

**RHODE ISLAND STATEWIDE PLANNING PROGRAM**  
**Rhode Island State Planning Council**

Thursday, September 8, 2016  
RIDOA, Conference Room A  
One Capitol Hill, Providence, RI

**DRAFT MINUTES**

**I. Attendance**

1. Members Present

Mr. Michael DiBiase, Chair	Director, Rhode Island Department of Administration
Ms. Lisa Vura-Weis, Vice-Chair	Deputy Chief, Office of the Governor
Mr. Parag Agrawal, Secretary	Associate Director, Division of Planning
Mr. Peter Alviti	Director, Rhode Island Department of Transportation (initially represented by Ms. Meredith Brady)
Mr. Steven Boudreau	Representing Nicole Alexander-Scott, Director, Rhode Island Department of Health
Mr. James Boyd	Representing Grover Fugate, Executive Director, Rhode Island Coastal Resources Management Council
Ms. Jeanne Cola	Non Profit Community Development Representative
Ms. Carmela Corte	Representing Thomas Mullaney, Executive Director, Budget Office
Ms. Carol Grant	Commissioner, Office of Energy Resources
Mr. Marcus Mitchell	Small Business Representative
Mr. L. Vincent Murray	Rhode Island League of Cities & Towns, Government Official Representative
Ms. Amy Pettine	Representing Raymond Studley, Chief Executive Officer, Rhode Island Public Transit Authority
Ms. Lisa Primiano	Representing, Janet Coit, Director, Rhode Island Department of Environmental Management
Ms. Amy Rainone	Representing Barbara Fields, Executive Director, Rhode Island Housing
Mr. M. James Riordan	Public Member
Mr. Peder Schaefer	Representing Daniel Beardsley, Executive Director, Rhode Island League of Cities and Towns
Mr. Girard Visconti	Large Business Representative
Mr. Michael Walker	Representing Stefan Pryor, Secretary of Commerce
Mr. Scott Wolf	Environmental Advocate

2. Members Absent

Ms. Jeanne Boyle	President's Designee, Rhode Island League of Cities and Towns
Mr. Roy Coulombe	Public Member
Ms. Bonnie Nickerson	Director, Providence Department of Planning and Development
Sandy O'Connor	Governor's Designee

3. Staff Present

Ms. Nancy Hess	RI Division of Planning
Mr. Cathy Pitassi	RI Division of Planning
Mr. Jared Rhodes	RI Division of Planning
Mr. Chris Witt	RI Division of Planning

4. Guests Present

Mr. Daniel Baudouin	Providence Foundation
Mr. Peter Garino	RI Department of Transportation
Mr. George Johnson	Aquidneck Island Planning Commission
Ms. Julie Oakley	RI Department of Transportation
Ms. Pamela Yonkin	HDR Engineering

## II. Agenda Items

1. Call to Order

Chairman DiBiase called the meeting to order at 9:02 a.m.

2. Approval of June 9, 2016 Meeting Minutes – for action

Chairman DiBiase asked for a motion to approve the minutes of June 9, 2016. Ms. Primiano moved to approve the minutes as submitted. The motion was seconded by Ms. Brady. There being no discussion, the following members voted aye: Boudreau, Boyd, Brady, Cola, Corte, Grant, Mitchell, Murray, Pettine, Primiano, Rainone, Riordan, Schaefer, and Vura-Weis. Chairman DiBiase and Mr. Agrawal abstained. Mr. Alviti, Mr. Visconti, Mr. Walker, and Mr. Wolf were not present at this time. There were no nay votes.

3. Public Comment on Agenda Items – for discussion

George Johnson, representing the Aquidneck Island Planning Commission (AIPC), was heartened to see that some of AIPC's projects were accepted into the Transportation Improvement Program. He thanked all involved for managing a very thorough and open process.

4. FFY 2017 – 2025 Transportation Improvement Program – for action

Chairman DiBiase introduced Chris Witt who provided an overview of the outcomes of the public hearing and comment process. He summarized the categories of comments received, the specific project discussions that occurred in front of the Transportation Advisory Committee (TAC), and the TAC's final recommendations to the State Planning Council.

Following Mr. Witt's presentation, Chairman DiBiase opened the floor to questions.

Ms. Corte asked how the Route 6 and Route 10 bridges are incorporated into the TIP. In response, Mr. Alviti explained that RIDOT's current plans for the 6/10 project are reflected accurately in the proposed TIP.

