

American Rescue Plan State Fiscal Recovery Fund Recommendation Cover Sheet Please submit this document with any recommendations for funding from Rhode Island's allocation of federal fiscal recovery funds available through the American Rescue Plan Act. This information will be made available to the public along with any detailed documents submitted that describe the proposal. It is encouraged that such documents identify clear goals and objectives and quantifiable metrics.

This is not a formal request for funds, and submission of recommendations does not guarantee a response, public hearing, or appropriation from the General Assembly.

Name of Lead Agency: Quonset Development Corporation

Additional agencies making recommendation (if applicable):

Contact Person / Title: Steven King/Managing Director **Phone:** 401.295.0044

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Brief Project Description (attachments should contain details): Upgrading critical infrastructure at Quonset's Port of Davisville to add capacity for Rhode Island to create jobs supporting offshore wind logistics.

Total request: \$78.5 million

One-time or Recurring Expense? One-time

ARPA Eligibility Category (check all that apply) – See link for further information
[https://www.rilegislature.gov/commissions/arpa/commdocs/Treasury%20-%20Quick-Reference Guide.pdf](https://www.rilegislature.gov/commissions/arpa/commdocs/Treasury%20-%20Quick-Reference%20Guide.pdf)

- Respond to the public health emergency and its economic impacts - Yes
- Premium pay to eligible workers - No
- Government services/state revenue replacement - No
- Water/sewer/broadband infrastructure - No



ECONOMIC RECOVERY THROUGH PORT INVESTMENT

QUONSET
DEVELOPMENT CORPORATION

FEDERAL STIMULUS FUNDING PROPOSAL #1

CONSISTENCY WITH 31 CFR PART 35 (RIN 1505-AC77): CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS, INTERIM FINAL RULE

The Interim Final Rule (IFR) issued by the Department of Treasury for use of funds from the Coronavirus State Fiscal Recovery Fund provides autonomy to States when determining how to respond to the negative economic impact of COVID-19, stating:

"Where there has been a negative economic impact resulting from the public health emergency, States, local, and Tribal governments have broad latitude to choose whether and how to use the Fiscal Recovery Funds to respond to and address the negative economic impact."

While the IFR provides a list of eligible uses relative to responding to the negative economic impacts of the COVID-19 public health emergency, it deems this list to be "non-exclusive" and provides a process for assessing other uses of the funds to determine if such use can be deemed eligible. This assessment process is outlined within the CFR as follows:

1. Identify a need or negative impact of the COVID-19 public health emergency; and
2. Identify how the program, service, or other intervention addresses the identified need or impact.

The IFR goes on to further state that "recipients should assess the connection between the negative economic harm and the COVID-19 public health emergency, the nature of that harm, and how the use of this funding would address such harm."

The Quonset Development Corporation's proposal seeks to utilize monies from the Coronavirus State Fiscal Recovery Fund to implement infrastructure projects that will catalyze job creation in the new off-shore wind industry. The IFR specifically addresses infrastructure projects in the subsection entitled "Uses Outside the Scope of this Category," where it states that while a general infrastructure project "typically would not be included" it allows for such infrastructure projects where the project "responded to [...] a specific negative economic impact like those described above [...]."

As described in QDC's proposal from March 2021, the infrastructure projects as proposed will create new job opportunities for Rhode Islanders within the offshore wind industry. Creation of new job opportunities specifically provides assistance to unemployed workers, especially those whose previous jobs were in the tourism and professional services sectors, where unemployment still remains high. The creation of jobs in this new industry will allow for the transition of workers from an industry that may not return to its full employment capacity to an industry that is new to the United States and will require a substantial number of employees.

More information on how this proposal has been deemed an eligible use of funds, based on the criteria outlined above, is included below.

NEGATIVE IMPACT OF THE COVID-19 PUBLIC HEALTH EMERGENCY

As described in the proposal, the COVID-19 pandemic has taken a severe economic toll on Rhode Island. Mandated closures due to the threat of the COVID-19 pandemic have caused significant, widespread unemployment and the closure of a large number of employers. The industry experiencing

the greatest loss in employment is Leisure and Hospitality, with substantial losses also occurring in the Education and Health Services sector, the Professional and Business Services sector, and the Other Services sector. Widespread unemployment still looms throughout Rhode Island and it is clear that the negative economic impacts of COVID-19 have hit leisure, hospitality, and service-oriented businesses and employees more severely than other industries.

With the lingering high levels of unemployment, it is likely that businesses in the service and tourism industries will continue to operate at lower staffing levels than those found pre-pandemic. Also, many individuals have chosen to remove themselves from Rhode Island's labor force due to the many demands placed on families during the pandemic.

ADDRESSING THE IDENTIFIED NEED

To grow Rhode Island's economy, it is imperative that the State capitalize on opportunities to diversify the economy and provide high quality employment in new or expanding industries. To assist unemployed individuals and ensure the economic recovery of Rhode Island, it is critical to increase employment opportunities in non-service industries.

This proposal seeks to provide funding toward the Port of Davisville Master Plan in order to allow increased capacity for existing businesses and to support the burgeoning off-shore wind industry. This proposal seeks to add berthing capacity to support off-shore wind and increased roll-on/roll-off cargo handling, while maintaining the existing Port asset of Pier 1 in order to preserve the existing employment supported by the Port's activities.

QDC based the job creation estimates on the analyses performed in several sources.¹ QDC conservatively estimates that creating the infrastructure at the Port of Davisville that is necessary to support the off-shore wind industry will catalyze the creation of jobs within Rhode Island. Based on review of the literature, QDC conservatively estimates that each MW of off-shore wind energy will create .22 jobs in Operations and Maintenance (O&M). With an estimated 7,406 MW of off-shore wind energy planned for the waters off New England, this equates to approximately 1,629 O&M jobs in total. With the supporting infrastructure in place, QDC estimates Rhode Island can capture 500 of these O&M jobs.²

Additionally, based on the literature and the current activities at the Port of Davisville, QDC estimates that approximately 600 port jobs will be created through this investment. The literature indicates that a single 12 MW turbine will produce two (2) port jobs related to turbine installation. A single 12 MW turbine weighs approximately 2,000 tons, and, based on current activities at the Port, 2,000 tons of break bulk cargo creates one port job. Therefore, QDC estimates that each turbine will create three (3) indirect jobs at the Port of Davisville. Based on this, the planned 7,406 MW is estimated to create approximately 1,851 indirect port jobs. With the supporting infrastructure in place, QDC

1 "Potential Employment Impact from Offshore Wind in the United States: The Mid-Atlantic and New England Region," Georgetown Economic Services, LLC, July 27, 2020; "Offshore Wind Jobs and Economic Development Impacts in the United States: Four Regional Scenarios", National Renewable Energy Laboratory, funded by the Department of Energy, February 2015; "Northeast Offshore Wind Regional Market Characterization: A Report for the Roadmap Project for Multi-State Cooperation on Offshore Wind," Sustainable Energy Advantage, LLC, October 2017; "Jobs from Renewable Energy and Energy Efficiency Fact Sheet," Environmental and Energy Study Institute, October 2009.

2 Calculated assuming that Rhode Island can capture all (100%) of the O&M jobs for MW for which Rhode Island has a Power Purchase Agreement (800 MW already under agreement + an additional 200 MW to be agreed to in the future) and the O&M jobs associated with 20% of the remaining MW.

estimates Rhode Island can capture 600 of these indirect port jobs.³

The literature also suggests that off-shore wind installation creates construction jobs at a rate of 2.5 jobs per MW of wind energy. Therefore, the planned 7,406 MW of wind energy is anticipated to create approximately 18,515 construction jobs in total. With the supporting infrastructure in place, QDC estimates that Rhode Island can capture over 6,900 construction jobs in the off-shore wind sector.⁴

An increase in the availability of port jobs is likely to create opportunity for racial and ethnic minorities, and individuals living in the State's urban areas. While a full study of the diversity of employees working at the Port of Davisville has not been conducted, the largest employer at the Port, Northeast Automobile Distributors (NORAD), has provided demographic and location data for its employees. According to NORAD⁵, 43% of NORAD's 249 employees identify as hispanic and 42% of NORAD's employees reside in Providence or Pawtucket. Also, QDC works closely with Ports America, the largest terminal operator and stevedoring company in the United States, who is actively taking steps to increase diversity, equity and inclusion throughout their workforce. Ports America has been working on a Diversity, Equity and Inclusion Strategic Plan since October 2020, and the document is expected to be completed in September 2021.

CONSISTENCY CONCLUSION

The infrastructure work proposed by QDC for funding from the State Fiscal Recovery Fund is a direct response to the negative economic impacts of the COVID-19 pandemic. The IFR provides broad latitude to States in determining how to address these negative economic impacts. Creating infrastructure to be utilized by the new off-shore wind industry will create new, long-term jobs in off-shore wind operations and maintenance and near-term jobs in port operations and turbine construction. This proposal addresses the prolonged unemployment plaguing Rhode Island by providing job opportunities to unemployed individuals. This proposal does not request funding for an identified ineligible use.

In consideration of the above, QDC believes this proposal is consistent with the requirements of the IFR for use of the State Fiscal Recovery Fund.

3 Calculated assuming that Rhode Island can capture all (100%) of the port jobs for MW for which Rhode Island has a Power Purchase Agreement (800 MW already under agreement + an additional 200 MW to be agreed to in the future) and the port jobs associated with 20% of the remaining MW.

4 Calculated assuming that Rhode Island can capture all (100%) of the construction jobs for MW for which Rhode Island has a Power Purchase Agreement (800 MW already under agreement + an additional 200 MW to be agreed to in the future) and the construction jobs associated with 20% of the remaining MW.

5 Email dated July 15, 2021 from Aldo Caputo to Joseph Riccio, QDC's Port Director.

PROPOSAL OVERVIEW

Agency Name	Quonset Development Corporation
Proposal Name	Economic Recovery Through Port Investment
Agency Proposal Owner	Steven J. King, Managing Director
American Rescue Plan Funding Source	Coronavirus Capital Projects Fund
If Direct Award, please identify from Memo	N/A
Federal Stimulus Requirement Satisfied	1) Critical Capital Infrastructure 2) Addressing negative economic impacts
Policy Principle Satisfied	1) Economic recovery 2) Infrastructure investment 3) Fiscal resilience

FISCAL IMPACT OF THE PROPOSAL

CAPITAL OR INFRASTRUCTURE PROPOSALS

\$78.5 million in funding is sought for completion of the principal infrastructure outlined in the Port of Davisville Master Plan. This proposal will preserve the over 1,600 annual jobs currently supported by the Port of Davisville while capturing approximately 1,100 new annual jobs in the off-shore wind and marine shipping industries. Additionally, the proposed construction activities are estimated to immediately create 521 jobs in the construction industry.

To accommodate the off-shore wind industry and support the expansion of the Port's existing users, the Quonset Development Corporation has prepared a Master Plan for the Port of Davisville, Rhode Island's only public port, which calls for \$192,700,000 in critical infrastructure investment. Funding has been secured for \$114.2 million of Port infrastructure improvements; the requested \$78.5 million will close the financing gap to secure the future success of the Port of Davisville.

