

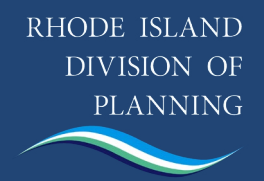
July 2016

STATE OF RHODE ISLAND
FREIGHT AND GOODS MOVEMENT PLAN

Executive Summary



Rhode Island Department
of Administration
Division of Planning





FREIGHT FORWARD

RI

Planning Our Future

— Rhode Island Freight Plan —

Contents

MAP-21 and FAST Act Requirements

The RI Freight Plan fulfills the requirements to develop a statewide freight plan that meets all required elements and national goals as outlined in the Fast Act enacted in 2015 and MAP-21 enacted in 2012.

Each freight plan must provide a comprehensive plan for the immediate and long-range planning activities and investments of the state with respect to freight.

- About the Plan
- Rhode Island Strategic Freight Goals
- Economic Context of Freight Transportation Planning
- State Freight Transportation Assets
- Freight Policies, Strategies and Institutions
- Conditions and Performance of the State's Freight Transportation System
- Freight Forecast
- Trends, Needs & Issues
- Strengths and Problems of the State's Freight Transport System
- The State's Decision Making Process
- The State's Freight Improvement Strategy
- Implementation Plan

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Planning Our Future

— Introduction —

To the Plan

The plan's purpose

Inform agency representatives on the network condition and ongoing trends

Identify needs, gaps and inefficiencies

Offer recommendations

Present an implementation plan that reflects fiscal constraints and stakeholder priorities.

— CONSISTENT WITH —

2015 FAST Act
Fixing America's
Surface
Transportation

About the Plan

The Rhode Island Freight Plan describes the immediate and long-term goals and investments to the freight system for all modes that move freight and goods.

This plan identifies the infrastructure used for freight and goods movement, freight needs, state economic development goals, and the investment strategies, policies, and data necessary to promote an efficient, reliable, and safe freight transportation network.

Who Helped us Plan?

Over the course of the planning process, the state conducted stakeholder outreach to learn the perspectives of different freight operators and modes, different industries, policy makers and regulators, and the general public.

This input was critical in providing the study team with a better understanding of the demand for goods movement in Rhode Island, as well as the challenges and opportunities related to local freight logistics.



HIGHWAY



AIR



WATER



RAIL

PUBLIC INVOLVEMENT

- Public meetings
- Stakeholder interviews
- Focus groups
- Surveys
- Participation at industry events



FREIGHT ADVISORY COMMITTEE

Comprised of public officials, business representatives, and freight operators.

Additional private sector participation welcomed!

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Strategic Freight Goals

National freight goals

- A** Invest in freight network improvements to strengthen **economic competitiveness**, **reduce congestion**, and **increase productivity**
- B** Enhance the **safety**, **security**, and **resilience** of freight transportation
- C** Improve the **state of good repair** of the national freight network
- D** Use **advanced technology** to improve **safety** and **efficiency**
- E** Incorporate concepts of **performance**, **innovation**, **competition**, and **accountability** into operation and maintenance
- F** Improve **economic efficiency**
- G** **Reduce the environmental impacts** of freight movement

Goals:

Operational Efficiency

Economic Growth & Competitiveness

Connectivity

OPERATIONAL EFFICIENCY OBJECTIVES



**MAINTAIN
EXISTING ASSETS**



POTENTIAL ACTIONS

Repair bridges, piers, etc.



**INCREASE
EFFICIENCY**



POTENTIAL ACTIONS

Improve reliability, reduce congestion.



**EXPAND
CAPACITY**



POTENTIAL ACTIONS

New infrastructure to accommodate growth.



**IMPROVE SAFETY
& SECURITY**



POTENTIAL ACTIONS

Build redundancy, adhere to HAZMAT movement, increase highway safety.



**IMPROVE
RESILIENCY**



POTENTIAL ACTIONS

Harden, adapt or relocate infrastructure out of coastal impact area.



**ENCOURAGE
INNOVATION**



POTENTIAL ACTIONS

Utilize new technologies.



**MONITOR SYSTEM
PERFORMANCE**



POTENTIAL ACTIONS

Establish metrics, identify staff.

Improvements in operational efficiency will ensure that sufficient freight transportation capacity exists to support economic growth and the safe and secure flow of traffic throughout the state.



A

B

C

D

E

NATIONAL FREIGHT GOALS SUPPORTED

ECONOMIC GROWTH & COMPETITIVENESS OBJECTIVES



IDENTIFY FUNDING



POTENTIAL ACTIONS

Educate public and policy makers on importance of freight.



PURSUE PUBLIC/ PRIVATE PARTNERSHIPS



POTENTIAL ACTIONS

Collaborate with private sector; Offer incentives.



IMPROVE REGIONAL/GLOBAL COMPETITIVENESS



POTENTIAL ACTIONS

Streamline regulatory environment; Improve our workforce.



MITIGATE ENVIRONMENTAL IMPACTS



POTENTIAL ACTIONS

Protect sensitive water resources.

An adequately funded freight transportation system can provide enhanced efficiency and reliability, potentially reducing transportation costs for businesses that move freight.



A

F

G

NATIONAL FREIGHT GOALS SUPPORTED

CONNECTIVITY OBJECTIVES



IMPROVE REGIONAL CONNECTIVITY



POTENTIAL ACTIONS

Reduce congestion and bottlenecks, improve reliability, build redundancy into system



ENHANCE ACCESS TO GLOBAL MARKETS



POTENTIAL ACTIONS

Facilitate new services to increase connectivity; Monitor trends to pursue new opportunities.



BUILD REGIONAL PARTNERSHIPS/ PLANNING



POTENTIAL ACTIONS

Coordinate regional policies (e.g., weight restrictions).

Improved connectivity for each of these modes, as well as between these modes, supports the more efficient movement of freight in Rhode Island.



A

NATIONAL FREIGHT GOALS SUPPORTED



U.S. Department
of Transportation
**Federal Highway
Administration**

Funding Transportation FAST Act & MAP-21

MAP-21 (**M**oving **A**head for **P**rogress in the 21st Century **A**ct) and the FAST Act (**F**ixing **A**merica's **S**urface **T**ransportation) are milestone surface transportation funding programs. These programs help fund many highway, safety, public transportation, rail, research and technology programs across the U.S.

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— Freight Transportation —

Economic Context

A New Competitive Strategy

The Metropolitan Policy Program at Brookings Study identified Transportation, Logistics and Distribution as a **potential growth opportunity** for the state - particularly the niche import/export and distribution specialties at Ports of Providence and Quonset.

RELIABLE FREIGHT SUPPORTS FUTURE GROWTH

The Rhode Island Freight Plan recommends key activities to support growth:



Identify dedicated state funding for freight



Improving marine infrastructure

Keeping Rhode Island's Economy Moving

Rhode Island's roads, railroads, ports, airports, pipelines, and other intermodal facilities underlie the freight transportation system, helping to move goods into, out of, within, and through the state each day.



CONNECT CONSUMERS TO SUPPLIERS



By 2020, highway freight movement alone is expected to nearly double

Keep costs low by reducing congestion and improving efficiency to reduce travel time on highways, ports, and aviation facilities.



