

New Transit Center Project

Development Process and Site
Considerations

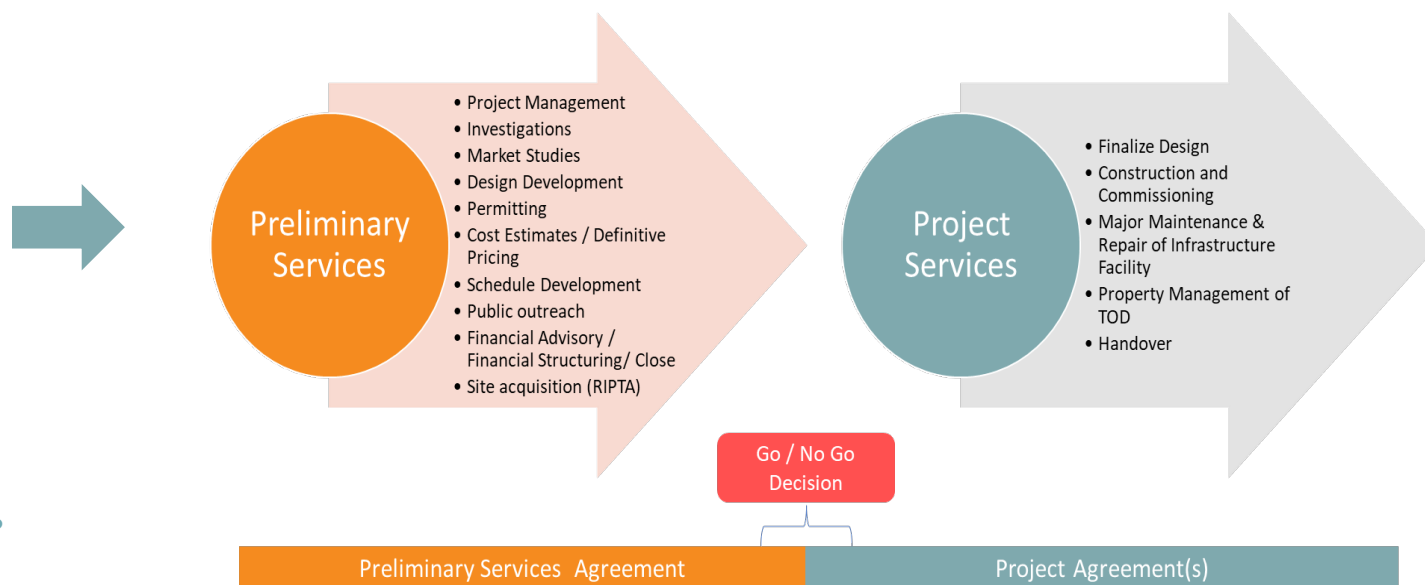
Background & Objectives

- Deliver a modern, resilient and reliable Transit Center that prioritizes passenger needs by facilitating transfers, enhancing safety and security, and improving passenger amenities to accommodate RIPTA's long-range expansion plans detailed in "[*Transit Forward RI 2040*](#)";
- Project entails complex joint development of:
 - i. **Transit Center** [bus berths, bus boarding and alighting areas, public waiting areas, RIPTA operational and administrative areas, and similar, with the primary purpose of facilitating bus operations];
 - ii. **Transit-Oriented Development (TOD)** [integrated with transit center to provide a combination of mixed-use spaces and housing, including both market-rate and affordable units, and their associated support spaces, as well as neighborhood-serving retail];
 - iii. **Common Infrastructure** [open space, shared services areas (e.g., storage spaces, waste handling facilities), shared utility / building system spaces and vertical / horizontal distribution chases, etc.].
- Intention is for TOD to allow for **value capture** to off-set some or all of transit center cost, as well as serve as platform for **Transportation Demand Management (TDM)** and broader **equitable economic redevelopment**;
- **Key Objectives:**
 - Transit & Transportation
 - TOD / Housing and Mixed-Use Development
 - Urban Design and Place Making
 - Sustainability, Equity and Economic Development

