project is finally completed.

PROVIDENCE



June 13, 2016

Mr. Parag Agrawal  
Secretary of Rhode Island State Planning Commission  
One Capitol Hill  
Providence RI 02908

Dear Mr. Agrawal,

On behalf of the Providence Downtown Improvement District, representing all the property owners in downtown Providence, I want to voice our strong support for a section of the program of work being established through the Rhode Island State Transportation Program (STIP).

The City of Providence submitted a new project entitled "I-95 Downtown Overpass Enhancement Project" for inclusion in the STIP. This was not allocated any funding through the STIP, however, RIDOT has indicated that the issues listed in the City of Providence's new project application, including restriping, traffic lane reconfiguration, sidewalk widening and other streetscape enhancements, will be evaluated as part of their work to extend the useful service life of the I-95 overpass structures for which they have allocated \$11.54M from years 2018-2020 (BRIDGE GROUP 01). This project will include Washington, Broadway, Broad and Westminster bridges over I-95. On behalf of the Providence Downtown Improvement District, I request that the STIP include elements of the City's "I-95 Downtown Overpass Enhancement project" within the scope of work for Bridge Group 1 and urge RIDOT to begin to work with the City as soon as possible to generate initial ideas to make the overpasses safer and more attractive for pedestrians and bicyclists.

These overpasses are major links between the rapidly growing West Side of the City and downtown Providence. To make the overpasses all the more safe and attractive for people to use, will enhance economic vitality in the Capital City.

Thank you for your consideration.

Yours truly,

A handwritten signature in black ink, appearing to read "Frank P. LaTorre". The signature is fluid and cursive, with the first name "Frank" and last name "LaTorre" clearly distinguishable.

Frank P. LaTorre

Senior Director

Providence Downtown Improvement District



Mayor of Providence

Jorge O. Elorza

May 24, 2016

Mr. Parag Agrawal  
Secretary of the Rhode Island State Planning Council  
One Capitol Hill  
Providence, RI 02908

Dear Mr. Agrawal,

Thank you for your partnership in advancing so many important projects throughout the City of Providence to be constructed over the next several years, and for the opportunity to help shape the program of work through the Rhode Island State Transportation Improvement Program (STIP). After careful review of the STIP for federal fiscal years 2017-2025, I submit the following comments on behalf of the City of Providence for your consideration.

The STIP includes a project titled "Dudley Street Connector", which involves the construction of a new roadway, with sidewalks and handicapped compliant ramps, between Allens Avenue and Eddy Street. In our rankings of projects that were submitted to Statewide Planning, the City ranked this project as low priority. Despite this low ranking, RIDOT has allocated \$3M to this project for years 2017-2018. **On behalf of the City of Providence, I request that this project be put on hold and that further discussions take place between RIDOT, the City of Providence, and RIPTA to determine how this project can better advance the Downtown Enhanced Bus Corridor project and if there is an opportunity to reduce the three-million dollar project budget in order to allocate funding to one of the higher priority Transportation Alternatives projects that have been identified by the City, but which have not received adequate or timely funding from through the STIP.**

The STIP includes a project titled "Allens Avenue Arterial Traffic Signal Improvements", which involves signal improvements to the Allens Avenue corridor. In our rankings of projects that were submitted to Statewide Planning, the City ranked this project as a low priority. Despite this low ranking, RIDOT has allocated \$1.75M to this project for years 2019-2020 plus an additional \$1.45M for the year 2021. **On behalf of the City of Providence, I request that this project be put on hold and that the \$3.2M in funding for this project be allocated to one of the higher priority Transportation Alternatives projects that have been identified by the City, but which have not received adequate or timely funding from RIDOT through the STIP.**

The City submitted a new project entitled "City Walk" for inclusion in the STIP. This project, which was ranked as a high priority by the STIP review committees and the Transportation Advisory Committee as a whole, will include pedestrian and bicycle infrastructure, streetscape improvements and signage to connect eight Providence neighborhoods from Roger Williams Park on the southwest through Downtown to India Point Park on the east. The STIP allocates \$1.88M from years 2017-2018 to begin design and construction of this project and another \$16.58M from years 2017-2019 for "major rehabilitation work, superstructure, and/or total bridge

replacement" of the Elmwood Avenue and Broad Street Bridges over I-95 near Roger Williams Park (TIP ID 6453). **On behalf of the City of Providence, I request that RIDOT, as part of their STIP scope for the Elmwood and Broad bridges over I-95, include improvements to make the bridges safer and more attractive for pedestrians and bicyclists and meet with the City of Providence as soon as possible to generate initial ideas for how the bridge replacements projects could enhance the City Walk project. Both bridges are essential connections for the City Walk project.**

The City of Providence submitted a new project entitled, "I-95 Downtown Overpass Enhancement Project," for inclusion in the STIP. This was not allocated any funding through the STIP, however RIDOT has indicated that the issues listed in the City of Providence's new project application, including restriping, traffic lane reconfiguration, sidewalk widening and other streetscape enhancements, will be evaluated as part of their work to extend the useful service life of the I-95 overpass structures for which they have allocated \$11.54M from years 2018-2020 (BRIDGE GROUP 01). This project will include the Washington, Broadway, Broad, and Westminster bridges over I-95. **On behalf of the City of Providence, I request that the STIP include elements of our "I-95 Downtown Overpass Enhancement Project" within the scope of work for Bridge Group 1 and urge RIDOT to begin to work with us as soon as possible to generate initial ideas to make the overpasses safer and more attractive for pedestrians and bicyclists.**

The City of Providence submitted a new project entitled "Exchange Street Sidewalk Widening Project" for inclusion in the STIP. This project will include pedestrian enhancements following a Complete Streets approach to Exchange Street, between Kennedy Plaza and Providence Station. Through the STIP, RIDOT has allocated \$400,000 to this project for the year 2018, and another \$3.13M to this project for years 2021-2023. The Exchange Street Bridge over the Woonasquatucket River is also slated for major rehabilitation work, superstructure, and/or total bridge replacement (TIP ID 6455) as part of Bridge Group 40 in years 2023-2025. **On behalf of the City of Providence, I request that the major rehabilitation work for the Exchange Street Bridge be moved up to an earlier date in order to ensure the safety of those who use this important bridge within Downtown and better align with the Exchange Street improvements and the construction of the multi-modal transit hub near Providence Station. I also request that the \$3.13M allocated for years 2021-2023, be moved up to an earlier date. This project was ranked as a priority project by the Transportation Advisory Committee and is essential to improve connectivity between Kennedy Plaza and Providence Station.**

The City of Providence submitted a new project entitled "Woonasquatucket Greenway Corridor Enhancements" for inclusion in the STIP. This project, which was ranked as a high priority by the Transportation Advisory Committee, will include the development of a higher quality extension of the Woonasquatucket River Greenway bike path to connect Downtown to Olneyville Square and the west side of the city along Promenade and Kinsley streets. Through the STIP, RIDOT has allocated \$4.1M for years 2017-2020 and other \$1.88M for years 2021-2025. **On behalf of the City of Providence, I request that the \$1.88M shown for years 2021-2025 be moved up to 2020 to accommodate full construction of this project in a more reasonable timeframe.**

The City of Providence submitted a new project entitled "Providence Bicycle Infrastructure Enhancements" for inclusion in the STIP. This project will include design and construction of approximately 20 miles of on road bicycle lanes, bicycle boxes, bicycle signal loops, bicycle racks and other related bicycle infrastructure. Through the STIP, RIDOT has allocated \$1.8M to this project for years 2023-2025. **On behalf of the City of Providence, I request that the \$1.8M allocated to this project be moved up to earlier years to accommodate full construction of this project in a more reasonable timeframe.**

The City of Providence submitted a new project entitled "Washington Secondary Bike Path Extension" for inclusion in the STIP. This project will include the study, design and construction of an approximately 1-mile off-

road multi-use trail to connect Olneyville Square to the terminus of the Washington Secondary Trail in Cranston. Through the STIP, RIDOT has allocated \$1.71M to this project for years 2022-2025. **On behalf of the City of Providence, I request that the timeline for this project be moved up. This is a critical connection that is currently missing from the regional bike trail network. Appropriate study and planning to determine the best path for the bike path extension must be completed prior to full design of the 6-10 Connector so that we can ensure that the 6-10 project can accommodate the preferred alignment of the bike path.**

The City of Providence submitted a new project entitled “Cathedral Square Enhancement Project” for inclusion in the STIP. This project will include physical improvements to Cathedral Square, a 1.8 acre city owned plaza on the western edge of downtown Providence, and adjoining walkways leading to the plaza from surrounding streets. Through the STIP, RIDOT has allocated \$480,000 to this project for years 2021-2025. **On behalf of the City of Providence, I request that the \$480,000 shown for years 2021-2025 be moved up to 2020 to accommodate timely construction of this project.**

Through the STIP, RIDOT has included \$4.2M in funding for the Smith Street project which involves resurfacing to the roadway, and replacing sidewalks and handicapped ramps on Smith Street between Lyndhurst Avenue and I-95. The funding is allocated for years 2018-2019. **On behalf of the City of Providence, I request that RIDOT work with the City to improve bicycle infrastructure along Smith Street as part of this project.**

**On behalf of the City of Providence, I also request that the bridges listed below, ranked in priority order, be included in earlier years of the STIP than they are currently listed due to their current condition and importance in transporting heavy vehicle traffic, including buses, trucks and emergency response vehicles. Many of these bridges are currently posted with load restrictions as indicated below.**

Priority Ranking	Bridge ID	Facility Carried	Feature Intersected	Planned STIP Construction Start	Currently Posted Load Restriction
1	51301	Manton Avenue	Woonasquatucket River	2024	Yes
2	079601	Hawkins Street	West River	2024	Yes
3	08740	Exchange Street	Woonasquatucket River	2024	Yes
4	092901	Orms Street	Railroad	2019	Yes
5	070401	Park St.	Woonasquatucket River	2024	No
6	088301	West River St.	West River	2019	Yes
7	089001	Veazie St.	West River	2019	Yes
8	04021	Delaine St.	Woonasquatucket River	2023	No

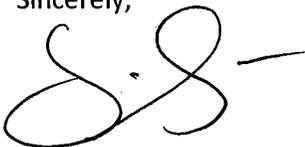
- The Manton Avenue Bridge over the Woonasquatucket River is currently posted for load restriction and has a concrete barrier placed in the road gutter to prevent vehicle traffic loads close to the edge of the structure. The City of Providence is concerned that more restrictive load restrictions will be required between now and the STIP construction date of 2024. As part of a main RIPTA bus route, truck route and emergency response route, it is imperative that this bridge project be moved up to earlier years in the STIP.
- The Hawkins Street Bridge over the West River is currently posted for load restriction and has a concrete barrier placed in the road gutter to prevent vehicle traffic loads close to the edge of the structure. The City of Providence is concerned that more restrictive load restrictions will be required between now and the S TIP construction date of 2024. As a truck route, emergency response route, and school bus route

to the RI School for the Deaf and other schools, it is imperative that this bridge project be moved up to earlier years in the STIP.

- The Exchange Street Bridge over Woonasquatucket River is currently posted for load restriction. The City of Providence is concerned that more restrictive load restrictions will be required between now and the STIP construction date of 2024. As a major RIPTA bus route and key element of the planned intermodal transit hub, it is important that this project be moved up to earlier years in the STIP.
- The Orms Street Bridge over the railroad right-of-way is currently posted for load restriction. The City of Providence is concerned that more restrictive load restrictions will be required between now and the STIP construction date of 2024. Orms Street is an important arterial roadway and emergency response route that carries a significant amount of heavy vehicle traffic from Interstate 95. Further weight restrictions will redirect truck traffic onto adjacent streets and intersections creating congestion issues and access problems for large trucks.
- The Park Street Bridge over the Woonasquatucket River is not currently posted for load restriction, however steel road plates have been placed over areas of failed bridge joints, and according to bridge engineers, the bridge joint deterioration will likely spread over the next several years requiring additional steel plating and potential load restrictions. Park Street serves as a major access point to Providence Place Mall especially during special events in Downtown when the Mall is used for parking. Vehicular restrictions on the bridge would shift significant amounts of traffic to Francis Street which already is congested during special events. The Rhode Island Department of Transportation has indicated that as part of the Route 95 North Viaduct project minor improvements to the bridge joint will be performed to allow for construction of that project's bridge structure. If the Park Street Bridge project can be moved up to earlier years more permanent lasting repairs can be performed instead of the minor repairs currently proposed under the Route 95 North Viaduct project.
- The West River Street Bridge over the West River is currently posted for load restriction. The City of Providence is concerned that more restrictive load restrictions will be required between now and the STIP construction date of 2019. West River Street is an important truck route that is also used by the Central Post Office. It is imperative that this bridge project be moved up to earlier years in the STIP. Any further load restriction may shift truck traffic onto adjacent roads such as Branch Avenue, Charles Street, Corliss Street, and Silver Spring Street, which are already congested roadways.

Thank you for your facilitation of the State Transportation Improvement Program process and for your consideration of these requests. We appreciate your partnership to advance these important projects throughout the Capital City. Please contact Bonnie Nickerson, Director of Planning and Development, at 401-680-8400 if you have any questions regarding the City of Providence's comments as provided in this letter.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. Elorza', with a horizontal line extending to the right from the end of the signature.

Jorge O. Elorza  
Mayor



## Town of East Greenwich

125 Main Street  
P.O. Box 111  
East Greenwich, RI 02818-0111  
www.eastgreenwichri.com

125 Main Street  
Town Council  
Town Manager  
(401)886-8665

Town Clerk  
(401)886-8604

Canvassers  
(401)886-8603

Probate  
(401)886-8607

Finance  
(401)886-8612

Tax Assessor  
(401)886-8614

Municipal Court  
(401)886-3212

Planning  
(401)886-8645

Human Resources  
(401)234-9462

111 Peirce Street  
Public Works  
(401)886-8618

Building Official  
(401)886-8617

121 Peirce Street  
Swift Community  
Center  
Senior & Human Svcs  
(401)886-8669

176 First Avenue  
Police Department  
Dispatch  
(401)884-2244  
Administration  
(401)886-8640

Information Technology  
(401)886-8670

284 Main Street  
Fire Department  
Dispatch  
(401)884-4211

1127 Frenchtown Road  
Parks & Recreation  
(401)886-8626

RI Relay #711  
800-745-5555

June 15, 2016

RI Planning Council  
Jared L. Rhodes  
Acting Secretary  
One Capitol Hill  
Providence, RI 02908

Subject: Main St Resurfacing and Sidewalk Rehabilitation

Dear Mr. Rhodes:

This letter serves to advise that the Town of East Greenwich would like to have the RIDOT provide the adequate capital improvements to the sidewalks and road paving to Main Street in East Greenwich. Presently, Main Street is on the Transportation Improvement Program for 2017 at a project cost of \$550,000. The town does not feel that the funds noted for the project will be adequate to provide all the improvements needed. The appropriate amount would be approximately \$1,500,000.

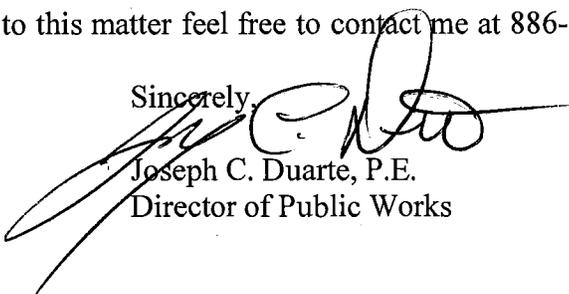
Additionally, the project would encompass the town to perform all the work (including engineering) and RIDOT would reimburse the town. The reimbursement will only be \$450,000. As such, the town would like to have RIDOT undertake the full project including engineering.

Main Street has not received any substantial maintenance in many years. As such, the roadway is in need of resurfacing and the sidewalks are also in need of rehabilitation in many areas. Additionally, the handicap sidewalk ramps need to be brought-up to ADA standards.

Main Street provides extensive local and state economic benefits. With an increase of pedestrian use, it is becoming a safety concern (see attached photos). Further deterioration of both the roadway and sidewalks will become very unsafe and a deterrent for commercial viability.

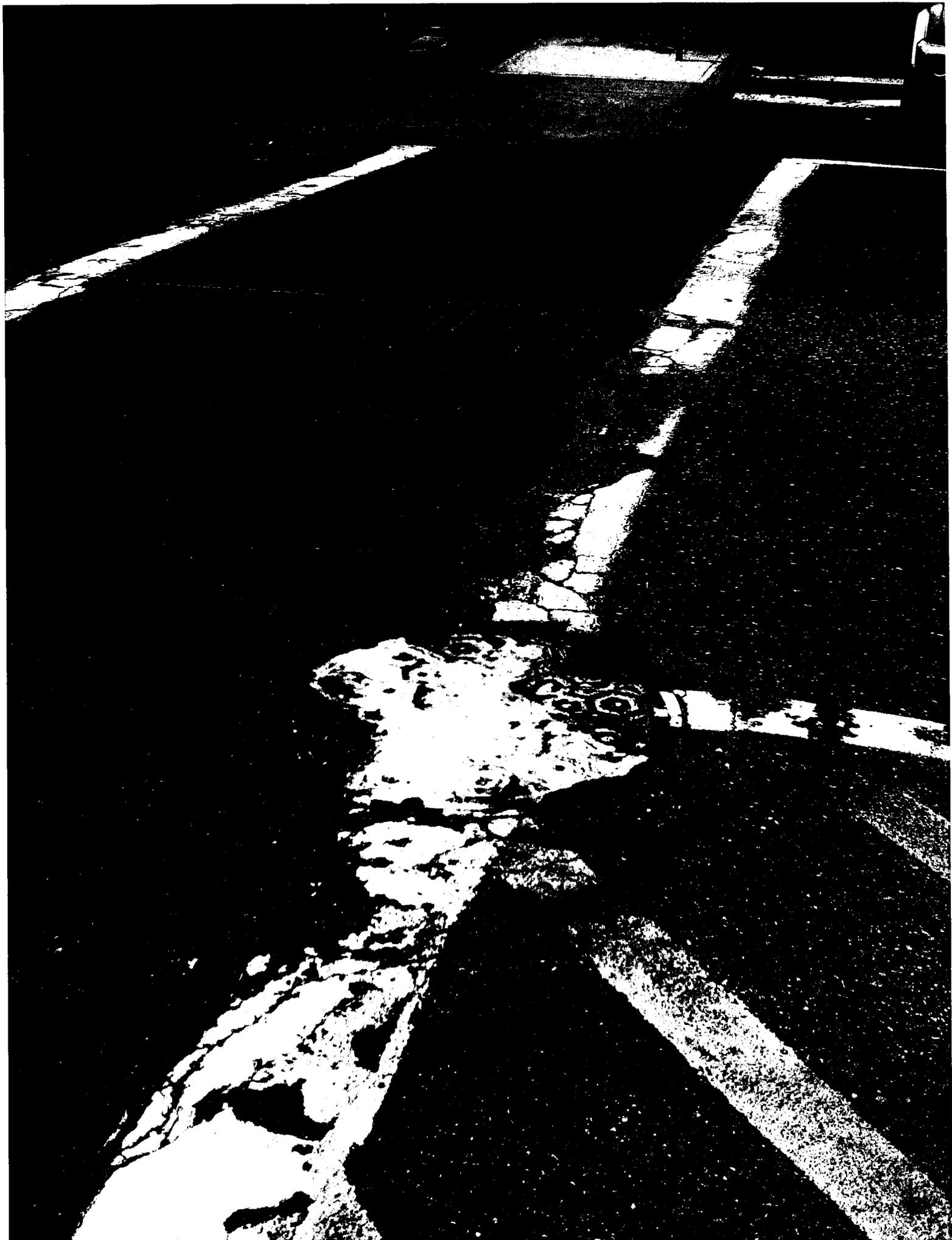
If you have any questions relative to this matter feel free to contact me at 886-8621.

Sincerely,

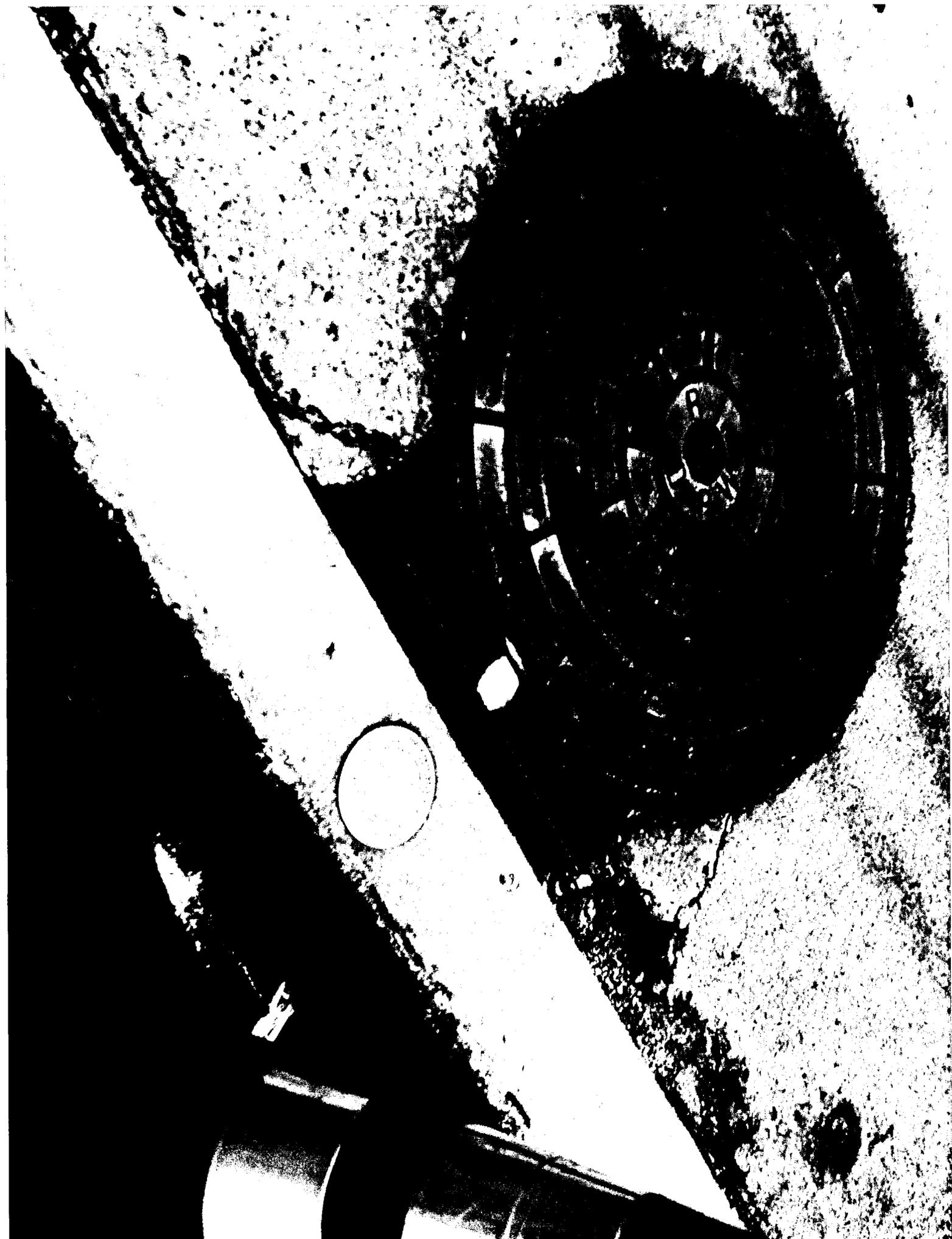
  
Joseph C. Duarte, P.E.  
Director of Public Works

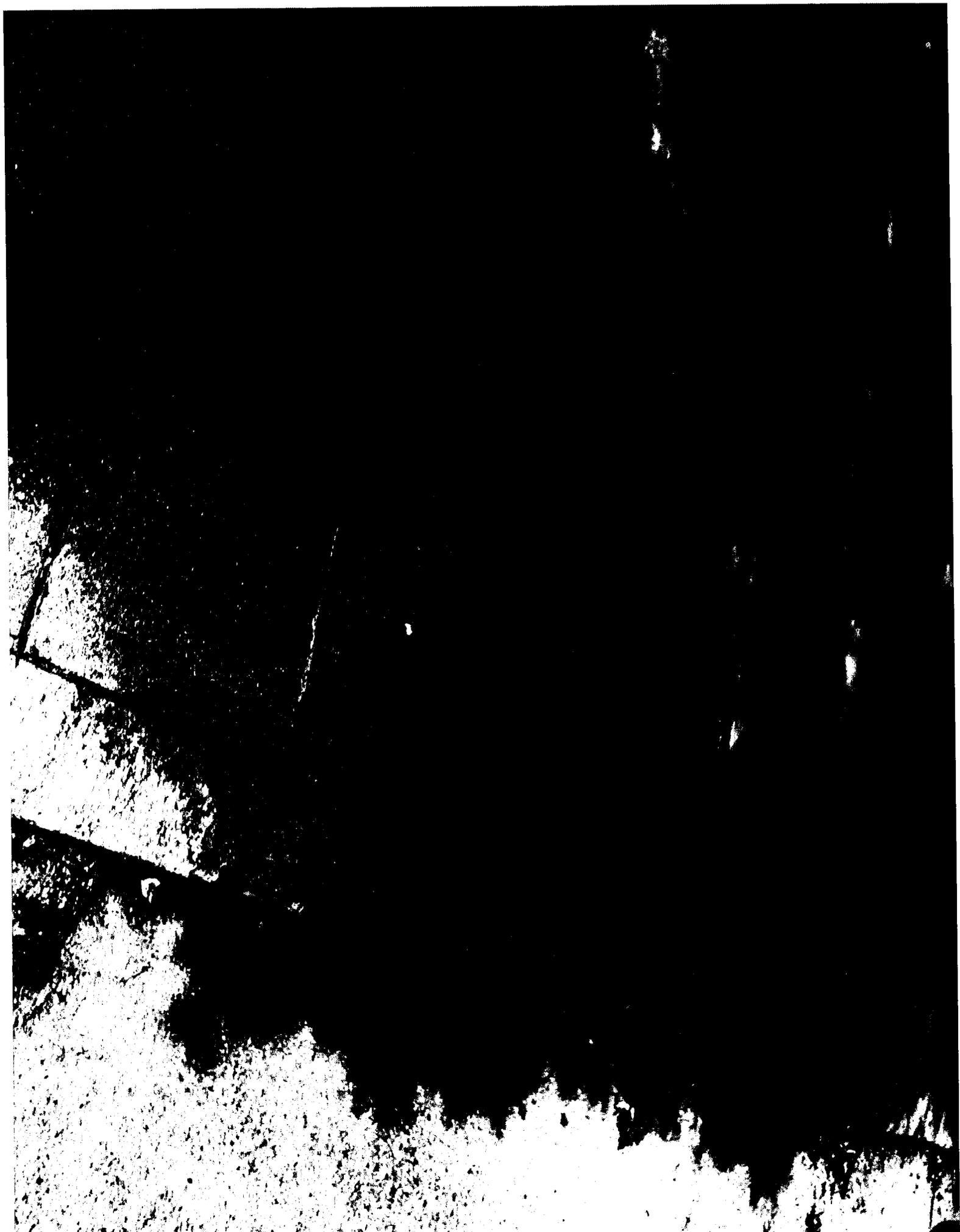
Enclosures

Cc: Thomas E. Coyle, III, Town Manager









# TOWN OF WARREN

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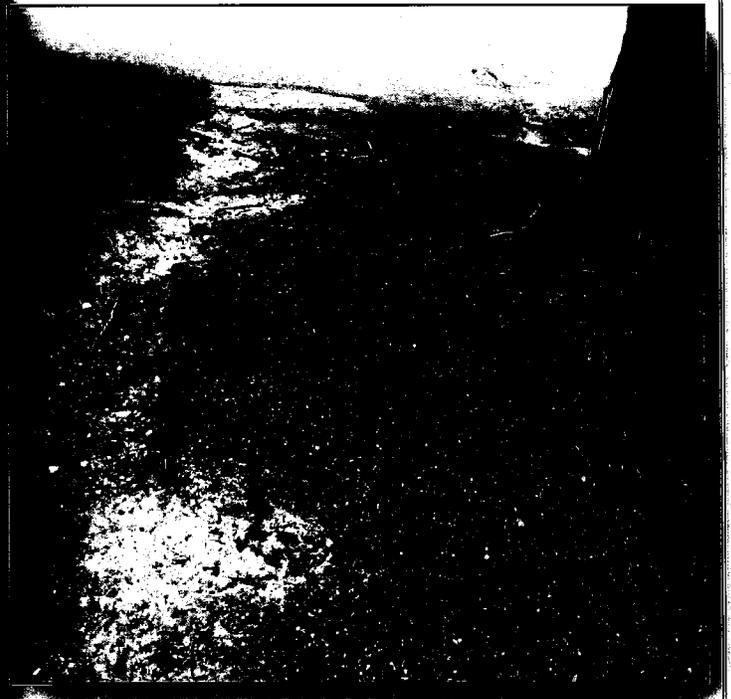
## TRANSPORTATION IMPROVEMENT PROGRAM: 2017-2025 / STATUS OF TOWN'S PRIORITY LIST

WARREN'S PRIORITY	PROJECT DESCRIPTION	TIMEFRAME DRAFT TIP	COMMENTS
1	Water Street Sidewalks & Streetscape	n/a	Included in 2016 – Thank you!
2	Main Street Curbs and Sidewalks	2023 & 2024  2019 & 2020	TIP description: Main St (Warren Bridge to Child) Resurfacing / Limited Sidewalk Replacement / Limited Handicapped Ramp Installation  TIP description: Bristol (Washington St to Dyer Ave) includes Warren portion – Town line to Dyer – replace sidewalks
3	Market Street Curbs and Sidewalks	2023 & 2024	TIP description: Route 136, Market St, Kickemuit St, Metacom (Bristol Town Line to Mass. State Line) – Resurfacing / Limited Sidewalk Replacement / Limited Sidewalk Extension & Handicapped Ramp Installation
4	Belcher's Cove Bridge at Market St	2017-2025	Included in Bridge Group #15
5	East Bay Bike Path Extension	Split	Safe Routes to School Infrastructure for Hugh Cole and KMS (2016) Safe Route to School Final Design and Implementation (2017-2021) East Bay Bike Path Extension – Including "Broken Bridge" (2022)
6	Intersection Safety Improvements for Main St. at Market / Miller	2017	TIP description: Curbing / Signal Improvements / Geometric Improvements
7	Intersection Improvements to Metacom	Split 2016 & 2017	TIP description: Signal Upgrades & Left Turn Lanes
8	Resurfacing Vernon Street	2024 & 2025	TIP description: Vernon St from Rt. 114 to Rt. 136
9	South Warren Bridge at South Main St	2017-2025	Included in Bridge Group #15
10	Kickemuit River Bridge at Child St	2017-2025	Included in Bridge Group #15
11	Resurfacing Rt. 114, Warren Bridge to Child Street	See item #2 2023 & 2024	Incorporated with Sidewalks and Curbs
12	Resurfacing Rt. 136	See Item #3 2023 & 2024	Incorporated with Sidewalks and Curbs
13	Resurfacing Birch Swamp Road & Schoolhouse Road (Market to Long Ln)	2024 & 2025	

TIPID 1300 - MAIN STREET CURBS AND SIDEWALKS  
RT 114 / WARREN TOWN LINE TO DYER STREET  
(COMBINED WITH BRISTOL)  
FUNDED IN FY 2019-2020



- Located within SPG area for aging households
- Located within an area with a high concentration of disabled residents
- Many areas are not passable for those with disabilities
- Vital connection to the center of Town / services
- Sidewalk condition forces pedestrians into the street
- Sidewalks were programmed for completion with repaving that was completed several years ago
- Project has been in planning stages for a decade.



*May, 2016 photos*

**MAIN STREET - BRISTOL TOWN LINE TO DYER ST**



**WARREN CONTACTS**

Jan H. Reitsma  
Interim Town Manager  
jreitsma@townofwarren-ri.gov  
401.245.7554



Kate Michaud  
Town Planner  
kmichaud@townofwarren-ri.gov  
401.245.2469



TIPID 5269 – MAIN STREET CURBS AND SIDEWALKS  
RT 114 / WARREN BRIDGE TO CHILD STREET  
FUNDED IN FY 2023

- Located within Census Tract 305 / majority low and moderate income households
- Located within SPG area for Carless Households and Environmental Justice
- Within the SPG area containing a high percentage of disabled residents
- Non-ADA compliant crossings (curbs) and sidewalks
- Area of extreme importance for economic development
- Walkability and quality of experience is the key to the area's economic recovery
- High traffic area, well used RIPTA route, many pedestrians
- Area contains the Corliss Institute, churches and the American Tourister Mill redevelopment.
- Critical infrastructure need.

*May, 2016 photos*



**MAIN STREET - WARREN BRIDGE TO CHILD STREET**



**WARREN CONTACTS**

Jan H. Reitsma  
Interim Town Manager  
jreitsma@townofwarren-ri.gov  
401.245.7554

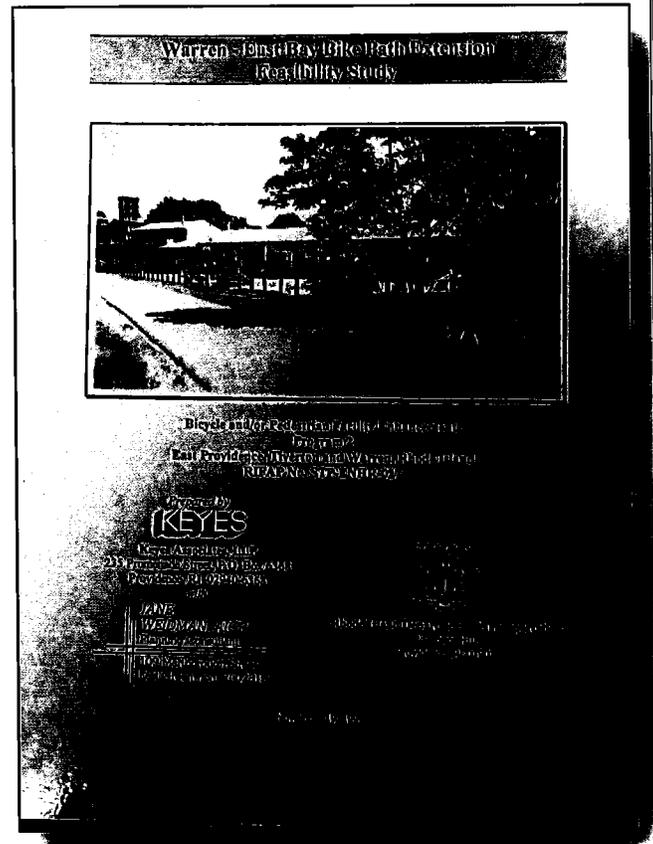


Kate Michaud  
Town Planner  
kmichaud@townofwarren-ri.gov  
401.245.2469



TIPID 5271 - WARREN BIKE PATH EXTENSION  
 EAST BAY BIKE PATH TO KICKEMUIT RIVER BRIDGE  
 (INCLUDES KICKEMUIT RIVER PEDESTRIAN / BIKE BRIDGE)  
 FUNDED IN FY 2022

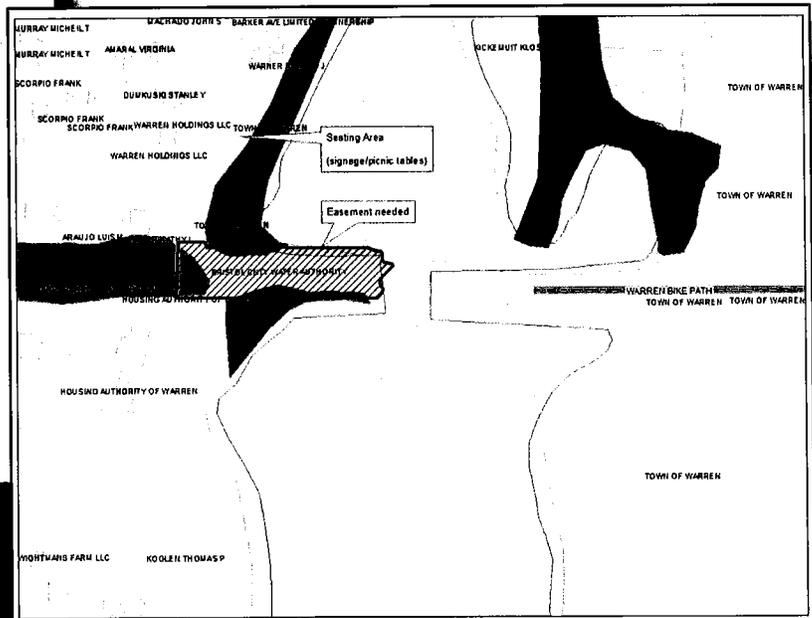
- First submitted by the Town as a project in 1993.
- Feasibility study completed in 1997. →
- First segment construction completed in July, 2009.
- Completion will connect KMS and Hugh Cole School to the most densely populated areas of Town.
- Will connect eastern Warren to the East Bay Bike Path / Providence to Providentown Bikeway
- Will divert bicycle traffic off of Child St / Route 103, which is not suitable for bike traffic.
- Study recently completed by RWU – now is the time to act and move forward.



Roger Williams University

**WARREN – EAST BAY BIKE PATH CONNECTION FEASIBILITY STUDY**

ROBERT ANGELO, DINBU MOBI, BLAKE HUDSON, AMANDA TAVARES, & MATTHEW TAVARES  
 ADVISED BY: ACHIN GHANEM, PhD.  
 ROGER WILLIAMS UNIVERSITY CENTER FOR DESIGN AND URBANISM



## WARREN BIKE PATH EXTENSION



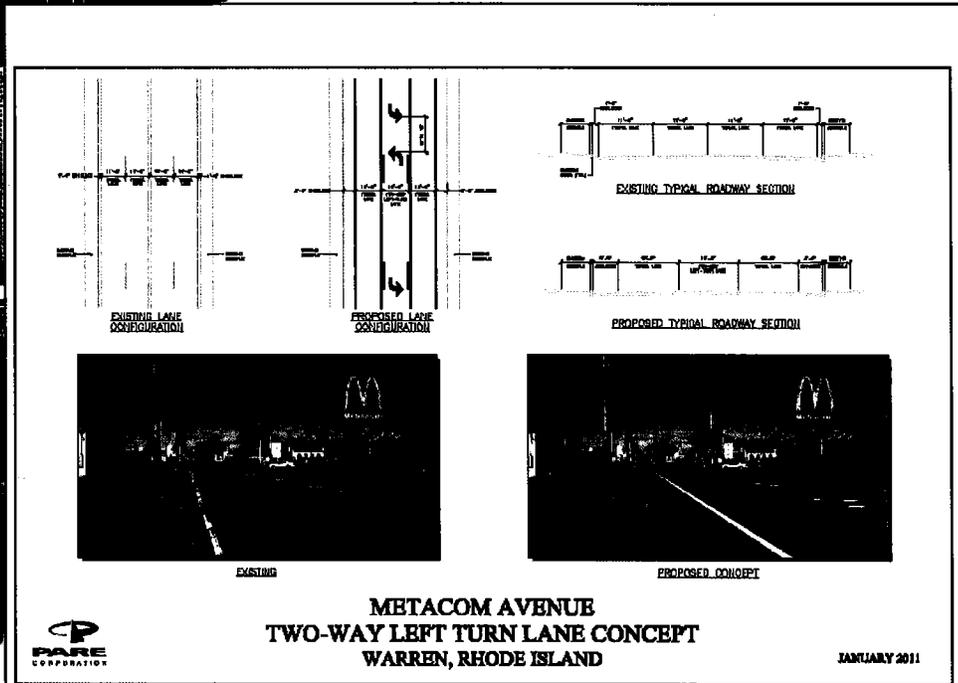
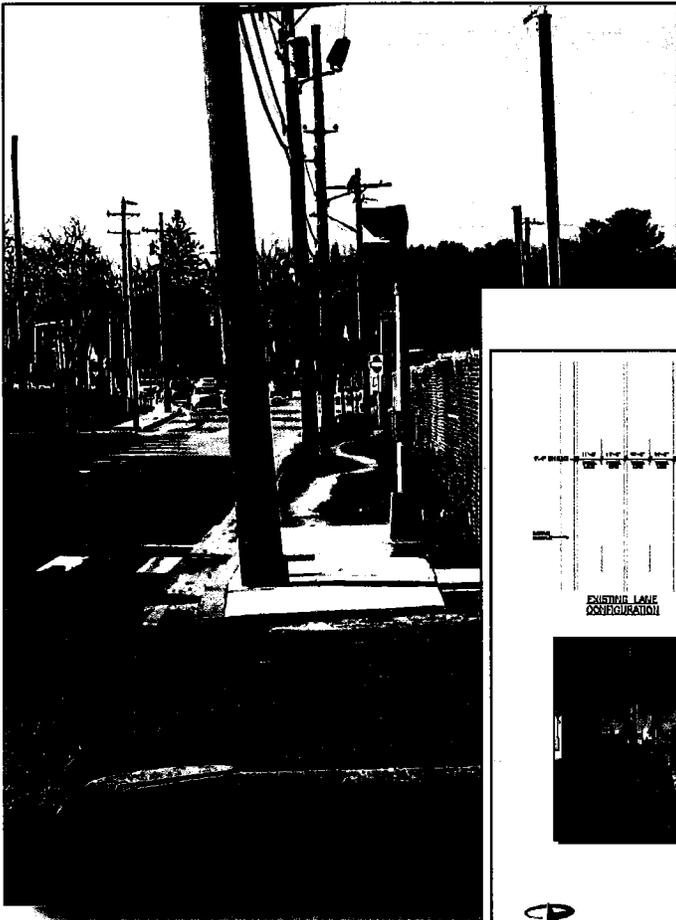
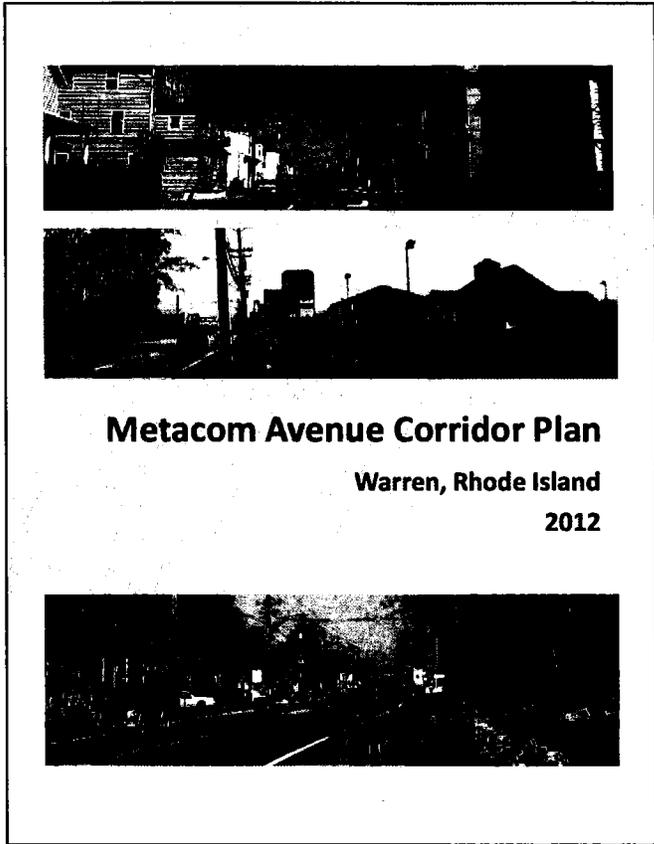
## WARREN CONTACTS

Jan H. Reitsma  
Interim Town Manager  
jreitsma@townofwarren-ri.gov  
401.245.7554



Kate Michaud  
Town Planner  
kmichaud@townofwarren-ri.gov  
401.245.2469

- Identified by Statewide Planning in 2003 as an area in need of improvements.
- Metacom Ave Corridor Plan completed in 2012. →
- Difficult to comment on a TIP project with such a large scope.
- The Town has received multiple complaints regarding safety and the lack of ADA compliance.
- Opportunity exists to work collaboratively with the Town to expedite and facilitate improvements.







CITY OF CENTRAL FALLS  
MAYOR'S OFFICE



TOWN OF CUMBERLAND  
MAYOR'S OFFICE



CITY OF PAWTUCKET  
MAYOR'S OFFICE

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May 26, 2016

Honorable Members of the Transportation Advisory Committee  
RI Division of Planning  
One Capitol Hill, 3rd Floor  
Providence, RI 02908

Dear Honorable Members:

It is with great enthusiasm on behalf of Central Falls, Cumberland, and Pawtucket, that we, the Mayors of those respective communities offer our full support of the proposed funding of the Broad Street Regeneration Initiative introduced in the Transportation Improvement Program (TIP) funding plan advised by this Committee.

In the proposed funding plan, our three communities stand to benefit from an \$11.54 million investment in much-needed improvements and maintenance on Broad Street, a critical main street that links all three of our downtown districts. This crucial funding will not only addresses current infrastructure deficiencies, but also elevate a major thoroughfare, which in turn, will have major economic development benefits. The Broad Street Regeneration Initiative represents an unprecedented collaboration between three communities designed to leverage to power of partnership to increase efficiency, maximize investment, and expand project impact.

We believe that through this strategic investment, our vision of a world-class, complete street will become a reality, which will benefit the entire Blackstone River Valley. Our communities have already demonstrated commitment to elevating Broad Street through investments in façade improvement programs in Central Falls, an urban forestry program shared between Central Falls and Cumberland, and recent road surface maintenance in Pawtucket. Funding the Broad Street Regeneration Initiative will also alleviate significant infrastructure deficiencies effecting storm water drainage, bridges, and road surfaces.

We respectfully reiterate our support for the proposed funding plan of an initiative that will have a wide-ranging positive impact upon an entire region. Please feel free to contact us if you have any further questions or concerns.

