

# SIMPLE, SMARTER ROADS for the NEWPORT INNOVATION CORRIDOR



## BUILD FY2018 Discretionary Grant Application

July 19, 2018

### *Project Summary*

- *Project is eligible for BUILD funds*
- *Aquidneck Island is a vital corridor for Rhode Island*
- *Local matching funds have been allocated*
- *Project listed in the State TIP*
- *Favorable benefit-cost ratio*
- *Addresses existing structural deficiencies*
- *Improves safety and mobility*
- *Ensures continued economic growth*



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Dear BUILD Evaluation Team:

The Claiborne Pell Bridge, commonly known as the Newport Bridge, is the largest suspension bridge in New England and a major facilitator for regional commuters, beach traffic, and military personnel travelling to and from the [U.S. Naval War College](#). The existing roads and on-ramps that service the bridge, including the JT Connell Highway, are in need of significant investment to maintain a state of good repair. If left unimproved, the deterioration of these assets will threaten the future transportation network efficiency, mobility of goods, public safety, national security and future economic development in Rhode Island and beyond. Consistent with an asset management planning approach, Rhode Island seeks their repair before conditions worsen and also become more costly to address, and to repair them in a way that facilitates innovation in economic growth for the region. That is the objective for **Simple, Smarter Roads for the Newport Innovation Corridor**, for which RIDOT is seeking assistance from the BUILD program.

To improve traffic circulation in the area, eliminate dangerous queuing onto the Pell Bridge, and free up underutilized land for redevelopment opportunities in the City of Newport, **RIDOT requests \$25 Million in BUILD Grant Assistance**. The proposed project will include a major reconstruction of several critical assets, including Pell Bridge off-ramps and a 1.5-mile segment of road connecting the bridge to major north- and southbound routes.

The proposed project, which has an estimated total cost of **approximately \$66.1 Million**, will help to bolster national defense by improving access to Naval Station Newport, and encourage private investment in the Newport area.

Located within a recently established **Opportunity Zone**, the project will also free up land for the development of the [Newport Innovation Hub](#), a future home of high-tech office space with initial investments of \$110 Million.

The proposed project will include four core components, consolidating adjacent components in order to adhere to a “dig once” principal and to maximize efficiency during the procurement process and to streamline environmental review. These include:

- Reconstruction of the Pell Bridge off-ramp to provide safer traffic flow;
- Extension of JT Connell Highway to help reconnect downtown Newport to the North End;
- Full road reconstruction, widening, new sidewalks, drainage improvements, and new signs and pavement markings from West Main Rd to Admiral Kalbfus Rd; and
- Consolidation and removal of unnecessary existing highway infrastructure to reduce future roadway and bridge maintenance in line with RIDOT asset management goals.

The reconstruction of the Pell Bridge approaches will have several important impacts, improving public safety, traffic flows, and facilitating economic development. In particular, the project will:

- Reduce dangerous queuing on and off of the Pell bridge;
- Facilitate efficient traffic flows along RI Routes 138, 114, and 238, as well as local roads;
- Improve safe access to the Naval Station Newport -- which houses the U.S. Naval War College, cultivating future leaders of our national defense;
- Improve access to major tourist destinations that are critical drivers of the state’s economy; and
- Clear 30 acres of land for redevelopment in conjunction with the Newport Innovation Hub, a global scientific, technological and convening center focused on resilience, ocean and defense technologies.



The project is supported by key stakeholders including the City of Newport, the Town of Middletown, and The Newport Innovation Hub.

Consistent with the BUILD program's objectives, executing this project is an important element of the state's asset management planning process, which is reflected in Rhode Island's ten-year [RhodeWorks](#) program, established in 2015 to bring the state's bridges and other assets into a state of good repair by 2025. The program created a schedule and budget for projects across the state, to ensure that federal and state funds – as well as revenues that are now being collected under a new truck-only tolling program – are put to the most efficient use to protect the safety of Rhode Island's traveling public.

That project schedule is codified in the state's ten-year [State Transportation Improvement Program \(STIP\)](#), and [Rhode Island's Transportation Asset Management Plan \(TAMP\)](#) now provides a framework through which projects continue to be evaluated

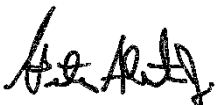
Since establishing RhodeWorks, RIDOT has remained focused on delivering the projects on-time and on-budget, in the service of achieving state-of-good-repair goals including reaching 90 percent bridge sufficiency by 2025. At an unprecedented pace since then, RIDOT has accelerated the repair of the state's infrastructure, getting projects out the door and shovels in the ground. To date, RIDOT has dramatically improved public safety and stimulated economic growth beyond what was envisioned by RhodeWorks.

Notably, Federal Fiscal Year 2017 (FFY17) was RIDOT's most successful year, in terms of advertising project work that puts shovels in the ground. Signs of progress and the implementation of the RhodeWorks program can be seen all around the state. In the heart of Providence, preliminary engineering on the Route 6/10 Interchange Project, the largest in the State's history, has officially begun. In Exeter and Richmond, the first two gantries in RIDOT's Bridge Tolling Program have been erected, and are operational and collecting revenue to help support the overall program. Meanwhile, safety improvements and pavement repairs continue across Rhode Island, and the Department is gearing up for another busy summer.

The additional resources provided by this grant would further accelerate and complement our Department's commitment to delivering projects on-time, on-budget, and in the service of restoring a state of good repair to protect the safety of Rhode Island's traveling public.

Thank you for your consideration,

Peter Alviti, P.E.

A handwritten signature in black ink, appearing to read 'Peter Alviti', with a stylized flourish at the end.

Director, Rhode Island Department of Transportation

## I. PROJECT DESCRIPTION

RIDOT is requesting \$25 Million in BUILD Grant Assistance to support Smarter, Simpler Roads for the Newport Innovation Corridor (“The Project”). The project will eliminate dangerous queuing onto the Pell Bridge, improve traffic circulation in the area near the bridge, and free up underutilized land for redevelopment opportunities in the City of Newport. Currently in the design stage, this project will include a major reconstruction of several critical assets, including Pell bridge off-ramps and a 1.5-mile segment of road connecting the bridge to major north- and southbound routes.

The proposed project will involve the following elements:

- Reconstruction of the Pell Bridge off-ramp to provide safer traffic flow;
- Extension of JT Connell Highway to reconnect Downtown Newport to the North End;
- Full road reconstruction, widening, new sidewalks, drainage improvements, and new signs and pavement markings from West Main Rd to Admiral Kalbfus Rd; and
- Consolidation and removal of unnecessary existing highway infrastructure to reduce future roadway and bridge maintenance.

It was first announced in March 2017 that RIDOT would reconfigure the Pell Bridge ramps to Aquidneck Island to provide quicker access to Newport and relieve traffic backups on the popular toll bridge. Preliminary plans call for complete removal of the viaduct infrastructure and the construction of four new roundabouts that would move traffic seamlessly and reconnect Newport streets and provide a roadway network for future development.

The effort would free up 30 acres of land for redevelopment, helping RIDOT to partner with a private developer to help supplement funding already provided in the state Transportation Improvement Program, where the project is slated to begin in 2019. Figure 1 below presents a rendering of what that development might look like, anchored by the Newport Innovation Hub.

**Figure 1: Potential Redevelopment**



## II. PROJECT LOCATION

[The City of Newport](#) is located at the southern end of Aquidneck Island in Narragansett Bay, about 30 miles southeast of Rhode Island's capital of Providence, and is a has been a travel and commercial destination for centuries.

The City is bounded by the Atlantic Ocean on the east and the south, Narragansett Bay on the west, and by the Town of Middletown on the northeast. Newport is 11 square miles in size, with 7.7 square miles of land and 3.3 square miles of inland water. The city is readily accessible from the north by Routes 24 and Interstate 195 via the Mount Hope Bridge and the Sakonnet River Bridge, and from the west by Interstate 95 via the Jamestown and Pell Bridges.

Straddling the Newport-Middletown city line, the project is located entirely on Aquidneck Island. One-third the size of Manhattan, Aquidneck Island political jurisdictions include the City of Newport, Town of Middletown and Town of Portsmouth, and provides a microcosm of national concerns including urban, suburban and agriculture areas.

The total population of Aquidneck Island is 58,211, and Newport itself is home to 24,672 people in 8 square miles. The island has 133.54 miles of coastline and 430.16 miles of roadway, 132.67 miles of which are located in Newport.

Like many small cities, Newport faces challenges that often overlooked by large-scale projects. Larger urban areas often receive benefits from grant programs designed to help big cities, but few such programs have been offered to those with a population of less than 25,000. That is one reason why the project proposed here is so critical: **it represents an opportunity redesign several critical assets, including Pell bridge off-ramps and a 1.5-mile segment of road connecting the bridge to major north- and southbound routes, all in an area where infrastructure investment has been lagging.**

Figure 3 (right) highlights the impacted segments of roadway. Figure 4 on the following page, which shows the major components of the project, highlights the importance of this location for local residents, businesses, and the U.S. Navy alike.