Chairman DiBiase followed up by asking if an amendment to the TIP would be needed for the Huntington Bridge, which is among the 6/10 bridges. Ms. Brady explained that an amendment should not be necessary given the funds programmed in the proposed FFY2017-2025 TIP as well as the FFY2013-2016 TIP.

Mr. Mitchell asked whether staff could give an estimate of the impact of the Exchange Street projects in Providence on small businesses. Mr. Alviti explained that RIDOT takes the impact of its activities very seriously, and as such it has a dedicated team that it assigns to work with businesses prior to undertaking such projects as it has done recently in Wickford in North Kingstown.

Mr. Walker pointed out that the TAC was always aware that all of the Route 6/10 bridges were included in the proposed TIP.

At this point, Mr. Riordan motioned to approve the proposed TIP. Mr. Walker seconded the motion.

Discussion was as follows:

Mr. Wolf asked whether passage of this TIP would preclude the incorporation of components of a boulevard design into the 6/10 project design. Mr. Alviti responded that passage of this TIP would preclude incorporation of the boulevard concept.

Given Mr. Alviti's response, Mr. Murray asked for clarification as to whether there actually is an opportunity to incorporate any proposed design changes within the 60-day comment period that was publicized on September 7, 2016. Mr. Alviti responded that the opportunities are limited given the pending safety concerns and the need to keep the project within the \$400 million budget. Ms. Vura-Weis added that over the next sixty days, the state will work with the City of Providence and others as it prepares a request for proposals for the work to be issued by the end of the year. Mr. Wolf asked if changes to the current 6/10 project design would push the project over budget or require changes to the FFY2017-2025 STIP. Mr. Alviti responded that once a design/build contract is issued the project will essentially be locked given RIDOT's aversion to issuing change orders.

Mr. Wolf next said that he is concerned that the state is addressing public safety at the expense of innovation. He said he believes the state can address both at the same time.

There being no further discussion, Mr. DiBiase called for a vote on the motion. The following members voted aye: Alviti, Boudreau, Boyd, Cola, Corte, Grant, Mitchell, Murray, Pettine, Primiano, Rainone, Riordan, Schaefer, Visconti, Vura-Weis, and Mr. Walker. Chairman DiBiase and Mr. Agrawal abstained. Mr. Wolf voted nay. The motion carried.

##### 5. State Freight and Goods Movement Plan – *for discussion*

Chairman DiBiase introduced Chris Witt and Pam Yonkin who delivered the attached presentation on the Rhode Island State Freight and Goods Movement Plan. Instances where the State Planning Council engaged in discussion were as follows.

Mr. Mitchell asked how the plan addressed the dredging of the Port of Providence. Ms. Yonkin explained that the need for dredging did not emerge as a concern during the development of the plan, particularly from representatives of ProvPort.

Mr. Wolf next asked whether the team looked into the opportunities presented by short sea shipping. Ms. Yonkin explained that the plan addresses the issue, but that the success of short-sea shipping in the state ultimately is a market-driven issue.

Mr. Wolf also asked whether vertical clearances on the state's rail lines remain an issue. Ms. Yonkin indicated that clearance remains a problem in some locations, but said that there is uncertainty as to what the target height should be, and that as a result the plan recommends further study of the issue.

Mr. Boyd complimented the team on incorporating resiliency into the plan, and he advised the State Planning Council members of the availability of STORMTOOLS, a mapping platform for understanding the risks of coastal inundation. He noted that a rail line in East Providence shown on the "Rail Systems Issues" map on page 10 of the freight plan executive summary no longer exists, and he asked what the plan had to say in regard to the rail line and a waterfront industrial parcel in the area. Mr. Witt responded that the issue of the future of this parcel was raised through discussions, but at this point the freight plan remains silent on the matter given the uncertainty of its future.

#### 6. State Guide Plan Modernization – *for action*

Mr. DiBiase introduced Nancy Hess who described the proposed action as summarized in the agenda supplement that was distributed with the State Planning Council's packets. The Division of Planning is requesting authorization to hold a public hearing on the repeal of five outdated elements of the Rhode Island State Guide Plan.