The Federal stimulus funding is proposed to supplement previous allocations at the Port of Davisville, including an \$11.1 million grant that QDC received from the U.S. Maritime Administration (MARAD) and the \$20.0 million port bond passed by the voters in March 2021. Additionally, the requested stimulus funding will complement the over \$83.1 million in State and Agency investments currently being invested at the Port for the Pier 2 modernization and expansion project. All of the funding allocated to the Port of Davisville is being used to increase the Port's economic resilience, create job opportunities and improve access to marine transportation.

Listed in priority order, funding is sought for 1) construction of the new Terminal 5 Pier and completion of associated required dredging; 2) preparation of approximately 34 acres to accommodate additional cargo laydown, new access drives and a new Port security gate; and 3) reconstruction and hardening of the existing surface of Pier 1.

The Port of Davisville Master Plan also includes additional funding for off-shore wind specific improvements, which are being negotiated for funding directly with the off-shore wind developers, estimated at approximately \$23.5 million, as well as funding for additional ancillary cargo laydown

areas, estimated at approximately \$12.25 million.

Capital/Infrastructure Projects	FY22	FY23	FY24	FY25 (Fed. Stim. Funds half year only)	FY26	FY27 and Beyond	Total
Federal Stimulus Funds - Terminal 5 Pier & Dredging	\$16.5 million	\$32.0 million	\$11.0 million	\$6.0 million			\$55.5 million
Federal Stimulus Funds - Cargo Laydown & Access Improvements	\$4.0 million	\$5.0 million	\$0.0	\$0.0	\$0.0	\$0.0	\$9.0 million
Federal Stimulus Funds - Pier 1 Deck Rehabilitation	\$1.5 million	\$3.0 million	\$5.0 million	\$4.5 million	\$0.0	\$0.0	\$14.0 million
Total Federal Stimulus Funds	\$12.0 million	\$40.0 million	\$16.0 million	\$10.5 million	\$0.0	\$0.0	\$78.5 million
Other Funds (Pier 1 MARAD Grant and Bond Funding)	\$2.1 million	\$10.0 million	\$14.5 million	\$4.5 million	\$0.0	\$0.0	\$31.1 million
Total	\$14.1 million	\$50.0 million	\$30.5 million	\$15.0 million	\$0.0	\$0.0	\$109.6 million

PROPOSAL BACKGROUND

IS THIS A REQUEST FOR FUNDING TO EXPAND OR MODIFY AN EXISTING INITIATIVE/SERVICE/CAPITAL PROJECT OR WILL IT CONSTITUTE A NEW INVESTMENT FOR THE STATE?

This proposal expands the existing capital projects ongoing at the Port of Davisville.

OPPORTUNITY STATEMENT

The COVID-19 pandemic has taken a severe economic toll on Rhode Island. Mandated closures due to the threat of the COVID-19 pandemic have caused significant unemployment and the closure of a large number of employers. In April 2020, immediately after multiple segments of the economy were forced to close due to the threat of the COVID-19 pandemic, unemployment in Rhode Island was 18.1%, as documented by the U.S. Bureau of Labor Statistics (BLS). While employment is slowly increasing in the region, Rhode Island's unemployment rate continues to be significant. Where the unemployment rate was 3.8% in January 2020, it remains at 7.2% as of January 2021.

BLS reports that the State of Rhode Island experienced an 8.6% decline in overall non-farm employment between January 2020 and January 2021, which represents approximately 43,500 jobs. The industry experiencing the greatest loss in employment is Leisure and Hospitality, with a 23.9% decrease in Rhode Island, which represents a decline of approximately 14,400 jobs. Also struggling, the Education and Health Services sector is down 9.3%, representing approximately 10,200 jobs; Professional and Business Services sector is down 7.4%, representing approximately 5,100 jobs; and

the Other Services sector is down 12.2% in Rhode Island, representing a decline of approximately 2,800 jobs.

Furthermore, according to the Rhode Island Department of Labor and Training's Worker Adjustment and Retraining Notification (WARN) list, 23 companies have notified the State of closures and/or lay-offs in relation to the COVID-19 pandemic. According to the list, these closures and lay-offs affected 3,170 employees.

It is clear that the COVID-19 pandemic response has hit leisure, hospitality, and service-oriented businesses more severely than other industries, primarily due to the mandated closures and social-distancing requirements necessary to slow the spread of the virus. While some growth has occurred since the COVID-19 response began in March 2020, the future of these industries remains uncertain. To grow Rhode Island's economy, it is imperative that the State capitalize on opportunities to diversify the economy and provide employment in new or expanding industries. To ensure the economic recovery of Rhode Island, which is the best-case future scenario, it is critical to increase employment opportunities in non-service industries.

To this end, this proposal seeks to provide funding toward the Port of Davisville Master Plan in order to allow increased capacity for existing businesses and to support the burgeoning off-shore wind industry, in line with the State's Comprehensive Economic Development Strategy (CEDs). Additionally, the Port of Davisville Master Plan seeks to maintain the existing Port assets of Pier 1 and Pier 2 in order to preserve the existing employment supported by the Port's activities.

In a 2016 report assessing the capacity for offshore wind energy along the U.S. coastline, the National Renewable Energy Laboratory concluded that "The best resource, based on quality and quantity, was found to be in the northeast states such as Maine, Massachusetts, Rhode Island, New York and New Jersey." Given the resource that exists, the northeast region of the U.S. is poised to receive substantial economic benefits from the increased development of off-shore wind. According to the U.S. Bureau of Ocean Energy Management (BOEM), the Northeast coast of the U.S. has the potential to create more than 16,000 full-time equivalent jobs by 2028, related to the development of off-shore wind farms. The U.S. as a whole could create 80,000 off-shore wind-related jobs by 2030. To date, BOEM has leased over 1.2 million acres of the Atlantic Ocean floor for installation of wind turbines, and millions of acres are yet to go through the leasing process. However, development of the off-shore wind farms has not yet begun.

Investment in marine transportation infrastructure at the Port of Davisville can satisfy the needs of the off-shore wind developers, in a location that is in close proximity to BOEM's lease areas. This much needed marine transportation infrastructure is critical to catalyzing the off-shore wind industry and capturing jobs in the Rhode Island market. As a fledgling industry in the United States, any employment opportunities provided in Rhode Island would assist in diversifying Rhode Island's economy away from service and leisure-oriented businesses and thus make the economy more resilient.

The Quonset Development Corporation (QDC) proposes investment at the Port of Davisville, Rhode Island's only public port, to construct several improvements toward completion of the Port Master Plan. The Port Master Plan seeks to reconfigure the Port's layout and provide additional berthing and cargo space in support of both the existing Port users and the expanding off-shore wind industry. Based on regional and national studies of potential off-shore wind employment, as well as the historic

berthing rates at the Port, and the Port Economic Impact Assessment completed by FXM Associates in 2019, QDC estimates that this investment, when added to ongoing and planned investments at the Port, has the capability to expand long-term Port-related employment by approximately 1,100 jobs per year, bringing total Port-derived employment to approximately 2,700. The new jobs would be in the off-shore wind, shipping, and transportation sectors and could offset a portion of the service sector employment lost due to the COVID-19 pandemic. Furthermore, it is estimated that the proposed construction activities will result in 521 direct new jobs in the construction industry (derived from the MARAD Port Kit tool).

Additionally, the State of Rhode Island has committed to a future in which the State's electricity is generated by 100% renewable energy sources by 2030. To this end, the State has entered into a power purchase agreement with Ørsted Wind Power North America for the purchase of 400MW of energy, and has recently advertised for another 600MW agreement. Additional marine transportation infrastructure in Rhode Island is critical to achieving this green energy goal.

When the construction of off-shore wind farms is considered as an integrated system, it becomes clear that off-shore wind turbines cannot be constructed and maintained without adequate port facilities. Ports are utilized for staging and transfer of project components, and as berthing locations for installation, operations, and maintenance vessels. In 2014, a report commissioned by the U.S. Department of Energy entitled, "Assessment of Ports for Off-shore Wind Development in the United States," was released (the "Port Assessment"). The Port Assessment analyzed the port characteristics and requirements necessary to support the off-shore wind industry, and concluded that, "additional port facilities capable of supporting offshore wind projects are needed to meet the anticipated project build-out by 2030." The Port Assessment concluded that wind energy in the North Atlantic region will require, at minimum, four (4) staging Ports. The Port Assessment goes on to say, however, that "the number of actual ports would likely be larger since they often require close proximity to minimize vessel transit time." In summary, the Port Assessment concludes that there simply are not enough ports with adequate facilities and in close proximity to the resource areas to support the country's off-shore wind energy goals and provide the anticipated economic benefits.

This proposal will result in port facilities capable of supporting both off-shore wind projects and the existing users at the Port of Davisville through creation of an additional berth, over 34 acres of additional cargo laydown space, and the reinforcement of the over 76-year-old Pier 1.

PROPOSED INTERVENTION & THEORY OF CHANGE

The Quonset Development Corporation (QDC) proposes investment at the Port of Davisville, Rhode Island's only public port to complete the next phases of the Port Master Plan in support of both the existing Port users and the expanding off-shore wind industry.

Listed in priority order, funding is sought for 1) construction of the new Terminal 5 Pier and completion of associated required dredging; 2) preparation of approximately 34 acres to accommodate additional cargo laydown, new access drives and a new Port security gate; and 3) reconstruction and hardening of the existing surface of Pier 1.

The proposed improvements are the next phases of a larger plan to redistribute the existing uses at the Port of Davisville to accommodate the off-shore wind industry and complement the existing investments being made at the Port. QDC is in the midst of expansion and modernization of the

existing Pier 2 at the Port, at a cost of \$83.1 million, funded entirely by General Obligation Bonds, Rhode Island Capital Plan funding and Agency expenditures. Pier 2, being a land mass pier rather than a pile-supported pier, is the logical choice for off-shore wind staging and other uses, and is being constructed with the necessary characteristics to handle the heavy loads of off-shore wind components. However, the berths and laydown area at Pier 2 are heavily used by the Port's existing users, which are experiencing year-over-year success, and QDC is sensitive to disturbing this existing activity and the high employment that it produces.

The Port of Davisville's principal imported good is finished automobiles, which are shipped to the Port from manufacturers in Germany, Mexico, and Japan, among others, and include Porsche, Bentley, Audi, Volkswagen, Subaru, General Motors, Honda, Fiat, and Jeep vehicles. Overall, automobile imports to the Port have grown significantly. In 1996, only 35,084 were imported through the Port; in 2019, 296,706 automobiles were imported through the Port, which was a new annual record (up from 241,851 automobiles in 2018). Due to the COVID-19 pandemic, the 2020 import numbers were reduced from the previous year, but have begun to rebound in 2021 supported, in part, by a new contract to import Nissans from Mexico.

Given the year-over-year success of the finished automobile import and processing business, it is imperative that plans for accommodating off-shore wind uses do not cause negative impacts to these businesses. To be able to utilize Pier 2 for off-shore wind without disturbing the growing business activities of the Port's current users, additional berthing space and cargo laydown areas are necessary. Use of Pier 2 for off-shore wind activity will require reallocation of the existing users within the Port area and better use of the limited land close to the Pier. Therefore, the Port Master Plan also calls for reconfiguration of the main access ways through the Port and a new Port security gate, which will allow for more effective use of the limited space.