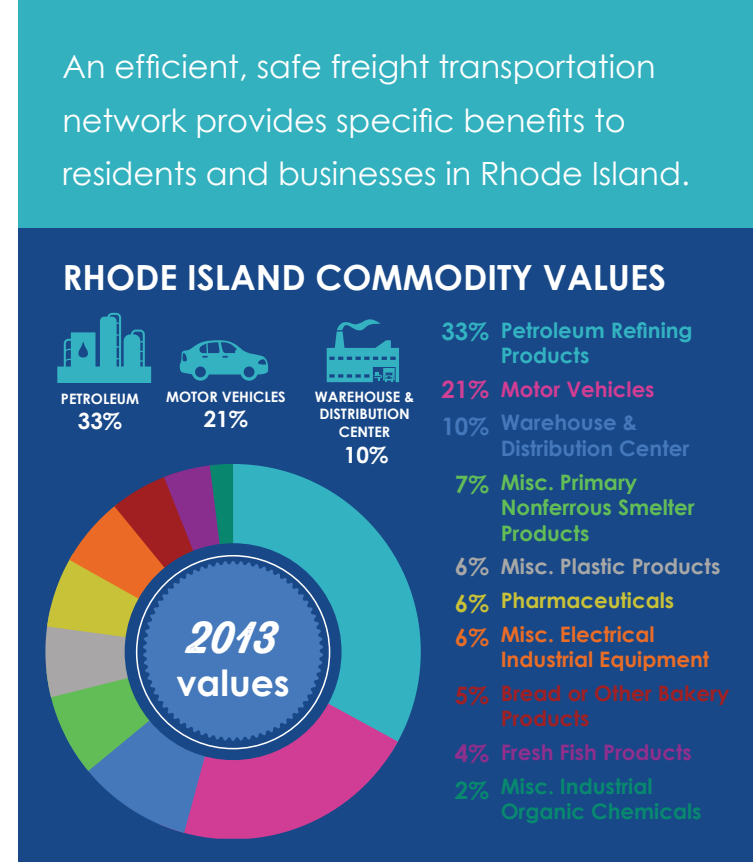
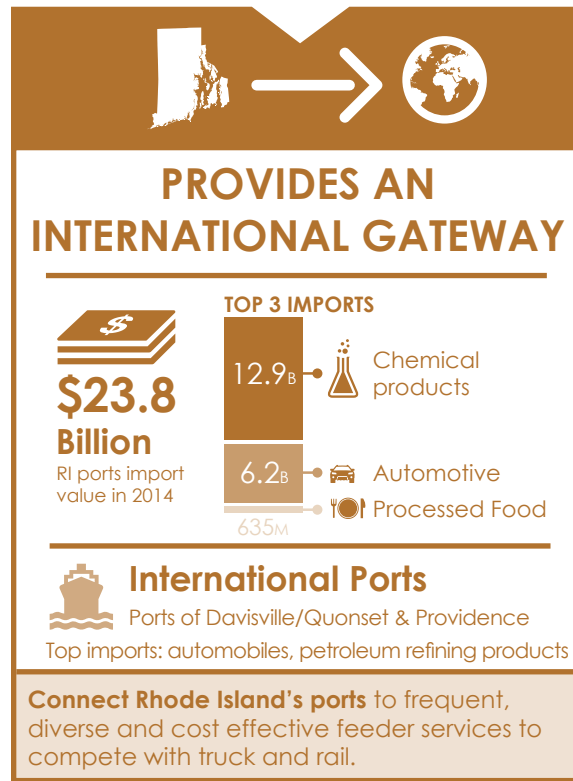
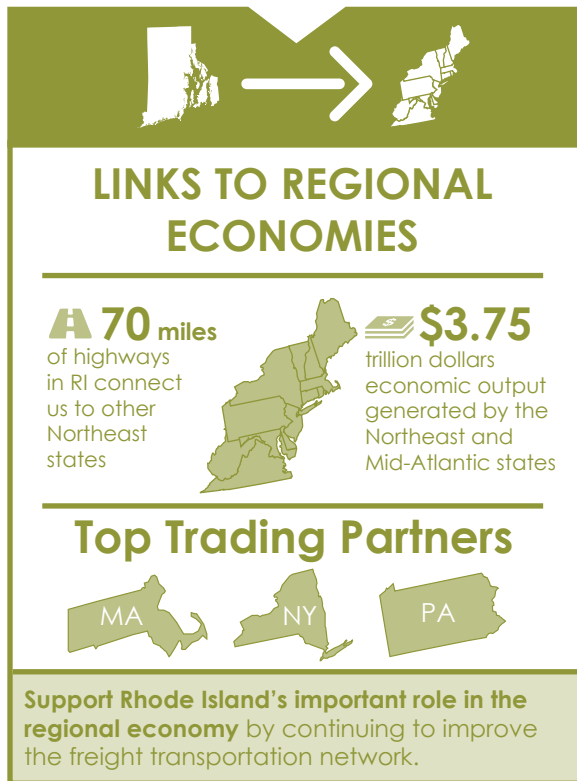
SUPPORT JOBS

Freight-Dependent Trades



+51,000 jobs
in Rhode Island by 2022

Prepare for growing demand brought by an increase of 10.4% in employment by 2022. More jobs means more demand for goods.



SWOT Analysis

Five industries analyzed to understand the strengths and weaknesses of Rhode Island's logistics and shipping industry

	Automobile Distribution	The Final Mile	Fuels	High Tech Manufacturing	Warehouse/Distribution
OPPORTUNITIES	<ul style="list-style-type: none"> National market for car sales No harbor maintenance tax at the Port of Davisville Market share attraction from nearby facilities Potential to reload empty returning rail wagons Truck driver shortage 	<ul style="list-style-type: none"> Proximity to Boston/NY and major ports-of-call for fuels Good highway network Access to wide range of freight transportation modes Opportunity to increase use of alternatively fueled fleets Emerging delivery/fleet technologies 	<ul style="list-style-type: none"> Multi modal fuel terminals – recent reinvestment 32.4 million people within a four-hour drive Home heating oil demand Transportation-related consumption 	<ul style="list-style-type: none"> Access to a wide range of freight transportation modes Proximity to Boston, NY/NJ for exports and imports Northeast inbound is greater than outbound freight Re-shoring could bring additional manufacturing operations 	<ul style="list-style-type: none"> Close to large consumer market, good transportation access Land availability, pre-permitting at Quonset Business Park Opportunity to initiate statewide e-permitting initiative Preserve land for future industrial/warehousing growth
THREATS	<ul style="list-style-type: none"> Competing ports in the region Rhode Island's location does not favor exports of new vehicles Changes in car production dynamics abroad Pure car carriers and tri-level auto racks sizes are increasing and there may be draught issues at Davisville 	<ul style="list-style-type: none"> Loading capacity in some locations Access constraints for larger vehicles and bridge weight Existing and future congestion Limited warehousing space in Rhode Island 	<ul style="list-style-type: none"> Queue times at terminals Hazmat restrictions at Providence rail station Home heating alternatives becoming increasingly available Lower fuel demand in future Weather impacts on fuel supply chain 	<ul style="list-style-type: none"> Many high tech companies are legacy based in Rhode Island. Increased fuel and transportation costs could influence where those companies undertake their manufacturing operations. 	<ul style="list-style-type: none"> Lack of warehouse supply Real or perceived time delays in permitting High construction costs Differences between states (regulations, taxes, incentives) Other locations offer similar access to metro areas

