State of Rhode
2040 Long Range Transportation Plan

Passenger and Freight Rail Supplement

Meeting the Provisions of Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and Fixing America's Surface Transportation Act (FAST Act) of 2015

Purpose

The State of Rhode Island has prepared this supplement to the Long Range Transportation Plan in accordance with guidance provided by the Federal Railroad Administration (FRA) and the provisions under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) for state passenger and freight rail planning, as well as subsequent amendments to PRIIA as included in the 2015 Fixing America's Surface Transportation Act (FAST Act), which amended the statutory requirements under 49 U.S.C. Chapter 227 pertaining to State Rail Plan (SRP) requirements.

Background

In 2013, FRA provided formal guidance to states on how to prepare state rail plans in accordance with PRIIA enacted in 2008. The guidance prescribed state rail plan content and minimum requirements, including a specific measure that required updating the plan every 5 years. At the time, PRIIA also contained a provision that eligibility for federal rail funding programs were contingent on having an approved state rail plan.

In 2014, the Rhode Island State Rail Plan was developed to meet the provisions of PRIIA and maintain state eligibility for rail funding under PRIIA programs. The rail plan articulated the vision, goals, and objectives for Rhode Island's passenger and freight rail systems, and it identified and prioritized potential passenger and freight rail projects in Rhode Island. The State Planning Council adopted this Plan on March 13, 2014, and it replaced the 1993 Rhode Island Freight Rail Plan as State Guide Plan Element 661.

Changes to PRIIA

In 2015, the FAST Act was enacted effectively making changes to key provisions under PRIIA that guided states to prepare and maintain state rail plans. Section 11315 of the FAST Act (2015) amended the statutory requirements under 49 U.S.C. Chapter 227 pertaining to State rail plan (SRP) requirements. Under the FAST Act, the SRP requirements for eligibility of the capital grants was eliminated. The three relevant changes to the SRP statutory requirements are described and referenced as follows:

1. 49 U.S.C. Section 22702 (b) (4) was amended by striking "5 years for reapproval by the Secretary" and inserting "4 years for acceptance by the Secretary".
2. 49 U.S.C. Section 22705 (a) was amended by striking paragraph (12) eliminating the SRP as a requirement for eligibility of the capital grants.
3. The new FRA funding program under FAST Act, Consolidated Rail Infrastructure and Safety Improvements (CRISI), does not require the project to be in a State rail plan, under project eligibility under 49 U.S.C. 24407.

Furthermore, the language in statute under Section 22702 Authority (a) "Each State may" does suggest that states have the option to not revise and resubmit state rail plans.

2040 Long Range Transportation Plan

In 2017, the State of Rhode Island began the process of updating its Long-Range Transportation Plan. Rhode Island is required to prepare a long-range plan that provides for the development and implementation of the multimodal transportation system, including elements of transit, highway, rail, bicycle, pedestrian, and accessible transportation.

The Long-Range Transportation Plan is multimodal by statute and its value is derived from a comprehensive approach to planning an integrated transportation network that efficiently moves people and goods throughout the state, within the region, and across the nation.

The plan is formulated around national goals and planning factors including safety and security, economic vitality, system preservation, system management and operation, and quality of life. Importantly, a number of goals apply directly to passenger rail and freight, and it is in this context that rail planning for the state is most effective. Furthermore, the process of preparing the Long-Range Transportation Plan is cooperative and has included the participation of many Rhode Island state agencies, municipalities, key stakeholders and interest groups, and the public at large.

Passenger and Freight Rail Supplement

In light of the changes to PRIIA brought on by the FAST Act, Rhode Island has chosen to prepare this supplement rather than continue to prepare a separate plan addressing freight and passenger rail. The intention is to highlight the planning work done around passenger and freight rail via the LRTP process and be able to utilize the framework of the LRTP for rail planning. In addition to the LRTP, several accompanying documents provide further detail into the development and implementation of rail in the state. These documents include the Transit Master Plan (anticipated adoption 2020), Freight and Goods Movement Plan (adopted 2016), 2018-2027 State Transportation Improvement Program, and Congestion Management Plan (anticipated adoption 2020).

In lieu of updating Rhode Island's 2014 State Rail Plan, the State has compiled a crosswalk (or matrix) covering where and how each PRIAA requirement is met within our existing plans. The crosswalk is divided into 4 columns delineating the PRIIA Section, Summary of PRIIA Requirement, the location within the Rhode Island plan that discusses the requirement, and how the requirement is ultimately met.

PRIIA Section	PRIIA Summary	RI Plan/page meeting requirement	How requirement is met

Acronyms and links identified in the matrix are identified at the outset of this supplement followed by a maps section depicting the freight network, rail right-of-way, key operators, and locations of prevailing passenger and freight rail operations and assets.

Following the requirements matrix are two attachments called for in the PRIIA requirements: Attachment A – Rail Matrix (Crosswalk); and Attachment B - 4-year and 20-year Program of Projects. PRIIA Requirement 5.7 – Rail Studies and Reports is also addressed below.

Acronyms and links:

CMAQ – Congestion Mitigation and Air Quality
CMP – Congestion Management Plan 2020
FAST - "Act" Fixing America's Surface Transportation Act (Federal Transportation Funding Bill of 2015)
FGM – Freight and Goods Movement Plan 2016
FHWA – Federal Highway Administration
FRA – Federal Railroad Administration
FRIP – Freight Rail Improvement Program
FTA - Federal Transit Administration
LRTP - Long Range Transportation Plan
MAP-21 - Moving Ahead for Progress in the 21st Century (Federal Transportation Funding Bill 2012)
MBTA – Massachusetts Bay Transportation Authority
MBTA Focus40 – MBTA's Long Range Plan
MPO – Metropolitan Planning Organization
NEC – Northeast Corridor
NECC – Northeast Corridor Coalition
NEPA – National Environmental Policy Act (1970)
PAB – Private activity bonds
PRIIA - Passenger Rail Investment and Improvement Act (2008)
P3 – Public-private partnerships
RIDOT - Rhode Island Department of Transportation
RIGL – Rhode Island General Laws
RIPTA - Rhode Island Public Transit Authority
RIDSP- Rhode Island Division of Statewide Planning
SDP – Service Development Plans
SOS – RIPTA State of the System Report
SPC - State Planning Council
SRP – State Rail Plan
SRTA - State Rail Transportation Authority
SRPAA - State Rail Plan Approval Authority
STIP - State Transportation Improvement Program
TAC – Transportation Advisory Committee
TAP – Transportation Alternatives Program
TMP – Transit Master Plan
TOD – Transit oriented development
USDOT - U.S. Department of Transportation