Sincerely,

James A. Diossa  
Mayor, City of Central Falls

Bill Murray  
Mayor, Town of Cumberland

Don Grebien  
Mayor



TOWN of NEW SHOREHAM  
OFFICE of the TOWN MANAGER

TELEPHONE (401) 466-3210  
FAX (401) 466-3219  
TTY 711

EMAIL: townmanager@new-shoreham.com

June 1, 2016

Jared L. Rhodes  
Secretary of State Planning Council  
Rhode Island State Planning Council  
One Capitol Hill  
Providence, R.I. 02908

Re: Town of New Shoreham TIPS submittals FY2017-2025

Dear Mr. Rhodes:

The Town of New Shoreham is forwarding this letter as commentary on the proposed New Shoreham Status Report for the submissions we had for the FY2017-2025 Transportation Improvement Program.

Our request for sidewalks on West Side Road #5096 is scheduled for funding in FY 2018. This request has been part of our submissions in the past and has been identified as a critical safety issue every summer for the past ten years. While we are glad it is part of the program going forward, we are dismayed that it will not be addressed for at least two more summer seasons. There is no sidewalk along this stretch of state road and pedestrian traffic keeps increasing each summer. We ask that this item be reviewed in the hopes that it can be funded before next summer, because the absence of sidewalks here is a critical safety concern.

Our other submissions all involved paving state roads throughout the island and we specifically targeted those that are in the greatest need of repair. In most instances, the shoulders of the roads mentioned are crumbling and present dangerous circumstances for walkers and the numerous bicycle and moped operators who share our narrow roads with vehicles.

Project #5101 can be removed from the list because that road will be repaved this fall under the National Grid/Deepwater project project. But #5100 Cooneymus Road, #5104 Mohegan Trail, #5099 Ocean Ave., #5013 Spring Street, and #5102 West Side Road are all roads that cannot have work postponed until after 2025 based upon the current road integrity. They are eliminated from consideration with the comment that they are all "low volume roadways" and we question this characterization and its basis.

Page 2

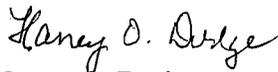
Jared L. Rhodes, Secretary  
Rhode Island State Planning Council

To our knowledge, no volume study has been done on these roads to support the determination of "low volume", nor can I find any clear definition of how volume is measured and over what time span. Considering that the useful life of a paved surface is approximately ten years, the volume these roads have cumulatively experienced in the summer months over the last twenty five years (when they were only microscreened) should clearly earmark them for repair in the next two years or so and not another decade out. As part of our submission and our presentation during the initial hearings, we provided pictures of the roadways in question and will willingly provide more pictures and video of the crumbling shoulders and sinking parts of these state roads if that will help put this work front and center.

While usage here may pale in comparison to mainland roadways, I would be curious to know if mainland roads have gone without any upgrade at all as is the case on island. There is a substantial amount of tourism dollars that travel upstate as a result of the island's absorption of tens of thousands of people in the summer time; and that, combined with the safety concerns for our visitors, as well as of our own citizenry, should merit another look at the submissions made in our application and addressed at the first round of hearings.

Please let me know if you need any further information at this time.

Sincerely,



Nancy O. Dodge  
Town Manager

NOD/sjg

cc: Town Council  
Michael Shea, Highway Superintendent  
James J. Geremia, P.E.



May 9, 2016

Karen Scott, Assistant Chief  
Rhode Island Statewide Planning Program  
One Capitol Hill, 3<sup>rd</sup> Floor  
Providence, Rhode Island 02908

Dear Ms. Scott:

The Jewelry District Association writes with enthusiastic support for the draft Transportation Improvement Program and its funding of CiTY WALK in fiscal years 2017 and 2018.

Recognizing that connectivity is critical to Providence's appeal and development potential, Mayor Elorza and many City Departments, along with Neighborhood Associations and organizations such as Grow Smart RI, the Children's Museum, RI Foundation, Southside Community Land Trust and the RI Bicycle Coalition have endorsed CiTY WALK, which will serve several diverse neighborhoods.

We thank you for recognizing CiTY WALK's value to the City and the State.

Respectfully,

Phoebe Blake, Chair  
Planning & Zoning Committee  
Jewelry District Association

cc: Bonnie Nickerson, Director of Planning + Development

116 Chestnut Street  
Suite H  
Providence, RI  
02903

Setting a Sparkling Example for Providence

PTSID	TIP ID#	Project	Pipeline	Year	Funding	FFY 2016		Reason	
						Original	Add/Subtract		Revised
0165X	2007	Rt 108, Kingston Rd & High St	Pavement	2016	NHPP	\$1.80	\$0.40	\$2.20	Revised Project Estimate.
0078U	2002	Improvements to Downtown Providence C-3	Pavement	2016	NHPP	\$1.90	(\$0.80)	\$1.10	Revised Project Estimate.
00796	1269	I-95 (US-1 To Eddy St)	Pavement	2016	NHPP	\$0.05	\$0.13	\$0.18	Revised Project Estimate.
0173N	1277	US-1 Commodore Perry Hwy	Pavement	2016	NHPP	\$0.07	\$0.03	\$0.10	Revised Project Estimate.
0081R	1286	Rt 24 (Rt 114 To Hummocks Ave)	Pavement	2016	NHPP	\$0.07	\$0.03	\$0.10	Revised Project Estimate.
0061A	1330	US 44 and Rt 100 Intersection	Pavement	2016	NHPP	\$0.30	\$0.04	\$0.34	Revised Project Estimate.
0173X	1393	US-6 Hartford Pike and Hartford Ave (Danielson PK to I-295) Pavement	Pavement	2016	NHPP	\$0.20	\$0.09	\$0.29	Revised Project Estimate.
0076N	2006	Rt 107, Main St (Rt 100 to Union Ave)	Pavement	2016	NHPP	\$2.40	(\$0.08)	\$2.32	Revised Project Estimate.
0007C	2009	Rt 138, East Main Rd & Park Ave	Pavement	2016	NHPP	\$0.09	\$0.05	\$0.14	Revised Project Estimate.
0081W	2010	Rt 146 (I-95 to 6 Miles South of Serman Ave)	Pavement	2016	NHPP	\$0.19	\$0.07	\$0.26	Revised Project Estimate.
0007F	1356	Two Mile Corner	Pavement	2016	NHPP	\$3.50	(\$0.10)	\$3.40	Revised Project Estimate.
		New Main St. In East Greenwich (First Ave to Division St)	Pavement	2016	NHPP	\$0.00	\$0.05	\$0.05	New Proposed Project.
0172Y	1264	Projects Currently Under Construction	Pavement	2016	NHPP	\$5.44	\$0.09	\$5.53	Revised Project Estimate.
0172Y	2005	Rt 102, Victory Hwy (Hartney Hill Rd to Old Plainfield PK)	Pavement	2016	Gas Tax	\$0.50	(\$0.50)	\$0.00	Project has been completed. All funds previously authorized.
0172Y	2005	Rt 102, Victory Hwy (Hartney Hill Rd to Old Plainfield PK)	Pavement	2016	RICAP (HHP)	\$5.60	(\$5.60)	\$0.00	Project has been completed. All funds previously authorized.
0172B	2014	Woonasquacket Ave (Fruit Hill Rd to US Rt 44)	Pavement	2016	RICAP (HHP)	\$4.50	(\$0.20)	\$4.30	Revised Project Estimate.
	1264	Projects Currently Under Construction	Pavement	2016	RICAP (HHP)	\$0.00	\$5.97	\$5.97	Revised Project Estimate. Switching Between Available Funding Sources.
<b>Total Pavement Pipeline</b>						<b>\$56.01</b>	<b>(\$0.26)</b>	<b>\$55.75</b>	
9610		State Traffic Commission - Ped and Inter Safety Imprv.	Traffic	2016	STPG	\$1.60	(\$1.18)	\$0.42	Switching Between Funding Sources.
9610		State Traffic Commission - Ped and Inter Safety Imprv.	Traffic	2016	RIHMA	\$0.00	\$1.18	\$1.18	Switching Between Funding Sources.
<b>Total Traffic Safety Pipeline</b>						<b>\$27.00</b>	<b>\$0.00</b>	<b>\$27.00</b>	
5011		Pawtucket/Central Falls Train Station	Transit Capital	2016	FTA	\$2.80	\$0.50	\$3.30	Revised Project Estimate and Funding Schedule.
5011		Pawtucket/Central Falls Train Station	Transit Capital	2016	Gas Tax	\$0.00	\$0.43	\$0.43	Revised Project Estimate and Funding Schedule.
<b>Total Transit Capital Pipeline</b>						<b>\$50.20</b>	<b>\$0.93</b>	<b>\$51.13</b>	
9001		Trestle Trail - West Section -2 Bridges	TAP	2016	RICAP (Projects)	\$1.56	(\$0.17)	\$1.39	Switching Between Available Funding Sources.
9001		Trestle Trail - West Section -2 Bridges	TAP	2016	Earmark	\$0.00	\$0.17	\$0.17	Switching Between Available Funding Sources.
5320		Blackstone River Bikeway - Segment 8C	TAP	2016	STPG	\$0.00	\$1.18	\$1.18	Switching Between Available Funding Sources. Use of STPG Setaside Funds (Formerly TAP Funds).
5320		Blackstone River Bikeway - Segment 8C	TAP	2016	RIHMA	\$1.39	(\$1.18)	\$0.21	Switching Between Available Funding Sources. Use of STPG Setaside Funds (Formerly TAP Funds).
<b>Total TAP Pipeline</b>						<b>\$11.09</b>	<b>\$0.00</b>	<b>\$11.09</b>	
<b>Total FFY 2016 Changes</b>						<b>\$144.30</b>	<b>\$0.67</b>	<b>\$144.97</b>	

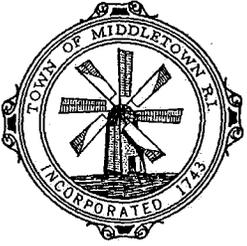
Project Name Changes to STIP

FFY 2016

PTSID	TIP ID#	Project	Pipeline	Project Name Revision
5011		Pawtucket/Central Falls Train Station	Transit	Pawtucket/Central Falls Transit Center

Funding Changes to STIP  
 FFY 2016

Funding Source	Year	FFY 2016			Reason
		Original	Add(Subtract)	Revised	
FTA (Fixed Guideway)	2016	\$3,443	\$0.50	\$3,93	Error: FY 2016 Did not receive the correct amount of FTA Funding available to RI.
<b>Total FTA Funding</b>		<b>\$3,443</b>	<b>\$0.50</b>	<b>\$3,93</b>	
SAFTEA-LU High Priority Projects 3677-5173	2016	\$0.00	\$0.17	\$0.17	Available Earmark Funds for Trestle Trail Project.
<b>Total Earmark Funding</b>		<b>\$0.00</b>	<b>\$0.17</b>	<b>\$0.17</b>	
<b>Total FFY 2016 Funding Changes</b>		<b>\$3,443</b>	<b>\$0.67</b>	<b>\$4.10</b>	



## Town of Middletown

350 East Main Rd., Middletown RI 02842

May 20, 2016

Rhode Island State Planning Council  
ATTN: Jared L. Rhodes, Secretary (Acting)  
One Capitol Hill  
Providence, RI 02908

Re: Middletown FFY 2017-2025 TIP submission

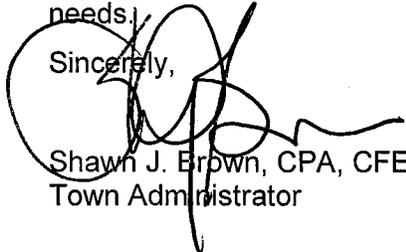
Dear Mr. Rhodes,

Enclosed I am providing a resolution of the Middletown Town Council dated May 16, 2016 requesting that two of Middletown's highest priority road improvement projects be afforded additional consideration for inclusion in the FFY 2017-2025 TIP. The following projects have been submitted by the town for consideration during past TIP rounds, and they continue to be two of the town's highest priority requests:

- **Aquidneck Ave. (Rt. 138A) reconstruction from Green End Ave. to East Main Rd. (Rte. 138) (including drainage and sidewalks).** While this segment of state highway is included in the draft TIP pavement capital program for funding in FY 2019 for resurfacing, the pressing needs for sidewalks and storm water runoff control and treatment are not addressed. This project continues to be the Town's top priority.
- **Atlantic Beach District - Aquidneck Ave./Purgatory Road – Improvements in the beach area as identified in the 2007 Atlantic Beach District Master Plan, including roadway and sidewalk improvements.** As with upper Aquidneck Ave, this segment is included in the draft TIP for resurfacing only. And while safety improvements to three intersections in the area are included in the TIP traffic safety capital program for FY2017-18, the town's request for roadway cross-section improvements, including sidewalk improvements and travel lane reconfiguration, are not included.

Attached I am again providing documentation previously submitted in support of these projects which demonstrates how the projects address each of the seven TIP guiding principles. I hereby respectfully request that the State Planning Council consider including the projects in the FFY 2017-2025 TIP. Thank you for your attention to this matter, and please feel free to contact me with any questions or additional information needs.

Sincerely,

  
Shawn J. Brown, CPA, CFE  
Town Administrator

THE TOWN OF MIDDLETOWN

RESOLUTION

OF THE

COUNCIL

No. 2016-35

WHEREAS: The State Planning Council, the Metropolitan Planning Organization (MPO) for the State of Rhode Island, is responsible for development of the Transportation Improvement Program (TIP) for FFY 2017-2025; and,

WHEREAS: The Middletown Town Council held a public hearing on December 7, 2015 regarding the Town's proposed project submissions for the TIP, and subsequently authorized submission of the town's project priorities, submitted to the Statewide Planning Program on January 4, 2016; and,

WHEREAS: The State Planning Council has now released the draft FFY 2017-2025 TIP for public review and comment; and,

WHEREAS: Two of the Town's highest priority projects due to their public safety and economic development benefits are not included in the draft TIP; now,

THEREFORE, BE IT

RESOLVED: That the Middletown Town Council hereby opposes the adoption of the FFY 2017-2025 TIP as currently drafted, and requests that the following projects be added to the TIP:

1. Aquidneck Ave. (Rt. 138A) reconstruction from Green End Ave. to East Main Rd. (Rte. 138) (including drainage and sidewalks).
2. Atlantic Beach District - Aquidneck Ave./Purgatory Road - Improvements identified in the 2007 Atlantic Beach District Master Plan, including roadway and sidewalk improvements.

MAY 16 2016

READ AND PASSED IN COUNCIL.

*Wendy J. Marshall*  
Wendy J. Marshall, Clerk  
TOWN OF MIDDLETOWN

# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of Middletown  
Contact Person Ronald M. Wolanski Title Planning Director  
Mailing Address 350 East Main Road  
City Middletown Zip Code 02842  
Phone 401-849-4027 Email rwolanski@middletownri.com

PROJECT INFORMATION

### Type of Project *select all that apply*

- |  |  |  |  |
|--|--|--|--|
| <input type="checkbox"/> Bridge                                | <input checked="" type="checkbox"/> Pavement | <input checked="" type="checkbox"/> Drainage | <input type="checkbox"/> Planning              |
| <input checked="" type="checkbox"/> Traffic                    | <input type="checkbox"/> Transit             | <input checked="" type="checkbox"/> Bicycle  | <input checked="" type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____         |  |  |

### Project Description

Project Title Aquidneck Ave. (Rt. 138A) Reconstruction  
Location by Street Name Aquidneck Avenue  
Project Limits - From Green End Avenue To East Main Road

*Please include an 8.5" x 11" map of the site, indicating project limits.*

Provide a brief description of the proposed project:

This project proposes reconstruction of Aquidneck Avenue from East Main Road to Green End Avenue (approximately one mile), including the implementation of appropriate stormwater drainage control and treatment, sidewalks, and shoulder and/or bike lane on both sides of the road.

## Describe need for proposed project:

Aquidneck Avenue in the subject area is a densely developed business corridor, that also serves abutting residential neighborhoods and the Gaudet Middle School. Over the past several years concerns have been expressed locally about the need for improvements, particularly to address pedestrian safety. Currently there are no sidewalks in this area. The level of activity resulting from the school and local businesses appears to warrant the installation of sidewalks. Due to the nature of the stormwater system, including the use of ditches along the roadway, and the lack of curbing, installation of sidewalks and bike lanes is not possible without reconstruction of the roadway. Implementation of appropriate stormwater drainage control would also provide for the installation of BMP's to address the Town's and RIDOT's responsibilities relative to the Bailey Brook and North Easton's Pond TMDLs.

The proposal would increase mobility for physically handicapped residents of Middletown as well as residents without access to automobiles. The facilities are particularly important in this respect as Aquidneck Avenue is not serviced by RIPTA.

## Describe anticipated municipal or state transportation network or economic development benefits:

Creating comprehensive bicycle and pedestrian infrastructure along Aquidneck Avenue encourages wider adoption of more environmentally friendly multi-modal and/or active transportation by providing increased safety for motorists, pedestrians, and cyclists. In addition to directly supporting the goals outlined in the 2014 Middletown Comprehensive Plan, these proposed facilities would tie directly into existing infrastructure on East Main Road, creating a more broadly useful multi-modal transportation network in Middletown.

Is the project consistent with the local Comprehensive Plan?  Yes  No

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

CRITERIA

**Evaluation Criteria**

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits    | 5. Supports Local and State Goals |
| 2. Cost Effectiveness   | 6. Safety and Security            |
| 3. Economic Development | 7. Equity                         |
| 4. Environmental Impact |                                   |

PROJECT ESTIMATES

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$1.8 million	\$1.8 million
				Total Cost	\$1.8 million
				Amount Requested through TIP Process	\$1.8 million

Is there funding from other sources committed to this project?  Yes  No

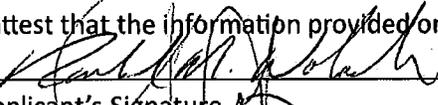
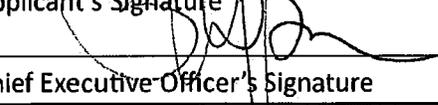
Source	Amount
State Highway	
Total	

Estimated date of construction Summer 2017

CERTIFICATION

**Applicant Certification**

I attest that the information provided on this application is in true and accurate.

	<u>1/4/16</u>
Applicant's Signature	Date
	<u>1/4/16</u>
Chief Executive Officer's Signature	Date

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016**

**Town of Middletown  
New Project Request  
Aquidneck Avenue Reconstruction**

**Mobility benefits**

According to the Aquidneck Island Transportation Study, the section of Aquidneck Avenue connecting Green End Ave. and East Main Rd. serves approximately 12,000 vehicles daily. Currently, pedestrians and cyclists are required to share this space with motorists, discouraging all but the most dedicated and experienced users. The construction of sidewalks and bicycle lanes along Aquidneck Avenue allows for greater mobility among those unable, unwilling, or simply not interested in using automotive transportation but understandably uncomfortable with the current street configuration.

**Cost Effectiveness**

Restructuring Aquidneck Avenue with regards to stormwater management and pedestrian/cyclist safety would allow the Town of Middletown to solve two problems in a single project, effectively eliminating the need to reconstruct the road a second time. This alone makes the project worth pursuing with regards to cost effectiveness. With the presence of Gaudet Middle School on Aquidneck Avenue, the project creates a safe route to school. Increasing the safety of Middletown school children cannot be valued, but nonetheless provides a valuable incentive for completing this project.

**Economic Development**

Home to ~40 retail and restaurant businesses, nearly all of them locally owned, this area would benefit greatly from increased foot and bicycle traffic. These road users are often slower moving and less rushed than drivers and are more likely to visit local shops they stumble upon. Offices located on the same stretch of Aquidneck Ave. provide a number of potential patrons for the restaurants during the lunch hour and construction of pedestrian facilities has the potential to greatly reduce mid-day vehicular activity in a congested area.

Located immediately outside of the focus area and already home to sidewalks, the Aquidneck Corporate Park employs approximately 2,500 additional potential customers lacking only this link to frequent the Aquidneck Avenue. Looking further, Aquidneck Ave. is the primary connection to the Atlantic Beach District of Middletown, home to hundreds of hotel rooms and full of summer tourists who, due to a lack of current connectivity, may be totally unaware of the plethora of local businesses within a thirty minute walk (10 minute bicycle ride) of the beach.

**Environmental Impact**

The removal of automobiles from the road, such as results from the increased availability of active transportation facilities, has an immediate impact on the generation of CO2 emissions. It also reduces the level of contaminated runoff from roadways due to automobile leakage and the creation of litter from motorists.

The reconfiguration of stormwater management facilities along Aquidneck Avenue will improve current runoff issues. Currently, untreated surface runoff flows into ditches and stormwater drains, ultimately flowing into Bailey Brook and Easton's Pond, both of which are subject to TMDLs, Bailey Brook for

bacteria and Easton's Pond, a drinking water reservoir, for phosphorus. Reconfiguration of drainage would allow for the regeneration of these degraded water resources.

### **Supports Local and State Goals**

Identified as a high-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: B: Increased bicycle facilities, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

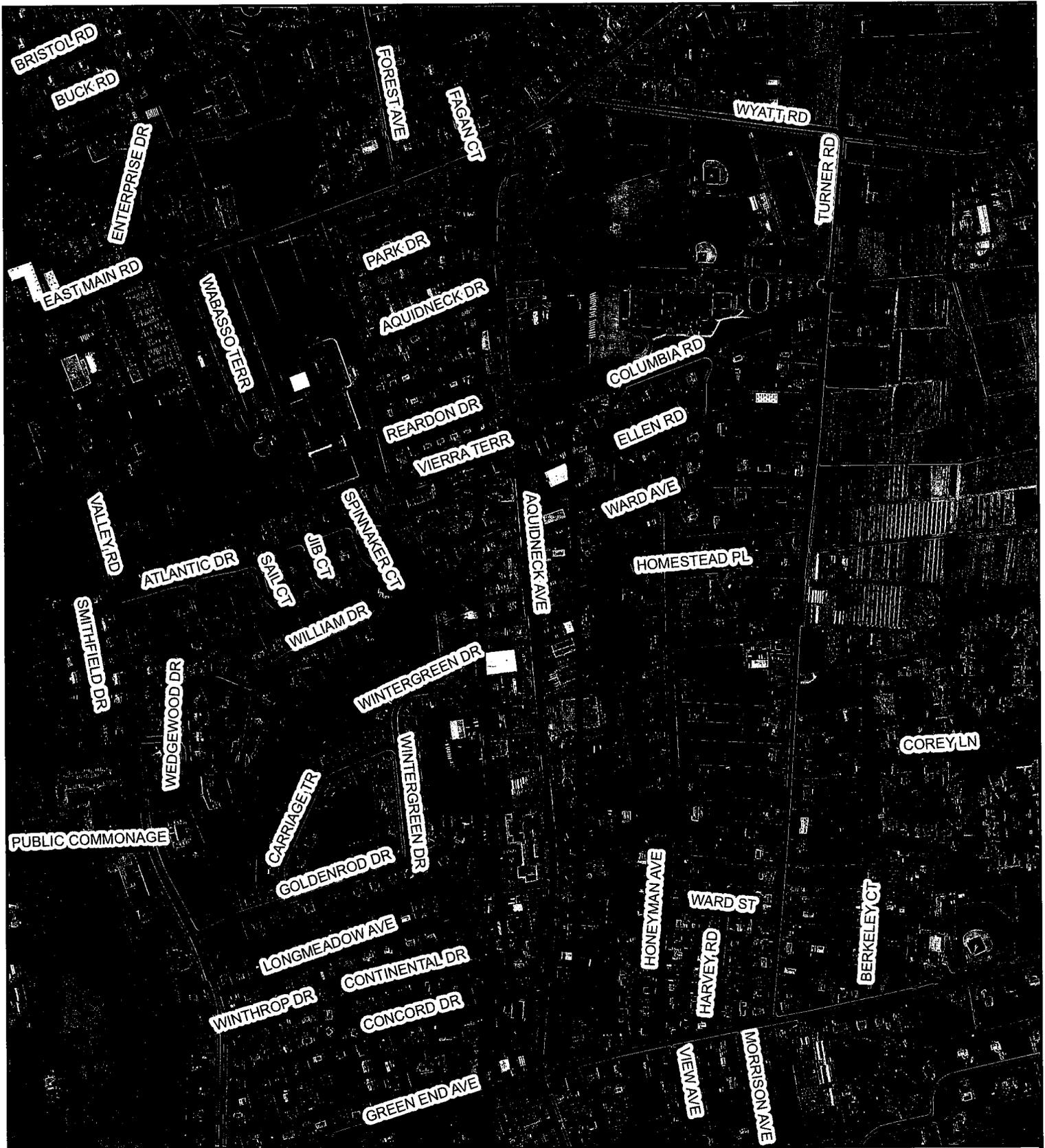
### **Safety and Security**

By providing infrastructure for pedestrians and cyclists, these groups become far safer than if they were required to share the road with cars as is currently the case. Motorist safety is also increased by reducing the likelihood of accidents, either from striking pedestrians/cyclists or striking traffic/obstacles in an attempt to avoid doing so.

The section of Aquidneck Ave. in question also serves as a primary means of accessing Gaudet Middle School. Construction of pedestrian and bicycle facilities in this area creates a safe route to the school. In addition to its primary function as an educational institution, Gaudet is an approved emergency shelter with Aquidneck Ave. serving as an important evacuation route.

### **Equity**

Reconfiguring Aquidneck Avenue will open a range of mobility options for those without access to an automobile. These groups are currently unable to safely travel down Aquidneck Ave. The proposal increases mobility equity. Unfortunately, no RIPTA service currently operates along Aquidneck Avenue, further restricting the mobility of economically stressed populations in this part of Middletown.



**Legend**

-  Project Area
-  Town Line
-  Sidewalks
-  Roads
-  Parcels



Town of Middletown  
 New Project Application  
 Aquidneck Avenue Reconstruction



# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>
	Agency/Organization <u>Town of Middletown</u>
	Contact Person <u>Ronald M. Wolanski</u> Title <u>Planning Director</u>
	Mailing Address <u>350 East Main Road</u>
	City <u>Middletown</u> Zip Code <u>02842</u>
Phone <u>401-847-4027</u> Email <u>rwolanski@middletownri.com</u>	

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	<b>Project Description</b>			
	Project Title <u>Atlantic Beach District Streetscape and Cross-section Improvements</u>			
	Location by Street Name <u>Aquidneck Avenue (Route 138A)</u>			
	Project Limits - From <u>Valley Road</u> To <u>Purgatory Road</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>The existing layout of Aquidneck Avenue, currently comprised of two 12 foot travel lanes, two 2-10 foot buffers, and two 0-5 foot sidewalks, is decidedly autocratic and does not allow for comfortable use by pedestrians. Additionally, the sidewalk and parking areas are the same material and elevation in many places, leading to cars parking on the sidewalk. Many utility poles are located within the sidewalk, creating obstacles at least and in many places making the sidewalk unusable.</p> <p>The proposal calls for reconfiguring the roadway to maintain the two travel lanes, create an 8 foot parking lane on the eastern side of Aquidneck Avenue, expand the eastern sidewalk to a contiguous, differentiated 6 foot sidewalk, and expand the western sidewalk to a contiguous, differentiated 10 foot sidewalk with street furniture and plantings. The western sidewalk would allow for a pedestrian scale transportation system connecting the hotels in the area with local shops and the beaches. The new sidewalks will be ADA compliant, unlike the current sidewalks. By removing the "shoulder" on both sides of Aquidneck Avenue, this proposal will not involve the acquisition of any additional right of way and will maintain the current width of the roadway.</p>				

## Describe need for proposed project:

The current configuration of Aquidneck Avenue in the Atlantic Beach District is unwelcoming to pedestrians and unusable by the handicapped. It serves as an unattractive and uninviting gateway to the district and may dissuade potential visitors staying at the numerous hotels in the area from venturing out without a car.

## Describe anticipated municipal or state transportation network or economic development benefits:

The ability of pedestrians, including disabled and low income populations, to access the Atlantic Beach District will be greatly improved. The experience of tourists visiting the beaches in the area and staying in adjacent hotels will also be improved. Creating pedestrian infrastructure to accommodate these groups will reduce congestion during the busy summer months.

Is the project consistent with the local Comprehensive Plan?  Yes  No

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

**Evaluation Criteria**

CRITERIA

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

**Project Estimates**

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$300K	\$1 million	\$1.3 million
				Total Cost	\$1.3 million
				Amount Requested through TIP Process	\$1.3 million

Is there funding from other sources committed to this project?  Yes  No

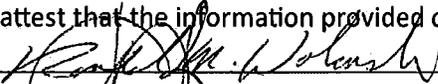
Source	Amount
Intersection improvements in the Atlantic Beach District have already been funded	
with construction slated to start this year.	
Total	

Estimated date of construction 2017 forward

**Applicant Certification**

CERTIFICATION

I attest that the information provided on this application is in true and accurate.

  
 Applicant's Signature \_\_\_\_\_ Date 1/4/16  
  
 Chief Executive Officer's Signature \_\_\_\_\_ Date 1/4/16

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016**

**Town of Middletown**  
**New Project Request**  
**Atlantic Beach District Roadway Improvements**

**Mobility benefits**

According to data collected for the Aquidneck Island Transportation Study, daily traffic volume is roughly 12,000 on Aquidneck Avenue between Green End Lane and East Main Road. Similar volumes are projected for the section of Aquidneck Avenue in the Atlantic Beach District. While the area can become congested during the summer months, this project is primarily aimed at improving safety and pedestrian access.

Roadway improvements and sidewalk optimizations will allow for this residentially and commercially dense area to become a pedestrian-oriented neighborhood, a status it is perfectly suited for but presently unable to obtain given safety concerns. Additionally, increasing pedestrian friendliness will allow greater access to the water and a proposed park immediately adjacent to the neighborhood.

**Cost Effectiveness**

The safety and utility of the Atlantic Beach District intersections will be greatly improved by this project. These changes will be especially evident to visitors to the area, ideally resulting in increased tourism numbers and increased capture of tourism dollars by the increased walkability of the district. When taken in conjunction with other submitted proposals, including the extension of pedestrian infrastructure on Aquidneck Avenue and Purgatory Road, as well as proposals for increased park space in the Atlantic Beach District, this proposal is capable of turning the Atlantic Beach District into the vibrant tourist destination it has the potential to be.

**Economic Development**

Tourism is the primary economic driver for the Atlantic Beach District given its proximity to the beach and Downtown Newport. Increased walkability would certainly increase the attractiveness of this economically strong area, as well as reduce traffic and open parking facilities to visitors not staying in one of the many neighborhood hotels. Furthermore, the presence of the Aquidneck Corporate Park immediately north of the project area provides ~2,500 employees who may be willing to travel the approximately half mile to visit the Atlantic Beach District restaurants for lunch, further increasing investment in the local economy as no chain establishments currently exist in the district.

**Environmental Impact**

Providing facilities that allow for non-vehicular transportation options decreases the vehicles miles traveled and the corresponding emission of CO2 and other air pollutants. Fewer chemicals are distributed on the road surface, reducing polluted surface water and limiting the potential of these pollutants to contaminate groundwater, particularly important given the proximity of Easton Pond, the largest drinking water reservoir on Aquidneck Island.

**Supports Local and State Goals**

Identified as a high-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of

Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal. In addition to the comprehensive plan, improvements in this area were shown broad support during the creation of the Atlantic Beach District Master Plan.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: D: Design, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

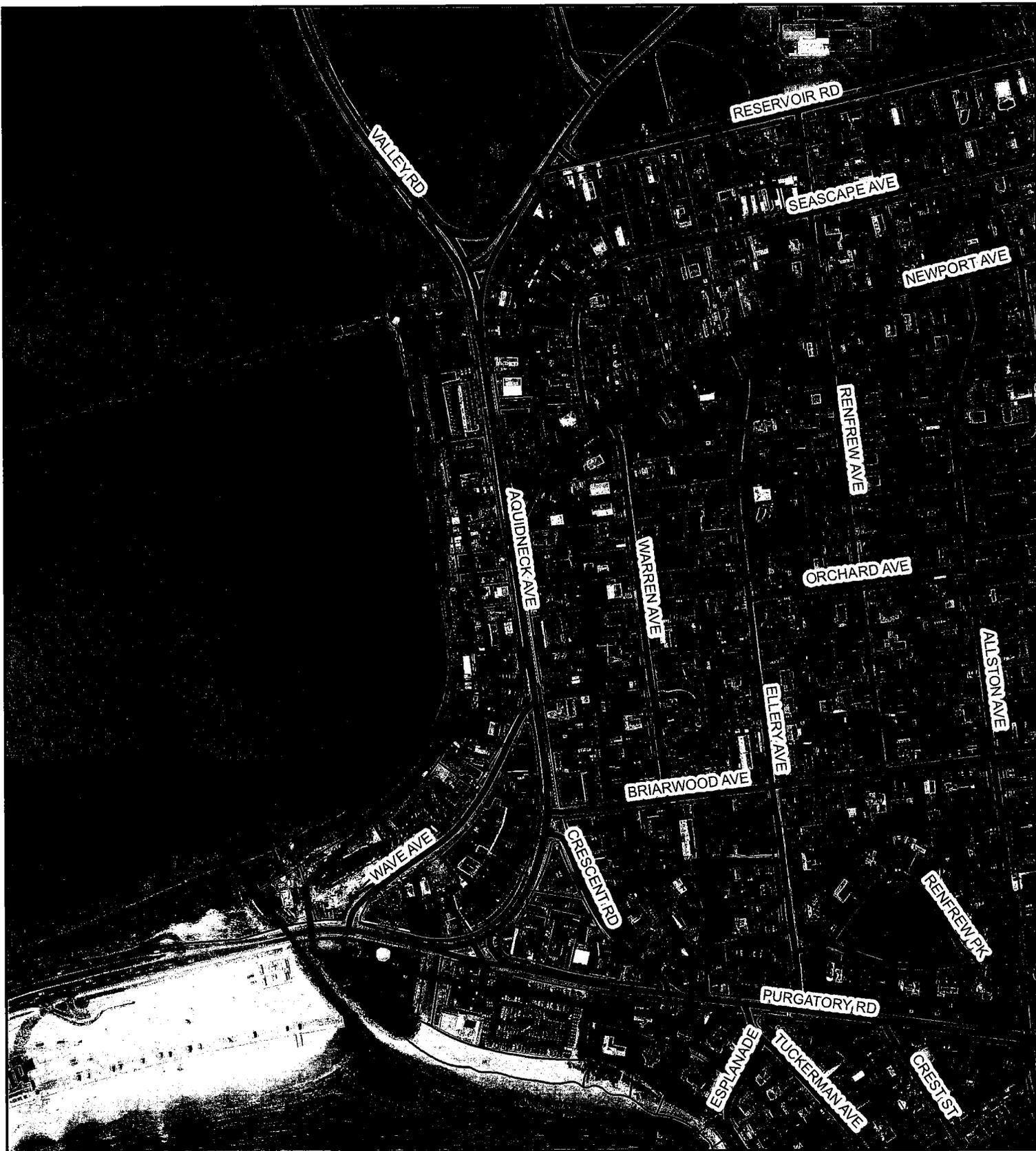
### **Safety and Security**

This proposal corrects a significant safety problem with the reconfiguration of four intersections: Aquidneck Ave./Valley Rd., Aquidneck Ave./Newport Ave., Aquidneck Ave./Briarwood/Crescent, and Aquidneck Ave./Purgatory Rd. Currently, the intersections are unsafe for pedestrians and motorists, both of which would see increased safety with the corrections via improved sight lines, intersections, and traffic calming measures. As an area of high residential density and high tourism activity, there are a large number of families with children in the area. Improving pedestrian safety is of the utmost concern with regards to the safety of minors.

Additionally, Aquidneck Ave. serves as an evacuation route and a primary emergency shelter, Gaudet Middle School, is located along it.

### **Equity**

Any project aiming to improve pedestrian utility inherently supports greater transportation equity by permitting individuals without access to or preference for automobiles to take full advantage of their community. As a project targeting both a high density residential area and a tourism heavy area, this proposal also provides for a high degree of social equity between locals and visitors to the area.

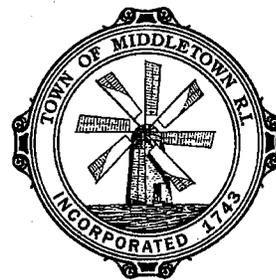


**Legend**

-  Project Area
-  Town Line
-  Sidewalks
-  Roads
-  Parcels



Town of Middletown  
New Project Application  
Atlantic Beach District Improvements





HERRESHOFF  
Marine Museum

AMERICA'S CUP  
Hall of Fame

ONE BURNSIDE STREET ~ P.O. BOX 450  
BRISTOL, RHODE ISLAND 02809 U.S.A.

Phone 401.253.5000  
Fax 401.253.6222  
Email [INFO@HERRESHOFF.ORG](mailto:INFO@HERRESHOFF.ORG)  
Web [WWW.HERRESHOFF.ORG](http://WWW.HERRESHOFF.ORG)

May 27, 2016

Mr. Jared L. Rhodes  
Secretary, RI State Planning Council  
One Capitol Hill  
Providence, RI 02908

### Re: Herreshoff Marine Museum Rehabilitation Project

Mr. Rhodes:

I appreciate the opportunity to have addressed the Council on Thursday, May 26<sup>th</sup>. This letter will serve as a follow up to that presentation, and it includes the relevant attachments as referenced in my comments.

Built in 1855, the General Ambrose Burnside Building at 22-26 Burnside Street has a rich and colorful history. Between 1858 and 1870, the building served as the headquarters for the Burnside Rifle Company (later the Bristol Firearms Company), manufacturers of the Burnside Carbine which saw widespread use during the Civil War. In the late 1800s, the building was expanded and became the Machine Shop for the Herreshoff Manufacturing Company. It is currently the largest building on the Herreshoff Marine Museum campus which straddles SR 114 halfway between Providence and Newport, and the building is the focus of a planned expansion of the museum's exhibit space to accommodate HMM's growing collection including the newly completed 1/6<sup>th</sup>-scale model of the 1903 America's Cup defender RELIANCE, arguably the greatest yacht built in Rhode Island.

#### Key Points

1. Based on the project agreement between the HMM and RIDOT dated June 6<sup>th</sup>, 2013 (attached), this project was funded by transportation enhancement funding from the USDOT administered by the FHWA. The total funding is \$1.5 million of which \$1.2 million is federally-funded and \$300K state-funded. While the federal funding is subject to obligational authority limitations, we are not aware of a sum of \$815K that is available for re-prioritization by RIDOT.
2. The project is in progress and over \$386K of the \$1.5 million has been spent to-date. Phase 1, the stabilization of the building's cupola and replacement of several areas of the roof to keep the water out, is largely prep work for Phase 2 which involves the restoration of the building's envelope. Phase 1 is now complete and Phase 2 is at the 10% stage. HMM has invested over \$100K in this project to-date and hundreds of hours of staff time. This project is geared to restore a seriously deteriorating asset which is a major component of the museum's expansion plans, and if we aren't

able to undertake Phase 2 in 2016/17, the building will continue to deteriorate further which will increase the cost of saving it in later years.

3. In the draft TIP, a reason given for de-prioritizing our project was a "lack of support from the town of Bristol". Evidence of a lack of support was that our project was not on the town's list of priority projects. Further investigation has revealed that, for whatever reason, our project was omitted from the list of projects sent to the town for prioritization, so that fact that it did not show up on their list is not an indicator of a lack of support - rather it's an indicator of an omission on the part of Statewide Planning. We met with Bristol Town Administrator Anthony Texiera, and he reaffirmed that the town fully supports our project - support that was provided in a letter from Mr. Texiera as part of our submission (attached).
4. HMM applied for and was awarded a \$150K grant from RIHP for the restoration of additional windows in the Burnside Building and to augment the RIDOT project. This grant requires a match, and the project must be started within one year. We are now in danger of losing the matching funds and therefore also the \$150K grant, all of which would have gone to Rhode Island-based contractors.
5. This project is a key driver for our Strategic Plan and a significant component of a larger campus master plan both of which are geared to make the HMM campus a major destination. We have recently kicked off a capital campaign to raise funds for this project. HMM has directly spent over \$20K getting Phase 2 to the 10% stage, and we have been meeting with prospective funders under the assumption that we can execute this project in 2016/17.

To reiterate the two requests I put to the Council:

1. Review the agreement between RIDOT and HMM (attached) to confirm the amount of state funding available for "re-prioritization" as we believe it is \$300K, not \$815K.
2. Reconsider the timing of that funding, and shift from 2025 to 2016/17 with 50% available in each of those two years.

Again, I appreciate the fact that our project is in the 2017-2025 Draft TIP, and I also appreciate the opportunity to address the Council on this matter. On behalf of the museum staff and my board of directors, I remain hopeful that the Council will reconsider the timing of the funding.

Kind regards,



Bill Lynn  
President & Executive Director

 **COPY**

**HERRESHOFF MARINE MUSEUM  
REHABILITATION PROJECT AGREEMENT**

By and Between

**RHODE ISLAND DEPARTMENT OF TRANSPORTATION**

And the

**HERRESHOFF MARINE MUSEUM**

**AGREEMENT** made and entered into by and between the State of Rhode Island and Providence Plantations acting through its Department of Transportation (hereinafter the State) and the Herreshoff Marine Museum (hereinafter the Museum), (collectively the "Parties"), a 501(C) (3) domestic non-profit corporation doing business at One Burnside Street, Bristol, Rhode Island.

**WHEREAS**, the Parties entered into an Enhancement Project Agreement dated June 7, 2007; and

**WHEREAS**, the Enhancement Project Agreement dated June 7, 2007 encompassed an agreement to build the America's Cup Hall of Fame building; and

**WHEREAS**, due to the costs of maintenance of this new building the Museum no longer wishes to proceed with the Enhancement Project Agreement dated June 7, 2007; and

**WHEREAS**, the Museum wishes to reallocate the remaining project funds from the Enhancement Project Agreement dated June 7, 2007 to the Herreshoff Marine Museum Rehabilitation Project (hereinafter the Project) specifically the rehabilitation of General Ambrose Burnside building at 22-26 Burnside Street and, if funding permits, other adjacent historic buildings on the Herreshoff Marine Museum campus; and

**WHEREAS**, the Parties hereby agree that the Enhancement Project Agreement of June 7, 2007 is terminated in its entirety and is replaced with and is subject to the terms and conditions of the Herreshoff Marine Museum Rehabilitation Project Agreement; and

**WHEREAS**, the State is the recipient of transportation enhancement funding from the United States Department of Transportation, administered through the Federal Highway Administration (hereinafter FHWA) under catalog of Federal Domestic Assistance Number 20.205; Highway Planning and Construction; and

**WHEREAS**, the State has approved enhancements and maritime heritage site improvements to include restoration under Federal Aid Project Numbers STP-TEA2(042), STP-TEA3(060), and SAFE-TEA-LU Earmarks HP-4854 and HP-1318; and

**WHEREAS**, the Museum agrees to be responsible for the design and construction of the Project; and

**WHEREAS**, the Museum will pay for the full cost of the design and the State will reimburse the Museum for construction of the project up to the amount of One Million Five Hundred Thousand and 00/100 (\$1,500,000) dollars; and

**WHEREAS**, the Project will be implemented under the provisions established in the Federal-Aid Policy Guide of the FHWA, and comply with the Code of Federal Regulations, Title 23, highway and State requirements and procedures; and

**WHEREAS**, the State and Museum recognize that Project funds may be reduced based upon obligational authority limitations. The State will work with the Transportation Enhancement Advisory Committee and/or Transportation Advisory Committee to set priorities based on limitations on available funding; and

**WHEREAS**, of the One Million Five Hundred Thousand Dollars (\$1,500,000), eighty percent (80%) or up to One Million Two Hundred Thousand Dollars (\$1,200,000) is federally funded and twenty percent (20%) or up to Three Hundred Thousand Dollars (\$300,000) is State funded.

**NOW THEREFORE**, in consideration of the foregoing premises and the mutual obligations contained herein, the State and the Museum hereby agree as follows:

1. The Herreshoff Marine Museum Enhancement Project Agreement dated June 7, 2007 is terminated.
2. The authorized start date of the Herreshoff Marine Museum Rehabilitation Project for reimbursement purposes shall be the State's Notice to Proceed to construction.
3. One Million Five Hundred Thousand Dollars \$1,500,000 in remaining State and Federal funds will be used solely for construction of the Herreshoff Marine Museum Rehabilitation.
4. Of the One Million Five Hundred Thousand Dollars (\$1,500,000), eighty percent (80%) or up to One Million Two Hundred Thousand Dollars (\$1,200,000) is federally funded and twenty percent (20%) or up to Three Hundred Thousand Dollars (\$300,000) is State funded.
5. The Museum will be responsible for the full cost of design of the Burnside building rehabilitation subject to the review and concurrence of the State and the Rhode Island Historic Preservation and Heritage Commission under its responsibilities as outlined in Section 106 of the National Historic Preservation Act of 1966, amended.
6. The Museum will select a consultant to design the Project and develop the bid documents in accordance with federal requirements.
7. The design of the Project will conform to all State design standards, specifications and policies.
  - A. The Museum will submit the design plans to the State for review and approval at the preliminary stage of design and submit the plans, specifications, and estimates (hereinafter PS&E) at the 90% stage of design and at the PS&E stage of design. Such submissions shall

include not be limited to all engineering, landscaping, and permitting requirements, as applicable to the Project.