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— Rhode Island —

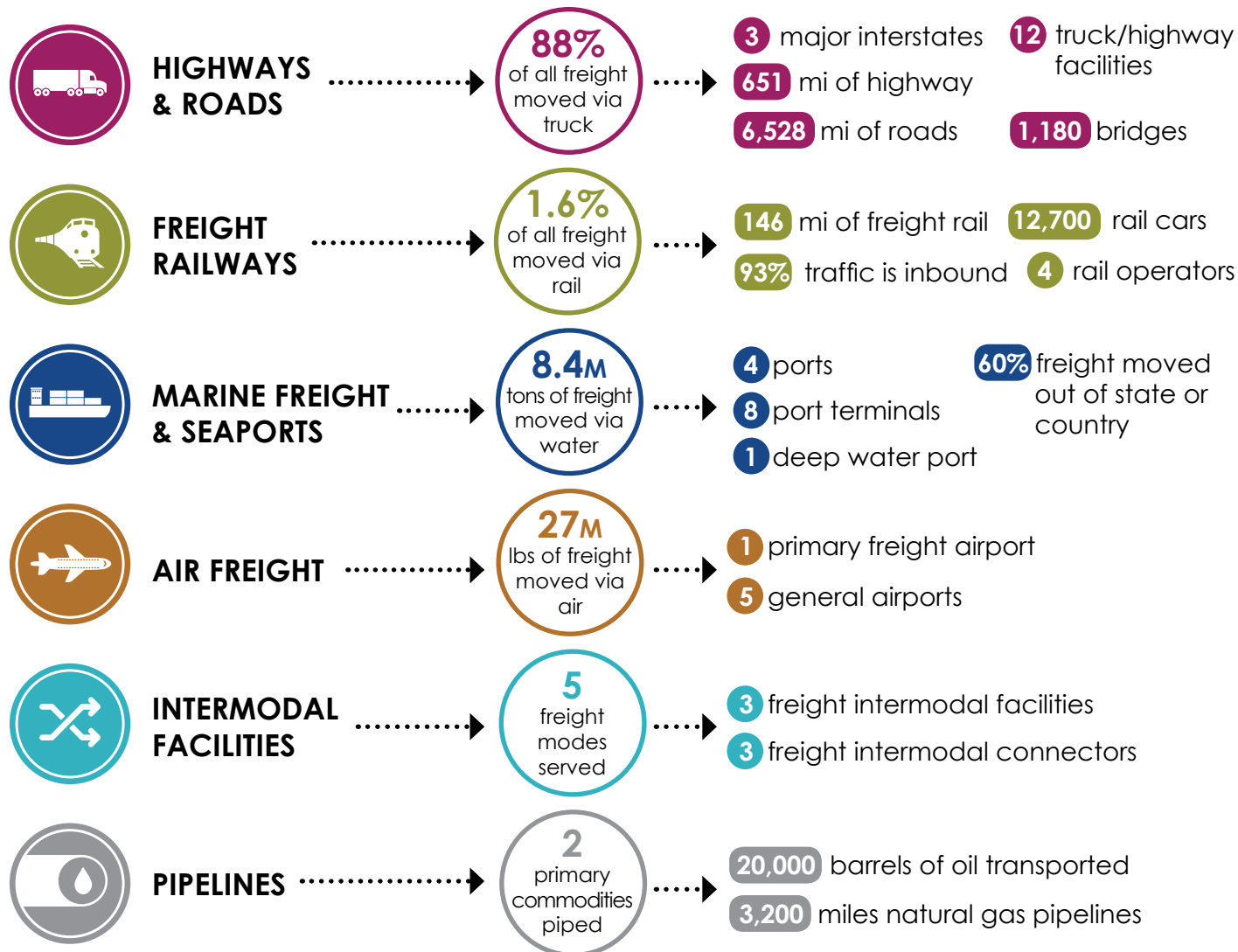
Freight Assets

The National Freight Network

MAP-21 provides guidance on what assets are included in the national freight network. These include:

- The Primary Freight Network, as designated by USDOT
- Any portions of the Interstate System not designated as part of the Primary Freight Network
- Critical rural freight corridors

The Primary Freight Network includes 27,000 miles of freight-critical existing roadways. The Comprehensive Primary Freight Network includes 14,000 additional miles of roadways important to future freight movement.



LEGEND

- INTERSTATES
- RAIL NETWORK
- MARINE PORTS
- CARGO AIRPORTS

The map displays the state of Rhode Island with its major transportation infrastructure. Key features include:

- Interstates:** I-95, I-295, I-195, I-10, I-6, I-4, I-1, I-138, I-114.
- Rail Network:** Dashed yellow lines indicating rail routes.
- Marine Ports:** Port of Providence, Port of Davisville, Port of Newport, Port of Galilee.
- Cargo Airports:** T.F. Green Airport.



Many of the goals in this plan align with other statewide plans related to transportation and economic growth. Plans that align with this plan include:

- ## STATE AGENCY/ORGANIZATION COORDINATION

REGIONAL COORDINATION

Staff from the Division of Planning and RIDOT meets regularly with Connecticut and Massachusetts to share data and discuss each state's freight planning activities. RIDOT also participates in the I-95 Corridor Coalition, which has a strong freight focus.

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— Freight Assets —

Conditions & Performance

Measuring Performance

Determining performance measures to help to quantify the success (or failure) of a freight transportation investment is critical to the planning effort.

PERFORMANCE MEASURES



Truck/Highway

- Travel time reliability
- Congestion
- Oversize/overweight permits
- Truck parking spaces
- Truck volumes



Railroad

- Number of bridges meeting 286K standard
- Annual cargo tonnage



Marine Port

- Annual cargo tonnage



Air

- Annual cargo tonnage

Issues & Constraints



HIGHWAYS, ROADS, & BRIDGES

- Highway and bridge state of good repair
- Congestion and bottlenecks
- Safety
- Truck parking
- Weight restrictions
- Bridge vertical clearance
- Access to ports



FREIGHT RAILWAYS

- Rail system capacity and access
- Vertical clearance limitations
- Rail bridge weight restrictions
- Conflicts with passenger service/expansion



MARINE FREIGHT & SEAPORTS

- Channel and berth dredging to maintain depths
- Climate change and port resiliency
- Port capacity
- Lack of direct access to highways
- Roadway conditions for trucks



AIR FREIGHT

- Ramp capacity
- Out-of-date sorting facilities
- Runway capacity
- Hangar size and capacity



