



State of Rhode Island and Providence Plantations
Department of Administration
Division of Planning Statewide
Planning Program (401) 222-7901
www.planning.ri.gov

FFY 2022-2031 State Transportation Improvement Program

Minor Amendment #2

Public Comment Summary

Public Comment Period

February 3, 2022 to February 14, 2022

Public Comment Report Date

February 15, 2022



I. INTRODUCTION

Minor Amendment #2 was requested by the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA). The Amendment proposes an addition of \$550.81 million over the STIP's constrained period (FFY2022 – FFY2025) and a total addition of \$748.43 million over the STIP's 10 years. RIDOT's proposed changes include 152 project changes to ten (10) RIDOT STIP programs including: 11 project changes in the Active Transportation Program; 34 in the Bridge Program; 8 in the Corridor Projects Program; 2 in the Headquarters Operations Program; 7 in the Maintenance Operations Program; 5 in the Major Capital Projects Program; 58 in the Pavement Program; 7 in the Study and Development Program; 10 in the Traffic Safety Program; and 6 in the RIDOT Transit Program. RIPTA's proposed changes includes 4 project changes to two (2) of RIPTA's STIP programs: 2 project changes in the Transit Capital Program, and 2 in the RIPTA Transit Support Operations Program.

It was requested that all comments on STIP Minor Amendment #2 be received by 4:00 pm on Tuesday, February 14, 2022 just prior to the Transportation Advisory Committee's February 17, 2022 meeting at 5:30 p.m. The TAC did not accept oral comments during the meeting, which was held virtually on the online meeting platform Zoom.

Public Comment Period

The public comment period ran from Thursday, February 3, 2022 through Monday, February 14, 2022 (12 days).

Notice of the public hearing and opportunity to comment on the proposed changes were provided in English and Spanish through a posting on the Rhode Island Secretary of State website, a posting on the Rhode Island Statewide Planning website, and email notice to over 1,400 stakeholders.

Written statements could be submitted online via the SmartComment application. Over the course of the public comment period, 6 municipalities submitted written comments, 63 members of the public, 11 transportation stakeholder groups and 4 businesses submitted comments.

II. Public Comments & Responses

The following is a summary of comments received for Minor Amendment #2 to the FFY 2022-2031 STIP. Also included is the state responses to those comments.

I-1: Rory Neuner

City: Providence

State: RI

Submit Date: 02/07/2022 4:08 PM

Comment I-1-1

Nearly 40% of Rhode Island carbon emissions are from the transportation sector. This makes transportation the largest contributor! And this number has not budged in the last decade. That said, I am writing to offer my support for the Active Transportation projects in this amendment, as well as the various projects that expand bicycle and pedestrian access, and / or enhance transit and / or support the Amtrak Northeast Corridor rail infrastructure. Beyond offering support, I also urge RIDOT to find ways to implement these projects in ways that expand and enhance pedestrian and bicycle infrastructure where feasible through these projects.

Response to I-1-1

Thank you for your comments. RIDOT will continue to work closely with local, state, and federal partners to identify opportunities to integrate bicycle and pedestrian elements into projects around the state, as well as projects and programs that reduce carbon emissions from the transportation sector.

I-2: Liza Farr

City: Providence

State: RI

Submit Date: 02/07/2022 6:28 PM

Comment I-2-1

No more money should be spent on expanding car infrastructure. This money should be going toward active transportation, public transit, and maintenance of roads and bridges, only. If we don't change what we find now, we are baking in a horrific climate future

Response to I-2-1

Thank you for your comments. The road, bridge, safety, and corridor projects accelerated and adjusted in this amendment are targeted towards achieving and maintaining a state of good repair for all transportation assets throughout the state, not expanding existing infrastructure. The STIP also includes significant investments in active transportation and public transit, and this amendment introduces several line items targeting congestion management and emissions reduction. All state transportation agencies will continue to work closely to consider climate change as a key planning focus in transportation projects.

I-3: Jaime Palter

City: Wakefield

State: RI

Submit Date: 02/07/2022 10:59 PM

Comment I-3-1

All expenditures should be scrutinized for their impact on our climate via transportation emissions of greenhouse gases. The plan must take into account Rhode Island's ability to meet the emissions reductions set in the Act on Climate law. Public transportation, bicycle infrastructure, and pedestrian safety should all factor prominently in these expenditures, and take priority over highway expansion projects.

Response to I-3-1

Thank you for your comments. The projects included in this amendment have been updated to incorporate additional improvements to user safety, bicycle infrastructure, and pedestrian facilities in order to support active transportation and reduce emissions. Furthermore, this amendment includes increased funding for Transit Master Plan investments (TIPIDs 7151 and 7152) for both planning and capital projects alongside additional funding for EV charging infrastructure.

Improvements to drainage, stormwater management, and flood mitigation have also been factored into each of the projects in this amendment in order to ensure the continued resiliency of the transportation network in the face of sea level rise.

I-4: Scott Kushner

City: Wakefield

State: RI

Submit Date: 02/08/2022 5:39 PM

Comment I-4-1

The impacts of Covid-19 on the State of Rhode Island, along with the infusion of federal monies through the BIF in 2021 (and potential additional federal funds through BBB or pieces thereof that may pass in 2022), present an opportunity to be thoughtful and deliberate about transportation infrastructure and its potential to lift all Rhode Islanders. I would ask that policy makers allow their decisions to be guided by two intimately related commitments: that investments be made in promoting social equity through transportation policy, and that climate impacts be scrutinized and accounted for in transportation policy. The plan must take into account Rhode Island's ability to meet the emissions reductions set in the Act on Climate law. Public transportation, bicycle infrastructure, and pedestrian safety should all factor prominently in these expenditures, and take priority over highway expansion projects. A unified strategy allows RI to meet the needs of all its residents; provide access to work, education, social opportunity, and recreation; and maximize our state's participation in a global effort to reduce emissions and minimize the impacts of climate change, especially on vulnerable populations.

Response to I-4-1

Thank you for your comments on this amendment to the FFY 2022-2031 STIP. This amendment includes significant increases to spending on transit, EV charging, and active transportation. Additional public transit dollars will be added to the STIP in future amendments. In addition, pavement projects have had their scopes and budgets revised to incorporate additional pedestrian, bike, and drainage improvements in order to invest in climate resilient infrastructure. These investments include improvements that will support accessibility, connect individuals to centers of employment and recreation, and create safer routes to schools.

I-5: Sean Sierra-Patev

City: East Greenwich

State: RI

Submit Date: 02/11/2022 12:17 PM

Comment I-5-1

Since we have a legal obligation to reduce carbon emissions under the Act On Climate, and transportation is the State's largest contributor of carbon emissions, it seems wildly against the public interest to include an amendment related to tra sport without a formal and public review as to it's impacts on carbon emissions.

Response to I-5-1

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

I-6: Robert DiMuccio

City: Jamestown

State: RI

Submit Date: 02/11/2022 12:17 PM

Comment I-6-1

Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied.

Response to I-6-1

This amendment invests in projects that will reduce emissions of greenhouse gasses through congestion mitigation programs and transit investments. RIDOT sits on the EC4 and this amendment is consistent with the objectives of both the EC4 and the Act on Climate, as well as the objectives outlined in the Long-Range Transportation Plan and the Congestion Management Plan.

I-7: Maru Attwood

City: Providence

State: RI

Submit Date: 02/11/2022 12:23 PM

Comment I-7-1

As someone who was hit by a car while riding my bicycle on Providence's streets, I know how important it is that our streets are accessible for pedestrians and bicycles. There needs to be far greater public engagement with this. I also believe that the true environmental impacts of this haven't been considered, as a young person I'm worried about our futures and how big projects like this will make things worse for us in the future

Response to I-7-1

The spending proposed in this amendment will keep roads and bridges in a state of good repair. Smooth pavement and sidewalks are important for all types of road users, including cyclists and pedestrians. Expanding the use of active modes requires investment in pavement and bridges.

I-8: Jon Schechter

City: Rumford

State: RI

Submit Date: 02/11/2022 12:28 PM

Comment I-8-1

My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan.

Response to I-8-1

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State

Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

I-9: Noah Howard

City: Providence

State: RI

Submit Date: 02/11/2022 12:45 PM

Comment I-9-1

I was very disappointed to hear about this amendment and the opaque and anti-democratic means by which it is proceeding in the state house. My primary concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan.

Response to I-9-1

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

The amendment is also consistent with the Long Range Transportation Plan, the FFY 2022-2031 STIP, and the program funding requirements of the Infrastructure Investment and Jobs Act (IIJA).

I-10: Adam Kotin

City: Pawtucket

State: RI

Submit Date: 02/11/2022 12:48 PM

Comment I-10-1

Rhode Island has the opportunity to take advantage of once-in-a-generation federal funding, I implore the General Assembly to offer more opportunity for public input and strategic consideration of the projects being funded. The state needs to start acting on climate, and this is a great opportunity to walk the talk. To do this successfully, we need to engage the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IIJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied.

Response to I-10-1

RIDOT sits on the EC4 and actively collaborates and consults with other state agencies to ensure that Rhode Island meets its emissions reduction targets. This amendment furthers the objectives of the EC4, the Act on Climate, and the Long Range Transportation Plan. This amendment is also consistent with all requirements for public engagement and participation put forth under the STIP MOA, which is aligned with the Public Participation Plan adopted by the State Planning Council.

I-11: stefan dipippo

City: PROVIDENCE

State: RI

Submit Date: 02/11/2022 12:56 PM

Comment I-11-1

We are the smallest state in the country - we should have the BEST public transportation IN THE COUNTRY. It's a shame that routes continue being cut and modified- THIS AFFECTS PEOPLE'S LIVES. My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape

how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IIJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IIJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied.

Response to I-11-1

This amendment includes \$7M to support implementation of Transit Master Plan goals beginning this year. Furthermore, the majority of transit planning and spending is handled by RIPTA, which has not included its anticipated funding increases under the IIJA in this amendment. Additional transit investments will follow in a future amendment. In addition, RIDOT sits on the EC4 and actively collaborates and consults with other state agencies to ensure that Rhode Island meets its emissions reduction targets. This amendment furthers the objectives of the EC4, the Act on Climate, and the Long Range Transportation Plan. This amendment also complies with all public participation requirements in the STIP MOA, which is aligned with the Public Participation Plan adopted by the State Planning Council.

I-12: Jonathan Migliori

City: Providence

State: RI

Submit Date: 02/11/2022 1:29 PM

Comment I-12-1

The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions.

Response to I-12-1

Thank you for your comments. STIP Amendment #2 includes increased investments in transit, active transportation (both bicycle and pedestrian improvements), and a significant increase in funding for EV charging infrastructure. This amendment does not include funding to add vehicle lanes to any highways. The majority of investment in this amendment is committed to state of good repair projects for roads and bridges, which serve as the foundation for future investment in active transportation and transit infrastructure.

I-13: Seth Zeren

City: Providence

State: RI

Submit Date: 02/11/2022 1:53 PM

Comment I-13-1

I am writing in opposition to the proposed Amendment 2 and to the inadequate and frankly embarrassing lack of public input into this significant additional Federal investment in our public infrastructure. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. Rhode Island needs to invest in the livability of our neighborhoods and in small business growth, not in huge highway boondoggles. Spending one time funds on expanding roads, which will increase future maintenance costs for which there are no funding streams identified, is financial malpractice. These new roads will will require maintenance, more roads equals more maintenance in the future. Those maintenance funds will come from the personal taxes of future generations. If you can't be relied upon to wisely steward public resources and make decisions incorporating public input, then perhaps we should no longer reward you with that responsibility. Sincerely, Seth Zeren

Response to I-13-1

Thank you for your comments. The majority of projects included in this amendment are state of good repair projects aimed to repair existing roadways, and does not provide any funding to construct new roads. Many pavement resurfacing and roadway projects incorporate walkability improvements, such as new sidewalks and crosswalks, that improve neighborhood livability to pursue the Long-Range Transportation Plan Goals of Connecting People and Places, Maintaining Transportation Infrastructure, and Strengthening Communities. This amendment is compliant with

public engagement requirements put forth under the STIP MOA and the Public Participation Plans approved and adopted by the State Planning Council.

I-14: Andrew Welser

City: Providence

State: RI

Submit Date: 02/11/2022 2:44 PM

Comment I-14-1

Please open this process up to more public scrutiny. I have deep fear that this rushed process will lead to wealth-destroying and environmentally unsound highway expansion rather than to infrastructure maintenance and a focus on sustainable, wealth-creating urban development. Thank you.