- B. Review by the State is for the limited purpose of confirming that final design documents will be acceptable to the State and is not intended to relieve the Museum of full responsibility with respect to errors and omissions.
8. The Museum will be responsible for construction of the Project in accordance with the plans and specifications approved by the State.
  9. All costs for the work on the Project, including construction, materials testing, building and site related certificates of compliance and construction inspection that exceed the \$1,500,000 of State and Federal funding will be the responsibility of the Museum.
  10. The Museum will develop a preliminary restoration program with cost estimates for each step, sequenced so as to ensure that the building will be in a habitable condition should the funds be exhausted before all the restoration steps are complete. The work sequence is prioritized as follows: Roof, cuppola, gutters and downspouts, base masonry repairs, windows, doors, east wall reconstruction, front facade, siding, painting, wiring, sprinklers, fire alarm and interior restoration.
  11. The Museum will select a Project Manager to administer the Project. Such administration shall include but not limited to the maintenance of a Project account, as well as processing invoices, change orders and contract addenda. The Museum shall maintain all financial records.
  12. Pursuant to the provisions of 49 CFR, the State reserves the right to apply additional consideration to ensure that Disadvantaged Business Enterprises (DBE) as defined therein have the maximum opportunity to compete for and perform contracts and subcontracts under this Agreement. The Museum and its contractors shall not discriminate on the basis of race, color, national origin or sex in the award and performance of work under this Agreement.
  13. Prior to construction of the Project, during the post-qualification process, the Museum's contractor shall submit a Disadvantaged Business Enterprise (DBE) Plan for review and approval by the State. The Plan shall demonstrate the manner in which the City's contractor will achieve participation rates established by the State. The State shall not authorize the construction by the Museum to proceed until such Plan has been approved by the:  
  

Vanessa Crum, Administrator  
Office of Business & Community Resources  
Two Capitol Hill  
Providence, RI 02903
  14. The State will be responsible for reimbursement to the Museum of all costs associated with construction of the Project; up to and not exceeding One Million Five Hundred Thousand Dollars (\$1,500,000). Costs in excess of said reimbursement are the responsibility of the Museum. Supporting documentation of payment will be required for all reimbursements.

15. Upon execution of this Agreement, if the Museum is subject to the single audit requirements established in the Office of Management and Budget Circular A-133, the Museum will be required to submit a copy of the single audit report for each year in which work was performed.
16. If the Museum is not subject to the audit requirements of OMB Circular No. A-133, the Museum shall perform a final audit of the contract(s) in accordance with OMB Circular No. A-133. The State will not make final payment to the Museum until the State has received a completed copy of the audit.
17. The Museum will work with the State to obtain an Environmental Determination of no significant impact for the project in accordance with FHWA regulation at 23 CFR Part 771.117. Construction of the Project may proceed only after receipt of said Environmental Determination.
18. The Museum will construct the Project using the design approved by the State.
  - A. In awarding the construction contract to the lowest qualified bidder, the Museum will use competitive bidding for the Project in conformance with 23 CFR Part 635 and will comply with all provisions of Title 37, Chapter 2 of the Rhode Island General Laws.
  - B. The Museum shall be responsible for ensuring that materials incorporated into the Project are in conformance with State Standards and Specifications.
    1. The State and the Museum will develop a Materials Testing Schedule based upon the Department's Master Materials Testing Schedule before commencing construction.
    2. Steel, aggregate, soils, Portland cement concrete, and bituminous concrete utilized in construction of the Project shall be obtained from State approved sources and sampled and tested by personnel certified by either the Northeast Transportation Training and Certification Program, the National Institute for Certification of Engineering Technologies or American Concrete Institute, whichever may be applicable for the materials being sampled and tested.
    3. Steel used in permanent placements shall comply with Buy America Requirements.
    4. The Museum shall obtain certificates of compliance and mill certifications in accordance with the approved Materials Testing Schedule.
    5. The Museum must certify that all materials used as part of the Project comply with the design specifications established for the Project.
    6. Contractor test results shall not be used for materials acceptance.
    7. All samples shall be random samples and all sampling and all testing shall meet the requirements of 23 CFR Part 637, Construction Inspection and Approval.
    8. Manufacturer certificates of compliance must accompany each shipment of product and must be received and accepted by the Project Manager prior to incorporating the product into the work. Under no circumstances will the State reimburse costs for items where a Certificate of Compliance is required and has not been received.

- C. The Museum must certify that prevailing wage (Davis Bacon) rates have been paid during construction of the Project. Certifications of prevailing wage rates must be provided with each invoice, subject to review and acceptance by the State in accordance with State procedures.
- D. For any work required within the State highway right-of-way, in accordance with 23 CFR Part 635.105, the State shall assign an engineer to ensure that the Project receives adequate supervision and inspection to insure that the Project is completed in accordance with approved plans and specifications
19. The following are the General Program Requirements for the submission of reimbursement requests by the Museum:
- A. The Museum shall invoice the State for work completed by the contractor on the Project and the cost of materials supplied by the contractor to the Project in accordance with State requirements and procedures.
- B. The Museum shall submit reimbursement requests with a cover letter signed by the Project Manager containing the following language and provisions:
- "I hereby certify that the materials and work for which payment is being requested meets the requirements of the contract documents and approved change orders in all respects, except as noted below. This certification is made in full cognizance of the Federal False Statement provision under United States Code, title 18, Section 1020, and I am duly authorized to certify on behalf of the Museum."
20. The following are the General Program Requirements for the finalization and closeout of the Project.
- A. Finalization and acceptance of the Project shall be performed by the State. The following items are required to finalize and close the Project:
- Final inspection report
  - Corrective action plan(s) and Punch List resolutions
  - Letter of Project acceptance certifying that the Project has been completed in accordance with the contract documents
  - MBE/DBE certification
  - Prevailing Wage Certification (Davis Bacon)
  - Anti-collusion Certification
  - Materials Testing Certification
  - Certification by the Project Manager that all certificates of compliance and mill certifications are on file
  - Copy of Single Audit Report(s) issued in years in which work was performed or a copy of the program specific audit if applicable
  - Equal Employment Opportunity Statement

- Completed DBE Verification form signed by the DBE contractor(s) and the prime contractor
21. The Project shall be subject to inspections by the State in accordance with State-funded procedures. All findings must be satisfactorily addressed before final reimbursement by the State.
  22. Upon completion of the Project, the Museum will be responsible to maintain all aspects of the Project in accordance with the plans and specifications developed for the Project at its own cost and expense.
  23. All costs billed under this Agreement are subject to audit. The Museum agrees to maintain all records pertaining to the costs incurred in performance of the Project and this Agreement for a period of three (3) years from the date of final payment and all other pending matters are closed.
  24. The State reserves the right to terminate this Agreement if state or federal funds are rescinded or not authorized.
  25. This Agreement may not be altered or amended except by written agreement signed by all the parties.
  26. The State has provided the Museum the federal award information for this Project and the Museum agrees to comply with all applicable requirements under OMB Circular A-133 as designated on the Sub-Recipient Fact Sheet, which is attached hereto as Appendix A and incorporated herein by reference.
  27. The Museum will take all necessary steps to receive authority by its Board of Trustees and execute this Agreement for ratification; submission of proof of such authority to the State prior to issuance of a Notice to Proceed to construction.

(Intentionally Blank)

IN WITNESS WHEREOF, The Rhode Island Department of Transportation and the Herreshoff Marine Museum hve caused this Agreement to be executed by duly authorized officials on the 6th day of June, 2013.

**DEPARTMENT OF TRANSPORTATION**

RECOMMENDED FOR APPROVAL:

Kay Faulk  
CHIEF ENGINEER  
DATE: 6/1/13

Robert S. Furlong  
CHIEF FINANCIAL OFFICER  
DATE: 5-30-13

APPROVED AS TO FORM

A. M. Martielli  
EXECUTIVE COUNSEL  
DATE: 5/23/13

APPROVED:

Diigi Koff  
DIRECTOR  
DATE: 6-8-13

**HERRESHOFF MARINE MUSEUM**

APPROVED AS TO FORM:

J. V. Morris  
LEGAL COUNSEL  
DATE: 8/23/13

APPROVED:

Barbara Bresi  
PRESIDENT  
DATE: 8/23/13

EXAMINED AND APPROVED:

for Barbara Bresi  
DIVISION ADMINISTRATOR  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
DATE: 7-16-13



**TOWN OF BRISTOL, RHODE ISLAND**  
OFFICE OF TOWN ADMINISTRATOR

ANTONIO A. TEIXEIRA  
*Town Administrator*

January 8, 2016

Ms. Karen Scott  
Assistant Chief  
RI Statewide Planning Program  
1 Capitol Hill  
Providence, RI 02908

RE: Herreshoff Marine Museum Rehabilitation Project

Ms. Scott:

This letter is to inform you and the other members of the Project Evaluation Subcommittee that the Town of Bristol is aware of, and supports the restoration of the Burnside Building at 22-26 Burnside Street in Bristol.

I can also attest that the project conforms to the Town of Bristol Comprehensive Plan as it is directly intended to protect the historic and cultural resources that link Bristol's present with Bristol's past.

As the Herreshoff Marine Museum is located in one of Bristol's historic districts, any exterior renovation project must secure a permit from the Bristol Historic District Commission.

Kind regards,

Antonio A. Teixeira  
Town Administrator

## RIDOT Public Hearing

### Background

Built in 1855, the General Ambrose Burnside Building at 22-26 Burnside Street has a rich and colorful history. Between 1858 and 1870, the building served as the headquarters for the Burnside Rifle Company (later the Bristol Firearms Company), manufacturers of the Burnside Carbine which saw widespread use during the Civil War. In the late 1800s, the building was expanded and became the Machine Shop for the Herreshoff Manufacturing Company. It is currently the largest building on the Herreshoff Marine Museum campus which straddles SR 114 halfway between Providence and Newport, and the building is the focus of a planned expansion of the museum's exhibit space to accommodate HMM's growing collection including the newly completed 1/6<sup>th</sup>-scale model of the 1903 America's Cup defender RELIANCE, arguably the greatest yacht built in Rhode Island.

### Key Points

1. Based on the project agreement between the HMM and RIDOT dated June 6<sup>th</sup>, 2013, this project was funded by transportation enhancement funding from the USDOT administered by the FHWA. The total funding is \$1.5 million of which \$1.2 million is federally-funded and \$300K state-funded. While the federal funding is subject to obligational authority limitations, we are not aware of a sum of \$815K that is available for re-prioritization by RIDOT.
2. The project is in progress and over \$386K of the \$1.5 million has been spent to-date. Phase 1, the stabilization of the building's cupola and replacement of several areas of the roof to keep the water out, is largely prep work for Phase 2 which involves the restoration of the building's envelope. Phase 1 is now complete and Phase 2 is at the 10% stage. HMM has invested over \$100K in this project to-date and hundreds of hours of staff time. This project is geared to restore an important but seriously deteriorating asset, and if we aren't able to undertake Phase 2 in 2016/17, the building will continue to deteriorate further which will increase the cost of saving it in later years.
3. In the draft TIP, a reason given for de-prioritizing our project was a "lack of support from the town of Bristol". Evidence of a lack of support was that our project was not on the town's list of priority projects. Further investigation has revealed that, for whatever reason, our project was omitted from the list of projects sent to the town for prioritization, so that fact that it did not show up on their list is not an indicator of a lack of support – rather it's an indicator of an omission on the part of Statewide Planning. We met with Bristol Town Administrator Anthony Texiera, and he reaffirmed that the town fully supports

our project – support that was provided in a letter from Mr. Texiera as part of our submission.

4. HMM applied for and was awarded a \$150K grant from RIHP for the restoration of additional windows in the Burnside Building and to augment the RIDOT project. This grant requires a match, and the project must be started within one year. We are now in danger of losing the matching funds and therefore also the \$150K grant.
5. This project is a significant component of a larger campus master plan for which we have begun a capital campaign. HMM has directly spent over \$20K getting Phase 2 to the 10% stage, and we have been meeting with prospective funders under the assumption that we can execute this project in 2016/17.

### Conclusion

HMM therefore makes two requests:

1. Review the agreement between RIDOT and HMM to confirm the amount of state funding available for “re-prioritization” as we believe it is \$300K, not \$815K.
2. Reconsider the timing of that funding, and shift from 2025 to 2016/17 with 50% available in each of those two years.



401.438.1212 phone • 401.435.4581 fax  
1011 Waterman Avenue • East Providence, Rhode Island 02914  
email: office@eastprovidenceareachamber.com  
www.eastprovidenceareachamber.com

June 17, 2016

Rhode Island Statewide Planning  
One Capitol Hill, 3<sup>rd</sup> Floor  
Providence, RI 02908

RE: FFY 2017-2025 State Transportation Improvement Program

The East Providence Area Chamber of Commerce respectfully requests that the project for Pawtucket Avenue from Taunton Avenue to Veterans Memorial Parkway be advanced from its current FY2022 construction year to 2018.

Each of these roads are major thoroughfares for the City of East Providence, and Pawtucket Avenue is the vital link between Taunton Avenue and "Vets Parkway." This road serves the business community as well as our residents on a daily basis. It has also caused untold numbers of flat tires and damage to our vehicles over the years. (I speak from personal experience.) Pawtucket Avenue is especially treacherous and nerve-wracking, in the winter months and during rainstorms, when the pot holes and tire trenches are filled and covered with water or snow. For those without access to a vehicle, there are few places along Pawtucket Avenue to use the sidewalks with handicap accessibility. They are in serious disrepair as well. These roads and walkways have become a negative topic of discussion regarding conducting business in the City and being dangerous.

We would also like to request that the I-195 Taunton Avenue/Warren Avenue Interchange project be retained in the Study & Development Project Category for the reasons that the City of East Providence has noted in previous testimony.

The East Providence Area Chamber has been actively involved in promoting this section of the City, also known as Watchemoket Square. For the last five years, we have coordinated the Annual Watchemoket Square Day event to bring awareness among the public to this area. The major economic development projects along the waterfront would benefit greatly from improved access that would be created by the Interchange.

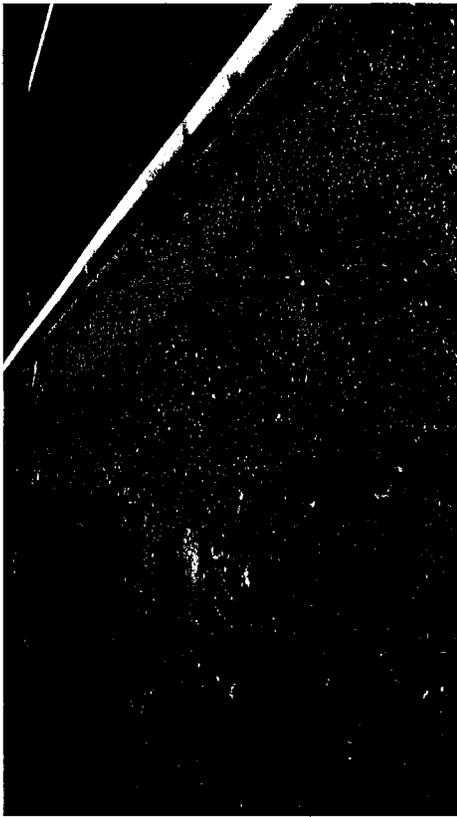
Thank you for your consideration and attention to these projects. They are of great interest and benefit to our business community and residents.

Sincerely,



Laura A. McNamara, executive director

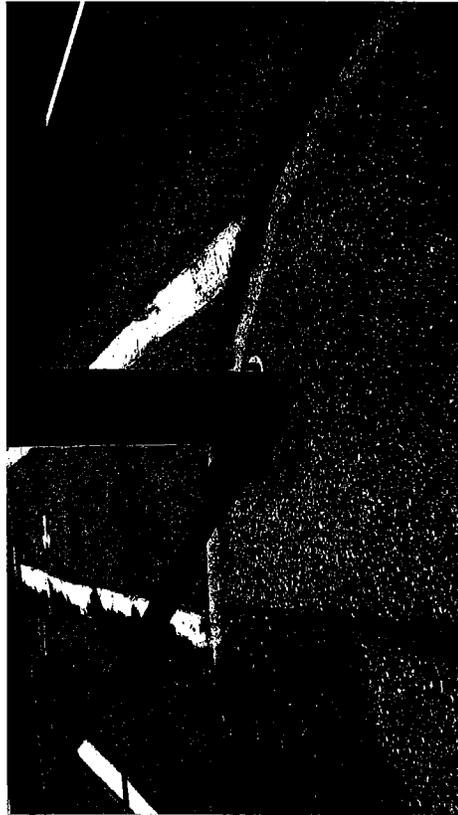
# Representative Pawtucket Avenue Sidewalk and Curbing Condition Photographs



Representative sidewalk condition on Pawtucket Avenue



Representative sidewalk condition on Pawtucket Avenue



Pole blocking Intersection crosswalk access



Hydrant and substandard sidewalk Kent Heights area

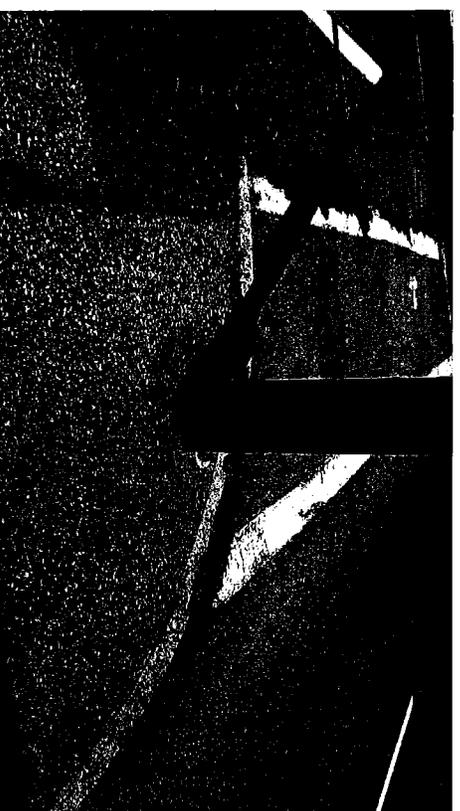
# Representative Pawtucket Avenue Sidewalk and Curbing Condition Photographs



**Representative sidewalk condition on Pawtucket Avenue**



**Representative sidewalk condition on Pawtucket Avenue**



**Intersection in Kent Heights area of Pawtucket Avenue**



**Representative sidewalk condition on Pawtucket Avenue**

# Representative Pawtucket Avenue Sidewalk and Curbing Condition Photographs



**Pawtucket Avenue at Brightbridge Avenue**



**Representative sidewalk condition on Pawtucket Avenue**



**Representative sidewalk condition on Pawtucket Avenue**



**Area lacking any sidewalk and use of an asphalt berm curb**

# Representative Pawtucket Avenue Sidewalk and Curbing Condition Photographs



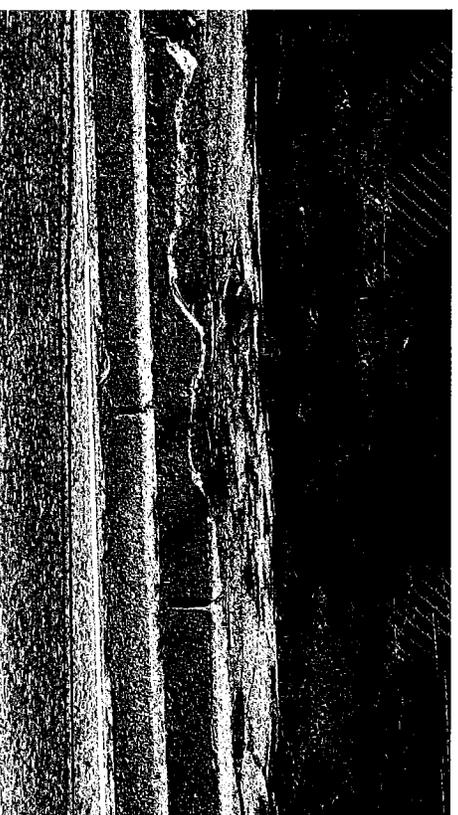
**Pedestrian in Kent Heights section of Pawtucket Avenue**



**Bicyclist in Kent Heights section of Pawtucket Avenue**

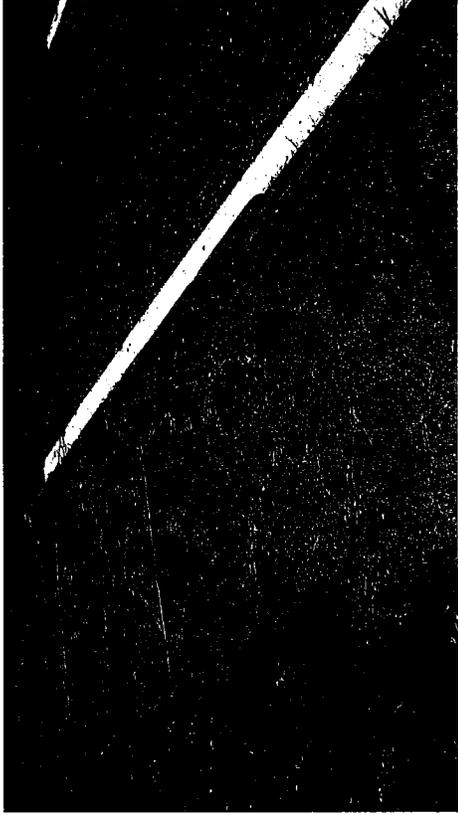


**Pavement and curb condition near walkover bridge**

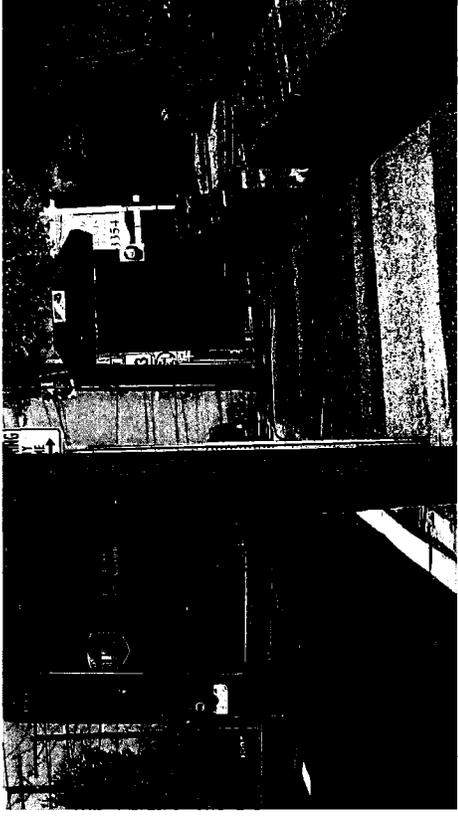


**Curb, sidewalk and water valve in vicinity of Senior Center**

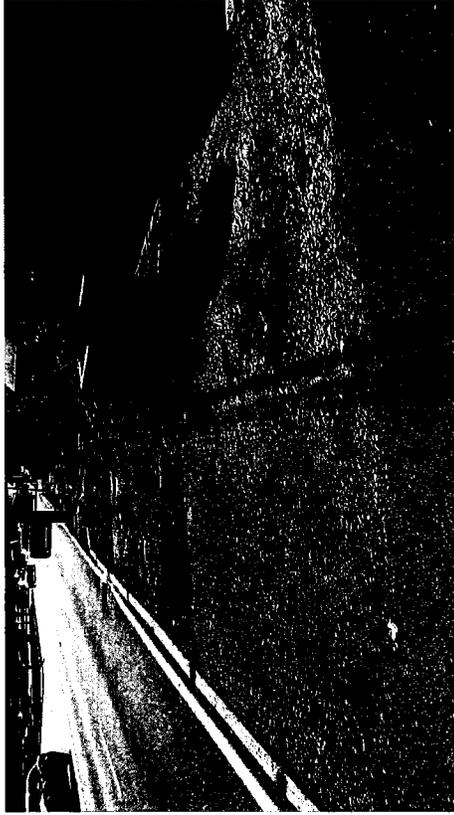
# Representative Pawtucket Avenue Sidewalk and Curbing Condition Photographs



Representative sidewalk condition on Pawtucket Avenue



Pawtucket Avenue bus stop near Mountain Avenue



Representative sidewalk condition on Pawtucket Avenue

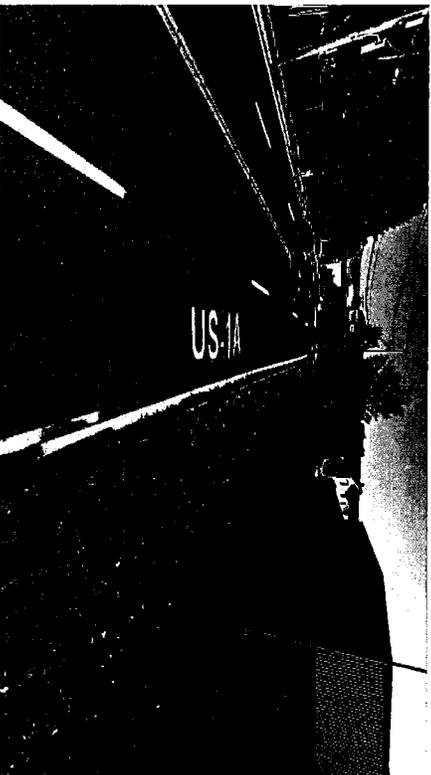


Representative sidewalk condition on Pawtucket Avenue

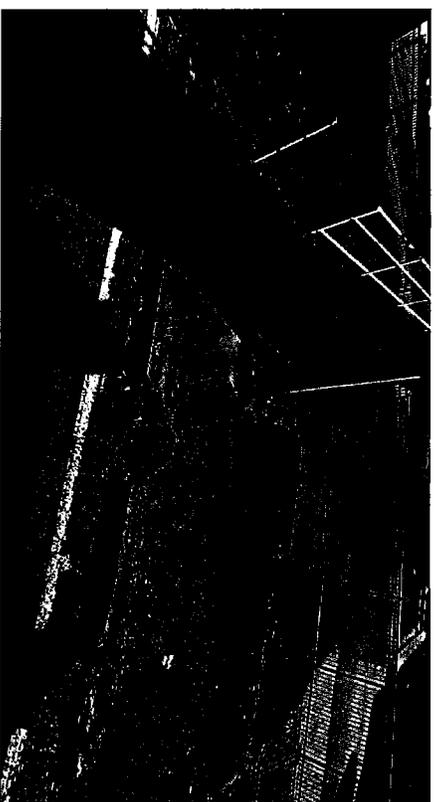
# Representative Pawtucket Avenue Sidewalk and Curbing Condition Photographs



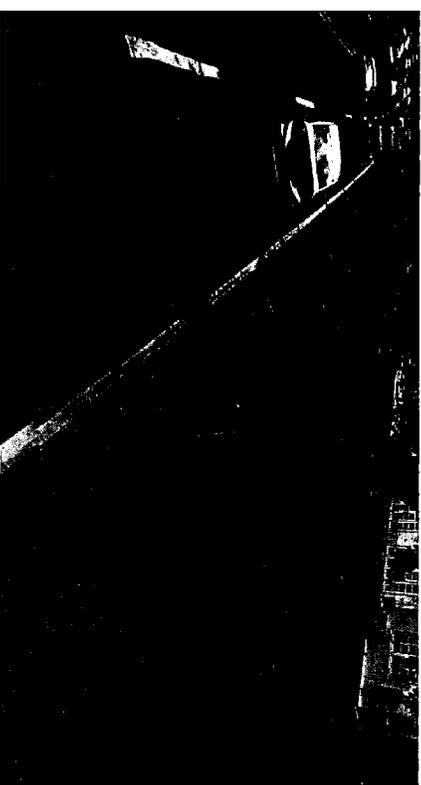
Degraded sidewalk and curbing in the vicinity of High School, Senior Center



Degraded sidewalk and curbing in the vicinity of High School, Senior Center



Degraded sidewalk and curbing in the vicinity of High School, Senior Center



Hydrant restricting access for handicapped pedestrians

Bonnet Point Rd Causeway Rehabilitation

June 23, 2016

Re: Bonnet Point Road Causeway Rehabilitation-Amended Application

Dear Mr. Rhodes,

We, the residents of the Bonnet Shores Fire District, strongly support the Town of Narragansett's amendment to the TIP application. The granting of this proposal would allow for reconstruction of the currently failing causeway, enhance the safety of motorists and pedestrians in Bonnet, improve the water quality in the wesquage watershed and enhance substantially an all-important means of egress from Bonnet in the event of a natural disaster. Bonnet Point Rd. is one of only two roads that lead in and out of Bonnet Shores. The causeway section is easily flooded with heavy rains and often impassable in the winter months. This greatly impedes emergency vehicles from reaching homes on that side of Bonnet in a timely and urgent manner. We would like to thank Mike DeLuca and his planning staff from the Town of Narragansett for recognizing this important issue and their great efforts to help our community. We also thank Carol Hagan McEntee, our State Representative, who has been very supportive of this project. Thank you and the board very much for your consideration of this proposal.

Sincerely,

Rep. Carol Hagan McEntee (District. 33), Col John Gardner Rd.  
Dale G. and Nancy P. Cordy, 240 Bonnet Point Rd.  
David H. And Carol M. Stenmark, Lake Rd.  
Terry and Carole Duffy, Richard Smith Rd.  
Mary E. McGinn, 63 Fairway Dr.  
Janice and Robert McClanaghan, 178 Treasure Rd.  
Lloyd P. And Jean Albert, Camden Rd.  
Eliot and Kathy Gersten, Camden Rd.  
Jessica, Rebecca and Mike Blinn, Treasure Rd.  
Rick and Vicki Gersten, Camden Rd.  
Liz and Nagi Osta, Bonnet Point Rd.  
Kevin L. Masse, 233 Bonnet Shores Rd.  
Brad and Denise Sellon, 236 Bonnet Point Rd.  
Paul and Margaret Haas, 245 Bonnet Point Rd.  
Muriel and William Dickinson, 246 Col. John Gardner Rd.  
Anita J. Langer, 241 Col. John Gardner Rd.  
James and Nancy Riccitelli, 7 Cross Rd.  
Joe and Rosemary Pariseault, 5 Dunes Rd.  
Elayne and Bernie Casey, 37 Lake Rd.  
Joseph H. and Judith A. McGinn, 60 Fairway Dr.  
Lawrence & Linda Marcello, 5 Namcook Rd.  
Terence and Alison Fracassa, 30 Withington Rd.  
Michael J. Vendetti, 29 Muratore Lane  
Richard and Mary Mercier, 169 Col. John Gardner Rd.  
Hugh and Mary Dunlap, 38 Richard Smith Rd.  
Nicholas P. Mocchiolo & Alyssa D. Benedict, 10 Tom Walsh Lane  
Anthony and Ann Marie Vitale, 19 Webster Ave.  
Shelley Parness, 205 Col. John Gardner Rd.  
Dr. Spiros and Niovi Constantinides  
Mark & Karen Connor, 3 Oswego Trail  
Robert Crossley, Allagash Trail  
Maureen McMahon, 60 Treasure Rd.  
Lynne & Douglas Stotz, 33 Anchorage Rd.  
Robert Woloochojian, 234 Bonnet Shores Rd.  
Mark & Leisha Simon, 14 Fairway Drive  
Mark and Denise McNamara, Col. John Gardner Rd.  
Sheila & Richard Mulcahy, King Phillip Rd.  
Carol & Kevin Ryan, 3 Roxbury Ave.  
Stephen Nugent, 158 Treasure Rd.

Bonnet Point Rd Causeway Rehabilitation

Peter & Paula Brunelli, 85 Treasure Rd.  
Alisa L. Ruggiero,  
Kathleen & David Murphy, 9 Old Town Trail  
Diane & Jeff Kendall, 16 Fairport Rd.  
Richard J. Murphy, 268 Bonnet Point Rd.  
Andy Kushner, 97 Allagash Trail  
Marie & Winifred Kelley, Bonnet Point Rd.  
Judith & Richard Hoyer, 7 Onondeg Rd.  
Matt & Joanne Listro, 9 Salem Trail  
Susan Alukonis, 15 Huron Ave.  
Carolyn Churnside, 24 Dunes Rd.  
Giuseppe & Lynn Giordano, 1001 Boston Neck Rd.  
Sarah O'Hare, 52 Leonard Bodwell Rd.  
Nancy McFeeley, 161 Camden Rd.  
Mary Hogan, 239 Bonnet Point Rd.  
Steve Rotenberg/Roseanne DiCenso, 131 Col. John Gardner Rd.  
Susan & David Resnick, 162 Camden Rd.  
Robert H. Ryan, 232 Bonnet Point Rd.  
James L. Sheridan, Esq., 3 Cavalier Rd.  
Theresa M. Murphy, 56 Camden Rd.  
Richard W. & Arlene Stauffer, 70 Camden Rd.  
Judi D. Braman & Sidney S. Braman, MD, 8 Dunes Rd.  
Raymond F. Collins, 210 Col. John Gardner Rd.  
William J. Cassidy, 132 Camden Rd.  
Donna Sinel & Diane Martin 12 Algonquin Trail  
Steve & Joy Ryder, 35 Lilly Lane  
Buz & Cynthia Gardiner, 120 Allagash Trail  
Sharon Ford, 123 Camden Rd.  
David DiPrete, 24 Fairway Dr.  
Thomas Walsh, 138 Treasure Rd.  
Richard Sylvestre, 18 Mohawk Trail  
Patricia Davis & Mary Mason, 54 Gardenia Lane  
Joan Croce, 92 Lake Rd.  
Madeleine and Bob Stepanian, 47 Ottawa Trail  
Maria Golden, 7 Anchorage Rd.  
George Short, 64 King Phillip Rd.  
Joe Steigauf, 34 Muratore Lane  
Carol Cotter, 204 Bonnet Shores Rd.  
Victor & Rebecca Primavera, Col. John Gardner Rd.  
Carol O'Donnell & Salvatore Moio, 278 Col. John Gardner Rd.  
Alfred G. Vuono  
Brenda & John Moriarty, 165 Treasure Rd.  
Paul & Jule Brennan, 128 Col. John Gardner Rd.  
Edward P. Ready, 54 Bayberry Rd.  
Henry Marciano, 19 Treasure Rd.  
Lionel G. Archambault, 186 Treasure Rd.  
Phil & Pat Kuehne, 235 Col. John Gardner Rd.  
Patricia O'Brien, 176 Col. John Gardner Rd.  
Jeff Case, 40 King Phillip Rd.  
Anthony, Marie, Adam Lupino, 25 Lake Rd.  
Frank & Eileen Baker, Burbank Ave.  
Thomas Natale, MD, 27 Fairway Dr.  
Geraldine DelSesto, 14 Presque Isle Trail  
Joe Badaracco, 176 Col. John Gardner Rd.  
Sharon Dougherty & Joseph Iannucci, 57 Onondeg Rd.  
PJ DePetriillo, 36 Joy Lane  
Lynne Pi-Sunyer, 34 Muratore Lane  
Hal Torman, 8 Merriweather Ave.  
Jim & Betty Ann O'Shaughnessy, Camden Rd.  
Joanie wieleba, 117 Col. John Gardner Rd.  
Elizabeth M. Dalton, 105 Treasure Rd.  
Wally & Julie Collins, 42 Bayberry Rd.  
Jane & Paul Williams, 8 Penobscot Trail

Bonnet Point Rd Causeway Rehabilitation

Charles & Paulette Brousseau, 1 Cross Rd.  
Margaret C. Ford, 132 Treasure Rd.  
Adrien & Kristen Deberghes  
Paula Child's & Mark Rose, 55 Lake Rd.  
Raymond T. Bush, 20 Stratford Rd.  
Elaine & Albert J. Perrotta, 91 Camden Rd.  
Robert & Mary Patterson, 43 Lake Rd.  
William DelGizzo, 182 Col. John Gardner Rd.  
Thomas Cody, 28 Stratford Ave.  
Donna & Jim Benedict, 30 Bonnet Point Rd.  
Andrea Falcione, 25 Maywood Rd.  
Edward & Paula Fratelli, 26 Aroostook Trail  
Kathryn Shanley, 55 Treasure Rd.  
Mr. & Mrs. Dana E. Carter, 173 Treasure Rd.  
Leona Keeley, Bonnet Point Rd.  
Steve Randall & Kathleen McDonald, 47 Burbank Ave.  
John & Meghan Vitale, 47 Withington Rd.

**Scott, Karen (DOA)**

---

**To:** Rhodes, Jared (DOA)  
**Subject:** RE: In favor of raising the cause way , adding our names

-----Original Message-----

From: Bonnie Fiske [mailto:bonniefiske@cox.net]  
Sent: Sunday, June 26, 2016 10:49 AM  
To: Rhodes, Jared (DOA) <Jared.Rhodes@doa.ri.gov>  
Subject: In favor of raising the cause way , adding our names

Charles H. Fiske and Barbaralee Fiske  
9 Maywood Rd. Narra. R.I. 02882  
Sent from my iPhone

**Scott, Karen (DOA)**

---

**From:** Rhodes, Jared (DOA)  
**Sent:** Monday, June 27, 2016 8:08 AM  
**To:** Scott, Karen (DOA); Siefert, Chelsea (DOA); Witt, Chris (DOA)  
**Subject:** FW: signature request

Jared Rhodes  
Chief, Rhode Island Statewide Planning Program  
One Capitol Hill  
Providence, RI 02908  
(401) 222 5731

CONFIDENTIAL COMMUNICATION and/or work product. This e-mail and any attachments contain confidential and/or legally privileged information from the office of the State of Rhode Island, Department of Administration, Division of Planning, Statewide Planning Program. It is intended solely for the use of the named addressee(s). If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of the contents of this e-mailed information is strictly prohibited and unauthorized. If you receive this e-mail in error, please immediately notify the sender by e-mail or telephone and permanently delete all copies of this e-mail and any attachments.

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**From:** wysock@comcast.net [mailto:wysock@comcast.net]  
**Sent:** Sunday, June 26, 2016 11:33 AM  
**To:** Rhodes, Jared (DOA) <Jared.Rhodes@doa.ri.gov>  
**Subject:** signature request

Please feel free to use my name shown below to include on any correspondence in pursuit of support for the causeway road in Bonnet.

Best,  
Len

Len Wysocki Ph.D.LLC  
licensed Psychologist  
49 Finley Hill Rd.  
Marlborough, Ct. 06447  
(860) 798-4913  
<http://www.newhaven.edu/Faculty-Staff-Profiles/Leonard-Wysocki/>

**Scott, Karen (DOA)**

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**From:** Rhodes, Jared (DOA)  
**Sent:** Monday, June 27, 2016 8:12 AM  
**To:** Witt, Chris (DOA); Siefert, Chelsea (DOA); Scott, Karen (DOA)  
**Subject:** FW: Bonnet Shores causeway

Jared Rhodes  
Chief, Rhode Island Statewide Planning Program  
One Capitol Hill  
Providence, RI 02908  
(401) 222 5731

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**From:** Carolyn DiLeo [mailto:carolyn.dileo@gmail.com]  
**Sent:** Saturday, June 25, 2016 9:22 AM  
**To:** Rhodes, Jared (DOA) <Jared.Rhodes@doa.ri.gov>  
**Subject:** Bonnet Shores causeway

June 23, 2016

Re: Bonnet Point Road Causeway Rehabilitation-Amended Application

Dear Mr. Rhodes,

We, the residents of the Bonnet Shores Fire District, strongly support the Town of Narragansett's amendment to the TIP application.

The granting of this proposal would allow for reconstruction of the currently failing causeway, enhance the safety of motorists and pedestrians in Bonnet, improve the water quality in the Wesquage watershed and enhance substantially an all-important means of egress from Bonnet in the event of a natural disaster.

Bonnet Point Rd. is one of only two roads that lead in and out of Bonnet Shores. The causeway section is easily flooded with heavy rains and often impassable in the winter months. This greatly impedes emergency vehicles from reaching homes on that side of Bonnet in a timely and urgent manner.

**Scott, Karen (DOA)**

---

**From:** Rhodes, Jared (DOA)  
**Sent:** Monday, June 27, 2016 8:12 AM  
**To:** Witt, Chris (DOA); Siefert, Chelsea (DOA); Scott, Karen (DOA)  
**Subject:** FW: Causeway

Jared Rhodes  
Chief, Rhode Island Statewide Planning Program One Capitol Hill Providence, RI 02908  
(401) 222 5731

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-----Original Message-----

**From:** Margie [mailto:margiemanning@verizon.net]  
**Sent:** Saturday, June 25, 2016 9:06 AM  
**To:** Rhodes, Jared (DOA) <Jared.Rhodes@doa.ri.gov>  
**Subject:** Causeway

Please add my name ... Marjorie Manning.... 57 Colonel John Gardner Road to the list of people in favor of Causeway reconstruction ... Thank You ...  
Sent from my iPhone

**Scott, Karen (DOA)**

---

**From:** Rhodes, Jared (DOA)  
**Sent:** Monday, June 27, 2016 9:04 AM  
**To:** Witt, Chris (DOA); Siefert, Chelsea (DOA); Scott, Karen (DOA)  
**Subject:** FW: Bonnet Point Road Causeway Rehabilitation Proposal

Jared Rhodes  
Chief, Rhode Island Statewide Planning Program One Capitol Hill Providence, RI 02908  
(401) 222 5731

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-----Original Message-----

From: Nancy Cordy [mailto:npcordy@verizon.net]  
Sent: Monday, June 27, 2016 8:25 AM  
To: Rhodes, Jared (DOA) <Jared.Rhodes@doa.ri.gov>  
Subject: Re: Bonnet Point Road Causeway Rehabilitation Proposal

Good morning Jared,  
I received a few more names since last night. Thanks again for your assistance. When will the application be reviewed and when will we be able to learn if it was approved?  
Have a great day,  
Nancy

Bonnet Shores residents in favor of TIP application (cont'd.):  
Nina Petrarca, 255 Bonnet Point Rd.  
John & Maria Andrews, 78 Leonard Bodwell Rd.  
Frances Girardi, 10 Camden Rd.  
Karen Beauchesne, Lake Rd.  
Barbara Feeley, 151 Treasure Rd.  
Ted & Kathy DiStefano, 94 Col. John Gardner Rd.  
Patricia & Charles Cole, 20 Bayberry Rd.  
Michael & Marcia Mills, 39 Joy Lane

Sent from my iPad

> On Jun 27, 2016, at 8:05 AM, Rhodes, Jared (DOA) <Jared.Rhodes@doa.ri.gov> wrote:  
>  
> Dear Nancy,  
>

> Thank you so much for coordinating this submittal. Your efforts are greatly appreciated.

>

> Jared Rhodes

> Chief, Rhode Island Statewide Planning Program One Capitol Hill

> Providence, RI 02908

> (401) 222 5731

>

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>

>

> -----Original Message-----

> From: Nancy Cordy [mailto:[npcordy@verizon.net](mailto:npcordy@verizon.net)]

> Sent: Sunday, June 26, 2016 9:47 PM

> To: Rhodes, Jared (DOA) <[Jared.Rhodes@doa.ri.gov](mailto:Jared.Rhodes@doa.ri.gov)>

> Cc: Nancy Home <[npcordy@verizon.net](mailto:npcordy@verizon.net)>

> Subject: Bonnet Point Road Causeway Rehabilitation Proposal

>

> Hi Jared,

> Attached please find a letter of support for the Bonnet Point Rd. Causeway proposal.

> I reached out to the residents of Bonnet Shores and received an overwhelming response of support from 190 residents (from 123 residences) who are very supportive and hopeful that this project comes to fruition. I also gave them your email address in case they wanted to say something in addition to what is in this letter.

> Again, thank you and the board very much for your consideration.

> Sincerely,

> Nancy Cordy

>

>

>

>

>

**Scott, Karen (DOA)**

---

**From:** Rhodes, Jared (DOA)  
**Sent:** Monday, June 27, 2016 9:05 AM  
**To:** Siefert, Chelsea (DOA); Scott, Karen (DOA); Witt, Chris (DOA)  
**Subject:** FW: Bonnet Point Road, Narragansett, RI

Jared Rhodes  
Chief, Rhode Island Statewide Planning Program  
One Capitol Hill  
Providence, RI 02908  
(401) 222 5731

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**From:** Richard Mercier [mailto:richard.d.mercier@gmail.com]  
**Sent:** Friday, June 24, 2016 3:06 PM  
**To:** Rhodes, Jared (DOA) <Jared.Rhodes@doa.ri.gov>  
**Subject:** Bonnet Point Road, Narragansett, RI

Please work to include the Bonnet Point Road repair / replacement in the TIP funding program or find other funding to complete an upgrade.

The road is the primary ingress / egress point for the Bonnet Shores Community as well as the Bonnet Shores Beach Club. In the summer, it serves a steady stream of cars both to the community and to the Beach Club. Flooding of this road has been a continuing problem for the residents of Bonnet, and Rhode Island residents who come to the beach club, which can imperil both walkers and riders alike. One often sees cars slide into the marshland or ponds because of flooding and the road's low elevation.

In the winter, it becomes even more treacherous when the community is home to many URI students, who often because of their youth are less cautious than they are likely to be later in life. As a result, please work to keep these young people safe.

For the health and safety of the Narragansett and Rhode Island residents and URI students, please work with our community leaders to find a way to fund a major upgrade to this dangerous road, either through TIP or other funding mechanism.

Thank you

Richard D Mercier  
169 Col. John Gardner Road  
Narragansett, RI 02882



## Bonnet Shores Fire District

130 Bonnet Shores Rd.  
Narragansett, RI 02882

June 23, 2016

Mr. Jared L. Rhodes  
Secretary  
Rhode Island Statewide Planning Council  
One Capitol Hill  
Providence, RI 02908

Dear Mr. Rhodes:

On behalf of the Council for the Bonnet Shores Fire District, Narragansett, RI, I would like to extend our support for the revised plan for the Causeway, (Bonnet Point Road), for consideration. Mike Deluca, Narragansett Town Planner submitted this revised plan and the Bonnet Shores Fire District Council is very much in favor of the revised plan.

This revised plan would allow for reconstruction of the causeway, enhance the safety of motorists and pedestrians in Bonnet, improve the water in quality in the Wesquage watershed and enhance substantially an all-important means of egress from Bonnet in the event of a natural disaster.

For years, the residents of Bonnet have been concerned about the condition of the causeway and it's ability to support use year round.

Thank you for your consideration and know that the Bonnet District is in favor of it moving forward.

Should you have any questions, please feel free to contact me at 978-852-9550.

