

THE CITY OF PROVIDENCE  
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

# RESOLUTION OF THE CITY COUNCIL

No. 149

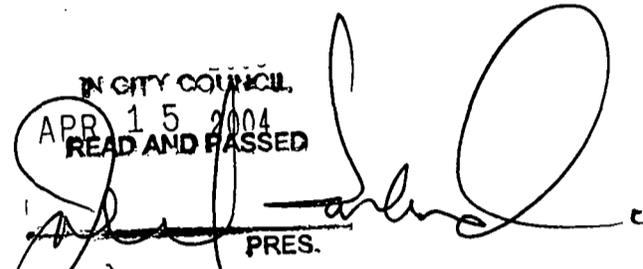
Approved April 26, 2004

PLATE REGISTRATION  
ISSUED TO COUNCIL  
GENERAL SERVICES  
CITY COUNCIL

RESOLVED, That the Members of the Providence City Council

hereby Endorse and Urge Passage by the General Assembly of House Bill 2004

H-7370, Relating to Motor Vehicles – Diesel Bus Idling Standards.

IN CITY COUNCIL  
APR 15 2004  
READ AND PASSED  
  
PRES.  
Michael J. Clement  
CLERK

APPROVED  
  
MAYOR 4/26/04

**IN CITY COUNCIL  
FEB 19 2004  
FIRST READING  
REFERRED TO COMMITTEE ON  
STATE LEGISLATION**

*Michael J. O'Neil*  
CLERK

*Donald W. Williams*

THE COMMITTEE ON  
*State Legislation*  
Recommendation  
*Laurel Bellamy*  
CLERK  
march 29, 2004

2004 -- H 7370

=====  
 LC00283  
 =====

# STATE OF RHODE ISLAND

IN GENERAL ASSEMBLY

JANUARY SESSION, A.D. 2004

—————

**A N A C T**  
**RELATING TO MOTOR VEHICLES -- DIESEL BUS IDLING STANDARDS**

**Introduced By:** Representatives McNamara, Handy, Lima, Williams, and Ajello

**Date Introduced:** January 27, 2004

**Referred To:** House Health, Education & Welfare

It is enacted by the General Assembly as follows:

- 1-1 SECTION 1. Title 31 of the General Laws entitled "Motor and Other Vehicles" is hereby  
 1-2 amended by adding thereto the following chapter:  
 1-3

**CHAPTER 51**

1-4

**DIESEL BUS IDLING STANDARDS**

- 1-5 **31-51-1. Legislative findings. – The general assembly hereby finds and declares that:**  
 1-6 **(a) Motor vehicle emissions, including emissions from diesel powered motor vehicles,**  
 1-7 **account for a substantial amount of air pollution in the state;**  
 1-8 **(b) The majority of complaints regarding emissions from motor vehicles relate to**  
 1-9 **emissions from diesel powered buses;**  
 1-10 **(c) Poor air quality has an adverse effect on the health of all Rhode Island residents,**  
 1-11 **particularly the elderly, children, and those with underlying cardiac and respiratory disease;**  
 1-12 **(d) Diesel exhaust emissions includes both gaseous pollutants and particulate matter.**  
 1-13 **Most of the particulate matter in diesel exhaust is very small, averaging about 0.2 microns in**  
 1-14 **diameter. Because of their small size, these particles are easily inhaled, and may be carried deep**

1-15 into the lungs. Inhalation of fine particulate matter has been shown to cause acute and chronic  
1-16 respiratory problems, exacerbate asthma symptoms, damage the lung and cause premature deaths.  
1-17 The Environmental Protection Agency has determined that diesel exhaust is a probable human  
1-18 carcinogen;

1-19 (e) Exposure of school children to diesel powered school bus exhaust is of particular  
2-1 concern. Idling diesel powered school buses contribute substantially to children's exposure  
2-2 particulate matter and the other toxic components of diesel exhaust and place children at  
2-3 increased risk for respiratory health effects, including asthma attacks, as well as for cancer;

2-4 (f) Rhode Island has one of the highest adult asthma prevalence rates in the United states,  
2-5 based on data collected in 2000;

2-6 (g) Reduction of idling provides cost savings to vehicle owners. An idling diesel vehicle  
2-7 wastes as much as one (1) gallon of fuel per hour;

2-8 (h) There is a compelling need to reduce emissions from idling diesel powered buses in  
2-9 Rhode Island.

2-10 **31-51-2. Definitions.** – “Diesel powered buses” shall mean any bus powered by a  
2-11 compression ignition engine or uses diesel fuel, that is over eight thousand five hundred pounds  
2-12 (8,500 lbs.) gross vehicle weight rating and that operates on the highways of Rhode Island.