Response to I-14-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. The amendment is also consistent with the Long Range Transportation Plan, the FFY 2022-2031 STIP, and the program funding requirements of the Infrastructure Investment and Jobs Act (IIJA).

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

Please note the amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-15: David Fish

City: Wakefield

State: RI

Submit Date: 02/11/2022 4:49 PM

Comment I-15-1

This amendment is necessary to allow RIDOT the opportunity to continue to improve the State's infrastructure. Infrastructure improvements proposed by this minor amendment will ensure that the State will have the opportunity to support and improve the health of the State's economy.

Response to I-15-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-16: Jenny Boone

City: Providence

State: RI

Submit Date: 02/11/2022 4:50 PM

Comment I-16-1

Dear Sir/madam, I am concerned about the limited opportunity for public engagement considering this once-in-a-generation federal funding. This investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and

clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IIJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IIJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied. Thank you, Jennifer Boone

Response to I-16-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gases through congestion mitigation air quality programs and investments in transit. This amendment also includes investments in transit, active mobility, and EV charging infrastructure. Additional transit investments will be incorporated in a future amendment as RIPTA adjusts its own programs following receipt of additional IIJA funding. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-17: Robert Wright

City: Foxboro

State: MA

Submit Date: 02/11/2022 4:59 PM

Comment I-17-1

This amendment is necessary to allow RIDOT the opportunity to continue to improve the State's infrastructure. Infrastructure improvements are necessary to ensure that the State will have the opportunity to support and improve the State's economy.

Response to I-17-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals and supports initiatives for finding a carbon-reduced future by creating new travel options such as new sidewalks, bike lanes, and paths. The amendment invests in electric vehicle charging stations and builds back better the infrastructure that is being replaced. The amendment will also support the health of the economy, create new jobs, and respond to travel demand by improving the daily operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-18: Joseph Skymba

City: Cranston, RI

State: RI

Submit Date: 02/11/2022 5:11 PM

Comment I-18-1

This amendment is necessary to allow RIDOT the opportunity to continue to improve the State's infrastructure. Infrastructure improvements proposed by this minor amendment will ensure that the State will have the opportunity to support and improve the health of the State's economy.

Response to I-18-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure that is relied on to get to work, school, and recreation. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-19: C G

City: East Greenwich

State: RI

Submit Date: 02/11/2022 5:42 PM

Comment I-19-1

Why are you afraid of our input? The state of RI will never attract young high earner like OR, MA, VT because the legislature and DOT don't have our best interest. You work in the shadows like criminals and gangs. Except, you have no horrific childhood to overcome.

You have no reason to be so shady and greedy. Your only reason is a sad pathetic need for money and power. My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan.

Response to I-19-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

The amendment is also consistent with the Long Range Transportation Plan, the FFY 2022-2031 STIP, and the program funding requirements of the Infrastructure Investment and Jobs Act (IIJA).

I-20: Lawrence Mccarthy

City: Providence

State: RI

Submit Date: 02/12/2022 7:27 AM

Comment I-20-1

I support the STIP Amendment which will help Rhode Island improve and maintain critical infrastructure by repairing neglected roads and bridges.

Response to I-20-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure that is relied on to get to work, school, and recreation. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-21: Stephen Cardi II

City: Warwick

State: RI

Submit Date: 02/12/2022 10:13 AM

Comment I-21-1

Good Afternoon. I am writing the committee today to lend my support for the amendment proposed by RIDOT. Accelerating these projects will have a direct positive impact not only our industry, but on the entire economic well being of our state. Thank You for your kind consideration.

Response to I-21-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure that is relied on to get to work, school, and recreation. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-22: Stephen Cardi

City: East Greenwich

State: RI

Submit Date: 02/12/2022 10:23 AM

Comment I-22-1

This amendment will greatly enhance employment opportunities for more than those people working on the projects. Statistics show that there will be an employment multiplier effect throughout the entire state economy

Response to I-22-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure that is relied on to get to work, school, and recreation. The

projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-23: Chris Menton

City: Bristol

State: RI

Submit Date: 02/12/2022 10:26 AM

Comment I-23-1

My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IIJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IIJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied. For haven sake just implement the RI bicycle mobility.

Response to I-23-1

We appreciate your comments on Amendment 2. Pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA), executed in January 2022, this action constitutes a Minor Amendment. Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment 2 was extended to 12 days. The STIP has been programmed with an eye toward long term goals and stability. Much of the funding is going toward building back better the existing infrastructure in the state with an effort to increase transit and active transportation options.

The amendment includes investment in electric vehicle charging infrastructure and complete streets. These efforts are in line with creating a healthy and cleaner future. Amendment 2 includes significant investments in projects that will reduce the emissions of harmful greenhouse gases through congestion mitigation air quality programs and investments in transit. Note that with regard to bus service, this amendment does not account for the full extent of changes to be made to RIPTA's programs, which represent the bulk of transit investment. These changes will be incorporated in a future amendment.

RIDOT and RIDSP sit on the EC4 and actively collaborate and consult with other state agencies to ensure that Rhode Island meets its emissions reduction targets. This amendment furthers the objectives of the EC4, the Act on Climate, and the Long Range Transportation Plan.

I-24: Barry Schiller

City: North Providence

State: RI

Submit Date: 02/12/2022 12:00 PM

Comment I-24-1

I ask the TAC to delay approval of Amendment 2 until satisfactory answers are given to the following questions: 1 Though the amendment may meet the technical requirements of a "minor" amendment, shouldn't the authorities, recognizing that the huge scale of additional funds whose allocation will determine much about our transportation future, deem it important enough to schedule a formal public hearing? 2 In preparing this amendment, did RIDOT consult with stakeholders including advocacy groups, legislative committees, and the public before proposing this, and if not, considering the public interest in transportation, before acting on the Amendment shouldn't RIDOT hold forums where they can present their plans to stakeholders and the public and consider the feedback before finalizing the proposal? 3 Considering that transportation is the leading cause of climate emissions which must be substantially curtailed according to the Act on Climate law recently passed, and that scientists have warned we have a "code red" climate crisis, did the EC4 process designated to implement the Act on Climate law have a chance to vet the greenhouse gas impact of the Amendment which is so significant for our transportation future, and if not, shouldn't that be done before acting on the Amendment? 4 Why despite the large infusion of additional Federal funds does it seem

significant transit improvements called for in the Transit Master Plan are mostly put off until the outyears as seen in STIP project 7151? 5 why is there evidently going to be no progress on electrifying our commuter rail service, even though it is already mostly under the wires that Amtrak uses and electrification would make the service, cleaner, more reliable, and faster? 6 why is project #12114, a charging station at an I-95 Welcome Center classified as Transit Project? 7 why isn't project #5204 authorizing RIDOT to use the 2014 Transit Bond funds to break up the downtown bus hub into a "multihub" being amended to reflect the very widespread opposition to that plan, including at the STIP public hearings that also called for RIPTA to be the responsible agency since they are the ones with expertise in designing and running a bus hub, and as the project calls for spending \$18.55 million, what is the status of the rest of the \$35 million bond? 8 why are some bridge rehabilitation projects (for example #3221 Veazie St) and many road resurfacing projects with sidewalk rehabilitation classified as "Active Transportation while others are classified in the Pavement program? 9 why is priority in the bikeway program given to accelerating construction of the Trestle Trail to the CT line in Coventry (project 9002) rather than say getting the long delayed Blackstone Bikeway to central Woonsocket, Central Falls or Pawtucket which would help those disadvantaged communities, provide access to jobs, and serve our tourist economy? (think connecting Slater Mill, the Museum of Work and Culture and other sites in the Blackstone Corridor park) 10 considering the climate crisis and the desirability of reducing vehicle miles traveled already included as a transportation goal, isn't it time to question the various highway capacity expansions in the STIP such as #3350 for a new ramp at the Route 4-95 interchange that the Amendment seeks to accelerate and increase funding from \$45.35 million to \$103.85 million? (The STIP has other expensive highway capacity projects on I-195, I-295, Routes 4,37, 146, as well as the I-95 widening still underway right in the center of Providence.) Thank you for consideration of these questions. Barry Schiller (former TAC member!)

Response to I-24-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air

quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

This amendment actually adds funding to TIP ID 7151 to support Transit Master Plan implementation, and introduces another line item, TIP ID 7152, to accelerate TMP implementation funding beginning this year. It does not delay any TMP implementation investments. Regional rail planning and electrification are initiatives identified in the TMP. Planning to support those initiatives are eligible expenses funded under TIP IDs 7151 and 7152.

TIP ID 12114 was listed in the RIDOT Transit Program because the Office of Transit manages the operations of the state's Welcome Center.

Regarding TIP ID 5204, State-funded projects are reported in the STIP for informational purposes. As the scope of TIP ID 5204 evolves, the STIP may be amended as required. \$18.55 million was the remaining balance of the transit bond as of the start of FFY2022. The remaining balance has been used to support other recent transit projects including the Pawtucket/Central Falls Transit Center and state match for the improvements to Providence Station. RIPTA is taking the lead on all Transit Center plans.

The projects listed in the Active Transportation Program are considered Active Transportation if the major expenses associated with the project support active transportation like movement of pedestrians, cyclists, and other alternative modes.

Bicycle projects were reviewed and prioritized using the same criteria as the rest of the STIP, identified in Section 1. The Trestle Trail project was able to be accelerated because it supports asset management by improving safety for bicycle users, has a clear, well-defined scope, not discernable readiness challenges, funding is available, and public comments from the STIP adoption process made it clear that there was interest in accelerating this project should an opportunity arise.

The I-95/Rt.4 Missing Move project in East Greenwich is being built within the current highway right-of way to add ramp linkages to facilitate easier movement along a critical freight corridor and economic development pathway. That project, as well as the others you referenced, will reduce greenhouse gas emissions by mitigating vehicle and truck idling and congestion.

Amendment 2 is the first of likely several amendments to navigate implementation of the new IJA funding. RIDOT is awaiting FWHA guidance on carbon reduction programs as part of the new law, and will make further adjustments as needed to reduce carbon emissions, and increase system resilience.

Also, the McKee administration has put forth a bond question now known as S2145, legislation that would include a bond issue for more than \$125 million towards municipal pedestrian spaces and infrastructure improvement \$125 million for a municipal Bikeway Development Program.

Thank you for your comments. RIDOT will continue to work closely with local, state, and federal partners to identify opportunities to integrate bicycle and pedestrian elements into projects around the state. Part of this integration includes new bicycle facilities for existing projects. For example, TIPIDs 1362, 1363, and 1365 are incorporating bike improvements laid out under the Bicycle Master Plan for Route 1A Boston Neck Road in North Kingstown and Narragansett.

I-25: Jessaca Leinaweaver

City: Providence

State: RI

Submit Date: 02/12/2022 12:11 PM

Comment I-25-1

This is a great opportunity to plan wisely for transportation in RI for many decades to come!! With this federal investment I hope that the Committee will seek public input, take climate impacts more seriously than our state has been able to do in the past, and in the end make decisions that help us both move people in healthful ways, and reduce cars on our roads. Thank you!

Response to I-25-1

Thank you for your comment. The amendment is in line with long range goals for transportation development in the state and supports initiatives for finding a cleaner transportation future by creating new travel options such as new sidewalks, bike lanes, and paths. The amendment invests in electric vehicle charging stations and builds back better the infrastructure that is being replaced. The amendment responds to travel demand by improving the daily operation of roads, bridges, and other urban infrastructure that the public relies on to travel.

I-26: Peter Erhartic

City: Providence

State: RI

Submit Date: 02/12/2022 12:23 PM

Comment I-26-1

To Whom It May Concern: Please do not fast track transportation spending on highways, particularly road widening, which has been proven again and again not to increase travel times due to principles of induced demand. This work will be a waste of public funds. Currently, pedestrian, bike, and local road infrastructure in Rhode Island is in dire need of improvement. Please consider using these funds to improve Rhode Island's communities through improvements to the many DOT-controlled streets passing through our

communities, rather than benefiting highway drivers simply passing through our state.
Thank you, Peter Providence

Response to I-26-1

Thank you for your comment on Amendment #2. The amendment is in line with long range goals for transportation development in the state and supports initiatives for creating new travel options such as new sidewalks, bike lanes, and paths. The amendment builds back better the infrastructure that is being replaced. The majority of projects included in this amendment are state of good repair projects aimed to repair existing roadways, and does not provide any funding to widen highways. Many pavement resurfacing and roadway projects incorporate walkability improvements, such as new sidewalks and crosswalks, that improve neighborhood livability to pursue the Long-Range Transportation Plan Goals of Connecting People and Places, Maintaining Transportation Infrastructure, and Strengthening Communities. The amendment will also support the health of the economy, create new jobs, and respond to travel demand by improving the daily operation of roads, bridges, and other urban infrastructure.