The current Port of Davisville Master Plan supports the continued success and growth of the finished automobile import and processing industry while allowing the State to capitalize on the economic benefits to the region that will occur with the growth of the off-shore wind industry. Construction of the Terminal 5 Pier will facilitate off-shore wind staging by providing a separate berthing area for the existing finished automobile import and processing businesses and users. The new cargo laydown areas will allow the transitioning the finished automobile import and processing business to the areas near the Terminal 5 Pier, which will unlock Pier 2 for use by the off-shore wind industry. Also, the improved access configuration and new security gate will increase efficiencies for the existing finished automobile industry.

Also in support of the Port of Davisville Master Plan, QDC is about to undertake reconstruction of the outside edges of the pile-supported Pier 1 utilizing a combination of an \$11.1 million Federal grant funding from the U.S. Maritime Administration and the recently approved \$20.0 million General Obligation Bond. The continued use of Pier 1 is essential for maintaining the existing users at the Port and the existing over 1,600 jobs supported by the Port. To further extend the useful life of Pier 1 additional funding is needed to reinforce the concrete deck of Pier 1 to allow its continued use as a point of first rest for cargo. It is critical that the existing Port users continue to have access to the nearly 7 acres of laydown space contained within Pier 1.

The proposed construction activities will result in the immediate creation of 521 construction jobs. Dedicating the full 30 acres of land mass and the two heavy lift berths of Pier 2 to the off-shore wind industry will unlock the Port of Davisville for off-shore wind staging, bringing with it approximately

1,100 additional jobs in port-related industries. These new jobs will assist in diversifying the Rhode Island job base, off-setting the jobs lost in service-related industries due to COVID-19. Reinforcing the entirety of Pier 1 will maintain the existing 1,658 jobs created by Port activities at a time when preserving jobs is critical.

LEVERAGING STIMULUS FUNDING

The proposed improvements at the Port of Davisville are the solution to the Rhode Island off-shore wind puzzle. However, in Rhode Island there is not a dedicated port capital project funding stream, and to date it has been imperative that any funding made available for port infrastructure through grants and bonds be allocated to improving and strengthening the State's existing assets of Pier 1 and Pier 2.

This Federal stimulus funding presents a unique opportunity to increase the berthing capacity at the Port of Davisville, both modernizing the marine transportation infrastructure and providing enhanced marine services at the Port. The additional berthing capacity and cargo laydown space will allow QDC to shift the finished automobile import industry to a less robust, pile-supported pier, and to unlock Pier 2 for use by the off-shore wind industry for laydown of heavy project cargo. The Pier 1 deck reinforcement will preserve the existing jobs supported by the Port of Davisville.

A 2019 report by FXM Associates outlining the economic impact of the Port of Davisville concluded that the existing 1,658 jobs created by Port activities had average annual earnings of \$59,598, which is approximately \$27,342 more than Rhode Island's 2019 median income. In addition, the FXM report stated that the existing jobs were responsible for approximately \$17,910,000 in State taxes, annually.

The Federal stimulus money will also unlock approximately 1,100 additional long-term jobs per year in port-related industries, such as maritime shipping and off-shore wind. The jobs noted above are in addition to the approximately 521 immediate jobs that will be generated through construction of the Terminal 5 Pier and the additional cargo laydown areas. Extrapolating the economic impact report's taxation data for an additional 1,100 jobs with the same average earnings shows a potential increase of approximately \$11,000,000 in State taxes paid.

Additionally, the requested stimulus funding of \$65 million will significantly reduce the amount needed for future State funding through RICAP funds and/or GO Bonds, which would otherwise be required to complete the Port of Davisville Master Plan.

COMPLIANCE WITH STATUTORY REQUIREMENTS

This proposal represents a critical capital project that directly enables work, both through the immediate construction jobs that will be generated with the investment and the long-term port jobs described above, which is why QDC has identified this for funding from the Coronavirus Capital Projects Fund.

Additionally, this proposal is also a response to the negative economic impacts of the COVID-19 pandemic, as described within the Opportunity Statement. It is imperative that the State capitalize on opportunities to diversify the economy and provide employment in new or expanding industries. This proposal seeks to provide funding toward the Port of Davisville Master Plan in order to allow

increased capacity for existing businesses and to support the burgeoning off-shore wind industry, which will create approximately 1,100 new jobs in response to the negative impact of jobs in the service industry that were lost during the pandemic response.

Therefore, this proposal could be considered for funding through the Coronavirus Capital Projects Fund or the Coronavirus State Fiscal Recovery Fund.

RELATIONSHIP TO OTHER RELIEF

This proposal does not relate to any prior relief.

TIMELINE FOR IMPLEMENTATION

Construction of the additional cargo laydown areas and access improvements will begin immediately, with construction anticipated to be completed by the end of Fiscal Year 2023. For the Terminal 5 Pier and the Pier 1 deck reconstruction, QDC anticipates completing engineering and permitting, advertising the construction for bid, awarding a contract, and mobilizing the contractor within the first 8 months (July 2021 through February 2022). Construction will begin thereafter, with completion of construction before December 31, 2024.

The Quonset Development Corporation (QDC) has a long history of completing capital projects on time and on budget and successfully executes an average of \$10 million in infrastructure projects on an annual basis. QDC's staff engineers, construction managers, grant administrator, and financial professionals have the skills and internal procedures to efficiently administer projects in-house. QDC has successfully managed a previous TIGER grant for \$22.3 million from design through to performance reporting, and is in the midst of completing the \$83.1 million Pier 2 reconstruction project.

FTE IMPACT

This proposal will not require any changes relative to FTEs at the Quonset Development Corporation.

POTENTIAL IMPEDIMENTS OR RISKS

There are minimal risks and few impediments to executing this infrastructure project on time and within budget.

QDC has the project management experience necessary to avoid construction delays and other project risks. QDC executes an average of \$10 million in infrastructure projects on an annual basis, using its consistent "Team Approach." QDC's engineering staff will be responsible for the advertisement of and compilation of bidding documents, recommendation of contract awards/ procurements, acquisition of permits where necessary, coordination with RIDEM, RI CRMC, ACOE and other applicable regulatory agencies, managing and overseeing construction, and project closeout. QDC's Director of Planning and Development will oversee grant administration and compliance. QDC's Finance Director will oversee and track contract payments, and accounting relating to the Grant. Finally, QDC's Managing Director will oversee all QDC Departments in their performance of the work as well as execute contract awards, procurements, payments, etc. The Team Approach

management structure has successfully executed over \$200 million in infrastructure investments over the past 15 years.

The project will require permits from the RI Coastal Resources Management Council (RI CRMC), which should not be problematic to acquire as the project aligns with RI CRMC's stated goals for the Port of Davisville's water classification of Type 6 Waters.

CONNECTION TO EXISTING MODELS AND PARTNERSHIPS

Not only is the operation of the publicly-owned Port of Davisville a statewide model for marine transportation and port operations, QDC's tried and true process for infrastructure construction has been successfully implemented on over \$200 million of infrastructure projects at the Quonset Business Park. Given QDC's experience in port construction, we are prepared to quickly launch into both the construction of the cargo laydown areas and access improvements, as well as the dredging work and the engineering, permitting and procurement phase of the pier projects, expending approximately \$6.0 million in the first year. Full mobilization for all construction activities will occur by the end of FY 2022.

SUCCESS METRICS

Direct success for this infrastructure project will be 1) to complete construction of the new cargo laydown and access improvements by the end of fiscal year 2023; 2) to complete construction of the Terminal 5 Pier no later than December 31, 2024; 3) to complete the reconstruction of the deck at Pier 1 no later than December 31, 2024; and 4) to bring the project in within the allocated budget. In order to achieve success, QDC will actively manage all phases of the project, from final engineering and permitting through close-out and demobilization, setting schedule milestones and closely monitoring progress. Trackable metrics include deadlines for Preliminary and Final Engineering, receipt of all necessary permits, contract award, and mobilization, as well as significant milestones during the construction process.

Upon completion of construction, the success metrics will change to reflect the use and occupancy of the Port of Davisville berths and newly available lay-down space by the off-shore wind industry, as well as any increases in the import of finished automobiles made possible by the shifted berthing arrangement and improved access configuration. QDC will actively track the total number of ship calls, the total metric tons of project cargo, and the leasing and port fee revenue that is attributable to off-shore wind. Additionally, QDC will be able to track the number of jobs created by the off-shore wind developers who are utilizing the facilities at the Port of Davisville.

TIMELINE FOR OUTCOMES

Many of the off-shore wind developers are actively pursuing permits with the U.S. Bureau of Ocean Energy Management (BOEM) for wind farm construction off the coast of Rhode Island, Massachusetts and New York. QDC is in negotiation with several such developers who are in severe need of additional lay-down space as well as loading and unloading berths for heavy cargo. Many of the off-shore wind developers have indicated that they would like to begin construction of their wind farms in early 2023. Given this, QDC expects that the new jobs associated with off-shore wind will begin immediately upon completion of construction.

ADDITIONAL PROPOSAL DETAILS

QDC previously submitted a different version of this project for a Federal INFRA grant, for which a Benefit Cost Analysis (BCA) was completed. Since the BCA was drafted, the scope of the project has changed to allow for flexibility in the Port's operations. However, the BCA indicated that construction of the new Terminal 5 Pier would have a total economic net present value (2018, 7% discount) of \$21,698,376. This benefit did not include an assessment of increased employment opportunities, annual earnings, or taxes paid to the State, as the Federal government advises that those metrics not be included in BCA formulation for Federal grants.

The largest source of benefits quantified for the purposes of the BCA was from the ability to access lower-cost electricity from off-shore wind deployments. The BCA stated that while energy generation from off-shore wind turbines is currently not cost-effective relative to traditional modes of production, technological improvement will make off-shore wind competitive as soon as 2027. Therefore, any wind turbines commissioned after that year would lead to increasingly large economic competitiveness benefits. The BCA also noted that the creation of the Terminal 5 Pier would result in emission savings benefits, as wind energy production results in lower carbon emissions than competing conventional methods. Finally, because the Port of Davisville is located closer to many planned wind farms than competing port facilities, transportation benefits would also be gained as a result of the construction of the Terminal 5 Pier.