2-13 **31-51-3. Idling standards.** – Beginning January 1, 2004:

2-14 (a) No person who owns or operates a diesel powered bus shall cause, suffer, allow or  
2-15 permit the engine of a bus to idle for more than five (5) consecutive minutes;

2-16 (b) No person who owns or operates a bus or a school bus that is a diesel powered bus,  
2-17 shall allow the engine of a bus or a school bus to idle anywhere on the property, or designated  
2-18 drop-off/pick-up zone, of a public or private elementary or secondary school;

2-19 (c) No contract shall be entered into by a municipality or school committee for school  
2-20 transportation services unless said contract requires strict adherence to the provisions of this  
2-21 chapter;

2-22 (d) The provisions of this chapter are enforceable by police officers and zoning  
2-23 enforcement officials;

2-24 (e) Notwithstanding the enforcement authority in section (d), school officials shall assure  
2-25 that no person who owns or operates a diesel powered motor vehicle other than a bus or a school  
2-26 bus on the property, or designated drop-off/pick-up zone, of a public or private elementary or

- 2-27 secondary school shall cause, suffer, allow or permit the engine of a bus to idle for more than five  
2-28 (5) consecutive minutes;
- 2-29 (f) A diesel powered bus may idle for up to twenty (20) minutes from a cold start at the  
2-30 vehicle operator's place of business or where the vehicle is assigned.
- 2-31 **31-51-4. Exemptions.** – The following shall be exempt from the requirements of this  
2-32 chapter:
- 2-33 (a) A diesel powered bus while discharging or picking up passengers. However, this  
2-34 exemption does not apply to a bus or a school bus discharging or picking up passengers on school  
3-1 grounds or the school's designated drop-off/pick-up zone;
- 3-2 (b) A diesel powered bus stopped in traffic;
- 3-3 (c) A diesel powered bus whose primary and/or secondary power source is utilized in  
3-4 whole or in part for necessary and definitively prescribed mechanical operation other than  
3-5 propulsion;
- 3-6 (d) A diesel powered bus idling for passenger compartment heating or air conditioning  
3-7 when required to maintain a specific temperature for passenger comfort by federal, state or local  
3-8 agencies, but for no more than fifteen (15) minutes in each hour;
- 3-9 (e) A diesel powered bus when the outdoor temperature is below twenty (20) degrees  
3-10 Fahrenheit;
- 3-11 (f) A diesel powered bus may idle for fifteen (15) minutes each hour when the outdoor  
3-12 temperature is between twenty (20) and thirty-two (32) degrees Fahrenheit;
- 3-13 (g) A diesel powered bus being or waiting to be examined by a state or federal motor  
3-14 vehicle inspection;
- 3-15 (h) An authorized emergency vehicle in an emergency situation;
- 3-16 (i) A diesel powered bus while it is undergoing repairs that require engine idling.
- 3-17 **31-51-5. Fines.** – Any person who fails to comply with the provisions of this chapter or  
3-18 any rule or regulation promulgated under this chapter shall be subject to a civil penalty of:
- 3-19 (a) Seventy-five dollars (\$75.00) for a first offence;  
3-20 (b) One hundred twenty-five dollars (\$125) for a second offense; and  
3-21 (c) Five hundred dollars (\$500) for a third and subsequent offenses.
- 3-22 SECTION 2. Section 31-41.1-4 of the General Laws in Chapter 31-41.1 entitled  
3-23 "Adjudication of Traffic Offenses" is hereby amended to read as follows:

3-24 **31-41.1-4. Schedule of violations.** -- (a) The penalties for violations of the enumerated  
 3-25 sections, listed in numerical order, correspond to the fines described. However, those offenses for  
 3-26 which punishments which may vary according to the severity of the offense, or punishment which  
 3-27 require the violator to perform a service, shall be heard and decided by the traffic tribunal or  
 3-28 municipal court. The following violations may be handled administratively through the method  
 3-29 prescribed in this chapter. This list is not exclusive and jurisdiction may be conferred on the  
 3-30 traffic tribunal with regard to other violations.