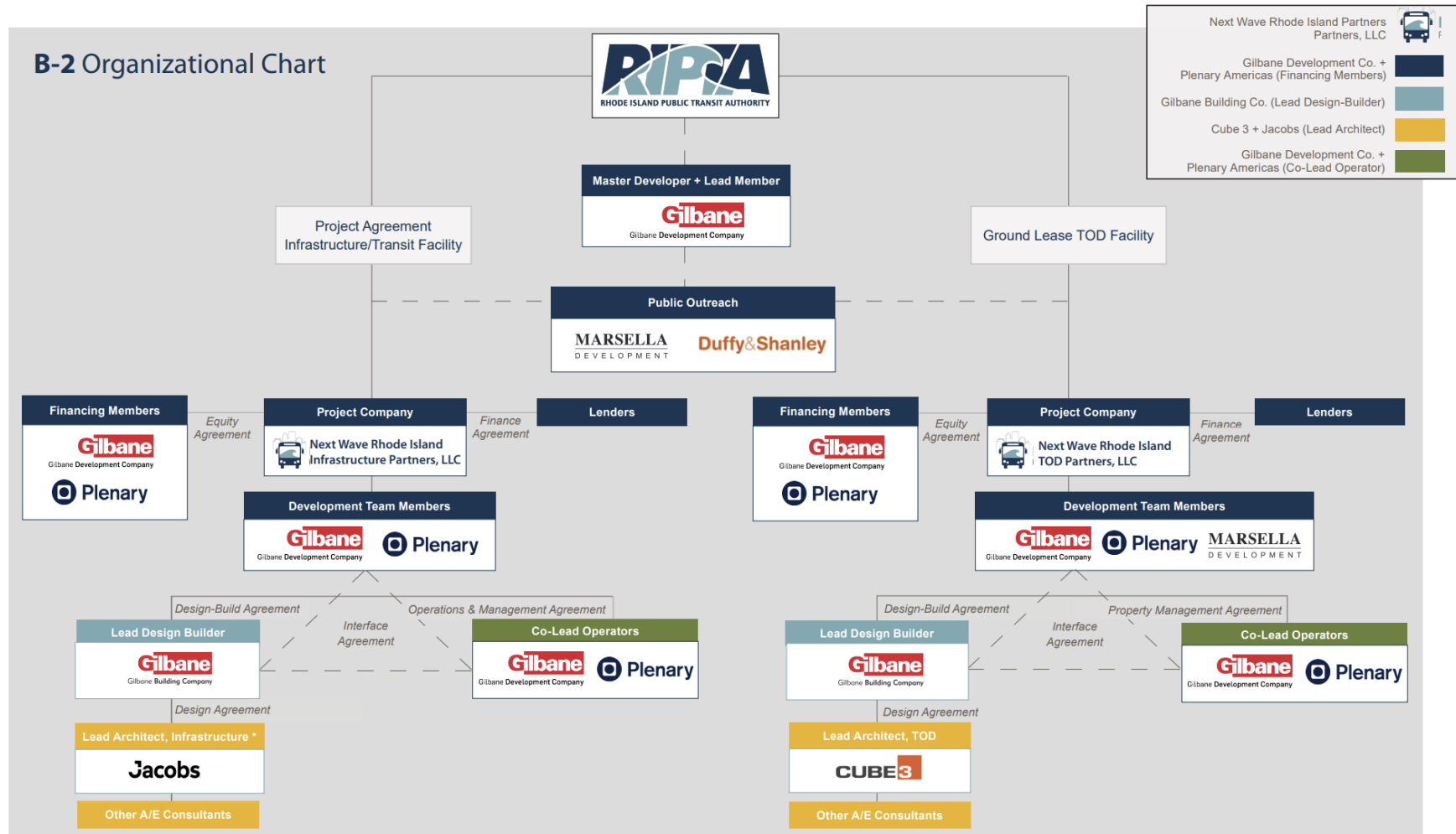


Project Development Process

- Due to lack of project definition, as well as desire to receive public input into key decisions, “*Progressive*” contracting process selected;
- Progressive P3 involves a dual-stage development process, with RIPTA retaining off-ramp rights during the first phase if project is not deemed viable or affordable
- **Contracting Status:** following a competitive procurement for a Progressive Design-Build-Finance-Operate-Maintain Joint Development Public Private Partnership, RIPTA has contracted with *Next Wave Rhode Island Partners* under a Preliminary Services Agreement.