**Figure 2: Aquidneck Island**

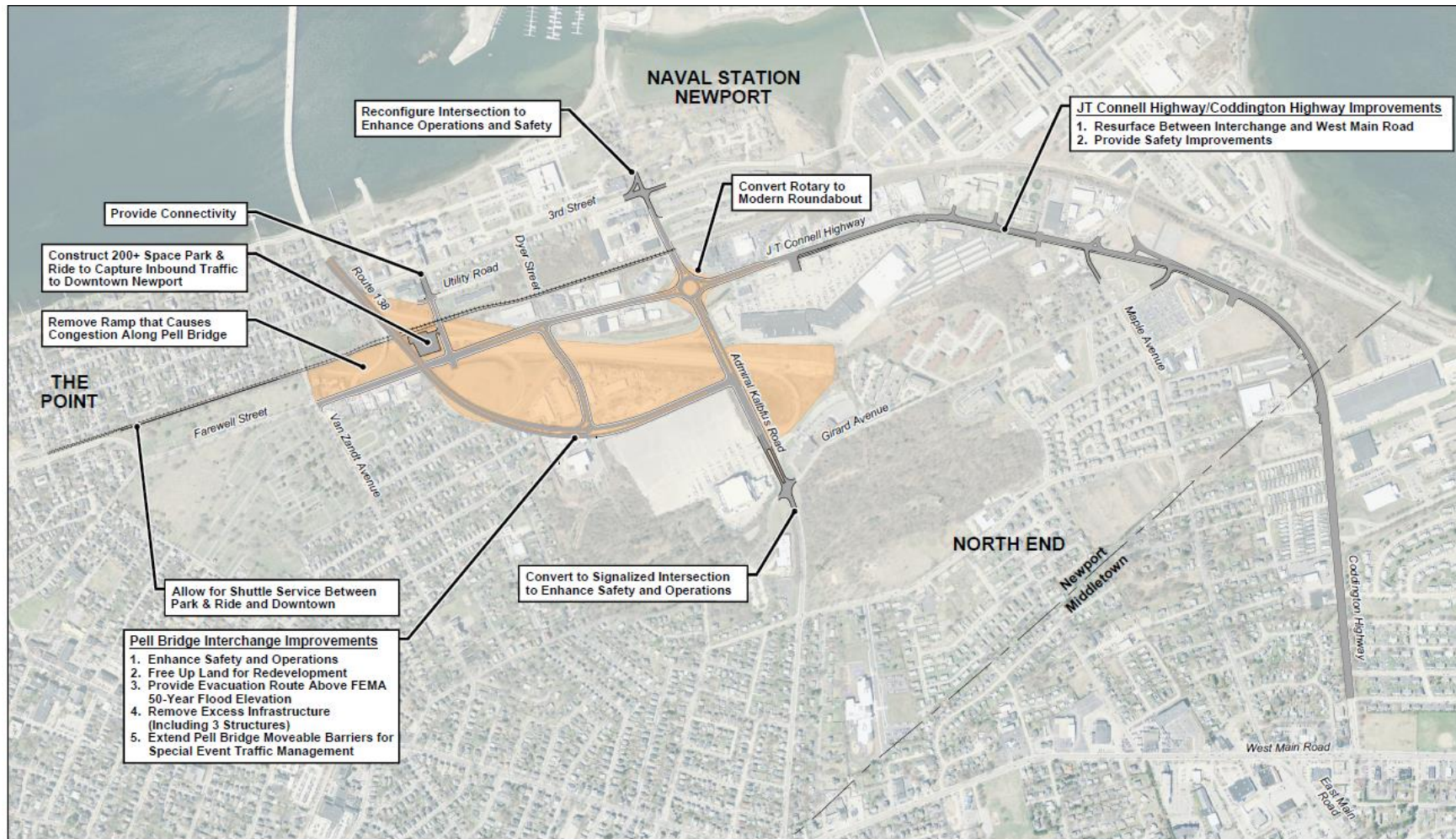


**Figure 3: Project Site**





**Figure 4: Project Location and Major Improvements**



From its early years when commerce involved the whale-oil trade, to today's highly sophisticated research in electronic submarine warfare, the seaport has continued to play a vital role in Newport's economy. Newport's location, natural and cultural resources, and sense of history are responsible for the growth of tourism into a primary source of revenue.

The third largest economic factor in Newport, the service sector, has benefited by both the defense and tourism industries. The U.S. Navy has been a cornerstone of the city for decades, beginning with the founding of the Naval War College in 1884. Since then, the military has played an influential role in the development of the City, and continues to do so as one of the major contributors to the local economy.

Newport is the Navy's premier site for training officers, officer candidates, senior enlisted personnel and midshipman candidates, as well as testing and evaluating advanced undersea warfare and development systems. The Navy's economic impact in Rhode Island is legendary. For many years, it was the state's largest single employer—both in terms of personnel and payroll—and it is still the largest single employer in Newport County, and third overall in the state.

Approximately 5,800 employees work at the 50 various commands located on Naval Station with an additional 17,000 students annually passing through one of the many schools on base. Naval Station Newport has undergone a period of significant growth as a result of the 2005 Base Realignment and Closure recommendations. [NAVSTA](#) is now home to the Navy Supply Corps School, the Center for Service Support and the U.S. Marine Corps Aviation Logistics School, all formerly located in Athens, Ga.

Newport is also the home of the Navy's most prestigious educational institution, the Naval War College. As the oldest such institution in continuous existence anywhere in the world, the college is organized to pursue and integrate both academic and research endeavors. Each year approximately 600 outstanding mid-career level officers of the Navy, all other U.S. services,

**Figure 5: The Pell Bridge, Seen from the Naval War College Campus**





civilian federal agencies and international naval officers come there to pursue a rigorous 10-month course of postgraduate studies following in the footsteps of such notable War College graduates as Fleet Admirals Chester W. Nimitz, Ernest J. King and William “Bull” Halsey; Admiral Raymond Spruance; Ambassador Christopher R. Hill, Assistant Secretary of State for East Asian Affairs; General Michael Hagee, former Commandant, U.S. Marine Corps; Rear Admiral Alan B. Shepard, first American in space; General John M. Shalikashvili, former Chairman, Joint Chiefs of Staff; Admiral Robert J. Fallon, Commander, U.S. Central Command; and Admiral James G. Stavridis, Commander, U.S. Southern Command.

Over the last two and a half years, Newport has been engaged in an economic development and job creation effort to position its historical and built-out city for a national and global leadership role in the growing integrated resilience sector. Newport has received very strong recognition and confirmation of its potential to seize a national leadership role from global infrastructure investment and development consortia; global consultancy and delivery groups within infrastructure finance, clean tech and smart cities technology and implementation; top universities within the sustainable infrastructure, engineering, environmental and legal; major global insurance groups with an interest in cybersecurity; U.S. federal offices and research centers charged with the promotion of foreign trade and investment as well as interagency collaboration and private sector involvement with new technology, products, design and planning for coastal urban locales and coastal infrastructure and defense; global thought leaders on the impact of sea-level rise and major ocean-related events on coastal communities; national community development nonprofits.

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### III. GRANT FUNDS, SOURCES, AND USES OF PROJECT FUNDING

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RIDOT is requesting \$25 Million from the BUILD program to support this project, which has an estimated total cost of \$66.1 Million. The future costs of the Simpler, Smarter Roads for the Newport Innovation Corridor Project, for which BUILD funds are sought, are eligible costs as defined under Section C (Eligibility Information) of the FY 2018 BUILD Notice of Funding Opportunity (NOFO). For each year of the project, Figure 6 below describes the amount of BUILD funding requested, the sources and uses of all project funds, and the total project costs.

As Figure 6 shows, the construction portion of the project will be spread over two phases of work. Phase 1 will include utility work, improvements to the JT Connell Highway, and the installation of a roundabout and other safety improvements along Admiral Kalbfus Road.

Figure 7 provides a summary of the distribution of funds used to support this project. Part of Rhode Island’s Ten-Year Plan, this project was developed using a detailed asset management approach, which strategically allocates state and federal funding to provide the right treatments to the right assets at the right time. As section V.D details, this project generates cost savings through accelerated project delivery. To finish the project in the near term, RIDOT will invest approximately **\$13.51 Million in state funds, 20.44%** of the total project cost when the requested BUILD Grant and other sources of federal funding are accounted for.

Importantly, while this specific project is not eligible for associated revenues, RIDOT is in the process of augmenting funding for its overall investment program through a new truck-only tolling program that is now operational. Once fully implemented, revenues from truck-only tolls are expected to account for about 10% of RIDOT’s overall capital budget, as specified through

RhodeWorks. That funding must be used for bridge work, but RIDOT takes a comprehensive approach to capital budgeting that considers each project as part of an overall spending plan, focused on asset management goals.