3-31 VIOLATIONS SCHEDULE

3-32 8-8.2-2 DOT, DEM, or other agency and department \$75.00

3-33 violations

3-34 24-10-17 Soliciting rides in motor vehicles 40.00

4-1 24-10-18 Backing up prohibited 75.00

4-2 24-10-20 Park and ride lots 75.00

4-3 31-3-12 Visibility of plates 75.00

4-4 31-3-18 Display of plates 75.00

4-5 31-2-32 Driving with expired registration 75.00

4-6 32-3-34 Failure to notify division of change of address 75.00

4-7 31-3-35 Notice of change of name 75.00

4-8 31-3-40 Temporary plates - dealer issued 75.00

4-9 31-4-3 Temporary registration - twenty (20) day bill of

4-10 sale 75.00

4-11 31-10-10 Rules as to armed forces license 75.00

4-12 31-10-30 Driving on expired license 75.00

4-13 31-10-32 Notice of change of address 75.00

4-14 31-10.1-4 No motorcycle helmet (operator) 60.00

4-15 31-10.1-5 Motorcycle handlebar violation 75.00

4-16 31-10.1-6 No motorcycle helmet (passenger) 75.00

4-17 31-10.1-7 Inspection of motorcycle required 75.00

4-18 31-12-12 Local motor vehicle ordinance 75.00

4-19 31-13-04 Obedience to devices 75.00

4-20 31-13-6(3)(i) Eluding traffic light 75.00

- 4-21 31-13-09 Flashing signals 75.00
- 4-22 31-13-11 Injury to signs or devices 75.00
- 4-23 31-14-1 Reasonable and prudent speed 75.00
- 4-24 31-14-03 Condition requiring reduced speed 75.00
- 4-25 31-14-09 Below minimum speed 75.00
- 4-26 31-14-12 Speed limit on bridges and structures 75.00
- 4-27 31-15-1 Leaving lane of travel 75.00
- 4-28 31-15-2 Slow traffic to right 75.00
- 4-29 31-15-3 Operator left of center 75.00
- 4-30 31-15-4 Overtaking on left 75.00
- 4-31 31-15-5(a) Overtaking on right 75.00
- 4-32 31-15-6 Clearance for overtaking 75.00
- 4-33 31-15-7 Places where overtaking prohibited 75.00
- 4-34 31-15-07
- 5-1 Places where
- 5-2 overtaking prohibited 75.00
- 5-3 31-15-8 No passing zone 75.00
- 5-4 31-15-9 One way highways 75.00
- 5-5 31-15-10 Rotary traffic islands 75.00
- 5-6 31-15-11 Laned roadway violation 75.00
- 5-7 31-15-12 Following too closely 75.00
- 5-8 31-15-12.1 Entering intersection 75.00
- 5-9 31-15-13 Crossing center section of divided highway 75.00
- 5-10 31-15-14 Entering or leaving limited access roadways 75.00
- 5-11 31-15-16 Use of emergency break-down lane for travel 75.00
- 5-12 31-16-1 Care in starting from stop 75.00
- 5-13 31-16-2 Manner of turning at intersection 75.00
- 5-14 31-16-4 U turn where prohibited 75.00
- 5-15 31-16-5 Turn signal required 75.00
- 5-16 31-16-6 Time of signaling turn 75.00
- 5-17 31-16-7 Failure to give stop signal 75.00

- 5-18 31-16-8 Method of giving signals 75.00
- 5-19 31-17-1 Failure to yield right of way 75.00
- 5-20 31-17-2 Vehicle turning left 75.00
- 5-21 31-17-3 Yield right of way (intersection) 75.00
- 5-22 31-17-4 Obedience to stop signs 75.00
- 5-23 31-17-5 Entering from private road or driveway 75.00
- 5-24 31-17-8 Vehicle within right of way, rotary 75.00
- 5-25 31-18-3 Right of way in crosswalks 75.00
- 5-26 31-18-5 Crossing other than at crosswalks 75.00
- 5-27 31-18-8 Due care by drivers 75.00
- 5-28 31-18-12 Hitchhiking 75.00
- 5-29 31-18-18 Right of way on sidewalks 75.00
- 5-30 31-19-3 Traffic laws applied to bicycles 75.00
- 5-31 31-19-20 Sale of new bicycles 75.00
- 5-32 31-19-21 Sale of used bicycles 75.00
- 5-33 31-19.1-2 Operating motorized bicycle on an interstate 75.00
- 5-34 highway
- 6-1 31-19.2-2 Operating motorized tricycle on an interstate 75.00
- 6-2 highway
- 6-3 31-20-1 Failure to stop at railroad crossing 75.00
- 6-4 31-20-2 Driving through railroad gate 75.00
- 6-5 31-20-9 Obedience to stop sign 75.00
- 6-6 31-21-4 Places where parking or stopping prohibited 75.00
- 6-7 31-21-14 Opening of vehicle doors 45.00
- 6-8 31-22-2 Improper backing up 75.00
- 6-9 31-22-4 Overloading vehicle 75.00
- 6-10 31-22-5 Violation of safety zone 75.00
- 6-11 31-22-6 Coasting 75.00
- 6-12 31-22-7 Following fire apparatus 75.00
- 6-13 31-22-8 Crossing fire hose 75.00
- 6-14 31-22-9 Throwing debris on highway - snow removal 75.00