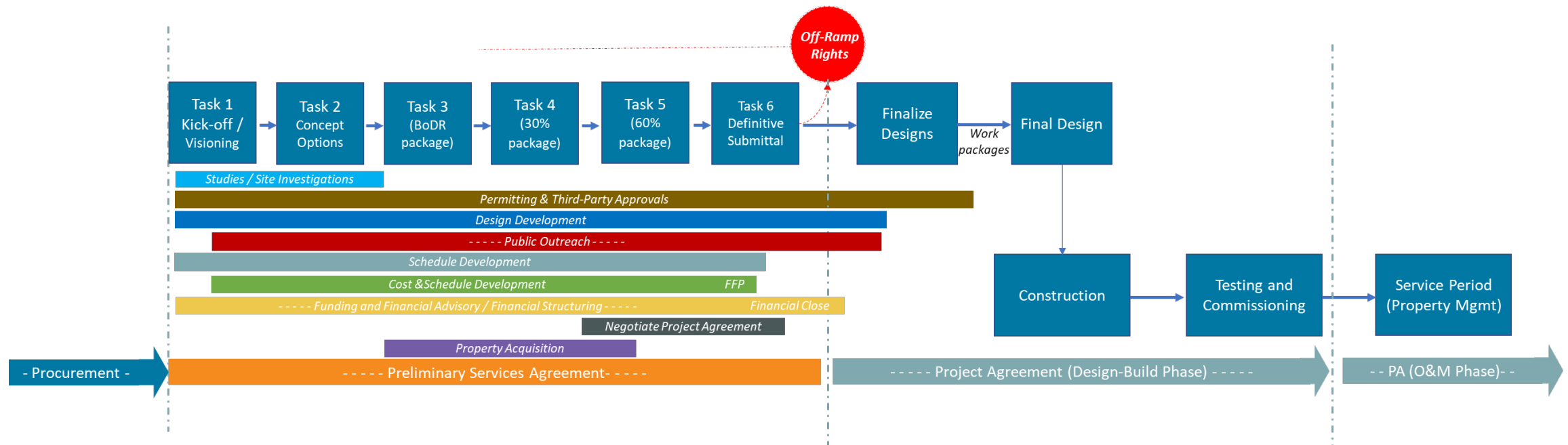
Selected Developer – Next Wave Rhode Island Partners



* The design-build contract will be with CUBE 3 as prime architect, with Jacobs as sub to CUBE 3. This will facilitate coordination.