Sincerely,

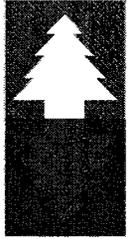


Leonard J. Mercier  
Chairman, Bonnet Shores Fire District



Paul Farley  
Vice Chairman, Bonnet Shores Fire District

LJM:mb



June 24, 2016

To: Members of the Transportation Advisory Council

Re: East Coast Greenway Alliance Comments on 2017-2025 Transportation Improvement Plan

Dear members of the TAC:

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Kenneth Withrow, NC

## Executive Director

Dennis Markatos-Soriano

The following comments are in response to the draft 2017-2025 Transportation Improvement Plan (TIP) which was published on April 25, 2016.

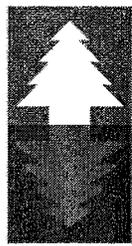
The East Coast Greenway Alliance (ECGA) is the non-profit 501 (c)(3) spearheading the development of the East Coast Greenway (ECG), a developing 2,900 mile traffic-separated bicycling and walking network connecting communities from the Canadian border to Key West, Florida. Today, the entire network is 30% off-road; the remaining 70% is on carefully selected roadways. The ECG route in Rhode Island has a total of 48 miles, approximately 30 of those miles are completed ECG (63%).

The ECGA is pleased to see several segments of the ECG listed on the TIP including: the Woonsocket sections of the Blackstone River Bikeway segments: 8A, 8C and 8B-1, and the two bridges on the Trestle Trail in Coventry. We are also aware that our neighbors in Connecticut and Massachusetts have made strong commitments to build out their portion of the ECG and are quickly closing in on the state line.

We commend the State for passing RhodeWorks, which will result in more funding for the Transportation Alternatives Program (TAP). And as members of the Paths to Progress Coalition, we are hopeful that the Green Economy Bond will pass and provide further resources for the bike-ped network. However, we understand that closing critical gaps in the ECG network will require additional resources. We encourage Statewide Planning to look beyond traditional means to fund and prioritize gaps in the greenway network. One need not look much further than our neighbors in Connecticut and Massachusetts for inspiration.

In 2015, Governor Dannel Malloy of neighboring Connecticut, released a five-year transportation ramp-up plan which includes \$101 million for planning, constructing and maintaining the state's trail network - of which the ECG is given priority because it identified as a trail of national significance. The ECG in Connecticut is nearly 40% complete (77 miles) and the State is projected to construct an additional 40 miles by 2020. According to the RI TIP - and if all goes as planned- the Ocean State will add a meager 2.5 miles to the ECG system by 2020. Meanwhile, in Massachusetts the Department of Transportation is setting aside \$157 million to fund shared use paths





listed on the MA TIP and an additional \$60 million over the next five years for construction and planning for those projects listed on the updated State Bicycle Plan and State Pedestrian Plan.

Over the next few years, the gaps in the RI network will become more pronounced at the state lines. In Connecticut the six-mile Moosup River State Park Trail - connecting Moosup Village to the RI line - is projected to be complete by 2017/2018. The 3.7-mile Blackstone River Greenway - connecting Uxbridge, Millville and Blackstone, Massachusetts to the Rhode Island line - will open to the public in late summer/early fall of 2016.

We strongly encourage Statewide Planning to reconsider the TIP priorities for Rhode Island's multi-use path network and to pay special attention to those segments which are part of the ECG and not included on the TIP or are scheduled far into the future. These segments include the following:

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 Pablo Torres, VA  
 Karen Votava, RI  
 Judy Walton, OR  
 Kenneth Withrow, NC

**Executive Director**  
 Dennis Markatos-Soriano

Project	Segment	City/Town	Length (mi)	Priority
Washington Secondary	Trestle Trail West	Coventry	4.7	High
Blackstone River Bikeway	Segment 1A	Providence	0.7	Med
Blackstone River Bikeway	River Road (Pitman St to Irving St)	Providence	0.9	Med
Blackstone River Bikeway	Segment 8C	Woonsocket	0.6	High
Blackstone River Bikeway	Segment 8A	Woonsocket	0.9	High
Blackstone River Bikeway	Segment 8B-1	Woonsocket	0.6	High
Blackstone River Bikeway	Segment 8B-2	Woonsocket	1	High
Blackstone River Bikeway	Segment 3A (south of 95)	Pawtucket	2	High
Blackstone River Bikeway	Segment 3B (north of 95)	Pawtucket/Central Falls/Cumberland	0.8	High
Washington Secondary	Providence to Cranston Bike Path	Providence	3	High





June 24, 2016

Rhode Island is the heart of the ECG route in Southern New England. Commitment to completing the ECG network in Rhode Island will result in closing critical gaps in the network and connecting communities through active transportation and offer recreation opportunities which create healthier citizens and sustainable local economies. We'd hate for Rhode Islanders to seek locations outside the State to enjoy these opportunities, or for tourists to turn around at the state line because the resources necessary to complete this valuable network were not prioritized during the

TIP planning process.

Thank you for your consideration. Please do not hesitate to contact me at with any questions.

Sincerely,

**Molly Henry**  
New England Greenway Coordinator  
East Coast Greenway Alliance  
76 Dorrance Street, Suite 301  
Providence, RI 02909  
[molly@greenway.org](mailto:molly@greenway.org)  
610.348.4931 (cell)

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Judy Walton, OR

Kenneth Withrow, NC

**Executive Director**

Dennis Markatos-Soriano







## TOWN OF JAMESTOWN

93 NARRAGANSETT AVENUE  
P.O. Box 377  
JAMESTOWN, RHODE ISLAND 02835

Town Offices - 423-7201  
Fax - 423-7229

June 23, 2016

Mr. Jared L. Rhodes, Secretary (Acting)  
Rhode Island State Planning Council  
One Capitol Hill, Providence, RI 02908

Re: TIP 2017-2025 Recommended Projects

Dear Mr. Rhodes:

The Town of Jamestown is appreciative of the projects proposed to be listed in the TIP. These projects represent maintenance and replacement of critical linkage bridges, sidewalks to get children off the busy roads and safely to school, and paving of the other half of our downtown main street; all vital to Jamestown's quality of life.

There are two projects that were listed in the 2013-2016 that were not recommended to carry through to the 17-25 TIP. The Town of Jamestown wishes at this time to formally advocate for the following projects reentry into the 17-25 TIP:

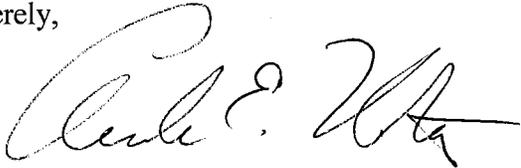
- Ice Road Bike Path – TIPID 5062
- Sidewalk and Curbing Replacement on Walcott Avenue from Hamilton Avenue to Fort Wetherill State Park

The *Ice Road Bike Path* was borne out of the Jamestown Bike Path Design Committee Final Report in April 2010. The committee, led by Robert Sutton involved seven residents including the Town Planner Lisa Bryer as well as the Town Administrator and Lambri Zerva, PE, from RIDOT. The Town has committed \$120,000 towards this project, over the last five years, and has completed the project design, including the Reservoir spillway bridge and has also permitted the only wetland crossing for the path through RIDEM. The Town is fully committed to completion of this project as evidenced by the most recent allocation of \$40,000 in the FY16-17 capital budget for the construction phase which has an total estimated cost of \$225,000.

In October 2011, a meeting was held with then RIDOT Director Lewis regarding the critically important bike path linkage in Jamestown and Director Lewis noted in his letter (attached) that "RIDOT supports the funding of this projects in the Transportation Improvement Program at the appropriate time, subject to successful project development and permitting by the Town..." The Ice Road Bike Path was first listed in the 13-16 TIP. The Town has successfully developed and permitted this project and would respectfully request that this project remain in the 17-25 TIP as it is ready for construction.

The *Sidewalk and Curbing Replacement on Walcott Avenue from Hamilton Avenue to Fort Wetherill State Park* was initially listed on the 13-16 TIP for construction in 2016 at a total cost of \$500,000. This project will make the main walking route from Jamestown's Village to Fort Wetherill State Park. Much of the sidewalk and curbing is in "failing" condition and would not support handicap usage. The need for this project is even more relevant 3 years later and the Town of Jamestown respectfully requests that this project remain in the 17-25 TIP.

Sincerely,

A handwritten signature in cursive script, appearing to read "Andrew E. Nota".

Andrew E. Nota, Town Administrator  
Town of Jamestown

C: Jamestown Town Council  
Robert Sutton, Chair, Jamestown Bike Path Design Committee  
Lisa Bryer, Town Planner  
Michael Gray, Public Works Director

Attachment: October 24, 2011 letter from RIDOT Director Lewis supporting the Ice Road Bike Path

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS



**Michael P. Lewis**  
Director

Department of Transportation  
OFFICE OF THE DIRECTOR  
Two Capitol Hill  
Providence, R.I. 02903-1124

OFFICE (401) 222-2481  
FAX (401) 222-2086  
TDD (401) 222-4971

October 24, 2011

Mr. Bruce Keiser  
Town Administrator  
Town of Jamestown  
P.O. Box 377  
Jamestown, Rhode Island 02835-1199

RE: Proposed Jamestown Bike Path

Dear Mr. Keiser:

In reference to your September 28<sup>th</sup> letter regarding our recent meeting to discuss the proposed Jamestown Bike Path, we concur that the meeting was very productive and provided the opportunity to gain a better understanding of the purpose and importance of this bicycle link to the Town. RIDOT supports the funding of this project in the Transportation Improvement Program at the appropriate time, subject to successful project development and permitting by the Town and the availability of funding. We look forward to working with the Town in the future on this exciting project.

Sincerely,

  
Michael P. Lewis,  
Director

FROM: Ellen Waxman, Town Councilor, North Kingstown

From: Five Main <fivemain@verizon.net>  
Subject:  
Date: May 26, 2016 5:47:43 PM EDT



As a member of the North Kingstown Town Council, I'm here to bring attention to Wickford Junction, one of Rhode Island's most significant transportation assets. Wickford Junction opened four years ago, and there is still no service on weekends.

on page 32 of this TIP draft

#### Summer Service

The state is anticipating the further development of limited season bus/rail/ferry services connecting major tourist attractions, recreational facilities and summer events along Narragansett Bay. Specific service locations include but are not limited to Wickford Junction and (list other locations). It is anticipated that initial start-up service would be limited at select locations but could be expanded based on demand and usage.

on page 309 funding tables

#### ID 7109 SUMMER SERVICE DESCRIPTION

This line item involves the start-up operations and further development of limited seasonal bus/rail/ferry services connecting major tourist attractions and recreational facilities along Narragansett Bay. Specific service locations include but are not limited to Wickford Junction and (list other locations). It is anticipated that the initial service in FY16 will be limited to weekends during the summer season at select locations, and depending upon usage and demand, could be expanded with additional locations and operations in subsequent years.

on page 308 funding tables

#### ID 7108 T-LINK BUS SERVICE

Proposed RIPTA bus service connecting RI's three commuter rail stations, Wickford Junction and (list other locations) that would supplement MBTA service gaps, in addition to possible linkages to connect other regions of the state to commuter rail, including but not limited to major tourist attractions, recreational facilities and summer events along Narragansett Bay, with an emphasis on weekend bus service to test the commuter rail market.

Summer is the time of year when people want to get out of the city and come to the seashore to relax and cool off. While visiting they will eat, shop and contribute to our economy. Let's act now and make it easy for people to visit Beautiful Southern Rhode Island!

- Improve access to southern Rhode Island
- Improve access to Boston
- Improve access to TF Green Airport
- Improve access to South County Beaches
- Improve access to art and culture
- Add options for shopping
- Add options for dining out
- Reduce traffic congestion
- Reduce parking congestion
- Reduce pollution
- Preserve the environment

Improve health  
Improve safety  
Attract students  
Attract seniors  
Attract cyclists  
Attract businesses  
Generate jobs  
Increase property values

The 2014 Rhode Island State Rail Plan that was published in December of 2013

#### 6.1.1 SOUTH COUNTY COMMUTER RAIL PHASE I

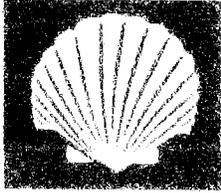
The commuter rail station at Wickford Junction opened with MBTA commuter rail service in April 2012.

one of the goals of the overall transportation system in the State is to create an intermodal system with seamless transitions between modes with aligned schedules to reduce congestion and emissions along the State's highways.

add system capacity without expanding the road network, and attract economic development.

The current service to the InterLink and Wickford Junction does not operate on weekends and provides less frequent weekday service than MBTA service to Providence or within Massachusetts. Limited rail service between the two stations and Providence is provided on the weekdays, with two inbound trips and three outbound trips provided to and from Providence. Additional service is under consideration to fill the service gaps; however, any added service needs to be examined for coordination with Amtrak and freight operations, as capacity on the NEC is an issue.

SOUTH  
COUNTY



TOURISM  
COUNCIL

Her Excellency the Governor of Rhode Island  
Gina Raimondo  
State House, Room 224, 82 Smith Street  
Providence, Rhode Island 02903

Dear Governor Raimondo,

June 19, 2015

South County Tourism Council writes to encourage the expansion of a strong commuter rail service to Kingston and Westerly be included in the planning process as Rhode Island works to develop a ten year transportation plan. We assume that this is in the draft presently being reviewed since the third track design is moving forward which we are told includes a section in Kingston.

Passenger rail service on the eastern seaboard is the main economic generator for Amtrak. One reason for success is ensuring the frequency of trains. Hopefully, the MBTA being reviewed in Boston will bring opportunity of increased frequency to Rhode Island. Rail passenger service historically, has not been a profitable operation. Many would say, neither are roads which service the trucking industry at no charge even though trucks are the main generator of wear and tear on the roads. Neither South County visitors nor residents can enjoy an evening in Providence or Boston using rail service because trains are not running either frequently or late enough.

Wickford station was a major victory in reducing our dependency on our overburdened highways and byways throughout our state but more importantly, particularly, in South County.

The happy consequence of restoration at Kingston Station has provided 180,000 people use of the historic train station. The southern end of our state continues to grow and greet visitors. I implore you to prepare for the next twenty years of growth both to residents and visitors – view it as an imperative - we simply must provide alternative modes of transportation to our southern region. One former RI DOT Director opined: “There will be no more taking of land for new roads in South County.”

Passenger rail use is increasing worldwide with the installation of new infrastructure. Let us seize the opportunity to unite our state from our northern border to southern border. Let us be forward thinking and take bold action in planning now. After all, it is up to us to write with vision and veracity our ten year transportation plan.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Myrna George'.

Myrna George  
President & CEO

CC: DOT Director Alviti, Jr.  
Senator Jack Reed  
Senator Sheldon Whitehouse  
Congressman James Langevin  
Congressman David Cicilline

Charlestown  
Coventry  
East Greenwich  
Exeter  
Hopkinton  
Narragansett  
North Kingstown  
Richmond  
South Kingstown  
West Greenwich  
Westerly

**Attachment #3**

Transcript of May 26, 2016 Public Hearings

**In The Matter Of:**  
*Public Hearing*

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*FFY 2017-2025 STIP & FFY 2013-2016 STIP*  
*May 26, 2016*

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STATE PLANNING COUNCIL  
TRANSPORTATION ADVISORY COMMITTEE

\*\*\*\*\*  
IN RE: PUBLIC HEARING \*  
\*  
FFY 2017 - 2025 STIP AND FFY 2013 - 2016 \*  
STIP AMENDMENT NUMBER 7 \*  
\*\*\*\*\*

DATE: May 26, 2016  
TIME: 2:00  
PLACE: Department of Administration  
Conference Room A  
1 Capitol Hill, Providence, Rhode Island

HEARD BEFORE:

JARED RHODES  
LINSEY CALLAGHAN  
MEREDITH BRADY  
AMY PETTINE  
KIMBERLY CRABILL  
CHRIS WITT  
CHELSEA SIEFERT

1 (HEARING COMMENCED AT 2:10 P.M.)

2 CHAIRMAN RHODES: Good afternoon,  
3 everyone. I'd like to call this hearing to order.  
4 If you could please mark the time as 2:10, I would  
5 appreciate it. Hello everyone. My name is Jared  
6 Rhodes. I'm the chief of the Rhode Island  
7 Statewide Planning Program, and I will be the  
8 presiding officer for today's hearing.

9 This hearing has been authorized by the  
10 Rhode Island State Planning Council, and we're  
11 here today to accept your comments and your input  
12 on two distinct actions that are proposed relative  
13 to the state's Transportation Improvement Program.  
14 Those actions include a proposed amendment to the  
15 FY2013 to 2016 Transportation Improvement Program  
16 and also the proposed 2017 to 2025 Draft  
17 Transportation Improvement Program.

18 Before we get started, I have a couple of  
19 quick housekeeping matters I just want to go over  
20 with you. First and foremost, I would like you  
21 all to note where the fire exits are. There's one  
22 in the back of the room there. There's also one  
23 on the other side, and you can see one here and  
24 behind me. In addition, if you happen to need the  
25 restrooms, you will find those outside of the main

1 entranceway and to the right.

2           If you are here today to offer comment and  
3 public input, please note that we do need you to  
4 register and sign in accordingly at the Welcome  
5 Desk. So, if you haven't done that, please do so,  
6 so we can make sure we get your name called and  
7 get you the opportunity to speak. Last, but not  
8 least, I want to make sure that you all realize  
9 that there are additional opportunities to offer  
10 comment on these two important actions.

11           We will be having another hearing tonight  
12 in this very same room starting at 6:30. And with  
13 particular reference to the proposed '17 to '25  
14 TIP, we have -- the public comment period is going  
15 to be open until June 26th, and you'll have the  
16 opportunity to submit written comments  
17 specifically on that item up until that date.

18           The action on the other item, the 2013 to  
19 2016 TIP, that will be considered this evening by  
20 the Transportation Advisory Committee at their  
21 meeting with final -- with potentially final  
22 action being considered by the State Planning  
23 Council in their June meeting. So with that said,  
24 what we're going to do today is, we're going to  
25 have about -- we're going to have kind of two

1 sections of our hearing.

2 First, you're going to have the benefit of  
3 hearing a presentation from Ms. Linsey Callaghan,  
4 supervising planner in our Transportation Unit, as  
5 well as from Amy Pettine from the Rhode Island  
6 Transit Authority, and Meredith Brady from the  
7 Rhode Island Department of Transportation.  
8 They're going to take the time to walk through  
9 some of the basics of these two actions. We're  
10 going to go over the development process and give  
11 you a summary of what is contained. Once we are  
12 complete with that, we will move into the formal  
13 comment period, and we will start with the  
14 customary recognition of the elected officials.  
15 From there, we will flow into all of the other  
16 comments.

17 So, before I turn it over to everyone, are  
18 you guys able to hear me well and hear us well at  
19 this point, even in the back of the room?

20 AUDIENCE SPEAKER: It's a little quiet  
21 back here, but I can hear you.

22 CHAIRMAN RHODES: Okay. So, we'll all try  
23 and speak up a little bit. So, with that said,  
24 let me turn it over to Linsey. And Linsey is  
25 going to kick off our formal presentations for

1 you, and this should take about fifteen or twenty  
2 minutes.

3 MS. CALLAGHAN: Thank you, Jared. As  
4 Jared stated, the purpose of this hearing is to  
5 receive public input on two separate, but related  
6 documents. Amendment 7 to the State  
7 Transportation Improvement Program for federal  
8 fiscal years 2013 to 2016, and the Draft State  
9 Transportation Improvement Program for federal  
10 fiscal year 2017 to 2025. Before I go into those  
11 documents, I'd like to provide you with some  
12 background context behind those documents  
13 themselves.

14 The STIP, as a document, is a list of  
15 transportation projects the State of Rhode Island  
16 intends to implement using U.S. Department of  
17 Transportation funds. For transportation projects  
18 to utilize federal funds, it must be included in  
19 the STIP. To provide some context on the STIP  
20 document before us tonight, in 2012 when the  
21 Federal Transportation Authorization Bill, Map-21,  
22 was enacted, it represented a major policy shift  
23 at the federal level. Map-21 focused on improving  
24 the conditions of the nation transportation  
25 system, particularly the National Highway System,

1 otherwise known as the NHS, which is comprised of  
2 the highest order of functionally classified  
3 roads, including, in Rhode Island, Interstate 95,  
4 195, 295, Route 4, Route 2, et cetera.

5           While Map-21 did not specifically specify  
6 a federally established goal for pavement  
7 conditions on the NHS roads, it did specify a goal  
8 of having no more than 10 percent of the state's  
9 NHS bridge deck area in poor condition.  
10 Currently, 22 percent of Rhode Island bridges are  
11 deemed structurally deficient, which ranks Rhode  
12 Island last in the nation in overall bridge  
13 condition. In addition, states are now required  
14 to show how these federal investments in their  
15 infrastructure improve the transportation system  
16 overall performance and conditions.

17           Map-21 focused on how each investment will  
18 result in improving the system as a whole. These  
19 policy changes initiated with Map-21 are carried  
20 forward into fixing America's surface  
21 transportation, otherwise known as the Fast Act,  
22 which was adopted in 2015. The state has been  
23 preparing for this policy shift for several years  
24 since Map-21 was passed. RIDOT formed an Asset  
25 Management Council and engaged a consultant to

1 start the migration of transportation  
2 infrastructure planning to an asset  
3 management-based approach, increasing the emphasis  
4 on preservation and maintenance to keep  
5 infrastructure in good condition and avoiding more  
6 expensive long-term costs.

7           This process accumulated with a  
8 development of RIDOT's 10-year strategic plan,  
9 which was released in October 2015; however, the  
10 biggest issue facing the state and meeting the  
11 federal requirements was identifying appropriate  
12 funding. A few years back, the state took some  
13 key steps to provide stateable transportation  
14 infrastructure funding and brought in available  
15 resources, including the redirection of the gas  
16 tax to focus on transportation needs, replacement  
17 of biennial bonds, bond borrowing with an increase  
18 in vehicle registration, driver license fees,  
19 along with Rhode Island Capital Plan or RICAP  
20 funds to provide the state match for the annual  
21 federal transportation program.

22           They also reinforced the existing general  
23 obligation bonds to soften the anticipated sharp  
24 peak in debt service payments. And they also  
25 created the creation of the Rhode Island Highway

1 Maintenance Account and a shift of future funding  
2 from transportated (sic) related sources that this  
3 vehicle registration, title fees and gas tax  
4 indexing and other accounts to establish a  
5 state-funded pool for critical transportation  
6 infrastructure projects.

7           The shift in available resources to meet  
8 the state's critical infrastructure needs  
9 culminated in the passage of Rhode Works in  
10 February of this year. Rhode Works is a funding  
11 plan which calls for the repair of the state's  
12 deteriorating bridges and the proposal funds  
13 project in two ways. It borrows \$300 million  
14 against future federal highway funding while  
15 refinancing old obligations to yield an additional  
16 120 million, and it also imposes a new tool on  
17 large commercial trucks, which is expected to  
18 bring in 45 million a year when fully operational.

19           This increase in available resources,  
20 along with the creation of an asset  
21 management-based plan for improving the state's  
22 critical infrastructure, has aligned the state  
23 with the policy direction set forth at the federal  
24 level in Map-21 and continue to the FAST Act. The  
25 two documents that are presented today represent

1 the project implementation of the policy shifts  
2 outlined above. The remaining presentation will  
3 first focus on Amendment 7 to the 2013 to 2016  
4 STIP.

5 As previously mentioned, RIDOT released a  
6 10-year plus strategic plan and covers years 2016  
7 to 2025. Amendment 7 realigns the FY -- the  
8 federal fiscal year 2016 project of the STIP with  
9 additional available state and federal funding  
10 sources with RIDOT's 10-year strategic plan. In  
11 addition, this amendment includes new transit and  
12 highway projects not included in the 2013 to 2016  
13 STIP. I will now turn the presentation over to  
14 Amy Pettine, Executive Director of the Rhode  
15 Island -- I mean the Executive Director of  
16 Planning for the Rhode Island Public Transit  
17 Authority to detail RIPTA's amendment request.

18 MS. PETTINE: So we have, as has been  
19 mentioned, federal funds must be in the TIP before  
20 they can be accessed. So we've got two projects  
21 that we're requesting in this TIP amendment. The  
22 first, I'm sure most of you have heard of it.  
23 It's the circulator project which was originally  
24 the Providence Street Car, a project we had worked  
25 on for many years in Providence. The city had --

1 just to give you the short story -- we had worked  
2 for years with them.

3           We started with a study called the Core  
4 Connector. It even goes back before that.  
5 Parametric (inaudible) in Providence Transit  
6 Enhancement Study, when we were looking at ways to  
7 connect key destinations in the downtown area.  
8 The city went after a TIGER grant in 2014. That  
9 was originally \$100 million project. They asked  
10 the federal government for the TIGER program for  
11 26 million, they were awarded half that amount.  
12 We were unable in the -- since the '14 TIGER Award  
13 to come up with the funds to do a full-blown rail  
14 investment, so we circled the wagons and came up  
15 with what, I think, is, even a stronger project,  
16 which is already enhanced by the corridor. So  
17 running along a similar alignment, connecting the  
18 Providence Train Station to the north through  
19 Kennedy Plaza. A couple of key locations in the  
20 Jewelry District and then terminating in the Rhode  
21 Island Hospital area at a new hub.

22           So, this became a \$17 million project.  
23 So, we were looking for an amendment in the TIP to  
24 put those federal funds in there with the state  
25 match -- put the project in the TIP, identifying

1 those federal TIGER funds that are discretionary  
2 funds being matched with state and local  
3 resources. So that's the first project. That's  
4 the bigger project.

5 The second project is actually a small  
6 amount of money. It's monies that were generated  
7 by the miles that are accrued in our East Side Bus  
8 Tunnel. These "miles," for lack of a better word,  
9 were mistakenly appointed by FTA to one program of  
10 money and, since, they have moved Fixed Guideway.  
11 So we were notified by FTA this year. There was  
12 roughly \$50,000 that needed to be obligated. We  
13 have a State of Repair Project going on right now  
14 in the bus tunnel. We have seven other  
15 discretionary grants that's already in the TIP to  
16 make repairs to the bus tunnel.

17 So we're just going ahead and adding this  
18 money again, formula funds, generated by miles  
19 through the bus tunnel to a larger bus tunnel  
20 renovation project. So those are RIPTA's two  
21 projects in broad strokes. Thank you.

22 MS. CALLAGHAN: I will now turn the  
23 presentation over to Meredith Brady, Acting Policy  
24 Director for the Rhode Island Department of  
25 Transportation to detail RIDOT's specific request.

1 MS. BRADY: Thank you very much, and thank  
2 you all for being here. I just want to take a  
3 quick minute. I know that it's taking time out of  
4 everyone's afternoon, and we really appreciate the  
5 fact that you're taking time out of your day to  
6 give us input and feedback. Not everything that  
7 we have put into this plan is perfect, and I will  
8 be the first to admit it. In fact, we have  
9 submitted -- RIDOT has submitted some minor  
10 changes even to the '16 TIP Amendment based on  
11 shifts and funding sources, things we may have  
12 missed initially.

13 There are no new projects added, but we  
14 have some technical corrections that we needed to  
15 make even to the '16 TIP Amendment, and when  
16 you're dealing with a database and project that  
17 are this numerous, I know the cities and towns had  
18 a lot of projects to rank and a lot of projects  
19 that they wanted to put forward. So, obviously,  
20 there's always going to be something that gets  
21 missed, and part of the reason for these public  
22 hearings is to make sure that we have all the  
23 information that we need to make the best decision  
24 possible. So, thank you again for your time.

25 The federal fiscal year '16 TIP Amendment

1 that RIDOT has proposed is a big amendment.  
2 RIPTA's amendment is a little amendment. RIDOT's  
3 amendment basically replaces the entire '16  
4 program that was in the previously enacted TIP,  
5 and there are several reasons for this. When the  
6 State Planning Council passed and Federal Highway  
7 approved the '13 through '16 TIP, at that time we  
8 had just gotten a new federal transportation  
9 authorization act, which is not the same federal  
10 transportation authorization act we have today.  
11 So we've been through two iterations of the  
12 authorization.

13 We had not gone through many of the  
14 changes that Linsey outlined, as far as what the  
15 state has done for transportation funding, and we  
16 also now have a new administration and a shift  
17 that has been taking place for a while but has  
18 really been pushed forward over the last year in  
19 how we take a look at our assets and preservation  
20 of assets, state of good repair for our system.  
21 So that's the "why" behind the amendment.

22 The "what" of the amendment -- and we have  
23 replaced what you used to be, which was just the  
24 capital expenditures that the state made with full  
25 accounting for both operational and capital

1 expenditures, state funds and federal funds, and  
2 any other funding sources. So it looks like it's  
3 a much bigger program. In reality, it's very  
4 similar to what you would have seen in the past if  
5 we had seen all of the funding sources, with a  
6 couple of notable exceptions.

7           One of those is the \$35 million transit  
8 hub bond that was passed after the '13 to '16 TIP  
9 was enacted and had not been accounted for  
10 previously, is considered state funds, but we  
11 wanted to account for it here. Another is \$300  
12 million in GARVEE funding from a new GARVEE Bond,  
13 which we'll be working over the summer to issue,  
14 hopefully, in the early fall. And then \$120  
15 million in federal funds has been freed up as a  
16 result of refinancing, refunding the existing  
17 GARVEE Bonds.

18           And, just by way of background, for those  
19 who may not have the transportation background  
20 themselves, the GARVEE is a grant anticipation  
21 revenue vehicle. It's based on federal funds. So  
22 we're not pledging state funds in this case.  
23 We're pledging our future federal funds to be able  
24 to do more projects now so that we can save money  
25 later. So one of the principles behind Rhode

1 Works is that by making these expenditures now on  
2 bridges in particular, we're saving \$950 million  
3 in getting to the same point with 10 percent -- or  
4 90 percent bridge sufficiency, 10 percent  
5 deficiency by 2025.

6 In any case, those are the major changes  
7 that we're seeking. We've also added -- as some  
8 may be aware, we have money that has been set  
9 aside from the GARVEE Bonds. 100 million has gone  
10 towards bridges. 200 million is set aside  
11 specifically for the 6/10 project. And, in  
12 addition, we've got \$3 million from funds --  
13 unallocated bond funds set aside for the ramps on  
14 295. Those are the major changes outlined in the  
15 '16 Amendment, and we're looking forward to  
16 hearing what everyone has to say.

17 MS. CALLAGHAN: The next portion of the  
18 presentation will focus on the draft 2017 to 2025  
19 state Transportation Improvement Program. Federal  
20 regulations require the State Planning Council,  
21 acting as the single statewide metropolitan  
22 planning organization in Rhode Island adopt a new  
23 STIP at a minimum of every four years. The STIP  
24 must present a four-year program by year and may  
25 present additional projects proposed for funding

1 in future years.

2 This draft STIP includes the required four  
3 federal fiscally constrained years. However, it  
4 extends the planning horizon to 2025. This longer  
5 time frame better aligns with the state's shift to  
6 a more asset management approach to transportation  
7 planning and offers municipalities and the general  
8 public a better idea of when projects are moving  
9 through development into implementation.

10 The draft STIP also aligns with the years  
11 2017 to 2025 of RIDOT's ten-year strategic plan.  
12 The development of this STIP began in November of  
13 2015 when the notice of projects of solicitation  
14 was released. The deadline for submissions for  
15 the STIP was January 8, 2016. Statewide Planning  
16 received over 300 new applications containing over  
17 \$880 million in requests, and they were received  
18 from municipalities, other state agencies, and  
19 non-profit organizations.

20 After all the projects were submitted,  
21 Statewide Planning conducted four regional  
22 meetings and invited applicants to present their  
23 project applications to staff and members of the  
24 TAC. The projects were then reviewed and ranked.  
25 As previously mentioned, a key focus of this STIP

1 is to better integrate an asset management  
2 approach into the overall transportation planning  
3 process. To that end, projects in the categories  
4 of bridge, pavement, traffic and drainage, and  
5 Regionally Significant projects were referred to  
6 RIDOT to be evaluated primarily using data-driven  
7 management systems, optimizing the impact of the  
8 total investment in Rhode Island's transportation  
9 network, especially projects located on the NHS.

10 All other projects, including transit,  
11 bicycle, pedestrian, safe routes to school and  
12 other transportation enhancement projects, were  
13 evaluated by a series of subcommittees comprised  
14 of staff of Statewide Planning, RIDOT, Rhode  
15 Island Department of Environmental Management,  
16 RIPTA, and members of the transportation advisory  
17 committee. Although the projects were not scored  
18 using a numerical scoring process, the  
19 subcommittee used the TIP guiding principles in  
20 their decision-making. This defined set of  
21 principles take into consideration such things as  
22 mobility, cost-effectiveness, environmental  
23 impact, economic development, safety and security  
24 and support for state and local goals and equity.

25 All of the highest ranking projects were

1 sent to RIDOT and RIPTA for refined project cost  
2 estimates and scheduling over the time period of  
3 the STIP. Specific funding resources were  
4 assigned to each project, and this process  
5 resulted in the draft STIP tables before you  
6 today. The Statewide Planning Program then  
7 combined the data from RIPTA and RIDOT with text  
8 and analysis to create the full draft STIP that is  
9 under consideration. I will now turn the  
10 presentation back over to Amy Pettine for the  
11 RIPTA portion of this draft.

12 MS. PETTINE: Thank you. So the draft TIP  
13 represents RIPTA's priorities moving forward.  
14 I'll talk about it in broad strokes. It includes  
15 ongoing operational support for our agencies,  
16 certainly with the focus on state of the repair.  
17 It looks at incremental improvements to help with  
18 operating more safely and efficiently. We have an  
19 eye on strictly going to the 10-year TIP longer  
20 term investments, specifically in upgrading our  
21 passenger facilities, and then it also outlines  
22 our priorities within the CMAQ program, the  
23 portion of funds that we are proposing to use to  
24 identify some of our other -- some specific  
25 initiatives.

1           So, if you look at the TIP -- just another  
2 note on the FAST Act. I know there's been a lot  
3 of talk about the increase in federal  
4 transportation funding for the FAST Act. Huge  
5 impacts for RIDOT, very minimal impact for RIPTA.  
6 So not a huge boost in funding really, you know,  
7 looking at somewhat similar funding levels that  
8 we've seen in the past. The majority of our funds  
9 are coming from the 5307 program. So you'll see  
10 that pot of money outlined in the TIP, but there  
11 are some smaller pots of money that are tied to  
12 particular outcome, like focusing on rural  
13 transportation or on specific populations of  
14 people. So you'll see that as we look to identify  
15 some of our initiatives.

16           The bulk of our monies are going to Fleet  
17 Replacement, both on the fixed route and  
18 paratransit side. You'll see the monies in the  
19 outer years sort of shift a little bit on the  
20 fixtures. That's because we don't have a smoothly  
21 replacement program. We don't replace the same  
22 amount of vehicles every year. It's a little bit  
23 of a curve of up and down. Sometimes we're  
24 actually looking at smooth and outer years, but  
25 that's why you'll see the numbers jump up and

1 down.

2 We have a whole line or program of work  
3 around IT investments. This relates to back  
4 office IT upgrades that we're making in the next  
5 several years to vehicle technology upgrades. We  
6 have a huge fare box system upgrade, for example,  
7 coming up in the next couple of years. And, as I  
8 mentioned, operational support. Nearly one-fifth  
9 of RIPTA's annual operating budget -- so, you  
10 know, a good portion of our operating budget -- is  
11 getting reimbursed through federal programs. So  
12 that's money, preventative maintenance, that we  
13 can use to pay mechanics, maintain the fleet that  
14 we bought with our federal funds, to be paying for  
15 planning staff, to help plan the work both in the  
16 year term and the short-term.

17 And then I mentioned passenger upgrades.  
18 That was one project that we had put in during the  
19 TIP solicitation process looking beyond our  
20 four-year fiscal constraint long-term. How can we  
21 set a course to do improvements to bus stops and  
22 major facilities around the state. We've got some  
23 key projects going on in Providence, but we also  
24 have our eye on upgrades in Pawtucket, the City of  
25 Warwick, East Providence, and we're in the middle

1 of developing bus stop design guidelines right now  
2 and are getting proactive about making passenger  
3 amenities that are nearly 4,000 bus stops around  
4 the state.

5 Identifying the use of CMAQ map funds,  
6 we've broken out our work into a few different  
7 areas, again, going back to supporting our  
8 operations. We're putting a significant amount of  
9 that money into our "R" line route. So, similar  
10 to the commuter rail, that's an ongoing route that  
11 we are using federal dollars to support those  
12 services, highest frequency, highest ridership  
13 line in the state. We have some money set aside  
14 for passenger initiatives that includes marketing  
15 both bus but also rail, doing joint initiatives  
16 with RIDOT to promote those services and help  
17 create a more inter-modal system.

18 Capital investments, such as transit  
19 signal priority. We have begun work on an  
20 expansion study to look at how to increase transit  
21 signal priority around the state, and then the  
22 Commuter Resource RI program; which is, again, in  
23 addition to being your transit operator, we also  
24 manage the state's alternative transportation  
25 resources program where we connect people to

1 carpooling or van pooling, and basically anything  
2 to reduce single occupancy vehicle, the wear and  
3 tear on our roads and bridges. So, that's RIPTA's  
4 program overview.

5 CHAIRMAN RHODES: Thank you, Meredith. Do  
6 you want to bring us to the other half?

7 MS. BRADY: Absolutely. And, again, I  
8 will to be brief here because I know people are  
9 anxious to get started. The '17 through '25 TIP  
10 represents a real change in the shift and focus,  
11 and in terms of going through the process with the  
12 Transportation Advisory Committee and Statewide  
13 Planning, there's actually been a couple of years  
14 that we've worked on doing an educational program  
15 for the Transportation Advisory Committee, because  
16 we're making a real shift that's not going to  
17 necessarily be palatable to everyone.

18 And that is looking at the state as a  
19 whole system, as opposed to looking at "What can  
20 we give to individual communities?" Rather, "What  
21 can we do at the state level to get us to a  
22 certain goals?" some of which are prescribed at  
23 the federal level, some of which are state level  
24 goals. Some of which may be prescribed in the  
25 example of the drainage program by the Consent

1 Decree in the court action. But in the case of  
2 most of the projects, we're looking at a  
3 data-driven program, and instead of going back and  
4 looking at what projects do we have on the  
5 books -- when we formulated this particular  
6 program, we went back and said, "We have a finite  
7 amount of money. Where are we going to make the  
8 investments in order to get the best value for our  
9 dollar in reaching the goals that we need to  
10 meet?"

11 So that was the philosophy that was behind  
12 developing this 10-year plan. One of the other  
13 things to keep in mind is, moving forward, we'll  
14 be looking to do frequent updates, annual updates,  
15 to this 10-year plan, so that every year you're  
16 adding a year further out. You're looking at the  
17 program of projects and re-evaluating, "Has  
18 something changed? Is there something we missed?"  
19 as I talked a little bit about before. But some  
20 of the major themes for '17 through '25 are  
21 investment in bridges.

22 We have additional -- over the regular  
23 amount that we would have invested in bridges, we  
24 have an additional 220 million in our 10-year.  
25 Much of that is up front. Some of it is in the

1 '16 Amendment, but much is in '17, '18 and '19 in  
2 order to, in the future, invest less in bridges  
3 and be able to invest more in other types of  
4 transportation options, in roads, in transit --  
5 any transportation alternatives. But I'm going to  
6 keep this, as I said, very brief. One of the  
7 things to keep in mind, I know Amy mentioned the  
8 FAST Act and increases there.

9 For RIDOT, the increase averages to less  
10 than 3 percent a year over the five-year life of  
11 the authorization, and that is something that  
12 we're very pleased with because in the past --  
13 between 2009 and 2015 pretty much had level  
14 funding the entire time, so finally getting an  
15 increase on an annual basis instead of positive  
16 development. But looking at this program, the  
17 biggest changes, again, come from the data-driven  
18 approach. So we're looking at the state as a  
19 whole.

20 So, the worst road in one community may  
21 not be comparable to the worst road in another  
22 community or have the traffic flow. Another thing  
23 to keep in mind as we do this is we're looking at  
24 a different management approach to the projects as  
25 well. So, in the past, we may have only gotten a

1 smaller percentage of project out. We're looking  
2 at what is actually achievable in any given year.

3 CHAIRMAN RHODES: Thanks to each of you.  
4 That was very helpful in setting the context.  
5 What we will do now is, we will start formally  
6 accepting comment. I would like you all to note  
7 that we're going to call people in the order in  
8 which you registered and you signed up today.  
9 First, however, we will -- as is customary, we  
10 will call the elected officials forward first.  
11 I've been asked to ask you that when you approach  
12 the podium, if you could please identify yourself  
13 and spell out your name and speak clearly. That  
14 would be very helpful for all of the people we  
15 have here trying to capture your input.

16 Also, I'm going to ask that you initially  
17 limit your comments to five minutes. Once we make  
18 it through the first round, I will touch base with  
19 everyone to see if anyone wants to make any  
20 additional comments, but we're going to try to use  
21 this process to keep us on track. So, with that  
22 said, I would first like to call Senator Dennis  
23 Algiere from Westerly. Good afternoon, sir.

24 SENATOR ALGIERE: Good afternoon, Mr.  
25 Chairman, and members of the committee. Thank

1 you. I'm here today with the town manager of  
2 Westerly, Derrik Kennedy; the Town Council  
3 President, James Silvestri; Town Council Chris  
4 Duhamel; Grant Simmons for the Watch Hill Fire  
5 District; Sharon O'Hearn (phonetic), Executive  
6 Director of the Washington Conservancy; and Paul  
7 LaBlanc, Town Engineer.

8           Again, my name is Dennis Algieri  
9 (A-l-g-i-e-r-e), the State Senator, District 38.  
10 I'm here today, Mr. Chairman and members of the  
11 committee, to specifically discuss the Bay Street  
12 Westerly project, which is on the TIP scheduled  
13 for 2022 construction. This particular project  
14 was listed as a priority with the Town of Westerly  
15 as a number one on its TIP recommendation. And,  
16 today, I'm respectfully requesting that this  
17 committee forward to the Statewide Planning  
18 reprioritization of this project.

19           The project scope is about a quarter mile  
20 length of roadway in Watch Hill, which is a  
21 seaside village in our community. It's high  
22 commercial. It generates a lot of revenue, not  
23 only through hotel tax but also food and beverage,  
24 and also through the stores that are located in  
25 the project limits. Heavy pedestrian traffic,

1 bicycle traffic and vehicular traffic on the  
2 roadways, especially during the summer months.  
3 And, again, I cannot overemphasize the fact that  
4 this is an economic engine to our community and to  
5 our state.

6 Over the past few years, the Town of  
7 Westerly, the fire district and the conservancy,  
8 along with private donors, have invested a  
9 considerable amount of money in this roadway by  
10 burying all the utilities and upgrading the  
11 drainage. And they've also purchased decorative  
12 lighting. This particular district also is a  
13 location where a number of historic locations are  
14 present. However, the roadway, sidewalks and  
15 curbing are in disrepair, especially after the  
16 construction. It was the understanding that we  
17 would work hand in hand with the state in putting  
18 in a new roadway, sidewalk and curbing.

19 I'm asking that the committee look  
20 favorable on reprioritizing this project. It's  
21 very important to our community. It generates a  
22 lot of money for our state and our local  
23 government. And I just thank you for your time,  
24 and I've made it as brief as possible, but thank  
25 you very much.

1           CHAIRMAN RHODES: Thank you, Senator.  
2 Next, I'd like to call Mayor James Diossa from the  
3 City of Central Falls. Welcome, Mayor.

4           MAYOR DIOSSA: Thank you, Chairman and  
5 members of the committee, for hearing our comments  
6 I bring up. The chief of staff of Pawtucket and  
7 also the mayor of Cumberland -- there's two points  
8 I would like to discuss on this TIP program. The  
9 first being the Central Falls -- or the Pawtucket  
10 and Central Falls Commuter Rail Station. The  
11 second, which is a major project for three  
12 communities, that being Cumberland, Central Falls  
13 and Pawtucket. It's the Broad Street Regeneration  
14 Initiative.

15           I think you've heard a lot since the last  
16 time we were present about the train station and  
17 how an investment in this region will fully help  
18 develop both communities who we know need the  
19 support. I'm sure that you've also been informed  
20 that the TIGER grant has been submitted and we  
21 hope to hear back by the end of the summer. The  
22 fact that this project is in an urban core with  
23 about almost \$100,000 residents available, and  
24 that's not even counting communities that have  
25 signed on, such as Cumberland and Lincoln and

1 North Providence.

2           So, again, I want to thank this committee  
3 for considering this project on the TIP program,  
4 and I assure you that this project is going to do  
5 very well, not only in Central Falls and  
6 Pawtucket, but the whole northern side of Rhode  
7 Island. The second project and the proposed  
8 funding plan is the Broad Street Regeneration  
9 Initiative. We know that this is a major  
10 commercial thruway for three communities, and the  
11 investment are sidewalks, roads. As far as the  
12 three communities also chipping in to make it look  
13 more decorative and more inviting, it's important  
14 for us because we know that we have great  
15 storefronts, great food, and we have a Blackstone  
16 River Valley National Park now that will invite a  
17 lot of people into this region.

18           Having this investment on this Broad  
19 Street I'm sure will make it a pleasant visit for  
20 not only people in the community but for the state  
21 as a whole. So I want to turn it over to  
22 Pawtucket and Cumberland who also want to talk  
23 about Broad Street as well.

24           MR. ZELAZO: Thank you. My name is Dylan,  
25 like Bob Dylan, and Zelazo (Z-e-l-a-z-o). I'm

1 Mayor Grebien's chief of staff. He sends his  
2 apologies. He had a family commitment, but we're  
3 here today to talk, really, about two projects.  
4 The first one I want to touch on, the Mayor of  
5 Central Falls, Mayor Diossa did a much better job  
6 than I will, but the Pawtucket and Central Falls  
7 Commuter Rail Station is a critical project, not  
8 just to our communities but to the state as a  
9 whole, in advancing multi-modal transportation  
10 throughout the state, specifically locally.

11           There's over a million square feet of  
12 vacant mill space just next door to the site,  
13 instantly becomes prime transit-oriented  
14 development space. There's underutilized  
15 properties also in the surrounding area. We have  
16 a destination brewery going in one block away from  
17 the site. Train access will be huge for that  
18 business as well. It's right on the outskirts of  
19 our downtown.

