Executive Summary

Planning Our Future

July 2016
STATE OF RHODE ISLAND FREIGHT AND GOODS MOVEMENT PLAN
MAP-21 and JAST 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
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.
The plan focuses on Rhode Island’s freight network, which includes roadway, railroad, airport, marine port, and pipeline infrastructure.

WHAT ARE WE MOVING IN RHODE ISLAND?

<table>
<thead>
<tr>
<th>Category</th>
<th>2013 Tonnages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petroleum Refining Products</td>
<td>31%</td>
</tr>
<tr>
<td>Gravel or Sand</td>
<td>18%</td>
</tr>
<tr>
<td>Warehouse &amp; Distribution Center</td>
<td>14%</td>
</tr>
<tr>
<td>Broken Stone or Riprap</td>
<td>13%</td>
</tr>
<tr>
<td>Misc. Waste or Scrap</td>
<td>8%</td>
</tr>
<tr>
<td>Concrete Products</td>
<td>4%</td>
</tr>
<tr>
<td>Asphalt Paving Blocks or Mix</td>
<td>4%</td>
</tr>
<tr>
<td>Soft Drinks or Mineral Water</td>
<td>3%</td>
</tr>
<tr>
<td>Misc. Industrial Organic Chemicals</td>
<td>3%</td>
</tr>
<tr>
<td>Ready-Mix Concrete, Wet</td>
<td>2%</td>
</tr>
</tbody>
</table>
Strategic Freight Goals

Rhode Island

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

Operational Efficiency Objectives

- Maintain existing assets
- Increase efficiency
- Expand capacity
- Improve safety & security
- Improve resiliency

Operational Efficiency Objectives

- Operational Efficiency
- Economic Growth & Competitiveness
- Connectivity

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.

NATIONAL FREIGHT GOALS SUPPORTED
### Economic Growth & Competitiveness Objectives

<table>
<thead>
<tr>
<th>Identify Funding</th>
<th>Pursue Public/Private Partnerships</th>
<th>Improve Regional/Global Competitiveness</th>
<th>Mitigate Environmental Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Actions</td>
<td>Potential Actions</td>
<td>Potential Actions</td>
<td>Potential Actions</td>
</tr>
<tr>
<td>Educate public and policy makers on importance of freight.</td>
<td>Collaborate with private sector; Offer incentives.</td>
<td>Streamline regulatory environment; Improve our workforce.</td>
<td>Protect sensitive water resources.</td>
</tr>
</tbody>
</table>

### Connectivity Objectives

<table>
<thead>
<tr>
<th>Improve Regional Connectivity</th>
<th>Enhance Access to Global Markets</th>
<th>Build Regional Partnerships/Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Actions</td>
<td>Potential Actions</td>
<td>Potential Actions</td>
</tr>
<tr>
<td>Reduce congestion and bottlenecks, improve reliability, build redundancy into system</td>
<td>Facilitate new services to increase connectivity; Monitor trends to pursue new opportunities.</td>
<td>Coordinate regional policies (e.g., weight restrictions).</td>
</tr>
</tbody>
</table>

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

Funding Transportation

**FAST Act & MAP-21**

MAP-21 (Moving Ahead for Progress in the 21st Century Act) and the FAST Act (Fixing America's Surface Transportation) are milestone surface transportation funding programs. These programs help fund many highway, safety, public transportation, rail, research and technology programs across the U.S.
Economic Context

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

Import $8.4

Export $2.4

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.

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

SUPPORT JOBS

Freight-Dependent Trades

26% of all RI jobs are freight-dependent

12.5% avg growth in freight-dependent jobs

+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.
An efficient, safe freight transportation network provides specific benefits to residents and businesses in Rhode Island.

**SWOT Analysis**

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

### Automobile Distribution
- 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

### The Final Mile
- 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

### Fuels
- Multi modal fuel terminals – recent reinvestment
- 32.4 million people within a four-hour drive
- Home heating oil demand
- Transportation-related consumption

### High Tech Manufacturing
- 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

### Warehouse/Distribution
- 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

### Opportunities
- 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

### Threats
- Loading capacity in some locations
- Access constraints for larger vehicles and bridge weight
- Existing and future congestion
- Limited warehousing space in Rhode Island

### International Ports
- Parts of Davisville/Quonset & Providence
- Connect Rhode Island’s ports to frequent, diverse and cost effective feeder services to compete with truck and rail.

