

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

Thursday, August 25, 2016
RIDOA, Conference Room A
One Capitol Hill, Providence, RI

DRAFT MINUTES

I. Attendance

1. Members Present

Ms. Fran Shocket, Chair	Public Member
Mr. Everett Stuart, Vice Chair	RI Association of Railroad Passengers
Mr. Lloyd Albert	AAA Northeast
Mr. Dan Boudouin	Providence Foundation
Ms. Meredith Brady	RI Department of Transportation
Mr. Michael Cassidy	Public Member
Ms. Bari Freeman	Bike Newport
Ms. Martina Haggerty	City of Providence
Mr. Jonathan Harris	Sierra Club
Mr. George Monaghan	RI Consulting Engineers (RICE)
Mr. Daniel Porter	RI Airport Corporation
Mr. Timothy Scanlon	Construction Industries of Rhode Island
Ms. Pamela Sherrill	RI Chapter, American Planning Association
Mr. Michael Walker	RI Commerce Corporation

2. Members Absent

Mr. Alan Brodd	City of Woonsocket
Mr. Richard Crenca	City of Warwick
Dr. Judith Drew	Governor's Commission on Disabilities
Mr. John Flaherty	Grow Smart RI
Mr. Ronald Gagnon	RI Department of Environmental Management
Ms. Eliza Lawson	RI Department of Health
Mr. Chris Maxwell	RI Truckers Association
Ms. Amy Pettine	RI Public Transit Authority
Ms. Lillian Piccione	RI Public Transit Authority
Ms. Dinalyn Spears	Narragansett Indian Tribe
Mr. Michael Wood	Town of Burrillville/RI League of Cities and Towns

3. Staff Present

Mr. Jared Rhodes	RI Division of Planning
Mr. Chris Witt	RI Division of Planning
Ms. Catherine Pitassi	RI Division of Planning

4. Guests Present

Ms. Pam Yonkin	HDR Engineering
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II. Agenda Items

1. Call to Order

At 6:35 p.m. Chair Shocket called the meeting to order.

2. Approval of May 26, 2016 Meeting Minutes – for action

Chair Shocket asked for a motion to approve the meeting minutes of July 28, 2016. Mr. Cassidy made the first motion to approve the minutes with a correction. The motion was seconded by Mr. Albert.

Discussion was as follows. Mr. Cassidy proposed an amendment for clarification on page six to his motion regarding the Bay Street Streetscape Improvements and the Herreshoff Marine Museum projects. The motion should read; “A motion was made by Mr. Cassidy to ask RIDOT to investigate the ramifications of moving the Bay Street Streetscape Improvements and the Herreshoff Marine Museum projects forward and report back to the TAC for discussion at the August 25, 2016 meeting.” Ms. Freeman then asked that her comment be stricken from the minutes, also on page six, regarding her confidence in RIDOT.

There being no further discussion everyone was in agreement to approve the July 28, 2016 minutes to include the two amendments. The following members voted aye, Shocket, Albert, Baudouin, Brady, Cassidy, Freeman, Haggerty, Harris, Monaghan, Porter, Scanlon, Sherrill, Stuart and Walker. There were no nay votes, abstentions or recusals.

3. Public Comment on Agenda Items – for informational purposes

Chair Shocket asked if there were any public comments on any of the agenda items. Mr. George Johnson introduced himself. He is a retired state planner and now a part-time consultant for the Aquidneck Island Planning Commission (AIPC). He is present on behalf of the Commission and the municipalities and citizens of Aquidneck Island. The Commission would like to thank the TAC, Planning Staff, DOT and RIPTA for putting together a successful TIP process. Mr. Johnson’s public comments are attached for further review (see attachment).

Mrs. Rosemary Smith of Narragansett introduced herself. Ms. Smith stated she submitted a TIP application with her husband, in support of the Town of Narragansett, that requesting the completion of the South County Bike Path. They were able to watch their application proceed through the process. She commented that the timeline is longer than they would like it to be but understands the process. Second, they requested the title of the project be changed because it reflected the bike path description of many years ago. Mrs. Smith noted that the title had been changed on the website.