- 6-15 31-22-11.5 Improper use of school bus - not to  
6-16 exceed five  
6-17 hundred dollars  
6-18 (\$500) for each  
6-19 day of improper use  
6-20 31-22-22(b) No child restraint 75.00  
6-21 31-22-22(c) Child restraint/seat belt but not in back sea 75.00  
6-22 31-22-22(e) No seat belt - passenger 75.00  
6-23 31-22-22(f) No seat belt - operator 75.00  
6-24 31-22-23 Tow trucks - proper identification 275.00  
6-25 31-22-24 Operation of interior lights 75.00  
6-26 31-23-1(d)(2) U.S. department of transportation motor  
6-27 carrier safety  
6-28 rules and regulations 125.00  
6-29 31-23-4 Brake equipment required 75.00  
6-30 31-23-8 Horn required 75.00  
6-31 31-23-10 Sirens prohibited 75.00  
6-32 31-23-13 Muffler required 75.00  
6-33 31-23-13.1 Altering height or operating a motor vehicle  
6-34 with an altered height 75.00  
7-1 31-23-14 Prevention of excessive fumes or smoke 75.00  
7-2 31-23-16 Windshield and window stickers (visibility)75.00  
7-3 31-23-17 Windshield wipers 75.00  
7-4 31-23-19 Metal tires prohibited 75.00  
7-5 31-23-20 Protuberances on tires 75.00  
7-6 31-23-26 Fenders and wheel flaps required 75.00  
7-7 31-23-27 Rear wheel flaps on buses, trucks  
7-8 and trailers 75.00  
7-9 31-23-29 Flares or red flag required over  
7-10 four thousand pounds (4,000 lbs.) 75.00  
7-11 31-23-40 Approved types of seat belt

- 7-12 requirements 75.00
- 7-13 31-23-42.1 Special mirror - school bus 75.00
- 7-14 31-23-43 Chocks required (1 pair) - over
- 7-15 four thousand pounds (4,000 lbs.) 75.00
- 7-16 31-23-45 Tire treads - defective tires 75.00
- 7-17 31-23-47 Slow moving emblem required 75.00
- 7-18 31-23-49 Transportation of gasoline –
- 7-19 passenger vehicle 75.00
- 7-20 31-23-51 Operating bike or motor vehicle wearing
- 7-21 ear phones (first offense) 60.00
- 7-22 31-24-1 Times when lights required 75.00
- 7-23 through
- 7-24 31-24-53 Safety lights required on food
- 7-25 vending vehicles 75.00
- 7-26 31-24-5 Headlamp required on motorcycle 75.00
- 7-27 31-24-31 Flashing lights - permit required 75.00
- 7-28 31-24-34 Failure to dim lights 75.00
- 7-29 31-24-45 Red flag required, load projecting four feet
- 7-30 (4') rear 75.00
- 7-31 31-25-03 Maximum width of one hundred and two inches
- 7-32 (102") exceeded 75.00
- 7-33 31-25-04 Maximum height of one hundred sixty-two inches
- 7-34 (162") exceeded 75.00
- 8-1 31-25-06 Maximum number and length of
- 8-2 coupled vehicles 500.00
- 8-3 31-25-07 Load extending three feet (3') front, six feet
- 8-4 (6') rear exceeded 75.00
- 8-5 31-25-9 Leaking load 75.00
- 8-6 31-25-11 Connections between coupled vehicles 75.00
- 8-7 31-25-12 Towing chain, twelve inch (12")
- 8-8 square flag required 75.00