THANK YOU FOR YOUR CONSIDERATION





Table of Contents

- Quonset Business Park Overview ... 3
- Port of Davisville Overview ... 26
- Port of Davisville Master Plan ... 38
- Appendix ... 44

A Rhode Island Success Story

- Over 200 Great Rhode Island Companies
- Over 12,200 Full- and Part-time Jobs
- Top 10 Auto Import Port in North America
- Leader in Green Energy Initiatives



Quonset Business Park®

QUONSET IS A MAJOR DRIVER OF ECONOMIC GROWTH AND JOB CREATION IN RHODE ISLAND

- Nearly 7,000 new jobs and \$1.2 billion in private investment since QDC was created in 2005
 - Over \$2 billion in private investment since 1980
- Quasi-state agency
 - “Special Purpose” subsidiary of R.I. Commerce Corporation
- Responsible for property development, Park management, utilities, and port operations
- Business Park operations funded solely from Park revenue

Quonset Development Corporation

- Management of the Quonset Business Park was transferred to the **Quonset Development Corporation** (QDC) upon creation in 2005
- QDC is a quasi-state agency, a “Special Purpose” subsidiary of R.I. Commerce Corporation (formerly RI Port Authority/RI Economic Development Corporation)
- QDC operations are funded solely from Park and Port revenue
 - No operating funds for Quonset from state budget



QDC Core Functions

QDC Core Functions Include:

- Property development / tenant management
- Property management / public works
 - Stormwater system
 - Roadway and grounds maintenance
 - Railroad infrastructure
- Water supply
- Wastewater collection / treatment
- Port operations



100% Powered by Renewable Energy

100% OF QUONSET BUSINESS PARK OPERATIONS ARE POWERED BY RENEWABLE ENERGY

- All Quonset Development Corporation facilities
- The water supply and wastewater management systems
- The Port of Davisville



Getting People to Work

DAILY FREE SERVICE ON THE QUONSET EXPRESS (QX) THROUGH JULY 2022

Funded by QDC and a Federal grant through RIPTA

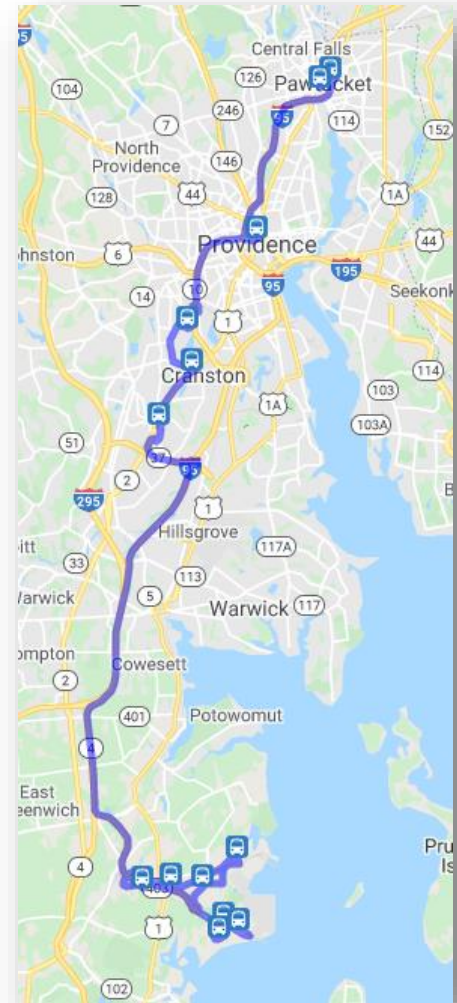
Pawtucket > Providence > Cranston > Quonset

Makes Quonset more accessible to the R.I. workforce

Removes cars from R.I. roads > Reduces greenhouse gases

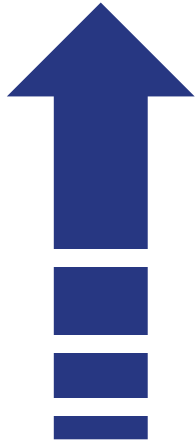
RIPTA WILL INCREASE TRANSIT SERVICE ON BUS ROUTE 14
IN SEPTEMBER – RUNS BY QUONSET GATEWAY

GOAL: OBTAIN STATE FUNDING FOR
PERMANENT QX ROUTE & QBP CIRCULATOR



A Rhode Island Success Story

**Over \$2 billion in
Private Investment**



**\$700 million in
Public Investment**

Annual Return on Investment (ROI)

- Over 12,200 jobs at over 200 companies (and growing)
→ **1 of every 6 manufacturing jobs in R.I.**
- \$4.27 billion in economic output
- \$1.28 billion in household income for R.I. families
- \$128.8 million in tax revenue

**Source: 2019 Bryant University Study*

**QUONSET'S AVERAGE WAGE IS
19% HIGHER THAN THE R.I. AVERAGE**

A Rhode Island Success Story

The New York Times

Quonset Makes a New Name for Itself in Business

“Its success is being cited as a model as Rhode Island tries to improve its economy.”



Port of Davisville, RI:

The Biggest Small Port in the U.S.

“The port’s size relative to larger brethren like New York/New Jersey, belies its real stature as one of the largest ro-ro ports in North America”

The
**Public’s
Radiiio**

Quonset Is An Ocean State Success Story

“If you want to view a forest of construction cranes a bustling port flush with imports and thousands of well-paying jobs...
(t)ake a trip to the Quonset Business Park.”