INTERMODAL FACILITIES

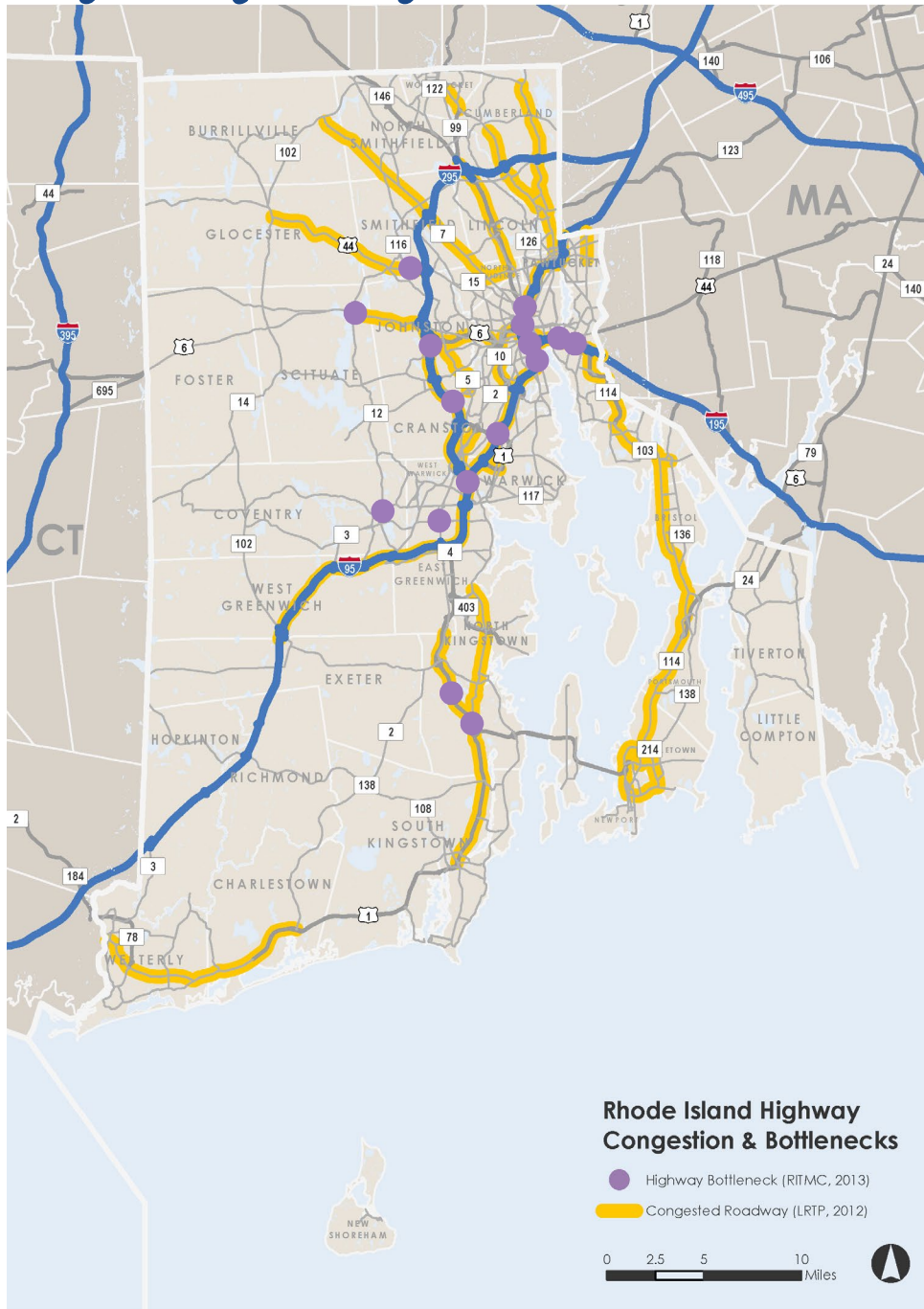
- Access to highways
- Access to rail
- Short-term railcar storage
- Facilities modernization



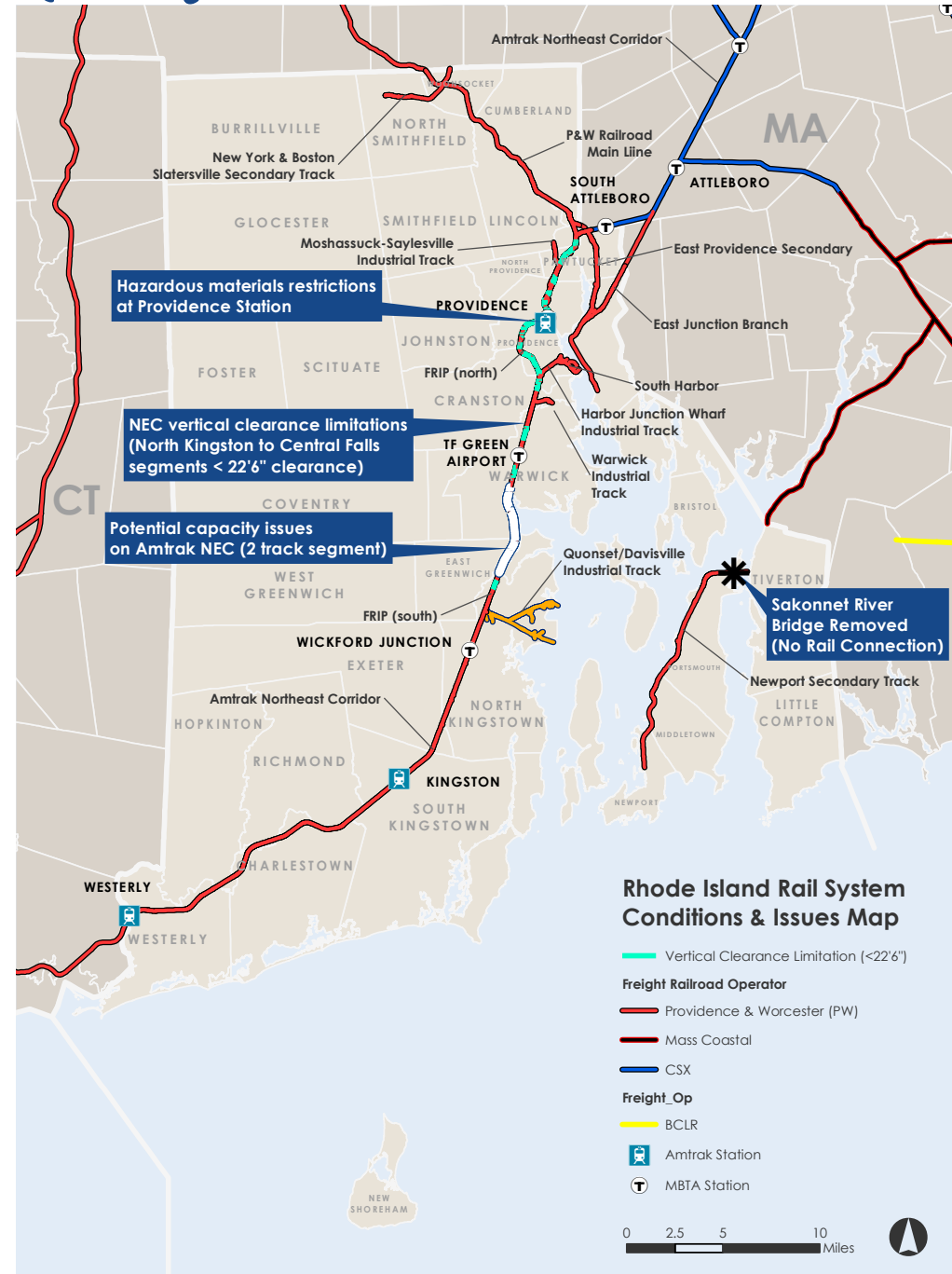
PIPELINES

- Capacity for growth
- Aging pipes
- Limited infrastructure
- Pipeline leaks

Highway Congestion



Rail System Issues



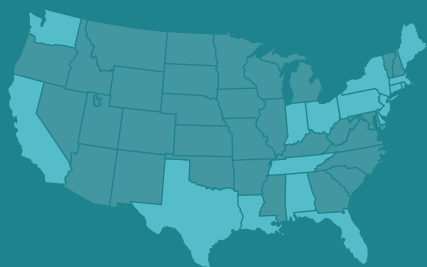
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— 2030 —