### Top Trading Partners
- Support Rhode Island’s important role in the regional economy by continuing to improve the freight transportation network.

### Links to Regional Economies
- 70 miles of highways in RI connect us to other Northeast states
- $3.75 trillion dollars economic output generated by the Northeast and Mid-Atlantic states

### Rhode Island Commodity Values

<table>
<thead>
<tr>
<th>Commodities</th>
<th>Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petroleum Refining Products</td>
<td>33%</td>
</tr>
<tr>
<td>Motor Vehicles</td>
<td>21%</td>
</tr>
<tr>
<td>Warehouse &amp; Distribution Center</td>
<td>10%</td>
</tr>
<tr>
<td>Misc. Primary Nonferrous Smelter Products</td>
<td>7%</td>
</tr>
<tr>
<td>Misc. Plastic Products</td>
<td>6%</td>
</tr>
<tr>
<td>Pharmaceuticals</td>
<td>6%</td>
</tr>
<tr>
<td>Misc. Electrical Industrial Equipment</td>
<td>6%</td>
</tr>
<tr>
<td>Beekeeping, Other Honey Products</td>
<td>4%</td>
</tr>
<tr>
<td>Fresh Fish Products</td>
<td>2%</td>
</tr>
</tbody>
</table>

### Top Imports
- Automotive $12.9 Billion
- Chemical products $6.2 Billion
- Processed Food $4.3 Billion

### RHODE ISLAND COMMODITY VALUES

- Bread or Other Bakery Products 12.9B
- Automotive 6.2B
- Processed Food 4.3B
- Chemical products 12.9B
- Automotive 6.2B
- Processed Food 4.3B
- Chemical products 12.9B

**Petroleum** 33%

**Motor Vehicles** 21%

**Warehouse & Distribution Center** 10%

**Chemical products**

**Automotive**

**Processed Food**

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An economic output of $23.8 Billion was generated by the Northeast and Mid-Atlantic states in 2013.

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*Note: The table and diagram depict various aspects of the freight transportation network and its impact on Rhode Island’s economy.*
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.

- **Highways & Roads**
  - 88% of all freight moved via truck
  - 3 major interstates
  - 651 mi of highway
  - 6,528 mi of roads
  - 12 truck/highway facilities
  - 1,180 bridges

- **Freight Railways**
  - 1.6% of all freight moved via rail
  - 146 mi of freight rail
  - 12,700 rail cars
  - 93% traffic is inbound
  - 4 rail operators

- **Marine Freight & Seaports**
  - 8.4M tons of freight moved via water
  - 60% freight moved out of state or country
  - 4 ports
  - 8 port terminals
  - 1 deep water port

- **Air Freight**
  - 27M lbs of freight moved via air
  - 1 primary freight airport
  - 5 general airports

- **Intermodal Facilities**
  - 5 freight modes served
  - 3 freight intermodal facilities
  - 3 freight intermodal connectors

- **Pipelines**
  - 2 primary commodities piped
  - 20,000 barrels of oil transported
  - 3,200 miles natural gas pipelines
Coordinating with State and Regional Plans

STATE PLAN COORDINATION
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:
- Rhode Island’s Long Range Transportation Plan
- State Rail Plan
- Rhode Island Innovates: A Competitive Strategy for the Ocean State
- Rhode Island State Transportation Improvement Program

STATE AGENCY/ORGANIZATION COORDINATION
Numerous state agencies and quasi-public entities also play a role in implementing some aspect of state policy related to freight movement and have an impact on the network.

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.
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

- **FREIGHT RAILWAYS**
  - Rail system capacity and access
  - Vertical clearance limitations

- **MARINE FREIGHT & SEAPORTS**
  - Channel and berth dredging to maintain depths
  - Climate change and port resiliency

- **AIR FREIGHT**
  - Ramp capacity
  - Out-of-date sorting facilities

- **INTERMODAL FACILITIES**
  - Access to highways
  - Access to rail

- **PIPELINES**
  - Capacity for growth
  - Aging pipes

- **TRUCK PARKING**
  - Weight restrictions
  - Bridge vertical clearance
  - Access to ports

- **RAIL BRIDGE WEIGHT RESTRICTIONS**
  - Conflicts with passenger service/expansion