Quonset Navy Origins

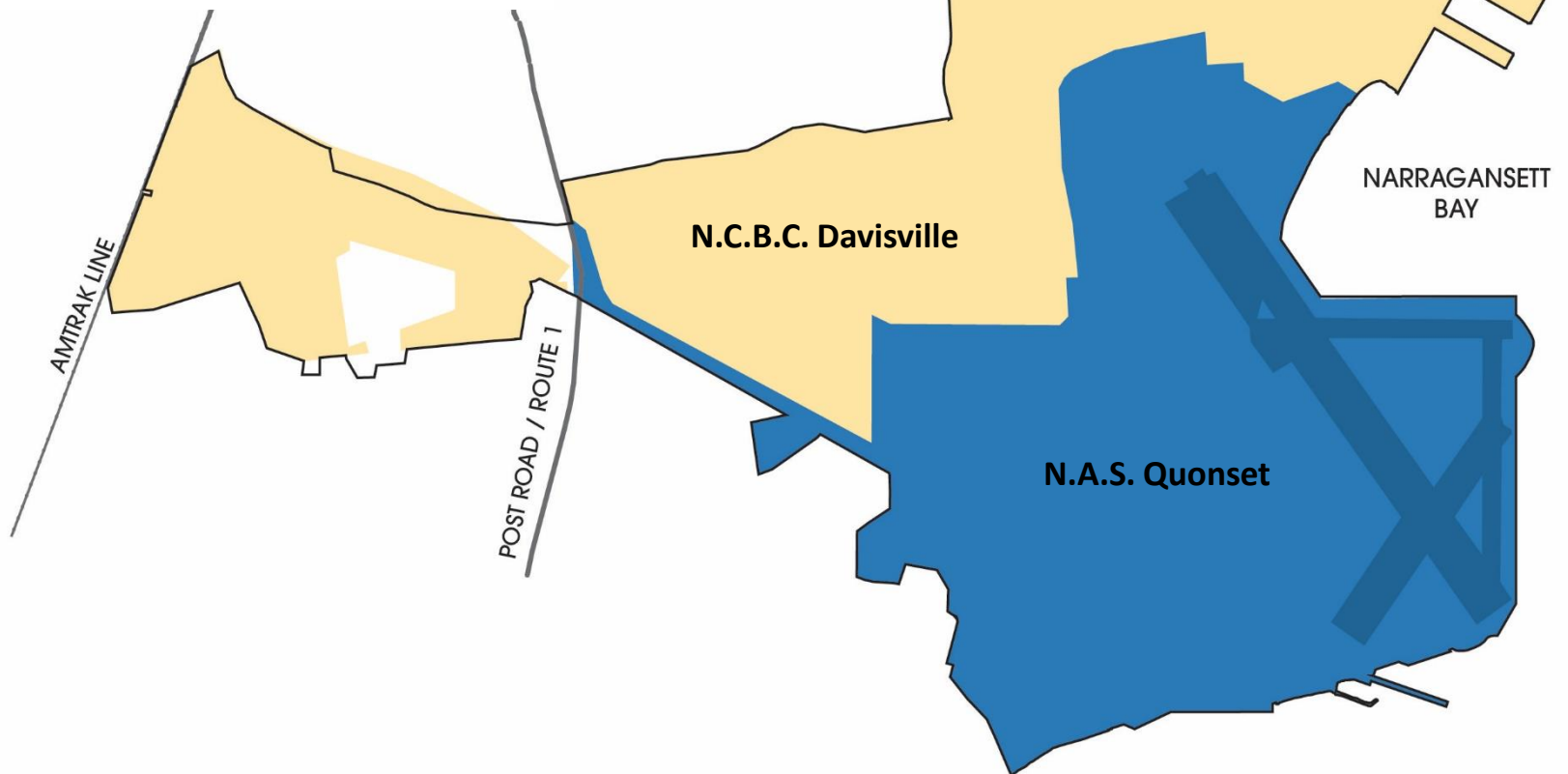


Previous Ownership Area in Acres

N.C.B.C. Davisville 1,629 acres

N.A.S. Quonset 1,522 acres

Total 3,151 acres



YEAR

1979

1997 THROUGH 2005

2010 & 2015

NOT TRANSFERRED

ORIGINAL OWNERSHIP
ACREAGE

US GOVT
2,183

US GOVT
805

PRIVATE
55

US GOVT
163



AREA
TRANSFERRED
DIRECTLY TO
RIDOT

AREA
TRANSFERRED
DIRECTLY TO
CROSSROADS RI

AREA
ORIGINALLY
UNDER STATE
OWNERSHIP

AREA
TRANSFERRED
DIRECTLY TO URI

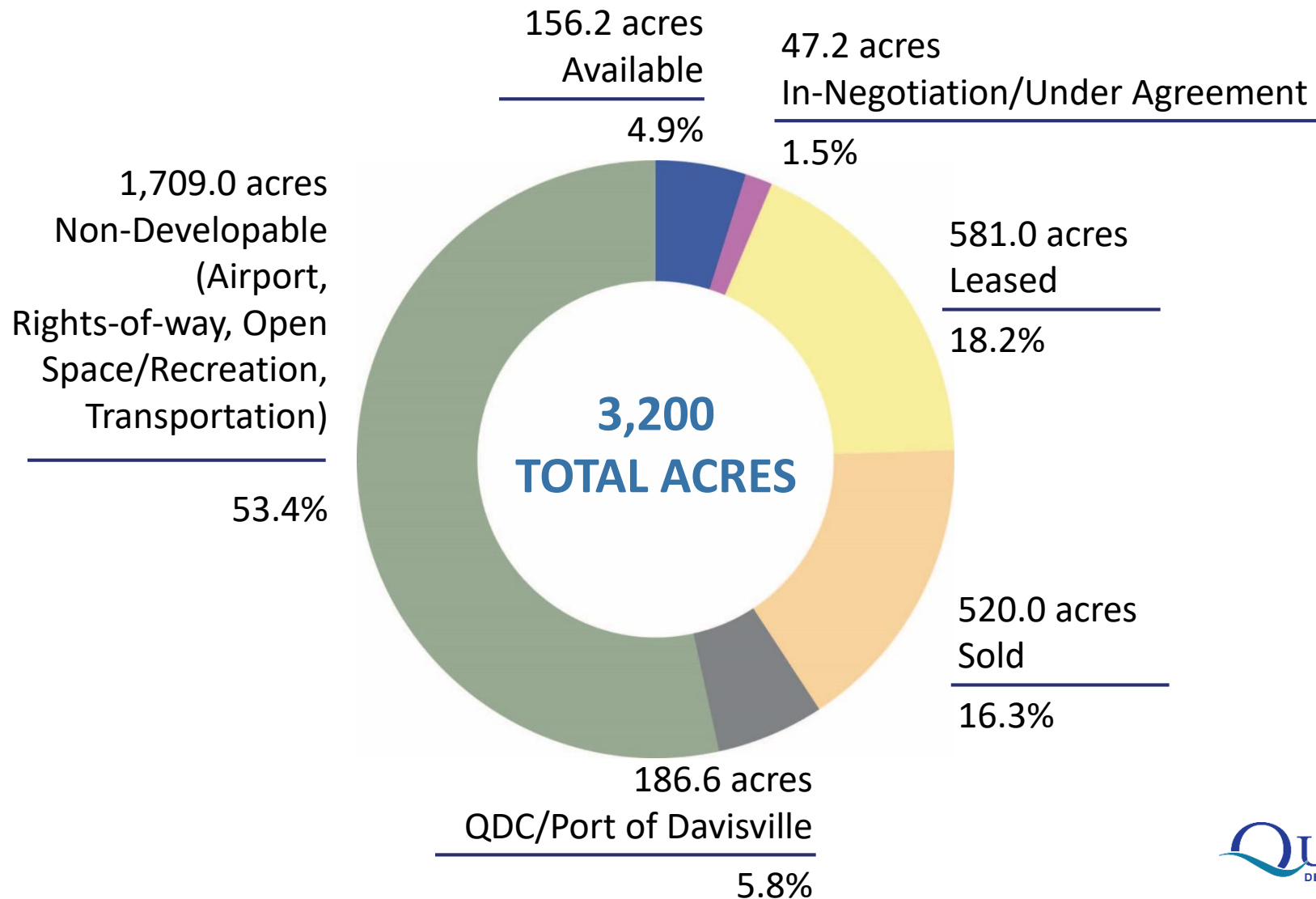
ALLEN
HARBOR

NARRAGANSETT
BAY

AREA
TRANSFERRED
DIRECTLY TO
RIDOT & RIAC

Property Transfers

Land at Quonset



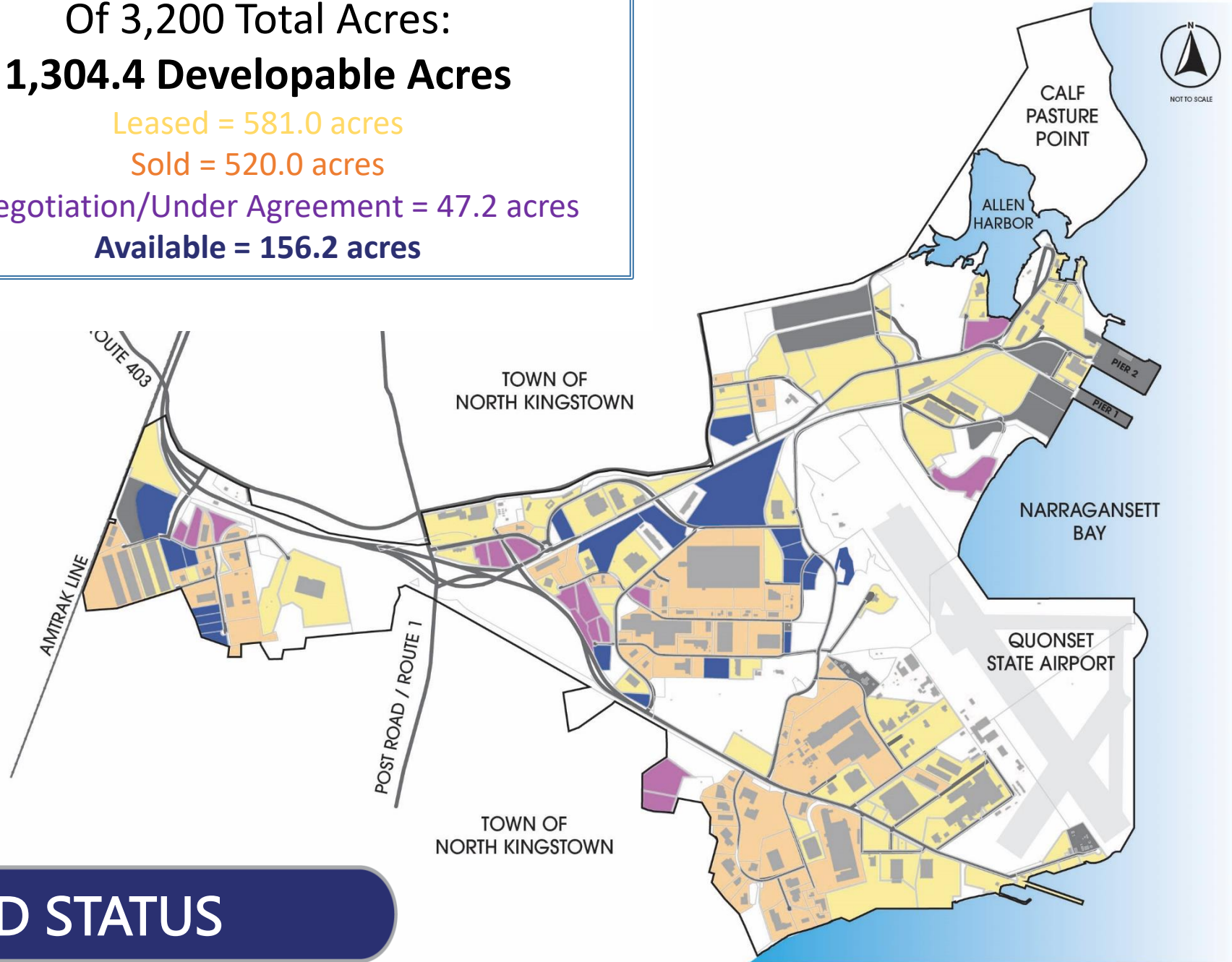
Of 3,200 Total Acres:
1,304.4 Developable Acres

Leased = 581.0 acres

Sold = 520.0 acres

In Negotiation/Under Agreement = 47.2 acres

Available = 156.2 acres



LAND STATUS

Available Land at Quonset

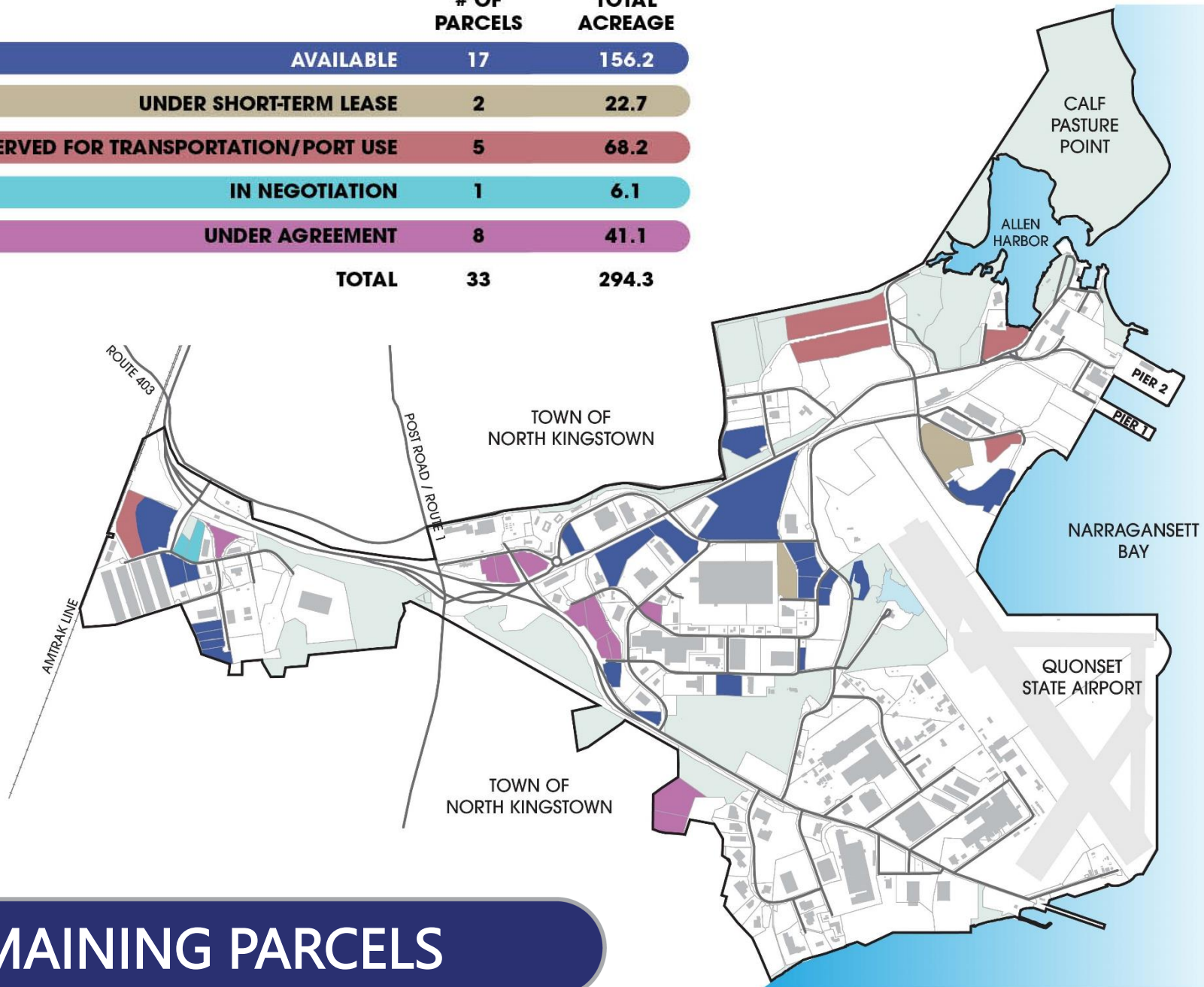
156.2 Acres Available

Range in size from 1 acre to 42 acres

Only 6 parcels greater than 10 acres

Only 1 parcel greater than 40 acres

	# OF PARCELS	TOTAL ACREAGE
AVAILABLE	17	156.2
UNDER SHORT-TERM LEASE	2	22.7
RESERVED FOR TRANSPORTATION/PORT USE	5	68.2
IN NEGOTIATION	1	6.1
UNDER AGREEMENT	8	41.1
TOTAL	33	294.3



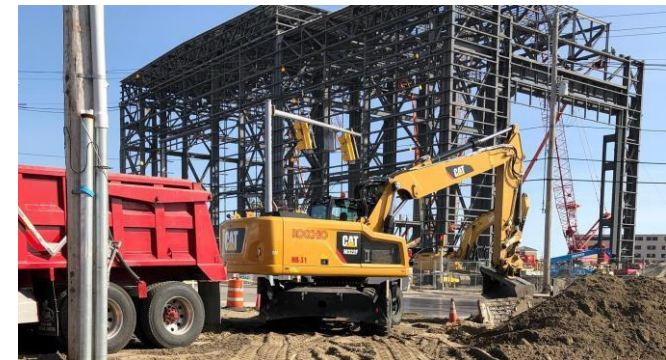
REMAINING PARCELS

Formula For Success

#1: Consistency

#2: World Class Infrastructure

#3: Predictable Process



Formula For Success = Consistency

#1: Consistency

→ Master plan

→ Stable leadership/governance

→ Consistent progress towards objective

→ Buy-in at all levels of government



Governor McKee



General Assembly



Sen. Jack Reed



Sen. Sheldon Whitehouse



Rep. James Langevin



Rep. David Cicilline

Formula For Success = Infrastructure

#2: Investment in World Class Infrastructure

MULTI-MODAL: LAND, SEA, RAIL, AIR
High State of Good Repair

TOTAL PUBLIC INVESTMENT

\$700M Federal & State since 1980

\$590M in infrastructure

\$100M+ in environmental clean-up

\$10M in property acquisition



TOTAL PRIVATE INVESTMENT

Over \$2 Billion Since 1980

	Investment	New Buildings
2015	\$29M	172,000 sf
2016	\$90M	658,000 sf
2017	\$16M	78,000 sf
2018	\$340M	655,180 sf
2019	\$260M	185,083 sf
2020	\$188M	89,496 sf