State of Rhode Island

Figure 1: Regional and Canadian Freight Rail Connections

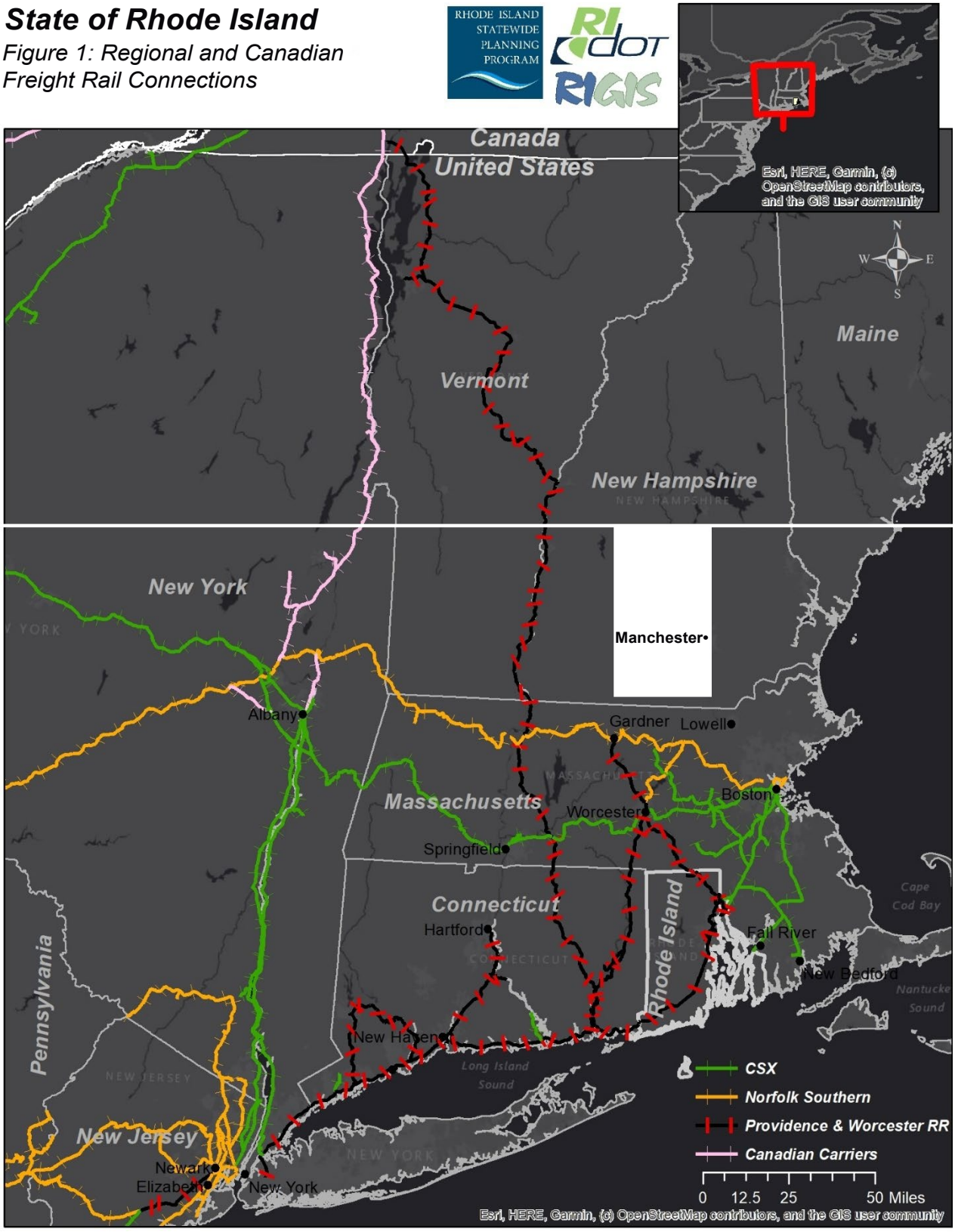

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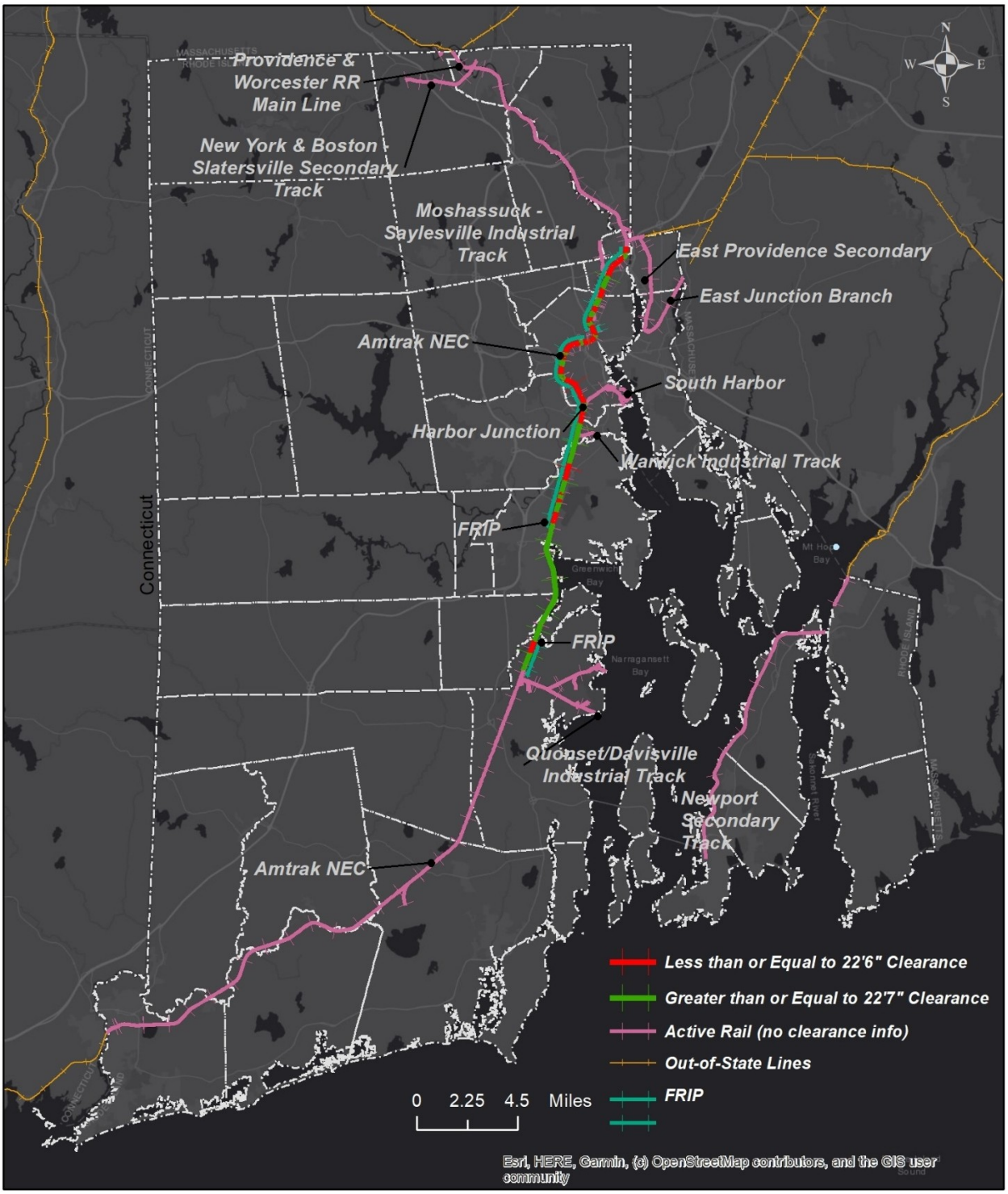
Figure 2: Rhode Island Rail System and Vertical Clearance



*For details on vertical clearance (page 107) and the FRIP (page 50) please see the Freight and Goods Movement Plan, linked here.