4. State Freight and Goods Movement Plan – for discussion

Mr. Witt reported that for eighteen months Statewide Planning, in collaboration with the Rhode Island Department of Transportation and consulting assistance from HDR Engineering, has been working on the first Rhode Island Freight Plan. The goal is to identify freight needs in the State, address all freight modes such as trucks, air, ships, and rail cargo, as well as to provide recommendations for improvements and policy changes with the goal of increasing freight

efficiency. They have been working closely with a stakeholder group that includes some members of the TAC, Rhode Island Commerce Corporation, Rhode Island Airport Corporation and Rhode Island Trucking Association. Mr. Witt also noted that under the Fixing American's Surface Transportation Act (FAST) every state is required to develop a state freight plan by 2018. Mr. Witt is happy to note that Rhode Island's plan is almost complete.

Mr. Witt then introduced the Project Manager, Pam Yonkin of HDR Engineering. Ms. Yonkin continued to explain the purposes for the freight plan in Rhode Island, identify goals and recommendations through a PowerPoint presentation (see attachment). Ms. Yonkin also advised that the Freight Advisory Committee met quarterly and the Plan Steering Committee met monthly to identify and prioritize projects and to come up with policy recommendations that will help support the freight transportation network in the state. The Freight Advisory Committee will continue to meet because there is a requirement to update the freight plan within five years. Ms. Yonkin noted the next step is to receive TAC and State Planning Council approval. She reported the Freight Plan will need to be submitted to FHWA. Ms. Yonkin thanked the committee and welcomed them to submit any questions or concerns to her and Mr. Witt.

5. State Transportation Improvement Program (STIP) FFY 2017 – 2025 – Supplement #4 - for action

Chair Shocket stated this item is time sensitive and needs to be acted on today so it can be brought to the State Planning Council meeting on September 8, 2016. Chair Shocket asked Mr. Witt to give an update on the Draft TIP. Mr. Witt reminded committee members that at their July 28, 2016 meeting, TAC requested that the Rhode Island Department of Transportation address four issues with regard to the Draft FFY 2017-2025 STIP and to obtain RIDOT's responses to the following requests:

1. Amend the project description for Bridge Group 1 (TIP ID 813) to include elements of the I-95 Downtown Overpass Enhancement Project, including striping, traffic lane reconfiguration, sidewalk widening and other streetscape enhancements. The specific elements included should be coordinated with the City of Providence and included within the budget outlined for Bridge Group 1.
2. Review the scheduling of the Exchange Street Sidewalk Widening project (TIP ID 1460), a high priority TAP project, and coordinate with the City of Providence and RIPTA to ensure that it is scheduled in a way to compliment the on-going work in that area particularly the Downtown Providence Enhanced Transit Corridor Project (TIP ID 7020) and the Exchange Street Bridge at the Woonasquatucket River in Bridge Group 40 (TIP ID 6455).
3. Due to the shovel ready nature of the projects, advance the scheduling of the Bay Street Streetscape Improvements (TIP ID 5286) and the Herreshoff Marine Museum (TIP ID 5007).
4. Provide a spreadsheet detailing the exact movement of funds and projects within the draft FFY 17-25 STIP to accommodate the above scheduling requests so the TAC can examine the ramifications of those actions.

Mr. Witt distributed a summary and spreadsheet that details RIDOT's responses to the TAC's requests. He explained how the spreadsheet details the movements of funds and projects. The Public Hearing Report and the revised draft FFY2017-2025 STIP incorporate the proposed changes as follows:

- Items 1 and 2, Bridge Group 1 and the Exchange Street projects: RIDOT staff and leadership will be meeting with the City of Providence on bridge-related issues in early September. If scheduling changes and project description changes are necessary, they will be made in a future TIP amendment or update. RIDOT is committed to working with its partners, including the City of Providence and RIPTA to clarify any outstanding issues.

- Items 3 and 4, Bay Street and Herreshoff Marine Museum: the schedules of a number of TAP projects have changed as a result of the reprioritization of these two projects, and the following provides a description of how they need to change in the TIP itself in order to move these two projects into FFY2019 from FFY2022 and FFY2025, respectively.