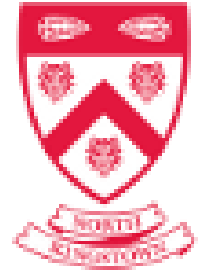
Formula For Success = Predictable Process

#3: Predictable Process

- 90 DAYS from site control to construction
- One stop shopping
- QDC and Town of North Kingstown (host community) have adopted a single set of land use controls:
Unified Development Regulations

- Town zoning and comprehensive plan designate the “Quonset Zone”
- Refer to QDC Development Package

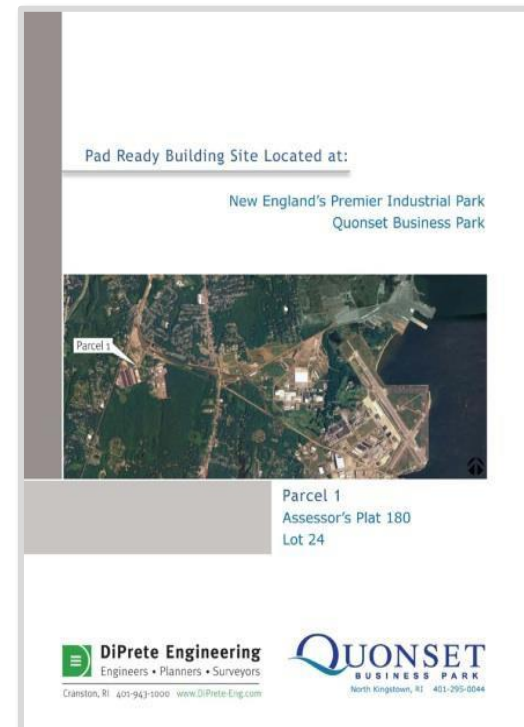
- Building permits from State Building Official and Fire Marshal



Formula For Success = Predictable Process

Site Readiness: Pad Ready Building Sites

- Removes uncertainty in the development process
- Environmental permits already complete
- Project book for each site
- **Shovels in the ground within 90 days**



Site Readiness Program

52 TOTAL SITE READINESS DEVELOPMENT PARCELS

Status	# of Parcels	Acreage
Leased	28	267.4
In Negotiation/ Under Agreement	9	18.0
Available	15	133.7
Total	52	443.7



Recent Development Activity

NEW COMPANIES

- Infinity Meat Solutions
- Global Foundation for Ocean Exploration
- Ultralon Foam Group
- J.F. Brennan Company, Inc.
- Tighe & Bond, Inc.
- System4 IPS
- Oliverio & Marcaccio, LLP
- Norton Lilly International, LLC
- Ports American Terminals, Inc.



Infinity Meat Solutions

Recent Development Activity

ONGOING COMPANY EXPANSIONS & IMPROVEMENTS

- **General Dynamics Electric Boat:**
 - Building AFC Phase II 73,446 sf
 - Building G2 renovations and fit out
- **Toray Plastics America:** A6 Expansion: 75,000 sf
- **J. Goodison Company, Inc.:** 2,100 sf
- **RI Air National Guard:** Multiple Buildings



General Dynamics Electric Boat

Recent Development Activity

OTHER DEVELOPMENT INITIATIVES

Projects Completed in 2020:

- General Dynamics Electric Boat Building 10A
- Flex Industrial Building #3
- Gateway Offices Building #5



Flex Industrial Building #3

Port of Davisville

QDC is the Port Authority and terminal operator for the Port of Davisville

Ports are comprised of terminals that handle different cargoes.

The Port of Davisville handles:

- Roll-on/roll-off (RO/RO) cargo, processed fish, project cargo
- Lift-on/lift-off (LO/LO) cargo – break bulk (lumber), containers, and wind components

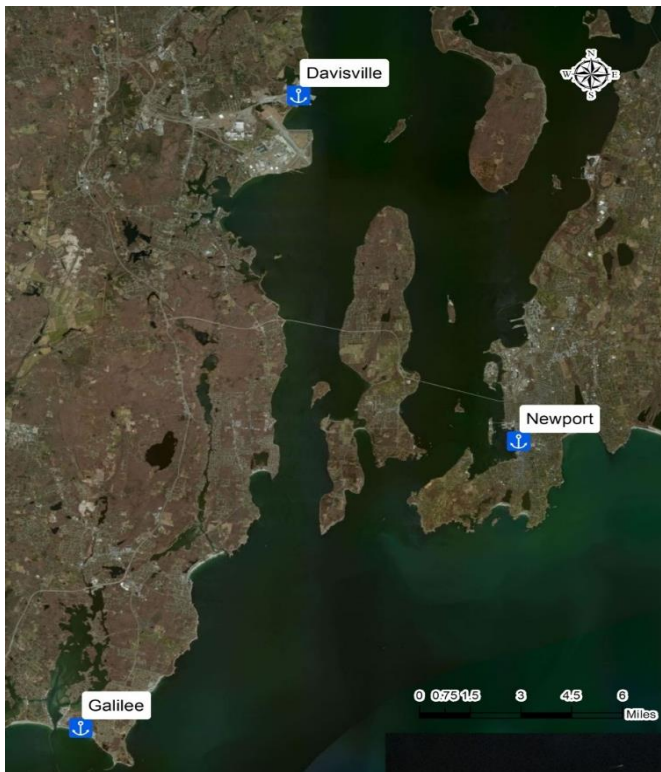
The Port of Davisville DOES NOT handle bulk cargo (liquid fuel, coal, salt, cement, scrap, etc.).



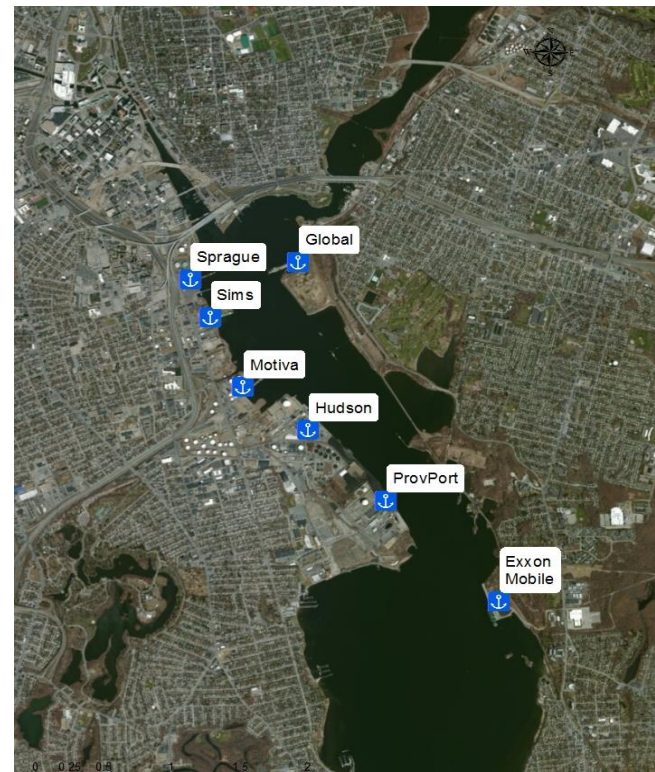
Port of Providence

US Customs District Terminals

*The U.S. Customs Service considers all of Narragansett Bay to be
“The Port of Providence”*



Southern Rhode Island



Providence Metro Area

Port of Davisville: RI's Only Public Port

TOP 10 AUTO IMPORTER IN NORTH AMERICA

2019

	Vehicles in 2020
Ship	216,501*
Rail	21,865*
Truck	8,958*
Total	247,324*

Auto Import Record broken for the 11th time in 13 years

224 ship calls at the Port

2,755 metric tons of project cargo

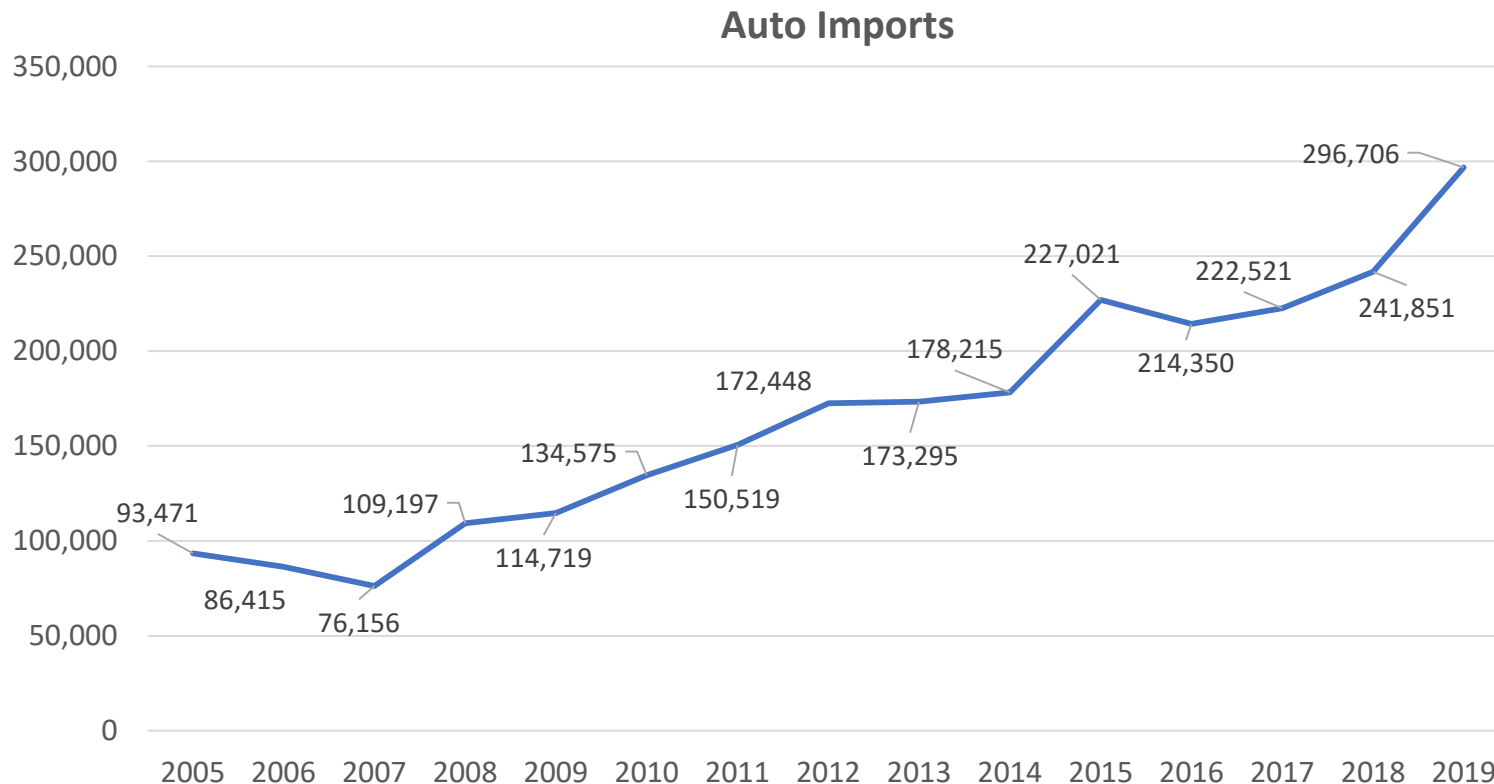
300,000 auto imports



- The number of finished vehicles imported through the Port was heavily impacted by the COVID-19 pandemic.