I-27: Rodney Burkett

City: Providence

State: RI

Submit Date: 02/12/2022 1:56 PM

Comment I-27-1

I am concerned regarding the limited opportunity for public engagement for this special federal funding. There should be opportunities for public engagement more than by written comment at an administrative meeting. The significant changes to the STIP call for a full public process to identify and select projects. Additionally, the Department of Transportation should be communicating with other state leaders to make sure that all future transportation investments are coordinated with other state commitments, such as the Act on Climate law and the Long-Range Transportation Plan.

Response to I-27-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. The amendment is also consistent with the Long Range Transportation Plan, the FFY 2022-2031 STIP, and the program funding requirements of the Infrastructure Investment and Jobs Act (IIJA).

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

I-28: Barry Schiller

City: North Providence

State: RI

Submit Date: 02/12/2022 3:54 PM

Comment I-28-1

I have a car and a license, so I can appreciate the convenience of going and coming when you want, even over longer distances, and, in Rhode Island, usually being able to park pretty close to the door. What's not to like? Plenty! The problem is that almost everyone else doing the same thing results not only in congestion, road deaths and injuries, more and more of the countryside paved over, our core cities undermined, but also in climate change emissions that RI law now says must be controlled. The state had hoped that the Transportation Climate Initiative (TCI) would take care of this by "capping" transportation emissions so they would somehow gradually go away. But politicians understandably bailed on this when they feared it would add to already climbing gas prices, political poison. But as ecori reported, they have no plan B for reducing transportation emissions, and in the meantime were digging us deeper in the transportation climate hole. How so? Though the State Guide Plan calls for taking steps to reduce vehicle-miles travelled we are doing exactly the opposite in so many ways. First, massive highway spending to expand road capacity - already underway on Routes 6-10 and I-95, and soon on Routes 4, 37, 146, 195, 295. The northbound widening of I-95 right in the center of historic Providence is costing about a quarter of a billion but will enable more drivers to tear thru Providence, encouraging longer and more frequent trips. We built a new I-295 interchange to facilitate Citizens Bank moving much of its workforce out of the metro area to the woods in Johnston - more driving, more sprawl, more energy demand. The state will soon be spending over \$200 million/year to eliminate property taxes on cars (but not on residences) - a huge benefit for those with many fancy cars, zilch for those with no car or one old car. Where is the equity in that? And the state is still ignoring the law that requires the DOA to take steps, including a possible offer of a transit pass, to reduce state employee commuting miles. To the contrary the state is adding to the miles by moving some of its agencies away from the central areas, the latest is the Board of Elections. At the same time, the RIDOT bike/pedestrian program has slowed to a crawl, bike paths are still not reaching downtown Woonsocket, Pawtucket, the beach in Narragansett, the East Bay Bike path bridges remain closed. Indeed ignoring wide opposition, RIDOT twice shifted funds from biking/walking projects to highways. Electrifying our commuter rail, even though already mostly under the wire Amtrak uses, is too daunting as it requires bi-state cooperation. Similarly, little progress on coordinating Amtrak, RIPTA, and MBTA fares as E-Z pass does for highways across many states. And RIDOT has been trying to use the 2014 Transit bonds, not to enhance bus hubs throughout the state as voters were

promised, but to instead break up the central Kennedy Plaza bus hub, making the bus system more confusing and less convenient, all to please politically connected downtown realtors who don't want the disproportionately low income riders near their property. Fortunately, that has generated so much opposition they may be backing off as the McKee administration may not be so committed to this as the Raimondo administration had been. Its not all bad. We do know what to do. Stop expanding highways for one. The new Federal infrastructure bill will help fund charging infrastructure to get electric vehicles started in a bigger way. We need to implement this, soon! State planners have approved ambitious Transit Master and Bicycle Mobility plans showing an alternate way to go and regional planners have a plan, North Atlantic Rail, to take much more advantage of our relatively energy efficient rail system. Providence city government is promoting a "Great Streets" program for safer mobility for those who bike, walk, or use transit. RIPTA is using Federal relief funds to start to make service improvements such as more frequent buses and longer hours of service on some routes, and they are developing a serious fleet electrification effort.. Even RIDOT is finally working on the Pawtucket-Central Falls train station, and they did sponsor the seasonal Providence-Newport ferry, and have a strong safety program for state roads. I've heard many non-users say that RIPTA service "sucks" but in many cases the bus service is much better than non-users think it is. I once asked a Newport newspaper reporter who disparaged RIPTA how many buses a day he thinks go between Newport and Providence. He guessed three. There are actually about 45 each way every weekday. So I suggest looking into RIPTA service where you live, you may be surprised. Over decades my wife and I saved big bucks getting by with just one car by using RIPTA too. But to get the attention of non-users, and to help the low income people that actually pay most of the fares, some legislators are talking about free fares on RIPTA. While that will take about an additional \$15 million more in tax money, it is only about 7% of what we will spend to cut out auto property taxes. While I don't want it come at the expense of service improvements, I think the reality is free fares are needed if RIPTA is really make much of a contribution to the climate fight any time soon. So even without TCI we can take many steps to cut transportation emissions, but we will have to do things differently, business as usual won't work!

Response to I-28-1

Not one of more than 100 Rhode Island Department of Transportation (RIDOT) projects proposed in Amendment 2 are "highway expansion." The more than 100 projects accelerated in its Ten-Year-Plan as a result of increased funding from the federal Infrastructure Investment and Jobs Act (IIJA) are all in keeping with the intent of that law: State of good repair rehabilitation and reconstruction of structurally deficient bridges and crumbling roadways and creating jobs.

In addition to being in strict conformance with newly released guidance from FHWA, RIDOT has created a generational investment focused on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic

opportunity.

RIDOT is adding bicycle and pedestrian assets in most of these state-of-good-repair projects and simply repairing the roads and bridges without any expansion. Smooth pavement and sidewalks are important for all types of road users, including cyclists and pedestrians, so encouraging expanded use of active transportation modes requires smart investment in pavement and bridges.

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan. RIDOT is also simultaneously working with other state partners on an electric vehicle charging infrastructure plan and installation guide, that will incentivize more EV users and therefore reduce carbon emissions

I-29: Amber Ma

City: Providence

State: RI

Submit Date: 02/12/2022 4:47 PM

Comment I-29-1

My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from

polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IIJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IIJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied.

Response to I-29-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. The amendment is also consistent with the Long Range Transportation Plan, the FFY 2022-2031 STIP, and the program funding requirements of the Infrastructure Investment and Jobs Act (IIJA).

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

The majority of projects included in this amendment are state of good repair projects aimed to repair existing roadways, and does not provide any funding to construct new roads. Many pavement resurfacing and roadway projects incorporate walkability improvements, such as new sidewalks and crosswalks, that improve neighborhood livability to pursue the Long-Range Transportation Plan Goals of Connecting People and Places, Maintaining Transportation Infrastructure, and Strengthening Communities.

I-30: Susan Marcus

City: Wakefield
State: RI

Submit Date: 02/12/2022 7:11 PM

Comment I-30-1

FFY 2022-2031 State Transportation Improvement Program (STIP) - Amendment Doesn't this enormous, once-in-a-generation federal funding require greater public engagement than written comment at an administrative meeting? Is it not important enough for RIDOT to schedule formal public hearings before finalizing the amendment? How are the recently passed Act on Climate law and the Long Range Transportation Plan reflected in this "minor" amendment? Transportation is the leading cause of climate emissions that must be substantially curtailed according to the Act on Climate. Did the EC4 process designated to implement the Act on Climate law have a chance to vet the greenhouse gas impact of Amendment 2? If not, shouldn't that be done before acting on the Amendment? The transportation sector is the largest and fastest-growing contributor to emissions in the state. Reducing transportation sector emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. There should be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. So why, for instance, isn't electrifying our commuter rail service, most of which already runs under Amtrak's wires, not given priority? Build an EV charging station at an I-95 Welcome Center (project #12114), maybe, but don't classify that as a Transit Project. When it comes to classification, there seem to be other confusions: why are some bridge rehabilitation projects (for example #3221 Veazie St) and many road resurfacing projects with sidewalk rehabilitation classified as "Active Transportation" while others are classified in the "Pavement" program? How were some bike programs prioritized? The long delayed Blackstone Bikeway to central Woonsocket, Central Falls or Pawtucket that would help disadvantaged communities, provide access to jobs, and serve our tourist economy is not prioritized. Instead the Trestle Trail to the Connecticut line in Coventry (project #9002) is assigned accelerated construction. Isn't this also contravening Executive Order Justice40 that encourages 40 percent of benefits of all federal investments in climate and clean energy go to disadvantaged communities? How was the Justice40 commitment considered within Amendment #2. Why are most of the transit improvements called for in the Transit Master Plan, most of which would also lead to a reduction in transportation sector emissions, put off until the final years of this funding as seen in STIP project 7151? In light of widespread opposition to breaking up the downtown Providence bus hub into a "multihub," why has project #5204 calling for spending \$18.55 million of the 2014 Transit Bond funds not been amended? And what happened to the rest of the \$35 million bond? Why is RIPTA not the agency designated to lead any bus hub planning as it is the agency with the expertise in designing and running bus facilities? More generally, and considering the climate crisis and the goal of reducing vehicle miles traveled, isn't it time past time to question the various highway capacity expansions in the STIP? For example, #3350 for a new ramp at the Route 4-95 interchange that the amendment would be accelerated while also costing much more, from \$45.35 million to \$103.85 million? Expensive highway capacity projects on I-195, I-295, Routes 4,37, 146,. Widening I-95 widening through the center of Providence. Until these considerations are

addressed, I propose that Amendment #2 should be delayed or denied. Thank you for considering these questions and comments.

Response to I-30-1

We understand your concern related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. The amendment is also consistent with the Long Range Transportation Plan, the FFY 2022-2031 STIP, and the program funding requirements of the Infrastructure Investment and Jobs Act (IIJA).

RIDOT sits on the EC4 and actively collaborates and consults with other state agencies to ensure that Rhode Island meets its emissions reduction targets. This amendment furthers the objectives of the EC4, the Act on Climate, and the Long Range Transportation Plan. Furthermore, this amendment includes funding targeted at directly addressing all but one of the key challenges identified in the Long Range Transportation Plan, including Climate Impacts and Resiliency, Smart Growth, Active Transportation, Electric Vehicles, and Safety.

Regional rail planning and electrification is one of the initiatives identified in the Transit Master Plan and funded in Amendment 2 under STIP ID 7152.

TIP ID 12114 was listed in the RIDOT Transit Program because the Office of Transit manages the operations of the state's Welcome Center. The projects listed in the Active Transportation Program are considered Active Transportation if the major expenses associated with the project support active transportation like movement of pedestrians, cyclists, and other alternative modes.

Bicycle projects were reviewed and prioritized using the same criteria as the rest of the STIP, identified in Section 1. The Trestle Trail project was able to be accelerated because it supports asset management by improving safety for bicycle users, has a clear, well-defined scope, not discernable readiness challenges, funding is available, and public comments from the STIP adoption process made it clear that there was interest in accelerating this project should an opportunity arise.

Regarding Justice40, Section 5 of the STIP provides a detailed Transportation Equity Benefits Analysis which shows that "49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island." This amendment accelerates many projects within environmental justice (EJ) or Special Population Group (SPG) tracts.

This amendment adds funding to TIP ID 7151 to support Transit Master Plan implementation, and introduces another line item, TIP ID 7152, to accelerate TMP implementation funding beginning this year.

State-funded projects are reported in the STIP for informational purposes. As the scope of TIP ID 5204 evolves, the STIP may be amended as required. \$18.55 million was the remaining balance of the transit bond as of the start of FFY2022. The remaining balance has been used to support other recent transit projects including the Pawtucket/Central Falls Transit Center and state match for the improvements to Providence Station. RIPTA is taking the lead on all Transit Center plans.