Figure 3: Amtrak and MBTA Service to Rhode Island

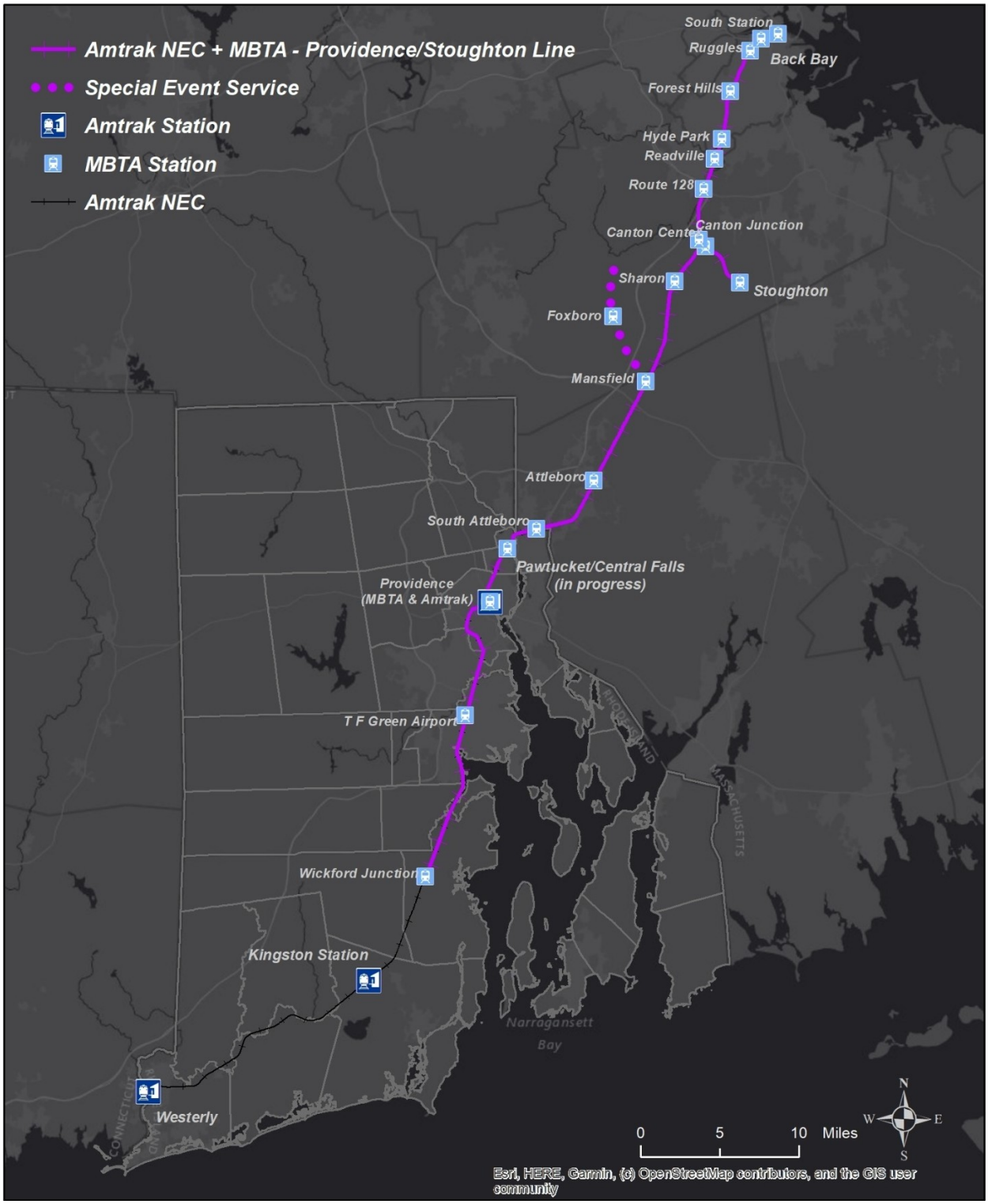


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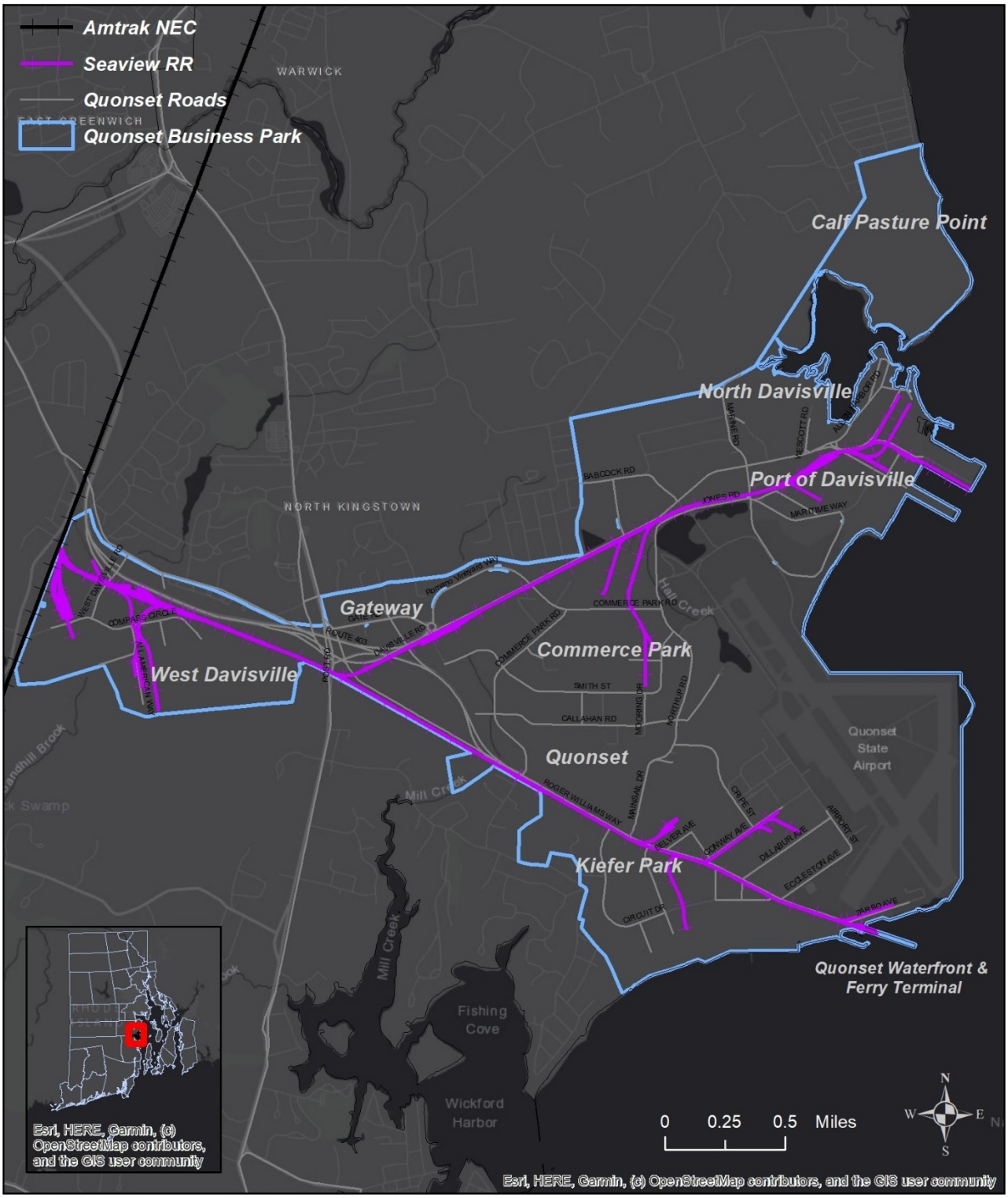
Figure 4: Quonset Business Park & Seaview RR



PRIIA Requirement 5.7 – Rail Studies and Reports

Statewide Planning Studies

Freight and Goods Movement Plan

In Rhode Island, most of the freight corridors run north to south. The main freight corridors for trucks include Interstate 95, Interstate 295, Route 4, and Route 146. The main rail freight corridor is the Amtrak Northeast Corridor. The marine shipping corridor is Narragansett Bay via the Port of Davisville within the Quonset Business Park and the Port of Providence. East-west freight corridors are primarily limited to truck freight on Interstate 195, Route 6, and Route 44. In addition, rail connects Rhode Island to the national and Canadian rail networks through interchanges in MA, CT, and NY

Multi-Agency Studies

Transit Master Plan

RIPTA has developed various transit strategies based on the needs and issues identified in the R.I. State of the System Report. These strategies include services, programs, and policies. Recommendations on long-term improvements to passenger rail are also discussed.