Following the presentation, Mr. DiBiase asked for a motion to authorize the requested hearing. Mr. Mitchell motioned to authorize a public hearing. Ms. Grant seconded the motion. There was no discussion. The following members voted aye: Alviti, Boudreau, Boyd, Cola, Corte, Grant, Mitchell, Murray, Pettine, Primiano, Rainone, Riordan, Schaefer, Visconti, Vura-Weis, Mr. Walker, and Mr. Wolf. Chairman DiBiase and Mr. Agrawal abstained. The motion carried.

#### 7. Announcements

Ms. Rainone mentioned two upcoming events: the Housing Works Fact Book luncheon on September 14 and the kick-off for the \$50 million housing bond on September 15.

Mr. Wolf said that he wanted to clarify his comments on the STIP. He is supportive of many of the projects in the document, but he is concerned that the state is limiting itself to the current plan for the 6/10 project.

#### 8. Adjourn

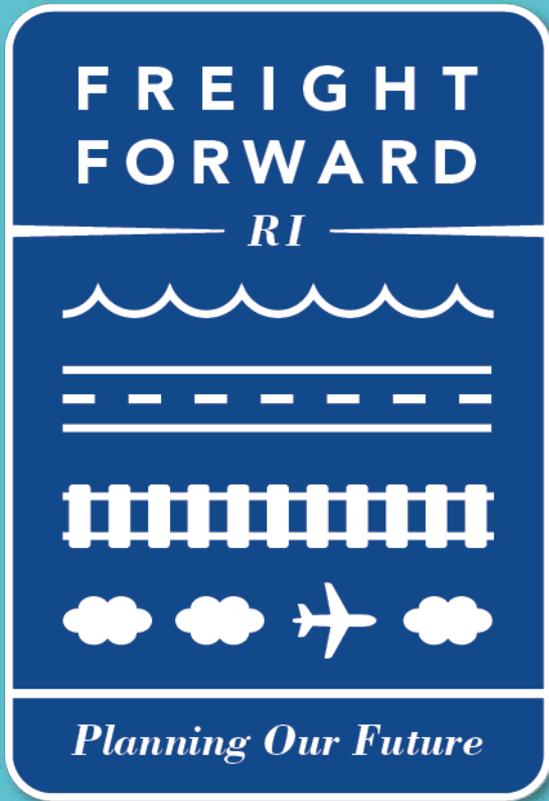
Chairman DiBiase asked for a motion to adjourn. Mr. Walker motioned to adjourn. The motion was seconded by Ms. Grant. There being no further discussion the following members voted aye: Alviti, Boudreau, Boyd, Cola, Corte, Grant, Mitchell, Murray, Pettine, Primiano, Rainone, Riordan, Schaefer,

Visconti, Vura-Weis, Mr. Walker, and Mr. Wolf. There were no nay votes. The meeting adjourned at 10:40 a.m.

Respectfully Submitted,

Parag Agrawal, AICP  
Secretary

DRAFT



# Rhode Island State Freight Plan

## State Planning Council

September 8, 2016

# THE PLAN

- > **OUTLINE** immediate and long-range strategies for multi-modal freight transportation investments through the year 2040.
- > **IDENTIFY** measures to better coordinate and effectively use all of the state's transportation resources to support the efficient movement of goods.
- > **PROVIDE** additional capacity for growth, support the ability of local businesses and manufacturers to import and export goods, and help strengthen the state's economy.



# THE PURPOSE

## > Capture Opportunity

Develop a Plan this is consistent with the Fixing America's Surface Transportation Act (FAST Act) to better position the state for increased federal funding.

## > Set Priorities

Identify critical actions and measures to improve the Rhode Island freight network and movement of goods within the state and region.

## > Raise the Profile

Raise the profile of freight in RI and articulate the importance of the freight transportation system to the state's residents and businesses.



# OUTREACH | Freight Advisory Committee

## RHODE ISLAND FREIGHT ADVISORY COMMITTEE\*

- Bryant University
- City of Providence
- CommerceRI
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Moran Shipping
- ProvPort
- RI Airport Corporation
- RI Department of Environmental Management
- RI Department of Transportation
- RI Emergency Management Agency
- RI Resource Recovery Corporation
- RI Statewide Planning
- RI Trucking Association
- Quonset Development Corporation
- University of Rhode Island

\* Includes committee members as of Spring 2016. Committee representation may evolve over time and private and public sector organizations represented above may change.