- 8-9 31-25-12.1 Tow truck - use of lanes (first offense) 50.00
- 8-10 31-25-14(d)(1 Maximum weight and tandem axles 125.00
- 8-11 31-25-14(d)(2 Maximum weight and tandem axles 125.00
- 8-12 31-25-14(d)(3 Maximum weight and tandem axles 125.00
- 8-13 31-25-16(c)(1 Maximum weight shown in registration 65.00
- 8-14 per) thousand lbs.
- 8-15 overweight or portion thereof.
- 8-16 31-25-16(c)(2 Maximum weight shown in registration 125.00 per)
- 8-17 thousand lbs.
- 8-18 overweight or portion thereof.
- 8-19 31-25-16(c)(3 Maximum weight shown in registration 1,025.00)
- 8-20 plus \$125.00
- 8-21 per thousand pounds
- 8-22 overweight or portion
- 8-23 thereof.
- 8-24 31-25-17 Identification of trucks and truck-tractors 50.00
- 8-25 (first offense)
- 8-26 31-25-24 Carrying and inspection of excess load limit 175.00
- 8-27 31-27-2.3 Refusal to take preliminary breath test 75.00
- 8-28 31-28-7(b)(4) Wrongful use of handicapped parking placard 125.00
- 8-29 31-28-7(d) Handicapped parking space violation:
- 8-30 First offense 100.00
- 8-31 Second offense 175.00
- 8-32 Third offense and subsequent offenses 325.00
- 8-33 31-28-7.1(e) Wrongful use of institutional handicapped
- 8-34 parking placard 125.00
- 9-1 31-33-2 Failure to file accident report 45.00
- 9-2 31-36.1-17 No fuel tax stamp (out-of-state) 75.00
- 9-3 31-38-3 No inspection sticker 75.00
- 9-4 31-38-4 Violation of inspection laws 75.00
- 9-5 31-47.2-06 Heavy-duty vehicle emission inspections:

- 9-6 First offense 125.00
- 9-7 Second offense 525.00
- 9-8 Third and subsequent offenses 1,025.00
- 9-9 31-51-5 Diesel idling standards:
- 9-10 First offense 75.00
- 9-11 Second offense 125.00
- 9-12 Third and subsequent offense 500.00
- 9-13 37-15-7 Littering 55.00
- 9-14 39-12-26 Public carriers violation 75.00
- 9-15 SPEEDING
- 9-16 Fine (A) One to ten miles per hour (1-10 mph) in excess of posted speed limit \$ 75.00
- 9-17 (B) Eleven miles per hour (11 mph) in excess of posted speed limit with a fine of ten
- 9-18 dollars (\$10.00) per mile in excess 185.00 of speed limit shall be assessed. minimum
- 9-19 (b) In addition to any other penalties provided by law, a judge may impose the following
- 9-20 penalties for speeding:
- 9-21 (1) For speeds up to and including ten miles per hour (10 mph) over the posted speed
- 9-22 limit on public highways, a fine as provided for in subsection (a) of this section for the first
- 9-23 offense, ten dollars (\$10.00) per mile for each mile in excess of the speed limit for the second
- 9-24 offense if within twelve (12) months of the first offense, and fifteen dollars (\$15.00) per mile for
- 9-25 each mile in excess of the speed limit for the third and any subsequent offense if within twelve
- 9-26 (12) months of the first offense. In addition, the license may be suspended up to thirty (30) days.
- 9-27 (2) For speeds in excess of ten miles per hour (10 mph) over the posted speed limit on public
- 9-28 highways, a mandatory fine of ten dollars (\$10.00) for each mile over the speed limit for the first
- 9-29 offense, fifteen dollars (\$15.00) per mile for each mile in excess of the speed limit for the second
- 9-30 offense if within twelve (12) months of the first offense, and twenty dollars (\$20.00) per mile for
- 9-31 each mile in excess of the speed limit for the third and subsequent offense if within twelve (12)
- 9-32 months of the first offense. In addition, the license may be suspended up to sixty (60) days.
- 9-33 (c) Any person charged with a violation who pays the fine administratively pursuant to
- 9-34 chapter 8.2 of title 8 shall not be subject to any additional costs or assessments, including, but not
- 10-1 limited to, the hearing fee established in section 8-18-4 or assessment for substance abuse
- 10-2 prevention.

10-3 SECTION 3. This act shall take effect upon passage.

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LC00283  
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**EXPLANATION  
BY THE LEGISLATIVE COUNCIL  
OF**

**A N A C T  
RELATING TO MOTOR VEHICLES -- DIESEL BUS IDLING STANDARDS**

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11-1 This act would regulate the idle times of diesel powered buses and would establish fines

11-2 for violations of the regulation.

11-3 This act would take effect upon passage.

=====  
LC00283  
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THE CITY OF PROVIDENCE  
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

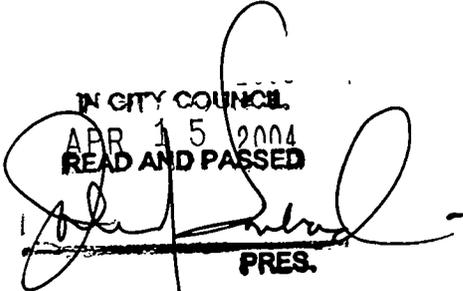
# RESOLUTION OF THE CITY COUNCIL

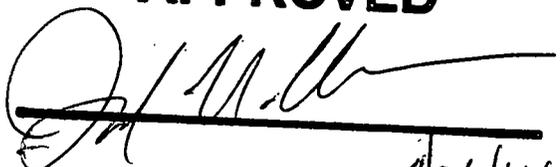
No. 150

Approved April 26, 2004

RECEIVED  
CITY CLERK  
APR 26 2004

RESOLVED, That the Providence City Council hereby supports the opposition of the Governor's Advisory Council on Tourism (G.A.C.T.) support the opposition to create one central tourism agency that would be funded through the hotel room tax, which would eliminate the funding for the state's regional tourism agencies.