> Passenger Rail
>
> More frequent and faster MBTA and/or Amtrak train trips in Rhode Island, and between Rhode Island and Boston, through electrified equipment, faster boarding, express service, and cross-honored fares.
>
> Special Events and Tourism Services
>
> Expanding transit services and partnerships for seasonal destinations and special events for both tourists and seasonal employees.
>
> Fare Integration
>
> Providing a way for riders to access more services through a single pass or ticket, such as RIPTA buses, the MBTA's Providence Line, Amtrak and/or bikeshare.

RIDOT Studies

Pawtucket Train Station Study

The vision of this project is to bring together two small but determined northeastern cities, add in a new commuter rail station and transit hub, a thriving art and innovation culture, underutilized mill space and 150 acres of available land. This is an important element of a growing metropolitan area where people chose to live, where there are new opportunities for investors and developers, and where neighborhoods are environmentally sustainable and culturally energized. This study has several components which include housing, market, and a vision plan. Additionally, a City-led feasibility study was completed in 2007. The RIDOT-led PE/NEPA (which also included current TOD plan) was completed in 2016 and the station is currently under construction.

Providence Station PE/NEPA

In late 2011, RIDOT received a $3 million High Speed Intercity Passenger Rail grant from the US Department of Transportation. The ARRA funds were spent developing preliminary engineering (PE, 30%) design plans and a completed NEPA document. This PE/NEPA effort was the basis of a 2019 construction grant award from the Federal Railroad Administration. With 50% matching funds from RIDOT and Amtrak, the $25 million construction project at the station will include: station expansion to the west, pedestrian connections to the mall, platform-level emergency egress, and many state-of-good-repair upgrades to the station. 30% plans and NEPA is complete. The project is funded through construction and should be complete by the end of 2023.

NEC Study (NEC Future) EIS

This Record of Decision (ROD) documents the Federal Railroad Administration's (FRA) decision regarding NEC FUTURE, a comprehensive planning effort to define a vision for the future role of passenger rail service on the Northeast Corridor (NEC) through 2040 and beyond. The NEC is the rail transportation spine of the Northeast region—extending from Union Station in Washington, D.C., to South Station in Boston, MA—and is a key component of the region's transportation system. This ROD documents the FRA's selection of an investment program for the NEC and describes how this investment program will be advanced.

The purpose of NEC FUTURE is to upgrade aging infrastructure and to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger rail service on the NEC for both Intercity and Regional trips, while promoting environmental sustainability and continued economic growth. In this ROD, the FRA is making a decision to select a corridor-wide vision for the NEC that encompasses improvements to grow the role of rail within the transportation system of the Northeast (the Selected Alternative). To achieve this Grow Vision, the Selected Alternative includes the following four components:

Improve Rail Service: Corridor-wide service and performance objectives for frequency, travel time, design speed, and passenger convenience.

Modernize NEC Infrastructure: Corridor-wide repair, replacement, and rehabilitation of the existing NEC to bring the corridor into a state of good repair and increase reliability.

Expand Rail Capacity: Additional infrastructure between Washington, D.C., and New Haven, CT, and between Providence, RI, and Boston, MA, as needed to achieve the service and performance objectives, including investments that add capacity, increase speeds, and eliminate chokepoints.

Study New Haven to Providence Capacity: Planning study in Connecticut and Rhode Island to identify additional on- and off-corridor infrastructure as needed to achieve the service and performance objectives.

The Selected Alternative prioritizes a corridor-wide commitment to the existing NEC, brings it to a state of good repair, and provides the additional capacity and service enhancements necessary to address passenger rail needs through 2040 and beyond.

RIDOT TF Green Feasibility Study

This Feasibility Study for Intercity Rail Service to T.F. Green Airport was prepared by Amtrak and Rhode Island Department of Transportation (RIDOT) in partnership with the Federal Railroad Administration (FRA). The study was a preliminary feasibility analysis to satisfy the requirement in Senate Report 114-75 of the Transportation, Housing and Urban Development, and Related Agencies Appropriations bill for Fiscal Year 2016 on promoting intercity rail and airport connections on the mainline of the Northeast Corridor railroad. This study has since advanced to the conceptual design stage, which is currently being completed. Preliminary engineering and environmental review efforts funded by a $2,800,000 CRISI grant will commence with the executed grant agreement with FRA in 2020.

Rhode Island and its neighboring states along the Northeast Corridor (NEC) rail line have made commitments towards improving rail options as a means of promoting a balanced transportation system. The addition of intercity rail service at T.F. Green Airport has the potential to improve regional and intrastate connectivity and better position T.F. Green Airport comparable to other airports on the NEC such as Newark Liberty International Airport and Baltimore/Washington International Thurgood Marshall Airport. 30% plans and NEPA is slated to be done by the end of 2022. Final design and construction is not funded yet.

RIDOT Commuter Rail Planning Assistance Ridership Observation and Survey Report

This 2017 report summarizes the findings from the RIDOT-commissioned MBTA Commuter Rail passenger counts at Providence, TF Green, and Wickford Junction Stations between 2015-2017 and 2016 passenger survey at these stations. A subsequent report was prepared summarizing the findings from a 2019 passenger survey.

Attachment A: Rail Matrix (Crosswalk)

PRIIA Section	PRIIA Summary	RI Plan/page meeting requirement	How requirement is met
Executive Summary	Highlight key facts and findings of the State rail plan, with an emphasis on the desired outcomes and program effects of the State's vision for rail and how that vision will be achieved through the projects, programs, and policies identified in the Rail Service and Investment Program.	Add summary statement to the beginning of the matrix	
Chapter 1	Illustrate current and proposed role of rail in Rhode Island's multimodal system. Provide financial, legal, and political organization to support rail development	PRIIA section detailed below	
1.1	State/US goals for transportation system	Long Range Transportation Plan (LRTP) Compendium of plans Chapter 1	Describes National goals applicable to Rhode Island
1.2	Conceptual analysis of rail transportation's role in RI transportation system	LRTP Baseline Conditions and System Report Chapter 3; Transit Master Plan (TMP) briefing book (ref)	LRTP describes passenger rail's baseline impact in RI's transportation system;
1.3	A description of the institutional governance structure of the State rail program(s) including: State Rail Transportation Authority (SRTA), State Rail Plan Approval Authority (SRPAA), State and local agencies involved in delivering rail services, such as rail authorities, transit agencies and Metropolitan Planning Organizations (MPOs), and State authorizing (and limiting) laws and powers for planning, funding, and operating rail services; and a statement that the State is in compliance with the requirements of Section 22102 (which stipulates eligibility requirements for a long-established Federal Railroad Administration (FRA) rail freight grant assistance program pertaining to State planning and administration).	TMP State of the System Report (SOS) Chapter 2; RI General Law (RIGL) 39-6.1	TMP describes rail services and agencies responsible for passenger rail ops. RI Department of Transportation (RIDOT) is the transit agency responsible for rail in RI. RIGL 39-6.1-2 - General powers of department gives RIDOT power to establish and administer a state plan for rail.
1.4	A description of the State's authority for grant, loan, and public/private partnership financing; how the State has used these authorities in the past; State revenue sources that are dedicated to rail funding (if any); and how much the State has provided in funding over the past five years.	TMP Briefing Book Chapter 10; State Transportation Improvement Program (STIP); RI General Law (RIGL) 39-6.1	TMP covers current available state and federal funds; STIP IDs 1443 (GRADE CROSSING SURFACE AND SIGNAL PROJECTS), 2069 (TF GREEN AIRPORT INTERCITY RAIL SERVICE PRELIMINARY ENGINEERING), 2071 (PAWTUCKET LAYOVER FACILITY), 5011 (PAWTUCKET/CENTRAL FALLS TRANSIT CENTER), 5204 (PROVIDENCE INTERMODAL TRANSIT CENTER), 5254 (TRANSIT CORRIDOR DEVELOPMENT), 7901 (TRAIN STATION MAINTENANCE AND REPAIRS - RICAP), and Transit Operations cover revenue sources and funding of state rail related projects in next 4 years; RIGL 39-6.1-12 + 13 outlines the State's appropriations for federal funds and loans.