The I-95/Rt.4 Missing Move project in East Greenwich is being built within the current highway right-of way to add ramp linkages to facilitate easier movement along a critical freight corridor and economic development pathway. That project, as well as the others you referenced, will reduce greenhouse gas emissions by mitigating vehicle and truck idling and congestion.

I-31: Shreya Kaipa

City: Providence

State: RI

Submit Date: 02/13/2022 11:15 AM

Comment I-31-1

My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan.

Response to I-31-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-32: Michael Owen**City:** Providence**State:** RI**Submit Date:** 02/13/2022 11:40 AM**Comment I-32-1**

My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IIJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IIJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied.

Response to I-32-1

The Rhode Island Department of Transportation and RIDSP collaborate with other state agencies as part of their participation with the EC4. This amendment is consistent with the objectives of the EC4 and the Act on Climate. The Long Range Transportation Plan was incorporated into the review process for each project during the development of this amendment. This amendment includes

funding targeted at directly addressing nearly every challenge identified in the LRTP, including, but not limited to investment in environmental justice zones, connected and automated vehicles, shared mobility, trucking and e-commerce, active transportation, and smart growth.

Section 5 of the STIP provides a detailed Transportation Equity Benefits Analysis which shows that "49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island." This amendment accelerates many projects within environmental justice (EJ) or Special Population Group (SPG) tracts and increases investment in those areas.

I-33: Deborah Del Gais

City: Providence

State: RI

Submit Date: 02/13/2022 12:07 PM

Comment I-33-1

To the Department of Transportation representatives reviewing the expenditure of \$750 million in federal funds recently given to the State of Rhode Island: I am writing regarding the State Transportation Improvement Plan (STIP) Amendment 2. Given the enormous influx of federal funding, it is absolutely necessary to engage with the public and create a transparent process for deciding how the federal funding should be used. Written comments submitted to an administrative meeting are simply not adequate, given the major impact that those decisions will have over the next ten years. The important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. As a long-time resident of this state, I believe that it is our responsibility to demand such transparency and public engagement.

Response to I-33-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-34: Nic Canning

City: Providence

State: RI

Submit Date: 02/13/2022 12:52 PM

Comment I-34-1

My primary concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan.

Response to I-34-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-35: Nina Wolff Landau

City: Providence

State: RI

Submit Date: 02/13/2022 2:40 PM

Comment I-35-1

I oppose Amendment 2 for a number of reasons. It reflects an abysmal lack of prioritization of transit and active transportation, and does not adequately address the climate crisis. It also has failed to substantively engage the public and interested community and advocacy groups.

Response to I-35-1

Thank you for your comments on the FFY 2022-2031 STIP.

This amendment includes new funding for the implementation of investments laid out under the transit master plan. This amendment does not include programming RIPTA projects, which represent the bulk of transit investments. These will be reflected in a later amendment.

This amendment complies with all of the requirements of the STIP MOA, which is compliant with the Public Participation Plan adopted by the State Planning Council.

The amendment includes line items for building electric vehicle charging infrastructure and addresses the crisis of crumbling infrastructure on state roads and bridges.

I-36: Maureen Nosal

City: Providence

State: RI

Submit Date: 02/13/2022 4:00 PM

Comment I-36-1

My primary concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. This is very important for the future of Rhode Island and I want my grandchildren to be able to have a good future.

Response to I-36-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-37: CHRISTOPHER YATES

City: Providence

State: RI

Submit Date: 02/13/2022 4:06 PM

Comment I-37-1

As a Rhode Island resident and voter, I am alarmed by the opacity of RIDOT's Ten Year Plan, and the continuing prioritization of highway expansion over both the state's environmental benchmarks, and such crucial alternatives as public transportation. We have been adding lanes to highways nonstop since the 50's; it hasn't improved much in the past, and it won't now. Many parts of Rhode Island, as is, more closely resemble a sprawl of highways than they do communities; an extraterrestrial visitor to our state would quite reasonably conclude that our cities were built for cars, rather than for people. It is clear that more time needs to be taken to consider these plans, their environmental impact, and their civic impact. We need walkable communities, not wider highways.

Response to I-37-1

Thank you for your comments. This amendment is compliant with public engagement requirements put forth under the STIP MOA and the Public Participation Plans approved and adopted by the State Planning Council. The majority of projects included in this amendment are state of good repair projects aimed to repair existing roadways, and does not provide any funding to construct new roads. Many pavement resurfacing and roadway projects incorporate walkability improvements, such as new sidewalks and crosswalks, that improve neighborhood livability to pursue the Long-Range Transportation Plan Goals of Connecting People and Places, Maintaining Transportation Infrastructure, and Strengthening Communities.

I-38: Traci Picard

City: Providence

State: RI

Submit Date: 02/13/2022 4:58 PM

Comment I-38-1

Please consider less funding for roads, and major funding for pedestrian, bike and transit infrastructure. The environment is the absolute most important thing we can work on right now-without it, we'll have nothing. Please don't continue to overvalue cars.

Response to I-38-1

Thank you for your comments. This amendment includes more than \$80 million in new funding for Active Transportation projects, along with millions more in pedestrian and bicycle enhancements incorporated into pavement and bridge projects. While this amendment also includes more than \$7 million to implement the objectives of the Transit Master Plan, the majority of transit funding is coordinated through RIPTA. Additional transit funds will be added to the STIP in a future amendment. Good pavement conditions is a necessary foundation for future investments in pedestrian, bike, and transit infrastructure. Smooth roads create safe traveling conditions for all users, including pedestrians and cyclists.

I-39: Andrew Nosal

City: Providence

State: RI

Submit Date: 02/13/2022 4:59 PM

Comment I-39-1

Automobile-only infrastructure, even if built in Providence, does not improve the lives of people in Providence. It pollutes and makes travel by foot or bike dangerous and unpleasant. Automobile infrastructure in and around Providence is created and maintained for the convenience of people who do not live in Providence, at the expense of people who do. This is a serious injustice.

Response to I-39-1

Thank you for your comments. This amendment does not include any projects that create new highways. Rather, the vast majority of projects in this amendment are state of good repair projects that maintain existing infrastructure. Smooth roads and sidewalks benefit the safety of all road users, including pedestrians and cyclists.

I-40: Sam Hancock

City: Providence

State: RI

Submit Date: 02/13/2022 5:29 PM

Comment I-40-1

Please consider a greater assessment of climate impact, alternative forms of transportation, and improvements to public transportation when considering the spending of this federal money. More high ways will only lead to more problems in the future, and as this is once-in-a-generation money, let's use it to help achieve a better future for the next generation.

Response to I-40-1

Thank you for your comments. The program of projects in the amendment is designed to maintain our infrastructure for years to come. The funding in this amendment does not create any new highways. RIDOT and RIDSP sit on the EC4 and actively collaborate and consult with other state agencies to ensure that Rhode Island meets its emissions reduction targets. This amendment furthers the objectives of the EC4, the Act on Climate, and the Long Range Transportation Plan.

I-41: Anne Holland

City: Providence

State: RI

Submit Date: 02/13/2022 6:20 PM

Comment I-41-1

RIDOT have amply proven their first priorities are cars, asphalt and not the good of the communities, the climate or our state's future. To allow them access to millions of dollars without ample public feedback and constructive criticism is foolhardy. Don't give away our power and our future to an organization that apparently lives in the 1960s when bigger highways were all that mattered.

Response to I-41-1

The majority of the spending proposed by this amendment will keep roads and bridges in a state of good repair. These assets are necessary to provide the foundation for future investments in active transportation amenities, including sidewalks, cycling infrastructure, and additional pedestrian improvements.

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

I-42: Christian Parobek

City: Providence

State: RI

Submit Date: 02/13/2022 6:52 PM

Comment I-42-1

Hi there - thank you for your work on planning for use of these funds. This infusion of money represents a once-in-a-generation chance to prepare Rhode Island for the future. Since we are in the midst of a climate and public health crises, it's time to rethink our priorities for transportation. The Rhode Islanders have voted time and time again, and the legislature has mandated, that the state must account for climate change in transportation planning. Transportation is the largest driver of carbon emissions and air pollution in our state. My town, Providence, is the most polluted city (by air quality) in New England, and my neighborhood is one of the most polluted neighborhoods in Providence. Please don't use this money to give us more and wider roads that are only going to encourage driving and worsen the pollution in our neighborhoods. Please use this money to give us safer roads, slower roads, more bike paths, and better bus service. My four year old daughter wants to ride her bike to school - but I won't let her because it's just not safe enough. Please do this for her, do this for our neighbors who can't afford a car, do this for those who want to get around by bike but don't feel safe on the roads. Please change this amendment for us and for our State. Thanks -

Response to I-42-1

Thank you for your comment.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

With regard to bus service, this amendment does not account for the full extent of changes to be

made to RIPTA's programs, which represent the bulk of transit investment. These changes will be incorporated in a future amendment.

I-43: Valerie Reishuk

City: Providence

State: RI

Submit Date: 02/13/2022 7:10 PM

Comment I-43-1

As a Rhode Island registered voter, a frequent transit rider, and a Providence resident who doesn't own a car, I am writing to urge you to slow down on adopting the minor amendment #2 to the STIP. This matter requires more public input. This is an historic infusion of federal funds, which must support active mobility and public transit in a robust fashion. "Why it matters: The IJA represents a historic investment in the underpinnings of our economy, especially when it comes to transportation. An assessment by the Georgetown Climate Center found that the IJA can help reduce climate-warming emissions from the transportation sector if funds are invested in transit, active mobility, and electric vehicle (EV) infrastructure. On the other hand, the IJA has the potential to increase emissions and make our climate problem worse by expanding highways or failing to invest in clean Transportation." ,Memo from Green Energy Consumers Alliance reviewing the STIP Minor Amendment #2 from a climate perspective, February 2022.

I moved to Providence in 2016 because it is a beautiful, walkable city and it has become my home. But Providence is a dangerous place for a pedestrian (like me) to cross the street, at times. If there were even ONE protected intersection in this plan, to benefit cyclists and pedestrians, I would know a bit more about the priorities from your committee. We're not protecting and growing the cohort known as "the lowest-carbon-emitting Ocean Staters": transit riders, cyclists, pedestrians. Instead, we're spending millions building and repairing motorways. Let's get a little greener.

Response to I-43-1

Thank your for your comments. We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

The majority of spending proposed by this amendment is to keep roads and bridges in a state of

good repair. Smooth pavement and sidewalks are important for all road users, including cyclists and pedestrians. Investment in active transportation requires investment in pavement and bridges. However, this amendment also includes funding intended to reduce emissions of harmful greenhouse gases through signal improvements aligned with the Congestion Management Plan, implementation of the Transit Master Plan, and upgrades to Intelligent Transportation Systems (ITS) to monitor and reduce roadway congestion in an effort to improve public safety and lower greenhouse gas emissions.

I-44: Christian Roselund

City: Providence

State: RI

Submit Date: 02/13/2022 8:06 PM

Comment I-44-1

Thank you for the opportunity to provide comments on Minor Amendment #2 to the State Transportation Improvement Plan. The \$748 million in federal infrastructure bill funds for transportation that the state has access to represent a once-in-a-generation opportunity to invest in Rhode Island's future. This money should be spent carefully to help the state move towards a safe, equitable, and low-carbon transportation future. Instead, Minor Amendment #2 is deficient in both process and substance. I urge you to reject this amendment as written. But first, I must note that it is regrettable that I am not able to make these comments orally in a public forum. It is also clear that this amendment was produced by a small group in the state government without consultation with the state legislature, the advocacy community, or the public. In fact, the use of the minor amendment process for such a large sum of money could be seen as a way to rush through spending without adequate public input and scrutiny. All of this suggests a lack of interest in public participation and feedback that is not compatible with healthy democratic norms of governance. It is important to note that transportation is the largest single sector for greenhouse gas emissions in Rhode Island. In order to meet the ambitious climate targets set by the Act on Climate law passed last year, the transport sector must play a significant role. At a minimum, the state should be assessing the climate impacts of transportation spending, as Colorado and other states are doing. It is simply no longer inappropriate to plan ten years of infrastructure investments without such assessments, and such disregard may be a violation of the Act on Climate law. This is reason enough to reject this amendment. Turning to the details of this amendment, there are multiple aspects that are not compatible with the state's legal mandate to reduce greenhouse gas emissions by forty-five percent (45%) below 1990 levels by 2030. This includes the large sums planned to support highway capacity expansions in the State Transportation Improvement Plan. Through the phenomenon of induced demand, these highway capacity expansions will bake in decades of greenhouse gas emissions, instead of reducing them. By contrast, the \$68 million out of a total \$748 million is a small portion to spend on the transportation sector's contributions to climate change. And there are indications that even this is not being well spent under the current plan. In one specific

example, the Carbon Reduction Program funds should not be spent on resurfacing and preserving existing bike paths (page 13), which does not reduce emissions. It should instead be spent on building the new bicycle, pedestrian, and micromobility infrastructure in the state's Long Range Transportation Plan. This would actually reduce emissions per the name of the program. For all of these reasons and more I urge you to reject this amendment. The state should instead start over with greater ambition, coordination with the EC4 and other state bodies working to comply with the Act on Climate, and with a robust, transparent public process.