# OUTREACH METHODS

## Interviews

- Suppliers
- Importers
- Exporters
- Shippers
- Manufacturers
- Logistics Experts
- Municipalities
- Railroads
- Ports
- Airport
- Regulatory & Administrative Entities

## Surveys

- Rhode Island Hospitality Association
- Rhode Island Trucking Association
- Rhode Island Municipalities (Town Planners)

## Focus Groups

- Rhode Island Manufacturing Collaborative
- Rhode Island Trucking Association
- URI Supply Chain Management Council

## Other

- Website
- World Trade Day 2015



# OUTREACH | KEY FINDINGS

## Issues/Trends

- Local and regional highway bottlenecks
- Infrastructure constraints (clearance, weight, geometry)
- Aging workforce in freight careers
- Rising sea level
- Lack of dedicated funding
- No designated leadership for freight

## Suggested Strategies

- Capitalize on our key freight assets
- Support key industries for our local market
- Monitor national/global trends/Adapt to evolving markets
- Coordinate regionally
- Add capacity for future growth
- Use technology to increase safety and efficiency



# OUR FREIGHT NETWORK TODAY

## Rhode Island Freight Network

- Freight Ports
- Primary - Small Hub Airport
- Interstate Highway
- Primary Highway
- Secondary Highway
- Active Rail Line
- Natural Gas Pipeline
- Algonquin
- TGP
- Petroleum Pipeline (Approximate Location)



# RI PORTS

## ProvPort

- Handles mainly bulk cargo
- Recent economic impact study:
  - \$211 million in direct impact for RI (1994-2014)
  - \$2.8 billion in indirect impacts
  - 294 jobs related to capital investment

## Port of Davisville /Quonset

- Among the top ten in U.S. for auto imports (227,000 in 2015)
- Nearly 11,000 people employed at Davisville and Quonset Business Park



# RI AIR & RAIL CARGO

## T.F. Green Airport

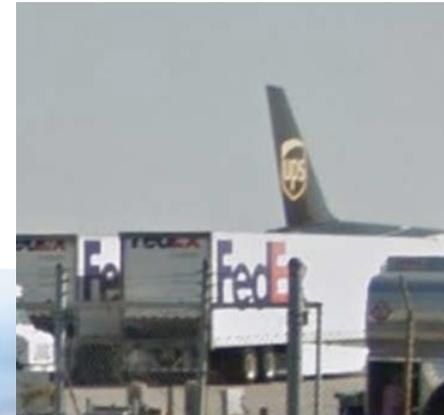
- Handles most air cargo in RI
- Good access to core markets
- Critical asset for small, urgent, and/or high-value goods

## P&W Railroad

- Connects to national and Canadian rail networks
- Serves ProvPort & Quonset
- Recent upgrades to accommodate heavier loads