1.5	A summary of the freight and passenger rail services, initiatives and plans, such as environmental reviews required by National Environmental Policy Act (NEPA), and Service Development Plans (SDP), sponsored by State rail transportation authorities, regional planning agencies, regional transportation authorities, and municipalities within the State, or in the region in which the State is located, that have been considered while preparing the plan. A summary of services, initiatives, and plans of private sector railroads, as well as connections between rail services and other modes in the State transportation system, to the extent known to the State, are to be included here as well.	Freight and Goods Movement (FGM) Plan Chapter 4.5; TMP Breifing Book Chapter 10; TMP - Passenger Rail Services technical document, SOS Chapter 2	FGM Plan describes the freight railways in the State; TMP covers plan implementation and passenger rail initiatives and studies, as well as services offered by Amtrak and MBTA commuter rail
Chapter 2	Overview and inventory of the State's existing rail system, planning baselines, trends, needs	PRIIA section detailed below	
2.1	State's Existing Rail System: Description and Inventory		
2.1.1	The existing freight, intercity passenger, and commuter rail transportation system, services currently operating, operating objectives, and system performance, including: a review of all rail lines and corridors, existing and proposed for freight, commuter, and intercity passenger service, including high speed lines as well as railway assets currently out of service or rail banked. The ownership of, and operating rights over, each segment of the railroad network, whether private or public, is to be clearly identified.	LRTP Baseline Conditions Report Chapter 3; FGM Plan - network page 3; operating service and goals Chapter 2 (page 8); assets Chapter 4; performance Chapter 6; proposed Chapter 7 page 130. TMP briefing book Chapter 3 and 5, STIP background, resources, program descriptions; NECC planning efforts.	Passenger rail service area and description located in LRTP; FGM Plan outlines the rail network in RI for freight service; TMP covers existing demand and proposed future expansion.; STIP also covers service areas and description; RIDOT has been an active participant in long range planning for NEC infrastructure and service needs since the NEC Future was completed.
2.1.2	Major freight and passenger terminals and stations that serve as intermodal connections, including seaports and airports.	See 2.1.1	
2.1.3	Objectives for the passenger rail services operating within the State, including minimum service levels by route, including service frequency, capacity, and projected ridership.	TMP Briefing Book Chapter 10; NECC planning efforts.	TMP proposes to improve commuter rail service to Boston. Massachusetts Bay Transportation Authority (MBTA) is the operator and provides service. RIDOT has been an active participant in long range planning for NEC infrastructure and service needs since the NEC Future was completed, including on objectives for intercity and commuter rail operations.
2.1.4	A performance evaluation of intercity passenger services operating in the State (both interstate and intrastate services) according to metrics such as those established under PRIIA Section 207: FRA Metrics and Standards for Intercity Passenger Service. Only currently available data for PRIIA Section 207 analysis is requested. Identify possible improvements in existing services and a describe strategies to achieve those improvements).	TMP Briefing Book Chapter 3 and 4; NECC planning efforts.	TMP addresses the rise in demand and the increase in service for those using commuter rail; RIDOT has been an active participant in long range planning for NEC infrastructure and service needs since the NEC Future was completed, including efforts relating to intercity performance

2.1.5	A statement on public financing for rail projects and service in the State, including a list of current and prospective public capital and operating funding resources, public subsidies, State taxation, and other financial policies relating to rail operations and infrastructure development. This section should also address existing challenges to State investment or involvement in rail transportation as posed by the State's constitution, laws, or regulations, or by implementation of current or proposed federal regulations.	TMP SOS Chapter 2; FGM Plan Chapter 12 (179); STIP Transit Operations - Program Description, Transit Capital Program	TMP describes the stations in RI; FGM Plan describes the funding sources for rail; STIP outlines the different programs that finance rail projects and operations
2.1.6	Ongoing programs and projects intended to improve the safety and security of rail transportation, including all major projects funded under Section 130 of Title 23.	FGM Plan Chapter 10/12 (180) (and throughout); TMP briefing book Chapter 7; STIP Transit Operations, IDs 7901, 1443	FGM Plan assesses safety improvements of freight projects; TMP analyzes pedestrian improvements around rail stations; STIP safety improvement projects and procedures outlined.
2.1.7	A general analysis of rail transportation's economic and environmental impacts in the State including, but not limited to, congestion mitigation, safety impacts including the benefit of freight rail compared to freight on public highways, trade and economic development, air quality, land use, energy use, resiliency to climate change impacts, and community impacts.	FGM Plan Chapter 2; TMP SOS Chapter 4	FGM Plan outlines the benefits of freight travel and economic benefits. TMP discusses market analysis
2.2	The State's Existing Rail System: Trends and Forecasts	PRIIA section detailed below	
2.2.1	Demographic and Economic growth factors, including: • Population. • Employment. • Personal income. • Industrial outlook by sector	LRTP Chapter 8, Economic Development section of Baseline Conditions and System Performance Report; TMP SOS Chapter 3	LRTP; TMP gives demographic and economic growth values
2.2.2	Freight demand and growth by type of service, e.g. intermodal, commodity, manifest	FGM Plan: Rail freight forecast page 126	FGM Plan gives a forecast on demand and growth moving forward
2.2.3	Passenger travel demand and growth	LRTP Baseline Conditions Report Chapter 3; TMP SOS Chapter 2	LRTP provides performance and demand that influences growth; TMP also gives a summary of demand by service.
2.2.4	Fuel cost trends	LRTP Revenue Projections Chapter 3; STIP Resources (State Funding - Gas Tax pages 22-23)	LRTP and STIP describe state gas tax as it applies to transportation projects which eludes to cost trends
2.2.5	Rail congestion trends	TMP SOS Chapter 3	TMP describes congestion in terms of time competitiveness, which shows the travel flows of the existing rail lines
2.2.6	Highway and airport congestion trends	TMP SOS Chapter 2 (Service to TF Green Airport) and 3 (Time Competitiveness); FGM Plan Chapters 4,6,8,10,12; Congestion Management Process (CMP) Chapter 7.	TMP describes service to TF Green Airport and also describes the congestion trends as a factor of time competitiveness; FGM discusses many aspects of freight congestion, mainly in terms of highway congestion; CMP gives a summary of the 2018 congested corridors on NHS roads