Port of Davisville: Auto Import Growth

**Automobile import volumes have grown by more than 8 times since 1996:
35,084 to 296,706 (745% growth)**



Cargo and Service Providers at the Port of Davisville

Service Providers

- Local 1329 (Intl. Longshoremen Assn.)
- Local 2001 (Intl. Longshoremen Assn.)
- Local 1996(Intl. Longshoremen Assn.)
- Northeast Marine Pilots
- N. England Stevedoring Services
- Ports America
- New England Ship Agencies
- Goff & Page
- Moran Shipping Agencies
- Norton Lily International
- DonJon Marine
- Masterpiece International
- Pantos
- Kuehne & Nagel
- Bay Crane
- Imperatore
- Hallamore
- Cardi Corporation
- RT Group
- Gordon Archibald
- Moffat & Nichol

- GZA
- Alliance Detective Security
- AIM Inspections
- CARCONSULT
- UNICAR
- LDS – Logistical Data Services

Cargo

- North Atlantic Distribution, Inc.
- Seafreeze, Ltd.
- National Grid
- Banneker Industries
- BB&S Lumber
- Deepwater Wind
- Raytheon
- Subaru of America
- Subaru New England
- Toray Plastics
- Volkswagen Group of America
- Volkswagen Logistics
- Volkswagen d Mexico
- Wind Energy Development, LLC

- HALO Maritime Defense Systems
- Fuji Heavy Industries
- Honda
- Weeks Marine
- LS Cable
- Porsche
- Bentley
- Audi of America
- Specialty Diving Services
- Kokosing Industrial
- Fiat
- Chrysler
- Dodge
- Ram
- Jeep
- Alfa Romeo
- Chevrolet
- GMC
- Electric Boat
- United States Navy
- CH POWELL Global Supply Services

Cargo and Service Providers at the Port of Davisville

Transport

- McAllister Towing (Tug Operator)
- Seaview Transportation
- Providence & Worcester Railroad
- Norfolk Southern Corporation
- CSX
- Canadian Pacific
- Canadian National
- Diversified Automotive Services
- Virginia Transportation Corp.
- Boston Port Services
- United Road
- Moore Transport
- Splietoff Transport
- JF Moran
- Liberty International
- Supreme Auto Transport
- Precision Motor Transport
- Fleetcar
- Unicar
- UPS Logistics
- Cassen's

- Jack Cooper
- Trent
- Tribeca
- Wheeler
- RPM Transportation
- Pilot Transport
- Landstar

Shipping Lines

- Mistui OSK Line
- NYK Line
- K Line
- Hoegh Autoliners
- Caribbean Lines
- Siem Car Carriers
- Wallenius Wilhelmson Lines
- BBC Chartering
- ARC American RORO Carriers
- Grimaldi
- Volkswagen
- National Oceanic Atmospheric Administration (Home Port)



Port of Davisville: Growth Strategy

- FOCUS:**
- 1) Maintain State of Good Repair
 - 2) Grow & Maintain Existing Business
 - 3) Build Flexibility to Create Opportunities for Off-shore Wind

STATE OF GOOD REPAIR

- Provide new 50-year service life to World War II era facilities
- Pier 2 Extension & Modernization
(funded in part by 2016 \$50 million General Obligation Bond)
- Pier 1 Rehabilitation (to be funded in part by 2021 \$20 million General Obligation Bond)

BUILDING FLEXIBILITY

- 19-acre land lease from RIAC near Port of Davisville
- New infrastructure to support off-shore wind

Future of the Port of Davisville

Off-shore Wind

The Port of Davisville's location positions R.I. to benefit from off-shore projects from Cape Cod to New Jersey.

- Currently proposed: 2,510 MW in off-shore wind projects
- These projects will require all available space between Woods Hole, MA and Bridgeport, CT – including Davisville, Galilee, ProvPort, and likely New Bedford.
- Investment in Davisville keeps wind energy jobs in R.I., instead of going to other states

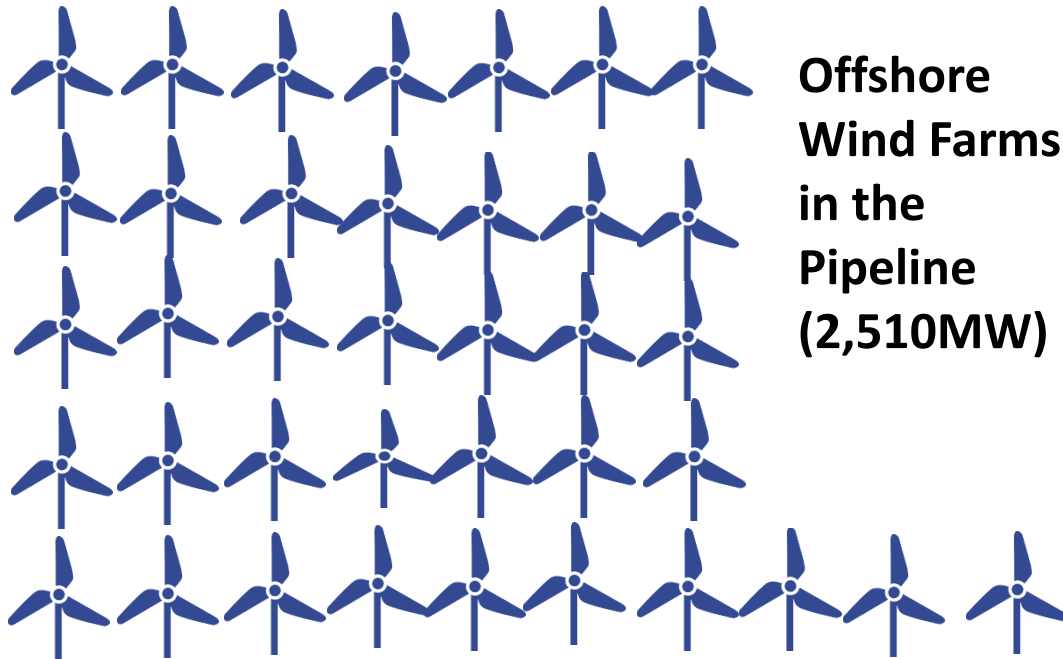


On-shore wind blade transport logistics at the Port of Davisville

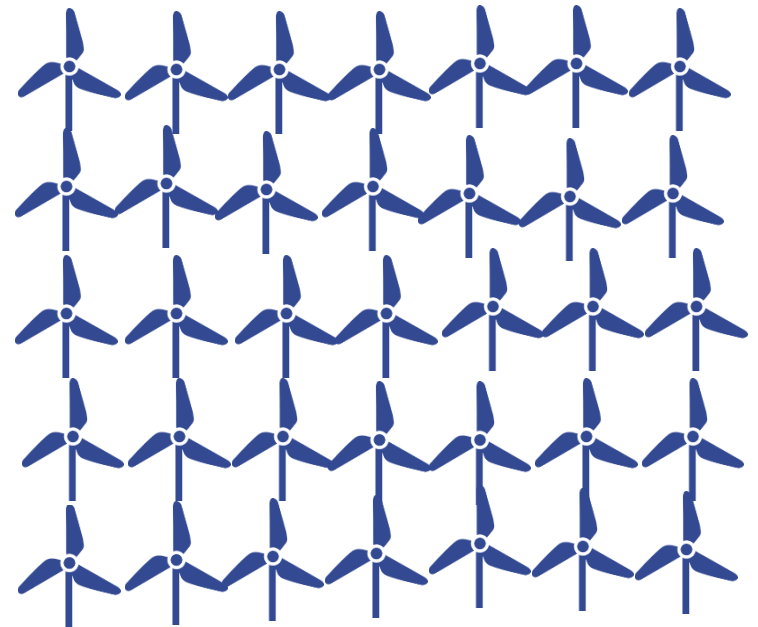
Off-Shore Wind Opportunities



**Block Island
Wind Farm
(30MW)**



**Offshore
Wind Farms
in the
Pipeline
(2,510MW)**



Proposed Off-Shore Wind Lease Areas

The Quonset Business Park is strategically located near the off-shore wind lease areas

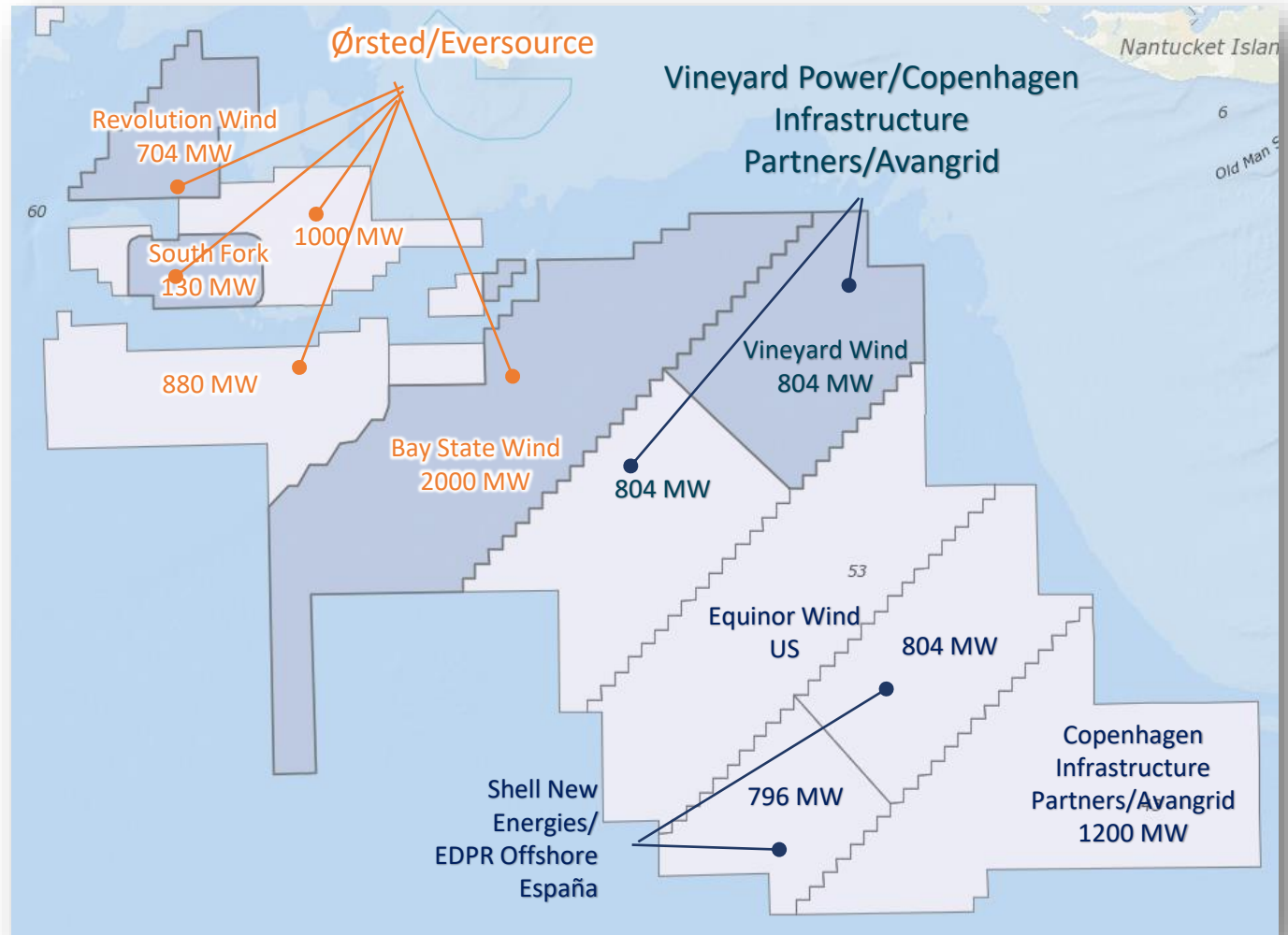
Rhode Island has a first-mover advantage with the only off-shore wind farm in the United States

Almost every land-based wind turbine in R.I. had their component parts shipped through the Port of Davisville



Proposed Off-Shore Wind Lease Areas

- In May 2019, RI regulators approved a 20-year power purchase agreement with DWW Rev I, a joint venture between Ørsted U.S. Off-shore Wind and Eversource Energy.
- RI will purchase 400 megawatts of energy from the Revolution Wind project.
- That equals enough energy to power over 270,000 homes each year.