**Figure 6: Project Funding Schedule**

<i>Years</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Totals</i>
<b>Schedule</b>						
Preconstruction Engineering	♦	♦				
Contract Advertisement		♦				
Notice to Proceed			♦			
Construction			♦	♦	♦	
Project Completion & Closeout						
<b>Funding Uses (\$ Millions)</b>						
<b>Engineering &amp; Design</b>	1.00	2.00	0.00	0.00	0.00	<b>3.00</b>
<b>Construction &amp; Financing</b>	0.00	2.00	18.90	13.90	28.30	<b>63.10</b>
<b>Funding Sources (\$ Millions)</b>						
FY 2018 BUILD Grant Funds	0.00	0.00	6.00	2.00	17.00	<b>25.00</b>
RIDOT Federal Formula Funds (80/20)	0.80	3.20	9.32	9.52	4.04	<b>26.88</b>
RIDOT State Matching Funds	0.20	0.80	3.58	2.38	7.26	<b>14.22</b>
<b>Totals</b>	<b>1.00</b>	<b>4.00</b>	<b>18.90</b>	<b>13.90</b>	<b>28.30</b>	<b>66.10</b>

The funding sources detailed in Figure 7 will appear in the next iteration of Rhode Island's Statewide Transportation Improvement Program (STIP), which includes all of the projects in RIDOT's 10-Year Plan.

**Figure 7: Project Funding Sources Summary**

<b>Funding Source</b>	<b>Project Contribution Amount</b>	<b>Funding Sources Percentage Share</b>
<b>Federal Funding Sources</b>		
<b>BUILD Grant</b>	<b>\$25,000,000</b>	<b>37.82%</b>
<b>Other Federal Funding</b>	<b>\$26,880,000</b>	<b>40.67%</b>
National Freight	\$1,720,000	2.60%
NHPP	\$11,800,000	17.85%
HSIP	\$330,000	0.50%
Other Federal	\$8,990,000.00	13.60%
OutYear	\$4,040,000	6.11%
<b>State Funding Sources</b>		
<b>Non-Federal Match Funds</b>	<b>\$14,220,000</b>	<b>21.51%</b>
RIHMA	\$5,960,000	9.02%
OutYear	\$7,260,000	10.98%
Land Sales	\$1,000,000	1.51%
<b>Total Project Cost</b>	<b>\$66,100,000</b>	<b>100%</b>

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## IV. MERIT CRITERIA

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### A. Safety

Newport and neighboring communities on Aquidneck Island's populations are seasonally variable, with an estimated 3.5 million visitors each year, making traffic safety measures along the popular Pell Bridge corridor of the utmost importance.

Because of current configuration of the eastbound Pell Bridge ramp into downtown Newport, traffic backs up onto the bridge, especially in the busy summer months as drivers make their way to the island's beaches, attractions and summer festivals. A total of 215 crashes have been reported in the corridor in a recent five-year period, or 45 per year. Figure 8 below shows the traffic congestion on a typical Saturday in the summer, when over 1,400 vehicles per hour pass through the area at midday.

**Figure 8: Traffic Congestion Near the Pell Bridge, Typical Summer Saturday**



Fortunately, only one fatality was reported between 2012 and 2016 in the project area: an uncontrolled pedestrian crossing in the corridor. Countermeasures to avoid any further tragedies include installing a HAWK/PHB that is projected to reduce pedestrian crashes by 55 percent.

Overall, the project will use a series of roundabouts that will eliminate dangerous crossings and bridge queuing, the project should reduce the number of traffic-related accidents by 32 a year. The elimination for the downtown ramp itself should reduce crashes by 80 percent. Other measures in specific locations include flattening a curve at the bridge off-ramp (predicted 67 percent crash reduction), converting to a multi-lane roundabout at the JT Connell/Admiral Kalbfus intersection (63 percent reduction), installing a traffic signal at the Malbone/Kalbfus intersection (77 percent

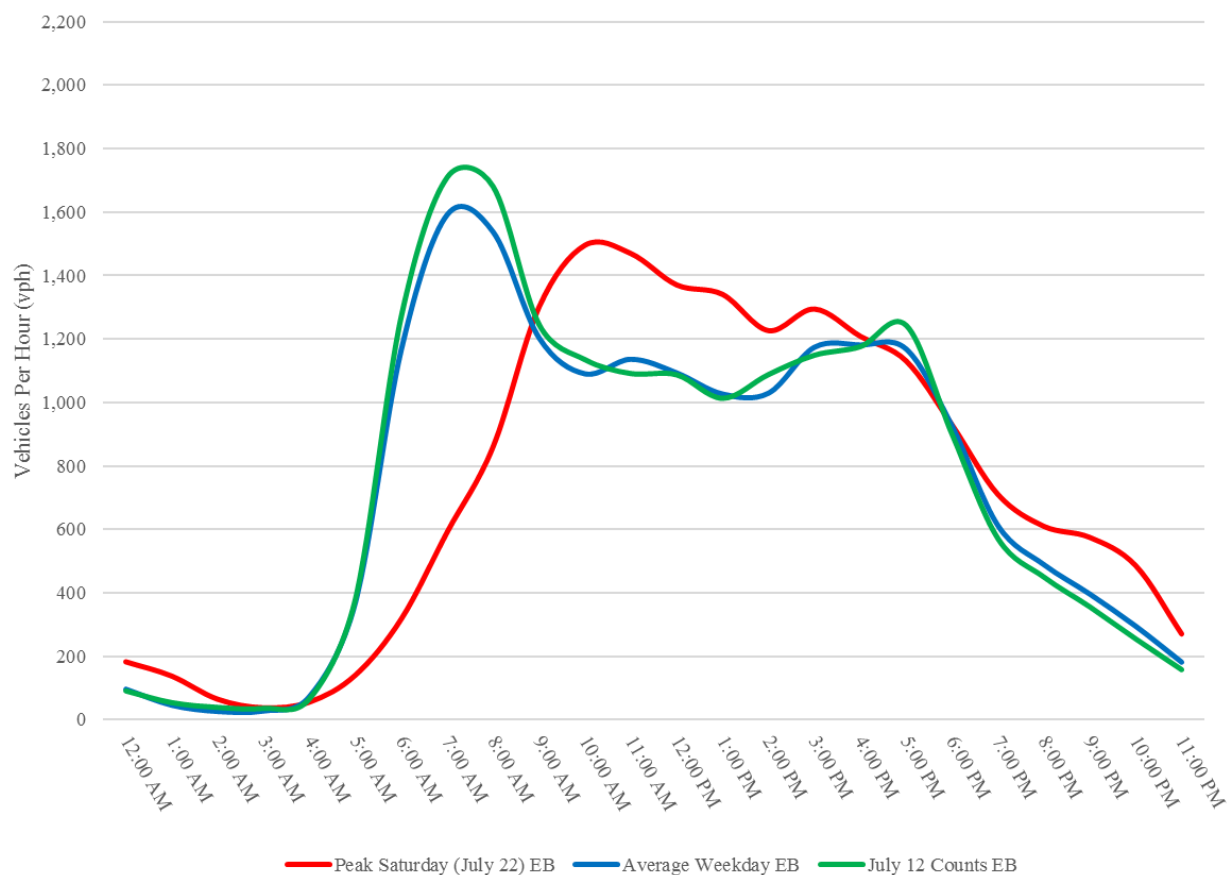


reduction), and eliminating a channelized right turn at the Pell Bridge/Kalbfus intersection (60 percent reduction.)

Newport's Pell Elementary School also is located in this heavily traveled corridor. Volunteers have set up a "Walking School Bus" program for students who must navigate around traffic between their homes and Dexter Street, where the school is located.

In addition, many employees of Naval Station Newport travel these roads on a daily basis. The Naval Undersea Warfare Center alone employs more than 4,000 military and civilian personnel. Total estimates for workers on the base and at surrounding facilities is about 7,000. Traffic delays around the naval station affect two gates of the facility, causing rush hour backups that endanger secure passage through its check-points. Figure 9 below shows the typical traffic counts throughout the year. Due to the queuing that occurs near the ramps, this area has congestion problems throughout the day.

**Figure 9: Traffic Counts on the Pell Bridge Ramps**



State and local highway agencies are expected to develop and maintain adequate highways accessible to defense installations, and that's why RIDOT has been working with Naval Station Newport officials to ensure that transportation improvement programs include upgrades and maintenance projects to support ongoing, long-term defense transportation needs.

In the event of an on-base emergency, the swift evacuation of personnel or a corresponding lockdown of the facility will require adequate roads and minimal congestion. Emergency personnel

must not have their way to for from the Naval station – as the base has its own fire and ambulance stations – blocked by queued traffic.

## B. State of Good Repair

As the Department established in its 2018 Transportation Asset Management Plan, the principal objective for RIDOT is to achieve and maintain a state of good repair for all of its assets, including roads and bridges throughout the state. Although the Pell Bridge is owned and operated by the Rhode Island Bridge and Turnpike Authority (RITBA), the roads and ramps that connect it to the rest of Rhode Island are among the most important in the state. In their present configuration, traffic regularly backs up on the bridge ramps into and out of Newport, causing dangerous queuing on the bridge and city streets alike. In addition, considerable local traffic—driven by a dense population center and commuting to and from the Naval Station—is exacerbated by seasonal tourist traffic to and from beaches all across Aquidneck Island.

For these reasons, it is essential that RIDOT complete this project to ease traffic flows and facilitate easier access to and from the Newport area. These improvements will not only upgrade the status of the bridge ramps from “Fair” to “Good,” saving RIDOT millions in maintenance costs over the next several decades, they will also improve the City by the Sea’s ability to handle extreme weather risks, as there are numerous environmental and natural threats to RIDOT’s assets.