2.2.7	Land use trends	FGM plan Chapter 11 page 170, 173; TMP SOS Chapter 2 and 3; LRTP density maps (Trends Report).	FGM identifies locating properties with multi-modal potential as an initiative; TMP brings up Transit Oriented Development (TOD) as a means of rail traffic impacting land use; LRTP density maps show how land is used across the state.
2.3	State's Existing Rail System: Rail Service Needs and Opportunities: Based on the findings above, summarize the key issues, service gaps, improvement needs (including connectivity to other modes), and financial deficits facing the State's rail system. Identify the opportunities to address those issues, gaps, needs, and deficits for freight, intercity, and commuter rail. The rationale and basis for the rail improvements proposed in Chapters 3 and 4 should be presented, included projected shifts in the nature and type of passenger and freight movement and emerging markets.	TMP State of the System Chapter 2; NECC planning efforts.	TMP goes into detail about the existing rail system and indicates the needs, gaps, and other issues with the existing service. RIDOT has been an active participant in long range planning for NEC infrastructure and service needs since the NEC Future was completed, including on identifying commuter and intercity rail needs and gaps in RI.
Chapter 3	Proposed Passenger Rail Improvements and Investments. For the intercity and commuter passenger opportunities described in Chapter 2, describe in summary terms - at minimum at a program level - all passenger rail proposals under consideration, including new services, station improvements, improved intermodal connections to other passenger modes, state of good repair projects, rolling stock improvements, opportunities for improved coordinated or integration with freight rail services, and unfunded concepts. Identify projects such as service changes or physical improvements and whether they are improvements or new additions to the existing rail network in the State. Organized by corridor and type of service (i.e. intercity, commuter or both), describe how each proposal would address gaps in service, climate change adaptation, and financial deficits identified in Chapter 2, identify potential operating subsidies and sources, and reference relevant studies and reports.	TMP Briefing Book; NECC planning efforts.	TMP outlines the proposed rail improvements through the five initiatives in the book. MBTA covers the operations of passenger rail. RIDOT has been an active participant in long range planning for NEC infrastructure and service needs since the NEC Future was completed.
Chapter 4	For the freight opportunities described in Chapter 4, describe in summary terms all freight rail proposals under consideration, including intermodal connections and facilities. Identify projects as service changes or physical improvements and whether they are improvements or new additions to the existing rail network in the State. Organized by railroad company and corridor, describe how each proposal would address gaps in service, climate change adaptation, financial needs, and options for improvement identified in Chapter 2 and reference relevant studies and reports. Also, describe how investments in the freight rail network both leverage, and are leveraged by, investments to the highway and transit systems, as well as port and air facilities. This section also can complement the preceding section by identifying opportunities for improved coordination or integration with passenger rail services. FRA understands that private railroads are under no obligation to provide information on their capital improvement plans, thus the information States are able to collect for Chapter 4 may be incomplete	FGM Plan Chapter 6 page 104, Chapter 7 page 131; project list.	FGM Plan describes the Freight Rail Improvement Program (FRIP), which works to increase capacity and access to rail. The list of projects outlines those proposals that are under consideration.

Chapter 5	The State's Rail Service and Investment Program Objective: Describe the State's long-term vision for rail service and its role in the statewide multimodal transportation system. Prioritize the specific projects, programs, policies, laws, and funding necessary to achieve that vision and describe their financial and physical impacts. The Rail Service and Investment Program (RSIP) is the key component of the State rail plan. Essentially, it is the project-focused "action plan" component of the State rail plan. It lays out the State's long-range, 20-year vision for the passenger and freight rail system in a coordinated and integrated way, describes how that vision will be implemented and integrated with other statewide and regional transportation plans, and identifies the highest priority needs for funding within the immediate, short-range (4-year) program period. The RSIP should identify improvements to achieve the vision, including an estimate of investment needs and benefits resulting from those investments. The RSIP will also detail potential approaches to securing funding and programming the financing of improvements, as well as suggest policy and programmatic changes, such as refining existing rail programs and institutional responsibilities for coordinated rail service and infrastructure development for passenger and freight service. As stated previously, States must closely coordinate State rail plan development with their statewide/nonmetropolitan and metropolitan planning processes, or, optimally, prepare the State rail plan as an element of the statewide/nonmetropolitan transportation planning process. For information and coordination purposes, States are encouraged to incorporate improvements identified in the RSIP into the statewide Long Range Transportation Plan, the STIP, and, for improvements located in urbanized areas, the applicable Metropolitan Transportation Plans and TIPs. Some States use a longer horizon than 4 years for their shortterm planning efforts or 20 years for their long-range plans. In such instances, a State rail plan could incorporate information consistent with longer cycle plans as long as the document contains a 4-year short-term and 20-year vision RSIP as described in this guidance.	PRIIA section detailed below	
5.1	Vision: Describe the State's vision for rail transportation for the long-range, 20-year time horizon. States may also include an even longer-term vision, if desired. The vision should be based on input from all stakeholders, inform the State's goals for a multimodal transportation system, and describe the intended role for rail in the State's transportation system. Goals and objectives that help the State achieve the vision should be identified. These goals and objectives will help prioritize the components of the RSIP that achieve the desired outcomes of the vision.States should include a map depicting the proposed, long-term vision for a passenger rail network, including intercity and commuter corridors, as well as potential communities where intercity rail stations could be located. In addition, the statewide vision map should depict opportunities for improved or expanded freight rail service that relate to the goals and policies described in the plan.	TMP briefing book Chapter 1; LRTP introduction	TMP outlines the vision surrounding transit in the state; LRTP vision applies universally.

5.2	Program Coordination: Describe how the State's long-term vision integrates with other transportation planning efforts, including the State's Long-Range Transportation Plan, national rail planning efforts and associated activities, the State rail plans of neighboring States and countries, if appropriate, and regional multi-state rail plans, as appropriate.	LRTP (Bringing the Plans Together); NECC planning efforts.	LRTP (description). Passenger run by MBTA and coordinated with the Northeast Corridor (NEC) and with Amtrak; RIDOT has been an active participant in long range planning for NEC infrastructure and service needs since the NEC Future was completed
5.3	Rail Agencies: Describe any planned State rail agency organizational changes and proposed policy or legislative changes and new programs within the 4 and 20-year time horizons.	None	
5.4	Program Effects: So as to prioritize individual projects or corridor programs, describe, with specific detail for projects in the short-range, 4-year program, and with the best available information for projects in the long-range, 20-year vision, the effects of the passenger and freight rail elements on: 1) The State's transportation system. 2) Public and private benefits that exist and are anticipated with the 4 year phase and full 20-year plan and the correlation between public funding contributions and the expected public benefits. 3) Rail capacity and congestion by corridor. 4) Transportation system capacity, congestion, safety, and resiliency including the individual and combined effects on local transit, highway, aviation, and maritime modes. 5) Environmental, economic, and employment conditions, including energy consumption and greenhouse gas emissions. 6) Distribution of benefits to regions (regional balance). The program effects of the 4-year program phase of the plan should be described at a project level, while more aggregate, corridor level data can be used to describe the program effects of the long-range, 20-year vision.	TMP Briefing Book Appendix; STIP project list; LRTP vision.	TMP references projects with both a short and long term horizon; STIP covers 1-10 years throughout the project list and describes those projects within; LRTP vision describes the program effects.
5.5	Passenger Element		
5.5.1	Describe how passenger rail capital projects were analyzed for their effects on: • Projected ridership, passenger miles traveled, modal diversion from highway and air travel, revenue, and operating expenses associated with existing, 4 and 20-year passenger rail services in aggregate and broken down by commuter, intercity and high-speed rail projects. The revenue assumptions section should include a short discussion substantiating the likely availability of the 4-year projected stream of revenues and the reasonableness of the 20-year forecast of revenue/cost alignment. Livability, including land use changes and improvements to walkability.	TMP SOS Chapter 2; TF Green Feasibility Study	TMP goes over transit funding for rail, projecting necessary metrics. It also describes TOD as it relates to livability. LRTP; The TF Green Amtrak Feasibility Study included ridership and revenue projections for several rail improvement scenarios .