Infrastructure for Off-Shore Wind

Critical infrastructure upgrades are needed to prepare the Port of Davisville

- Off-shore wind components (blades, tower, foundations, etc.) are extremely heavy, blades alone weighing up to 27,000 pounds. They require a wharf that can bear the weight while providing additional space for other customers and capabilities.
- There is also a need for docking space for Crew Transfer Vessels (CTVs) and Support Off-shore Vessels (SOVs) for every off-shore wind construction project.



Off-shore wind SOV

Port of Davisville Master Plan

The investment will finance a portion of the **Port Master Plan**. The Plan calls for:

- Adding capacity for Rhode Island to create jobs supporting offshore wind logistics
- Maintaining infrastructure for one of North America's largest, most successful auto importers



Port of Davisville Master Plan Improvements: \$234.5 million

\$120.2 million FUNDED

Pier 2: \$83.1 million

Pier 1 South Berth: \$24.7 million

Dredging: \$5.0 million

\$7.4 million available for July 2021

PID grant application match

\$114.3 million UNFUNDED

Pier 1 Rehabilitation: \$23.8 million

Terminal 5 Pier: \$55.5 million

Terminal Expansions: \$35.0 million

MASTER PLAN IMPLEMENTATION WILL:

RETAIN over **1,600 jobs** supported by the Port

CREATE **1,100 jobs** in port industries & **hundreds of jobs** in construction

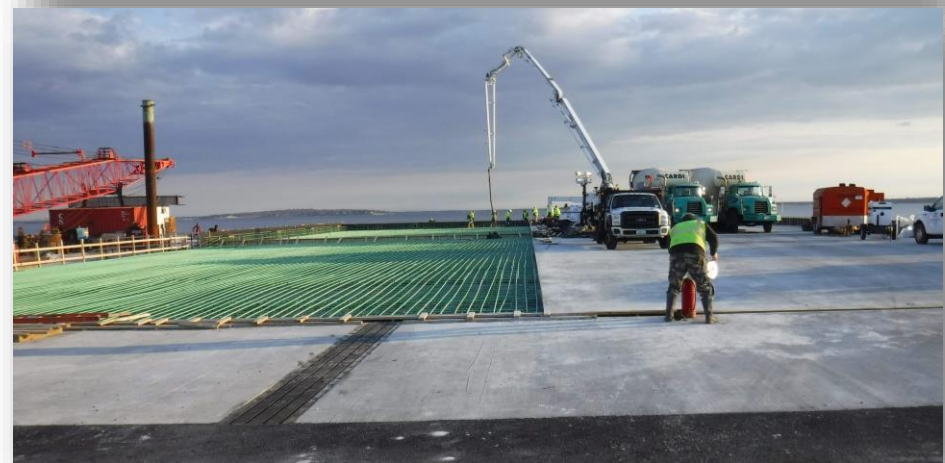
Pier 2 Modernization & Extension

- ✓ Pier Extension – *complete*
- ✓ East Face Rehabilitation – *complete*
- ✓ East Face Dredging – *complete*

→ South Face Rehabilitation – *ongoing*

FULL PROJECT COMPLETION
June 2022

Total Project Cost \$83.1 million



Water-side Improvements

**Total Investment of
\$199.5 million**

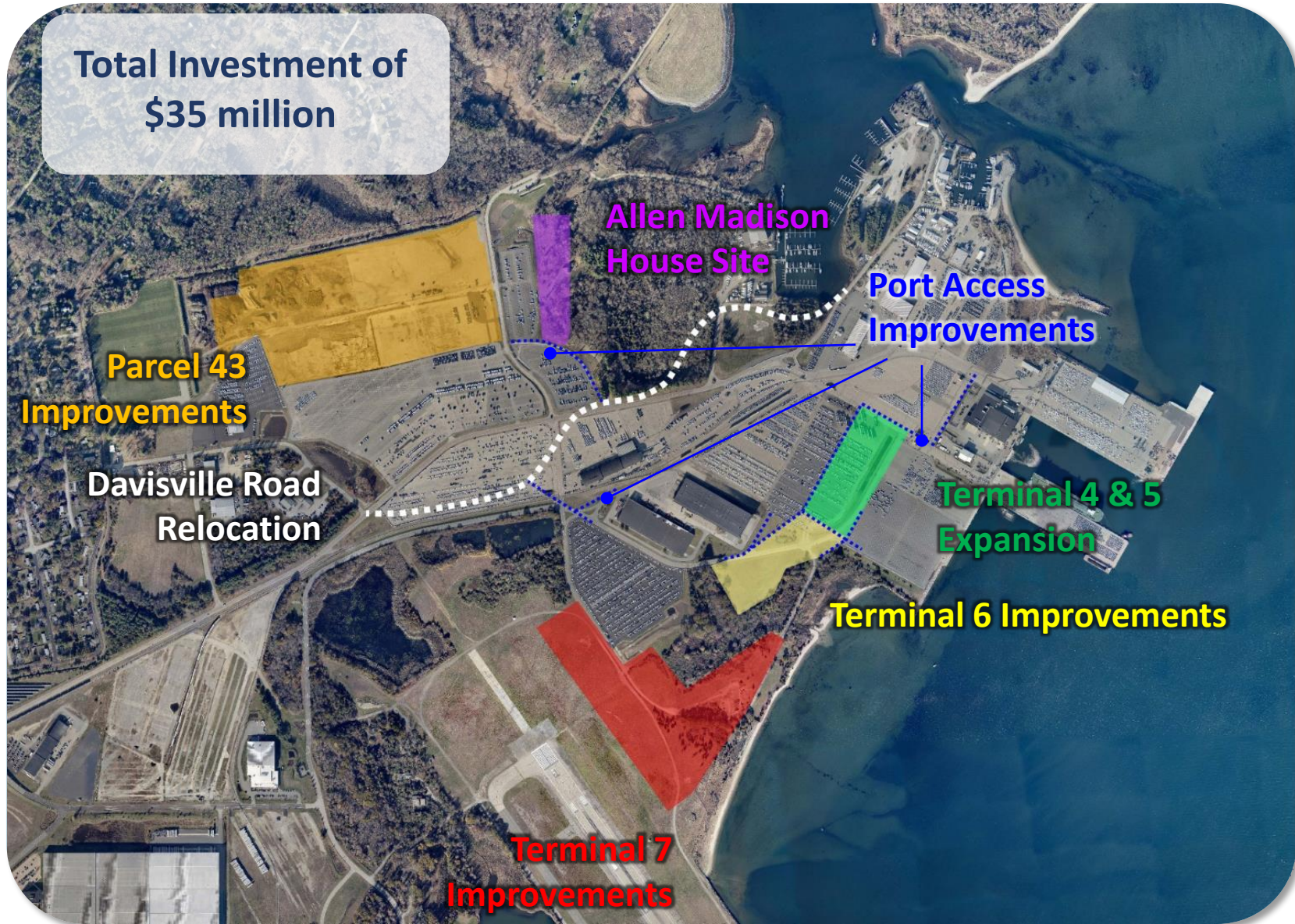
New CTV & SOV Harbor

**New Terminal 5 Multi-Use Pier
(Multi-phase)**

**Pier 2 Extension &
Modernization
\$83.1 million**

**Pier 1
North Face Reconstruction
Deck Rehabilitation
South Face Reconstruction**

Land-side Improvements



Port of Davisville Master Plan Benefits

Preserves **1,658 jobs**, **\$374.3 million in economic activity** and **\$45.5 million in state and local tax revenue** from the Port alone.

- Positions Davisville to continue to rank among the Top 10 auto importers in North America.
- Positions Davisville for continued auto import growth.
- Positions Davisville and R.I. to service growing wind energy industry.
- Positions Davisville to take on additional, heavier project cargoes.
- Positions Davisville for 1,100 new jobs.

Appendix: Public Investment in QBP

Federal Investment	\$471,349,821
Environmental Clean-Up	\$100,000,000
Route 403 Improvements	\$159,000,000
Freight Rail Investment	\$160,000,000
Other Federal Grants*	\$52,349,821

Rhode Island Investment	\$207,600,000
Property Acquisition	\$10,100,000
Bond Investment	\$81,000,000
RICAP Pier 2	\$1,500,000
Route 403 Investment**	\$40,000,000
Freight Rail Investment**	\$75,000,000

QDC Investment	\$21,393,000
-----------------------	---------------------

TOTAL INVESTMENT	\$700,342,821
-------------------------	----------------------

*See next slide

**Source: RIDOT
January 2010



Appendix: Federal Grants

Federal Grants since 1990		Agency
Pier 1/Carrier Pier	\$3,500,000	EDA
Pier 2	\$1,000,000	EDA
North Bulkhead	\$645,000	EDA
West Davisville Roads	\$1,050,000	EDA
Bike Path	\$1,350,000	FHWA
Romano Vineyard Way Bridge	\$3,888,000	EDA
TIGER Projects	\$22,300,000	USDOT
Compass Circle Extension	\$440,000	EDA
CMAQ – Fast Ferry Dock	\$700,000	FHWA
Zarbo Avenue Bulkhead	\$6,000,000	EDA
Terminal 4 and 5 Berths	\$800,000	EDA
Terminal 5 Paving	\$625,000	EDA
RIDOT Rail Safety	\$2,017,000	FHWA
Port Security	\$699,000	DHS
Fast Ferry Bulkhead	\$494,144	FTA
Fast Ferry Parking Lot	\$279,200	FTA
MARAD Marine Highway	\$855,000	USDOT
CRISI Mill Creek Railyard	\$3,000,000	FRA
Small Shipyard Grants	\$2,707,477	USDOT
TOTAL	\$52,349,821	



Appendix: Return on Investment

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 - Over \$2 billion in private investment since 1980
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- \$128.8 million in tax revenue

**Source: 2019 Bryant University Study*

**QUONSET'S AVERAGE WAGE IS
19% HIGHER THAN THE R.I. AVERAGE**

Thank You for Your Support

An aerial photograph of a coastal town, likely Quonset, Rhode Island. The town is situated on a peninsula, with a large airport (Quonset Air Force Base) on the right side. The town is densely packed with buildings, roads, and green spaces. The surrounding area includes water bodies, marshes, and some undeveloped land. The image is rotated 90 degrees clockwise.

Steven J. King, PE
Managing Director

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