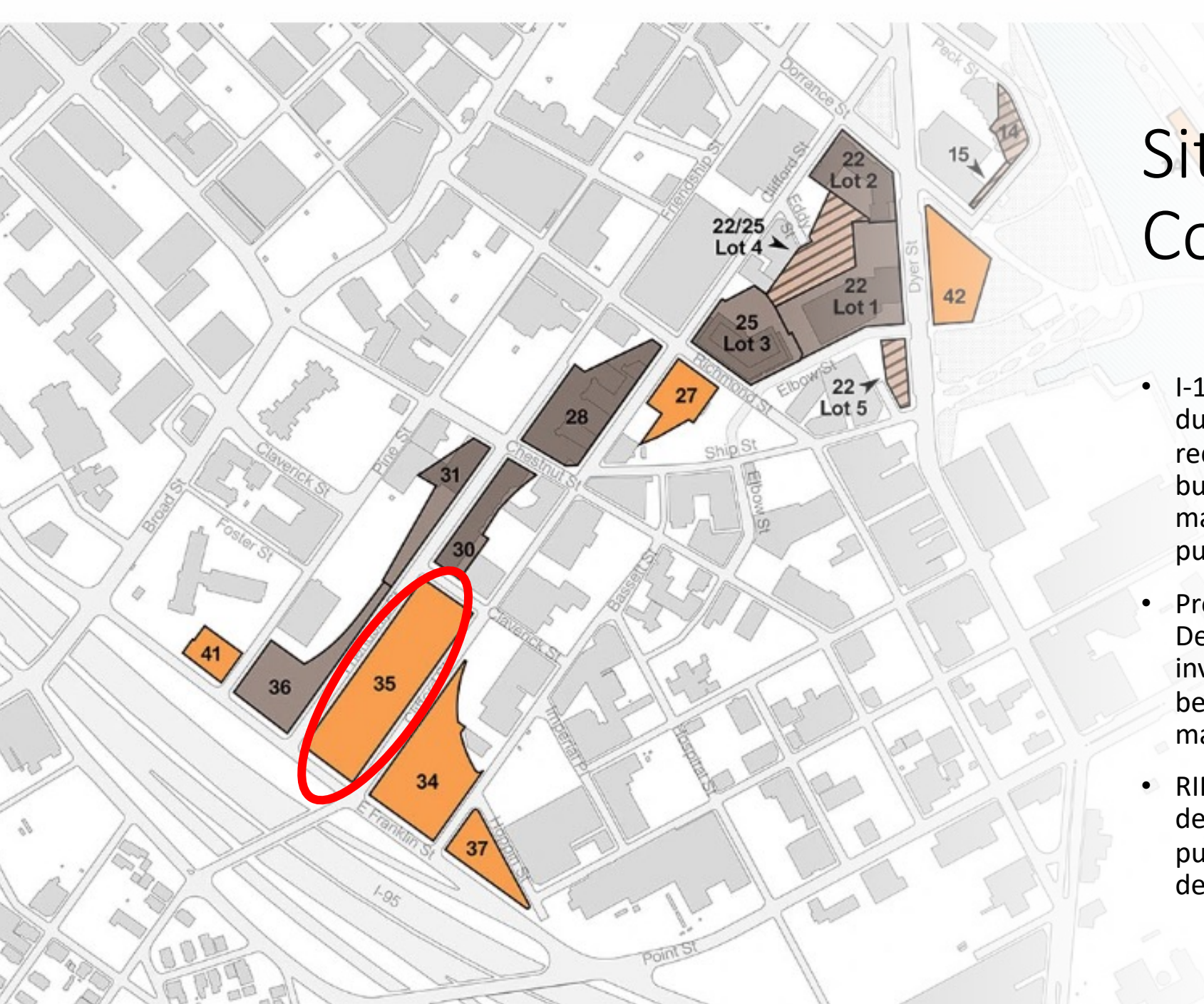
Process Overview

- During the Tasks 1 and 2 of the Preliminary Services Period, the Selected Developer will undertake detailed Site analysis, as well as engage in extensive public outreach, to confirm technical and commercial viability of proposed Sites
- Definitive Site Selection to be made by RIPTA at the end of Task 2 of the Preliminary Services Period (estimated to be no later than the beginning of **September 2024** [180 days after NTP])



Site Considerations

- I-195 parcel is considered a ***possible site*** due to consistency with Master Plan requirements and cost considerations, but final determination will need to be made after additional due diligence and public outreach;
- Preliminary Services Period requires Developer to undertake extensive site investigations, market analyses, etc., before final Site determination can be made;
- RIPTA will make a fully-informed determination on Site Selection after public outreach, site investigations and detailed viability analyses.



A scenic view of a city at dusk, featuring a river with a bridge, modern buildings, and a park area with trees and walkways. The word "Discussion" is overlaid in the center.

Discussion