IN CITY COUNCIL  
APR 15 2004  
READ AND PASSED  
  
PRES.  
  
CLERK

APPROVED  
  
MAYOR 4/26/04

IN CITY COUNCIL

JAN 8 2004

FIRST READING

REFERRED TO COMMITTEE ON  
STATE LEGISLATION

*Claire E. Best*  
CLERK  
*First Deputy*

THE COMMITTEE ON

~~State Legislation~~  
Recommendations Approval

*Claire E. Best*  
CLERK  
Mar. 29, 2004

*Council President Lombardi*



CITY COUNCIL

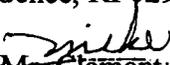
# CITY OF PAWTUCKET

RHODE ISLAND 02860

JOHN J. BARRY III  
PRESIDENT

December 12, 2003

Michael R. Clement, City Clerk  
25 Dorrance Street  
Providence, RI 02903

  
Dear Mr. Clement:

Enclosed you will find correspondence that Mayor James E. Doyle recently sent to Governor Don Carcieri expressing his strong concerns about the final report of the Governor's Advisory Committee on Tourism (GACT). This report urges that the hotel lodging taxes be redirected from regional tourism organizations to create a new quasi-government state-wide entity. If this occurs, it would end years of steady tourism growth in Pawtucket and throughout the State, putting in jeopardy the future tourism growth in the Ocean State.

Also, you will find a resolution recently passed by the Pawtucket City Council opposing this state policy change. I hope that you might consider requesting your City Council prepare and vote on a resolution to oppose this flawed economic development policy. It is very important that Governor Carcieri know that you and your City Council believe that "One size does not necessary fit all" and GACT's efforts to redirect funding from six of the eight regional tourism organizations would be a serious fatal blow to their operations, forcing them to close their doors.

I hope that your City Council will join the City of Pawtucket in voicing deep concerns about GACT's report.

Should your Council adopt a resolution opposing a Central Tourism Agency for the State of Rhode Island, I would ask that you provide Mr. Herb Weiss, of the Department of Planning & Redevelopment, a copy of your resolution. His address is 175 Main St., Pawtucket, RI 02860.

Thank you.

Sincerely,



Janice M. LaPorte, CMC  
City Clerk

Enclosure

cc: Mayor James E. Doyle  
Harvey E. Goulet, Jr., Director of Administration  
Herb Weiss, Planning & Redevelopment



EXECUTIVE CHAMBER, CITY OF PAWTUCKET, RHODE ISLAND

JAMES E. DOYLE  
MAYOR November 26, 2003

His Excellency Donald L. Carcieri  
Office of the Governor  
222 State House  
Providence, Rhode Island 02903

Dear Governor Carcieri:

One size does not necessarily fit all. This old saying is worth remembering, especially in light of the Governor's Advisory Committee on Tourism (GACT) calling for the dismantling of the state's six (6) of its eight (8) tourism agencies in favor of creating a central tourism agency. To accomplish this, a recommendation urges that the hotel lodging taxes be redirected from regional tourism organizations to this newly-created quasi-governmental entity.

I am writing you to strongly oppose this deeply flawed recommendation. This action would slash \$192,000 from the Blackstone Valley Tourism Council's (BVTC) operating budget, forcing the Pawtucket-based tourism agency to close its doors. If this occurred, it would end twenty years of steady tourism growth in Pawtucket and throughout the Blackstone Valley, putting in jeopardy the future tourism and economic growth of this region.

With 85 percent of the state's tourism market represented by the leisure traveler, it is extremely disturbing to me that GACT's interest, as reflected in its final report recommendations, would be to funnel additional support from the statewide hotel tax revenues to the Providence Convention Center and the hotels and restaurants in Providence and Newport. Why would the state want to allocate most of its marketing dollars to pitch the Providence Convention Center when only 5 percent of visitor expenditure comes from those attending conferences?

This redistribution would occur at the expense of the tourism efforts of the Blackstone Valley District and other regional tourism organizations in South County, Warwick, East Bay and Block Island who market to the business and leisure traveler, a segment that accounts for about 50 percent of the tourist dollars spent in the Ocean state.