20           The Pawtucket Red Sox also have been  
21 looking for additional ways to access their  
22 stadium. This allows people from multiple ends of  
23 the spectrum to access Pawtucket, and then it's a  
24 short jaunt from downtown to McCoy Stadium. So, a  
25 really critical project. I won't bore you with

1 the rest of the details. I do also want to thank  
2 everyone here for your leadership on this  
3 initiative and all of the projects. I know the  
4 roads and the bridges are a little bit more boring  
5 than train stations and the like, but it's all  
6 very important, and we appreciate it.

7           The other piece that we're here to talk  
8 about today is the Broad Street project. This  
9 links three communities that are standing here  
10 today in solidarity: Cumberland, Central Falls  
11 and Pawtucket. This is a key business corridor.  
12 There's also a lot of residential density along  
13 the corridor. That connectivity, that access, is  
14 a key corridor in our downtown from those  
15 communities. It's really a critical project to  
16 link the communities together and just create  
17 another ease of access for our residents as well  
18 as our visitors. So, we thank you very much for  
19 your consideration.

20           CHAIRMAN RHODES: Thank you, Mr. Director.  
21 Next, we have Mayor Murray.

22           MAYOR MURRAY: Good afternoon and thank  
23 you for the afternoon. Do you want me to spell  
24 Mayor Diossa name? He forgot?

25           THE REPORTER: No, thank you.

1           MAYOR MURRAY. I just want to -- my name  
2 is Bill Murray (M-u-r-r-a-y). As I said, I'm --  
3 actually, I don't know whether it's due anymore.  
4 I'm the mayor for now a year-and-a-half, for  
5 Cumberland. So, I'm pretty new to the situation.  
6 One of the most interesting and exciting things  
7 that's happening that I've seen is this  
8 combination of Pawtucket, Central Falls and  
9 Cumberland bringing together this revitalization  
10 of the Broad Street area. From the records, they  
11 tried it once before a few years back. It got  
12 shelved, and it was a shame because for all three  
13 communities, this means so much to our economy for  
14 this thing to go forward.

15           So we totally endorse it as the three  
16 mayors endorsing this because it will do wonders  
17 for the three communities that are involved.  
18 However, on the Cumberland side, I want to bring  
19 to the attention of the committee that where  
20 everything is good, and there's money going to  
21 come in, we've been fighting for a drainage  
22 correction on Broad Street. To me, if you're  
23 going to put money towards this thing, fix the  
24 roadways, and don't take care of the drainage,  
25 you're wasting a lot of money.

1           And I don't want to sit here and say that  
2 -- I want to sit here and say that it wasn't done  
3 correctly. So I'd like to bring that to your  
4 attention. We've put it in. Every time we do, we  
5 talked to the DOT director. We have a safety  
6 problem with the school there. They want to come  
7 in and fix the roadway, yet they don't want to do  
8 it until the drainage is fixed. So I'd like to  
9 just bring that to your attention, and if we could  
10 all get everything together, I think it will  
11 become an excellent program to get done. So, I  
12 thank you for considering.

13           If I could take the opportunity, we have  
14 one more project that I'm very concerned about,  
15 and it was eliminated, and I am going to call on  
16 my public works director and engineer, Bob  
17 Anderson, and it's Marshall Avenue. We've been  
18 threatened with a suit on that roadway. We've  
19 talked to the DOT about it. We've sent them  
20 pictures about the problems. It seems to be  
21 falling on deaf ears, and I hope that we can do  
22 something to, again, bring that to the attention  
23 that it has to be worked on. So, if you don't  
24 mind, I'd like to have my public works director  
25 fill you in on it, if that's okay.

1           CHAIRMAN RHODES:  Yes, Mayor.

2           MR. ANDERSON:  Good afternoon, everyone.

3           Again, my name is Bob Anderson.  I'm the public  
4           works director in the Town of Cumberland.  During  
5           the TIP process and the submission that was  
6           prepared for January 8th, of all the projects that  
7           we list and prioritize in the new projects, there  
8           was only one that was a new project entirely.  
9           It's called the Marshall Avenue Drainage  
10          Improvement.  We developed that as a result of  
11          subsurface drainage conditions that have been  
12          plaguing that road for many, many years.

13          There may be some uninvestigated  
14          subsurface conditions taking place, but one of the  
15          ones that we think is contributory to it is -- I'm  
16          not sure, but it has about 1,000 feet of older  
17          corrugated metal pipe that serves that roadway  
18          from Garden Street down to Mendon Road.  As a  
19          result of a recent utility work, namely water main  
20          excavations, we were able to take a look at the  
21          deterioration of that pipe and the leaking of the  
22          water that was leaking out of it.  So, that's  
23          obviously contributory to that condition.

24          And as a result of that, I created this  
25          sheet.  It definitely -- it's definitely in need

1 of rehabilitation. Again, that's about 1,000  
2 linear feet of the older corrugated metal pipe  
3 drainage piping. For those of you not familiar  
4 with Cumberland, this is a road -- a principal  
5 primary. It's a state road, by the way,  
6 obviously, connecting Mendon Road, Route 122 and  
7 High Street, 114. At the very -- the drainage of  
8 this road ends at Mendon Road. That is actually  
9 tied into the state drainage system that serves  
10 Mendon Road and the old Mendon Road that's part of  
11 that intersection there.

12           There are structures that are there that  
13 we believe are -- maybe not necessarily in need of  
14 replacement but investigation and maintenance  
15 because there is surcharging (sic) that takes  
16 place at those structures during very, very heavy  
17 storm events, leading to inundation and some  
18 flooding of private property at that corner. That  
19 was an ancillary comment I added as part of the  
20 need for this project. But, again, the principal  
21 need was the replacement of that drainage along  
22 that roadway. So, thank you for your time.

23           CHAIRMAN: Thank you. The next individual  
24 I would like to call is Representative Carol  
25 Hagan-McEntee from Narragansett. Representative?

1           REPRESENTATIVE HAGAN-McENTEE: Mr.  
2 Chairman, I believe Representative Tobon wants to  
3 speak on the issue that you just had before you.  
4 So, I don't mind --

5           CHAIRMAN RHODES: If you're fine with  
6 that. He was up next, but by all means.

7           REPRESENTATIVE HAGAN-McENTEE: I just want  
8 to reserve my spot next, though.

9           CHAIRMAN RHODES: Not a problem.

10          REPRESENTATIVE TOBON: Thank you so much.  
11 See, chivalry does exist. So, my name is Carlos  
12 Tobon. I'm a state representative, District 58,  
13 in Pawtucket. My last name is Tobon (T-o-b-o-n).  
14 I'm here to -- I'll be one more to talk about the  
15 importance of the real project in Pawtucket. As  
16 you guys know, or many of you know, it's been  
17 talked about for 20 years. For the last 14 years,  
18 they've put an emphasis on it, and just hundreds  
19 of thousands of dollars have been spent on that,  
20 and talking about feasibility studies of what it  
21 could do for that area. But I'm here to talk  
22 about what it could do for the state level.

23           Pawtucket is the gateway to Rhode Island,  
24 coming from the north. As you guys see -- and you  
25 guys were instrumental in working with us and

1 making the beautiful bridge that we have today --  
2 and we also want to put up a great stop that could  
3 maybe be a station one day. As Mayor Diossa and  
4 Dylan Zelazo explained, there's two million square  
5 feet of vacant mill space in that area that at one  
6 point was a pillar to the industrial revolution.  
7 And, today, we could re-purpose it for commercial  
8 business space, but more importantly, our governor  
9 is being very aggressive, going around the  
10 country, trying to get business into Rhode Island,  
11 and going after a company like G.E. and PayPal.

12           We might not get their CEO or their top  
13 administrative jobs, but if we get this spillage,  
14 we need to house them somewhere. Pawtucket might  
15 be the prime spot. We also -- if this train  
16 occurs, then there's also the opportunity where  
17 Worcester is going to put a private line right  
18 into Pawtucket, and it would make it a hub.  
19 Again, additional people coming in, into our city.  
20 Slater Mill recently became a national park. We  
21 have four craft brewers, and just like money  
22 attracts money, breweries might attract more  
23 breweries. We'll continue to expand on that area.

24           Central Falls has an amazing cuisine that  
25 people are going to want to go and have a bite,

1 and we are making -- you know, our state has  
2 invested a lot of money -- the Department of  
3 Health with exploring built environments and all  
4 that. We're well on our way to be able to address  
5 that as well in that general area. So, the return  
6 on investment for our state would be huge. It's  
7 nominal what we're asking for, and this is  
8 something that you invest now, but it's going to  
9 bring dividends in for generation.

10 We luckily kept the Paw Sox in place, and  
11 we could only think the sky is the limit as we  
12 continue to invest in that area. And, lastly,  
13 it's an area that's been heavily depend on our  
14 city -- I mean, on our state and our federal  
15 government, but it's populated by individuals who  
16 have a lot of pride and who wish to contribute at  
17 some point. So, if we lift the tide -- if you  
18 guys help us lift the tide, like I said, it's  
19 going to be a great return on investment. Thank  
20 you so much.

21 CHAIRMAN RHODES: Thank you for taking the  
22 time to join us Representative Tobon.

23 REPRESENTATIVE TOBON: Thank you.

24 REPRESENTATIVE HAGAN-McENTEE: Hi, I'm  
25 Representative Carol Hagan-McEntee from District

1 33. That's Narragansett and South Kingstown. I'd  
2 like to also bring up with me my town planner from  
3 Narragansett, Mike DeLuca and Terry Duffy from the  
4 Bonnet Shores Fire District and the Chairman of  
5 the Land Trust. So what you have already seen  
6 from us before is an application for a \$15 million  
7 causeway rehabilitation project in Bonnet Shores  
8 that was going to be a bridge. Now we understand  
9 that that was financially prohibitive, and we  
10 didn't make the TIP list on the Bonnet Point Road  
11 Project.

12 So what we're coming forward with today is  
13 a Plan B. It's not a permanent fix, which is what  
14 we were looking at in the prior application, but  
15 we have a new application -- an amended  
16 application, I should say, for the Bonnet Point  
17 Road Causeway Rehabilitation. Now, this is  
18 substantially less. The amount would be \$788,700,  
19 which is a far cry from the 15 million of the  
20 first project. This would include -- I don't know  
21 how familiar anybody is with the Bonnet Shores  
22 Causeway. It's a seriously dilapidated road. It  
23 is waterlogged. It services approximately 600 of  
24 the 900 plus households in Bonnet Shores.

25 It also -- in addition to that, there's

1 930 bathhouses and cabanas at Bonnet Shores Beach  
2 Club, which brings in two to 3,000 people a day to  
3 Bonnet Shores beach. Now, the only access to that  
4 beach club is that road. The roads in Bonnet  
5 Shores are not made to have people going around  
6 through the neighborhood. We seriously need some  
7 help with this. If you're familiar with the road,  
8 there's a pond on either side, and there's  
9 culverts that run between them, and there's an  
10 opening to the beach that sometimes runs through  
11 and sometimes does not, but the water level is  
12 very high.

13 In reality, to do this project, all the  
14 resurfacing we're talking about and all the  
15 drainage issues that we're talking about, we  
16 really need to dredge the Wesquage Pond. And  
17 that, in addition to this, would cost somewhere in  
18 the area of 200,000. So that is included in the  
19 project. I have been instrumental in helping  
20 Bonnet Shores fire district get a permit that  
21 comes from -- with CRMC that starts from the road  
22 and goes into the pond 300 feet. Once a year,  
23 they're allowed to dredge that, and then they  
24 have a maintenance dredging program that's ongoing  
25 constantly.

1           As the high tide comes in -- and these  
2 guys can tell you way more than I can; they know  
3 the technical aspects. As the tide comes in, it  
4 washes in the sand, and the culverts get stuffed  
5 up, and then the water level rises, and then the  
6 causeway floods, and nobody can get through. We  
7 have -- the fire chief is on board. He has  
8 explained to myself and to the town council in  
9 Narragansett that to go around and bypass the  
10 causeway is anywhere from five to seven minutes  
11 longer to get to somebody at the other end of  
12 Bonnet Shores.

13           This is also a -- this is a section of  
14 road which is a federal aid highway. So this is  
15 an evacuation route. We just can't leave it like  
16 this anymore. It closes off every winter. It  
17 freezes over. It's in my district. Everybody  
18 wants it fixed, and I am pleading with you to  
19 reconsider and look at our new plan. And, with  
20 that, I'd like to have Mike DeLuca come forward,  
21 and he can give you all the details.

22           CHAIRMAN RHODES: Thank you.

23           REPRESENTATIVE HAGAN-McENTEE: Thank you.

24           And thank you members of the board and Mr.

25           Chairman for having me today.

1           MR. DeLUCA: My name is Michael DeLuca  
2 (D-e-L-u-c-a). I'm the planning director in  
3 Narragansett. I don't know that I can add much  
4 more. Our Representative McEntee covered most of  
5 it. I am here representing the town manager,  
6 Jeffrey Ceasrine and the town council and the  
7 taxpayers of the Town of Narragansett. I have a  
8 letter from Manager Ceasrine and a copy of --  
9 actually, three copies of the amended application  
10 that representative McEntee has mentioned. I'm  
11 wondering if I could bring them forward and hand  
12 them off to you.

13           CHAIRMAN RHODES: Yes, sir.

14           MR. DeLUCA: Thank you.

15           CHAIRMAN RHODES: Thank you, Mike.

16           MR. DeLUCA: That application -- in the  
17 letter, I should state that Mr. Ceasrine wants to  
18 thank the committee, the state TIP committee for  
19 allowing several of our applications -- our  
20 requests to be placed on the TIP this year. I  
21 want to say that in years past, we have felt that  
22 the southern half of the state maybe didn't get as  
23 much attention as it could have. We thought that  
24 this year's selection was much more beneficial,  
25 and we thank you for that.

1           With that said, though, the manager did  
2 want to make note that there were a couple of  
3 omissions that we were somewhat dismayed about,  
4 and we wanted to just make a short play to ask you  
5 to reconsider. The first one was, in fact, the  
6 Bonnet Point Road Causeway, and for all the  
7 reasons Representative McEntee mentioned, which I  
8 will not reiterate we feel as though that the  
9 reduced scope of the project is defensible, and it  
10 will also provided us a 10 to 20-year window for  
11 providing adequate and safe travel through to the  
12 Bonnet Shores Beach Club to the outer part of  
13 Bonnet Point as an alternative to the elevated  
14 more ambitious crossing that we had suggested  
15 before.

16           The larger project would have had greater  
17 environmental benefits as well as pedestrian  
18 bicyclists amenities and would have accounted for  
19 sea level rise, which this particular project  
20 cannot do. The other projects that I wanted to  
21 make a brief note of was -- we had two  
22 beautification projects submitted, Ocean Road  
23 Phase I and Phase II. They are relatively  
24 low-cost projects.

25           In Narragansett, as you know, we are

1 somewhat of an active tourist town for about  
2 twelve weeks a year or more, and the area that  
3 would have been improved with that project would  
4 have been the walkways, the sidewalks, and the  
5 amenities along the sidewalks on Ocean Road in the  
6 vicinity of the seawall, the historic towers and  
7 the Narragansett Town Beach. We would ask that  
8 you give some consideration to looking back at  
9 those beautification projects to potentially  
10 reinsert them into the TIP.

11           Again, they're fairly low cost. We think  
12 it's high bang for the buck. We see hundreds of  
13 thousands of tourist visitors a year, and to have  
14 improved sidewalks, improved lighting, site  
15 amenities, such as benches and handicap accessible  
16 curb ramps at intersections, would be very  
17 helpful. So, I thank you for your time.

18           CHAIRMAN RHODES: Thank you, Mr. DeLuca.

19           MR. DUFFY: Good afternoon, everyone. I'm  
20 Terry Duffy. I'm the chairman and trustee of the  
21 Bonnet Shores Land Trust. We are the direct  
22 abutter to the Bonnet Shore Road, and we are the  
23 principal owner of public land within the  
24 community of Bonnet Shores. My purpose here today  
25 is to reinforce the comments of Representative

1 McEntee and Mr. DeLuca. We've worked long and  
2 hard on this project, the first iteration, and,  
3 again today, with one that removes some obstacles  
4 that we had had (past tense) in the community  
5 concerning the reconstruction on a lesser level of  
6 this causeway.

7           The town has gone through great lengths to  
8 develop a more stable construction plan, one  
9 which, again, gives us a window of 15 to 20 years.  
10 That does not, in the long-term, in any way  
11 ameliorate the hazards that the residents of  
12 Bonnet Shores face twelve months of the year.  
13 Those are vehicular danger, particularly in the  
14 summer months when the causeway is an absolute  
15 free-for-all. It's 20 feet wide. There is no  
16 shoulder and pedestrians crossing it, and traffic  
17 going in both directions can take your breath  
18 away. It represents a serious hazard, which has  
19 been acknowledged by all the public safety  
20 officers of the Town of Narragansett.

21           Critical to any consideration of this  
22 program is the portion of it that suggests and  
23 incorporates dredging into this project. Without  
24 it, the overtaxed and overloaded Wesquage  
25 Watershed will continue to flood. That's a given.

1 We sometime are isolated. There are only two  
2 roads that go in and out of Bonnet Shores, both of  
3 which are subject to flooding with any sort of  
4 major rainfall. I urge your consideration of the  
5 construction of the causeway. It will give us a  
6 window. I'll finish with a question, and it might  
7 set a tone for the future: Will there be a TIP  
8 class that we may introduce next year, Mr.  
9 Chairman? Is that an ongoing --

10 CHAIRMAN RHODES: I'll follow up with you  
11 after the remainder of the hearing and try and get  
12 you an answer to that question.

13 MR. DUFFY: Excellent. Thank you so much.

14 REPRESENTATIVE HAGAN-McENTEE: Could I  
15 just say one other thing?

16 CHAIRMAN RHODES: Of course,  
17 Representative.

18 REPRESENTATIVE HAGAN-McENTEE: Thank you.  
19 Also involved in this is the Bonnet Shores Beach  
20 Club is in the process of planning to put a sewer  
21 line down this causeway. So the timing is  
22 perfect. Their working with the Bonnet Shores  
23 fire district to come up with an agreement. If  
24 all -- I'm very optimistic that this will happen.  
25 I know that -- you know, DEM and all the agencies

1 would like to see this barrier beach be connected  
2 to a sewer as opposed to having holding tanks  
3 which is what they have there now, and they pump  
4 every single day. So this is a project that needs  
5 real consideration, and I certainly appreciate  
6 your time.

7           The other thing I'd like to mention is I  
8 know you did put the Narragansett bike path, the  
9 end of the bike path, on the TIP, and I appreciate  
10 that. And anything you could do for that, because  
11 everybody wants that, too. So, thank you very  
12 much for your time, and good day.

13           CHAIRMAN RHODES: Thank you,  
14 Representative. Okay, the next speaker I would  
15 like to call is Mr. Derrik Kennedy, Town Manager  
16 for Westerly, Rhode Island. Welcome, Mr. Kennedy.

17           MR. KENNEDY: Thank you, Mr. Commissioner,  
18 and the panel. I'm here to talk about the Bay  
19 Street project in Westerly or the Watch Hill  
20 section of Westerly, the road sidewalk and curbing  
21 project. I'd just like to reiterate that this was  
22 the first priority on our application this year,  
23 and this project was already approved on a prior  
24 TIP application, the last TIP. The project is  
25 already underway based on prior approval of funds

1 from the state and was actually set for completion  
2 this year based on the last TIP.

3           This area is a major commercial area for  
4 the town, especially during the summer months, but  
5 is a major thoroughfare for the section of that  
6 town, and further deterioration could be  
7 restrictive and detrimental. It's vital to  
8 complete this project to reduce the impact on the  
9 businesses in that area and the economic growth  
10 that's currently happening. And more, especially,  
11 this project piggybacks on a town and conservancy  
12 backed project that is also underway that our  
13 state senator talked about earlier.

14           Holding back on this project has an effect  
15 on related projects as well, further disrupting  
16 this important commercial area. Understanding,  
17 based on prior comments, especially in your  
18 presentations earlier, that this state is looking  
19 to be economical in this new TIP. Finishing this  
20 project, which is already been underway based on a  
21 prior TIP, is a quick win for the state and would  
22 be a quick win for the TIP as a whole. So I just  
23 ask that you please consider moving this project  
24 up so that we can finish this project in time, in  
25 the time projected by the state and from the town

1 to its residents and its businesses. Thank you  
2 very much.

3 CHAIRMAN RHODES: Thank you for taking the  
4 time to come and share with us today. Next, I  
5 would like to call Mr. Richard Kirby, City Manager  
6 for the City of East Providence.

7 MR. KIRBY: Good afternoon, Mr. Chairman.  
8 Thank you for having me here today. My name is  
9 Richard Kirby. I'm the city manager for the City  
10 of East Providence. Today, I have with me Stephen  
11 Coutu, who is our public works director, as well  
12 as Mr. James Moran, who is our economic developer  
13 coordinator. We're here to speak to you about the  
14 Route 114 Pawtucket Avenue sidewalk improvement  
15 project that was part of the TIP that was applied  
16 for in the year 2011.

17 I would ask that while I make my remarks  
18 to you, that I submit to you some photographs that  
19 I think are very important, and I'd ask that they  
20 be made part of the record. I think we made  
21 enough copies for you to have. As you may be  
22 aware, Route 114, Pawtucket Avenue, in the City of  
23 East Providence, which is our state's fifth  
24 largest community is a heavily traveled road, an  
25 artery, over 20,000 cars per day.

1           It is absolutely a dangerous, dangerous  
2 condition that exists there. In fact, I would  
3 have had my chief of police here today to support  
4 this request for you to reconsider; however, he  
5 was a little busy getting ready for Vice President  
6 Biden, who's visiting East Providence tomorrow.  
7 But this project has been on the TIP in 2011 and  
8 has now been relegated to your year 2022 fiscal  
9 year. And, quite frankly, the conditions of these  
10 sidewalks that exist on Pawtucket Avenue are --  
11 they present a daily hazard.

12           Since 2011, the school department expanded  
13 the minimum distance for students to walk to the  
14 local schools off of Pawtucket, and there are  
15 major concerns as to public safety for those  
16 issues. Also, Pawtucket Avenue serves as an  
17 access point to an area that we in the City of  
18 East Providence take great pride in called the  
19 "Waterfront District," which the legislature  
20 created some over 10 or 12 years ago. Presently,  
21 we anticipate 1,000 residential units will be  
22 built out within the next two to three years,  
23 along with an 80,000 square foot medical facility  
24 employing over 250 people.

25           This is -- it's imperative that the board

1 take into consideration that this has been around  
2 since the year 2011. These sidewalks are in a  
3 very difficult condition right now. We understand  
4 that you're in a difficult position in your  
5 decision. We'd ask you to reconsider and take a  
6 look at that project. We believe that the cost  
7 benefit analysis, I think back in 2011, was about  
8 -- the cost is around \$2.1 million. Obviously, it  
9 would be greater now, but as each year goes by,  
10 these sidewalks are just deteriorating. There's  
11 no ADA accessibility and disability access.

12 Also, the second issue that I would like  
13 to bring to your attention is the I-195 Taunton  
14 Avenue Warren Interchange Study Project that is  
15 before you and was removed. The project itself is  
16 also part of an earmark that was federal  
17 government for \$4 million in improvements. We  
18 would ask that you consider putting that study  
19 back in. It's imperative that this access point  
20 and the removal of a bridge, the Potter Street  
21 Bridge.

22 We're trying to work with a private public  
23 partnership to help out. We met with the DOT on  
24 that, but we think that this study obviously is  
25 important because the Waterfront District is in

1 the area of East Providence that will expand in  
2 growth and economic development beyond anything  
3 that the city has ever seen, and, in fact, it's  
4 multiple times larger than the I-195 project or  
5 the land downtown. We're here to answer any of  
6 your questions, and we just ask that the  
7 photographs be made part of the record. We  
8 respect your decision. We'll look forward to  
9 hearing from you.

10 CHAIRMAN RHODES: Thank you, sir. We'll  
11 be sure to get the photographs into the hands of  
12 the Transportation Advisory Committee and the  
13 State Planning Council.

14 MR. KIRBY: Thank you.

15 CHAIRMAN RHODES: Thank you for your time.  
16 Next, I'd like to call Lisa Nolan. Welcome.

17 MS. NOLAN: Thank you, Chairman Rhodes and  
18 Committee Members. I'm Lisa Nolan (N-o-l-a-n),  
19 the Executive Director of the Southeast Lighthouse  
20 Foundation. I just have some very brief prepared  
21 remarks. My speaking today on behalf of the Block  
22 Island Southeast Lighthouse Foundation in support  
23 of the obligation of funding for the National  
24 Historic Landmark Southeast Lighthouse Museum  
25 Rehabilitation Project in fiscal year 2016 as

1 provided for by Amendment 7 to the 2013-'16 State  
2 Transportation Improvement Program.

3 As requested by the Rhode Island  
4 Department of Transportation, the realignment of  
5 priorities and funding in this amendment will  
6 ensure that shovel-ready projects like the  
7 Southeast Lighthouse Rehabilitation will proceed  
8 in a timely and cost-effective manner. And we  
9 thank the Transportation Advisory Subcommittee  
10 members for a project's inclusion into Amendment 7  
11 and strongly urge the Transportation Advisory  
12 Committee to recommend its adoption to the Rhode  
13 Island Statewide Planning Council at its meeting  
14 in June. Thank you.

15 CHAIRMAN RHODES: Thank you. Next, I'd  
16 like to call Mr. Ron Wolanski on behalf of the  
17 Town of Middletown. Good afternoon.

18 MR. WOLANSKI: Thank you. Good afternoon.  
19 Ron Wolanski (W-o-l-a-n-s-k-i), Town Planner for  
20 the Town of Middletown. So I'm here on behalf of  
21 the town administrator, Shawn Brown, as well as  
22 the town council. There's a letter submitted,  
23 which I believe you have, so I'll be very brief  
24 and just reiterate some of the points in that  
25 letter. The town would first like to express its

1 appreciation to the TAC and the planning council  
2 for the inclusion of some of the high priority  
3 projects submitted by the town in the draft TIP,  
4 including some important intersection  
5 improvements, as well as the sidewalk project. So  
6 we appreciate that.

7           There are two projects, however, that are  
8 also high priorities that the town is disappointed  
9 that did not get included in the draft TIP. The  
10 town council has passed a resolution requesting  
11 that these two projects be given additional  
12 consideration, and I believe you have a copy of  
13 that resolution as well.

14           CHAIRMAN RHODES: Yes.

15           MR. WOLANSKI: Both projects are on  
16 Aquidneck Avenue, which is Route 138A in  
17 Middletown. If you're familiar, it's a very  
18 heavily traveled route, one of the important  
19 entryways into Newport, traveling through  
20 Middletown. There are two segments involved on  
21 that roadway. The first segment, and really the  
22 town's top priority project, is the northern end  
23 of Aquidneck Avenue, which is connecting from East  
24 Main Road to Green End Avenue. This project has  
25 been submitted for at least the last two TIP

1 rounds as a high priority project.

2 I understand that it is included in the  
3 draft TIP as a resurfacing project. It was in the  
4 current -- the 2016 TIP for study and development  
5 but now has been shifted into pavement management.  
6 Unfortunately, that is not going to solve the  
7 problem of that roadway. As I said, the roadway  
8 is very heavily traveled. There are no sidewalks.  
9 It's an important business district in town.  
10 There are fifty or more small businesses along  
11 Aquidneck Avenue, residential communities, and  
12 also, and perhaps most importantly in terms of  
13 safety is the Gaudet Middle School is also  
14 accessed on that stretch of Aquidneck Avenue.

15 Without sidewalks, it's a dangerous  
16 situation. We have children and others walking  
17 along the sides of the road to get to various  
18 locations. So, a second point related to that  
19 segment of roadway is stormwater drainage.  
20 Currently, there is very limited formal drainage  
21 control on that segment of roadway. It's  
22 basically ditches along either side of the roadway  
23 for that one-mile stretch. That roadway is within  
24 the watershed of the Bailey's Brooke, which is  
25 part of the Newport Water supply watershed.

1           So this project, should it be added to the  
2 TIP, would allow for improved drainage control and  
3 treatment. So that's sort of the second component  
4 of the project in addition to safety -- pedestrian  
5 safety, traffic safety, bicycle safety. It's also  
6 water quality issue where that water, that  
7 drainage, is getting into the Bailey's Brook  
8 without any treatment currently. So that's really  
9 the town's top priority project.

10           The second segment of Aquidneck Avenue is  
11 down by the beach. It's what we call our Atlantic  
12 Beach District area, and that area is, thankfully,  
13 one of the areas that's included in the proposed  
14 TIP. It's one of the town's high priority areas  
15 for intersection improvements, and, again, we're  
16 thankful that those intersections are included.  
17 However, similar to the other segment of Aquidneck  
18 Avenue, sidewalks are -- while they do exist, they  
19 are not in good condition. It's an important  
20 tourist area. Again, if you're familiar with the  
21 area, it's the location of the Atlantic Beach  
22 Club, or the former Atlantic Beach Club. There  
23 are several tourist-type businesses in that area;  
24 hotels, restaurants and retail shops.

25           So, again, that project is identified in

1 the out years for resurfacing; however, we  
2 respectfully request that that project be included  
3 in the draft TIP as a reconstruction project to  
4 allow for those improvements to the sidewalks and  
5 also drainage improvements. So, again, thank you,  
6 on behalf of the Town of Middletown. Thank you  
7 for your time, and we appreciate your  
8 reconsideration.

9 CHAIRMAN RHODES: Thank you, Mr. Wolanski.  
10 Next, I'd like to call Mr. Tom Grieb. Good  
11 afternoon, sir.

12 MR. GRIEB: Good afternoon. My name is  
13 Tom Grieb (G-r-i-e-b). Thank you for giving me  
14 the time. I'm humbled to talk after all the  
15 illustrious elected officials. In October of  
16 2015, VHB Engineering completed a design study  
17 review for a bike path through Portsmouth. It's a  
18 needed bike path because there is no safe way to  
19 get from the north end of the island down to  
20 Newport. The town council subsequently approved  
21 that route. It is in the 2017 to '25 TIP for 2024  
22 construction. However, there are funds in the  
23 present 2013 to '16 TIP for funding reserved for  
24 bike path projects coming from study and design.

25 There was \$2,500,000 in '15 and another \$5

1 million this year. As far as I can find out, that  
2 money has never been used. As far as I can find  
3 out, this bike path is the only one coming from  
4 design -- a design study that is ready for  
5 construction having been approved by the town  
6 council of that particular municipality. I don't  
7 know how to get this funded quicker than 2024, and  
8 I'm sort of asking the right way to do it, whether  
9 it should be in the amendment that you're looking  
10 at right now in using the monies that's there, or  
11 a separate method of doing it, but I certainly  
12 would like to be able to use that path sometime in  
13 my lifetime.

14 So that's what I'm asking. The money does  
15 seem to be there, from all the documents that are  
16 available, and I'd like to find out how to get  
17 that funded in the money that is there rather than  
18 have that money evaporate and not be used. Thank  
19 you very much.

20 CHAIRMAN RHODES: Thank you, sir. If  
21 you'd like to leave your phone number with the  
22 staff at the welcome table, and we'll try and  
23 follow up and answer some of those questions for  
24 you. Thank you very much.

25 MR. GRIEB: Thank you.

1           CHAIRMAN RHODES: Next, I'd like to call  
2 Mr. Andrew Pierson. Welcome.

3           MR. PIERSON: Good afternoon. Thanks for  
4 having me. My name is Andrew Pierson  
5 (P-i-e-r-s-o-n). I'm the assistant director of  
6 real estate development at Pawtucket/Central Falls  
7 Development with the local CDC Community  
8 Development Corporation Housing Developer in  
9 Pawtucket and Central Falls, also representing the  
10 business community of Pawtucket, Central Falls and  
11 Cumberland, the Blackstone Valley Tourism Council,  
12 and several local businesses along Broad Street.

13           Echoing the three mayors' comments  
14 earlier, we're here to support the Broad Street  
15 Regeneration Plan. I think it's ID 9007, 1307 and  
16 1317. The business community has prepared a  
17 letter of support. With your permission, I'd like  
18 to distribute, if that's okay.

19           CHAIRMAN RHODES: By all means.

20           MR. PIERSON: I'm just going to briefly  
21 read a couple of comments at the end. "We, the  
22 undersigned, support the \$11.45 million request in  
23 the Transportation Improvement Program for the  
24 Broad Street Regeneration Program to re-pave,  
25 re-drain and re-design to a higher standard this

1 important corridor.

2           This community and regional based  
3 regeneration effort impacts the community, social  
4 and economic development of the cities of  
5 Pawtucket and Central Falls and the town of  
6 Cumberland. Broad Street, the three-mile road  
7 from Main Street in Pawtucket to Mendon Road in  
8 Cumberland has important small businesses and  
9 culturally ethnic implications that will have a  
10 positive benefit on the municipalities and the  
11 region, now America's 402nd National Historical  
12 Park, recognized for being the birthplace of  
13 America's Industrial Revolution.

14           The first Broad Street Regeneration Plan  
15 (sic) began in 2009. It saw a successful effort  
16 in banding together small businesses, cultural  
17 organizations and the creation of new businesses  
18 through this unique collaboration.

19           Now, the plans by Pawtucket and Central  
20 Falls underway for a proposed commuter rail/hub,  
21 along with using the Broad Street corridor as a  
22 major access point to social, cultural and visitor  
23 destinations, and inter-modal connections to the  
24 Blackstone River Bikeway in Cumberland; and in the  
25 Blackstone River Valley itself, this project is

1 vital for the long-range business sustainability  
2 of regional development.

3 We respectfully urge approval of this  
4 funding, as it is a vital, long-term investment in  
5 the future of our communities and its residents.  
6 It's signed by the Northern Rhode Island Chamber  
7 of Commerce and the Blackstone Valley Tourism  
8 Council, Pawtucket/Central Falls Development, the  
9 Pawtucket Foundation, Navigant Credit Union, Tai-O  
10 Corporation, Colonial Bakery, Lleras Grille,  
11 Subway Central Falls, Garcia Insurance, La Casona  
12 Restaurant and Le Femme Salon.

13 As you can see, there's a strong support  
14 in Pawtucket, Central Falls and Cumberland for  
15 this important corridor, and this serves as one of  
16 our main streets, one of our key business routes.  
17 These three cities, as the mayor has mentioned,  
18 has started this regeneration after back in 2009.  
19 It's got a lot of strong, strong support at the  
20 local/resident and community level. We think  
21 that, with some smart investments in the  
22 infrastructure, this street can really better  
23 serve its businesses, its residents and its  
24 visitors.

25 CHAIRMAN RHODES: Thank you, sir.

1 MR. PIERSON: Thank you.

2 CHAIRMAN RHODES: Next, I'd like to call  
3 Mr. Joseph Duarte.

4 MR. DUARTE: Good afternoon, Mr. Chairman,  
5 and members of the committee. My name is Joseph  
6 Duarte (D-u-a-r-t-e). I'm the public works  
7 director with the Town of East Greenwich, and  
8 today I'm here with regard to the Main Street  
9 project. Main Street is very much one of our  
10 economic engines of our community, and we feel --  
11 right now, Main Street is on a 2017 TIP program.  
12 We feel that Main Street is, once again, like I  
13 said, an economic engine of our community.

14 It has great local benefits, the economy  
15 as well as the state. It is either nearing its  
16 life or has exceeded its life; the sidewalks are  
17 in substantial deterioration, as well as the  
18 street. It will need re-paving. It will need  
19 handicap improvements, ramp improvements, as well  
20 as sidewalk rehabilitation. This project was  
21 earmarked for \$550,000 on the program, and there  
22 was going to be undertaken by the Town of East  
23 Greenwich staff the assistance from the Rhode  
24 Island DOT, and they were going to reimburse the  
25 community \$450,000 for this project.

1           We feel that \$450,000 is nowhere near what  
2 is going to be required to do what I mentioned:  
3 Sidewalk rehabilitation as well as the handicap  
4 ramps and the paving. We feel that the handicap  
5 ramps as well as the paving is closer to 800 to \$1  
6 million, and the rest of the repairs that need to  
7 be done on the sidewalks would be in excess of one  
8 and a half million dollars. Main Street is very  
9 important to the community. It's mixed-use with  
10 residential, commercial and a wide array of  
11 commercial from retail.

12           So, in the recent years, we've had an  
13 increase of many restaurants. It's become a  
14 destination for many people in the state to visit  
15 our restaurants. It's very popular. We do quite  
16 a few activities, like Main Street Stroll on Main  
17 Street, that people have an opportunity to visit  
18 the restaurants. The merchants have an  
19 opportunity to have samples for the residents and  
20 so forth. So, with an increase of the pedestrian  
21 use, we feel that safety is a great concern to the  
22 town, and if these measures aren't -- improvements  
23 aren't made, we feel that down the road it will  
24 become a deterrent for our economic viability.  
25 So, we're respectfully requesting that greater

1 funding be provided to the project.

2 Also, as we have -- as my staff has gotten  
3 into the project and looked at, you know, the  
4 engineering or requirement, we feel that it's far  
5 beyond just the handicap ramps alone. They will  
6 consume all our time, and we will not be able to  
7 do that solely with the staff level that we have  
8 and the time we need to devote to this project.

9 So, we would either have to seek out outside  
10 resources from consultants, or better yet, we  
11 would ask that this project be handed over to the  
12 RIDOT and receive a high priority so that it can  
13 be done in the very near future.

14 We believe it fits very much in the near  
15 goals that the council has, such as paving, safety  
16 concerns and economic benefits, and we feel that  
17 this would fit very much in that category, and it  
18 could be done in a very near future with  
19 reasonable engineering. It could be a  
20 shovel-ready project in the very, very near  
21 future. So, we respectfully request once again,  
22 if you could add an increased of funding towards  
23 this project, and it could receive high prior so  
24 that the RIDOT could undertake this project in the  
25 very near future. Thank you very much.

1           CHAIRMAN RHODES: Thank you, sir. Next,  
2 I'd like to call Alicia Leher (phonetic). Again,  
3 that name is Alicia Leher. Okay. Seeing no one,  
4 I'll call this one again before we wrap up. Next,  
5 I'd like to call Mr. Michael Asciola, and,  
6 hopefully, I pronounced that properly.

7           MR. ASCIOLA: Not really.

8           CHAIRMAN RHODES: My apologies, sir. Help  
9 me out.

10          MR. ASCIOLA: Michael Asciola with the  
11 Town of Portsmouth, assistant planner. I'm here  
12 today on behalf of the Town of Portsmouth and the  
13 town council to comment on two items in particular  
14 of concern. The first is, we'd like to align the  
15 two construction projects in the same area, the  
16 resurfacing of East Main Road, which is from  
17 Turnpike Ave. to Boyd's Lane, scheduled for '17  
18 and '18, and the ADA compliance sidewalk project  
19 for that same area, which was on the previous TIP  
20 as a high priority but is scheduled for 2021  
21 completion.

22           We feel that it would be more efficient if  
23 they were combined at the same time period, limit  
24 disruption, and impact on -- potentially negative  
25 impact on the previous resurfacing when the new

1 sidewalks were constructed. The second area is,  
2 we'd like to see the East Main/West Main Road  
3 Resurfacing Projects prioritized at a higher  
4 construction date. It's a unique situation. It  
5 goes to roadways in the major thoroughfare and  
6 vital to the economic development for the  
7 community and Aquidneck Island as a whole.  
8 They're heavily traveled and also support the  
9 tourism industry. That's all I have.

10 CHAIRMAN RHODES: Thank you very much.  
11 Okay, next, we have Patricia Raff (phonetic).

12 MR. SCHILLER: She just left, sorry.

13 CHAIRMAN RHODES: Do you know if she's  
14 coming back, Barry?

15 MR. SCHILLER: Possibly this evening.

16 CHAIRMAN RHODES: Fair enough. Next, I'll  
17 call Alex Crow-Greib (phonetic). It looks like  
18 Alex has left as well. Maybe we'll see him  
19 tonight. That brings us to you, Mr. Schiller.

20 MR. SCHILLER: Because I'm concerned about  
21 being interrupted, I'll wait 'til everybody  
22 speaks, and then could I speak without worrying  
23 about interruption?

24 CHAIRMAN RHODES: Would you like to take  
25 the first five minutes, and then we can go from

1 there?

2 MR. SCHILLER: I'd rather not be worried  
3 about interruption.

4 CHAIRMAN RHODES: All right. In that  
5 case, we will next call Mr. Peter McClure.

6 MR. McCLURE: Peter McClure  
7 (M-c-C-l-u-r-e). I am with the planning and  
8 zoning committee of the Jewelry District  
9 Association here in Providence, and particularly  
10 interested in the City Walk Project, which is your  
11 5183, and we want to thank you for having it at a  
12 high priority and encourage that it not be let out  
13 of sight because we do want to press for it.  
14 Separately, I want to join in behalf, not on  
15 behalf, in behalf of Dan Baudouin, Executive  
16 Director of the Providence Foundation and a close  
17 friend, Barnaby Evans of the WaterFire,  
18 encouraging you to consider or actually reconsider  
19 the dredging of the Providence River up through  
20 the WaterFire area and into the downtown where it  
21 ends in the circle.

22 This project, while it was dismissed  
23 because it doesn't appear to have a public safety  
24 issue, it does have such an importance to the city  
25 and to the state and the hundreds of thousands of

1 people it attracts both from here and abroad, as  
2 well as those of us who are residents of  
3 Providence. I think we all know the attraction  
4 and phenomena of the WaterFire, but now we are to  
5 a point where the new pedestrian bridge crossing  
6 the Providence River in the downtown area or the  
7 I-195 parcels area, we're looking at mud. You  
8 look over at the bridge, and you look at mud.

9 In fact, we joke we could set up a card  
10 table in the river at low tides and have a meal.  
11 So, for this reason, we are encouraging you to  
12 consider -- actually, it's to reconsider the  
13 importance of dredging of the river. I do not  
14 know your intricacies of funding and budgets where  
15 it would fit in, but darn it, we do need the river  
16 dredged again. It's a fact of life. So for both,  
17 for City Walk, which we thank you for very much  
18 and encourage you to reconsider the dredging of  
19 the river up through the city. Thank you.

20 CHAIRMAN RHODES: Thank you, sir. Next,  
21 I'd like to call Mr. Lewis Dana.

22 MR. DANA: Good afternoon, Mr. Chairman.  
23 My name is Lewis Dana (L-e-w-i-s) (D-a-n-a). I  
24 represent a condominium association in the Jewelry  
25 District, and, in fact, my colleague, Mr. McClure

1 is another resident, and he has said many of the  
2 things I was going to say about the WaterFire, but  
3 I really want to say sincere thanks for  
4 recognizing the value of the City Walk idea  
5 because it really -- if you talk about the bike  
6 paths, East Bay Bike Path is a wonderful thing.  
7 If you've ever tried to ride a bicycle from Fox  
8 Point to Roger Williams Park, it's pretty exciting  
9 because there's no safe way to do it, and,  
10 similar, walking is entertaining, to say the  
11 least.

12 But, more important, far more important,  
13 is the City Walk is going to unite eight  
14 neighborhoods across the city with designated  
15 bikeway with links to other attractions on the  
16 way, and the funding will allow us to do the  
17 signage and possible park benches or mini parks  
18 and things like this. So, it's really wonderful,  
19 and thank you very much. On the subject of  
20 WaterFire, they're going to have to put wheels on  
21 the boats any day now. So, reconsideration of  
22 dredging the river would really be a great thing.  
23 Thank you very much.

24 CHAIRMAN RHODES: Thank you, sir. Okay,  
25 next, I'd like to call Dorald Besley.

1           MR. BESLEY: I apologize for my  
2 appearance, but I'm from South County, so maybe  
3 that explains it.

4           CHAIRMAN RHODES: I wish I had my  
5 tee-shirt on as well.

6           MR. BESLEY: I live in South Kingstown,  
7 and since 2001, I've been a member of the Route  
8 138 Reconstruction Committee. In January, Mr.  
9 Alvedi (phonetic) came down to South Kingstown  
10 when they printed the regional comments about the  
11 regional aspects of the roadworks funding to  
12 explain it to the town residents and our town  
13 council. One of the statements he made was that  
14 he thought that the Route 138 project was over  
15 designed.

16           I took that to mean that it was -- that  
17 the DOT lost control of it, there was too many  
18 details and whatever. So, I'm here to take  
19 umbrage with that comment. I think that is  
20 absolutely incorrect. This project runs through  
21 the heart of two of South Kingstown's eleven or  
22 twelve villages that make up the town. So, West  
23 Kingstown and Kingston. And when it goes through  
24 Kingston, it's actually the national historic  
25 district of Kingstown.

1           So our committee over the 15 years we've  
2           been working on this project now have done our due  
3           diligence. I can absolutely say that because I'm  
4           the last of the Mohicans from the original groups.  
5           Four of our members are unfortunately no longer  
6           with us, but it's taken so long. We've done our  
7           due diligence to make sure that this project --  
8           and what we were asking the DOT to do was the  
9           correct stuff, where the roundabouts were going to  
10          be sited, some of the details, the traffic volumes  
11          -- the traffic volume from the road traffic  
12          studies that we were shown early in the project  
13          are about 25,000 cars a day right in the center of  
14          the village where all those roads, like South  
15          Road, North Road, 108, 138 where they all  
16          intersect with the university that, in fact, is  
17          actually about a quarter of the daily traffic  
18          that's been the most heavily portions of the 6/10  
19          connector, which I've noticed is getting somewhere  
20          around the \$400 million mark for improvements.

21                 In 2005, Senator Chafee was able to get a  
22                 \$15 million earmark for that project. The last  
23                 time we inquired about it I think was when Mr.  
24                 Smith, Bob Smith, was still our coordinator before  
25                 he became the chief of engineering. We asked for

1 an accounting of where we were with the money, and  
2 I think, if I remember correctly, he said we had  
3 about -- about 11.15 million was left in the  
4 budget.