- In order to move two projects forward, Bay Street from FFY2022 and Herreshoff Museum from FFY2025, there was no simple one-for-one exchange. These two projects could be moved to FFY2019, but no earlier, to avoid moving projects already designated as high priority. In total, twelve (12) projects have shifts in their funding, some very small, and many either one year earlier or one year later. The following list shows the necessary shifts:

1. TIP ID 9007 – Broad Street: Move \$0.2m from FFY2020 to FFY2021
2. TIP ID 5183 – Citywalk Providence: Move \$0.1m from FFY2018 to FFY2019
3. TIP ID 5105 – Thames and Spring Street: Move \$0.8m from FFY2021 to FFY2022
4. TIP ID 5286 – Bay Street Streetscape Improvements: Move \$1.4m from FFY2022 to FFY2019
5. TIP ID 5072 – Purgatory Road Sidewalk: Move \$0.2m from FFY2021 to FFY2022
6. TIP ID 5202 – Providence Waterplace Park: Move \$0.8m from FFY2022 into FFY2023 (\$0.4m) and FFY2024 (\$0.4m)
7. TIP ID 5293 – Blackstone River Bikeway 8A: Move \$2.4m from FFY2019 to FFY2017
8. TIP ID 5318 – Blackstone River Bikeway 8B1: Move to follow 8A, distribute \$2.48m into the following years - \$0.14m in FFY2018; \$0.24m in FFY2019; \$1.0m in FFY2021; and \$1.1m in FFY2022
9. TIP ID 9012 - Blackstone River Bikeway 3A-1: Move \$0.4m from FFY2023 to FFY2024
10. TIP ID 9013 - Blackstone River Bikeway 3A-2: Move \$0.8m from FFY2024 to FFY2025
11. TIP ID 5108 – Marlboro Street/West Marlboro: Move \$0.2m from FFY2021 to FFY2020
12. TIP ID 5007 – Herreshoff Marine Museum: Move \$0.82m from FFY2025 to FFY2019

In addition, Mr. Witt noted RIDOT is requesting a change to a name of a funding source only. (The funding source is still applied to the same projects.) The funding category IWAY Land Sales should be replaced with Prior Year Funds. This item was not requested by the TAC.

Mr. Harris asked if public comments received through the TIP process were a factor in the questions raised and the adjustments requested by the TAC. Mr. Witt replied yes, most were driven by public comments especially Bay Street Streetscape and Herreshoff Marine Museum. Providence and others made comments on the Exchange Street, Bridge Group I and I-95 Overpass projects.

In regard to Bridge Group I and I-95 Overpass Enhancement projects, Mr. Baudouin noted that he would like to make an amendment that directs RIDOT to include good pedestrian and bicycle enhancement projects as part of the Bridge Group I project. He questioned why RIDOT didn't include this statement as opposed to just working with the City. Ms. Brady replied as long as it does not change the cost of the project she has no objections to language. She also explained that one of the main reasons why RIDOT did not recommend the change immediately is because the agency is going through a reorganization and it is

working to improve project coordination. Ms. Brady also wanted to clarify that RIDOT would prefer not to add money to the bridge project itself. The agency is trying to keep the bridge project separate partly for the purpose of RoadWorks and also because funding for many of these safety improvements will come from traffic safety money and from pavement money.

Mr. Harris asked how far along is RIDOT in the design phase. Ms. Brady responded the Bridge Group 1 final design is at the 20% to 30% mark. Funding program to finish design in 2018 and construction in 2019 – 2020. It was noted there will be plenty of time to incorporate elements without over running the project budget.

Mr. Agrawal suggested that the TAC direct RIDOT to review all the possible funding sources available for potential bicycle & pedestrian improvement projects.

Mr. Rhodes explained that the primary purpose of the TIP is for the programming of dollars in specific years. He also reminded members that the TIP will now be updated annually and that the TAC will have the ability to track and explore this again in six months.