Freight Forecast



Primary Trading Partners

HIGHWAY FREIGHT

Massachusetts, Connecticut, New Jersey, New York, Pennsylvania, Alabama, Louisiana and Florida

RAIL FREIGHT

Ohio, New York and Washington

MARINE FREIGHT

New Jersey, Delaware, Massachusetts and New York

AIR FREIGHT

Connecticut, Tennessee, California, Texas, Florida, and Indiana

Rhode Island conducted a commodity flow analysis to determine how freight is transported into, out of, within, and through the state; identify the key commodities being moved; and forecast future freight movements. The analysis provided information important to future transportation investments and freight transportation decision making generally.

Freight trends



HIGHWAY FREIGHT

Growing areas: General consumer goods, motor vehicle distribution, construction materials, specialty products like pharmaceuticals, semiconductors, and primary metals.



RAIL FREIGHT

Growing areas: Automotive supply, motor vehicle transportation, chemicals, plastics, pharmaceuticals, and construction materials.



MARINE FREIGHT

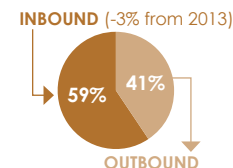
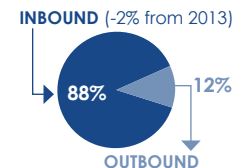
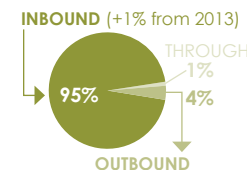
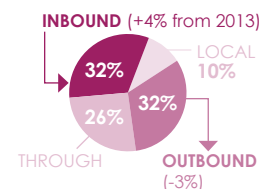
Growing areas: Petroleum products, motor vehicle imports, chemicals, construction materials, and scrap steel.



AIR FREIGHT

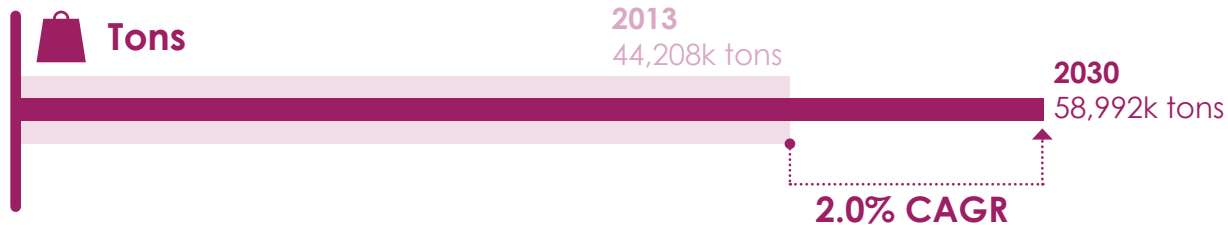
Growing areas: Transportation equipment shipments, photo and optical equipment, and machinery.

2030 Freight Flow Direction

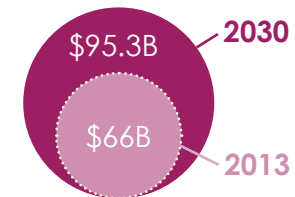




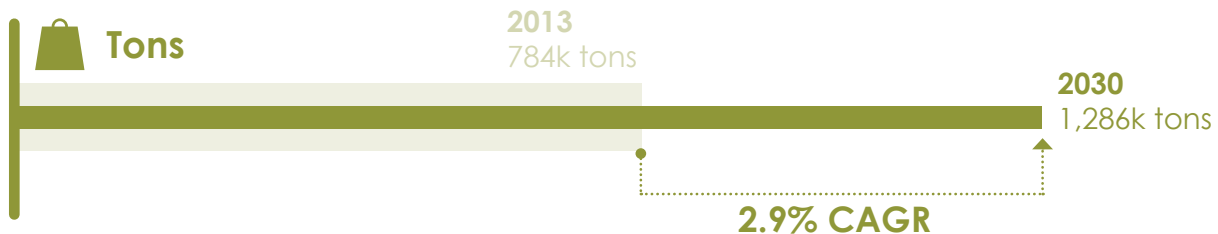
HIGHWAY FREIGHT



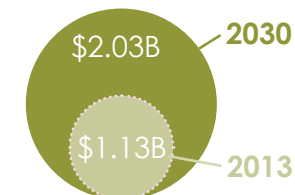
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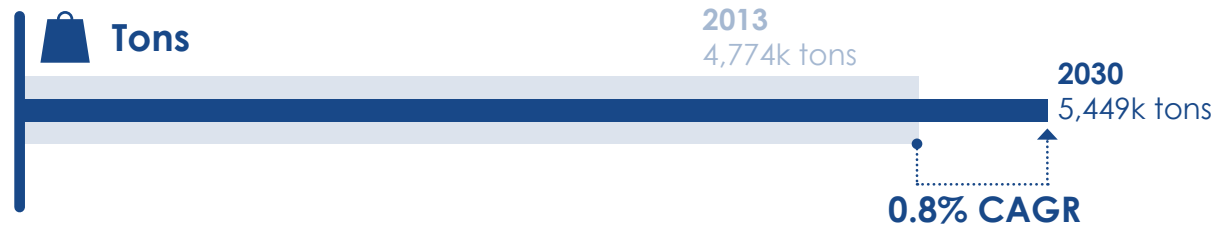
RAIL FREIGHT



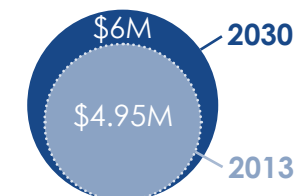
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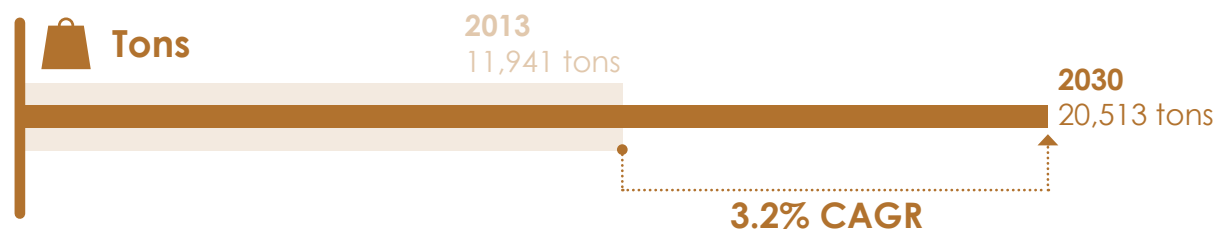
MARINE FREIGHT



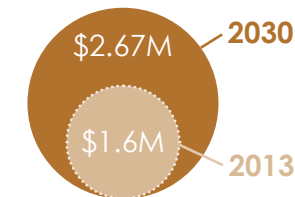
Value



AIR FREIGHT



Value



CAGR = compound annual growth rate

FREIGHT FORWARD

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Planning Our Future

—National & Local—

Trends, Strengths, & Challenges

National Trends



Population
Growth



Driver
Shortage



E-Commerce



Autonomous
Vehicles



Regional Distribution
Strategies



Increased Rail
Movement



Clean Energy &
Alternative Fuels



New
International
& Domestic
Shipping Lanes



Complete Streets &
Sustainable People
Movement

Local Strengths

Rhode Island has a number of critical freight assets and unique strengths that provide opportunities for continued growth in the future movement of freight into, through and out of our state. Our location between the large metro areas of New York and Boston and on Narragansett Bay, provides a strategic location for distribution facilities serving these markets.