Improvements to the Newport Pell Bridge ramps and corresponding intersections have been studied for more than two decades. During those studies, conditions at the project site have deteriorated because of years of inaction. It is now estimated that repaving the JT Connell alone portion of the project could balloon if current STIP scheduling stays in place.

Moreover, by combining investments in the JT Connell highway and Newport Pell Bridge ramps, as the proposed project would do with the help of a BUILD grant, the state could save an estimated 5 percent on mobilization costs by achieving an economy of scale that will bring the price tag down significantly for both projects, make it possible to do the combined project sooner, and thus reduce further life-cycle costs.

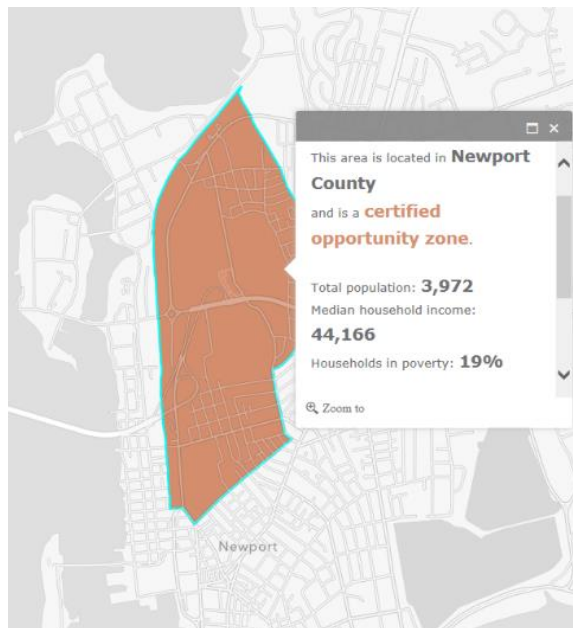
## C. Economic Competitiveness

The economic competitiveness of this project is driven by the project’s location within Newport’s Opportunity Zone, and by its importance to the development of the Newport Innovation Hub.

### i. The Newport Opportunity Zone

The Project is located within an Opportunity Zone, recently established pursuant to the 2017 Tax Cuts and Jobs Act, and the Administration’s implementation of that program. Opportunity Zones are economically distressed communities that may qualify for preferential tax treatment to spur economic development and job creation. Interested parties may take advantage of Opportunity Zones by investing in Qualified Opportunity Funds, set up as partnerships or corporations to invest in Opportunity Zone-eligible

**Figure 10: Newport Opportunity Zone**



properties. The area of Newport in which this project is situated has been designated as an Opportunity Zone.

Nominated by Governor Raimondo and certified by the U.S. Treasury in April 2018, Newport's opportunity zone is located along the Route 138 Corridor, and includes the JT Connell Highway, the Pell Bridge approaches, and the developable parcel that will become the proposed home of the Newport Innovation Hub, a campus to provide office and additional facilities for applied research and technology commercialization for start-up and existing innovation companies.

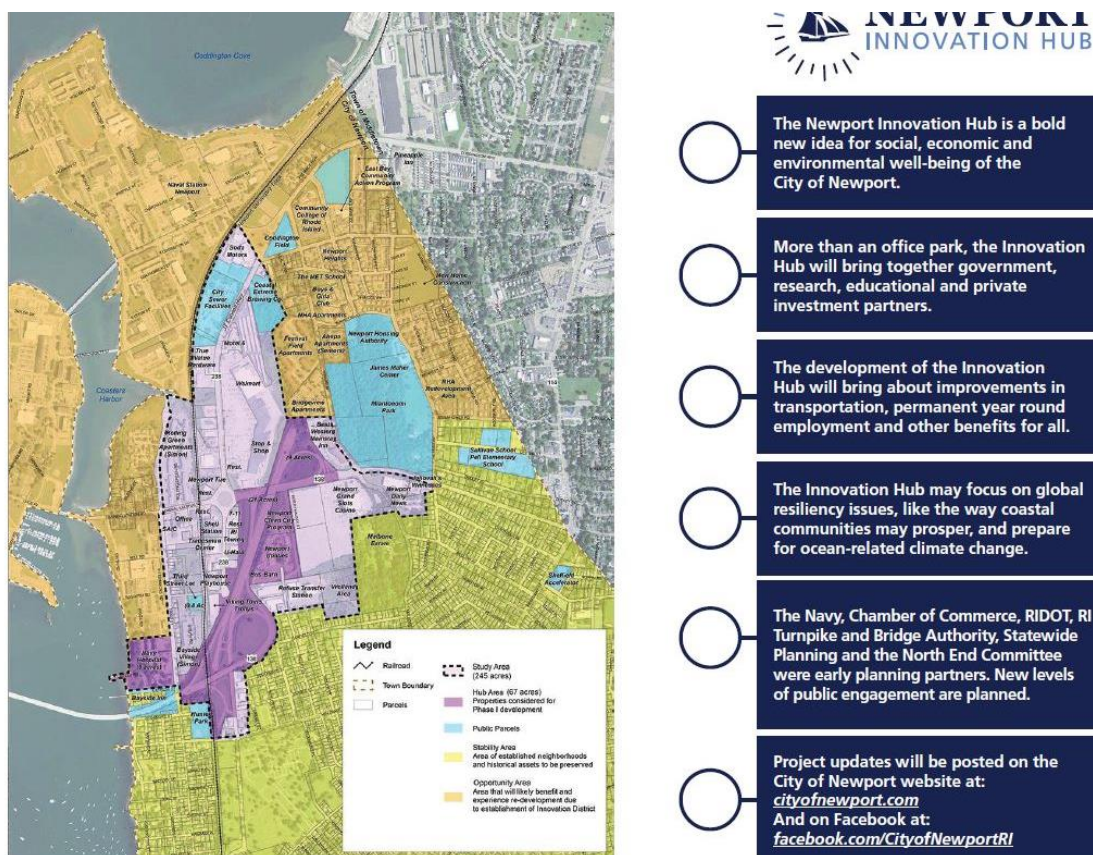
The City of Newport is very interested in establishing a local Tax Increment Financing (TIF) District in the Opportunity Zone, along with Smart Cities, and Internet of Things (IoT) initiatives. In September 2018, a national Smart Cities, IoT, and Resilience Summit to be held in Newport with national corporate sponsorship that highlights to technology and investment leaders.

In addition, the City of Newport has entered into a second P3 arrangement with eRI and AECOM for the development of the eRI quantum and alternative computing center. Initial investment in the center will be in excess of \$110 million.

## ii. Newport Innovation Hub

Over the last few years, Newport has been engaged in an economic development and job creation effort to position its historical and built-out city for a national and global leadership role in the growing integrated resilience sector, with the goal to create a new Newport Innovation Hub. Figure 11 below summarizes the long-term vision for the Innovation Hub.

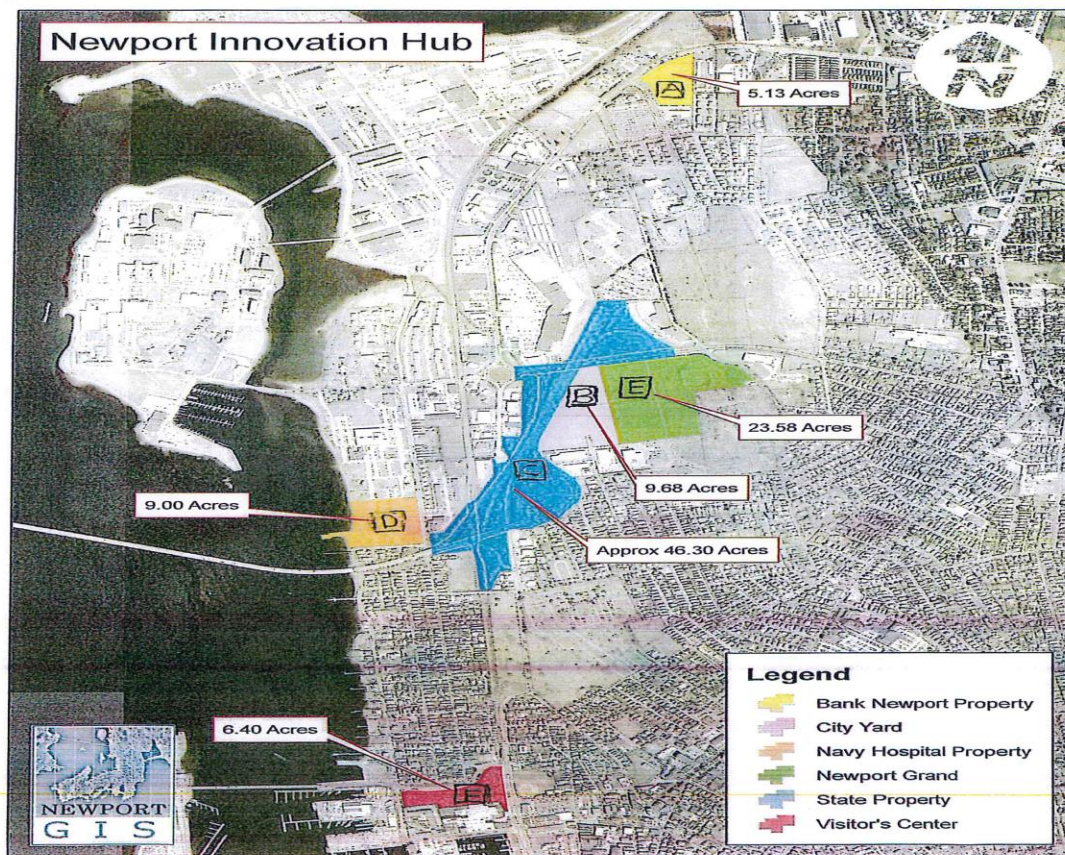
**Figure 11: About the Newport Innovation Hub**





This project is essential to the development of the Newport Innovation Hub. As Figure 12 shows, much of the land where the Hub is hoping to develop is currently owned by the state, and occupied by the existing Pell Bridge approaches. The Newport Innovation Hub will only be able to thrive once the project proposed here has been completed, clearing over 30 acres of land for development and facilitating easier traffic flows in and out of the area.