## Seaview Railroad

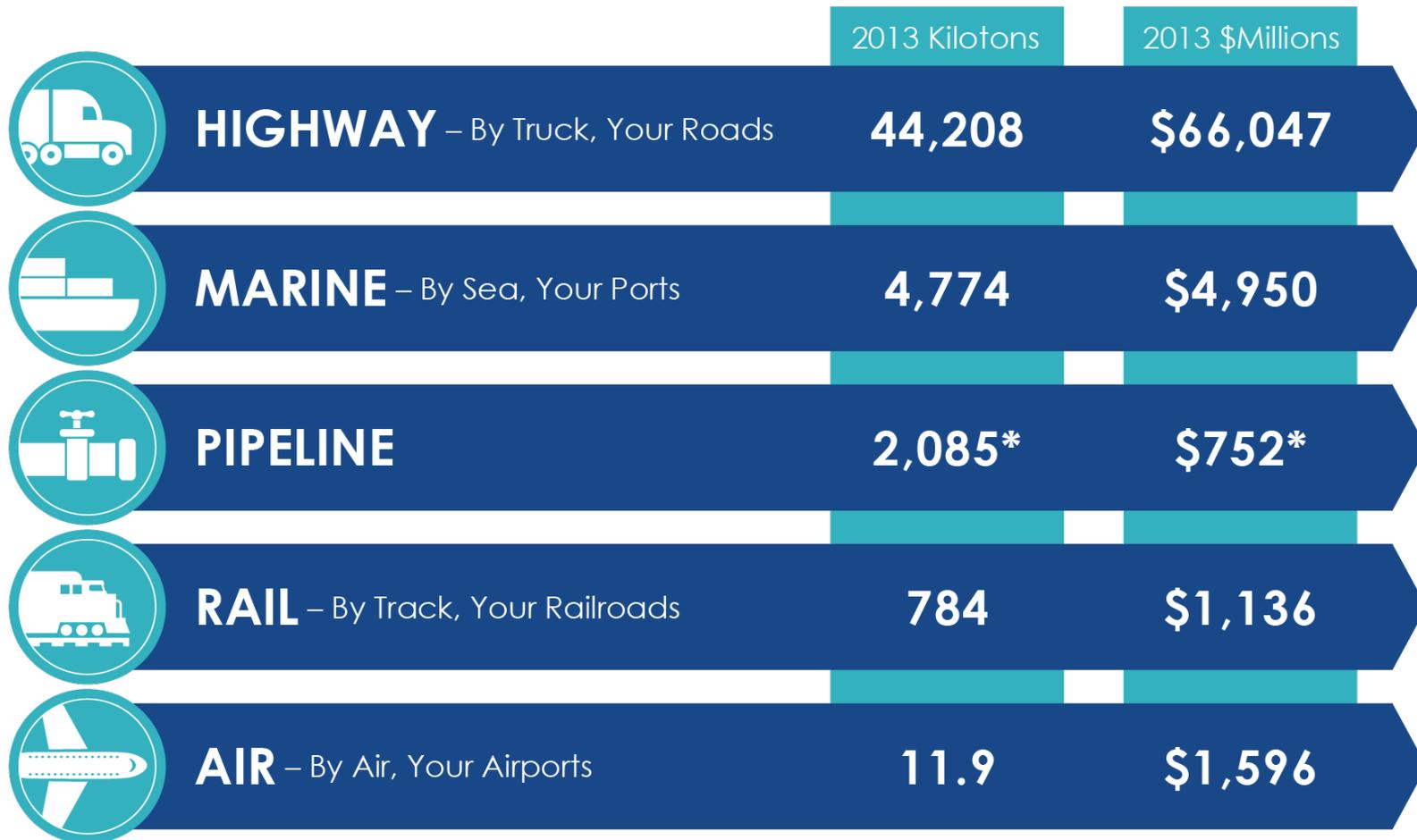
- Serves Quonset Business Park and Port of Davisville



# ECONOMIC CONTEXT

- **Freight supports jobs**
  - Freight-dependent industries in RI employ 130,000+
  - 26% of RI employment
- **Freight movements are changing**
  - Move towards service oriented economy
  - Materials may still move by rail or large truck from factories and industrial areas, **BUT....**
  - trends are towards more frequent, smaller shipments on small trucks or by air
- **Freight provides links to regional economies**
  - MA is our largest trading partner for freight moved by truck
  - Rail freight typically comes from Midwest and ships to Midwest/West Coast
- **Freight provides an international gateway**
  - RI ports serviced over 4.7 million tons of freight in 2013
  - P&W Railroad connects to Canadian markets

# FREIGHT MODES



\*2012 data

# COMMODITY FLOWS IN RI

## ALL MODES BY TONNAGE



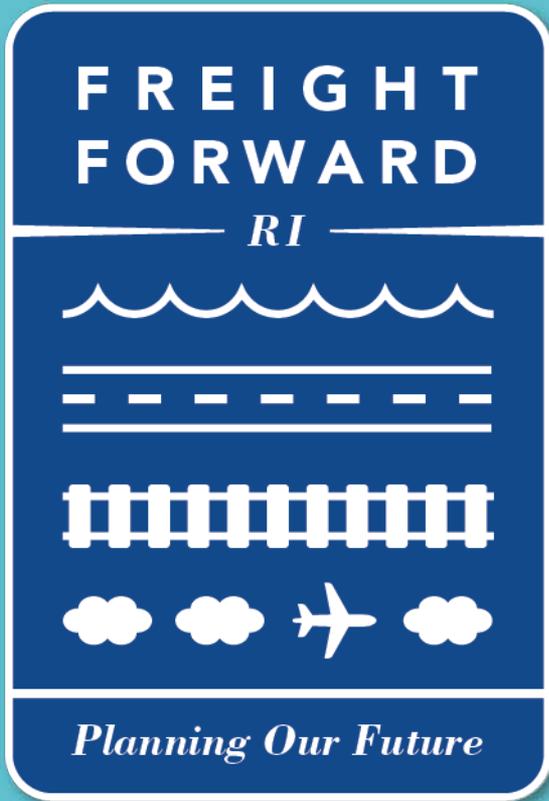
31%	Petroleum Refining Products
18%	Gravel or Sand
14%	Warehouse & Distribution Center
13%	Broken Stone or Riprap
8%	Misc. Waste or Scrap
4%	Concrete Products
4%	Asphalt Paving Blocks or Mix
3%	Soft Drinks or Mineral Water
3%	Misc. Industrial Organic Chemicals
2%	Ready-Mix Concrete, Wet