Response to I-44-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-45: Alexander Koziol

City: Providence

State: RI

Submit Date: 02/13/2022 9:55 PM

Comment I-45-1

The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as

investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions.

Response to I-45-1

Amendment #2 does not fund any projects that add vehicle lanes to highways. This amendment includes increased investments in transit, active transportation (bicycle, pedestrian, etc), and electric vehicle charging infrastructure. RIDOT and RIDSP sit on the EC4 and actively collaborate and consult with other state agencies to ensure that Rhode Island meets its emissions reduction targets. This amendment furthers the objectives of the EC4, the Act on Climate, and the Long Range Transportation Plan.

I-46: Matthew Schaelling

City: Providence

State: RI

Submit Date: 02/13/2022 11:57 PM

Comment I-46-1

I am writing to oppose the proposed Amendment #2. I want robust oversight to ensure that these federal dollars go toward our climate goals and reducing vehicle trips and VMT while increasing public transit service and active transportation options for Rhode Islanders across the state. Personally, as my city, Providence, and the state have made changes to support greener ways of transportation my wife and I decided to transition from a 2-car household to a 1-car household, utilizing e-bikes or walking for nearly all of our daily needs. We typically only use our car once or twice a week. My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric

vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IIJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IIJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied.

Response to I-46-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit.

Regarding Justice40, Section 5 of the STIP provides a detailed Transportation Equity Benefits Analysis which shows that "49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island." This amendment accelerates many projects within environmental justice (EJ) or Special Population Group (SPG) tracts.

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-47: Alex Denisevich

City: East Greenwich
State: RI

Submit Date: 02/14/2022 8:06 AM

Comment I-47-1

My concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IJJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IJJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied. Thank you.

Response to I-47-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment

period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit.

Regarding Justice40, Section 5 of the STIP provides a detailed Transportation Equity Benefits Analysis which shows that "49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island." This amendment accelerates many projects within environmental justice (EJ) or Special Population Group (SPG) tracts.

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-48: DONALD COSTELLO

City: GLASTONBURY

State: CT

Submit Date: 02/14/2022 9:43 AM

Comment I-48-1

I am writing in support of this amendment. Our infrastructure is at a critical juncture and is in dire need of major investment. This amendment is necessary to allow RIDOT the opportunity to continue to improve the State's infrastructure. Infrastructure improvements proposed by this minor amendment will ensure that the State will have the opportunity to support and improve the health of the State's economy and to take full advantage of new federal funding initiatives.

Response to I-48-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-49: Brian Guzas

City: north kingstown

State: RI

Submit Date: 02/14/2022 12:28 PM

Comment I-49-1

These amendments to the STIP are no-brainers. Rhode Island needs all the help it can get to update and maintain its infrastructure. Not approving these amendments is leaving free Federal money on the table. Yes, it will also cost the State money, but it is all worthwhile investment into our basic state infrastructure that will benefit all Rhode Islanders for decades to come. The vast majority of the projects identified in the STIP amendment are all projects that need to be done anyway just to maintain the current state of repair of our infrastructure; not taking advantage of the IJA funding would be extremely short sighted and a lost opportunity. These amendments should be approved.

Response to I-49-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-50: Dylan Giles

City: Pawtucket

State: RI

Submit Date: 02/14/2022 12:35 PM

Comment I-50-1

The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. Aspects of the proposed projects labeled "Carbon Reduction Program" (already a tiny fraction of the overall proposed budget) do not in fact decrease emissions, such as monitoring traffic or resurfacing existing bike lanes (rather than creating new ones). Investments characterized as "Carbon Reduction" should be used by projects that specifically and directly reduce emissions and should not be directed to projects that encourage car travel. Instead, investments should be directed toward those that decrease carbon emissions (hence the name), such as transit and expanding bike infrastructure. The proposed amendment fails to align massive investments with the mandate to reduce emissions and will jeopardize Rhode Island's ability to meet climate goals. We need bigger bolder investments that create active mobility paths and improve transit. The proposed amendment 2 should be denied.

Response to I-50-1

Investments listed using Carbon Reduction funding are aimed to ensure that future capital investments in carbon reduction are undertaken using a data-driven approach to maximize the efficacy of efforts taken to reduce emissions. This amendment also uses other funding types to support carbon reduction initiatives, including a statewide signal upgrades project to reduce congestion statewide, investments in upgrades to Intelligent Transportation Systems to improve incident monitoring and clear congested roadways, and commitments to major projects like Phase 2 of the Henderson Bridge reconstruction which will remove underutilized freeway to make room for green infrastructure and transit enhancements. Amendment #2 includes state of good repair investments that benefit all road users, including cyclists and pedestrians, and transit investments for RIDOT, with the full scope of transit changes under RIPTA planned for a future amendment.

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-51: Greg Gerritt

City: Providence

State: RI

Submit Date: 02/14/2022 1:33 PM

Comment I-51-1

In accordance with the 2021 Act on Climate Legislation signed into law last year ALL department os the RI government are supposed to incorporate climate mitigation and resilience into all of their plans. It is in no way obvious that RIDOT gets it or that it is changing its mode of operation to place eliminating Greenhouse gases at the heart of its operations. As long as Rhode Island continues to widen roads and focus on infrastructure for driving cars on, RI will continue to emit way more greenhouse gases than is reasonable or responsible and is unlikely to reach zero emissions by 2020. RIDOT should be totally revamping its infrastructure commitments towards active transportation (with a special emphasis on pedestrian accessibility and safety and clean public transportation and quit making roads larger or wider. I have never had the impression, and I have attended many many hearings over the years, that RIDOT cares about anything but more cars and happy drivers, nor that they have ever comprehended the FACT that if you widen roads, it does not alleviate congestion, but simply draws more traffic, meaning we are continually on a treadmill to climate catastrophe. it is time the Department of Transportation entered the 21st century and put reducing greenhouse gas emissions and building out the active transportation infrastructure at the core of its work. The TAC knows it will get more comments from the rich than from the poor proportional to their percentage in the population. One way to respond to the need for climate justice is to start weighting is to

more actively recruit comments from parts of the community that are currently under represented, and to discount comments received from over represented communities and organizations and especially from the road construction industry.

Response to I-51-1

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

No projects included in this amendment widen roads, rather the vast majority are state of good repair projects aimed at creating safer surfaces for all road users. Smooth roads and sidewalks benefit all users of the roadway, and serve as a foundation for future active transportation investment.

This amendment also includes funding to support several carbon reduction initiatives, including a statewide signal upgrades project to reduce congestion statewide, investments in upgrades to Intelligent Transportation Systems to improve incident monitoring and clear congested roadways, and commitments to major projects like Phase 2 of the Henderson Bridge reconstruction which will remove underutilized freeway to make room for green infrastructure and transit enhancements.

I-52: Corey Richard

City: Lakeville

State: MA

Submit Date: 02/14/2022 1:49 PM

Comment I-52-1

This amendment is necessary to allow RIDOT the opportunity to continue to improve the State's infrastructure. Improving infrastructure, as proposed in this amendment, will help to create job and aid in improving Rhode Island's economy.

Response to I-52-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-53: Mike Eng**City:** Cranston**State:** RI**Submit Date:** 02/14/2022 2:21 PM**Comment I-53-1**

This allocation of a historic federal investment in infrastructure needs a more robust plan to address climate change as a result of transportation. This was a key tenet from the IJA, and Minor Amendment 2 does not do enough to mitigate carbon emissions from transportation. Minor Amendment 2 should be denied. The state should create a more robust plan and introduce it as a major amendment, including new projects in the Long Range Transportation Plan <http://www.planning.ri.gov/documents/trans/2020/Final-LRTP-December-2020.pdf> , Transit Master Plan, and Bicycle Mobility plan.

Response to I-53-1

The prioritization and review process for each project included in this amendment accounted for the Bicycle Mobility Plan. TIPIDs 1362, 1363, and 1365, for example, directly incorporate recommended bike path treatments for Route 1A as laid out in the BMP. This amendment also includes elevated funding for Transit Master Plan Investments and implementation under TIPIDs 7151 and 7152.

Changes in this amendment target all of the key challenges laid out in the Long Range Transportation Plan. Among these is a \$26M investment in bike path state of good repair for Active Transportation, increases in SPR funding to research Shared Mobility, and more than \$20M in EV program funding for Electric Vehicles.

In addition, RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-54: Shawn Selleck**City:** Providence**State:** RI**Submit Date:** 02/14/2022 2:23 PM**Comment I-54-1**

Dear Transportation Advisory Committee, I am writing to oppose (and to ask that you oppose) Amendment #2, to the FFY 2022-2031 State Transportation Improvement

Program (STIP) for the State of Rhode Island. First and foremost, it is extremely important that the citizens in our state who are most knowledgeable about and engaged in the topic of transportation have significant opportunities to speak publicly ahead of the consideration of this once-in-a-generation federal funding. There should be a robust public process to identify and select projects and there should also be a requirement that the Department of Transportation consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. Emissions in Rhode Island are growing significantly due to the transportation sector and to reduce them, we must begin shifting from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. If we don't do this via the STIP, we will miss an opportunity that will make it difficult for us to improve emissions as we complete infrastructure projects that are already scheduled over the next couple of decades. Finally, it is not clear whether Amendment #2 takes into consideration the need for climate and energy impacts to benefit disadvantaged communities in Rhode Island. A more robust public participation process for the allocation of Infrastructure Investment and Jobs Act funds can ensure better alignment with what our true values should be. Please deny Amendment #2 and begin a more transparent, public process so that the best interests of Rhode Island can be determined collectively. Thank you, Shawn Selleck

Response to I-54-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-55: Kenneth Donald

City: Johnston

State: RI

Submit Date: 02/14/2022 2:32 PM

Comment I-55-1

This amendment is necessary to improve the State's infrastructure and use the funds from the IIJA funds more quickly

Response to I-55-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-56: Lauren Carson

City: Newport

State: RI

Submit Date: 02/14/2022 2:34 PM

Comment I-56-1

Good Afternoon: It has come to my attention that this minor amendment appears to have been rushed to a vote upon which I am very disappointed. As a "minor" amendment there's reduced opportunity for public engagement - no public hearing. We should all be pleased that the passage of the Infrastructure and Jobs Law is providing Rhode Island with the resources to move the State forward without relying on Rhode Island taxpayers. That is surely good news and a rare opportunity. However as the RI House sponsor of the Act on Climate, signed into law in April 2021, I am extremely disappointed over the lack of compliance with the Act in this minor amendment. Quoting from the Act on Climate: "Addressing the impacts on climate change shall be deemed to be within the powers, duties, and obligations of all state departments, agencies, commissions, councils, and instrumentalities, including quasi-public agencies, and each shall exercise among its purposes in the exercise of its existing authority, the purposes set forth in this chapter pertaining to climate change mitigation, adaptation, and resilience in so far as climate change affects its mission, duties, responsibilities, projects, or programs. Each agency shall have the authority to promulgate rules and regulations necessary to meet the greenhouse gas emission reduction mandate established by $\text{--}\beta$ 42-6.2-9." And as far as I can see, there is no mention of implementation of or compliance with the Act on Climate in your minor amendment. I am requesting that the TAC reconsider its minor amendment and re-write this amendment to include an emphasis on a strategy for carbon and emission reduction, an assessment of the impact of carbon emissions on these proposed projects and Adopt a rule to assess the current STIP on the basis greenhouse gas

emissions impact. Thank you and I look forward to your compliance with the Act on Climate.