At this point, Mr. Rhodes asked Mr. Baudouin for clarification to his motion. Mr. Baudouin restated that he would like to amend the language to the Bridge Group 1 Project description to include the words “bicycle and pedestrian.” Motion was made by Mr. Baudouin and seconded by Pam Sherrill to amend the TIP ID 813 Bridge Group 1 Project Description to read:

“Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals. RIDOT has indicated that the issues listed in the City of Providence's new project application entitled, "I-95 Downtown Overpass Enhancement Project," including restriping, traffic lane configuration, sidewalk widening, bicycle and pedestrian accommodations, and other streetscape enhancements, will be evaluated as part of this RhodeWorks 10-year plan project.”

There being no further discussion everyone was in agreement to the amendments. The following members voted aye, Shocket, Albert, Baudouin, Brady, Cassidy, Freeman, Haggerty, Harris, Monaghan, Porter, Scanlon, Sherrill, Stuart and Walker. There were no nay votes, abstentions or recusals.

Next, Chair Shocket asked for a motion to approve the FFY 2017-2025 STIP. Ms. Brady made the motion to approve the FFY2017-2015 STIP. Motion was seconded by Mr. Scanlon.

Discussion was as follows:

Ms. Freeman gave a brief overview of an application of TIP ID 9003, a Shared-Use Trail Path Along Newport Secondary Rail Corridor, a project that is in the vicinity of TIP ID 9201 Reconstruction Pell Bridge Approaches. She noted that two projects have been split and their schedules are no longer aligned. Ms. Freeman reported that she met RIDOT and Planning Staff to articulate the need for this change. RIDOT told her that in order for the projects to provide economic benefit they need to be aligned. She believes this was an oversight. Ms. Freeman is requesting that the projects be bundled, regardless of what the timing is, and the language needs to include that they be aligned.

Ms. Brady replied it makes sense to include the language; however, the scheduling shift cannot be made tonight. Ms. Brady believes that we should have plenty of time to fix this going forward.

Ms. Freeman proposed changes to the project description so that they make clear that TIP ID 9201 should be aligned with TIP ID 9003 from design to construction, and TIP ID 9003 should be aligned with TIP ID 9201 from design to construction. Ms. Freeman wants RIDOT to go on record saying that it is understood that the alignment of these projects have economic benefits and will be corrected at the first opportunity. Ms. Brady agreed that it makes sense for both projects to be aligned for economic benefit; however, she was unaware of the conversations with RIDOT staff.

Ms. Freeman also reported that she was assured by Planning Staff that the projects would be aligned in the TIP. Mr. Rhodes responded that he would confirm with Planning staff of the discussion and evolution of the two projects.

There being no further discussion everyone was in agreement to approve the FFY 2017-2025 STIP. The following members voted aye, Shocket, Albert, Baudouin, Brady, Cassidy, Freeman, Haggerty, Harris, Monaghan, Porter, Scanlon, Sherrill, Stuart and Walker. There were no nay votes, abstentions or recusals.

Ms. Haggerty expressed that she was uncomfortable voting to advance the Bay Street Streetscape and the Herreshoff Marine Museum projects. She has concerns about the impact this would have on other highly-ranked projects throughout the state. She prefers the TIP as originally recommended following the public hearing process.

Mr. Scanlon asked Ms. Brady to explain the logic of DOT funding a museum at the expense of transportation related projects. The Herreshoff Museum is a non-profit and should raise its own funds. The museum is asking the TAC for funding and to move the project forward. Ms. Brady responded this project is either phase 2 or 3 of an ongoing project that has received Transportation Enhancement funding previously. It is also shovel ready. She also stated that RIDOT is following instruction from the TAC to review the two projects and report back on its findings.

Mr. Baudouin mentioned that one of the ramifications to moving the museum project forward is that the Providence Waterplace Park #5202 would have to be pushed back. This is a pedestrian network project that needs attention. He also wanted clarification with reference to the TIP ID #5293 moving the Blackstone Bikeway from 2019 to 2017. Ms. Brady explained the ranking of Blackstone Bikeway segments 8A and 8B.

At this point, Mr. Scanlon made the motion to leave the Herreshoff Museum project in 2025 as initially programmed. Ms. Haggerty seconded the motion. The following members voted aye, Shocket, Baudouin, Brady, Cassidy, Freeman, Haggerty, Harris, Porter, Scanlon, Sherrill, Stuart and Walker. Motion passed with Mr. Monaghan and Mr. Albert opposed.