**Figure 12: Map of Potential Innovation Hub Location**



The Innovation Hub has strong growth potential, and is located in a City where creative investment is on the rise. Newport has received very strong recognition and confirmation of its potential to seize a national leadership role in global infrastructure investment and development consortia. The Innovation Hub is envisioned as a place where global consultancy and delivery groups within infrastructure finance, clean tech and smart cities technology and implementation can collaborate with top universities to develop sustainable infrastructure, engineering, and environmental projects. Due to the Hub's proximity to Naval Station Newport, the Hub is also expected to become a focal point for major global insurance groups with an interest in cybersecurity. There is also considerable potential to engage U.S. federal offices and research centers charged with the promotion of foreign trade and investment, and encourage interagency collaboration with private

sector groups developing new technologies and products. However, none of this development will be possible without an effective, efficient redesign of the transportation infrastructure in this area.

#### D. Environmental Protection

In recent years, the Rhode Island Department of Transportation (RIDOT) has refocused its operations around an asset management strategy, which underlies the Department's 10-year RhodeWorks program. RIDOT has developed a process to ensure the continuity of this asset management approach through compliance with the Federal Highway Administration's requirement to develop a Transportation Asset Management Plan (TAMP) that is risk-based. To bolster ongoing development of the TAMP, which includes a detailed inventory of information on the structural integrity, life cycle cost analyses, and anticipated improvements to all of state transportation assets, RIDOT is developing a methodology for integrating environmental and natural risks. As such, RIDOT is taking a resilience-based approach to assure the longevity and quality of all future project using GIS mapping of environmental data and other tools to ensure any RIDOT projects last from one storm to the next.

Aquidneck Island is vulnerable to weather conditions. There are 430.16 Miles of roads on Aquidneck Island, 132.67 miles in Newport, 61 of which are state-maintained, according to GIS data. Of the 700,513.21 feet of roadway in Newport; 191,390.77 feet, or 27% are in a floodplain. The City of Newport's City-owned water distribution system consists of water mains of various sizes, material and age which carry water throughout Newport, Middletown and a portion of Portsmouth to each individual customer. In addition, Newport Water provides water wholesale to the Portsmouth Water and Fire District and the U.S. Navy for distribution within their systems.

The City receives waste water flow from the Town of Middletown, flow from Naval Station Newport, and flow from privately owned and operated sanitary collection systems primarily located in the Newport Neck area.

The transportation sector can contribute substantially to localized air pollution. This project will benefit local air quality by significantly improving transportation operations and reducing vehicle delay. Improvements in air quality will benefit not only the users of the proposed project, but society as a whole through improved local pollutant concentrations and regional pollutant inventory reductions.

An air quality study of the Pell Bridge Project was conducted using traffic data developed in the transportation analysis. Emission factors for the study area were developed using the Motor Vehicle Emission Simulator (MOVES2014a). The factors were derived by calculating a seasonal average during the evening peak hour with a representative vehicle mix. Oxides of Nitrogen

**Figure 13: State-Maintained Roads on Aquidneck Island**





(NOX), Volatile Organic Compounds (VOC), Particulate Matter (PM10 and PM2.5) and Carbon Dioxide (CO2) were studied.

Due to the proposed safety and operational improvements, daily vehicle hours travelled (VHT) in the traffic network is expected to decrease from 1,066 vehicle hours under the No Build Condition to 545 vehicle hours in the Build Condition, while the average speed is expected to increase from 13 mph to 29 mph. This results in a decrease of pollutants across the project area. CO2 is expected to decrease by 531 tons per year, NOX will decrease by 0.12 tons per year, VOC will decrease by 0.09 tons per year, PM10 will decrease by 0.3 tons per year, and PM2.5 will decrease by 0.05 tons per year.

Damage Costs were assessed based on the results of the pollutant inventory. When considering all the pollutants, **the proposed project will result in \$140,311 in emissions savings per year.**

### E. Quality of Life

Figure 14 provides a map of confirmed and future projects in the Newport area, many of which are being driven by the [Newport Project Development Company](#).

Among the most exciting end results of the project are developments in Newport's Opportunity Zone corridor, which could include a proposed national eRI quantum and alternative computing center, with additional proposed co-location of venture capital and other funding groups for start-ups and spin offs from the center and its relationships with the University of Rhode Island's Big Data/Artificial Intelligence (AI) initiatives. Also proposed are two of the three private-public microgrid power generation and distribution national test case projects: a proposed Urban Agriculture project, and Newport's nationally recognized U.S. Department of Housing and Urban Development (US HUD) Hope VI Community for housing, supported by the community-led [Health Equity Zone \(HEZ\)](#).

The City is also working with the NPDC to acquire the 9-acre Naval Hospital property from Naval Station Newport under the BRAC process.

**Figure 14: Development in the Newport Area**  
(Credit: [NPDC](#))





Once the property is in City ownership, it will be included in the [Resilience Innovation District](#) and be a contributing component and asset for the technology and innovation start-up and existing firms to be recruited to the District.

In addition, the proposed Project will result in the removal of the elevated roadway section of off-ramp from Pell Bridge to Admiral Kalbfus Road. This regrading will change the visual character of the area by reuniting these segregated neighborhoods and improving views of nearby attractions.

Newport is among the areas tied into an ultra-broadband communication system featuring fiber optic lines made up of glass strands that can transmit data at the speed of light. The system makes high-speed Internet access and instantaneous uploading and downloading possible. It is more than 1,000 times faster than a DSL connection and 200 times faster than cable download.

[OSHEAN](#), the Ocean State Higher Education Economic Development and Administrative Network, a nonprofit coalition of universities, hospitals and government agencies in Rhode Island, brought ultra-broadband to Aquidneck Island in 2011.

In addition to the City of Newport and some tourist attractions, others in the network include [Salve Regina University](#), [Newport Hospital](#), the [Community College of Rhode Island](#) and the [Naval War College](#).

## F. Innovation

### iii. Innovative Technologies

While the Newport Pell Bridge project is underway, it is vitally important to ensure that this major island artery remains open for business. The project will include innovative phasing schemes to minimize lane and ramp closures during construction.

#### *Adaptive Signal Control*

The project calls for up to seven new or updated traffic signal systems. With the variable and unpredictable traffic demands in the area due to tourism and special events, or even comparing a sunny to a rainy day, traditional Time-of-Day signal timing plans do not have the ability to accommodate this fluctuation. This produces customer complaints, frustrated drivers, and degraded safety. Per FHWA guidance, adaptive signal control technology adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that it can: continuously distribute green light time equitably for all traffic movements, improve travel time reliability by progressively moving vehicles through green lights, reduce congestion by creating smoother flow, and prolong the effectiveness of traffic signal timing. This system will automatically adjust the timings based on demand on a given day, minimizing wait times for all drivers.

#### *Active Traffic Management: Queue Warning*

Despite the project improvements that will minimize the vehicle queueing on the Pell Bridge and ramps, there will be times during peak surges or non-reoccurring events such as crashes or signal malfunctions that could result in queueing. Due to the horizontal curves along the alignment that limit sight distance, this project will consider advance queue warning technologies which involves real-time displays of warning messages to alert motorists that significant slowdowns are ahead, thus reducing rear-end crashes and improving safety.

#### *Reverse Lane with Movable Barrier*

The project will utilize an innovative road zipper movable median barrier system to provide a reversible lane to potentially accommodate morning and evening traffic, address congestion during special events and allow for rapid increased capacity during emergency evacuation.

#### *STEP: Safe Travel for Every Pedestrian*

RIDOT will implement cost-effective countermeasures known safety benefits that can help reduce pedestrian fatalities at uncontrolled crossing locations and un-signalized intersections throughout the study area. This project is providing improved connectivity for residents of the North End to shopping centers along JT Connell Highway, Naval Station Newport, Downtown Newport, and future developments along the Admiral Kalbfus Road corridor. While providing crossing facilities at the signalized intersections, uncontrolled crossing and roundabouts will be supplemented with proven countermeasures such as rapid reflectorized flashing beacons and/or pedestrian hybrid beacons to provide positive stop control and help drivers detect pedestrians. Refuge islands are also considered to allow pedestrians a safe place to stop at the midpoint of the roadway before crossing the remaining distance. This is particularly helpful for older pedestrians or others with limited mobility.