# COMMODITY FLOWS IN RI

## ALL MODES BY VALUE



33%	Petroleum Refining Products
21%	Motor Vehicles
10%	Warehouse & Distribution Center
7%	Misc. Primary Nonferrous Smelter Products
6%	Misc. Plastic Products
6%	Pharmaceuticals
6%	Misc. Electrical Industrial Equipment
5%	Bread or Other Bakery Products
4%	Fresh Fish Products
2%	Misc. Industrial Organic Chemicals



# The Rhode Island Freight Plan

# PLAN | GOALS



Operational Efficiency



Connectivity



Economic Growth/Competitiveness

# PLAN | INVESTMENT PRIORITIZATION

Potential investments ranked by established criteria



## State of Good Repair

- Construction
- Rehabilitation
- Operational Improvement



## Technology

- Intelligent Transportation System (ITS)
- Technology to improve freight flow



## Connectivity

- Improves freight intermodal connector
- Reduces congestion
- Increases reliability on roadways



## Other Plans

- Included in other statewide plans



## Other

- Reduces environmental impacts
- Improves capacity
- Reduces congestion or enhances reliability
- Improves safety
- Promotes economic competitiveness
- Improves resiliency

# HIGHWAY IMPROVEMENTS

1. **Replace I-95 Viaduct @US-6 (Providence)**
2. Improve merge on I-95 NB @Rte 146 (Providence)
3. Create Access from Rte 4 to I-95 South (East Greenwich)
4. Create Access from ProvPort to I-95 SB (Providence)
5. **Replace 32 Deficient Bridges on Key Freight Corridors (statewide)**
6. Alleviate Bottlenecks on I-195 WB @Broadway (E. Providence)
7. **Replace Washington Bridge (E. Providence)**
8. Alleviate Congestion on Rte 6/10 @I-95 (Providence)
9. Widen I-295 NB @Rte 37 to Reduce Bottlenecks (Cranston & Johnston)
10. Improve Ramps @I-95 SB/Rte 37 (Warwick)



# RAILROAD IMPROVEMENTS

1. Study Vertical Clearance on Rail Lines Serving Davisville (N. Kingstown)
2. Construct Quonset Rail Sidings (N. Kingstown)
3. Study Potential to Add NEC Freight Capacity (statewide)
4. Study to Alleviate Restrictions in Providence Amtrak Tunnel
5. **Improve Romano Vineyard Way Rail Crossing (North Kingstown)**
6. Improve West Davisville Rail Yard (N. Kingstown)
7. Construct West Davisville Maintenance/Layover (N. Kingstown)
8. Upgrade Rail and Track (Cumberland)
9. **Reconstruct Roosevelt Ave & Beverage Hill Ave Grade Crossings (Pawtucket)**
10. **Reconstruct Martin St & Mendon Road Crossings (Cumberland)**