Additional discussion as follows:

Mr. Cassidy recalled that the two projects were being considered for advancement because new information was provided during the public hearings.

Mr. Cassidy made a motion to move the Bay Street Streetscape Improvement project from FFY2022 to FFY2019. The motion was seconded by Mr. Walker. Details on how to do so is left to the discretion of staff at Statewide Planning and RIDOT. The following members voted aye, Shocket, Albert, Baudouin, Brady, Cassidy, Freeman, Haggerty, Harris, Monaghan, Porter, Scanlon, Sherrill, Stuart and Walker. There were no nay votes, abstentions or recusals.

6. Additional Public Comment – *for informational purposes*

There were none.

7. Announcements– *for discussion*

- Mr. Rhodes thanked the TAC for the time and efforts.
- Mr. Monaghan announced he is retired and reported he will continue on the board until a replacement is found.
- Ms. Haggerty reported the City of Providence is posting a public workshop, next Tuesday, on the 6-10 Connector. They are expecting a good turnout.
- Mr. Cassidy announced this weekend is the Pawtucket Art Festival at Slater Mill. Next weekend is the Dragon Boats Races.
- Ms. Freeman brought flyers for the Ride Rhode Island fundraiser in support of autism awareness and better biking. The event will be held on September 3rd.

8. Adjourn

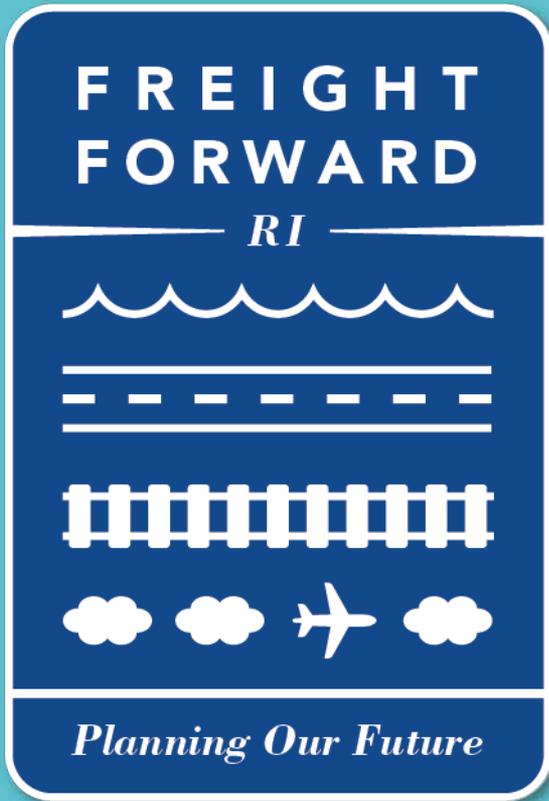
Chair Shocket asked for a motion to adjourn. Mr. Baudouin made the first motion. The motion was seconded by Mr. Monaghan. There was no further discussion, the following members voted aye, Shocket, Albert, Baudouin, Brady, Cassidy, Freeman, Haggerty, Harris, Monaghan, Porter, Scanlon, Sherrill, Stuart and Walker. There were no nay votes, abstentions or recusals.

Meeting adjourned at 8:00 p.m.

Prepared by: Catherine Pitassi, Executive Assistant

Respectfully Submitted,

Chris Witt,



Rhode Island State Freight Plan Transportation Advisory Committee

August 25, 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

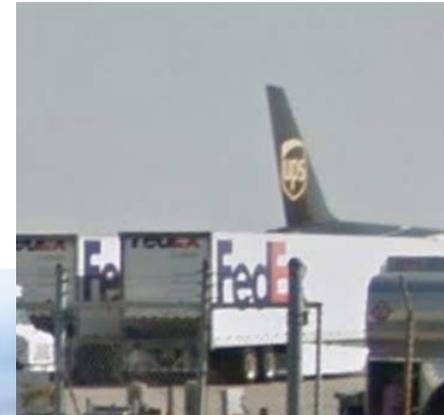
- Handles most air cargo in RI
- Good access to core markets
- Critical asset for small, urgent, and/or high-value goods