HIGHWAYS

Key strengths: We have three interstates and excellent highway access. Recent and planned improvements to Route 403, I-195, the Providence Viaduct, and Routes 6/10 have and will add capacity.



RAILWAYS

Key Strengths: Rhode Island has access to national and Canadian rail markets, and direct connections to the Ports of Providence and Davisville. The existing rail network can accommodate 286-ton rail cars by the end of 2016. Some sections of the Main Line can accommodate double-stacked rail cars.



**MARINE &
INLAND PORTS**

Key Strengths: The Port of Providence is one of only 2 deep water ports in New England. Major terminals are located almost directly off I-95. Local terminals serve unique commodities markets. Recent and planned investments to improve facilities and access for Providence and Davisville.



**AIRPORTS &
AIR FREIGHT**

Key Strengths: T.F. Green Airport is located close to high-density urban markets and the interstate highway network. The airport has recently initiated a major runway expansion project. Potential exists for the expansion of air cargo handling capabilities.

Freight Needs & Challenges

In order to capture a growing share of freight movements across the county, support new businesses and local economic growth, and bring goods to local markets, Rhode Island must make strategic investments to increase freight efficiency, capacity and connectivity.

OPERATIONAL EFFICIENCY

- One out of every five bridges has been rated structurally deficient; many have weight restrictions
- The TIP mandates that the Pavement Structural Health Index will be maintained at an average of 80% over the next ten years
- Davisville pier modernization required
- Bottlenecks and congestion points on I-95, I-195, I-295 and Routes 6 and 10
- Rail bottlenecks at grade crossings and on single track sections
- Congestion in and around multi-modal port terminals in urban areas
- Geometric improvements and new policies needed to accommodate larger trucks
- Hazardous material restrictions on rail freight movements at Providence station
- Vertical rail clearance issues along NEC
- Need for safety improvements (truck parking, etc.)
- Lack of dedicated funding for non-highway modes (e.g. harbor dredging)

ECONOMIC GROWTH & COMPETITIVENESS

- Increasing local truck traffic due to E-commerce, with warehousing and land needed to support regional distribution networks
- Need for upgraded facilities and access improvements to capitalize on opportunity to handle more cargo at the Port of Davisville and T.F. Green Airport
- Larger vessels will require dredging to increase depth at the Port of Davisville to 34'
- Increasing passenger rail traffic on the Northeast Corridor
- will require eventual freight rail capacity upgrades
- Imbalanced freight flows, oriented towards inbound shipments, create higher shipping costs.
- Effective freight planning needed to adapt policies to evolving freight markets and technologies
- Must actively monitor trends to find niche markets and compete with other ports in the region
- Lack of dedicated state funding for expansion projects

CONNECTIVITY

- Need for improved local access to accommodate growth at ports, airports and other terminals

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— Rhode Island's —

Priority Investments

Freight Advisory Committee

Priorities for future investment and other actions to improve freight movement were put forth by a range of public and private sector entities.

- Bryant University
- City of Providence
- Dept. of Public Safety - RI State Police
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Moran Shipping
- Providence & Worcester Railroad Company
- Port of Providence
- Quonset Development Corp.
- RI Airport Corporation
- RI Department of Environmental Management
- RI Commerce Corporation
- RI Department of Transportation
- RI Emergency Management Agency
- RI Resource Recovery Corp.
- RI Statewide Planning
- RI Trucking Association
- University of Rhode Island

The State's Decision Making Process

To effectively address the needs and challenges of Rhode Island's transportation network, the state took a thoughtful, collaborative approach to identifying and prioritizing freight improvement projects and freight policy recommendations:



STAKEHOLDER AND PUBLIC OUTREACH

The Freight Advisory Committee (FAC) established statewide freight goals and objectives, investment priorities, and policy recommendations.

A public website was developed and maintained with information about freight planning activities.

Stakeholder interviews, focus groups and two public meetings were held to inform the public and to solicit general input.



PROJECT PROPOSAL EVALUATION

Data analysis and stakeholder interviews helped the FAC steering committee identify potential freight projects by transportation mode. The committee created a set of ranking criteria to prioritize and rank projects.

Projects were evaluated based on their potential to address the goals and objectives identified in the planning process. The result was a final list of recommended investments identified for inclusion in the state freight plan.



ECONOMIC ANALYSIS OF PROPOSED PROJECTS

The State conducted an economic impact analysis and a benefit-cost analysis on a selection of priority projects that represented each different freight mode:

- I-95 Northbound Viaduct
- 6/10, I-95 Southbound Connection
- Allens Ave, I-95 Southbound Connection
- Route 4, I-95 Connection
- Davisville Yard Track Improvements
- T.F. Green Airport Ramp Expansion

Priority Projects



- A** Replace I-95 Viaduct @ US-6 (Providence) \$51M
- B** Improve Merge on I-95 NB @ Route 146 (Providence)
- C** Create Access from Route 4 to I-95 South (East Greenwich)
- D** Create Access from ProvPort to I-95 SB (Providence)
- E** Replace 32 Deficient Bridges on Key Freight Corridors (Statewide) >\$150M