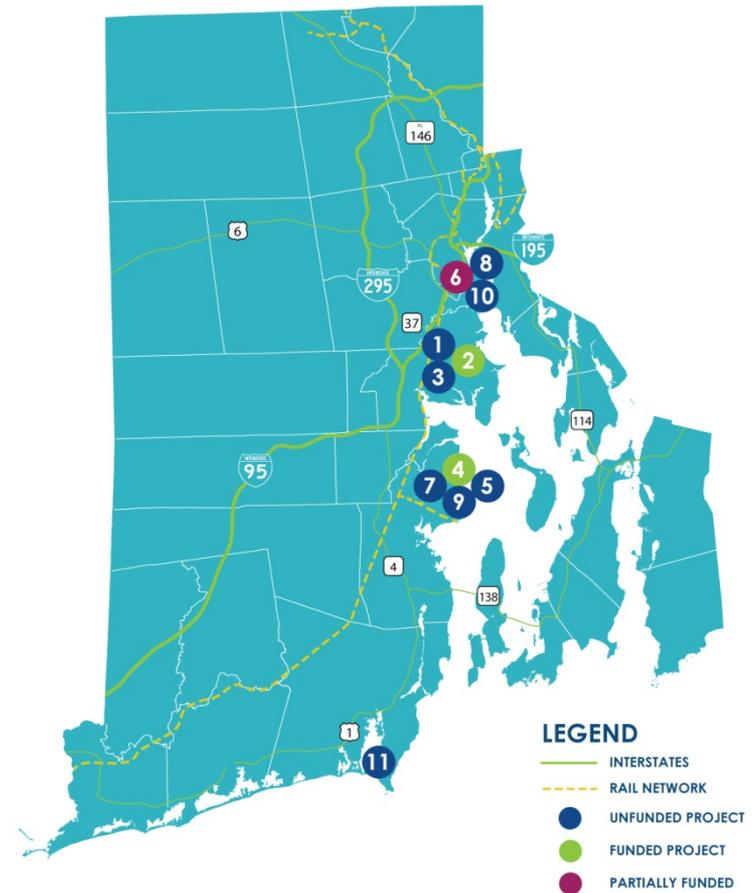
# MARINE & AIR IMPROVEMENTS

## Air

1. Upgrade Existing TF Green Air Cargo Infrastructure (Warwick)
2. **Add Capacity to Airport Rd @Post Rd (Warwick)**
3. Explore Air Cargo Potential at SW Development Area at TF Green (Warwick)

## Marine

4. **Upgrade Davisville Pier 2 (N. Kingstown)**
5. Upgrade Davisville Pier 1 (N. Kingstown)
6. Improve Terminal Rd Intersection (Providence)
7. Procure Davisville Landside Equipment (N. Kingstown)
8. Activate ProvPort Lot 288 (Providence)
9. Maintain Davisville Support Structures (N. Kingstown)
10. ProvPort Roadway Reconstruction (Providence)
11. Upgrade Port of Gaililee State Pier 3 (Narragansett)



# PLAN | POLICY RECOMMENDATIONS



State Level  
Responsibilities/  
Freight Leadership



Freight  
Transportation  
Funding



Workforce  
Development



Environment



Land Use and  
Development



Safety &  
Enforcement



Regional  
Coordination



Resilience

# KEY POLICY RECOMMENDATIONS

## ISSUES

### Freight Leadership

- No single entity has clear responsibility for freight-related activities within state government today.

### Land Use and Development

- Freight-network-accessible development opportunities
  - Should be preserved
  - Limit impacts on existing businesses/residential areas

## RECOMMENDATIONS

### Freight Leadership Recommendation

- Create position of State Freight Coordinator within RIDOT.

### Land Use and Development

- Identify land suitable for larger industrial ops. – multimodal connectivity.
- Encourage proper zoning for loading zones, off-hours delivery, other trucking needs.
- Engage freight industry in the development of any new ordinances.

# KEY POLICY RECOMMENDATIONS

## ISSUES

### Environment

- Important to reduce the impacts of freight movement on RI's environment

### Freight Transportation Funding

- RhodeWorks provides needed funding to maintain highways and bridges throughout RI. Additional funding needed:
  - Operations & Maintenance
  - Reinvestment
  - Efforts to support growth/expansion of the freight network

## RECOMMENDATIONS

### Environment

- Clean truck tech. – incentivize use
- Investigate and develop a clean air strategy for RI ports
- Promote maritime and rail modes for the movement of goods to and from RI

### Freight Transportation Funding

- Identify long-term, sustainable state funding for freight facilities.
- Investigate potential for public-private partnerships.
- Pursue discretionary funding opportunities/grants – but identify state match first.

# KEY POLICY RECOMMENDATIONS

## ISSUES

### Resilience

- Uninterrupted movement of goods is important to our economy and quality of life. Planning is needed to:
  - Protect freight assets from flooding, storm surges, sea level rise, cold weather events
  - Develop action plans for power losses or other unforeseen events

## RECOMMENDATIONS

### Resilience

- Educate private freight stakeholders on impacts of flooding, storms, sea level rise and consider opportunities for mitigation
- Consider resiliency in freight-related infrastructure projects, consider freight in state's ongoing resiliency activities.

# PLAN | NEXT STEPS

- Receive TAC and State Planning Council approval
- Submit Plan to FHWA
- Freight Advisory Committee continues to meet