Response to I-56-1

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. Some carbon reduction initiatives supported by this amendment include statewide signal upgrades project to reduce congestion statewide, investments in upgrades to Intelligent Transportation Systems to improve incident monitoring and clear congested roadways, and commitments to major projects like Phase 2 of the Henderson Bridge reconstruction which will remove underutilized freeway to make room for green infrastructure and transit enhancements.

RIDOT and RIDSP sit on the EC4 and actively collaborate and consult with other state agencies to ensure that Rhode Island meets its emissions reduction targets. This amendment furthers the objectives of the EC4, and the Act on Climate. This Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-57: James Baumgartner

City: Providence

State: RI

Submit Date: 02/14/2022 2:57 PM

Comment I-57-1

I object to Minor Amendment #2 on the grounds of procedure and content. This amendment involves a great deal of additional money. Changing the STIP by this amount of money is not minor by any stretch of the imagination. These changes should include a much more robust public input process in order to allow the public and our elected officials to help guide this process to meet the long term needs of our state. Those needs include significant action with regard to climate change. The Minor Amendment #2 is not consistent with the Act on Climate and the long-term goals for the state. The transportation sector is the largest contributor to climate change in Rhode Island, and this amendment does not work to move us away from the most polluting forms of transportation. I urge you to deny Minor Amendment #2.

Response to I-57-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. Some carbon reduction initiatives supported by this amendment include statewide signal upgrades project to reduce congestion statewide, investments in upgrades to Intelligent Transportation Systems to improve incident monitoring and clear congested roadways, and commitments to major projects like Phase 2 of the Henderson Bridge reconstruction which will remove underutilized freeway to make room for green infrastructure and transit enhancements.

RIDOT and RIDSP sit on the EC4 and actively collaborate and consult with other state agencies to ensure that Rhode Island meets its emissions reduction targets. This amendment furthers the objectives of the EC4, and the Act on Climate. This Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-58: Julie Lauterbach-Colby

City: East Providence

State: RI

Submit Date: 02/14/2022 3:03 PM

Comment I-58-1

To Whom it May Concern: I'm writing to urge you to support our climate requirements being met through all of DOT's actions and to provide greater General Assembly oversight and opportunity for public input in the spending of these public funds. This is a once-in-a-lifetime to use these federally distributed funds, and my concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric

vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IIJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IIJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied. Thank you, Julie

Response to I-58-1

We appreciate your comments on Amendment 2. Pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA), executed in January 2022, this action constitutes a Minor Amendment. Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment 2 was extended to 12 days. The STIP has been programmed with an eye toward long term goals and stability. Much of the funding is going toward building back better the existing infrastructure in the state with an effort to increase transit and active transportation options. The amendment includes investment in electric vehicle charging infrastructure and complete streets. These efforts are in line with creating a cleaner transportation future.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit.

Regarding Justice40, Section 5 of the STIP provides a detailed Transportation Equity Benefits Analysis which shows that "49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island." This amendment accelerates many projects within environmental justice (EJ) or Special Population Group (SPG) tracts.

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-59: Catherine Gilchrist

City: Providence

State: RI

Submit Date: 02/14/2022 3:15 PM

Comment I-59-1

Please see the attached for my comments. I do not think this should be passed without further input from the people of Rhode Island in a public forum.

Response to I-59-1

We understand your concerns related to public vetting of Amendment #2.

This amendment complies with the public review requirements set forth in the STIP Memorandum of Agreement (MOA), which is compliant with the Public Participation Plan adopted by the State Planning Council. Pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-60: Jesse Morrow

City: Pawtucket

State: RI

Submit Date: 02/14/2022 3:32 PM

Comment I-60-1

My name is Jesse Morrow and I am a resident of Pawtucket, RI. I hope that RIDOT and RIPTA will pause and reassess the community's needs before moving ahead with Ammendment #2. \$750 million is an enormous sum of money for the State of Rhode Island. To earmark this spending for the next 10 years primarily on highways and car transportation is a swift mistake. This is a once in a generation opportunity for Rhode Island to expand alternative transportation options through pedestrian and bicycle infrastructure and public transit programs. This is a once in a generation opportunity to shift the focus of our state's transportation funding away from heavily polluting cars and trucks towards the necessary carbon reductions that are needed to keep a healthy and prosperous environment in the future. I think the current STIP is short-sighted with regards to the very real impacts of climate change that will be experienced in Rhode Island in the coming decades. Now is the time to make concrete steps in our state funding programs to decrease the severe health and economic impacts of climate change.

Response to I-60-1

We appreciate your comments on Amendment 2. The STIP has been programmed with an eye toward long term goals and stability. Much of the funding is going toward building back better the existing infrastructure in the state with an effort to increase transit and active transportation options. The amendment includes investment in electric vehicle charging infrastructure and complete streets. These efforts are in line with creating a healthy and prosperous future.

I-61: A Ralph Mollis

City: North Kingstown

State: RI

Submit Date: 02/14/2022 3:42 PM

Comment I-61-1

I am writing to support Amendment#2 to the FY 22 - 31 S.T.I.P. for Rhode Island. This Amendment will provide an additional \$550 million and a total of over \$748 million of funding for multiple infrastructure projects. North Kingstown has been the beneficiary of multiple STIP Projects over the years with the hope of having some planned STIP Projects come to reality over the next few years and I support additional funding for this program.

Response to I-61-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

I-62: Kari Robles

City: Providence

State: RI

Submit Date: 02/14/2022 3:51 PM

Comment I-62-1

My primary concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state

commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IJJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IJJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied. I would also like to note that I hail from New York City, a place that also struggles to address their problems with successful, safe, and accessible public transportation

Response to I-62-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit.

Regarding Justice40, Section 5 of the STIP provides a detailed Transportation Equity Benefits

Analysis which shows that "49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island." This amendment accelerates many projects within environmental justice (EJ) or Special Population Group (SPG) tracts.

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

I-63: Peter Friedrichs, AICP

City: Providence

State: RI

Submit Date: 02/14/2022 3:58 PM

Comment I-63-1

I am concerned this is misclassified as a minor amendment. Many of the project changes exceed the maximum amounts stipulated in the agreement with FHWA.

Response to I-63-1

While we understand your concern related to Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

B-1: Harvest Cycle Compost, Ella Kilpatrick Kotner

City: Providence

State: RI

Submit Date: 02/08/2022 10:10 AM

Comment B-1-1

Hello, I am writing to express my concern about STIP Minor Amendment #2. This is a historic investment that has the potential to significantly improve active mobility in Rhode Island and help ensure that we meet our Act On Climate emissions reductions targets. However, this amendment does not propose new projects and does not include emissions assessment and monitoring. Investment in new active mobility infrastructure is critical to improve the health and safety of Rhode Islanders and to decrease greenhouse gas

emissions and meet Act On Climate goals. I run Harvest Cycle Compost, which is a bicycle powered food scrap collection service. I dedicate my days to reducing food waste, reducing GHG emissions, and improving urban agriculture in Providence. However, this work depends on safe and reliable bicycle infrastructure so that we can successfully cycle around the city and collect food waste. Active mobility infrastructure is critical to climate mitigation operations like mine. Repaving existing bike paths is not enough. This sort of investment should be put toward expanding the network of urban trails and ensuring that all cyclists can get anywhere they need to go safely and easily. In addition, I am an individual without access to a car. This means that I rely on my bicycle and the RIPTA to move throughout the state. Consequently, the lack of investment into new bicycle infrastructure and lack of clarity on investment into public transportation is a major disappointment. This minor amendment should be reintroduced as a major amendment, opened up for public comment, and reworked and filled with real commitments that are informed by the needs of the public.

Response to B-1-1

Thank you for your comments. RIDOT will continue to work closely with local, state, and federal partners to identify opportunities to integrate bicycle and pedestrian elements into projects around the state. Part of this integration includes new bicycle facilities for existing projects. For example, TIPIDs 1362, 1363, and 1365 are incorporating bike improvements laid out under the Bicycle Master Plan for Route 1A Boston Neck Road in North Kingstown and Narragansett.

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

B-2: University of Rhode Island, Kenneth Burke

City: Kingston

State: RI

Submit Date: 02/10/2022 1:10 PM

Comment B-2-1

The University of Rhode Island presents this communication in support of the following STIP projects: Kingston Station Amtrak Bridge (STIP ID 3135), Tower Hill Road Corridor (STIP ID 3279), Rt. 138 Kingstown Road (STIP ID's 1397, 1399 and 3399), Rt. 2 South County Trail (STIP ID's 1576 and 9557), Rt. 138 and Broad Rock Road Intersection (STIP ID 5383), and the URI/CCRI Bus Hubs (STIP ID 5297). All of these projects are critical for the proper functioning of the transportation and transit systems throughout Southern Rhode Island including the University. The University also wishes to reiterate the importance of our two STIP priority projects that are not included in the current STIP: 1. Plains Road Pavement Management, Rt. 138 to W. Alumni, South Kingstown RI (ID 5324) 2. Flagg Road, Plains Road to Old North Road, South Kingstown RI (ID 1398) The Plains Road Pavement Management project should be integrated with the URI Bus Hub project to manage the expected increase in heavy traffic to the URI campus and surrounding area roadway network. Likewise, the Flagg Road project should be included in the STIP as an integral part of the local ring road system that moderates peak traffic through historic Kingstown Village. Please contact me if you need further information.

Response to B-2-1

Thank you for your comments on this amendment to the FFY 2022-2031 STIP.

The Rhode Island Department of Transportation and Rhode Island Division of Statewide Planning are not currently holding a solicitation for the inclusion of additional projects to the STIP. Such a solicitation may occur at some point in the future. At that time, RIDOT and RIDSP would be happy to discuss this matter, or any additional questions the University of Rhode Island may have related to project readiness and the next STIP solicitation and coordinate on programmed STIP project around URI.

B-3: RI Transit Riders, Patricia Raub

City: Providence

State: RI

Submit Date: 02/11/2022 12:02 PM

Comment B-3-1

RI Transit Riders is concerned about the lack of public vetting for the proposed Amendment #2 of the State Transportation Improvement Program. To take action recognizing nearly \$750M in new federal transportation funds without discussing an alignment with The Act on Climate is irresponsible. Moreover, we're especially concerned that the amendment does not include the funding required to implement RI's transit vision as outlined in the state-approved Transit Master Plan.

Response to B-3-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. However, the majority of transit funding in the state is administered by RIPTA, and will be added to the STIP in a future amendment.

B-4: Paths to Progress, Liza Burkin

City: Providence

State: RI

Submit Date: 02/14/2022 12:17 PM

Comment B-4-1

Dear Governor McKee, Speaker Shekarchi, Senate President Ruggiero, Director Alvit, and members and administrators of the State Planning Council and Transportation Advisory Committee, We, the undersigned organizations and people representing a diverse set of climate, environment, community, and mobility stakeholders, write to express our

concern regarding proposed Amendment #2 to the Statewide Transportation Improvement Plan (STIP), which will add \$748.43 million over the STIP's 10 years. The vast majority of this funding comes as a result of the recently passed Bipartisan Infrastructure Law. Our primary concern relates to the limited opportunity for public engagement considering this once-in-a-generation federal funding. Such a significant investment requires greater public engagement than written comment at an administrative meeting. Such important and extensive changes to the STIP warrant a robust public process to identify and select projects. Additionally, the Department of Transportation should be consulting with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. The transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan; it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. The good news is the Infrastructure Investment and Jobs Act (IIJA) is a historic opportunity to invest in Rhode Island's transportation infrastructure and kickstart Rhode Island's mobilization to reduce emissions by 2030. An assessment by the Georgetown Climate Center found that the IIJA can help reduce climate-warming emissions from the transportation sector if funds are invested in transit, active mobility, and electric vehicle (EV) infrastructure. On the other hand, the IIJA has the potential to increase emissions and make our climate problem worse if used to double down on highways. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. We believe proposed Amendment #2 squanders the opportunity to use federal investment to decrease emissions and may even put the state on track to increase emissions by under-investing discretionary funds in low-carbon projects. For example, the Bike Mobility Plan calls for increasing investments in active mobility to \$242 million over the full STIP. The STIP allocates only \$183 million, or less than 3% of its total budget, to active mobility, and Amendment #2 does not propose any additions for the implementation of the Bicycle Mobility Plan. Moreover, the amendment seems to not fully reflect the FHWA's December 16, 2021 Guidance Memo encouraging State DOTs to focus their significant discretionary spending on achieving broader climate, equity, safety and economic goals, including through enhanced multi-modal infrastructure. We note that in July of 2021, just a few months after the Act On Climate was signed into law, nine organizations submitted public comment to the TAC to flag the fact that the proposed STIP did not reflect the emissions reduction mandate. Since then, there seems to have been little movement to consider the STIP's role in meeting the state's climate mandate. The State of Rhode Island has already invested hundreds of millions of dollars and thousands of tons of carbon-intensive materials in rebuilding infrastructure without