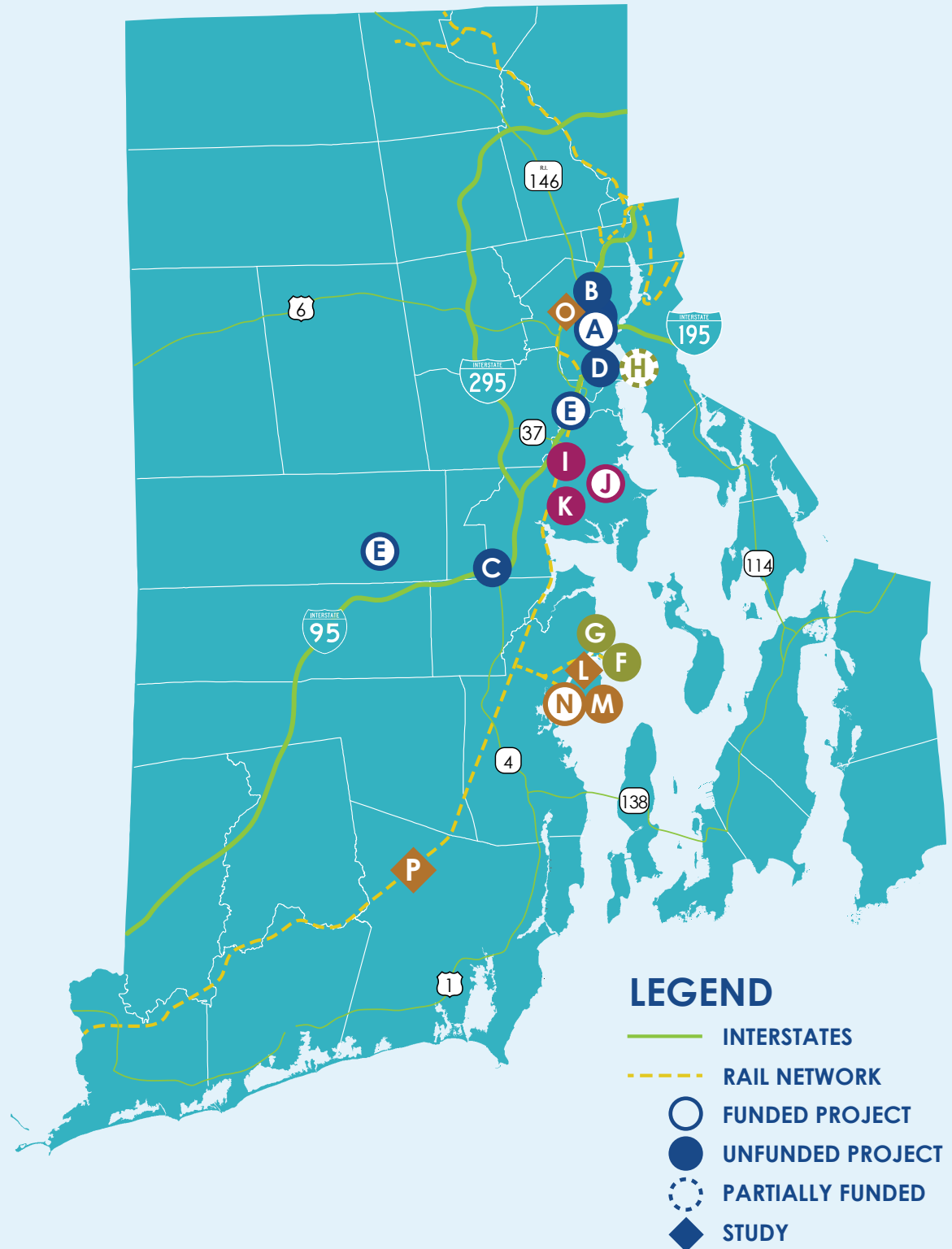
- F** Upgrade Davisville Pier 2 (North Kingstown) – Bond proposed
- G** Upgrade Davisville Pier 1 (North Kingstown)
- H** Improve Terminal Road Intersection (Providence)



- I** Upgrade Existing T.F. Green Air Cargo Infrastructure (Warwick)
- J** Add Capacity to Airport Road @ Post Road (Warwick) \$3M
- K** Explore Cargo Potential of Southwest Development Area at T.F. Green Airport (Warwick)



- L** Study to Improve Vertical Clearance on Rail Lines Serving Davisville (North Kingstown)
- M** Construct Quonset Rail Sidings (North Kingstown)
- N** N Romano Vineyard Way Rail Crossing Improvements (North Kingstown)
- O** Study to Alleviate Restrictions in Providence Amtrak Tunnel (Providence)
- P** Study Potential to Add Northeast Corridor (NEC) Freight Capacity (Statewide)



Highway Improvements



The \$5.8B
RhodeWorks
plan includes
\$175M in critical
highway freight
projects

LEGEND

— INTERSTATES

- - - RAIL NETWORK



UNFUNDED PROJECT

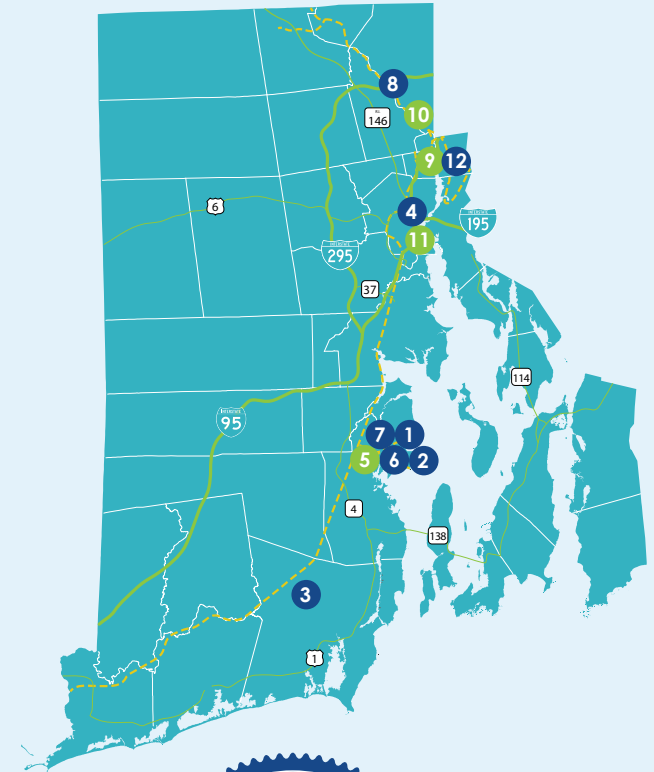


FUNDED PROJECT



PARTIALLY FUNDED

Rail Improvements



RIDOT's
\$222M FRIP
project (2006)
added 17 miles of
freight track and
increased freight
rail capacity

LEGEND

— INTERSTATES

- - - RAIL NETWORK



UNFUNDED PROJECT



FUNDED PROJECT

- 1 Improve Vertical Clearance on Rail Lines Serving Davisville (North Kingstown)
- 2 Construct Quonset Rail Sidings (North Kingstown)
- 3 Study Potential to Add Northeast Corridor (NEC) Freight Capacity (Statewide)
- 4 Study to Alleviate Restrictions in Providence Amtrak Tunnel (Providence)
- 5 Improve Romano Vineyard Way Rail Crossing (North Kingstown)
- 6 Improve West Davisville Rail Yard (North Kingstown)
- 7 Construct West Davisville Maintenance/Layover (North Kingstown)
- 8 Upgrade Rail and Track (Cumberland)
- 9 Reconstruct Roosevelt Ave. and Beverage Hill Ave. Grade Crossings (Pawtucket)
- 10 Reconstruct Martin St. & Mendon Road Crossings (Cumberland)
- 11 Reconstruct Terminal Rd., Harbourside Blvd. & Fields Point Drive Grade Crossings (Providence)
- 12 Reconstruct Other Grade Crossings (Pawtucket)