- **PORT CAPACITY**
  - Lack of direct access to highways

- **RUNWAY CAPACITY**
  - Hangar size and capacity

- **SHORT-TERM RAILCAR STORAGE**
  - Facilities modernization

- **LIMITED INFRASTRUCTURE**
  - Pipeline leaks
**Highway Congestion**

**Rail System Issues**

**Rhode Island Rail System Conditions & Issues Map**

- **Vertical Clearance Limitation (<22'6")**
- **Freight Railroad Operator**
  - Providence & Worcester (PW)
  - Mass Coastal
  - CSX
- **Freight_Op**
- **BCLR**
- **Amtrak Station**
- **MBTA Station**

**Rhode Island Highway Congestion & Bottlenecks**

- Highway Bottleneck (RITMC, 2013)
- Congested Roadway (LRTP, 2012)
Freight Forecast

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

**RAIL FREIGHT**
Automotive supply, motor vehicle transportation, chemicals, plastics, pharmaceuticals, and construction materials.

**MARINE FREIGHT**
Petroleum products, motor vehicle imports, chemicals, construction materials, and scrap steel.

**AIR FREIGHT**
Transportation equipment shipments, photo and optical equipment, and machinery.

**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
CAGR = compound annual growth rate
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

Trends, Strengths, & Challenges

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.

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.

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.

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.

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.
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
Priority Investments

Rhode Island’s

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

Join the Freight Advisory Committee

Help us determine where we go next
Priority Projects

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

Upgrade Davisville Pier 2 (North Kingstown) – Bond proposed
Upgrade Davisville Pier 1 (North Kingstown)
Improve Terminal Road Intersection (Providence)

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

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

- Replace I-95 Viaduct @ US-4 (Providence) $51M
- Improve Merge on I-95 NB @ Route 146 (Providence)
- Create Access from Route 4 to I-95 South (East Greenwich)
- Create Access from ProvPort to I-95 SB (Providence)
- Replace 32 Deficient Bridges on Key Freight Corridors (Statewide) >$150M
- Alleviate Bottleneck on I-195 WB @ Broadway (East Providence)
- Replace Washington Bridge (East Providence) $12M
- Alleviate Congestion on Route 6/10 @ I-95 (Providence)
- Widen I-295 NB @ Route 37 to reduce bottlenecks (Cranston & Johnston)
- Improve Interchange @ I-95 SB / Route 37 (Warwick)
- Improve Intersection @ Route 146 @ Sayles Hill Road (North Smithfield)
- Construct Quonset Rail Sidings (North Kingstown)
- Study Potential to Add Northeast Corridor (NEC) Freight Capacity (Statewide)
- Upgrade Main Street Viaduct (Woonsocket) $3M
- Upgrade Main Street Viaduct (Woonsocket) $3M
- Improve Intersection at Route 114 @ Mink Street (East Providence)
- Reconstruct Roosevelt Ave. and Beverage Hill Ave. Grade Crossings (Pawtucket)
- Reconstruct Martin St. & Mendon Road Crossings (Cumberland)
- Reconstruct Terminal Rd., Harbourside Blvd. & Fields Point Drive Grade Crossings (Providence)
- Reconstruct Other Grade Crossings (Pawtucket)

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

Rail Improvements

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

RI DOT’s $222M FRIP project (2006) added 17 miles of freight track and increased freight rail capacity
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 28B (Providence)
9. Maintain Davisville Support Structures (North Kingstown)
10. ProvPort Roadway Reconstruction (Providence)
11. Upgrade Port of Galilee State Pier 3 (Narragansett)

The Governor has proposed a bond to improve Davisville Pier 2
The T.F.Green Runway Expansion will be completed in 2017

Priority Project Economic Benefits

1. I-95 Northbound Viaduct
   - Total Output: $85.5M
   - Total transportation Benefits*: $84.7M

2. 6/10, I-95 Southbound Connection
   - Total Output: $671M
   - Total transportation Benefits*: $71M

3. Allens Ave, I-95 Southbound Connection
   - Total Output: $41.9M
   - Total transportation Benefits*: $44.6M

4. Route 4, I-95 Connection
   - Total Output: $134M
   - Total transportation Benefits*: $111M

5. Davisville Yard Track Improvements
   - Total Output: $12.6M
   - Total transportation Benefits*: $8.7M

6. T.F. Green Airport Cargo Ramp Expansion
   - Total Output: $10M
   - Total transportation Benefits*: $469K

*3% discount rate

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

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.
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.

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.
FREIGHT FORWARD
Planning Our Future

July 2016