analyzing if that infrastructure was necessary or served the State's vision for its future. Future traffic projects continue to rely on auto-dependent traffic growth models and level-of-service requirements that do little to address our climate crisis. At a minimum, we should be evaluating the efficacy of investing in our transportation infrastructure prior to commencing these massive projects to ensure we are inline with our future vision. The STIP should be prioritizing projects that will deliver the biggest opportunity to reduce emissions by 2030. Improving transit service by implementing the full Transit Master Plan, increasing the network of active mobility paths, and building out an EV charging network are the best uses of the IJA funds, but the most cost-efficient options will become clearer if there is a full climate impact analysis of the STIP. Climate change is an urgent matter, and the state has limited time to reduce emissions. However, a quality planning process should not be sacrificed in haste. Rhode Island residents are being given only ten days to review proposed Amendment #2. Feedback is allowed only through written comment and the general public will not be able to provide comment at the TAC on this issue at all. Considering the historic level of funding provided by the IJA, the challenge of meeting the 2030 Act On Climate goal, and the in-process development of a state carbon mitigation strategy by the Executive Climate Change Coordinating Council (EC4), the allocation of IJA funds through Amendment #2 is being rushed unnecessarily. We also note that Justice40, a "whole-of-government" commitment established by federal Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied. Sincerely, Paths to Progress Rhode Island Members: Blackstone Valley Tourism Council Bike Tiverton Bike Newport East Coast Greenway Alliance Green Energy Consumers Alliance Grow Smart Rhode Island Friends of the William C. O'Neill South County Bike Path Rhode Island Bicycle Coalition Woonasquatucket River Watershed Council

Response to B-4-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

Incorporating the changes from Amendment 2, the STIP would include more than \$267 million in Active Transportation projects alone. RIDOT also estimates that including sidewalk and other active transportation enhancements incorporated throughout the STIP, the Department will dedicate more than \$469 million to active forms of transportation in the 10-year plan, including \$92.5 million in new spending alone through this amendment. In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit.

Regarding Justice40, Section 5 of the STIP provides a detailed Transportation Equity Benefits Analysis which shows that "49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island." This amendment accelerates many projects within environmental justice (EJ) or Special Population Group (SPG) tracts.

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

B-5: Rhode Island Bicycle Coalition, Kathleen Gannon

City: Providence

State: RI

Submit Date: 02/14/2022 12:22 PM

Comment B-5-1

The Rhode Island Bicycle Coalition objects to Minor Amendment #2. There are both process issues and content problems with this proposed amendment to the State Transportation Improvement Plan. Firstly, projects were selected by a process that lacks transparency to the residents of Rhode Island and their representatives in the General Assembly. Considering the significant amount of money being infused into the transportation budget and the overwhelming interest in transportation among Rhode Islanders, extensive discussion and feedback with the people should occur before amendments of this size are considered and projects finalized. The content problems with proposed Minor Amendment #2 are serious as well. First, changes proposed in the amendment seem to ignore the mandates of the Act on Climate and Complete Streets laws and the recommendations of the Long Range Transportation Plan including the Bicycle Mobility Plan, RI's Congestion Plan and the Mobility Innovations Working Group, to name a few. These laws and plans encode a great deal of hard work and reflect the wishes of the people of Rhode Island and therefore, must be incorporated into all transportation planning. Rhode Island deserves a modern, multimodal transportation

system and Minor Amendment #2 as proposed does not move us in this direction. The State Transportation Improvement Plan should serve the people of Rhode Island; Minor Amendment #2 does not and should be denied.

Response to B-5-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit. RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

The majority of transit funding is administered through RIPTA, and the additional transit funds directed to the state will be introduced to the STIP through a future amendment.

B-6: RI Green Infrastructure Coalition leadership, Sheila Dormody

City: Providence

State: RI

Submit Date: 02/14/2022 1:59 PM

Comment B-6-1

Accelerate Investments in Climate Resiliency and Stormwater Compliance Comments on Amendment #2 to the FFY 2022-2031 Rhode Island Transportation Improvement Program to the State Planning Council's Transportation Advisory Committee As leaders of the Rhode Island Green infrastructure Coalition, we are concerned that Amendment #2 to the Transportation Improvement Plan does not adequately meet the challenges of our changing climate or the degradation of our water quality from stormwater run-off. Rhode Island is already experiencing more intense precipitation events that overwhelm our aging stormwater infrastructure, cause flooding and property damage, degrade habitat and pollute our waterways. RIDOT entered a consent agreement with U.S. EPA in 2015 to

bring its stormwater management program into compliance with the Clean Water Act. That work is still underway and becomes more urgent as climate change accelerates. As noted in the McKee administration's RI 2030 plan, "The creation of a whole of government approach to resilience and mitigation of greenhouse gas emissions will be required if Rhode Island wants to meet its statutorily required reduction targets." The infusion of federal Infrastructure Investment and Jobs Act funds for our transportation infrastructure provides the State the opportunity to integrate a holistic approach to make Rhode Islanders more resilient to climate change that the State should not let pass by. Recommendations: The Transportation Improvement Plan should maximize investments that will enhance the state's climate resiliency with green infrastructure to manage increased precipitation and multiply the benefits of federal funding. While more than 60 projects note that they "may" include stormwater management these projects should include stormwater management "to the maximum extent practicable" as required by RIDOT's consent agreement and for compliance with its stormwater permit. RIDOT has completed or is in the process of completing Stormwater Control Plans for many of the subwatersheds where these projects are planned. The Stormwater Control Plans will provide project managers specific recommendations for stormwater management opportunities. Listing stormwater improvements as optional is likely to discourage project managers from planning creative strategies to reduce stormwater or to make the work a budget priority. The STIP should prioritize accelerating compliance with the stormwater management consent agreement. The amendment currently includes \$6 million per year for stormwater operations and \$4 million for stormwater capital improvements. These funds should be substantially increased to meet the needs of the program. As the State designs projects, it should assess necessary culvert upgrades to reduce flooding and improve river connectivity across the state. To make sure there is funding to upgrade the culverts while implementing the listed projects, the STIP should include a separate line item of \$10 million for repairs, crossing and resiliency measures in medium and high priority projects. This will allow RIDOT both to expedite the work and take advantage of cost savings potential of combining projects. Sheila Dormody Director of Climate and Cities Programs The Nature Conservancy RI Chapter Priscilla De La Cruz Senior Director of Government Affairs Audubon Society of Rhode Island Amelia Rose Executive Director Groundwork Rhode Island Topher Hamblett Director of Advocacy & Policy Save The Bay Sara Churgin District Manager Eastern RI Conservation District Alicia J. Lehrer Executive Director Woonasquatucket River Watershed Council Johnathan Berard RI Director Clean Water Action

Response to B-6-1

Thank you for your comments on the FY2022-2031 STIP.

RIDOT worked closely with its Stormwater Office on this STIP amendment. Cost estimates for stormwater are included in included in the line items for each project with significant pavement disturbance. The Stormwater Office overlapped Stormwater Control Plan areas with the TIP

projects, in order to identify opportunities for investment of IJA funding towards the required water quality improvements. It is anticipated that stormwater will be constructed or upgraded for all projects with a stormwater line item. Thereby, putting us in a better position to report "maximum extent practicable" efforts to EPA.

The \$10M per year cited for operations and capital improvements is indicative of improvements undertaken that are not bundled into other capital projects, which omits a significant portion of the stormwater investment in this amendment.

Culvert improvements to reduce flooding and improve river connectivity will be reviewed as a part of our scoping process when a bridge over a stream, or culvert is to be replaced. Such upgrades can occur in the Pavement Capital Program, such as the replacement of the Airport Road Culvert in TIPID 9536, or more typically in the Bridge Capital Program. RIDOT has just completed the Stream Crossing Design Manual, and will begin training designers soon.

B-7: The Rhode Island Building & Construction Trades Council, Michael Sabitoni

City: Providence

State: RI

Submit Date: 02/14/2022 2:11 PM

Comment B-7-1

To Whom it may concern: The Rhode Island Building & Construction Trades Council is a federation of 16 local trade unions representing over 10,000 local trade workers. I write on their behalf to support the proposed amendments that will accelerate over 100 projects and \$2 billion worth of construction activity. The members I represent, and their families, depend upon a vibrant construction industry for their careers and livelihood. Accelerating these projects is essential to the economic and career welfare of these citizens. Accordingly, on behalf of them, I urge you to adopt the proposed amendments. Sincerely, Michael F. Sabitoni

Response to B-7-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

B-8: BuildRI, Gregory Mancini

City: Providence

State: RI

Submit Date: 02/14/2022 2:20 PM

Comment B-8-1

To Whom it May Concern BuildRI is a trade association comprised of 4 different contractor associations representing the area's largest contractors and the Rhode Island Building & Construction Trades Council (www.buildri.org). On behalf of our organization, our contractor and union members, and the entire unionized construction industry I write to support the proposed amendments that will accelerate over 100 projects and create \$2 Billion in construction activity. The construction industry is an essential component to a vibrant local economy. Our contractors depend on appropriate investment in the industry for their businesses, our union members depend on it for their livelihood, and our state also depends on it for our infrastructure needs so that our economy moves along efficiently as possible. Accordingly, we urge you to adopt the proposed amendments. Sincerely, Greg Mancini

Response to B-8-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

B-9: Dorothy Davison

City: Saunderstown

State: RI

Submit Date: 02/14/2022 2:28 PM

Comment B-9-1

The American Council of Engineering Companies of RI supports the proposed amendment which will allow the RI Department of Transportation the funds and the opportunity to improve the State's existing infrastructure.

Response to B-9-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

B-10: Garofalo & Associates, Inc., jeff lewis

City: Providence

State: RI

Submit Date: 02/14/2022 2:36 PM

Comment B-10-1

I would like to voice my support in favor of this amendment. It will allow RIDOT to better address the improvements needed for repairing our existing roads, bridges and other transportation related infrastructure that is so desperately needed. It will also help maintain jobs in RI and benefit the economy.

Response to B-10-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

B-11: IBEW Local Union 99 , Joe Walsh

City: Cranston

State: RI

Submit Date: 02/14/2022 2:52 PM

Comment B-11-1

As Business Manager of the International Brotherhood of Electrical Workers Local Union 99, I represent 800 Women and Men who provide their skills for our now seventy-three signatory contractors in the Electrical Industry in the State of Rhode Island and nearby Massachusetts. We are also more often than not, one of the very few or even the only voice for the unrepresented professional electricians in the state of Rhode Island. Today I write to support the proposed amendments that will accelerate over 100 projects and

create \$2 Billion in construction activity. Our State depends on dependable infrastructure and this is critical for our members, our contractors and the State overall. We urge adoption of the proposed amendments as presented.