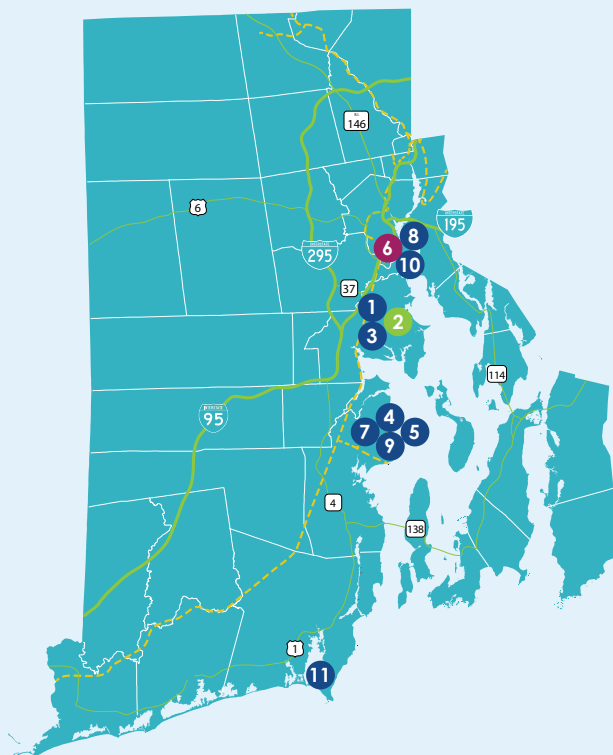
Air Cargo Improvements

- 1 Upgrade Existing T.F. Green Air Cargo Infrastructure (Warwick)
- 2 Add Capacity to Airport Road @ Post Road (Warwick) \$3M
- 3 Explore Cargo Potential of Southwest Development Area at T.F. Green Airport (Warwick)

Marine Port Improvements

- 4 Upgrade Davisville Pier 2 (North Kingstown) – Bond proposed
- 5 Upgrade Davisville Pier 1 (North Kingstown)
- 6 Improve Terminal Road Intersection (Providence)
- 7 Procure Davisville Landside Equipment (North Kingstown)
- 8 Activate ProvPort Lot 288 (Providence)
- 9 Maintain Davisville Support Structures (North Kingstown)
- 10 ProvPort Roadway Reconstruction (Providence)
- 11 Upgrade Port of Galilee State Pier 3 (Narragansett)

Air & Marine Improvements



The Governor has proposed a bond to improve Davisville Pier 2

The T.F.Green Runway Expansion will be completed in 2017

LEGEND

- INTERSTATES
- RAIL NETWORK
- UNFUNDED PROJECT
- FUNDED PROJECT
- PARTIALLY FUNDED

Priority Project Economic Benefits



I-95 NORTHBOUND VIADUCT

\$85.5M

Total Output

\$84.7M

Total transportation Benefits*



6/10, I-95 SOUTHBOUND CONNECTION

\$671M

Total Output

\$71M

Total transportation Benefits*



ALLENS AVE, I-95 SOUTHBOUND CONNECTION

\$41.9M

Total Output

\$44.6M

Total transportation Benefits*



ROUTE 4, I-95 CONNECTION

\$134M

Total Output

\$111M

Total transportation Benefits*



DAVISVILLE YARD TRACK IMPROVEMENTS

\$12.6M

Total Output

\$8.7M

Total transportation Benefits*



T.F. GREEN AIRPORT CARGO RAMP EXPANSION

\$10M

Total Output

\$469K

Total transportation Benefits*

*3% discount rate

FREIGHT FORWARD

RI

Planning Our Future

— Project Funding —

Implementation Plan

Policy Recommendations

- Continue to work toward enhancing and updating Rhode Island's long term strategic vision for freight
- Create the position of State Freight Coordinator within RIDOT
- Continue engagement with the existing FAC to ensure that freight is kept in the forefront in state policies
- Ongoing close coordination and communication between appointed Freight Coordinator and the FAC
- Pursue potential public-private partnerships or opportunities to supplement or match federal funding for state freight transportation projects
- Secure long-term, sustainable state funding to support the operation and maintenance of freight facilities

Funding Sources For Projects

The ability to meet the Rhode Island Freight Plan's goals and objectives is contingent upon the commitment of the state to develop and implement policies that support the freight transportation system, as well as adequate funding to support freight transportation facilities. Funding influences what investments are made and when. Some investments rely strictly on public funding, while others (e.g., railroads and pipelines) are supported through the private sector.



FEDERAL FUNDING

- FAST Act
- Fuel Taxes
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Program (STP)
- National Highway Performance Program (NHPP)
- Congestion Mitigation and Air Quality Imp. Program (CMAQ)
- National Highway Freight Program
- Transportation Investment Generating Economic Recovery Program (TIGER)
- Airport Improvement Program (AIP)



RHODEWORKS

RhodeWorks is a plan that will improve the state's deteriorating bridges and roads with funding from tolls on trucks.

Implementing Recommendations & Strategies

The state plans to further support its freight transportation system by:



Continuing to engage its FAC and encouraging broader industry engagement and leadership in future plan development



Updating the freight plan every five years, consistent with the FAST Act expectations related to freight planning.



Establishing a dedicated State Freight Coordinator within RIDOT who would be responsible for updating the freight plan, coordinating the FAC, and generally serving as the liaison between the public, stakeholders, and the State of Rhode Island regarding freight transportation issues.



Monitoring freight performance measures to determine whether investments are impacting freight transportation performance.



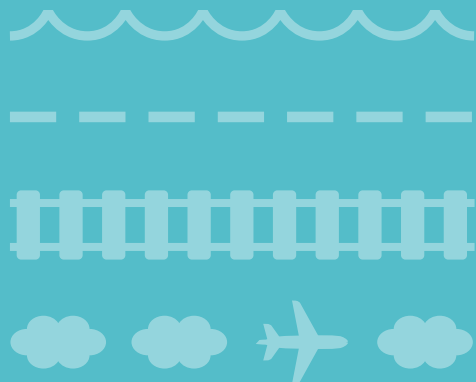
Continuing efforts toward implementing RhodeWorks to ensure that the state is funding its infrastructure adequately, so that efficiency, connectivity, safety, economic competitiveness, and other important objectives can be advanced.

Future Challenges & Issues

The state's bridge and pavement condition continue to be a high priority for Rhode Island. Focusing investments on these improvements will be important to ensuring that freight transportation's efficiency and connectivity is improved over time to support economic competitiveness, safety, and other important objectives articulated in this plan.

Bottlenecks on roadways and on the state's rail system must be addressed with the highest priority projects moving forward quickly. Other bottleneck and related congestion issues will require additional planning and design. For example, for priority freight investments, solutions to mitigate congestion and bottlenecks on the state's roadways are not fully vetted. Additionally, Resolving the vertical clearance issue for rail west of Davisville requires additional study. Efforts should be made to examine these issues more closely and develop potential alternatives to improve freight (and other vehicular) traffic on the state's roadways.

The state's marine ports and airports continue to require investment to ensure that they are positioned to support economic growth and enhance safety and intermodal connectivity into the future. The Governor's proposed bonding for pier modernization in the Port of Davisville is an important first step. Other investments in the Port of Providence that will support its continued growth will also be a high priority in the future. T.F. Green Airport is currently conducting its master plan. At the conclusion of this study, investments are likely to be identified and may require funding to implement. Improving access and egress to and from these facilities are important next steps in improving freight flow, connectivity, and safety over time.



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Rhode Island Department
of Administration
Division of Planning