P&W Railroad

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

Seaview Railroad

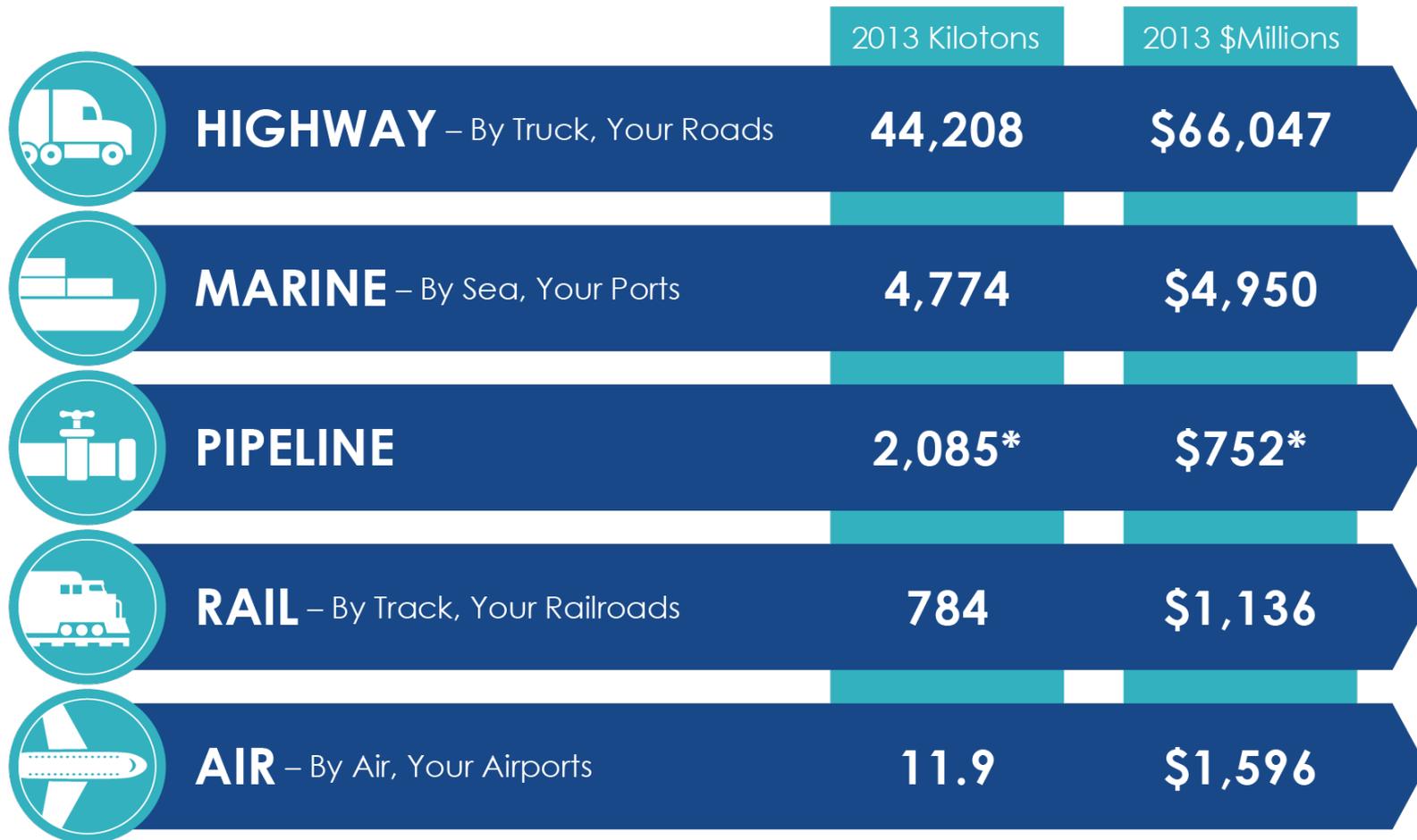
- Serves Quonset Business Park and Port of Davisville