5 Now, when I look at the amounts of money  
6 that are now projected to be that are going to be  
7 spent for the 138 project, it's now divided into  
8 two parts, Route 2 to Fair Grounds Road, and then  
9 we've got the railroad bridge, and that's there in  
10 the middle that you guys, I think, are starting to  
11 work on next year; and then, after that, from the  
12 other side of the railroad bridge to 108 and  
13 Kingston. Now, there are \$7 million shown in the  
14 latest version of the Rhode Works thing for the  
15 first portion, which just goes from Route 2 to  
16 Fair Grounds Road. There's actually just a  
17 straight flat road, very little drainage issues.  
18 There's one bridge to go across.

19 CHAIRMAN RHODES: Excuse me, I'm going to  
20 give you one more minute, and then you will have  
21 an opportunity to finish up afterwards. I'm  
22 trying to respect everyone's time.

23 MR. PIERSON: Fine. And for the other  
24 portion from Railroad Avenue to 108, we have \$9.5  
25 million. \$9.5 million, I don't think is going to

1 be enough, but I'll come back and pick it up from  
2 there.

3 CHAIRMAN RHODES: Thank you for that, sir.  
4 It should not be long. I only have a few other  
5 speakers. Next, is Mr. William Lynn. Welcome,  
6 Mr. Lynn.

7 MR. LYNN: Thank you. It's William Lynn  
8 (L-y-n-n). I'm the executive director of the  
9 Herreshoff Marine Museum, and we have -- I'm here  
10 to talk about the Herreshoff Marine Museum  
11 Rehabilitation Project. This project is focused  
12 on the General Ambrose Burnside Building at 22-26  
13 Burnside Street in Bristol. It's a building with  
14 a fairly rich history between 1858 and 1870. It  
15 served as the headquarters for the Burnside Rifle  
16 Company, which later became the Bristol Firearms  
17 Company. They were the manufacturers of the  
18 Burnside Carbine which saw widespread use during  
19 the Civil War.

20 In the late 1800s the building was  
21 expanded, and it became the machine shop for the  
22 Herreshoff Manufacturing Company, which is  
23 arguably the cradle of Rhode Island's vibrant  
24 marine technology industry. It's currently the  
25 largest building on the Herreshoff Marine Museum

1 Campus which straddles straight Route 114 halfway  
2 between Providence and Newport, and the building  
3 is the focus of a planned expansion of the  
4 museum's exhibit space to accommodate our growing  
5 collection including our newly completed one-sixth  
6 scale model of the 1903 America's Cup defender  
7 Reliance, which was arguably the greatest boat  
8 built in Rhode Island.

9 Our project was included in the TIP;  
10 however, funding was pushed out to 2025, and there  
11 are just five key points that I'd like to make.  
12 One is that, based on the project agreement  
13 between the museum and RIDOT dated June 6, 2013,  
14 this project was funded by transportation  
15 enhancement funding from the U.S. Department of  
16 Transportation administered by the FHWA. The  
17 total funding is 1.5 million of which 1.2 million  
18 is federally funded, and 300,000 state funded.  
19 While the federal funding is obviously subject to  
20 obligational authority limitations, the sum of  
21 money that was pushed out to 2025 was 815,000,  
22 which, obviously, is the lion's share of the  
23 budget, and we're unclear as to exactly how it was  
24 815,000 that was re-prioritized versus 300.

25 Second secretary point I'd like to make is

1 that the project is in progress. Over 386,000 of  
2 the 1.5 million has been spent to date. Phase I,  
3 which is the stabilization of the building's  
4 cupola, and the replacement of several areas of  
5 the roof to keep the water out was really largely  
6 prep work for Phase II. Phase II involves the  
7 restoration of the building's envelope. Phase I  
8 is complete as of November 2015, and Phase II is  
9 at the 10 percent stage right now.

10 The museum has invested over \$100,000 of  
11 our own money in this project to date and hundreds  
12 of hours of staff time. This project is geared to  
13 restore an important but seriously deteriorating  
14 asset. If we aren't able to undertake Phase II  
15 sometime in 2016 and '17, the building is going to  
16 continue to deteriorate further and will increase  
17 the cost of saving it in the future years. The  
18 third point is in the draft TIP. A reason given  
19 for deprioritizing our project was "limited  
20 support from the city," evidenced by the fact that  
21 our project was not on the town's list of priority  
22 projects.

23 Further investigation on our part has  
24 revealed that, for whatever reason, our project  
25 was omitted from the list of projects sent to the

1 town for prioritization. So the fact that it  
2 didn't show up on their list is not an indicator  
3 of a lack of support; rather, it's an indicator of  
4 omission on somebody's part. We met with Bristol  
5 town administrator, Tony Texeira, and he  
6 reaffirmed that the town fully supports our  
7 project, support that was provided in a letter  
8 from Mr. Texeira as part of our submission back in  
9 January.

10 Four, each of them applied for and was  
11 awarded a 150,000 grant from the Rhode Island  
12 Historic Preservation for the restoration of  
13 additional windows in this building and to augment  
14 the RIDOT funding. This grant requires a match,  
15 and the project must be started within one year.  
16 We're now in danger of losing the matching funds,  
17 and, therefore, also, this \$150,000 grant, which  
18 is a major grant for an organization of our size.  
19 This project is a significant -- finally, this  
20 project is a significant component of a large  
21 campus master plan, for which we have begun a  
22 capital campaign. The museum has directly spent  
23 over \$20,000 preparing to get at Phase II to the  
24 10 percent stage, and we've been meeting with  
25 prospective funders under the assumption that we

1 could execute this project in 2016 and '17.

2           Therefore, while I thank you for including  
3 the project in the draft TIP, two points. One is,  
4 I'd like to review the agreement between RIDOT and  
5 HMM to confirm the amount of state funding  
6 available for re-prioritization, as we believe  
7 it's 300, not 815. And, two, to reconsider the  
8 timing of that funding and shift from 2025 to  
9 2016-2017 with 50 percent available in each of  
10 those two years. Thanks very much.

11           CHAIRMAN RHODES: Thank you, sir. Next,  
12 I'd like to call Mr. Paul LaBlanc.

13           MR. LaBLANC: Good afternoon, Mr.  
14 Chairman, committee members. A lot of your faces  
15 look familiar. For the record, my name is Paul  
16 LaBlanc (L-e-B-l-a-n-c). I'm the Town of  
17 Westerly, Town Engineer. I started shortly after  
18 Super Storm Sandy. So it's been a busy three and  
19 a half years. Back in January of 2013, I was in  
20 front of the Transportation Advisory Commission  
21 for a TIP amendment for the Bay Street Streetscape  
22 Project. You've heard a prior request from  
23 Senator Algieri and Mr. Derrik Kennedy, the  
24 Westerly Town Manager. We're looking for a  
25 request to re-prioritize, really, the schedule,

1 and I will go into where we are with the project  
2 itself.

3           The Bay Street Streetscape Project looks  
4 like it's on the -- as a qualifying project for  
5 somewhere around 2022. I was one of the  
6 department personnel representing the town that  
7 came in for an amendment to the 2009 to 2012 TIP  
8 project to include the Bay Street Streetscape  
9 Project as an amended project back then in January  
10 of 2013. I think that was approved April of 2013,  
11 and a subsequent amendment was made, I think,  
12 mid-April or May in 2014 for additional project  
13 funding, which is up to around \$1.3 million.

14           The town itself, as well as the Watch Hill  
15 Conservancy, to date, through their local  
16 improvements to the Bay Street area as well as  
17 Larkin Road, drainage, water main utilities, the  
18 undergrounding project for the Watch Hill  
19 Conservancy, we've expended in excess of \$10  
20 million to date in that area. We have another  
21 contract coming up for historic street lighting to  
22 replace the overhead lighting that's going to come  
23 down probably this fall. That work was taken out  
24 of the design scope and the construction scope for  
25 the prior TIP qualifying project and will be

1 constructed this fall.

2           So the town is moving forward for that.  
3 That's an additional -- with assistance from the  
4 Watch Hill Conservancy and a partnering group in  
5 the area, that's an additional 300 to 350,000.  
6 So, right now, all of the drainage has been  
7 completed. That was completed about the time that  
8 I started with the town sometime in the fall of  
9 2012. Those drainage improvements were made to  
10 the best good faith efforts to the new 2010 storm  
11 water manual requirements. Water main replacement  
12 work has been completed. We're down to the last  
13 10 or 12 or 13 poles left in the area for the  
14 undergrounding work to be completed, which will be  
15 started this fall.

16           This project is listed as the number one  
17 priority for the town. Right now, we're looking  
18 at -- for the total wide project, including the  
19 requested funding, we're about 90 percent  
20 complete. Right now, the design plan for the  
21 project, just shy of the PS&E submission. That's  
22 why we're looking for a possible change in  
23 schedule. That's our request. We're probably  
24 three or four months out from getting those  
25 complete and revise a CRMC permit. So the project

1 has been continuing to go. Our contact person  
2 through DOT was Mr. Thomas Queenan. He's been  
3 great to work with so far, and, hopefully, he'll  
4 consider our request.

5 CHAIRMAN RHODES: Thank you, sir. I'm  
6 guessing, you're Mr. Grant Simmons?

7 MR. SIMMONS: Yeah. I just would like to  
8 say thank you very, very much for hearing our  
9 request, and, hopefully, we can move this forward.  
10 It's very significant to the community of Watch  
11 Hill and to the Town of Westerly because it is  
12 such an economic engine that we have down there on  
13 Bay Street. So, thank you again, for considering  
14 it, and, hopefully, we can again move this  
15 forward. Thank you.

16 CHAIRMAN RHODES: Thank you for taking the  
17 time to be here today. Mr. Schiller, would you  
18 care to let the other folks finish up?

19 MR. SCHILLER: Sure.

20 CHAIRMAN RHODES: Barry, I'm just going to  
21 remind you that, right now, that I'm going to  
22 limit you to five minutes. If you want to wait,  
23 you're welcome to. It's your call. I'll get  
24 started. Maybe I'll get through.

25 MR. SCHILLER: So, my name is Barry

1 Schiller (S-c-h-i-l-l-e-r), and I just want to be  
2 clear to everyone that I'm speaking for myself,  
3 although I'm affiliated with a number of transit  
4 advocacy groups. I do have a broader view, which  
5 is why I was thinking of more than five minutes  
6 because, as some of you know, I was on the  
7 Transportation Advisory Committee for many years.  
8 So I've been involved in discussions on all these  
9 issues. So I want to start by saying what I like  
10 about what you're doing or what RIDOT and RIPTA  
11 have done.

12 First of all, it's really a game-changer  
13 about our basic bridge and, to some extent,  
14 pavement infrastructure, which we were struggling  
15 with for so long, and Statewide Planning felt that  
16 we were on the verge of sinking, as they put it,  
17 and I commend RIDOT for taking a lot of political  
18 heat to put roadworks forward and deal with  
19 especially the bridges and having the big heavy  
20 commercial trucks that do a lot of the damage and  
21 also do a lot of the requirements for bridges to  
22 maintain to be able to handle heavy weights. I  
23 agree with the tolls. I agree with their 10-year  
24 look. I think that's a step forward to look ahead  
25 ten years.

1 I like a few small innovative things about  
2 how the RIPTA supplemented the commuter rail, some  
3 seed money for summer services, the City Walk  
4 thing that really makes a difference in the city,  
5 I hope. Commuter rail marketing, which is badly  
6 needed. Those are all good things. So, what are  
7 my concerns? I wouldn't need five minutes; right?

8 CHAIRMAN RHODES: You would hope so.

9 MR. SCHILLER: The biggest concern is the  
10 6/10, which we're not ready, in my opinion, in  
11 Amendment Number 7 to give RIDOT \$195 million at  
12 this point when the basic design is still being  
13 debated, and the City of Providence is still  
14 putting out bids or requests for different visions  
15 for what that might look like, and that's so much  
16 money that if we could do it cheaper -- and RIDOT  
17 said that the people who are talking about a  
18 boulevard that could be done a lot cheaper, if it  
19 could be done, and that's an "if." If it could be  
20 done on a boulevard basis, which would help  
21 reconnect the neighbors. It would help reduce the  
22 cost, which would make funds available for some of  
23 the things I've been hearing about in Westerly, in  
24 East Greenwich and Cumberland, Pawtucket, Central  
25 Falls, East Providence.

1           I know that all too well about the fiscal  
2 restraint. So, we need -- if we're going to try  
3 and add things, we need to cut things. And the  
4 6/10 to really only be funded in 2016 as to what  
5 RIDOT needs to keep the oversight to process their  
6 Fast Lane (sic) application and so on. It  
7 shouldn't be 195 million this year. We shouldn't  
8 give them a blank check basically to go ahead  
9 before we do this. And also related to saving  
10 money, if we could have a boulevard on the 6/10,  
11 and it wasn't that long ago we didn't have an  
12 expressway between Olneyville and I-95.

13           I have a map from the 1970s, which  
14 basically Route 10 ended in the area around  
15 Olneyville, and then you were on Kinsley or Harris  
16 Avenue to go the rest of the way, and you know  
17 what, the world didn't end. And if we could do  
18 that again and do it better than we used to have  
19 it, then we wouldn't need to spend an extra 50 or  
20 60 million on widening I-95 northbound when they  
21 redo the northbound viaduct. They want to widen  
22 it substantially, and that's in the tens of  
23 millions extra.

24           So this is all very interconnected, and it  
25 gives us an opportunity to save big money to help

1 the cities and towns and transportation  
2 alternatives. I want to hold up your own picture  
3 of what Providence has been sacrificing by having  
4 this huge I-95/Route 6 interchange right now, and  
5 they want to make it wider. This is only a small  
6 picture. Somewhere in the documents, you have a  
7 whole page of that interchange, and if you widen  
8 it slightly to cover the Dean Street ramps, it's a  
9 huge amount of land that Providence has sacrificed  
10 for that interchange, and when you add that to the  
11 6/10 interchange in Olneyville --

12           When you think back to Providence of the  
13 pictures of the 40s and 50s when it was a thriving  
14 city, it didn't have any of that. The whole  
15 business of drive everywhere, drive fast through  
16 the city, has hurt Providence so much. This is an  
17 opportunity to be a game-changer to start to  
18 reverse the damage that the auto age has done to  
19 our core city, and not just Providence, but other  
20 core cities. So, I'll hold off to the end at this  
21 point because with the money saved, I have a lot  
22 of thoughts about what we might do.

23           CHAIRMAN RHODES: Mr. Schiller, please  
24 know that I appreciate your yielding, particularly  
25 given all your service to the TAC. We'll get back

1 to you.

2 MR. SCHILLER: Thank you.

3 CHAIRMAN RHODES: Okay. Mr. DeLuca and  
4 Mr. Duffy, I notice you're still with us. Would  
5 you like an opportunity to say anything else?

6 MR. DUFFY: Mr. Chairman, we're chipping  
7 away for discussion with you about the next plans.

8 CHAIRMAN RHODES: I will follow up with  
9 you after the meeting, then. Thank you very much.  
10 Mr. Besley?

11 MR. BESLEY: I'll make this second part  
12 brief.

13 CHAIRMAN RHODES: Welcome back, Mr.  
14 Besley.

15 MR. BESLEY: Thank you. So, in 2011, when  
16 Robert Smith was our coordinator from the DOT, he  
17 came to one of our meetings that year, and he said  
18 that the DOT director -- they were looking for  
19 shovel-ready projects, and 138 was deemed a  
20 shovel-ready project even though -- even up to  
21 that time and as of today -- the archeological  
22 study, which we were told was going to have to  
23 take place where Ministerial Road intersects 138  
24 for possible Narragansett/Indian Village.

25 We were given a start date. The project

1 was -- you said the first shovel would go in the  
2 ground in late 2012, early 2013, but as what  
3 happened was, subsequent meetings took place, and  
4 every time we went to the next meeting, it was  
5 pushed down the road, and now it's pushed down to  
6 2021. And I know the Town Planner, Mr. Murray,  
7 has spoken -- he spoke in January, and they've  
8 written a letter, and there are going to be some  
9 interim things done to kind of work on the really  
10 bad parts of it. But, really, what I'm most  
11 concerned is is the funding, because if \$7 million  
12 is now put in there for paving for the first mile  
13 and a quarter with basically nothing other than a  
14 little bit of drainage work, but then from the  
15 railroad bridge into Kingston, you're going  
16 through the two villages, the historic district.

17 We have sidewalks we wanted. We have  
18 major drainage issues coming down Kingston Hill.  
19 All the really heavy duty engineering and  
20 important things that we want in a project are  
21 from there up to 108. Now you only have \$9 1/2  
22 million. So it looks to me like all it's going to  
23 be is a pavement. You know, we're going to go in  
24 there; we're going to pave the highway and the  
25 rest of the things, everything that we've tried to

1 get into this project to make it a better place  
2 for the residents of Kingston for the university  
3 and everybody that travels to and from the  
4 university on a daily basis. For the people that  
5 use that highway to go across Southern Rhode  
6 Island, it's like -- that's not going to happen.

7           So, I would just -- I'm hoping that that's  
8 not the case. And I guess my last thing that I  
9 want to be interested in is if in -- 2014 was the  
10 last time I got an e-mail from Mr. Smith before he  
11 left the DOT, when he was now the head of  
12 engineering, he said the earmarked money was still  
13 around. I don't know how much of it was still  
14 around in 2014. But if it is, where is it, you  
15 know? It's not showing up in the roadworks thing  
16 as, you know, possible funding for this project.  
17 So I guess that was my question. And the last  
18 thing is -- the last time -- our committee  
19 actually hasn't met since December of 2013, for  
20 some reason. Maybe it's because I show up at the  
21 meetings. But at that meeting, we were showing  
22 some -- three options for the last part of the  
23 project that we had questions on. We've never met  
24 again, so we've never had any opportunity to  
25 discuss that with the DOT and BETA Engineering,

1 but I'd like to leave this with you guys. These  
2 were my comments from there that I sent to the DOT  
3 but never really got an answer on it.

4 CHAIRMAN RHODES: Thank you very much,  
5 sir.

6 MR. BESLEY: All right. Thank you very  
7 much. I appreciate it. Thank you.

8 CHAIRMAN RHODES: Mr. Schiller? Take your  
9 time, Barry.

10 MR. SULLIVAN: It is 4 or 500 pages  
11 between the two documents. So, as I was saying, I  
12 believe there's a game-changer about our  
13 infrastructure but it's not this plan, a  
14 game-changer in terms of our societal interest in  
15 reducing vehicle miles traveled and encouraging  
16 people to walk and bike more and deal with climate  
17 change emissions. It's not a game-changer that  
18 way. It's still a lot of the investment for -- to  
19 drive everywhere transportation system.

20 Besides the 6/10 issue, it seems to me  
21 that the way we used to do the TIP, we tried to  
22 guess what amounts were needed each year for the  
23 part of the project that we're in. So the 195 --  
24 I mean the 195 million for the 6/10, I can't  
25 believe, really, RIDOT plans to spend that in

1 fiscal year 2016, which only has a few months. I  
2 just don't understand that budgeting, why it's  
3 such a large amount for this fiscal year.

4           There's a couple of other things like that  
5 that is in the form of a question. It doesn't  
6 mean it's wrong; I just don't understand it.  
7 Besides the 6/10, I want for the record to oppose  
8 the \$3 million, supposedly, in highway safety for  
9 the ramps on 295. That, you all know, is  
10 subverting our land use goals. In the Johnston  
11 Sunrise, which I recommend you take a look at,  
12 this pushback in Johnston, the people that live on  
13 Greenville Avenue don't want a commercial strip  
14 mall the way it is on 44 or other roads with  
15 interchanges. The -- it cannibalizes -- it's not  
16 like it's new economic development. It  
17 cannibalizes what citizens already have in  
18 Cranston, Providence, East Providence. So it's  
19 not even economic development.

20           I don't think I could tell Citizens Bank  
21 what to do, but we can ask what we do with our  
22 public money. And putting in at least \$3 million  
23 of public money for subverting our land use goals  
24 so that our anti-land use, anti-environmental bank  
25 could build a campus where they can have 3,000

1 employees with 3,000 parking spots for each of  
2 them, I think is something that we should not go  
3 along with. If we are taking land use planning  
4 seriously, here's the time to draw the line, and  
5 you'll have plenty of support in Johnston people  
6 alongside it.

7 I was involved in the CRF Club (phonetic)  
8 when we did the new interchange for the Resource  
9 Recovery, and there was a full environmental  
10 impact statement, which among other things, to  
11 avoid sprawl. If you know that interchange with  
12 the Resource Recovery, it doesn't connect to the  
13 neighborhoods. So you could only get off the  
14 highway there to go to the Resource Recovery  
15 facility. So, an environmental impact statement  
16 should be required for this ramp. And one of the  
17 things that you should be exploring is, you can  
18 only go to citizens, so it doesn't have as much  
19 sprawl impact as I fear that it will. So that's  
20 an important issue, which has gotten attention in  
21 the environment community as well as in Johnston.

22 Another thing on the highway side is the  
23 -- somewhere, there's 38 million for the toll  
24 infrastructure. Now, I support the idea of tolls,  
25 but I hope that the powers that be will make sure

1 that that's not spent unless we know that it's  
2 legal to do this. I've always heard on the TAC  
3 that you can't put new tolls on interstate  
4 highways, and, apparently, RIDOT now has found a  
5 loophole where you can. That may be true, or  
6 maybe it's not. I know the trucking industry is  
7 going to challenge it.

8 We obviously don't want to spend 38  
9 million and then find it's illegal. So I hope  
10 that there's some provision in the sequencing to  
11 make sure that that doesn't happen. Now, on the  
12 transit side, I already made a few comments about  
13 some things that I liked. I think -- oh, one more  
14 thing about the ramps. It's listed under Highway  
15 Safety. To me, that's very deceptive. I suppose  
16 it's arguable that if you don't build a ramp for  
17 citizens, and people have to get there from Route  
18 44 or one of the other interchanges, there would  
19 be some danger on the back roads, but that's  
20 disingenuous. It shouldn't be in highway safety.  
21 That not where it is. Having additional on and  
22 off ramps on I-295 is actually highway unsafety  
23 because you have more merging and exiting traffic.  
24 That really should be changed.

25 The same way on the transit side. The

1 Hopkinton travel plaza is listed under "Transit,"  
2 which, when you look at the total transit numbers,  
3 it's misleading because, I mean, there's only  
4 three buses a day each way on weekdays, not  
5 weekends or holidays. And there's already a Park  
6 & Ride, I understand. It might be a better Park &  
7 Ride, but it's not really a transit proposal to  
8 have a rest area primarily for motorists, and that  
9 should be correctly labeled.

10           It's 12 million. So it inflates the  
11 transit part. What percentage of that use will be  
12 for the people who actually do take a RIPTA bus,  
13 that's the percentage that should be for transit.  
14 That would be a more accurate way to do that. The  
15 -- I also have a question about RIPTA's 17 million  
16 Enhanced Transit. Amy Pettine said it was better  
17 than the streetcar. I guess it's cheaper, but I  
18 don't understand, and I don't think the public  
19 understands what it's for. I'm going to read what  
20 it says the 17 million is going for in the RIPTA  
21 proposed amendment:

22           Bus stops along the corridor, six of them,  
23 will include a high level of amenities, including  
24 branding, bus shelters -- some of them already had  
25 that -- seating real-time arrival information,

1 increased signage, ticket vending machines, Wi-Fi  
2 and integrated bike-share amenities. Of course,  
3 Providence doesn't have a bike-share program now  
4 and not for the foreseeable future. So I just  
5 read what 17 million is supposed to buy, and  
6 that's not plausible.

7 I assume that there's something else going  
8 on. The public has a right to know: Where is  
9 that 17 million being spent? It doesn't even  
10 promise green light priority on the corridor. It  
11 doesn't promise that it would enhance the corridor  
12 all the way to the State House, which, as you  
13 know, there's an army of people who come up here  
14 to work, to attend rallies, to lobby, to tourists  
15 who go here to see our beautiful state capitol  
16 building, all the stuff that happens in the DOA.  
17 We don't even have a shelter, and here's one more  
18 stop in the six. There is an opportunity to  
19 improve things here, but I don't see how this  
20 could be 17 million, and if that's all they're  
21 going to do, then it should be rejected as a TIP  
22 amendment because that doesn't justify 17 million.

23 Everybody I ask about this, they're saying  
24 -- they're thinking this is just an excuse to  
25 spend the federal TIGER money but it's 4 million

1 of state money. So, even if it was only federal  
2 money, it's still a lot of money. So it's got to  
3 be accounted for. It might be a good thing, but  
4 it needs to be explained. Also, on the RIPTA  
5 thing, the bus hub money, the way it's accounted  
6 for -- again, like the 195, the 35 million is  
7 attributed to -- it's listed under RIDOT, and then  
8 under RIPTA only for the Providence bus hub, and  
9 that's not the way the bond issue was stated,  
10 which is eligible for bus hubs around the state,  
11 and we have an issue in Pawtucket where it might  
12 be a little bit useful.

13           It seems to me that, since they're not  
14 going to spend 35 million this year, that we  
15 should do the budgeting for the bus hubs the way  
16 we do the budgeting for the commuter rail stop  
17 which is, you know -- in the 2016 amendment,  
18 there's a little bit for the next step of the  
19 environmental review going on now, and then in the  
20 following years, it tells you how we're going to  
21 spend money on the commuter rail stop in  
22 Pawtucket. I think we should do the same for the  
23 bus hubs. What do you need this year to oversee  
24 the process of putting it out to bid, and that's  
25 all there should be because maybe we'll want some

1 of it not for Providence. Maybe we will have it  
2 all in Providence, but we don't know yet.

3           It doesn't seem to me the way it's handled  
4 in the existing amendment that that's the right  
5 way. So, I hope that you'll look at that. On the  
6 commuter rail, of course I agree with -- always  
7 have agreed with what you heard from Pawtucket,  
8 Central Falls, Cumberland, and even a little bit  
9 North Providence on having better access to that  
10 commuter rail system. The problem I have here is  
11 that the amount of money for the commuter rail  
12 isn't enough to build it. It's like 18 million  
13 over the ten years. They're really depending on a  
14 grant -- TIGER Grant or some other kind of federal  
15 grant.

16           I just want to comment that I'm a little  
17 nervous about that one; over ten years and 5.6  
18 billion, there isn't enough money to be sure that  
19 we could build that station, which I think should  
20 be built. There is also nothing in the rail area.  
21 The state rail plan talks about infill stations,  
22 as a goal, there's nothing there. I believe,  
23 especially with climate change, that we should be  
24 studying electrification of the commuter rail.  
25 The MBTA said it's not in their five-year plan,

1 but as soon as they look past that,  
2 electrification is definitely on their docket, and  
3 we're looking at a 10-year plan here, then we  
4 ought, you know, be part of the conversation with  
5 them about moving ahead.

6           There's a lot money going into subsidizing  
7 electric vehicles, electric cars. We ought to be  
8 thinking about electrification. The MBTA has to  
9 electrify if they ever build a south coast rail,  
10 if they ever build North Station/South Station  
11 connection. So we have an interest in --  
12 especially the second of those two things -- to  
13 connect us to the North Shore and Northern New  
14 England. It would have to be electrified. Let's  
15 get the conversation started as soon as possible.

16           Amy Pettine mentioned that RIPTA was  
17 interested in the Green Light Extension, and I  
18 hope that you are -- RIDOT has talked about 3 or  
19 400 million for a bus rapid transit for a handful  
20 of buses out Route 6/10. Green Light Extension  
21 for much, much less ought to help speed up all the  
22 buses in all the key roots, not just a tiny  
23 handful. On the pedestrian side, I only have one  
24 comment. Being from North Providence, our North  
25 Providence Environment Commission frustrated by

1 North Providence's failure to clear sidewalks  
2 after snow both on public land and on private  
3 land, we asked them -- and they did -- put in a  
4 request for capital equipment that DPW would  
5 operate for removing snow from sidewalks, which is  
6 not even done on public property/town property in  
7 North Providence.

8           Those of you who know Evans Field, there's  
9 an example. It's not done at that or at Stephen  
10 Olney Park on the sidewalks there, and they say  
11 they don't have the equipment, and it seems to me  
12 that we spend all this money on traffic safety,  
13 which is a huge program over ten years, but it  
14 should be for safety for pedestrians also, and,  
15 for that matter, for bus passengers that have to  
16 access bus stops using sidewalks. So I know it's  
17 not a normal thing. So my question is: Why can't  
18 that be funded in the accounts transit -- in the  
19 traffic safety capital program to get such  
20 equipment, because it definitely is a safety  
21 issue.

22           We got by this winter, fortunately, with  
23 little snow, but people take their life in your  
24 hands if you have to wait for a bus. I happen to  
25 be on a curve on Smith Street where I wait for a

1 bus, and there's not good visibility; the  
2 sidewalks are not cleared, and it's hard to see me  
3 when a motorist is coming around the curve. RIDOT  
4 does a great job of clearing the streets, which  
5 means the cars go real fast at these bus stops.  
6 It's not just North Providence, so I hope to hear  
7 an answer why that wasn't deemed either eligible  
8 or important in such a vast project.

9           And the last part is on the bike program,  
10 which I know Alex was going to speak on; maybe he  
11 will tonight. The basic point on the bike road is  
12 that it's advancing so slowly. If you look -- I  
13 was involved in preparing the 2013-'16 TIP, and  
14 there's so many projects that were listed for  
15 construction that were not done. Section 8 of the  
16 Blackstone, the Warren extension, the Western part  
17 of Coventry, and it's projecting out ahead even  
18 though there's so much more money now with  
19 increased federal stuff and the GARVEE Bonds and  
20 the Highway Maintenance Account and the truck  
21 tolls. That ought to accelerate the bike program,  
22 especially when you think about the Blackstone  
23 Valley, and it's a national park.

24           And when you're marketing to national park  
25 people, having it all connected with a bicycle,

1 that's a marketing tool. But our bike path  
2 doesn't go to the Museum of Work and Culture in  
3 Downtown Woonsocket. It doesn't go to Slater Mill  
4 in Pawtucket. Those are sites in the national  
5 park, but it's not yet connected by the bikes. It  
6 seems to me that it's an economic opportunity as  
7 well as a quality of life thing to market the  
8 national park and the tourism industry by really  
9 moving ahead on that Blackstone bikeway all the  
10 way as soon as possible.

11           And there's other bike things that didn't  
12 even make the TIP, which I want to call attention  
13 to, and I hope that if money is freed up to expand  
14 the transportation alternatives, which is such a  
15 small percentage of the program, that I want to  
16 call attention to the fact that something we  
17 thought was a high priority in study and  
18 development are connected to the University of  
19 Rhode Island with all its thousands of students,  
20 staff and faculty from Wakefield, that didn't even  
21 make the TIP, the new TIP draft, even though it  
22 was a high priority in study and development in  
23 the old TIP.

24           Also, finally, the northwest towns of  
25 Burrillville, which put in some of its own money

1 for a small bike path, but also North Smithfield  
2 and, finally, Smithfield. I believe you'll hear  
3 from the Woonasquatucket Watershed Association  
4 tonight that now interest in Johnston are  
5 interested in the northwest bike trail that is,  
6 unfortunately, not even in the TIP at all. So I  
7 hope that as you reconfigure things, especially if  
8 you could save money from these huge mega highway  
9 proposals on 6/10 and I-95 North, they could do a  
10 little bit to help the transportation  
11 alternatives, which I believe is so underfunded.

12           Again, we have a societal interest in  
13 having people walk more and drive less, and by  
14 "walk more," that includes carpool, use transit,  
15 bicycle. That would save us money that we ship  
16 out of state for gasoline. It would help fight  
17 climate change. It would help our economy. It  
18 would help our health. So I hope that you can  
19 find ways of improving the funding at higher  
20 levels, the transportation alternatives. So  
21 that's my overview about this vast thing, and  
22 thank you for your patience. I know everybody  
23 wants to leave, but you don't have to be back 'til  
24 about 6, so you still have an hour and a half.  
25 Thank you, Jared, for inviting me to do this.

1           CHAIRMAN RHODES: Barry, if you could just  
2 stick around so I could speak with you afterwards.

3           MR. SULLIVAN: Yeah.

4           CHAIRMAN RHODES: At this point, I'd like  
5 to ask if there's anyone else who would like to  
6 make any comments at our hearing today. Seeing  
7 none, I'll formally close this hearing at 4:20.  
8 Thanks to all of you for your time and,  
9 particularly, for the rest of the DOT and RIPTA  
10 staff members who are in the audience today.  
11 Thanks for being here.

12                   (HEARING CONCLUDED AT 4:20 P.M.)

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C-E-R-T-I-F-I-C-A-T-I-O-N

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
PROVIDENCE, SC.

I, SALLY BRASSARD, do hereby certify that  
the foregoing is a true, accurate, and complete  
transcript of my notes taken at the above-entitled  
proceeding.

IN WITNESS WHEREOF, I have hereunto set my  
hand this 2nd day of June, 2016.

---

SALLY BRASSARD, CSR/RPR  
NOTARY PUBLIC  
MY COMMISSION EXPIRES: 1/16/17

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**In The Matter Of:**  
*Public Hearing*

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*FFY 2017-2025 STIP & FFY 2013-2016 STIP*  
*May 26, 2016*

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STATE PLANNING COUNCIL  
TRANSPORTATION ADVISORY COMMITTEE

\*\*\*\*\*  
IN RE: PUBLIC HEARING \*  
\*  
FFY 2017 - 2025 STIP and FFY 2013 - 2016 STIP \*  
AMENDMENT NUMBER 7 \*  
\*\*\*\*\*

DATE: May 26, 2016  
TIME: 6:30  
PLACE: Department of Administration  
Conference Room A  
1 Capitol Hill, Providence, Rhode Island

HEARD BEFORE:

- FRAN SHOCKET, CHAIR
- PARAG AGRAWAL
- EVERETT STUART
- DAN BAUDOIN
- LLOYD ALBERT
- MEREDITH BRADY
- JOHN FLAHERTY
- BARI FREEMAN
- RONALD GAGNON
- MARTINA HAGGERTY
- JONATHAN HARRIS
- GEORGE MONAGHAN
- AMY PETTINE
- PAMELA SHERRILL
- LILLIAN PICCIONE
- MICHAEL CASSIDY
- DANIEL PORTER
- TIMOTHY SCANLON
- MICHAEL WALKER

STAFF MEMBERS:

- JARED RHODES
- LINSEY CALLAGHAN
- KIMBERLY CRABILL
- CHRIS WITT
- CHELSEA SIEFERT

1 (HEARING COMMENCED AT 6:36 P.M.)

2 CHAIRWOMAN SHOCKET: Good evening, I'm  
3 calling this hearing to order at 6:36. My name is  
4 Fran Shocket, and I am the chair of the  
5 Transportation Advisory Committee and will preside  
6 at this hearing, which has been authorized by the  
7 --

8 COUNCIL MEMBER: You're going to have to  
9 speak a little louder. My apologies.

10 CHAIRWOMAN SHOCKET: Okay, I'll shout. My  
11 name is Fran Shocket, and I am chair of the  
12 Transportation Advisory Committee and will preside  
13 at this hearing, which has been authorized by the  
14 State Planning Council for the purpose of  
15 accepting public comment on Amendment Number 7 to  
16 the State Transportation Improvement Program for  
17 federal and fiscal year 2015, 2016, and the Draft  
18 State Transportation Improvement Program for  
19 federal fiscal years 2017 through 2025.

20 In getting us started today, I would like  
21 to begin with a few housecleaning items. First  
22 and foremost, please note the location of the fire  
23 exits. In addition, and should you need the  
24 restrooms, know that you can find them directly  
25 outside and to the right of the main entrance.

1 Next, should you be here to offer testimony,  
2 please know that you must sign in and register  
3 accordingly at the welcome desk, which is back  
4 there. Otherwise, we will be unaware of your  
5 desire and may not call your name.

6 Last, but not least, I also want to make  
7 sure everyone is aware that all comments,  
8 including written, related to Amendment Number 7  
9 must be received at the close of this public  
10 hearing tonight; however, written comments on the  
11 proposed draft fiscal year '17-'25 STIP will be  
12 accepted through June 26th as explained in the  
13 official notice, which is posted on statewide  
14 planning's home page.

15 Now, with those items out of the way, and  
16 prior to accepting public comment, I am first  
17 going to turn the floor over to Linsey Callaghan,  
18 supervising planner with the Statewide Planning  
19 Program, then Amy Pettine, Executive Director of  
20 Planning for RIPTA, and, finally, Meredith Brady,  
21 Acting Policy Director for RIDOT, who will provide  
22 brief informational presentations overviewing the  
23 proposed actions. Following that, I will ask you  
24 to hold any questions that you may have so that we  
25 may begin the formal comment period. Linsey?

1 MS. CALLAGHAN: Thank you, Madam Chair.  
2 As Madam Chair explained, the purpose of this  
3 hearing is to receive public comments on two  
4 separate related documents: Amendment Number 7 to  
5 the State Transportation Improvement Program for  
6 federal fiscal years 2013 to 2016 and the Draft  
7 State Transportation Improvement Program for  
8 federal fiscal years 2017 to 2025.

9 The STIP, as a document, is a list of  
10 transportation projects the State of Rhode Island  
11 intends to implement using U.S. Department of  
12 Transportation funds. For transportation projects  
13 to utilize these federal funds, it must be  
14 included in the STIP. To provide some added  
15 context on the STIP, in 2012 when the Federal  
16 Transportation Authorization Bill, Map-21, was  
17 passed, it focused on improving the condition of  
18 the nation's transportation system.

19 States are now required to show how these  
20 federal investments and their infrastructure  
21 improve the transportation system's overall  
22 performance and conditions. The state has been  
23 preparing for this shift for several years. RIDOT  
24 started with the migration of transportation  
25 infrastructure planning, an asset management place

1 system of planning to avoid more expensive  
2 long-term costs. However, the biggest issue  
3 facing the state in meeting the federal  
4 requirements was identifying appropriate funding.

5 The state has taken some key steps to  
6 provide sustainable transportation infrastructure  
7 funding and broadening available resources,  
8 including the redirection of the gas tax on  
9 transportation needs, the replacement of bond  
10 borrowing with the increase of vehicle  
11 registration and driver's license fees, along with  
12 RICAP funds, and also the creation of the Rhode  
13 Island Highway Maintenance Account. The shift in  
14 resources to meet the state's critical  
15 infrastructure needs culminated in the passage of  
16 roadwork in February of this year, which imposes a  
17 new toll on large commercial trucks, which is  
18 expected to bring in approximately \$45 million a  
19 year when fully operational.

20 These two documents that are being  
21 presented today represent the project  
22 implementation of the policy shifts I just  
23 outlined. The remaining of the presentation will  
24 first focus on Amendment Number 7 to the 2013 to  
25 2016 STIP, which realigns the federal fiscal year

1 2016 projects with additional available state and  
2 federal funding sources and with RIDOT's 10-year  
3 strategic plan. In addition, this amendment  
4 includes new transit and highway funds. I will  
5 now turn the presentation over to Amy Pettine to  
6 detail RIPTA's specific amendment request.

7 MS. PETTINE: So, tonight, we're  
8 requesting an amendment to the current STIP for  
9 two projects, one larger one and one smaller one.  
10 So the first is: We're requesting to include the  
11 Downtown Providence enhanced transit corridor in  
12 the current STIP. This project is one that's been  
13 going on for many years. RIPTA and the City of  
14 Providence began several years ago to look to put  
15 in a high capacity transit corridor in the  
16 Downtown Providence area connecting heat  
17 destinations throughout a spine anchored in the  
18 north by the Providence Train Station going to  
19 Downtown Kennedy Plaza to the hospital area.

20 The city was successfully awarded a TIGER  
21 discretionary grant in 2014. We worked  
22 collaboratively to pursue a potential streetcar.  
23 That was a much larger project, 100 million plus  
24 project. Unable to pull the local funds together,  
25 however, through further effort, we were able to

1 successfully get permission from U.S. DOT and the  
2 FTA to move forward with this enhanced bus  
3 corridor.

4           So a lot of the features are very similar  
5 to the original goals of the project. We're  
6 looking at high quality bus stops, real-time  
7 information, really nice large shelters, repairing  
8 pavement, coordinating with the city's potential  
9 future bike sharing bike program and looking at  
10 roadway and geometric improvements, transit signal  
11 priority, getting some priority for the bus on  
12 this 1.4 mile corridor. We're also purchasing six  
13 additional vehicles, hybrid diesel electric  
14 vehicles, that will be part of our overall fleet.  
15 And the approach that we're taking is, we're  
16 taking six existing bus routes, and we're  
17 basically extending them along the spine to create  
18 more one-seat rides for our entire statewide  
19 transit network and more connections to the train  
20 station for people living not only in the downtown  
21 but in the metro and state as well.

22           So we're really excited about this  
23 project. It's a \$17 million total project.  
24 Again, the 13 million is a discretionary  
25 competitive grant that has already been awarded,

1 so we're looking to include it in the STIP with  
2 the local match coming from state sources. The  
3 second project in the TIP that we're proposing is  
4 we need to grant, or we'd like to grant, a small  
5 amount of money generated from some mileage  
6 associated with buses running through the eastside  
7 bus tunnel. This is a one-time apportionment of  
8 \$54,000. It's federal formula funds through the  
9 state to repair high intensity bus programs.

10           These were monies that we were notified by  
11 FTA this year that had been apportioned to us, but  
12 we hadn't been notified prior, so we need to get  
13 them obligated before they lapse. Coincidentally,  
14 RIPTA actually has a larger discretionary grant to  
15 do repairs. That project is already in the TIP,  
16 so we're basically going to just add this small  
17 amount of money to a larger million plus project  
18 for renovations to the bus tunnel.

19           MS. CALLAGHAN: Now we'll turn the  
20 presentation over to Meredith Brady of RIDOT.

21           MS. BRADY: Thank you very much, Linsey.  
22 Thank you, Chairwoman, and thanks to everybody  
23 who's taken the time out of their schedules to be  
24 here tonight. I know it's particularly difficult  
25 coming up on the holiday weekend, and I'd also

1 like to thank the RIDOT staff over here that's in  
2 the audience listening. We're not going to be  
3 answering any specific questions, but they will  
4 listen to everything that's posed here and take  
5 that into consideration.

6 Our amendment to the federal fiscal year  
7 2016 TIP is a big amendment compared to RIPTA's  
8 smaller amendments, and the reason for that is a  
9 process that we started last year with the change  
10 in administration and new leadership within Rhode  
11 Island DOT. We had already been paving the way  
12 for a move towards an asset management-based  
13 system of determining projects, but that was  
14 accelerated. We also moved from a four-year look  
15 at projects to a 10-year plan. So, if you look at  
16 the proposed draft TIP, which is federal fiscal  
17 year '17 to federal fiscal year 25, that's  
18 actually only nine years.

19 Federal fiscal year '16 is the first year  
20 of the 10-year plan, so we needed to have this  
21 amendment to align what had been proposed in the  
22 10-year plan with what was included in the TIP  
23 itself. It also is big for another reason, and I  
24 have explained this to the TAC members previously.  
25 It looks at all funds as opposed to just federal

1 funds. So, in past iterations of this TIP, you  
2 will have seen federal funding and then the state  
3 match, but not operating funds. That may have  
4 gone towards other purposes.

5 Another change or another request is  
6 approximately \$300 million in new GARVEE funds.  
7 GARVEEs are grant anticipation revenue bonds.  
8 These are bonds drawn down on future federal  
9 funds. We already have done this once, and we  
10 actually are in the process of refunding the  
11 current bond in order to have money in the first  
12 three years of the 10-year plan, about 120 million  
13 to put towards bridges, specifically, to bring it  
14 into a state of good repair, and another 100  
15 million of that funding will come from, at least  
16 initially, from the new GARVEE funding, which  
17 we're planning to work towards issuing in the  
18 fall.

19 That 300 million is shown in the TIP. It  
20 wouldn't have been there before. So, it obviously  
21 is a big change. And, as I said, about 100  
22 million goes towards bridges, and about 200  
23 million is being set aside for the 6/10 connector  
24 project. That is not to say that all of it or  
25 much of it will get actually used in federal

1 fiscal year '16, but we wanted to make sure that  
2 it's allocated for that purpose, particularly in  
3 conjunction with grant applications that we've  
4 made recently.

5 Another project that you'll note in the  
6 federal fiscal year '16 amendment is the \$3  
7 million for the ramp on 295 for the Citizens  
8 Project, the Greenville Avenue Grant, and that  
9 project is limited to \$3 million in unexpended  
10 bond funds, which is a source that can be tapped  
11 just for capital projects, and the legislature has  
12 directed us to tap that source specifically for  
13 capital projects.

14 Otherwise, the projects in general that  
15 are in our amendment are aligned, as I said, with  
16 the 10-year plan, which may be different than what  
17 had been in the -- in fact, quite different than  
18 what had been in the prior federal fiscal year '16  
19 of the current adopted TIP. But, as Linsey  
20 mentioned, there have been two federal  
21 authorizations in place. Since then, we've had a  
22 slight increase in funds and, again, a whole new  
23 method of looking at things from an asset  
24 management perspective, which changed the way the  
25 projects were selected.

1 MS. CALLAGHAN: Thank you, Meredith. This  
2 TAC is being requested to make a recommendation to  
3 the State Planning Council on Amendment Number 7  
4 tonight. I'd like to provide a brief summary of  
5 the comments received, either in writing or at the  
6 2 p.m. hearing that was held today, related to the  
7 amendment. I also prepared a summary -- I'll  
8 provide a general overview of the comments, but  
9 also as each TAC member sees, it's a summary of  
10 the comments received. It's titled "FFY 2016  
11 Summary of Comments Received."