Moreover, I have other major concerns. Of the thirteen board members serving on the oversight panel of the newly created quasi-government agency, the majority would come from Providence and Newport, leaving other cities and towns without a voice in policy determination, allocation of funding, and oversight of its operations.

Although GACT claims that the hotel tax monies that it would take from regional tourism organizations will be used to beef up statewide tourism marketing efforts, there may well be other destinations for those redirected revenues. I am quite disturbed to hear that other agencies have been promised those revenues to offset current operating deficits. I sincerely hope this is not the case.

GACT's report misses the many successes of BVTC and the other regional tourism councils. For instance, BVTC has effectively leveraged its share of the hotel taxes, bringing in more than \$600,000 into its coffers, generating ten percent of Rhode Island's total tourism dollar expenditures. Last year, BVTC spent \$821,609.75 for product and services to implement its programming and events, mostly benefiting local businesses in Northern Rhode Island.



His Excellency Donald L. Carcieri  
Office of the Governor  
November 26, 2003  
Page 2

A common business school model of corporate efficiency is a top down approach that says, "Efficient, centralized management can create the greatest good for the greatest number." However, in Pawtucket and the Blackstone Valley, ours has been a community-based, bottom-up approach that builds local support and maximizes local resources to grow our local tourism revenue. We know that we can only succeed as a region if we are drawing in our own people first. Who knows and serves this audience better than ourselves in our region? As an approach to tourism development, our approach has more in common with proven economic development strategies which are always more successful if they are grounded in the communities they aim to benefit.

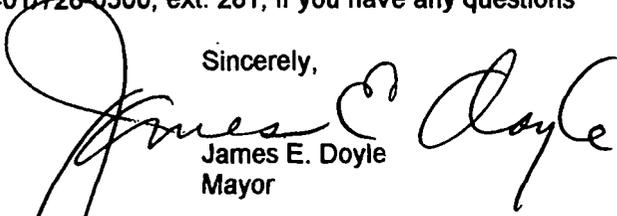
A major portion of what the Tourism Council accomplishes is "product development." This mission involves the creation and implementation of events, like the wildly popular Pawtucket Dragon Boat Races or the Polar Express Train Trip, which draw day travelers into Pawtucket and other destinations in Northern Rhode Island. These activities go far beyond traditional tourism marketing efforts and enhance the City's economic development efforts. We do not believe that such development of local tourism attractions and their venues can be effectively carried out by a new organization based elsewhere and focused on the attractions of Providence and Newport.

The state's legitimate goal of growing tourism may ultimately be accomplished simply by "fine tuning" the existing system rather than by creating a new "superstructure" as suggested by the report. Ultimately, creative and the continued cooperative marketing efforts combined with the creation of a uniform standard of measurement to ensure the maximum return on investment.

The reallocation of the hotel tax revenues with its disastrous impact on BVTC and the other regional tourism organizations can only be accomplished with the blessings of the Rhode Island General Assembly. Given its potentially disastrous impact on the BVTC, please be assured that I will vigorously lead the fight to defeat GATC's efforts to change the hotel tax allocation formula.

Please feel free to contact me at 401/728-0500, ext. 281, if you have any questions regarding this issue.

Sincerely,

  
James E. Doyle  
Mayor

cc: Michael Cassidy, Director, Department of Planning & Redevelopment  
Herb Weiss, Program Manager, Department of Planning & Redevelopment  
Michael McMahon, Executive Director, RI Economic Development Corporation  
David C. DePetrillo, Tourism Director, RI Economic Development Corporation  
Dale Venturini, Executive Director, RI Hospitality & Tourism Association  
Dr. Joseph Goldblatt, Chairman, Governor's Council on Tourism  
Robert Billington, President, Blackstone Valley Visitor Center  
Richard C. Davis, Executive Director, Pawtucket Foundation  
John Gregory, President, Northern Rhode Island Chamber of Commerce

His Excellency Donald L. Carcieri  
Office of the Governor  
November 26, 2003  
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Senate President William V. Irons  
Senator John F. McBurney, III  
Senator Joseph A. Montalbano  
Senator Daniel J. Issa  
Representative Peter Kilmartin  
Representative Henry C. Rose  
Representative Elaine A. Coderre  
Representative William A. San Bento, Jr.  
Representative William J. McManus  
Representative John B. Harwood  
Members of the Rhode Island General Assembly  
Council President John J. Barry, III  
Councilor Mary E. Bray  
Councilor Robert E. Carr  
Councilor Donald R. Grebien  
Councilor Thomas E. Hodge  
Councilor David P. Moran  
Councilor Paul J. Wildenhain  
Councilor Raymond T. Hoyas, Jr.  
Councilor David Clemente