5.5.2	Capital Financing Plan: describe the 4 and 20-year financing plans for capital expenditures associated with the project lists including potential funding sources, capital costs required both initially and in subsequent years to maintain a state-of- good-repair and to recapitalize as necessary to sustain the initially proposed level of service or higher levels of service. Present the estimates for capital expenditures annually in year of expenditure cost. Specify the strategy for using grants, loans, private activity bonds (PABs), public-private partnerships (P3s), or other finance mechanisms for each project. Definitive financial data should be provided on a year-by-year basis for projects listed in the first 4 years of the State rail plan. Projects in the outer years of the long-range, 20-year plan may include prospective financial data in an aggregated, more general format.	STIP (Transit/Maintenance Capital Programs, Railway program, Transit program (RIPTA), etc; STIP IDs included in 1.4); LRTP (Financial Plan); NECC planning efforts.	STIP outlines financing plans for next ten years regarding rail projects through their different programs, and specifically in the projects referenced in 1.4. LRTP describes long term financing (elaborate when complete); The Northeast Corridor Commission 5-Year Capital Plan includes the costs and anticipated funding sources for passenger rail projects along the NEC in RI. Annual SOGR costs for intercity and commuter rail in RI are determined through the Northeast Corridor Commission's established annual cost allocation process
5.5.3	Operating Financing Plan: Describe the 4 and 20-year financing plans for supporting operating costs associated with the State's publicly-financed passenger rail services, including funding sources.	STIP (RIDOT/RIPTA Operating Budgets 2018-2021, MBTA operations ID 7107); LRTP (Financial Plan).	STIP outlines short term operating plans within the 2018-2021 RIDOT/RIPTA budgets and through the MBTA operating budget which covers much of passenger rail. LRTP (long range).
5.5.4	Describe the public and private economic benefits that exist and are anticipated with the 4 and 20-year plans and the correlation between public funding contributions and the expected public benefits.	TMP Briefing Book Chapter 9; STIP Guiding Principles; LRTP (Pool of Projects)	TMP summarizes the public/private economic benefits and costs of ridership, improvements, residents and jobs served. It also outlines the operating and capital costs including rail service.
5.6	Freight Element		
5.6.1	Financing Plan: describe the 4 and 20-year capital financing plans for public and private investments in freight rail (Class I, II and III) capital expenses associated with the project lists in section 7.8 exclusive of operating and maintenance costs. If there are publicly-financed freight rail services in the State, an operating financing plan for any operating deficits (with funding sources) should be included and public capital contributions estimated annually in year of expenditure cost. Specify the strategy for using grants, loans, PABs, P3s, or other finance mechanisms for each project. It is understood that much of this information for freight rail lines is private and proprietary and will be shared voluntarily for use by States in preparing State rail plans only to the extent acceptable to public and private interests. However, this information is required for those freight projects for which public funding is envisioned.	FGM Plan section 12.2 page 179; STIP funding as outlined in IDs referenced in 1.4	FGM highlights funding and revenue sources as well as fiscally constrained projects with cost estimates. STIP also shows short term projects and financial details of projects highlighted in 1.4.
5.6.2	Describe the public and private economic effects that exist and are anticipated with the 4 and 20-year plans and the correlation between public funding contributions and the expected public benefits.	FGM Plan Chapter 12 pg 192	FGM indicates economic effects throughout the plan, but specifically highlights the impacts on partners and stakeholders both short and long term.

5.7	Rail Studies and Reports: Describe existing and needed planning studies to: develop corridor service plans for passenger rail (including high speed rail); develop coordinated regional or multi-state rail policies and plans; evaluate freight operations and policies; address economic, environmental, or safety topics; or address other rail and rail-related transportation system topics. List all planned studies for the next 4 years, organized by rail corridor, and provide the following information for each study: 1) Title. 2) Short description of study. 3) Estimated total cost by year in current year dollars and source of funding. 4) Estimated completion date (year and quarter).	TMP Transit Strategy Reports, Briefing Book initiatives; STIP (Resources, Program Descriptions, grade crossing program, safety studies); Pawtucket Train Station Study, Providence Station Study, NEC Study (NEC Future), RIDOT TF Green Feasibility Study; RIDOT Commuter Rail Planning Assistance Study	TMP reports serve as relevant strategy documents, all of which are available at transitforwardri.com. Additionally, initiatives offer studies on specific projects where passenger rail could be made better. STIP has several studies outlined and describes programs in detail which give synopsis of planned studies by program. Studies and links detailed in supplement.
5.8	Passenger and Freight Rail Capital Program: List all selected projects organized by rail corridor for the short-range, 4-year program and provide another list for projects in the long-range, 20-year vision that present the following information by project: 1) Title. 2) Short project description, including the need it addresses. 3) Estimated total capital cost, by year, in year of expenditure dollars. 4) Non-public involvement and identify sources of funds. 5) Non-Federal public cost and identify sources of funds. 6) Federal cost. 7) Estimated impact, by year, on operating subsidy requirements for the affected service(s). Note: FRA recognizes that specific dollar estimates for individual projects in the long-range, 20-year vision portion of the RSIP are not likely to be available, in which case rough estimates may be used. States should identify the potential public and private benefits of RSIP projects as early as possible.	FGM Plan Project List; NECC planning efforts (capital costs); MBTA Focus40; STIP projects outlined in 1.4; NECC planning efforts	FGM project list summaries freight rail projects; STIP project list also summaries in 1-10 year horizon; RIDOT has been an active participant in long range planning for NEC infrastructure and service needs since the NEC Future was completed
Chapter 6	Coordination and Review - Objective: Indicate how stakeholders were involved in the development and coordination of the RSIP component of the State rail plan	LRTP Stakeholders Involvement	LRTP has met all stakeholder requirements by…
6.1	Describe the approach to public and agency participation in the development of the State rail plan including public noticing, opportunities for public and agency participation, and how comments were accepted.	TMP supporting documents (public participation transitforwardri); FGM plan chapter 1 and 10, Appendix 1 Stakeholder Outreach Summary Report; LRTP Stakeholder Involvement; MPO holds seat on NECC (Northeast Corridor Commission) as referenced in TMP briefing book Chapter 10.	6.1 - 6.3 are covered by the public participation sections of each separate plan, and specifically by that of the LRTP. RI coordinates with NEC and MBTA via Amtrak and the T, respectively. Serving on the NECC gives RI the ability to communicate any concerns with Amtrak service.
6.2	Where applicable, describe how the State rail plan was coordinated with neighboring States with respect to facilities and services that cross State boundaries.		
6.3	Address how the public, rail carriers, commuter and transit authorities operating in, or affected by rail operations within the State, units of local government, and other interested parties were involved in the preparation and review of the State Rail Plan.		
6.4	In general, describe issues raised during the preparation of the State rail plan and how they were addressed.	Lack of rapid rail studies.	GrowSmart RI put together a study on Rapid Rail.

6.5	Describe how recommendations made by participants such as railroads, agencies, authorities, and municipalities within the State, or in the region in which the State is located, were appropriately considered and presented in the State rail plan.	RI Rapid Rail - GrowSmart	Rapid Rail initiative was visionary and called for more rail service but market studies performed determined that the demand would be low. In addition, low ridership numbers at Wickford Junction stunts the growth of a rapid rail project.
6.6	Describe how the State coordinates State rail planning with other transportation planning programs and activities of the State and metropolitan areas, including those conducted under Sections 134 and 135 of Title 23 and Sections 5303 and 5304 of Title 49.	LRTP (Bringing the Plans Together); STIP (background and resources).	LRTP; STIP goes into detail on the coordination of rail planning, specifically as it relates to projects and funding.
Technical Appendix	Documentation of Technical Assumptions and Procedural Steps Documentation of key policy assumptions and planning methodologies underlying the planning studies supporting preparation of the State rail plan should be provided in a Technical Appendix to the State rail plan. This is important to substantiate and establish the credibility of the planning studies supporting the State rail plan.	Scoring criteria from LRTP (Baseline Condition Report); TMP (strategy papers); Old SRP scoring critera	LRTP scoring criteria show the credibility of the projects proposed; TMP strategy papers detail methodologies of commuter rail studies; RI SRP 2014 also has scoring criteria that is still applicable to the current project list.