12 But, generally speaking, the comments were  
13 related to administrative reprogramming of titles  
14 in the TIP, the Traffic Safety and Bridge  
15 Maintenance and also federal funding sources, just  
16 ineligibility or changes in amounts. As the  
17 comments relate to specific projects, you can see  
18 an outline of each comment that was provided for  
19 the projects, but, generally speaking, the  
20 comments consisted of general support for  
21 inclusion in either the TIP amendment or in the  
22 FY2017 to 2025 TIP. However, some people would  
23 like to see their projects advance earlier than  
24 provided in the draft TIP or incorrect, or the  
25 funding increased. So, if the TAC has any further

1 questions, we can talk about them when they  
2 discuss the amendment. And there's also copies  
3 provided on the back table there.

4           The next portion of the presentation will  
5 focus on the 2017 to 2025 TIP, which includes the  
6 required four federally fiscally constrained  
7 years, however extends the planning horizon to  
8 2025. This longer time frame better aligns with  
9 the state shift to an asset management-based  
10 approach to planning and offers municipalities in  
11 the public a better idea of when the projects  
12 would be moving forward from development into  
13 implementation and also aligns with RIDOT's  
14 10-year strategic plan.

15           The STIP development process began in  
16 November of 2015 with the notice of project  
17 solicitation. We've received over 300 new  
18 applications containing over \$880 million in  
19 requests, which were received from municipalities,  
20 state agencies and non-profit organizations. The  
21 projects were then reviewed and ranked. Projects  
22 in the categories of bridge, pavement, traffic,  
23 drainage and Regionally Significant projects were  
24 referred to RIDOT to be evaluated primarily  
25 against data-driven management systems to optimize

1 their impact of the total investment in Rhode  
2 Island's transportation network.

3 All of the projects, including transit,  
4 bicycle, pedestrian, safe routes to school and  
5 other transportation enhancement projects were  
6 evaluated by a series of subcommittees comprised  
7 of staff, statewide planning, RIDOT, Rhode Island  
8 Department of Environmental Management, RIPTA and  
9 members of the Transportation Advisory Committee.  
10 All of the highest ranking projects were sent to  
11 RIDOT and RIPTA for further project cost  
12 refinements and estimates and scheduling over the  
13 time period of this TIP. The resulting process --  
14 the process resulted in the draft TIP tables and  
15 its associated texts under consideration tonight.  
16 I will now turn the presentation back over to Amy  
17 Pettine at RIPTA to describe RIPTA's portion of  
18 the 2017 to 2025 TIP.

19 MS. PETTINE: Thanks, Linsey. So RIPTA's  
20 program -- projects in the TIP reflects our  
21 priorities, and I will just talk to them in broad  
22 strokes, ongoing operational support with the  
23 focus on state of the repair, incremental  
24 improvements to help us operate more safely and  
25 efficiently, and there's also some larger scale

1 past investments, particularly in the outer years,  
2 passenger facilities, and our ongoing fleet  
3 maintenance and replacement program.

4 So, if you look at the TIP, you can see  
5 the funding programs that come through FTA, a  
6 portion that we program out. 5307 is the big one,  
7 but there are some smaller ones, like 5310 and  
8 5311, and I just mentioned that to say that some  
9 of them are tied to specific outcomes. They might  
10 be focused on rural transportation, for example,  
11 or they might be focused on working with  
12 particular populations with access challenges, but  
13 we are definitely, similar to RIDOT, focused on  
14 the state of the repair. You'll see our largest  
15 program line is our fixed route fleet replacement  
16 program. There's also a program line for our  
17 paratransit fleet replacement program.

18 There's also an IT program of work. I'll  
19 just point that out because that is an area that  
20 we're looking to advance to keep our facilities  
21 open in the back end, as well as on the vehicles,  
22 to modernize our system. For example, we have a  
23 large fare box investment coming in the next  
24 couple of years. We are also proposing to  
25 continue using a portion of the CMAQ funds that

1 the state receives to support some of our  
2 operational operations such as our "R" line, which  
3 is our Rapid Bus Service.

4 We pay for a good majority of the  
5 operations out of the CMAQ program. That's our  
6 highest ridership service that actually will  
7 connect nicely to help with any of the proposed  
8 commuter rail stations in Pawtucket in the future.  
9 We also use this program to support transit  
10 promotions; facility investments -- transit signal  
11 priority is an area that we're looking to advance  
12 in the future. And it also supports our commuter  
13 resource RI program, which is a program that does  
14 a lot of outreach on promoting transportation  
15 alternatives, not just bus but carpooling, van  
16 pooling, et cetera, biking, in the state.

17 So, again, I'll just end with ongoing  
18 operational support is certainly the biggest  
19 priority for us. You know, 20 percent of our  
20 annual operating budget at RIPTA, we're roughly  
21 \$100 million annual budget. Roughly, 20 percent  
22 of the op-budget is coming from federal funds.  
23 That's funds to pay our maintenance workers to  
24 maintain our vehicles, our preventative  
25 maintenance program. It's paying staff. It's

1 paying for the operations of the different routes.  
2 So it's a huge part of our work. I'll turn it  
3 over to Meredith.

4 MS. BRADY: Thank you, again. There are a  
5 lot of things that I could say about the '17 to  
6 '25 proposed TIP. So, I'm not going to keep at it  
7 all night, but I'm just going to pick a few choice  
8 items. If people have further questions, I'll be  
9 happy to follow-up, but the federal fiscal '17 to  
10 '25 TIP, again, show a lot more than you're used  
11 to seeing in terms of what you need to see for  
12 transparency purposes. You'll be seeing the  
13 operating funds and where they're going. There  
14 are a lot more line items than you might be used  
15 to seeing in prior versions of the TIP.

16 There's also going to be an opportunity --  
17 and this is something that I wanted to make very  
18 clear. We're not doing this process for '17 to  
19 '25 as, pardon the pun, end of the road or end of  
20 the line, so to speak, for these projects. We're  
21 going to be re-examining these projects as we move  
22 forward, hopefully on an annual basis. And one of  
23 the very important things is with so many  
24 different projects here, we can't have gotten  
25 everything right. We admit that we may not know

1 everything there is to know about a project or  
2 about a road. We have limited ability to really  
3 delve down into some of these projects that are  
4 municipally sponsored.

5           So we're hoping to get more information on  
6 some projects as we move forward as well so that  
7 we can appropriately schedule. We've heard  
8 earlier today about some projects that have  
9 sidewalk and pavement components that might not  
10 have been scheduled at the best times in order to  
11 make those connections. So that's something that,  
12 with thousands of projects, it's great to have  
13 somebody draw that to our attention.

14           Some of the components of our '17 to '25  
15 TIP that I just wanted to touch on are -- again,  
16 we're looking at the state as a whole system, and  
17 this is something that the Federal Highway  
18 Administration has been moving us towards slowly  
19 over the last four years or so as we move from one  
20 short two-year authorization into a new  
21 authorization that's now finally five years.

22           The push has been towards a performance  
23 management basis and an asset management basis.  
24 The transportation asset has -- management plans  
25 are required. Bridge expenditures are based on

1 bridge asset management plans. There are a lot of  
2 different pieces that the federal government  
3 requires. Among that, those requirements, the 10  
4 percent were less structural deficiency for  
5 bridges, and that's one of the main components of  
6 our Rhode Works proposal, which was passed by the  
7 legislature in February. It's a push to, by 2025,  
8 be down to 10 percent from the 22 percent, which  
9 again, right now, is the height in the nation.

10           So, looking at the system holistically,  
11 it's not going to make everybody happy,  
12 unfortunately, but it is going to make a  
13 difference in short-term investing where it might  
14 be a little more painful to make those  
15 investments. You're replacing your roof instead  
16 of going on vacation. It's not the most pleasant  
17 choice, but it's a choice that makes a difference  
18 because if you fix or replace your roof now, you  
19 will avoid more expenditures in the future.

20           Our roadworks plan was to avoid about \$950  
21 million in future expenditures, which if we had  
22 continued spending the way we have in the past, we  
23 would have been looking at a much higher bill for  
24 getting to the structural sufficiency and getting  
25 to a state of good repair with our infrastructure.

1 So, with that in mind, we'll be looking forward to  
2 hearing everybody's comments and hearing  
3 perspectives and also getting information here  
4 tonight at the public hearing.

5 MS. CALLAGHAN: In conclusion, I would  
6 just like to overview the next steps of the  
7 process. The public comment period for Amendment  
8 7 to the 2013 to 2017 STIP ends at the close of  
9 this evening's public hearing. All comments  
10 received related to Amendment Number 7 will be  
11 addressed and incorporated into a public hearing  
12 report. At the conclusion of this evening's  
13 hearing, the TAC will be asked to make a  
14 recommendation on the amendment to the State  
15 Planning Council.

16 At their next meeting on June 9th, the  
17 State Planning Council will be presented with this  
18 public hearing report and the tax recommendation  
19 and will be asked to make a final decision on the  
20 amendment. The public comment period for the TIP  
21 -- for the draft TIP for federal fiscal year 2017  
22 to 2025 ends, however, on June 26th. All comments  
23 received at today's hearing and throughout the  
24 public comment period will be addressed and  
25 incorporated into a public hearing report.

1           The TAC will meet to discuss the public  
2 comment report and the draft TIP at their meeting  
3 on July 25th and at their August 25th meeting, in  
4 which the TAC will be asked to make a  
5 recommendation to the State Planning Council. The  
6 State Planning Council will be asked to make final  
7 action on the draft 2017 to 2025 TIP at their  
8 September 8th meeting.

9           CHAIRWOMAN SHOCKET: Thank you. Thank  
10 you, Linsey, Amy and Meredith, for those excellent  
11 presentations. As noted earlier, we will not be  
12 taking questions, but will now begin accepting  
13 comments on both of these proposed actions. Those  
14 wishing to comment will be called in the order in  
15 which they registered and after the customary  
16 recognition of elected officials. If you speak,  
17 please identify yourself and if you represent any  
18 particular organization, and address all comments  
19 to me as the presiding officer.

20           To ensure that all who wish to speak may  
21 have an opportunity to do so, each speaker will be  
22 limited to the initial presentation of five  
23 minutes. After all who wish to speak have had an  
24 initial opportunity, those wishing to make  
25 supplemental statements will be recognized after

1 all who have registered have spoken, and others  
2 wishing to comment will be recognized. Written  
3 statements will be given equal consideration.  
4 They may be read into the record or simply  
5 submitted to our staff at the welcome.

6 Are there any elected officials who wish  
7 to present a statement?

8 MS. DEPASQUALE: May I?

9 CHAIRWOMAN SHOCKET: Yes.

10 MR. DEPASQUALE: Good evening, Madam  
11 Chair, Members of the Committee. My name is  
12 Joseph DePasquale. I am the town council  
13 president for Warren. I want to start by thanking  
14 you for giving us this opportunity to provide our  
15 comments, and look forward to your hopeful 2017  
16 versus the '25, which is the tail end. We regard  
17 -- with regard to both, I want to start by  
18 expressing our appreciation that the committee has  
19 been responsive to the concerns we've raised in  
20 the earlier round and has recognized several of  
21 the town's priorities.

22 We are particularly pleased that funding  
23 will be restored in the current year for our  
24 Waterstreet Streetscape project. Instead of  
25 having to interrupt this project, we can now

1 continue with the Streetscape project itself. But  
2 also with the coordination of several other  
3 construction projects on Water Street. These  
4 projects are of great importance to us for several  
5 reasons, including public safety, handicap  
6 accessibility, beautification, needed  
7 infrastructure improvements, potential to reduce  
8 negative impacts from prolonged construction, and  
9 to produce significant economic benefits for our  
10 local businesses, the town as well as the state.

11 We also appreciate that the proposed TIP  
12 for 2017-'25 includes many projects that are of  
13 high priority for the town, including improvements  
14 to Routes 114 and 136, which will also extend into  
15 our neighboring town, Bristol, as well as the East  
16 Bay bike path extension. Like the Water Street  
17 project, these all have significant public safety  
18 community revitalization and economic development  
19 aspects. Unfortunately, the proposed TIP  
20 essentially means for the Town of Warren that many  
21 of these projects, notwithstanding how significant  
22 and needed they are, are once again being  
23 postponed. And, in some instances, actually  
24 interrupted and suspended for several more years.

25 In the case of Route 114 and 136, these

1 projects themselves have already been delayed for  
2 10 to 15 years. They involve serious public  
3 safety issues, not only but also between  
4 intersections -- not at only intersections but in  
5 between as well. Because of the roadway  
6 conditions and also because crumbling -- and in  
7 some instances, missing sidewalks -- it's become,  
8 in some stretches, impassible. We have had the  
9 great project on the bridge between Barrington and  
10 Warren, and the downtown area has been done, but  
11 we have a few small sections that have not been  
12 completed, and it's very discouraging.

13 In the case of the bike path extension, it  
14 would bring an ongoing project to a halt,  
15 jeopardizing investments both the town and the  
16 state has already made in the planning and  
17 preliminary design. This project is important in  
18 part because of its safe routes to school aspects,  
19 but also to enhance the benefits the East Bay bike  
20 path brings in terms of visitors and public  
21 health. In each case, the disruption and delay  
22 are contrary to promises repeatedly made in the  
23 past, but also contrary to the concept of cost  
24 efficiency.

25 In the case of Route 136, Metacom Avenue,

1 it seems to ignore, if not waste, the effort and  
2 expense involved in developing the 2012 corridor  
3 development plan, which was a joint effort by the  
4 town and DOT. In the case of the bike path, it  
5 proposes a new expensive feasibility study instead  
6 of building on the not-yet-so-old plan preliminary  
7 design that was completed a few years ago. The  
8 money would be better spent on more detailed  
9 engineering and design that is still needed to  
10 implement that plan.

11           The additional delay also interferes with  
12 planning by the town which is relying on earlier  
13 promises for its own infrastructure improvements,  
14 including pavement, curbing and sidewalk projects,  
15 and for improving the town's business districts.  
16 Much of this work needs to be coordinated with the  
17 state and planning, design and construction  
18 phases, which brings me to my last general comment  
19 and plea. Please communicate and coordinate with  
20 us. We need more and better communication, and  
21 what you have been doing is good, but we need to  
22 help you understand and -- we respect the state's  
23 priorities, which focus on state roads and  
24 bridges, and we ask that you work with us, with  
25 our priorities, and work with us to align both the

1 priorities and the projects as much as possible.

2           These infrastructure projects are key to  
3 our economic growth, including continued growth of  
4 our manufacturing sector. With me is Kate  
5 Michaud, our town planner, who will provide  
6 supplemental information. She has also compiled a  
7 packet of information and comments for each  
8 project, which we are submitting as part of our  
9 formal testimony. Thank you again for the  
10 opportunity, and I appreciate the coordinated  
11 effort that we will have, I'm sure. Thank you.

12           CHAIRWOMAN SHOCKET: Thank you very much.  
13 The next person to address the TAC is Ellen  
14 Waxman. Thank you.

15           MS. WAXMAN: Hello, I'm councilor Ellen  
16 Waxman from the Town of North Kingstown. I do not  
17 have a formal statement such as this gentleman  
18 did, but I'm here to go to bat for North  
19 Kingstown, specifically the Wickford Junction  
20 train station. I was so excited when the train  
21 station was finally opened in 2012. It's such a  
22 fantastic transportation asset, and I really feel  
23 like it's underutilized. I can't imagine there's  
24 anyone in this room that would disagree with me.  
25 The question is how can we leverage the Wickford

1 Junction train station to work for us and to help  
2 revitalize our economy and help improve access to  
3 Rhode Island and Southern Rhode Island, and  
4 specifically, I might add, to the beaches in  
5 Southern Rhode Island.

6 I have really thought that even though  
7 it's a commuter rail, I think we really need to  
8 look at Wickford Junction as a transportation  
9 asset that should be used for non-business-related  
10 commutes such as weekends to visit the beach in  
11 South County. And, also, to allow -- that would  
12 be during the summertime -- but what about weekend  
13 service during the rest of the year when we all  
14 want to get out of Rhode Island and catch a show  
15 at -- you know, the symphony in Boston or go  
16 shopping in Back Bay? I know I don't like to get  
17 all the expense of parking tickets on Newbury  
18 Street when I go shopping.

19 When I used to live in Boston, it was --  
20 you know, you just have to add \$50 on to your day  
21 for parking or parking tickets. So now that I'm  
22 living out here, I do miss shopping in Boston, but  
23 I would like to hop the train and go shopping and  
24 catch a show and meet friends for dinner. So the  
25 attitude that the commuter rail is just for

1 commuting to and from work, I feel that that's  
2 really shortsighted, and I hear it over and over  
3 again. You know, "The ridership is down," and,  
4 "Only a small percentage of what the commuter  
5 numbers are will be reflected on weekends," and I  
6 don't really buy that. I think our weekend  
7 ridership could even exceed our weekday commuter  
8 ridership.

9 I really want to just elevate this issue  
10 when the STIP document came out, I admit, I didn't  
11 sit down and read the whole thing cover to cover,  
12 but I did do a search for Wickford and North  
13 Kingstown, and I'm quite familiar with the content  
14 in that area. Specifically, on page 32 of the  
15 STIP draft, I was really excited -- well, I'm  
16 sorry; I'll start with 309 -- I was really -- it's  
17 a funding table. And I was really excited to see  
18 ID 7109 when it said "Summer Service Description,"  
19 and for a moment my heart leapt and I said, "Oh,  
20 this is it."

21 And I see that there's language in there  
22 that it says: "This line item involves a startup  
23 operations and further development of limited  
24 seasonal bus rail ferry services connecting major  
25 tourist attractions and recreational facilities

1 along Narragansett Bay. It's anticipated that the  
2 initial service in FY'16 will be limited to  
3 weekends during the summer season at select  
4 locations." I am thinking surely this has to mean  
5 Wickford Junction. "And depending upon usage and  
6 demand could be expanded with additional locations  
7 and operations in subsequent years."

8           And I was just really happy to see that,  
9 and language similar to that shows up on page 32  
10 and also 308. But after conversations with staff  
11 from RIDOT -- who I have to say have been very,  
12 very nice in openly communicating, and whenever I  
13 call or e-mail to kind of gently check-in to see  
14 how weekend train service is coming along for  
15 Wickford, they're always very nice and very  
16 informative to keep me informed on the status of  
17 things. But I have to say I was really  
18 disappointed to find out that ID709 (sic), Summer  
19 Service Description, is not at all talking about  
20 weekend service to Wickford, but it talks about  
21 seasonal bus rail ferry services connecting major  
22 tourist attractions.

23           And, specifically, I understand that it is  
24 going to be a ferry connecting Providence to  
25 Newport, and, unfortunately, weekend service to

1 Wickford Junction is now postponed again.  
2 Wickford Junction opened four years ago. I feel  
3 that it's an underutilized asset. I would like to  
4 request you all to please consider initiating  
5 weekend train service, this right here in FY'16,  
6 and I have specific language changes for these  
7 areas that I would like to submit to the chair.

8 CHAIRWOMAN SHOCKET: Yes.

9 MS. WAXMAN: Thank you very much for your  
10 time.

11 CHAIRWOMAN SHOCKET: The next person to  
12 speak is Kate Michaud.

13 MS. MICHAUD: My name is Kate Michaud  
14 (M-i-c-h-a-u-d). I'm the town planer for the Town  
15 of Warren. Thank you, Madam Chair, and members of  
16 the TAC. First off, I would like to thank  
17 everyone for including the projects in Warren in  
18 the TIP list. Every project in the list is  
19 critical to the Town of Warren, and we are  
20 thankful that we've been included in the process.  
21 The second, I'm a little unusual because I am a  
22 planner who is present tonight in support of less  
23 planning and more doing.

24 In the Town of Warren, we have three major  
25 areas of concern with the current '17 through '25

1 TIP. The first item that I'd like to address are  
2 safe and accessible streets and sidewalks. The  
3 specific projects that I'd like to speak about  
4 deal with Main Street which is Route 114. The  
5 first project is TIP ID Number 5269. Just for a  
6 little background, Route 114 in Warren is an urban  
7 principle arterial roadway with 16 to 19,000  
8 average daily trips.

9 Project 5269 is the northern section of  
10 Main Street, which is the Warren Bridge to Park  
11 Street, and it's programmed for year 2023 and  
12 2024. I'd like to note that this area is within  
13 the environmental justice SPG tract. It is also  
14 within the Carless Household SPG Tract. It is an  
15 area with a high volume of pedestrian traffic,  
16 including churches, the large American Tourister  
17 Redevelopment Project; the Corliss Institute,  
18 which provides services for those with  
19 disabilities, specifically those with hearing  
20 impairments; a high residential density; and  
21 multiple RIPTA bus stops.

22 The sidewalks within this area are  
23 impassible in places, and crosswalks and  
24 intersections do not have handicap accessible  
25 ramps. So I would recommend and request that this

1 project is moved up in priority on the '17 through  
2 '25 TIP. The second project on Route 114 is ID  
3 Number 1300. This is the southern section of Main  
4 Street, which would be Dyer Street to the Bristol  
5 town line. This is included in your TIP report as  
6 part of a Bristol pavement management program for  
7 the year 2020 and Dyer Street to the Bristol Town  
8 line. This is included in your TIP report as part  
9 of a Bristol Pavement Management Program for the  
10 year 2020.

11 This portion of roadway has been in design  
12 and planning for more than a decade. The roadway  
13 was re-paved several years ago, and the sidewalks  
14 were not completed with the promise that DOT would  
15 return and complete the sidewalks. And, now, this  
16 is not scheduled to be completed until 2020.

17 Again, this is an area with impassible and missing  
18 sidewalks. There's a high traffic volume, and  
19 it's unsafe for people to with walk within the  
20 roadway. The majority of segments of this area of  
21 sidewalks are not accessible for the disabled, and  
22 it is an area with a high percentage of elderly  
23 persons and people with disabilities. There are  
24 multiple trip hazards, and, again, it's an area  
25 that's highly used by RIPTA bus users.

1           The third project that I'd like to discuss  
2 is the bike path extension, which is TIP ID Number  
3 5271. This project was first submitted to DOT by  
4 the Town of Warren in 1983. The feasibility study  
5 for the project was completed in 1997, and the  
6 first segment was constructed in -- finished  
7 construction in July of 2009. This project will  
8 connect the Kickemuit Middle School and Hugh Cole  
9 School to the most densely populated areas of  
10 town, and further the goals of safe routes to  
11 school.

12           It would connect Eastern Warren to the  
13 East Bay bike path, and it would also create  
14 potential connections to bike paths in  
15 Massachusetts as part of the overall plan for the  
16 Providence to Provincetown Bike Path. It would  
17 divert bicycle traffic off of Child Street and  
18 Route 103, which is not suitable for bicycle  
19 traffic. Just last month, a study was completed  
20 by students at Roger Williams University, and they  
21 assessed feasibility of certain aspects of the  
22 plan, and now is the time to act and to move  
23 forward on implementation. So, again, we would  
24 ask that this project is moved from the program  
25 year 2022 two to a more current year.

1           The last thing that I'd like to speak  
2 about it ID Number 1409, which is Metacom Avenue,  
3 Market Street. The program year is 2023 and 2024.  
4 Again, this is an urban principle arterial roadway  
5 with approximately 24,000 average daily trips.  
6 This area was identified by statewide planning in  
7 2003 as an area in need of improvement. A  
8 corridor plan was completed in 2012 through the  
9 statewide planning challenge grant program. In  
10 the plan, a high number of points of conflict were  
11 identified and a number of remediation actions  
12 were recommended. One of the vital parts of this  
13 project is to create handicap accessibility and to  
14 fill in the areas with no sidewalks that exist  
15 today.

16           So, in conclusion, I would like to say  
17 that we're here to be partners with you. The Town  
18 of Warren looks forward to working with DOT and to  
19 working with all state agencies in an effort to  
20 get these projects done as quickly and  
21 expeditiously as possible, and we are here to help  
22 and to share any information that we may have so  
23 that we cannot duplicate effort and we can move  
24 forward with getting these projects constructed.  
25 I have packet for the TAC members. Thank you.

1 MR. RHODES: Thank you very much, Kate.

2 CHAIRWOMAN SHOCKET: Peter Roberts?

3 MR. ROBERTS: My name is Peter Roberts. I  
4 live at 80 Ormerod Avenue in the Town of  
5 Portsmouth. I was at the town hall meeting last  
6 -- I mean, Monday night, and they mentioned this  
7 was going on. It's my first time here. But at  
8 the town hall meeting one time, we had  
9 representatives come in and explain things. They  
10 did talk about the intersection that I come out of  
11 on Park Avenue onto East Main Road, they're going  
12 to change the intersection, and there was  
13 absolutely no reason to change it.

14 As you come up to it, there's a right-hand  
15 turn that takes you down the hill. You don't have  
16 to go through the light. When you come out of  
17 there, the only people that stop at that light are  
18 the people going south down East Main Road. If  
19 you want to go north, there's an exit that goes  
20 out; you do not use the light. And they were  
21 going to change it all. There is no problem with  
22 that intersection. They said that there was a lot  
23 of speeding there and tickets and accidents.  
24 After I got down and sat down, the police chief in  
25 Portsmouth got up and said, "No, there are no

1 accidents. There is no speeding, and there is no  
2 problem with this intersection," but they want to  
3 change it.

4           So what I ask is: Why don't we fix East  
5 Main Road and West Main Road and leave everything  
6 else alone? There was another problem here. When  
7 you go on Chase Lane, which goes to the post  
8 office and stuff, they want to dead-end it right  
9 there so you can't use it. When you come up this  
10 hill, you can turn down that road and go right to  
11 the post office. There's a medical facility  
12 there. There's a few law offices, and it makes it  
13 a lot easier to go to the post office, but they  
14 want to stop it. What they said is because the  
15 runoff that comes off that street goes down the  
16 hill.

17           I got up, and I pointed it out to them.  
18 The runoff cannot come off that street. It is  
19 higher than the intersection. And I went over  
20 there with laser lights and measured it. From the  
21 side of Chase lane, it is 3 inches higher, so  
22 water cannot go off the edge. So the people who  
23 said they did this study did not do the study,  
24 because they were wrong. That water won't run  
25 down the hill, and that is very important to

1 people who want to go to the post office.

2 Otherwise, you've got to go out, wait for the  
3 light or anything else; you go down and turn in  
4 another road to go to the post office.

5 This is inconvenient. I'm 68 years old,  
6 and I have never had a problem at this  
7 intersection, never once. There's no reason to  
8 change it, and they want to make it so it's one  
9 road going in and one road coming out, and we have  
10 these extra entrances that save a lot of time. It  
11 doesn't need to be done. Another thing, they're  
12 going to put a rotary in where the turnpike comes  
13 into East Main Road, which I pointed out at that  
14 meeting. I sat there in the lawn chair and filmed  
15 it -- and filmed in a one-hour period, twelve  
16 people ran that red light because when the light  
17 is changing, they hurried up through it, okay.  
18 And if you are going to run through a red light --  
19 at rotaries, there's own a caution sign or a yield  
20 sign. Nobody is going to stop. That is very  
21 dangerous.

22 Another thing, as you go up this hill,  
23 Quaker Hill it's called, there's an assisted  
24 living place at the bottom of the hill. They just  
25 put a crosswalk in there, but what they need is a

1 light for handicap people to be able to go across  
2 in their wheelchairs or walkers. And I said the  
3 same thing. About halfway up the hill, there's  
4 another assisted living place. They have no way  
5 to cross that road, and they need a light. At the  
6 top of the hill, right at town hall, there's  
7 another assisted living house in the Old Anthony  
8 School that people have trouble getting across  
9 there to get across the street and everything. I  
10 asked about a light there.

11           When I went out in the hall to talk to the  
12 person who presented this at the thing, he said it  
13 would be a waste of time to put it there because  
14 nobody would notice the red light. So,  
15 personally, I said to him, "Are you a moron?  
16 Because, yes, they will." And the problem that  
17 it's not there is because nobody has ever put it  
18 there. These people get off the bus on the far  
19 side of the road when they're coming back, and  
20 they can't get across the road. They start out on  
21 the road, and people don't stop. They need a  
22 light there. These things need to be done, and  
23 our town council did address this at the meeting  
24 on Monday about -- they have asked that nothing be  
25 done until all the roads are fixed.

1           Now, I have a pickup truck. My wife has a  
2 van. One of my daughter has a Ford Taurus, the  
3 other one has a Mercury Sable. Everyone of these  
4 vehicles, two times now, have had struts put in,  
5 tie-rod ends and ball joints and everything else  
6 because when you're driving down these roads, you  
7 are going down in these holes. Yes, they fill the  
8 holes. Within three months, that stuff is coming  
9 back out of the holes. By the time the season  
10 ends, you have holes this deep, and what happens a  
11 lot too when you're going down the road, people  
12 will swerve out because they know there's a hole,  
13 and they cut people off. This is very dangerous.

14           East Main Road and West Main Road are a  
15 disaster, and they need to be fixed before anybody  
16 goes in and puts rotaries in and changes  
17 intersections because there's no sense to that.  
18 And I did bring up at the meeting, and I'm not  
19 hiding this, that the only reason they're doing  
20 this is because somebody wants to sign that and  
21 say, "I designed that." It's not needed. Let's  
22 fix the roads. Now, we know the way the roads  
23 are; it's not your fault. It's because our  
24 government spent the money on other things and  
25 wouldn't spend on it what they should have. But

1 we really need to concentrate on getting the  
2 safety part of this done and especially anywhere  
3 where they need a crosswalk. Is that five  
4 minutes?

5 CHAIRWOMAN SHOCKET: Yes.

6 MR. ROBERTS: All right. Thank you very  
7 much. I can come back up in a little while;  
8 right?

9 CHAIRWOMAN SHOCKET: Yes, at the end of  
10 the comment period for the individuals, you can  
11 come back.

12 MR. ROBERTS: Thank you.

13 CHAIRWOMAN SHOCKET: James Leffers.

14 MR. LEFFERS: James Leffers  
15 (L-e-f-f-e-r-s). I'm here in my capacity as a  
16 volunteer member for the Town of Warren Planning  
17 Board. I specifically want to talk about one  
18 element that Mr. DePasquale and Ms. Michaud  
19 mentioned, which is the building of the bridge  
20 across the Kickemuit River for the Warren bike  
21 path. So, historically, there's a three-quarter  
22 mile section of bike path that's east to west. It  
23 begins at a local road called Long Lane, which is  
24 rural, and it ends at the Kickemuit River in town.

25 Our town geographically is basically

1 divided by the Kickemuit River and waterways north  
2 of that and wetlands north of that. So there's  
3 one main east/west road that traffic goes on to  
4 link East Warren with West Warren, and that's  
5 Child Street, a state road. So, I'm an avid  
6 bicyclist, and I want to bicycle from my home into  
7 -- connecting up to the East Bay bike path, I have  
8 to travel down Child Street. The road marker on  
9 Child Street, the white line marker that would be  
10 on your right side when you're travelling either  
11 direction, has about 6 inches to the curb either  
12 way.

13           So it's a high-risk way to travel, but  
14 it's the only way to travel. So it's been a plan  
15 of the town to build a bridge across the Kickemuit  
16 River, specifically the bike path pedestrian  
17 combined use path that would then link up the  
18 Warren bike path to the East Bay bike path, and  
19 the critical element of that is the building of  
20 the bridge. Not only does it enhance the  
21 bicyclists that want to have a safe route from  
22 east to west and west to east, but it also, as has  
23 been mentioned, provides a safe route to school.  
24 It also -- there's a senior center and a housing  
25 development for the elderly on the western side of

1 the Kickemuit River.

2           It would terrifically enhance the ability  
3 of those folks to have a safe off-road pedestrian  
4 way of traveling; or if they're bikers, as well,  
5 to use that. From that point, it would be  
6 eastbound. There's another element that then has  
7 to link that particular location to the East Bay  
8 bike path, but the critical element, as has been  
9 mentioned, is this building of this bridge. So my  
10 request would be -- that has a TIP target date of  
11 2022, and if there's any ability to move that up  
12 to an earlier implementation and build-out date,  
13 that would be wonderful for our town. Thank you  
14 very much.

15           CHAIRWOMAN SHOCKET: Thank you. Peter  
16 Brassard.

17           MR. BRASSARD: Thank you, Madam Chair. My  
18 name is Peter Brassard. I'm a member of the Rhode  
19 Island Association of Railroad Passengers. I want  
20 to commend the TAC for including and prioritizing  
21 the Pawtucket/Central Falls train station. Given  
22 that the lead time for train station development  
23 is often 10 to 15 years, I ask the TAC to include  
24 an allocation for a preliminary study for other  
25 infill train stations as station locations. Also,

1 due to the time involved with developing and  
2 implementing train stations, I suggest that the  
3 TAC include multiple train station proposals  
4 concurrently.

5           Beyond the cost of the train station  
6 during the design of construction period, once  
7 they're built, an infill station has minimal added  
8 cost to the state, since trains are already  
9 passing by on scheduled timetable where they can  
10 stop at these new stations. Possible station  
11 locations could be Cranston, Olneyville and East  
12 Greenwich, although there would be others which  
13 are within walkable urban or town center  
14 locations. These three stations would help  
15 develop local and also state economies and, you  
16 know, really help to develop the system, which is  
17 still kind of in its infancy as far as computer  
18 rail and train service.

19           Please consider adding these or another  
20 grouping of urban infill train stations with the  
21 TIP. I appreciate you hearing me and thank you.

22           CHAIRWOMAN SHOCKET: Bonnie Nickerson?

23           MS. NICKERSON: My name is Bonnie  
24 Nickerson. I'm the planning director for the City  
25 of Providence. We've submitted a formal letter

1 from Mayor Elorza, and I just wanted to highlight  
2 a few of the comments that we'd like to offer on  
3 behalf of the City of Providence. First is the  
4 Dudley Street connector. This is a project that  
5 the City of Providence is requesting be put on  
6 hold and further discussion take place between  
7 RIDOT, the City of Providence, and RIPTA to  
8 determine how this project can better advance the  
9 downtown enhanced bus corridor that we heard a bit  
10 about from RIPTA tonight, and to see if there's an  
11 opportunity to reduce the \$3 million budget in  
12 order to allocate funding to one of the other  
13 higher priority projects that the city has  
14 requested.

15           The second project I want to mention is  
16 the Allens Avenue arterial traffic signal  
17 improvements. This was a low priority for the  
18 City of Providence, but it has been allocated in  
19 years 2019 to 2020. So the city is requesting  
20 that we put this project on hold and that \$3.2  
21 million of funding for the project be allocated  
22 for a higher priority project that's been  
23 identified by the city. The next project I want  
24 to highlight is a new project that we submitted  
25 called City Walk. City Walk is a really

1 interesting project that includes streetscape  
2 enhancements throughout the city linking India  
3 Point Park to Roger Williams Park.

4 It did receive funding in the STIP for  
5 \$1.8 million for the years 2017 to 2018, which is  
6 fantastic. I want to highlight that there's an  
7 Elmwood Avenue and Broad Street Bridge Replacement  
8 Project that includes those two bridges near Roger  
9 Williams Park. So our request is that the  
10 allocation for that bridge replacement project  
11 include improvements to make those bridges more  
12 safe and attractive for pedestrians and bicyclists  
13 to enhance the City Walk project that has a  
14 separate allocation in the TIP.

15 The next project was a project we  
16 submitted called the Downtown Overpass Enhancement  
17 Project that was not allocated funding through the  
18 TIP. However, RIDOT has indicated that many of  
19 the elements that we included in that project will  
20 be covered in a different bridge project that they  
21 have identified \$11.5 million of funding in the  
22 years 2018 to 2020.

23 So our request tonight is that the  
24 elements of that overpass project that we  
25 submitted be included in that scope of work again

1 for that bridgework that is going to be funded.  
2 And we'd like to start those conversations with  
3 RIDOT as soon as possible to start to generate  
4 ideas of how to make those overpasses over 95,  
5 again, safer and more attractive for both  
6 pedestrians and bicyclists. So those are the  
7 overpasses that cover 95 through the downtown.

8           The Exchange Street Sidewalk Widening  
9 Project is a very important project for the city.  
10 It's been allocated \$3.13 million in the years  
11 2021 to 2023, and we're requesting that this be  
12 moved up to an earlier date. This project is  
13 really critically important because it connects  
14 the planned Providence inter-modal hub at  
15 Providence Station with Kennedy Plaza. That is  
16 the key pedestrian quarter linking the two. So  
17 those improvements really need to be aligned with  
18 the timing for the implementation of the  
19 Providence inter-modal hub which RIDOT is planning  
20 to advance much earlier than the date of these  
21 improvements.

22           Next, I'd like to highlight the  
23 Woonasquatucket Greenway Quarter Enhancement.  
24 There has been funding allocated to this project,  
25 but we'd like to move it up earlier than the

1 scheduled 2021 to 2025. There's lots of other  
2 critically important projects to the City of  
3 Providence, but I'm running out of time. So I  
4 promised my colleagues at DPW that I would  
5 specifically highlight eight bridges that are in  
6 critical condition and that we believe are going  
7 to see further load restrictions prior to the  
8 planned reconstruction date. So I just wanted to  
9 quickly go over which bridges those are.

10 The Manton over the Woonasquatucket. The  
11 Hawkins Street Bridge over the West River.  
12 Exchange Street Bridge over the Woonasquatucket.  
13 Orms Street Bridge over the Railroad. Park Street  
14 over the Woonasquatucket. West River Street  
15 Bridge over the West River. The Veazie Street  
16 Bridge over the West River and Delaney Street  
17 Bridge over the Woonasquatucket River.

18 Thanks very much for your cooperation, and  
19 we really appreciate the opportunity to provide  
20 these comments. Thank you for your partnership to  
21 improve the City of Providence. We appreciate it.  
22 Thank you.

23 CHAIRWOMAN SHOCKET: Thank you. Justin  
24 Boyan.

25 MR. BOYAN: My name is Justin Boyan

1 (B-o-y-a-n). I'm just going to speak briefly in  
2 support of bike infrastructure. What brought me  
3 here was just skimming the lengthy TIP and  
4 observing that anything related to Providence  
5 bicycle infrastructure is sort of deferred until  
6 2023. And as the parent of two daughters who bike  
7 to school in Providence, that concerns me because  
8 their route is not super safe. I also bike from  
9 the East Side to downtown and back. Well, if  
10 you've tried to bike around here, you've probably  
11 noticed it's not super safe for us.

12 So I'd like to encourage earlier funding  
13 for bike infrastructure that isn't strictly  
14 recreational, but is more an actual transportation  
15 alternative for people who are getting home to  
16 work or from -- you know, to do shopping or to get  
17 to school. I just want to briefly rhapsodize  
18 about the seven months I spent in the Netherlands  
19 in 2011, which if any of you have been there --  
20 well, if you haven't, you should go and just see  
21 what a difference it makes in a culture when the  
22 society is set up so that biking is actually safe.  
23 It's a whole different way of thinking when, you  
24 know, people are doing their grocery shopping by  
25 bike, and everybody is taking their kids to school

1 by bike.

2           It's, you know, a way of designing  
3 transportation where there's a separate place for  
4 the bikes to go that's protected from the cars.  
5 It's more like a an extension of the sidewalk than  
6 an extension of the road, and it's not only in  
7 Amsterdam; it's throughout the smaller towns in  
8 the Netherlands and now across Northern Europe.  
9 So, I feel like they're 20 or 30 years ahead of  
10 us, but if we sort of put our mind to trying to  
11 replicate, really, the higher standard of living  
12 that they have in those places -- because they're  
13 able to get from place to place, you know, without  
14 using gas and without polluting and without  
15 traffic -- that it will make Rhode Island a much  
16 better place to live. Thank you.

17           CHAIRWOMAN SHOCKET: Thank you. Brian  
18 Bishop.

19           MR. BISHOP: Thanks. I'm going to speak  
20 mostly to the amendments, since they seem to be  
21 moving at relatively great neck speed. In these  
22 public hearings, obviously, if you're going to  
23 make a recommendation tonight, I really almost --  
24 you know, a last gasp, while I never really expect  
25 to have much effect on the outcome, at least, I

1 think, I should speak to them at this point. In  
2 particular, I'm concerned about - while it's been  
3 -- I appreciate the explanation that there's been  
4 a change in asset management philosophy and  
5 approach that requires some of these amendments, I  
6 can't possibly see the probity in placing \$200  
7 million for the 6/10 connect project, which the  
8 design is not complete. And DOT has said the  
9 design really needs to come back to Rhode Island.

10           It's rushing forward for other, I think,  
11 absurd reasons to get federal grants and so forth,  
12 so that we have the cart completely before the  
13 horse with this project. And I understand the  
14 frustration. There was someone here who said  
15 we've a project on the books for 10 or 15 years  
16 tonight, and, of course, I know that people in DOT  
17 know that that project has been on the books for  
18 thirty years, some-odd. I mean, I don't celebrate  
19 that, and I don't think that it sat there because  
20 there are a bunch of people here, you know,  
21 protesting the nature of what the 6/10 connector  
22 was. It has given us an at opportunity to  
23 re-examine that, and I don't celebrate the time it  
24 took.

25           If that had been rebuilt 20 years ago, we

1 wouldn't be talking about it. We are. I didn't  
2 try to obstruct that 20 years ago. I have  
3 absolutely nothing against cars, but I do think  
4 good ideas have been brought forward, and I am  
5 concerned two-fold. One is, there's talk about  
6 actually issuing the bonds this fall for a couple  
7 of hundred million dollars on a project, and we  
8 don't even have a project yet. I mean, last I  
9 knew, that would be effectively a re-look at how  
10 we go about bonding in Rhode Island. And I  
11 thought that revenue and DOA would -- maybe you've  
12 already had comments on that. I haven't been to  
13 every meeting, so I can't say. It's very  
14 concerning.

15 I mean that funding may belong in out  
16 years. It may even belong with some more directed  
17 money, you know, in those out years that are  
18 fiscally constrained, i.e. the nearer portion of  
19 the TIP you're hearing, but I cannot see putting  
20 them in there. And having them in those others,  
21 personally, I can't see how this has anything to  
22 do with a grant application on the project. And,  
23 additionally, it wasn't mentioned. It's a much  
24 smaller amount. Only 30 some-odd million is also  
25 in this TIP amendment for the toll gantries coming

1 from the GARVEE bonds again. And, you know, I  
2 concede that the legislatures, you know, did pass  
3 some legislation.

4 Last I knew, it was DOT's opinion that the  
5 most -- and this is a clairvoyant moment -- the  
6 most practical thing to do would be to put up the  
7 gantry that we already own and let some litigation  
8 happen in order to see if this is the route down  
9 which we want to go. And I actually think these  
10 two comments are very closely linked because  
11 although the GARVEE bonds are not toll money, and  
12 money is fungible, the cost of the proposed ideas  
13 for renovating the 6/10 or rebuilding the 6/10  
14 were really driving the idea that the extra in a  
15 different approach to funding, including the  
16 tolling, was necessary.

17 So, I think where the 6/10 connector, a  
18 full rebuild was used as a reason to approach  
19 funding that way, and where we're not even sure at  
20 this point of the constitutionality of that  
21 funding, it's inappropriate for those items to be  
22 GARVEE bonded at this point, especially in the  
23 2016 amendment. Now, if somebody -- if some great  
24 fiscal wizards have said, you know, interest rates  
25 are going up, I think it's relatively marginal.

1 It means we'd be paying for the money while we're  
2 not using it, and forgive my cynicism for thinking  
3 that having that amount of money sitting around  
4 when it's not ready to be spent is not a really  
5 good idea.

6 And this actually relates, with all due  
7 respect to folks who think that Wickford could be,  
8 you know, the second coming of transportation or  
9 something, you know, I cannot look at the Wickford  
10 train station as an asset. I look at it as an  
11 embarrassment. It's evidence of what happens when  
12 we spend on infrastructure instead of it service.  
13 And the -- I was not here to try and lie in front  
14 of those bulldozers, so, you know, I'm as much to  
15 blame as anyone else that we own an expensive  
16 train station to which relatively few trains and  
17 relatively few customers go.

18 I bring this up because, at least  
19 semantically, that appears to be on page 87 of the  
20 TIP amendments what we're doing with the so-called  
21 Travel Center, which is being put forward as a  
22 transit hub. Huh, who knew? Now, I am not a big  
23 transit advocate, but, you know, I have to say  
24 that -- you know, I feel that when projects are  
25 improperly premised or when they somehow are said

1 to be -- am I time out?

2 CHAIRWOMAN SHOCKET: Yes.

3 THE WITNESS: Oh, okay. That's fine.  
4 I'll be back.

5 CHAIRWOMAN SHOCKET: Grant Dulgarian.

6 MR. DULGARIAN: Grant Dulgarian  
7 (D-u-l-g-a-r-i-a-n). A few things: One, the 6/10  
8 connector. \$800 million for a 6/10 connector is  
9 amazing to me. And before we even think about  
10 spending any of that money, we need to really sit  
11 down and try to determine what makes sense. I'm a  
12 data-driven individual. I'd like to see some  
13 data. I remember, as a kid growing up, there was  
14 no connection, and there was no massive traffic  
15 jam that there exists now on 6/10 as you're  
16 approaching 95, whether it's north, south. If you  
17 want to get off the Convention Center exit, it's  
18 amazing. And it's amazing throughout the day.  
19 It's not, like, isolated morning or afternoon.  
20 No, it's continuously slow. I don't know if we  
21 have data from before we built this, but it would  
22 be -- I perhaps might be instructive to look and  
23 see what's going on -- what went on then as  
24 opposed to what's go on now.

25 I say that because a few years ago, we

1 replaced the Union Avenue Bridge that overpasses  
2 Route 10. And it didn't seem like it was that big  
3 a deal in terms of traffic volume before they  
4 replaced it. And, so, they replaced it by  
5 actually shutting it down for the better part of  
6 two years, and it had on/off ramps going both  
7 north and south, and replaced the bridge. The  
8 bridge is now back, and the traffic that uses that  
9 is amazing. I'm saying, "Wow, where did all this  
10 traffic come from, and where were they before?"

11 So I figure you have the data on that, and  
12 I would be very interested in knowing what the  
13 data was before the bridge replacement and what  
14 the data was during replacement and the  
15 surrounding on and off ramps and what the data is  
16 now. That might inform us as to what we ought to  
17 be looking at and thinking about when it comes to  
18 the 6/10 connector. I say that because it's right  
19 next door. So, that's number one. Number two,  
20 when we were talking about spending \$100 million  
21 for a 1.6 mile rail line, I could not believe  
22 anybody thought that was a bright idea.