#### iv. Innovative Project Delivery

##### *Accelerated Project Delivery*

It is anticipated that the project will utilize concurrent permitting and environmental review to accelerate the project delivery. The project will undergo an environmental assessment and the project management team will utilize concurrent review and approvals with our regulatory agencies, establish a project management plan with comprehensive schedules to ensure achievement of milestones and conduct early pre-applications consultation to integrate the environmental review, permitting and design. Notably, environmental review for the project is already far along, with a draft environmental assessment expected by early fall, pending approval from the Federal Highway Administration (FHWA). Given significant stakeholder outreach to-date, and ongoing partnership with the FHWA division office, RIDOT does not anticipate permitting delays, and expects completion of the EA by **Spring 2019**.

##### *Accelerated Construction*

RIDOT will evaluate the feasibility for employing Accelerated Construction (AC) methods for the bridge ramp alignment in this project such as prefabrication and modular technologies, incentive programs and accelerated quality control. While the project is underway, it is vitally important to ensure that this gateway to the City by the Sea remains open for business. The project will include innovative phasing schemes to minimize lane and ramp closures during construction and backups on the busy Newport Pell Bridge.

The construction phasing and traffic conditions will be monitored via RIDOT's Transportation Management Center (TMC), the state's hub of Intelligent Transportation Systems (ITS) and communication resources. Under the TMC Rhodeways program, road-side cameras help identify incidents on the highways and variable message signs provide real-time drive-time information to motorists. As part of the project, all construction phasing will be monitored at the TMC. A fiber-optic communications backbone will be installed as part of the project to complete the vital communication link between the TMC and the project location.

As stated previously, it is critical that the implementation of the improvements be accomplished with the least disruption to the Newport Pell Bridge approach roads/ramps and local traffic because

this is a high-profile area that services high traffic volumes. Among the items suggested in a detailed Transportation Management Plan (TMP) are seasonal and night-work scheduling, utilizing existing infrastructure to maintain traffic during the construction. Construction activities on existing ramps required to tie-into the proposed improvements will require shifting traffic and narrowing lanes in order to maintain traffic.

#### v. Innovative Financing

This project will be financed by a combination of state and federal funding sources. The financing structure is, on its face, fairly straightforward: the requested BUILD grant support will provide approximately 35 percent of the necessary funds to complete the project, while other state and federal sources will provide the rest.

What makes this project unique, however, is that it is a key component of the RhodeWorks program, which is collectively focused on providing the right treatment to the right assets at the right time with the finite assets available to do so. Because of the congestion and traffic safety issues that are generated by the current construction of the Pell Bridge approaches and the JT Connell highway, this project is a critical one, and it needs to be completed as soon as possible. The only way that RIDOT can complete this project in the near term is by leveraging BUILD Grant support, which will generate two key benefits. First, the accelerated timeline proposed here will prevent unnecessary maintenance costs, incurred to preserve an aging asset that the Department is already planning to replace with an improved design. Second, by accelerating the completion of this project, RIDOT can free up additional funding in future years to pursue the fundamental goal of RhodeWorks: achieving and maintaining a state of good repair on all of Rhode Island's bridges.

It is also important to note that the RhodeWorks program is itself a case study in innovative financing techniques. The RhodeWorks Tolling Program is a key driver of the Department's 10-Year Plan. The all-electronic tolling network, currently under construction, consists of 14 gantries that automatically toll certain large commercial vehicles. Each gantry is associated with a bridge in need of repair, and the tolls collected at each gantry will be used to rehab or replace each bridge. Thereafter, the toll revenue will help to finance additional projects. The project proposed here is an important component of the RhodeWorks program, and its timely completion will help to ensure that future toll revenues support a myriad of other projects over the next decade.

#### *Asset Management Innovation*

This project is an important component of RhodeWorks, RIDOT's Ten Year Plan, which implements an asset management approach to achieving state of good repair in a cost-effective manner that accounts for lifecycle costs, including the future costs of allowing assets to further deteriorate. RhodeWorks forms the basis of RIDOT's STIP, and, moreover will guide the state's approach to compliance with the Federal Highway Administration's 2016 rule (23 CFR 515; 23

**Figure 15: RIDOT's 10-Year Plan**





CFR 667) which “establishes the processes that a state transportation department (state dot) must use to develop its asset management plan, as required under 23 USC (119)(e)(8)” (23 CFR 515.1).

Principles of asset management and sound management of lifecycle costs demand the replacement of this structure, which has been structurally deficient for decades and requires constant monitoring and frequent palliative repairs, at the expense of using limited dollars for other repairs and replacements to achieve a state of good repair.

#### *Performance and Accountability*

RIDOT issues a quarterly report as part of statutory requirements and as an important step toward earning the public's trust in the Department and being accountable to the taxpayers of the State of Rhode Island. Going beyond the statutory requirement of the RhodeWorks legislation, the report also includes updates on key accomplishments during the past quarter.

Accountability is led by RIDOT's Division of Project Management. Charged with oversight and management of all projects from initial design through final completion. Project managers at RIDOT closely monitor schedules, coordinate permits and regulatory requirements, and ensure that projects are completed on time, on budget and at the highest quality. RIDOT's BUILD-funded project will be delivered on agreed-upon schedules, that will generate clear, quantifiable, results, and that will advance both USDOT and RhodeWorks goals.

#### *G. Partnership*

The City of Newport and its inhabitants have been coming out in large numbers to public meetings RIDOT has hosted to discuss the project. “This is clearly the biggest redevelopment project in the city in about 50 years,” Mayor Harry Winthrop said in a recent news report.

Among the stakeholders engaged as part of the project and subsequent BUILD application are federal, state and local officials, AAA Southern New England, Discover Newport and other tourism groups, Naval Station Newport, Rhode Island Turnpike and Bridge Authority, Seaview Railroad, Carpionato Group and Gilbane Building Company.

#### *H. Non-Federal Revenue for Transportation Infrastructure Investment*

RIDOT estimates some 30 acres of land will be freed up for redevelopment once this project is completed, making way for investments such as the Newport Innovation Hub, a global scientific, technological and convening center focused on resilience, ocean and defense technologies. Based on that work, the City of Newport has now partnered with a major global consortium.

In addition, the sale of such a parcel of land would create **\$14.8 Million** in revenue for the State of Rhode Island, and conservatively, generate more than **\$230,000** in annual property tax revenue for the City of Newport.

Finally, as noted above, while this specific project is not eligible for associated funding, RIDOT is committed to increasing the overall share of non-federal revenue supporting its program, including through truck-only tolls that will, when fully implemented, provide about 10% of the funding needed to support RhodeWorks, overall – with toll revenues supporting bridge projects while other revenues spread across the program.

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## V. PROJECT DESCRIPTION

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RIDOT is currently in the process of developing this project, which is still in the design stage. In conjunction with consulting partner VHB, RIDOT is developing an Environmental Assessment, of which an alternatives analysis is a critical component.

### A. Technical Feasibility

RIDOT anticipates that the EA will be completed and submitted to FHWA for review and public comment by early Fall 2018. Following a successful NEPA review and Finding of No Significant Impact (FONSI), the procurement process will begin in late 2019. Construction on the project will begin immediately thereafter, and achieve substantial completion by 2022. The major project milestones are as follows:

- Submit Draft Environmental Assessment (EA) & 30% Design Plans for FHWA Review & Public Comment – Fall 2018
- Submit Final Environmental Assessment – Early 2019
- FHWA Review/Determination– Spring 2019
- Submit Final Design – Summer 2019
- Advertise Project/Procurement & Construction – September 2019

### B. Project Schedule

This project is already listed on the TIP and state matching funds have been allocated to accompany the BUILD funds. The project is anticipated to begin by December 31, 2019 and be completed in 2022.

Some right-of-way (ROW) acquisitions may be required, depending on the design model that is determined to be the best under the EA process. All real property and ROW acquisitions will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary.

### C. Required Approvals

Early in the planning process, RIDOT completed a high-level evaluation of the proposed project to determine and confirm the appropriate type of environmental documentation necessary to comprehensively evaluate the project's potential for environmental impacts. Through this preliminary high-level review, RIDOT determined that an Environmental Assessment (EA) level of documentation under the National Environmental Policy Act (NEPA) is appropriate.

As part of the NEPA process, a determination from FHWA of a Finding of No Significant Impact (FONSI) will be required for the EA process to conclude and construction to commence. RIDOT has begun developing an Environmental Assessment, and has completed the project purpose and need for the EA. RIDOT has already held two public meetings in early Spring of 2018 to update project stakeholders, and received over 70 comments from the public. RIDOT also conducted early outreach with FHWA, [Rhode Island Turnpike and Bridge Authority \(RITBA\)](#), City of Newport, as well as Naval Station Newport to gather input into the project.