Attachment B: Pool of Projects

						4-year Program ($ in millions)				20-year Program ($ in millions)		
Rail Project Type	**Project Name**	**TIP Program**	**Phase**	**Project Description**	**Total Cost**	**2021**	**2022**	**2023**	**2024**	**2025 - 2030**	**2030 - 2035**	**2035 - 2040**
Freight	Grade Crossing Surface and Signal Projects	Traffic Safety Capital Program	Maintenance	Rehabilitation of at-grade railroad crossing, including removal of siltation, brush cutting, ditching for improved drainage and new asphalt	**Annual cost**	$1.36	$1.00	$1.00	$1.00	$5.00	$5.00	$5.00
Passenger	TF Green Airport Intercity Rail Service	Transit Capital Program	Design/Construction	Build a new Amtrak stop at the existing TF Green Airport commuter rail station in Warwick. The PE will design the infrastructure necessary to bring electrified intercity service to TF Green.	**$180,000,000**							
Passenger	Providence Station Improvements	Transit Capital Program	Construction	Improvements to Providence Station including interior renovations, building expansion, and upgrades to security systems, amenities, and station functionality.	**$25,000,000**							
Passenger	Pawtucket Layover Facility	Transit Capital Program	Construction	Rail maintenance facility improvements to include design and future construction contributions for a shelter over tracks and inspection pit.	**$1,800,000**							
Passenger	Pawtucket/Central Falls Transit Center	Transit Capital Program	Construction	Proposed MBTA commuter rail station adjacent to downtown Pawtucket, and potential TOD, providing convenient access to employment centers in Boston and Providence. Construction is currently underway on this design-build project	**$51,000,000**	$7.05						
Passenger	State of Good Repair Capital	Transit Capital Program	Maintenance	Capital improvement program necessary to keep fixed guideway infrastructure, including layover facilities, stations and track, in a state of good repair.	**Annual cost**	$2.30	$2.90	$2.90	$2.90	$20.00	$25.00	$30.00
Passenger	Train Station Maintenance and Repairs - RICAP	Maintenance Capital Program	Maintenance	This line item involves asset protection projects necessary to ensure that the historic train stations in Westerly, West Kingston, and Woonsocket remain viable facilities for a variety of multimodal uses.	**Annual cost**	$0.35	$0.45	$0.45	$0.45	$2.50	$3.00	$3.50
Passenger	AMTRAK Access Fee	Transit Operations	Operations	All rail operators on the Amtrak-owned Northeast Corridor are accessed a fee that covers Amtrak's costs for providing such access, such as dispatching, police, stations, routine maintenance, etc. RIDOT's fee covers the MBTA operations for the territory from Providence to Wickford Junction.	**Annual cost**	$0.93	$2.86	$2.95	$3.04	$18.95	$22.33	$25.70
Passenger	RI Liability Insurance	Transit Operations	Operations	Insurance required by Amtrak to cover any incidents on the Northeast Corridor related to the commuter rail operations. The RI Public Rail Corporation obtains the insurance.	**Annual cost**	$1.73	$1.74	$1.76	$1.79	$2.50	$2.50	$2.50
Passenger	Other Operating Expenses	Transit Operations	Operations	Other miscellaneous expenses that can arise with operations of commuter rail, including any coordination efforts with MBTA, Amtrak or RIPTA, or passenger surveys.	**Annual cost**	$0.40	$0.40	$0.40	$0.40	$2.50	$2.50	$2.50
Passenger	MBTA Operations	Transit Operations	Operations	In exchange for passenger rail service, RIDOT reimburses MBTA with capital funds that are used on infrastructure to support the MBTA's Providence line.	**Annual cost**		$2.00	$2.00	$2.00	$10.00	$10.00	$10.00

	(Capital for Operations)											
Passenger	Pawtucket Layover Facility Improvements - Phase 3	N/A	Design/Construction	Construction of a 300 ft., open air building over inspection pits. This is an ongoing project led by MBTA. RIDOT is funding design. Construction will likely have contributing funds from RIDOT but the total cost will be covered in majority by MBTA (explaining discrepancy in total and programmed funds).	**$22,000,000**					$2.00		
Freight	Upgrade Main Street Viaduct in Woonsocket	N/A	Planning	Need for increased vertical clearance for trucks passing underneath existing rail bridge. Also, both ends of the rail viaduct are poorly rated with limited weight capacity and unable to accommodate 286 ton rail cars.	**N/A**							
Freight	Upgrade rail and track at Valley Falls Yard track 1	N/A	Planning	Upgrade rail in Valley Falls Yard track 1 and on Mainline curves (Cumberland). Will enhance freight and potential passenger rail service to minimize speed restrictions.	**N/A**							
Freight	Five (5) P&W Rail Bridges over the Blackstone River	N/A	Final Engineering Design & Construction	Support the replacement of 5 bridges on the P&W mainline in Massachusetts required to accommodate and increase 286,000 lb. car loadings to/from Rhode Island shippers, especially in the Port of Providence and Port of Davisville.	**$35,000,000**							
Freight	Vertical Clearance Restrictions between Pawtucket and Quonset	N/A	Planning	Conduct preliminary engineering and design to provide 21'6" rail clearances between Pawtucket and Quonset to accommodate double stack container and potentially larger auto- rack movements.	**N/A**							
Freight	Quonset Rail Sidings	N/A	Design	Construct railroad sidings at Quonset Business Park. This has been funded by a CRISI grant and is in design.	**$3,000,000**							
Freight	Construct West Davisville Rail Maintenance/layover	N/A	Design	Construct maintenance/ layover facility as well as an engine house.	**N/A**							
Freight	Quonset Business Park Northeast Corridor Turnout	N/A	Engineering	After assessing rail layover maintenance needs, conduct design and possible construction to relocate the main turnout into Quonset Business Park to provide rail access to 16 acres of industrial land for development.	**$4,500,000**							
Freight	Seaview Railroad Engine House and Track Improvements	N/A		Reconstruction of the Seaview Railroad Engine House and associated track improvements. The Engine House relocation will be required to install the RI-403 ramps.	**$2,500,000**					$2.50		
	Construction			Installation of three (3) rail sidings, consisting of approximately 5,270 linear feet of track, to support the development of a construction and demolition debris transfer station, which will assist								

Freight	and Demolition Debris Transfer Station Storage Rail Yard	N/A		in extending the life of the Rhode Island state landfill in West Davisville.	**$3,100,000**					$3.10		
Freight	Davisville and Quonset Main Line Connector	N/A		Installation of approximately 1,500 liner feet of track to connect the Davisville Main Line with the Quonset Main Line, increasing efficiency and connecting the Park's major rail corridors.	**$900,000**					$0.90		
Freight	Jones Road Siding	N/A		Installation of approximately 1,460 linear feet of rail siding to increase storage capacity and improve movement efficiency for businesses moving cargo via rail to, from and around the Port of Davisville. This is located in North Davisville.	**$800,000**					$0.80		
Freight	Crestwood Energy Spur Upgrade and Realignment	N/A		Replacement of an existing 3,113 linear foot rail spur with a 3,460 linear foot rail spur to allow better access to available industrial land, while upgrading the spur from 80-pound to 115-pound capacity in Commerce Park.	**$2,100,000**					$2.10		