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



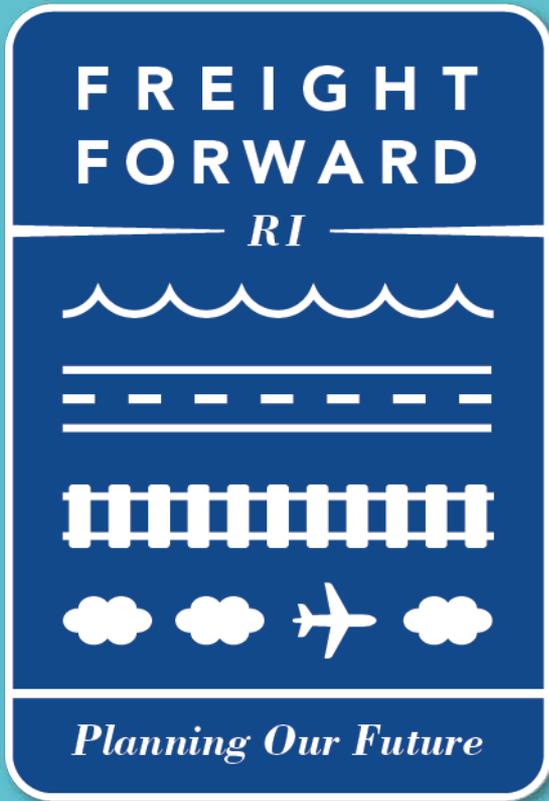
31%	Petroleum Refining Products
18%	Gravel or Sand
14%	Warehouse & Distribution Center
13%	Broken Stone or Riprap
8%	Misc. Waste or Scrap
4%	Concrete Products
4%	Asphalt Paving Blocks or Mix
3%	Soft Drinks or Mineral Water
3%	Misc. Industrial Organic Chemicals
2%	Ready-Mix Concrete, Wet

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)**



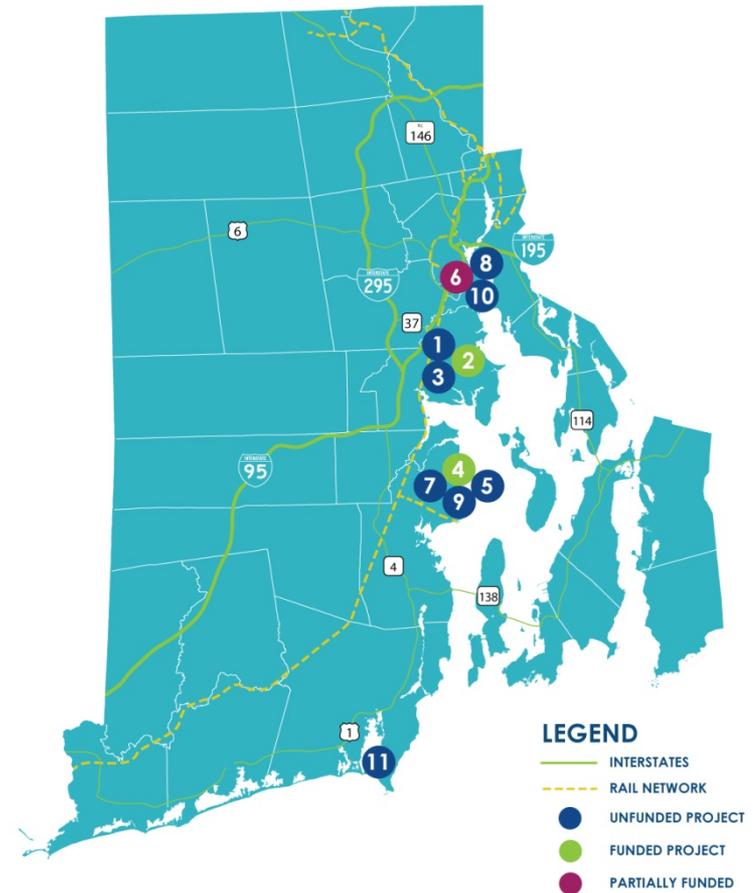
MARINE & AIR IMPROVEMENTS

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