# City of Pawtucket.

## RESOLUTION OF THE CITY COUNCIL.

*Resolved,*

**WHEREAS, the Governor's Advisory Council on Tourism has recommended that the State create one central tourism agency that would be funded by the hotel room tax; and**

**WHEREAS, this proposal, if implemented, would eliminate this funding to the state's local/regional tourism agencies, including the Blackstone Valley Tourism Council (B.V.T.C.); and**

**WHEREAS, the B.V.T.C. has been tremendously important to the growth of tourism, tourist attractions and tourism dollars in Pawtucket and throughout the Blackstone Valley over the last 18 years; and**

**WHEREAS, the B.V.T.C. is a project driven organization that was instrumental in the creation and development of the Pawtucket Arts Festival, the RI Chinese Dragon Boat Races and several others projects over the years, which have brought in thousands of tourists, thousands of dollars and priceless amounts of good will and publicity for the city and the state; and**

**WHEREAS, the city of Pawtucket has achieved a great revitalization using the arts as the economic engine, and the B.V.T.C., through their promotional prowess and their project development, has been vital to that success; and**

**WHEREAS, the B.V.T.C. oversees the John H. Chafee B.R.V.N.H.C. Visitors' Center in Pawtucket, which is situated at the northeast gateway into Rhode Island and provides information to thousands of visitors about tourist destinations and attractions located all over the state, yet receives NO financial assistance from the state; and**

**WHEREAS, over the years, the B.V.T.C. has been able to leverage their hotel room tax receipts into an annual operating budget of approximately four times the receipt; and**

**WHEREAS, for all of these reasons, the loss of the B.V.T.C. would be a devastating blow to the city of Pawtucket, the Blackstone Valley and the State of Rhode Island.**

**NOW, THEREFORE, BE IT RESOLVED, THAT THE PAWTUCKET CITY COUNCIL, AT THE REQUEST OF COUNCILOR DONALD GREBIEN, DOES HEREBY OPPOSE THE RECOMMENDATION OF THE GOVERNOR'S ADVISORY COUNCIL ON TOURISM (G.A.C.T.) TO CREATE ONE CENTRAL TOURISM AGENCY THAT WOULD BE FUNDED THROUGH THE HOTEL ROOM TAX, WHICH WOULD ELIMINATE THE FUNDING FOR THE STATE'S REGIONAL TOURISM AGENCIES.**

**BE IT FURTHER RESOLVED THAT THE CITY CLERK IS INSTRUCTED TO SEND A COPY OF THIS RESOLUTION TO GOVERNOR CARCIERI, HOUSE SPEAKER MURPHY, HOUSE MAJORITY LEADER FOX, SENATE PRESIDENT IRONS, SENATE MAJORITY LEADER MONTALBANO, THE REMAINDER OF THE PAWTUCKET DELEGATION TO THE GENERAL ASSEMBLY AND THE ECONOMIC DEVELOPMENT CORPORATION.**

**BE IT FURTHER RESOLVED THAT THE CITY CLERK IS HEREBY INSTRUCTED TO SEND A COPY OF THIS RESOLUTION TO EACH COMMUNITY IN THE BLACKSTONE VALLEY WITH A REQUEST THAT THEY OPPOSE THIS G.A.C.T. RECOMMENDATION.**

RESOLUTION OF THE CITY COUNCIL  
CITY OF PAWTUCKET

RESOLUTION OPPOSING THE RECOM-  
MENDATION OF THE GOVERNOR'S  
ADVISORY COUNCIL ON TOURISM  
(G.A.C.T.) TO CREATE ONE CEN-  
TRAL TOURISM AGENCY FOR THE  
STATE OF RHODE ISLAND.

READ AND ORDERED FILE

/ /

Clerk

READ AND REFERRED TO \_\_\_\_\_

\_\_\_\_\_ COMMITTEE / /

Clerk

COMMITTEE

RECOMMENDS \_\_\_\_\_ / /

Chairman

READ AND PASSED

/ /

Clerk

READ AND PASSED ON A ROLL CALL

VOTE: AYES 7 NOES 0 12/10/2003

Clerk

APPROVED

12/11/2003

MAYOR



CITY COUNCIL  
CITY HALL  
PAWTUCKET, RHODE ISLAND 02860

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CITY OF PAWTUCKET  
PROVIDENCE, R.I.

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Michael R. Clement, City Clerk  
25 Dorrance Street  
Providence, RI 02903

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