23 Anyone who thought that was a bright idea  
24 to me, you know, I couldn't trust anymore. I  
25 remember reading in the Boston Globe or the Wall

1 Street Journal some -- for a distance of a lot  
2 more miles and a lot less cost were doing a rail  
3 line, and I am saying, "Why is this costing so  
4 much for such a short amount of distance?" Well,  
5 that's gone away because not enough folks bought  
6 into that, thankfully. We wonder why Rhode Island  
7 is in economic doldrums is because we spend money  
8 on stuff we shouldn't be spending on.

9           When we were talking about 195, and we  
10 could have added a lane in each direction in the  
11 same location for a fraction of the amount of  
12 relocating it in a new location, but which did we  
13 pick? We picked the relocation and it cost even  
14 more than they said it was going to cost at the  
15 public hearings when they were first discussing  
16 it. But the answer was, "Oh, it's going to uncap  
17 land for the development. "That's good." People  
18 are going to be waiting in line to develop this  
19 land it's so valuable, so important, and so it's  
20 worth all this extra amount of money. Well, what  
21 happened? We did it. We spent it, and nobody  
22 waited in line. Now we're giving tax incentives  
23 for people to go there. Very distressing.

24           So we're now down to 17 million for an  
25 enhanced bus, whatever we're talking about, and

1 according to what I heard tonight we're talking  
2 about running six different bus lines in and out  
3 of this extending whatever. My thought is this,  
4 two thoughts: One, the Route 6, which is the  
5 Roger Williams Park or Avenue, Rhode Island  
6 Hospital and the Route 49, which is the Camp  
7 Street. Marry those two together; have it run the  
8 route that we're talking about; do a lot of  
9 promotion, and see what kind of ridership we get  
10 before we invest any money in doing all these in  
11 the ground investments because we need some data.  
12 We need to know what's going on before we spend  
13 millions and millions of dollars. I'll be back.  
14 Thank you.

15 CHAIRWOMAN SHOCKET: Thank you. Are there  
16 any registered speakers who would like to make  
17 supplemental comments?

18 MR. RHODES: Mr. Roberts, I think you were  
19 first, if there's anything else you'd like to say?

20 MR. ROBERTS: Peter Roberts, again. 80  
21 Omerod Avenue, Portsmouth, Rhode Island. I want  
22 to begin where I ended off talking about my  
23 vehicles. On my van, the rims cost \$500 apiece.  
24 Two had to be replaced both on the right-hand side  
25 of the car because of the bumps. I believe the

1 state only gives you \$350. My van cost \$2,600 to  
2 have everything repaired, and I did not get the  
3 rims that were on it before. I went to a junkyard  
4 and got old ones. The Sable was around \$1,700 and  
5 the Taurus was around \$1,500. That's what it cost  
6 to keep these cars going, and this is the second  
7 time two of the cars had to be done in eight years  
8 because of the roads.

9 Another thing, Turnpike Avenue, which goes  
10 to the Mt. Hope Bridge, was resurfaced. I went  
11 down that road and filmed the whole road when they  
12 said they were going to do that. There was not  
13 one pothole on that road, not one. There were  
14 cracks in the road that they had filled with the  
15 tar. They resurfaced that road. Right at the end  
16 of that road is Sprague Street that goes across to  
17 East Main Road, and it's like a washboard going  
18 across there. I mean, terrible. It's a state  
19 road. They never did a thing to it, and it's not  
20 that long. But they resurfaced a road that had  
21 nothing wrong with it, and East Main and West Main  
22 Road have more potholes than you can imagine, and  
23 they fixed a road that had nothing wrong it.

24 If you go down by Boyd's Lane and head  
25 south on East Main Road 'til you get to Turnpike,

1 they changed the lanes on that road. You can  
2 still see the old lines in it. They never  
3 resurfaced that road. When you get to the end of  
4 Bristol Ferry Road and turn right onto West Main  
5 Road, they changes the lines in that. As you  
6 drive down that, you can still see some of the old  
7 lines, and you can see the little squares in the  
8 road where the reflectors used to be. They never  
9 recovered that, but, yet, they did Turnpike  
10 Avenue.

11           Then I found out there's a few people  
12 involved with government that live on that road,  
13 and believe me, I believe that kind of thing  
14 happens in Rhode Island. And as far as bridges  
15 go, they're putting tolls on trucks. If you go to  
16 bridges during the rush hours in the morning and  
17 the evening, the amount of cars that's on those  
18 bridges, the trucks don't even come close to them,  
19 don't come close. That weight is far more than  
20 any trucks on the bridge. The weight of the  
21 trucks are not hurting those bridges.

22           If you look at everything, especially what  
23 they show you on TV, or go to the old Sakonnet  
24 River Bridge, it's all because of the rust and the  
25 age. It had nothing to do with the weight.

1 They're going after tolls, they want tolls,  
2 because the state keeps spending money on the  
3 wrong things, and it even goes with the lottery.  
4 They don't spend it on schools, they spend it on  
5 other things. We need to get everything  
6 straightened out here and get it done right  
7 because when they first built the Mt. Hope Bridge  
8 -- excuse me, the Pell Bridge, Newport Bridge,  
9 every year they went along underneath of that and  
10 sandblasted it and painted it. There was never  
11 going to be any trouble when they did it this way.  
12 Then, all of a sudden, they quit doing that, and  
13 the rust builds up under the paint. You don't see  
14 it.

15           Every now and then, you'll see a section  
16 fall that's three feet long or something because  
17 the rust has let it go. That's the problem with  
18 them, they haven't kept the maintenance up. And,  
19 on the news, you'll see the pictures of the  
20 different overpasses and stuff. The stuff that's  
21 falling off is the old concrete because it's so  
22 old. It's on the handrails and everything else.  
23 It's not because of the weight; it's because it is  
24 not being taken care of. So we don't need the  
25 tolls. We need to just start taking care of

1 things. And I honestly believe, you toll the  
2 trucks, the next that's coming is the cars,  
3 because I was involved in "no tolls" on the  
4 Sakonnet River Bridge.

5 That was one of the biggest jokes in the  
6 world, too, all right. And you go on the Tiverton  
7 side, and you were down under the bridge. Every  
8 sidewalk is brand new. Every street was redone.  
9 You go on the Portsmouth side, none of them were  
10 done. The overpass you go over that Anthony Road  
11 road goes under, you can watch the rain coming  
12 through it in the wet weather, which means ever  
13 since they did this, and they never repaired that,  
14 that means in the wintertime that moisture gets in  
15 there, and it's cracking more and more. But, yet,  
16 they did everything on the other side of the  
17 river. They didn't do anything on the Portsmouth  
18 side.

19 Here they are coming in and wanting to put  
20 rotaries and change intersections instead of  
21 fixing the roads. Let's get the roads fixed  
22 before you think about anything else because it's  
23 tearing our automobiles up and causing lots of  
24 problems. I'm a disabled veteran. I cannot  
25 afford having four cars that I've got to pay for

1 to fix and have my kids in school. I need the  
2 roads fixed so we can rely on our vehicles and not  
3 worry about accidents. My wife is driving on East  
4 Main Road right near Stub Toe Lane, and the  
5 tie-rod come off on the car. That scared her to  
6 death. Now, she did hang onto the steering wheel  
7 and was able to stop, but if you ever think about  
8 -- okay, but you lose your steering, think about  
9 that, and there's only one reason it happened,  
10 because of the potholes.

11 CHAIRWOMAN SHOCKET: Thank you. Any other  
12 registered speakers who wish to make supplemental  
13 comments? Brian Bishop.

14 MR. BISHOP: Okay. That always reminds me  
15 of blazing saddles. So we left off at the welcome  
16 center which is now a transit hub, and I don't  
17 know that that designation has really changed  
18 much, what anybody thinks it will cost, but I just  
19 want to point out at a time when we're moving the  
20 commuter bus parking over to Wickford, you know,  
21 just to -- so there's a few people there at the  
22 train station taking the buses -- that we have a  
23 commuter parking lot in Westerly, it's already  
24 paid for, you know, and what I don't see and --  
25 well, I say Westerly; that's really Ashaway.

1           In meeting with the people in Ashaway who  
2 kind of wonder how anybody got the idea that they  
3 all thought this was a good idea, apparently,  
4 somebody sent a letter along with the TIGER grant  
5 that it was, but they're not really clear on how  
6 that happened, and they're a little confused  
7 because, of course, they thought the transit hub  
8 meant they were going to get a lot more transit.  
9 So they thought that was an upside to this. I  
10 mean, where's the service that goes with that? I  
11 mean, is there something that -- and I am not  
12 begging for that, but I'm saying, "Look, does that  
13 mean you're going to run buses up out of Westerly  
14 to the thing, or does it really mean you're just  
15 going to take the relatively paltry, you know,  
16 modestly effective commuter rail parking service  
17 that we already have, and the parking lot is  
18 already paid for, and stick it in a highway plaza  
19 and call it a transit hub?

20           When the priorities at Westerly, you know,  
21 which again, I think, are fadingly far off, but I  
22 would say transit-wise are how to improve on the  
23 results on commuter rail and for themselves to be  
24 reached in that way. And, so, I think it -- you  
25 know, what possible interest there could have been

1 semantically in putting this under transit capital  
2 spending, I can't imagine when we're talking --  
3 look, it's a welcome center. The people who are  
4 welcoming are not the commuters coming home.  
5 Maybe we're being nice to them; maybe we're glad  
6 they're there; but, you know, it's supposed to be  
7 a welcome center to enter the state.

8 I mean, I don't do that as a transit  
9 project. I don't think people are going to drive  
10 from New York City to park there to get on a bus  
11 to go to Providence. And, another thing that I  
12 have a problem within this designation aside from  
13 the fact that I think there's really not --  
14 there's not the support for the scale of endeavor  
15 there. It appears, in a sense, to pay for it and  
16 to make the thing operate, that the state wants  
17 to, you know, wants to kind of compete with truck  
18 stops and gas stations and food in South County to  
19 make this into something. I don't think anybody  
20 thinks it's a bad idea to have a modest welcoming  
21 center. It's certainly not necessary.

22 Everybody is running around with their  
23 iPhones these days. It's not necessary to have it  
24 to, like, pass out little tourist pamphlets, but  
25 it could still be a piece of the gateway to the

1 state. But, as you can see, it competes with  
2 private businesses ranging from right where I live  
3 at Exit 5, right on down to the state line, and of  
4 course, it will be a tax-free facility. So I  
5 think the idea of kind of making -- this idea has  
6 gotten grander than it ought to.

7           And then to top matters off, I think it's  
8 not a semantic that the line item for the state's  
9 share comes out of the Bridge and Highway  
10 Maintenance Fund. How is building a welcome  
11 center part of bridge and highway maintenance? I  
12 mean, this is why we're having the argument about  
13 how to fund our roads because any time that  
14 something comes along that somebody wants to do,  
15 they take the money from fixing the roads, and  
16 they put it towards, you know, some splashy  
17 project.

18           So, finally, I have some serious actual  
19 and semantical problems with the way a number of  
20 these projects have been presented. And, finally,  
21 what I would like to say is, you know, I'm not at  
22 all here in many senses as a loud critic. I'm not  
23 here as a critic of highways or cars. I love  
24 highways and cars, and as much as I think the 6/10  
25 could be different, I'm not here saying, "Oh,

1 let's rip 95 out of Providence because it doesn't  
2 do South Providence a lot of good," because I  
3 think that part of transportation is  
4 psychological; not only whether there's  
5 congestion, but when people stand back, and they  
6 take a look at the state, can we get places?

7           The main -- one of the main  
8 disappointments I have is how we've got stuff to  
9 fix. If we're going to use tolls, I'd like to see  
10 them used for projects that have been tabled and  
11 never done. Since that is open, since the longer  
12 TIP is open, I'll submit that stuff in writing. I  
13 thank you for your time.

14           CHAIRWOMAN SHOCKET: Thank you. Are there  
15 any other registered speakers who wish to make  
16 additional comments?

17           MR. DULGARIAN: It would be nice -- seeing  
18 this is balloonist document -- a lot of stuff is  
19 in there, a lot of moving parts, that maybe once  
20 every two or three years, we revisit it. I'm not  
21 saying we're not going to revisit it for enough  
22 five or ten years. The time frame is a little too  
23 far out. Number two, you know, we did GARVEE  
24 bonds for five big projects a decade ago, a decade  
25 and a half ago. And then under Chafee, it was

1 decided that we were going to do pay as you go,  
2 and the way we were going to accomplish that was  
3 by raising the license fees, raising the  
4 registration fees, raising the inspection fees.

5 I just got a renewal for the registration.  
6 It went from 61.50 to 91.50. But then we were  
7 told last year that wasn't enough, we're going to  
8 have to borrow money again. And so we're  
9 borrowing more GARVEE. I'm saying to myself, "How  
10 much GARVEE can we borrow over what period of  
11 time?" Is the sky the limit? Is there a ceiling?  
12 I'm troubled by all this borrowing. And the  
13 argument is, "Well, we've got to do so much right  
14 away because if we wait, stuff will be in worse  
15 shape, and it will cost more."

16 So my question is that the stuff that is  
17 going to be deteriorating even more than it is now  
18 and cost us more than it will be now, maybe that's  
19 the stuff you ought to do first. And the stuff  
20 that's already deteriorated that we have to spend  
21 the full amount on, you ought to save that for  
22 later because it's not going to get any more  
23 expensive, and maybe we don't have to borrow as  
24 much money and spend as much on interest. The  
25 back -- so that was number three.

1           Number four, back when -- in the '70s, I  
2 remember that Federal Highway was doing some stuff  
3 down in Texas, looking at maintenance-free  
4 landscaping; what would work? What didn't work?  
5 Different climates, different soils. It made  
6 sense, and I haven't heard anything about that  
7 since, and yet we're still doing a lot of  
8 maintenance. It's been a third of a century;  
9 you'd think that we had this thing under control  
10 by now, and we could be doing this and save  
11 ourselves some money on the operating side.

12           Finally, traffic signalization. I can't  
13 believe that New York City can signalize their  
14 traffic lights, and we can't in Rhode Island. I  
15 have grown up in this state, and we haven't gotten  
16 any better at it in all the decades that I've  
17 lived in this state. Part of the problem is that  
18 we have two parallel transportation maintenance  
19 operations. We have the individual cities and  
20 towns, and we have the state. There isn't a lot  
21 of rhyme or reason because every so often the  
22 state legislation will pass a bill that says, "Oh  
23 we're going to add this to the state maintenance.  
24 This street to the state maintenance list," and so  
25 it grows like tumbleweed.

1           In any event, when it comes to traffic  
2 signalization, it's a little unclear who's in  
3 charge. Is it a state maintained road? Is the  
4 state in charge? If it's not a state maintained  
5 road, that means the state is not in charge? If  
6 there's an intersection, will the state maintain  
7 or the municipality maintain the road? Who's in  
8 charge? I don't know, but it would seem like  
9 something we ought to find out and figure out  
10 because that leads to traffic accidents, I'm sure,  
11 because people are so frustrated. They get a  
12 green light, but the next light in front of them  
13 is about to turn red. So it's very troubling. We  
14 ought to pay attention to that.

15           As part of that sort of 5A (sic), the  
16 Providence Water Supply Board has decided it's  
17 going to spend a huge amount of money to relocate  
18 their headquarters unnecessarily. At the same  
19 time, they're ripping up roads all over the place  
20 because they've got to do the Lead Replacement  
21 Program. Presumably, when they're done with that,  
22 they're responsible for making the road -- fixing  
23 the road back up again. The one jumps out at me  
24 is Reservoir Avenue in Cranston, which is a mess,  
25 and it's been a mess for a couple of years.

1 Providence Water was doing a lot of work on it  
2 last year. I don't see them around this year;  
3 maybe they're done. But Reservoir Avenue is still  
4 a mess.

5 I'd like to think that they're going to do  
6 that; they're going to make it whole again. But  
7 who's in charge of the traffic signals on  
8 Reservoir Avenue in Cranston, as an example. It's  
9 a state-maintained road, but Providence Water has  
10 been doing all this work, and the signals are not  
11 coordinated. That's a subset. That's an example  
12 of if Providence Water is going to be replacing a  
13 lot of lead pipes all over the place, there ought  
14 to be a coordination between Providence Water and  
15 DOT so that we can get this all done as  
16 efficiently and economically as possible. Thank  
17 you.

18 CHAIRWOMAN SHOCKET: Thank you. Is there  
19 anyone who is not registered that wishes to speak?

20 (NO RESPONSE)

21 CHAIRWOMAN SHOCKET: I'd like to close the  
22 public hearing at 8:06.

23 We are now going to go to the agenda as  
24 set. I don't think I need to call anybody to  
25 order. The first item on the agenda is an action

1 item for the approval of the April 21st, 2016  
2 minutes. Do I have a motion to approve them?

3 MR. FLAHERTY: So moved.

4 CHAIRWOMAN SHOCKET: Second?

5 MR. MONAGHAN: Second.

6 CHAIRWOMAN SHOCKET: Is there any  
7 discussion?

8 (NO RESPONSE)

9 CHAIRWOMAN SHOCKET: All in favor?

10 (UNANIMOUS VOTE)

11 CHAIRWOMAN SHOCKET: Opposed?

12 (NO RESPONSE)

13 CHAIRWOMAN SHOCKET: The second item on  
14 the agenda is a public comment on the agenda  
15 items, and, obviously, that does not include  
16 Amendment Number 7, which we've already had. So,  
17 is there anyone that wishes to speak about any  
18 other issues on the agenda?

19 (NO RESPONSE)

20 CHAIRWOMAN SHOCKET: Well, we might get  
21 out of here. The next item on the agenda is an  
22 actual action item. That is approval of the STIP  
23 2013-2016 Amendment Number 7, which we've been  
24 discussing. I would like a motion, a second and  
25 then discussion.

1 MR. WALKER: So moved.

2 CHAIRWOMAN SHOCKET: Second?

3 MS. BRADY: Second.

4 CHAIRWOMAN SHOCKET: Discussion? TAC?

5 MR. WALKER: Chair?

6 CHAIRWOMAN SHOCKET: Yes.

7 MR. WALKER: First, I'd like to reiterate  
8 what has been said in some of the other meetings  
9 in thanking the staff for the detail that we've  
10 got in front of us. In my years that I've been  
11 here, I don't think that I can say that the level  
12 of detail, the different ways that the material  
13 has been split and the updates on what's going on  
14 community by community to actually see that  
15 projects are moving along, or they're not, or  
16 they've been cancelled. I have to say I think  
17 this is the first time we've had this, which ends  
18 up being double-sided enough to weigh things down,  
19 but I think it's worth it.

20 I think that I'll give a lot of credit to  
21 Meredith and the work that she's done for going  
22 back and historically looking at where some of the  
23 gaps are to come up with how the funding came  
24 about being presented here in the '13 to '16 TIP  
25 Amendment, as well as Amy for the transit

1 component. But I've not seen where we've ever  
2 gone back and then come back to this body and  
3 said, "We didn't spend this money," or "We found  
4 this," or "It was unallocated, and we're going to  
5 put it on the table today."

6 So that's refreshing that we're actually  
7 going back and accounting for what their projects  
8 have been and what has been done with it or not  
9 done with it. So I'd like to commend the staff  
10 and the administration for doing that, as well as  
11 the Statewide Planning Program. And, last, but  
12 not least, I can't think Chelsea enough for her  
13 work in putting these tables together and being  
14 able to cut the data so that we could actually  
15 have it to use.

16 So, I also want to thank the staff for  
17 this summary because having it in our hands today  
18 instead of just getting a little bit of a  
19 narrative with being actually able to read what  
20 people said, again, I think is one of the first  
21 times we've had it in front of us from the  
22 afternoon session when we've met here at night,  
23 and it's nice to see what people are actually  
24 talking about for projects instead of  
25 generalities.

1           And then tonight to have almost two hours  
2 -- or an hour and a half of more public discourse,  
3 pro and con, I think is refreshing that people are  
4 still coming out, and they're still interested.  
5 So, I move the question because the detail that's  
6 behind it, and notwithstanding the comments that  
7 we've heard, I put forth a compelling case of why  
8 we should -- for the programming, the fiscal '16  
9 dollars, we should advance this tonight. And the  
10 6/10, to me, scares me a little bit. I drive on  
11 it every day, and I see the wood blocking.

12           I see that this project is about  
13 reconstructing bridges. And as we've had in the  
14 earlier meeting, I believe, and I would like to be  
15 corrected if I'm wrong, that the bigger project is  
16 still undefined. Jonathan, I remember, asked  
17 about "Where do we do that?" and "How do we talk  
18 about that?" That's not been discussed yet, so  
19 that's still to come. I look forward to those  
20 discussions, but if we can get those bridges  
21 started that a lot of us drive over both ways  
22 every day, to me, that's progress.

23           So, with that, thank you for the time, but  
24 also thank you to the staff for what we have  
25 before us tonight.

1 CHAIRWOMAN SHOCKET: Is there any other  
2 further discussion from members of the TAC?

3 MS. BRADY: I just wanted to note, so in  
4 front of you, you also have -- it's actually three  
5 pages. I've got a request to ask you all a favor.  
6 You've got a black and white, kind of like this  
7 with the lines. There should be two pages, not  
8 three. Your third page has to do with years going  
9 forward, not the '16 Amendment. So, if you would  
10 take your last page off and just don't confuse  
11 yourself and eliminate it, and follow along. I'm  
12 going to walk you through this amendment -- not  
13 amendment, but these changes. These are technical  
14 changes that you've made. Some of them actually  
15 answer some of the questions that were raised by  
16 people earlier today. So I would like to just  
17 walk you through it really quickly.

18 We have found in going through our FTA  
19 Fixed Guideway Funding that we had accidentally  
20 not included about half a million dollars, which  
21 is when you're looking at the Fixed Guideway  
22 Funding, that's significant. So we have now  
23 included that funding. That's on your first page.  
24 We also have included an earmark for the Trestle  
25 Trail Project, and this is all written and appears

1 in the record.

2 On your second page, you see a pretty  
3 substantial list of projects with revised project  
4 estimates. When we first put this program of  
5 projects together, we were putting these estimates  
6 together without necessarily project managers  
7 assigned and with our system very new, and we have  
8 since revised a number of the project estimates.  
9 In addition, we have a project on Route 102,  
10 Victory Highway, which was pointed out actually by  
11 a member of the TAC. The project is, in fact,  
12 complete.

13 The funding for that project has been  
14 removed, which has helped us out significantly in  
15 order to be able to increase the estimates of some  
16 of the other projects. And, for the most part,  
17 that generally takes care of the -- we also  
18 switched between available funding sources for a  
19 couple of projects. But, as I said, we're not  
20 adding any projects. These are all what I'll call  
21 technical corrections to what we originally  
22 submitted. And if there are any questions on  
23 those or anything else before us, I'm happy to  
24 help if I can.

25 CHAIRWOMAN SHOCKET: So we have a motion

1 on the floor for a second, and we've had  
2 discussion. Is there any further discussion?

3 MR. FLAHERTY: Madam Chair, thank you. I  
4 want to begin with a point of order. Looking at  
5 agenda item number 4, I thought that there was  
6 going to be TAC discussions before we went  
7 directly to a motion on item 5, but I'm fine with  
8 that. I'm happy to have that discussion now. It  
9 probably won't come as a surprise to the members  
10 of the TAC because we discussed at the April 21st  
11 meeting a concern that I raised about the use of  
12 public funds included in Amendment 7 for new  
13 highway ramps for Route 295.

14 Grow Smart has taken a formal position on  
15 that. In fact, I brought copies, and I'll just  
16 share with folks. You can pass it down. That  
17 outlines our concern more specifically. We don't  
18 believe that the use of these funds are consistent  
19 with our state guide plan. So, I was prepared to  
20 offer an alternate motion, but we have a motion on  
21 the table. So I'll just say that I'll be voting  
22 "no" for this motion and would be happy to offer  
23 an alternate motion if a sufficient number of  
24 people agree with that. Thank you.

25 CHAIRWOMAN SHOCKET: Any further

1 discussion? Dan, did you have something you  
2 wanted to -- I thought he raised his hand. I  
3 thought you had your hand raised for discussion.

4 MR. BAUDOIN: I did. I'm sorry, I don't  
5 know where we are. Did John make a motion?

6 CHAIRWOMAN SHOCKET: We're dealing with a  
7 motion, and we're going to be voting on that, and  
8 then he may have a supplemental motion.

9 MR. BAUDOIN: I'm okay.

10 CHAIRWOMAN SHOCKET: Everett?

11 MR. STUART: Everett Stuart. I just want  
12 to comment that I agree with John Flaherty on the  
13 Route 295 ramps aspect and the sprawl of that  
14 would induce into the whole area. I don't have a  
15 problem with the state providing financial  
16 assistance to keeping Citizens in the state, but  
17 at that location, it's not transit friendly.  
18 Urban freeways, part of the reasons they move  
19 slowly and they're clogged is because of the exits  
20 and on-ramps are so close together. The two  
21 existing ones at Route 44 and Route 6 are only  
22 about three miles apart. And, now, to accommodate  
23 one entity, we're going to put in one in the  
24 middle of that.

25 So between the land use patterns and the

1 sprawl that would induce, you know, all sorts of  
2 surrounding properties, not just as what Citizens  
3 is dealing with, I agree with John. I'm going to  
4 vote with John against this motion but based on  
5 that one reason.

6 CHAIRWOMAN SHOCKET: Any other comments?

7 Yes.

8 MS. FREEMAN: I want to share that I'm  
9 also planning on voting with John on this  
10 regarding the ramps. I have concerns about the  
11 location of a major employer like this outside of  
12 the urban center and the national friends by  
13 employers and employees who want to be in urban  
14 centers. I've just witnessed this with General  
15 Electric. I moved to Boston based on urban  
16 infrastructure, and to spend money supporting a  
17 relocation to an isolated campus like this doesn't  
18 make sense, and for the state to support it  
19 financially like this doesn't make sense. So I'm  
20 looking forward to hearing John's alternate  
21 motion.

22 CHAIRWOMAN SHOCKET: Yes?

23 MR. HARRIS: I will vote with Bari and  
24 Everett and John on this for the reasons stated.

25 CHAIRWOMAN SHOCKET: Michael?

1           MR. WALKER: It shouldn't come as a  
2 surprise that I have a different viewpoint about  
3 this. Citizens, as a corporate citizen in Rhode  
4 Island, have made a decision to retain 3,200 Rhode  
5 Island jobs in Rhode Island, and those folks, as  
6 reported in the Providence Journal back when the  
7 announcement was made, is reaching the end of a  
8 lease agreement that they currently have in  
9 Cranston, and they are looking to bring their  
10 folks from Cranston, as well as a couple of our  
11 suburban locations, to one consolidated place.

12           When this was announced, I anticipated  
13 that there would be some discourse about it and  
14 actually pulled out land use 2025, the executive  
15 summary, and took a look at the map that's  
16 included in land use 2025 that depicts the urban  
17 services boundary and found that this location is  
18 actually within the urban services boundary. As  
19 land use 2025 calls for, that's where we should be  
20 focusing our development along our interstate  
21 highway system and within that boundary, which  
22 this does.

23           I also find right now that that land is  
24 zoned, and there could be other developments  
25 taking place there. This is not protected land

1 that is prevented or protected from future  
2 development. In fact, it could become house lots  
3 tomorrow if Citizens were not going in there, and  
4 we could have housing developments all through  
5 that area as well. So there was a landowner who  
6 sold. There was a company that made a location  
7 decision for their business, and it's 3,200 other  
8 Rhode Islanders that are keeping their jobs in  
9 Rhode Island, and, for that reason, I support this  
10 project. That's why I moved the question the way  
11 it was.

12 CHAIRWOMAN SHOCKET: Any other comments?

13 MS. HAGGERTY: Given the controversial  
14 nature of the 295 component of Amendment 7, I'd  
15 like the TAC to consider potentially separating  
16 that out and moving forward the rest of Amendment  
17 7 without 295 and tabling that for further  
18 discussion after that vote, if possible.

19 CHAIRWOMAN SHOCKET: I think we need the  
20 approval of the original motion person to be able  
21 to separate it out.

22 MR. WALKER: I'd rather not. I'd rather  
23 have the motion stand as it is.

24 CHAIRWOMAN SHOCKET: Oh, I thought you  
25 wanted to separate it out.

1 MR. WALKER: No, not at all.

2 CHAIRWOMAN SHOCKET: Is there any further  
3 comment from any members of the TAC? Yes.

4 MR. BAUDOIN: Thank you. No one was more  
5 disappointed than me and others that they didn't  
6 locate in Downtown Providence, but I think they  
7 made a decision, and I understand the support to  
8 try to keep them in Rhode Island. I think it  
9 comes down -- not considering the land use  
10 elements, but when it comes down to the money, I  
11 think this project is a \$6 million project. I  
12 could be wrong, and Citizens was paying for half.  
13 Is that generally right?

14 MR. WALKER: Yes.

15 MR. BAUDOIN: My suggestion is that  
16 there's nowhere in the transportation field that  
17 gives property owners a windfall than to build a  
18 new interchange. In other states, you have  
19 transportation improvement districts, and in this  
20 case, there are other development sites around  
21 that will probably be developed because it's a new  
22 interchange. Why have a windfall go to the owners  
23 of those properties and create a transportation  
24 improvement district and at least try to recover  
25 back the money that the state is going to put

1 forward to build the interchange so that maybe it  
2 becomes a zero cost to the government, a zero cost  
3 to this program, which at least overcomes some of  
4 the objections, I think. That would be my idea.

5 Let's see if we can investigate creating a  
6 transportation district like they've done in  
7 probably about ten other states. Maybe we need  
8 state legislation, but I don't think RIDOT would  
9 oppose the concept of trying to recapture some of  
10 the value that is created when they build all new  
11 interchanges. But, you know, I can't vote against  
12 this. I think the whole thing is, you know, not  
13 great for Providence, not great for downtown, but,  
14 hey, it is what it is. They've made their  
15 decision, and if there's a way that we can do it  
16 without coming up with any money, let's figure it  
17 out that way.

18 CHAIRWOMAN SHOCKET: Is there any further  
19 discussion? Yes?

20 MS. SHERRILL: Pam Sherrill. I'd like to  
21 support Dan's idea about a transportation  
22 improvement district. It's an area -- as a former  
23 town planner in Johnston, I can say that it's a  
24 former area -- or it's an area with several large  
25 developable parcels that are subject of lawsuits

1 right now that will be very -- be highly  
2 developable once the sewer and water is extended  
3 to those sites, and certainly with access -- ramp  
4 access extended to the sites. So I would like to  
5 support your idea. I know that that's not  
6 something within our amendment to speak about, but  
7 it is an idea worth further investigation.

8 CHAIRWOMAN SHOCKET: Yes?

9 MR. MONAGHAN: It would seem to me that  
10 this is tantamount to a public private  
11 partnership, and we're going to be seeing more of  
12 this as time goes by -- design build, different  
13 project deployment practices -- and I don't see an  
14 issue with the state and Citizens participating in  
15 a funding program where everybody wins. It's good  
16 for the state; it's good for the people who are  
17 working for Citizens; and we need to keep these  
18 companies in the state. What we have to do is  
19 cooperate with them and work with them, and I  
20 think that we should go forward with this matter.

21 CHAIRWOMAN SHOCKET: Any other discussion?

22 Yes?

23 MS. FREEMAN: Can I ask Dan or someone  
24 else to explain the process briefly of  
25 establishing a transportation for the district?

1 CHAIRWOMAN SHOCKET: I'd like to save that  
2 discussion for another time. We have a motion on  
3 the floor now, and I would like the discussion to  
4 pertain particularly to that motion. Do we have  
5 any further discussion on this motion? All in  
6 favor?

7 (UNANIMOUS VOTE)

8 CHAIRWOMAN SHOCKET: Opposed?

9 MR. RHODES: Fran, can we do a roll call?

10 CHAIRWOMAN SHOCKET: Yeah, I think we have  
11 to do a roll call. Walker?

12 MR. WALKER: Yes.

13 CHAIRWOMAN SHOCKET: Stuart?

14 MR. STUART: No.

15 CHAIRWOMAN SHOCKET: Harris?

16 MR. HARRIS: No.

17 CHAIRWOMAN SHOCKET: Brady?

18 MS. BRADY: Yes.

19 CHAIRWOMAN SHOCKET: Piccione?

20 MS. PICCIONE: Yes.

21 CHAIRWOMAN SHOCKET: Baudouin?

22 MR. BAUDOUIN: Yes.

23 CHAIRWOMAN SHOCKET: Flaherty?

24 MR. FLAHERTY: No.

25 CHAIRWOMAN SHOCKET: Freeman?

1 MS. FREEMAN: No.

2 CHAIRWOMAN SHOCKET: Gagnon?

3 MR. GAGNON: Yes.

4 CHAIRWOMAN SHOCKET: Haggerty?

5 MS. HAGGERTY: Yes.

6 CHAIRWOMAN SHOCKET: Monaghan?

7 MS. MONAGHAN: Yes.

8 CHAIRWOMAN SHOCKET: Porter?

9 MR. PORTER: Yes.

10 CHAIRWOMAN SHOCKET: Scanlon?

11 MR. SCANLON: Yes.

12 CHAIRWOMAN SHOCKET: Sherrill?

13 MS. SHERRILL: Yes.

14 CHAIRWOMAN SHOCKET: Shocket, yes.

15 Motion carries, 12-2.

16 MR. RHODES: 11 to 4.

17 CHAIRWOMAN SHOCKET: That's not even

18 close. Well, it passed, let's put it that way.

19 MR. BAUDOUIN: At some point, can I make a

20 motion about my suggestion about the

21 transportation improvement district? Does that

22 come later?

23 CHAIRWOMAN SHOCKET: You can do it now.

24 MR. BAUDOUIN: Well, I'd just like to make

25 a motion that RIDOT, and I guess the Department of

1 Administration and the Statewide Planning take a  
2 look at the transportation improvement district as  
3 it pertains to the interchange project that we  
4 just voted on as a way of recouping the other \$3  
5 million that the state is allocating towards that  
6 project.

7 CHAIRWOMAN SHOCKET: Dan, I apologize. I  
8 missed the action part in the middle. Could you  
9 please repeat that for just so I capture it  
10 accurately?

11 MR. BAUDOIN: The motion is just to have  
12 RIDOT and Department of Administration look into  
13 the idea of establishing a transportation  
14 improvement district in the area of the -- what is  
15 it, the 295 interchange that we just voted funding  
16 for with the idea of trying to recoup the \$3  
17 million that the state is expected to pay for that  
18 interchange.

19 MR. RHODES: Thank you. I appreciate  
20 that.

21 MR. FLAHERTY: Second.

22 CHAIRWOMAN SHOCKET: Discussion? Yes,  
23 Mike?

24 MR. WALKER: Perhaps in our next agenda  
25 item, the work plan, that may be a good place

1 under the work that the TAC does, that the staff  
2 does on behalf of the TAC to undertake this TAC  
3 after the motion carries, that we have the staff  
4 consider it as part of the work scope in the work  
5 plans.

6 MR. RHODES: Dan, if you would be willing  
7 to amend your motion to make that a request to  
8 have that included in the UPWP for FY'17, the  
9 staff would be happy to accept that.

10 MR. BAUDOIN: Is that related to this  
11 specific project, though not as a general idea?  
12 I'd like it related to a specific project.

13 MR. RHODES: Yes, sir.

14 MR. BAUDOIN: Yes, sure.

15 CHAIRWOMAN SHOCKET: Any further  
16 discussion?

17 (NO RESPONSE)

18 CHAIRWOMAN SHOCKET: All in favor?

19 (UNANIMOUS VOTE)

20 CHAIRWOMAN SHOCKET: Opposed?

21 (NO RESPONSE).

22 CHAIRWOMAN SHOCKET: I'd like to introduce  
23 Parag Agrawal, and he will be discussing agenda  
24 item number 6, Unified Transportation Planning and  
25 Work Program.

1 MS. FREEMAN: May I ask a question? It  
2 was just a point of order. Was there a moment  
3 when we had an opportunity to ask questions that  
4 related to the original TIP? I see it as tax  
5 discussion under item 4, but I don't feel like I  
6 -- similar to -- what John mentioned earlier.

7 MR. RHODES: So we got to the discussion  
8 point. It was actually taken up under item number  
9 5. At that point the Mr. Walker made a motion to  
10 approve. That motion was seconded, and then the  
11 discussion was held.

12 MS. FREEMAN: And when was the TAC  
13 discussion on the TIP?

14 MR. RHODES: The discussion was on the  
15 amendment.

16 MS. FREEMAN: On the amendment. Is there  
17 a point where we were having a discussion on the  
18 TIP?

19 MR. RHODES: No, because the TIP for '17  
20 to '25 is not scheduled for action. The TAC, of  
21 course, can entertain that discussion should you  
22 like.

23 CHAIRWOMAN SHOCKET: But that agenda item  
24 was specifically for the amendment.

25 MS. FREEMAN: Okay.

1 MR. RHODES: And I apologize; the agenda  
2 was a little bit fuzzy there. So we're on the  
3 work program.

4 CHAIRWOMAN SHOCKET: Michael Walker?

5 MR. WALKER: At the next meeting, when the  
6 public hearing is closed, will we have the  
7 opportunity to talk about the '17 to '25 TIP then,  
8 or prior to taking any action on it?

9 MS. CALLAGHAN: Yes. And we'll provide  
10 you with the public comment report, which will  
11 summarize all of the public comments received at  
12 this public hearing and the earlier one and all  
13 written comments received. So that's really the  
14 opportunity the TAC will have to discuss the draft  
15 TIP.

16 MS. FREEMAN: Okay, I'm sorry. I was  
17 under the impression it was today.

18 CHAIRWOMAN SHOCKET: Ms. Piccione?

19 MS. PICCIONE: Lilly Piccione. What  
20 happens if we do not approve -- we have a  
21 discussion and have arguments or discussions and  
22 are unable to approve the TIP at the next session?

23 MS. CALLAGHAN: Well, you're scheduled to  
24 review the draft, the public comment report into  
25 the July meeting, and to make a recommendation to

1 the State Planning Council in August. So you'll  
2 have lots of opportunity.

3 MR. RHODES: Two more meetings prior to  
4 staff requesting action on the FY'17 to '25 TIP.

5 MS. CALLAGHAN: Again, the public comment  
6 period closes on June 26th. I think that's after  
7 the next meeting date. The next meeting date is  
8 the 23rd, June 23rd. So the public comment period  
9 closes after your meeting date.

10 CHAIRWOMAN SHOCKET: Okay. Go ahead.

11 MR. BAUDOIN: Thank you. Just a  
12 procedural question. All the comments that have  
13 been received, that will be received, is it -- are  
14 they going to be answered by staff, or do we just  
15 receive the comments without an answer? And then  
16 will there be any suggested changes that RIDOT or  
17 the Department of Administration and Statewide  
18 Planning make on the next draft, or is it  
19 basically -- or there won't be any changes?

20 CHAIRWOMAN SHOCKET: Jared is going to  
21 take that.

22 MR. RHODES: Dan, as is our standard  
23 practice, what we will do is we will be working  
24 between now and the end of the comment period to  
25 first and foremost put together a summary table

1 that summarizes all the comments that were  
2 received on the proposed FY'17 to '25 TIP, both  
3 those we received verbally at our hearings today  
4 as well as those that we received in writing.  
5 Once we have what we feel is an accurate capture  
6 and summary of those comments, we will be  
7 coordinating with staff at DOT and RIPTA to  
8 produce draft responses to those comments. Based  
9 on how those conversations go and what those  
10 responses are, there may, in fact, be proposed  
11 revisions to the TIP as a result of all the  
12 comments that we have received.

13 So, by the time we've reached the end of  
14 this process, and we're asking for a final  
15 recommendation, you will have that summary table  
16 that summarizes the comments, has the DOT, RIPTA,  
17 Statewide Planning response, as well as any  
18 suggested edits that are proposed. In addition to  
19 that, you will have a complete stenographic record  
20 of the hearings, as well as hard copies of all the  
21 written comments that are received, and our  
22 intention is to also make available to TAC members  
23 the actual audio recording from these meetings  
24 should you be interested in them.

25 MR. BAUDOIN: All right. You've got it

1 covered.

2 MS. FREEMAN: There were also questions  
3 that were asked by the TAC at the last meeting  
4 recorded in the minutes that we're going to get an  
5 answer from RIDOT, which I don't believe we've  
6 received yet.

7 MR. RHODES: RIDOT is well aware of those  
8 comments and is working on preparing the response  
9 to those as well.

10 MS. FREEMAN: Questions, not comments?

11 MR. RHODES: Questions, comments.

12 MS. FREEMAN: Semi-annual safety review,  
13 the definition and the process.

14 MR. RHODES: As documented in the minutes,  
15 correct.

16 MS. FREEMAN: Thank you.

17 CHAIRWOMAN SHOCKET: Parag?

18 MR. AGRAWAL: Good evening everyone. I'm  
19 Parag Agrawal, and I'm the new director of the  
20 Division of Planning. This is my third week over  
21 here. I know a lot of good work is going on over  
22 here, so I'm very happy to be part of all this. I  
23 came here from Bridgeport, Connecticut, where I  
24 served as the city's planning director for more  
25 than three years. Before that, I was working for

1 Montgomery County in Maryland for more than eight  
2 years, and I started working for the City's  
3 Historic Preservation Office in Columbus, Ohio  
4 where I worked for more than six years.

5 I have a background in architecture. I am  
6 an architect, and I did my planning from Ohio  
7 State. Taking this number 6 on the agenda of the  
8 Unified Transportation Planning Work Program, it  
9 is my understanding that you all have reviewed  
10 this work program. And, since then, we have added  
11 three more items to this based on the suggestions  
12 of the State Plan Council and the Governor's  
13 office. Those three items are: Number 1 is the  
14 transit hub. We will be more involved in the  
15 transit hub. Second is the housing plan. That  
16 division will be working more closely with the  
17 Rhode Island Housing on the Housing Plan, and the  
18 third is the Cranston Street Rehabilitation  
19 Project.

20 So our division will be taking a more  
21 active role and rehabbing that rehabilitation on  
22 Cranston Street. So these are the three major  
23 improvements. These are three major revisions in  
24 our work program, but all other items remain as  
25 they are. We have also -- Jared and I, we have

1 also made a comprehensive summary of this item,  
2 because there was around 81 pages, and for other  
3 things, State Planning suggested, "Okay, there  
4 should be a better way of reviewing this document  
5 so not everyone can go through the 81 pages." So  
6 what we have done is we have put together a table  
7 that basically charts all the projects from our  
8 division, and we can hand over that table to you.

9 MR. RHODES: So, if I may?

10 CHAIRWOMAN SHOCKET: Yes.

11 MR. RHODES: Jared Rhodes speaking again.  
12 Staff would appreciate if the Transportation  
13 Advisory Committee would be willing to recommend  
14 to the State Planning Council that they adopt this  
15 work program, and Dan I have not forgotten about  
16 your recent motion. I will make that add.

17 MR. AGRAWAL: So there are four new items,  
18 including Dan's.

19 MR. BAUDOIN: I so move.

20 MR. RHODES: Thank you, sir.

21 CHAIRWOMAN SHOCKET: Is there a second?

22 MS. BRADY: Second.

23 CHAIRWOMAN SHOCKET: Any further  
24 discussion of this item?

25 (NO RESPONSE)

1 CHAIRWOMAN SHOCKET: All in favor?

2 (UNANIMOUS VOTE)

3 CHAIRWOMAN SHOCKET: Opposed?

4 (NO RESPONSE)

5 CHAIRWOMAN SHOCKET: Is there any

6 additional public comment?

7 (NO RESPONSE)

8 CHAIRWOMAN SHOCKET: Are there any

9 announcements?

10 (NO RESPONSE).

11 CHAIRWOMAN SHOCKET: Motion to adjourn so

12 we can all go home.

13 MS. SHERRILL: Announcement.

14 CHAIRWOMAN SHOCKET: Announcement.

15 MS. SHERRILL: I left a flier for some  
16 upcoming meetings for the Bus Stop Design Guide  
17 Project. This is from RIDOT and RIPTA, and this  
18 is a design guideline for RIPTA/RIDOT and  
19 municipalities used to integrate bus stops into a  
20 complete street and approach. So I hope to see  
21 people at these meetings. Thank you.

22 CHAIRWOMAN SHOCKET: Any other

23 announcements?

24 MS. FREEMAN: Just a quick one. We have a

25 new bike map in town. It's the Newport County

1 Bike Map. It was made possible with the RIDOT,  
2 AAA. They all participated in funding it. There  
3 are 15,000 copies of them now in Newport. I have  
4 a few copies here if anybody would like to pick  
5 one up, and just let me know if you have a  
6 location where you think they should be  
7 distributed.

8 CHAIRWOMAN SHOCKET: Great. Thank you.  
9 Any other additional discussions? Motion to  
10 adjourn?

11 MR. WALKER: So moved.

12 CHAIRWOMAN SHOCKET: Second.

13 MR. BAUDOIN: Second.

14 CHAIRWOMAN SHOCKET: Okay. All in favor?

15 (UNANIMOUS VOTE)

16 CHAIRWOMAN SHOCKET: Opposed?

17 (NO RESPONSE)

18 CHAIRWOMAN SHOCKET: No one.

19 (HEARING CONCLUDED AT 8:40 P.M.)  
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C-E-R-T-I-F-I-C-A-T-I-O-N

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
PROVIDENCE, SC.

I, SALLY BRASSARD, do hereby certify that  
the foregoing is a true, accurate, and complete  
transcript of my notes taken at the above-entitled  
proceeding.

IN WITNESS WHEREOF, I have hereunto set my  
hand this 2nd day of June, 2016.

---

SALLY BRASSARD, CSR/RPR  
NOTARY PUBLIC  
MY COMMISSION EXPIRES: 1/16/17

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