Response to B-11-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

M-1: From Forward LLC, Lillian Mathews

City: Pawtucket

State: RI

Submit Date: 02/11/2022 12:45 PM

Comment M-1-1

I am a Pawtucket resident and business owner with a vested interest in making Rhode Island a more attractive and equitable state to live and work. I am very concerned by the lack of public input regarding Minor Amendment #2, and only token consideration for the RI 2021 Act on Climate Law. This is a once-in-a-generation opportunity for federal funding and we need bolder thinking from our state. Such a significant investment requires greater public engagement than written comment at an administrative meeting. We need a robust public process to identify and select projects and the Department of Transportation must consult with other state leaders to ensure all future transportation investments are in line with other state commitments, such as the Act on Climate law and the Long Range Transportation Plan. There's no denying the facts: the transportation sector is currently the largest and fastest-growing contributor to emissions in the state, and though the state is working on updating its climate action plan, it's clear that reducing emissions on the scale needed will require a massive shift from polluting, auto-dependent infrastructure to cleaner, healthier mobility options. This shift from complete auto-dependence will contribute to Rhode Island's growth and competitiveness. The STIP contains all transportation infrastructure projects through 2031, and Rhode Island has its first emissions reduction deadline in 2030. Therefore, the investments outlined in the STIP and the changes in proposed Amendment #2 will shape how Rhode Island's largest emitting sector responds to the climate mandate. Some projects, such as adding vehicle lanes to highways, will make it harder to meet the 2030 Act On Climate goal by prioritizing driving and increasing gasoline consumption. Others, such as investments in transit, active mobility, and electric vehicle (EV) charging infrastructure, are known to decrease emissions. Justice40, a "whole-of-government" commitment established by federal

Executive Order, encourages 40% of benefits of all federal investments in climate and clean energy go to disadvantaged communities. It's not clear how the Justice40 commitment was considered within Amendment #2. A more robust public participation process for the allocation of IJA funds can ensure better alignment with Justice40. Sincerely engaging the people of Rhode Island as well as climate, environment, transit, and active mobility stakeholders is necessary to capitalize on the historic funding opportunity provided by the IJA. There should also be greater coordination with the EC4 in developing carbon mitigation strategies for transportation to make sure the STIP is aligned with the state's goals. Proposed Amendment #2 should be denied.

Response to M-1-1

While we understand your concern related to public vetting of Amendment #2, pursuant to the State Transportation Improvement Program (STIP) Memorandum of Agreement (MOA) between the Rhode Island Division of Statewide Planning, Rhode Island Department of Transportation (RIDOT), Rhode Island Public Transit Authority (RIPTA), Federal Highway Administration, and Federal Transit Administration, executed in January 2022, governing procedures to amend and modify the State Transportation Improvement Program, this action constitutes a Minor Amendment and conforms to the funding thresholds identified in Exhibit A1 of the MOA.

Also pursuant to the MOA, Public Notice for Minor Amendments require a 10 day public comment period. The public comment period for Amendment #2 was extended to 12 days.

In addition, Amendment 2 to the FFY 2022-2031 STIP includes significant investments in projects that will reduce the emissions of harmful greenhouse gasses through congestion mitigation air quality programs and investments in transit.

Regarding Justice40, Section 5 of the STIP provides a detailed Transportation Equity Benefits Analysis which shows that "49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island." This amendment accelerates many projects within environmental justice (EJ) or Special Population Group (SPG) tracts.

RIDOT and RIDSP sit on the EC4, and this amendment is consistent with the objectives of the EC4 and with the Act on Climate. The Amendment is also in line with the policies, goals, objectives, and recommendations outlined in the Long Range Transportation Plan, Bicycle Mobility Plan, and Transit Master Plan.

M-2: GRA, a division of GM2, Joseph Giordano

City: Pawtucket

State: RI

Submit Date: 02/14/2022 11:33 AM

Comment M-2-1

The recent passage of Infrastructure Investment and Jobs Act (IIJA) by Congress and signed by the President is significant and essential to providing the level of transportation infrastructure improvements that our nation needs. For Rhode Island to be able to improve its transportation infrastructure to the level provided for in the IIJA, and to be able to achieve the economic benefits and job growth anticipated, this Amendment is needed. This comment is in support of the Amendment proposed by RIDOT.

Response to M-2-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

M-3: Pare Corporation, John Shevlin

City: Lincoln

State: RI

Submit Date: 02/14/2022 3:47 PM

Comment M-3-1

On behalf of Pare Corporation, we are in support of this STIP Minor Amendment as we are of the opinion that with the approval, it will allow the RIDOT and RIPTA the opportunity to continue to improve the State's roadways and bridges and our public transportation system. Much work has been done over the last several years and although there has been significant progress there is much more work needed to be done. With the continued improvements to our infrastructure and transportation system these will be vital components to support and improve our State's economy.

Response to M-3-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

M-4: BETA Group, Inc, Frank Romeo

City: Lincoln

State: RI

Submit Date: 02/14/2022 4:01 PM

Comment M-4-1

I am writing this comment to express our full support of the proposed Minor Amendment to the STIP as presented by RIDOT. This Amendment will allow RIDOT to expend Federal dollars from the the new Infrastructure legislation in accordance with a schedule that reflects the the increase in funds to be received by the State as a result of this Federal Infrastructure Bill. The Amendment will result in more projects to repair and maintain our roads and bridges without expanding our highway infrastructure.

Response to M-4-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

A-1: City of East Providence, Roberto DaSilva

City: East Providence

State: RI

Submit Date: 02/11/2022 9:22 AM

Comment A-1-1

The City of East Providence has reviewed FFY 2022-2031 State Transportation Improvement Program Minor Amendment #2 and is supportive of the amendments as proposed. The City is particularly pleased with the STIP Project #3062, "Henderson Bridge Improvements Phase 2" that proposes the completion of additional improvements including a Henderson Parkway extending from Massasoit Ave to beyond Broadway. The amendment also includes the completion of Segment 1-4 of the Ten Mile River Greenway (STIP ID 5045) in 2025 a project that will impart a large impact on improving the Ten Mile River Greenway to the scenic Hunts Mill Recreation area. The City respectfully requests, however that the construction of roadway improvements associated with STIP Project #9525 , "Pawtucket Avenue, (Veteran's Memorial Parkway to Warren Avenue) be moved from the currently proposed 2030 construction season to an earlier date in the schedule. While it is understood that limited resources must warrant some delay, the City is of the

opinion that that important north-south arterial should not be deferred eight years. Consideration to move this project to a 2026 construction year is requested. Sincerely,
Mayor Roberto L. DaSilva

Response to A-1-1

Thank you for your comments on Amendment 2 to the FFY 2022-2031 STIP. The current timeline for STIP Project #9525 may be adjusted in a future amendment. At this time, the project is scheduled to avoid conflicts with recently accelerated projects including STIP Project #1326, the resurfacing of RI-103 Pawtucket and Bullocks Point Avenues from Crescent View Avenue to Veterans Memorial Avenue. Acceleration of STIP Project #9525 will also require coordination with STIP Project #1325, resurfacing, sidewalk, and intersection safety improvements along Pawtucket Avenue from Warren Avenue to Marietta Street. RIDOT would be glad to discuss this matter with the City and local stakeholders in the near future to facilitate an agreeable solution.

A-2: Town of Burrillville, Jeffrey McCormick

City: Oakland

State: RI

Submit Date: 02/14/2022 9:09 AM

Comment A-2-1

The Town of Burrillville has been trying to move this Victory Highway paving project forward for over 10 years. It is a main thoroughfare through town and currently being used as a detour around the Mohegan Bridge Project which is further deteriorating the road. And it looks like it will likely be a detour of 2 other bridges (Route102/over Joslin #672) and (route 102 over Pascoag River #670) and a replacement of bridge #112 Glendale over Branch River that is on Victory Highway. I have attached some backup information dating back to 2012 when the town hired a consultant Pare Engineering for the design of a portion of this state road in order to keep things moving forward. In fact that 0.5 mile stretch of roadway has been completed. The Town administration again urges the State to try to incorporate this road project into the 2024 or 2025 schedule before the 2 -102 bridges and before the Glendale Bridge #112. The Town administration would like to review the upcoming schedules with the RI planning effort as all of these projects are in the same area and effect each other. End

Response to A-2-1

Thank you for your comments on Amendment 2 to the FFY 2022-2031 STIP.

The current timeline for STIP Project #9987 may be adjusted in a future amendment. At this time, the project is scheduled to avoid conflicts with recently accelerated projects including STIP Project

#1578, which will resurface RI-7 from the Providence city line to the Burrillville Town Line. As noted in your comment, Victory Highway is currently being used as a detour route for TIPID 3177 - Bridge Group 43A -- Mohegan, and the project is planned for coordination with TIPID 3182 - Bridge Group 17B -- RI-102 Broncos Highway Bridges.

RIDOT would be glad to discuss this matter with the town and local stakeholders in the near future to facilitate an agreeable solution.

A-3: Town of Lincoln, Albert Ranaldi Jr

City: Lincoln

State: RI

Submit Date: 02/14/2022 1:54 PM

Comment A-3-1

The Town of Lincoln is in full support of the proposed Minor Amendment 2 to the FFY 2022-2031 State Transportation Improvement Program. Over the past eight years, the Town of Lincoln has invested local funds to improve our existing town-owned transportation network. The town looks forward to working with the RIDOT on improving the existing state-owned transportation network identified in the STIP. The town feels that the proposed STIP projects will complement the public infrastructure completed by the town.

Response to A-3-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

A-4: North Kingstown, Nicole LaFontaine

City: North Kingstown

State: RI

Submit Date: 02/14/2022 2:33 PM

Comment A-4-1

The Town of North Kingstown has taken the opportunity to review the Minor Amendment #2 for State Transportation Improvement program (STIP) 2022-2031. The Minor Amendment has been requested by the Rhode Island Department of Transportation

(RIDOT) and the Rhode Island public Transit Authority (RIPTA). It proposes an addition of \$550.81 million over the STIP's constrained period (FFY2022 , FFY2025) and a total addition of \$748.43 million over the STIP's 10 years. This revision the new funding directed to Rhode Island through the federal Infrastructure Investments and Jobs Act (IIJA), signed into law by President Biden on November 15, 2021. This federal funding will allow the state to achieve and maintain a state of good repair for Rhode Island's transportation infrastructure over the next five years. It also introduces several new types of funding, including: Bridge Formula Program Funds; Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Funds; Carbon Reduction program Funds; and National Electric Vehicle Formula program Funds. The Town of North Kingstown is pleased to see the start year associated with projects of significant importance to the town be rescheduled to earlier years due to the influx of IIJA funding. We also recognize that a number of our projects have bundled in a new way, and we support the incorporation of bicycle lanes to the Boston Neck Road and South County Trail rights of way. Such improvements will significantly improve access to alternative modes of transportation and support climate resilience initiatives. The Town of North Kingstown's comprehensive plan land use element has a goal of encouraging focused growth in sustainable patterns consistent with Land Use 2025 and the above-noted projects play an important role in accomplishing that goal. These necessary public infrastructure improvements will support these growth patterns and assist the town in meeting future development needs.

Response to A-4-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

A-5: City of Warwick, Sean Henry

City: Warwick

State: RI

Submit Date: 02/14/2022 2:53 PM

Comment A-5-1

The proposed Minor Amendment provides the necessary state planning component of the federal investment in infrastructure included in the Infrastructure Investments and Jobs Act of 2021. The IIJA presented Rhode Island with the opportunity to accelerate the pace of our infrastructure maintenance and replacement. This amendment moves up the timetable of many desirable projects, some by as much as eight years. The City of

Warwick will directly benefit from this investment of federal dollars into our community. In particular, the replacement of the Pawtuxet River bridge (#680) is vital to the historic village, and the conversion of Old Warwick Avenue bridge (#177501) into a pedestrian structure will improve safe access to Sandy Lane from the neighborhood on the other side of Buckeye Brook. Accelerated completion of these projects through the IJA is an opportunity to increase the quality of life in Rhode Island and generate additional economic growth to the area, and the TAC should approve this amendment.

Response to A-5-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.

A-6: Town of Jamestown, Town Administrator, Jamie Hainsworth

City: Jamestown

State: RI

Submit Date: 02/14/2022 3:48 PM

Comment A-6-1

Jamestown Perspective: The proposed Minor Amendment provides the necessary state planning component of the federal investment in infrastructure included in the Infrastructure Investments and Jobs Act of 2021. The IJA presented Rhode Island with the opportunity to accelerate the pace of our infrastructure maintenance and replacement. This amendment moves up the timetable of many desirable projects, some by as much as eight years. The Town of Jamestown will directly benefit from this investment of federal dollars into our community. In particular, the acceleration of the Jamestown Corridor at Round Swamp Bridge, North Road and East Shore Road, where climate change's effects and wildlife habitat concerns have made this project an immediate necessity. Replacement in kind is not enough. Accelerated completion of these projects through the IJA is an opportunity to increase the quality of life in Rhode Island and generate additional economic growth and the town requests the TAC approve this amendment without delay.

Response to A-6-1

Thank you for your comment in support of Amendment #2. The amendment is in line with long range goals for the prosperity of the state and proper function and condition of the transportation

network, which is in constant need of maintenance and investment. The amendment will also support the health and well being of the economy and workers by improving the day to day operation of roads, bridges, and other urban infrastructure. The projects programmed in the amendment constitute an investment in the stability and future of Rhode Island.



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