Since the project's inception, the project management team's action plan has involved early agency and public involvement to gain support for the project. The early stakeholder input is being incorporated into the design process to mitigate potential risks. RIDOT is currently in the process

of the alternatives analyses and has conducted two additional public meetings presenting a range of alternatives for the project. Additional public input will be received and considered in the next month as the alternatives analysis is completed and a preferred action is selected.

RIDOT has conducted a significant engineering assessment and anticipates that the preferred alternative will be selected from the range of alternatives that have been introduced to the public, businesses and local, State and Federal agencies. Given the level of outreach and advanced notification for the public, it is anticipated that the project will have strong support from the community.

Permitting from the local regulatory agencies including [Rhode Island Department of Environmental Management \(RIDEM\)](#), [Coastal Resources Management Council \(CRMC\)](#) and [Army Corp of Engineers \(ACOE\)](#) will also be required, and these agencies will be actively engaged in the EA process to provide concurrent reviews of the preferred action. This collaboration will help to ensure that the delays typically associated with review and response time are minimized.

#### **D. Assessment of Project Risks and Mitigation Strategies**

This project generates considerable cost savings through accelerated project delivery and innovative construction design. The only major risk associated with this project is the NEPA review process detailed above. RIDOT and its consultants have already begun to develop the EA, and the Department does not anticipate any delays. The project also has several major benefits, including emissions savings, public safety improvements, and maintenance cost savings.

##### **i. Project Risks**

RIDOT has identified two key risks to mitigate in this project. First, the project does require an Environmental Assessment, which is currently underway and far along in drafting, with a draft expected to be published as soon as late summer, and before the fall. RIDOT is working closely with its consultant, VHB, and its partners at FHWA to ensure that the EA proceeds on schedule and addresses any and all environmental concerns associated with the project. RIDOT has conducted significant stakeholder outreach already, which has been accommodated in definition of alternatives. RIDOT has also remained in close coordination with the FHWA division office to identify and mitigate permitting risks. RIDOT anticipates that completion of the EA process will straightforward and does not anticipate any significant delays.

Second, the project does require a considerable amount of right-of-way acquisition. While RIDOT has accounted for right-of-way acquisition in its project cost estimates, delays in the acquisition process are always possible, and important to track and mitigate. RIDOT is using the EA development process to identify a project delivery strategy that will be the least disruptive and will select the alternative that eases the right-of-way acquisition process as much as possible. The long-term benefit of the right-of-way acquisition, however, is the generation of revenue for both the State of Rhode Island and the City of Newport. Following the reconfiguration of the Pell ramps and the JT Connell highway, the land acquired for the project will be considerably more valuable, and developable.

RIDOT has experience delivering major projects like this one, and the RIDOT real estate division is experienced with respect to right-of-way acquisition. Just in the past year, for example, the Department began the \$400 Million reconstruction of the Route 6/10 Interchange, the largest infrastructure project in the state's history. Since the implementation of RhodeWorks in 2016, the Department's project management strategy has ensured timely and efficient project delivery are



the new norm at RIDOT. Among projects active at the end of the Second Quarter of FFY18, 94 percent were on time and 97 percent were on budget, including 100 percent of the projects started in FFY17 and FFY18. RIDOT is fully equipped to handle the demands of this project.

## ii. Benefit Cost Analysis

This project has a favorable Benefit-Cost ratio of **1.62**. The major benefits of the project are maintenance cost savings, emissions savings, and travel-time savings. Figure 16 below provides a summary of the project's costs and benefits.

**Figure 16: Summary of Project Benefits and Costs**

Present Day Annual Benefit: Safety, Travel Time, Emissions:	\$7,857,021.00
Present Day Annual Operation & Maintenance Cost Savings:	\$667,075.83
Present Day Annual Property Tax Increase	\$230,301.72
<b>sub-total:</b>	<b>\$8,754,398.56</b>
Present Day Total Job Creation Benefits (Construction Years Only)	\$5,849,879.65
Present Day Property Sale Revenue Increase (One-Time Only)	\$14,810,400.00
Present Day Total Construction Costs:	\$66,100,000.00
Present Day Work Zone Impact Cost:	\$110,737.66
Service Life:	30
Discount Rate 1:	3%
Discount Rate 2:	7%
Present Value Cost (7%):	\$57,901,061.79
Present Value Benefit (7%):	\$93,711,188.75
<b>Benefit-Cost Ratio (7%):</b>	<b>1.62</b>
<b>Net Present Value (NPV)</b>	<b>\$93,711,188.75</b>

### *Safety Benefits*

This project addresses six major safety issues: downtown queuing onto the Pell Bridge, crashes along the ramps' horizontal curves, uncontrolled pedestrian crossings, and crashes at three major intersections. Each of these problems is uniquely addressed in the project, providing a total anticipated cost savings of **\$2.1 Million per year**.

### *Emissions Benefits*

As discussed in Section IV.D, the proposed safety and operational improvements in this project will reduce daily vehicle hours travelled (VHT) in the traffic network from 1,066 vehicle hours under the No Build Condition to 545 vehicle hours in the Build Condition, while the average speed is expected to increase from 13 mph to 29 mph. As a result, **the total savings for pollutant emissions of the Pell Bridge Project is \$140,311 per year**.

### *Time Travel Savings*

The proposed design improvements will facilitate a much smoother flow of traffic through the 3.25-mile network. As a result, the 2040 build condition is expected to include more vehicles travelling in the network than the no-build condition. Including weekdays and several beach-friendly weekends in the summer, RIDOT anticipates that the proposed project will generate more than **\$4.8 Million in annual time travel savings**.

### *Property Value Increase*

The final construction of the preferred alternative described in this BUILD application will produce two major benefits related to property value. First, the relocation of the Pell Bridge approaches will free up more than 30 acres of land for development in the heart of Newport's North End. The direct sale of that land will immediately provide **\$14.8 Million** in revenue for the State of Rhode Island. Second, the sale of that land will add it to the City of Newport's tax rolls, which will conservatively generate **\$230,000** in annual property tax revenue for the land alone.

### *Job Creation Benefits*

This project will generate both direct and indirect job creation. Pursuant to [guidance](#) from the Executive Office of the President's Council of Economic Advisors (CEA) which states that one job-year is created by every **\$76,923 in infrastructure investment**, RIDOT expects this project to generate **859 job-years**, 44 of which will be new jobs. Using these figures and calculating the value of [productivity increases](#) for those simply moving jobs, RIDOT estimates that this project will generate more than **\$4 Million in job creation benefits** during construction years. It is also highly likely that this project will have outsize long-term benefits on job creation in the Newport area, which are not quantified here.

### *Operations Costs Savings*

Operating and Maintenance costs were projected for both the no-build baseline and with the proposed project improvements. Without the proposed project, three of the six bridges will need to be maintained and replaced over time. Therefore, these three are not included in the BCA because it will occur with or without the project. With the proposed project, three of the six bridges will be removed from the system. The costs to maintain these bridges over the next 20 years and replace after 20 years have been included as a benefit of the project. Completing the project will avoid all of these costs, saving RIDOT approximately **\$20 Million over the next three decades**.

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## VI. LETTERS OF SUPPORT

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DEPARTMENT OF THE NAVY

NAVAL STATION NEWPORT  
699 PEARLY STREET  
NEWPORT, RI 02841-1522

IN REPLY REFER TO:

11011  
Ser PRR12/348  
July 5, 2018

Mr. Peter Alviti, Jr., P.E.  
Director  
Rhode Island Department of Transportation (RIDOT)  
Two Capitol Hill  
Providence, Rhode Island 02903

Dear Mr. Alviti:

SUBJECT: RIDOT BUILD GRANT APPLICATION

I write to you regarding RIDOT's FY2018 BUILD Grant Application to reconstruct Simple, Smarter Roads for the Aquidneck Island Innovation Corridor. Naval Station Newport is concerned with operational impacts potentially caused by excessive traffic congestion outside our entry control points or in the immediate vicinity and supports any project that would improve the ingress and egress of our facilities. RIDOT has represented that the proposed project will end dangerous queuing on and off of the Pell Bridge, facilitate efficient traffic flows along RI Routes 138, 114, and 238, as well as local roads, and improve access to the Naval Station Newport, including the Naval War College.

Naval Station Newport looks forward to further coordination on traffic and infrastructure projects which have the potential to impact Navy facilities. My point of contact on this issue is Ms. Cornelia Mueller at (401) 841-7629.

Sincerely,

I. L. Johnson  
CAPT, USN  
Commanding Officer



State of Rhode Island and Providence Plantations

State House  
Providence, Rhode Island 02903-1196  
401-222-2080

Gina M. Raimondo  
Governor

July 17, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: Rhode Island Department of Transportation (RIDOT) BUILD Grant Application FY 2018**

Dear Secretary Chao:

I write to express my strong support of the application submitted by the Rhode Island Department of Transportation under the Better Utilizing Investments to Leverage Development (BUILD) program for FFY 2018. RIDOT is seeking funding to reconstruct roads for the Aquidneck Island Innovation Corridor.

A properly functioning transportation system is a key component to the future of the City of Newport and surrounding communities. Funding from the BUILD Grant would address the major reconstruction of several critical assets, including Claiborne Pell Newport bridge off-ramps and a 1.5-mile segment of road connecting the bridge to major north- and southbound routes. We believe this project will end dangerous queuing on and off the Pell bridge, facilitate efficient traffic flows along local roads as well as RI Routes 138, 114, and 238, and will improve access to major tourist destinations and important year-round locations, including the US Naval War College and the Raytheon Company. This project will also clear 30 acres of land for redevelopment in conjunction with the Newport Innovation Hub, a global scientific, technological and convening center focused on resilience, ocean and defense technologies.

To improve the safety and well-being of our traveling public, communities in our region have long sought the kinds of improvements outlined in this grant application. In the past, repeated attempts to fix crumbling bridges in this well-traveled commercial area have been stymied by lack of proper infrastructure funding. We are now presented with a window of opportunity to rebuild this critical transportation infrastructure, and, in service of that aim, I enthusiastically support RIDOT's proposal.

Thank you for your consideration of this application. I look forward to working with you to advance the reconstruction of one of Rhode Island's – and southern New England's – most vital corridors.

Sincerely,

Gina M. Raimondo  
Governor



CITY OF NEWPORT  
CITY MANAGER  
Joseph J. Nicholson, Jr., Esq.

July 13, 2018

Peter Alviti, Jr., PE, Director  
Rhode Island Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

**RE: RIDOT - FY2018 BUILD GRANT APPLICATION - SIMPLE, SMARTER ROADS  
FOR THE AQUIDNECK ISLAND INNOVATION CORRIDOR**

Dear Director Alviti:

On behalf of the City of Newport, I write to you in full support of RIDOT's FY2018 BUILD Grant Application to reconstruct Simple, Smarter Roads for the Aquidneck Island Innovation Corridor.

A properly functioning transportation system is a key component to the future of the entire area. We believe this project will end dangerous queuing on and off of the Pell Bridge; facilitate efficient traffic flows along RI Routes 138, 114, and 238, as well as local roads; improve access to major tourist destinations and important year-round locations, including the US Naval War College and the Raytheon Company; and clear 30 acres of land for redevelopment in conjunction with the Newport Innovation Hub, a global scientific, technological and convening center focused on resilience, ocean and defense technologies.

Communities in our region have long sought the kinds of improvements outlined in this BUILD Grant Application for the safety and well-being of our traveling public. In the past, repeated attempts to fix crumbling bridges in this well-traveled commercial area have been stymied by lack of proper infrastructure funding.

Because we must seize this window of opportunity to rebuild this critical transportation infrastructure, the City of Newport enthusiastically supports RIDOT's BUILD Grant Application and look forward to working with your Department in advancing the reconstruction of this most vital corridor. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Joseph J. Nicholson, Jr.  
City Manager

cc: P. Cotter, Policy Director, RIDOT  
W. Riccio, Director of Public Services, City of Newport  
P. Carroll, Director of Civic Investment, City of Newport

City Hall, 43 Broadway • Newport, Rhode Island 02840  
Tel: (401) 845-5430 • Fax: (401) 845-2510 • E-mail: jnicholson@cityofnewport.com





July 5, 2017

Director Peter Alviti  
Rhode Island Department of Transportation

RE: RIDOT's FY2018 BUILD Grant Application

**SIMPLE, SMARTER ROADS FOR THE AQUIDNECK ISLAND INNOVATION CORRIDOR**

Dear Director Alviti:

On behalf of the Rhode Island Public Transit Authority (RIPTA), I write to you in full support of RIDOT's FY2018 BUILD Grant Application to reconstruct Simple, Smarter Roads for the Aquidneck Island Innovation Corridor.

A properly functioning transportation system is a key component to the future of the entire area. As Rhode Island's only transit agency, we use these roads to carry our passengers every day, and are interested in improving traffic conditions, and overall circulation for our operations. We believe this project will end dangerous queuing on and off of the Pell bridge, facilitate efficient traffic flows along RI Routes 138, 114, and 238, as well as local roads. It would also improve access to major tourist destinations and important year-round locations, including the US Naval War College and the Raytheon Company; and clear 30 acres of land for redevelopment in conjunction with the Newport Innovation Hub, a global scientific, technological and convening center focused on resilience, ocean and defense technologies.

Communities in our region have long sought the kinds of improvements outlined in this BUILD Grant Application for the safety and well-being of our traveling public. In the past, repeated attempts to fix crumbling bridges in this well-traveled commercial area have been stymied by lack of proper infrastructure funding.

Because we must seize this window of opportunity to rebuild this critical transportation infrastructure, we at RIPTA enthusiastically support RIDOT's BUILD Grant Application and look forward to working with your department in advancing the reconstruction of the most vital corridor. Should you have any questions please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Scott Avedisian".

Scott Avedisian  
Chief Executive Officer

---

705 Elmwood Avenue, Providence, RI 02907 • 401-784-9500  
For Schedule Information, 401-781-9400, 1-800-224-0444, or [www.RIPTA.com](http://www.RIPTA.com)



*STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS*

Department of Administration  
**DIVISION OF STATEWIDE PLANNING**  
One Capitol Hill  
Providence, RI 02908-5870

Office: (401) 222-7901  
Fax: (401) 222-2083

July 17, 2018

Peter Alviti, Jr., P.E., Director  
Rhode Island Department of Transportation  
2 Capital Hill  
Providence, RI 02908

**RE: RIDOT's FFY2018 BUILD Grant Application for Simple, Smarter Roads  
for the Aquidneck Island Innovation Corridor**

Dear Director Alviti:

On behalf of the Rhode Island Division of Planning, which serves as the staff for the Metropolitan Planning Organization (MPO) for the State of Rhode Island, I write to you in full support of RIDOT's FFY2018 BUILD Grant Application to reconstruct Simple, Smarter Roads for the Aquidneck Island Innovation Corridor.

A properly functioning transportation system is a key component to the future of the entire area. We believe this project will end dangerous queuing on and off of the Pell Bridge; facilitate efficient traffic flows along RI Routes 138, 114, and 238, along with local roads; improve access to major tourist destinations and important year-round locations, such as the US Naval War College and the Raytheon Company; and make 30 acres of land available for redevelopment in conjunction with the Newport Innovation Hub, a global scientific, technological and convening center focused on resilience, ocean, and defense technologies. This project is consistent with the economic development element of the State Guide Plan, as well as being identified in the State Transportation Improvement Program (STIP).

Communities in the region have long sought the kinds of improvements outlined in this BUILD Grant Application for the safety and well-being of our traveling public. In the past, repeated attempts to fix the ramps and connected infrastructure in this well-traveled commercial area have been stymied by lack of proper infrastructure funding.

We enthusiastically support RIDOT's BUILD Grant Application and look forward to working with your Department in advancing the reconstruction of this most vital corridor. Should you have any questions please do not hesitate to contact me.

Sincerely,



Meredith E. Brady  
Associate Director

Cc: Pamela Cotter, RIDOT



## State of Rhode Island and Providence Plantations

HOUSE OF REPRESENTATIVES

REPRESENTATIVE LAUREN H. CARSON, District 75

*Committee on Oversight*

*Committee on Small Business*

*Committee on Municipal Government*

June 11, 2018

Peter Alviti, Jr., P.E., Director  
RI Department of Transportation  
2 Capitol Hill  
Providence, RI 02903

Dear Director Alviti:

I am writing to you today to express my full support of RIDOT'S FY2018 BUILD Grant Application to reconstruct Simple, Smarter Roads for the Aquidneck Island Innovation Corridor.

The re-alignment of the ramps on the Newport Bridge will have a critical impact on the economic future of Aquidneck Island and my Legislative House District 75. This project has been too long in the making and we are ready to embrace the present and future opportunities that this will bring to our island communities.

A properly functioning transportation system is a key component to the future of Newport. I know that this project will end dangerous queuing on and off of the Pell Bridge, facilitate efficient traffic flows along Rhode Island Routes 138, 114 and 238, as well as local roads, improve access to major tourist destinations and important year-round locations, including the United States Naval War College and the Raytheon Company. But more significantly, it will clear 30 acres of Newport land for redevelopment in conjunction with the Newport Innovation Hub, a global scientific technological and convening center focused on resilience, ocean and defense technologies.

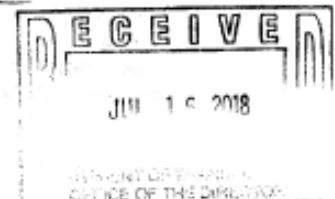
Our region has long sought the kinds of improvements outlined in this BUILD Grant Application for the safety and well-being of our traveling public. In the past, repeated attempts to fix crumbling bridges in this well-traveled commercial area have been stymied by lack of proper infrastructure funding. The time is now to launch and complete a thorough project that will change the economy of Aquidneck Island for future generations.

I fully support this opportunity to rebuild this critical transportation infrastructure, and I enthusiastically support RIDOT'S BUILD Grant Application. I look forward to working with your department in advancing the reconstruction of the most vital corridor. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Lauren H. Carson  
State Representative  
District 75-Newport

LHC:mjb



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