



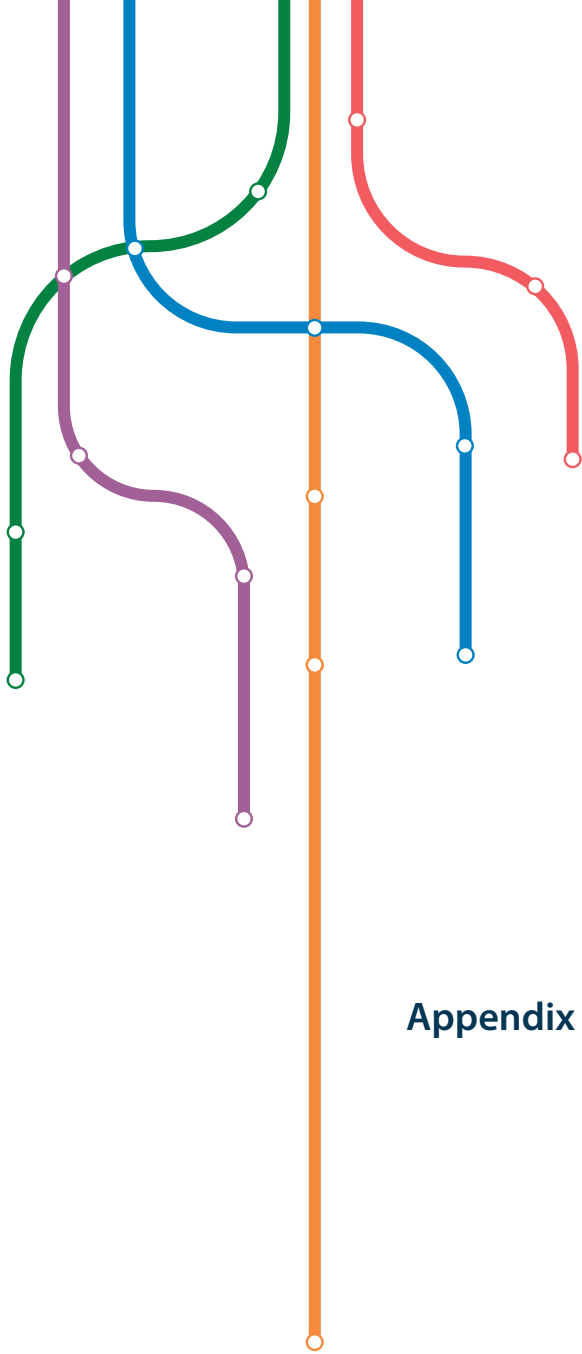
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Next Wave
Rhode Island Partners



Appendix 1A: Summary of Past Efforts

SUMMARY OF PREVIOUS EFFORTS



13 YEARS, 6 PREVIOUS EFFORTS, 10 SITES

Most of these efforts focused on identifying a new significant hub outside of Kennedy Plaza, and none succeeded.

- All efforts have been based on a desire to downsize RIPTA operations at Kennedy Plaza.
- Most were designed to convert service from a single transit hub to multiple hubs, because RIPTA has faced challenges in Kennedy Plaza.
- Most envisioned three hubs, or key places to serve: Providence Station, Kennedy Plaza, and a third location to the south.
- The bond passage presented an opportunity to invest in a passenger facility that provided a safe and desirable experience for RIPTA riders, whether they were going downtown or if they were transferring to get to another destination.



13 YEARS, 6 PREVIOUS EFFORTS, 10 SITES

- **2009: Providence Metro Transit Study.** Peripheral Hub concept designed to eliminate bus layovers at KP.
- **2013: Comprehensive Operations Analysis (COA).** Recommended reconfigurations of KP to reduce transit footprint, which were implemented in 2014 and 2015.
- **2014: Redesigning Downtown Transit.** Recommended three-hub reconfiguration to provide better service to downtown and further reduce transit footprint at KP.
- **2014: Bond Referendum.** \$35 million statewide bond referendum to invest in mass transit infrastructure
- **2017-2018: Providence Intermodal Transportation Center.** Proposed redesign of Providence Station to improve rail facilities and incorporate a bus hub.
- **2021: Providence Multi-Hub Bus System.** RIDOT proposal for a three-hub system with a new transit hub on Dyer Street.
- **2022: Downtown Circulation Study.** RIPTA proposal for a new transit center on Dorrance Street.

2009: PROVIDENCE METRO TRANSIT STUDY

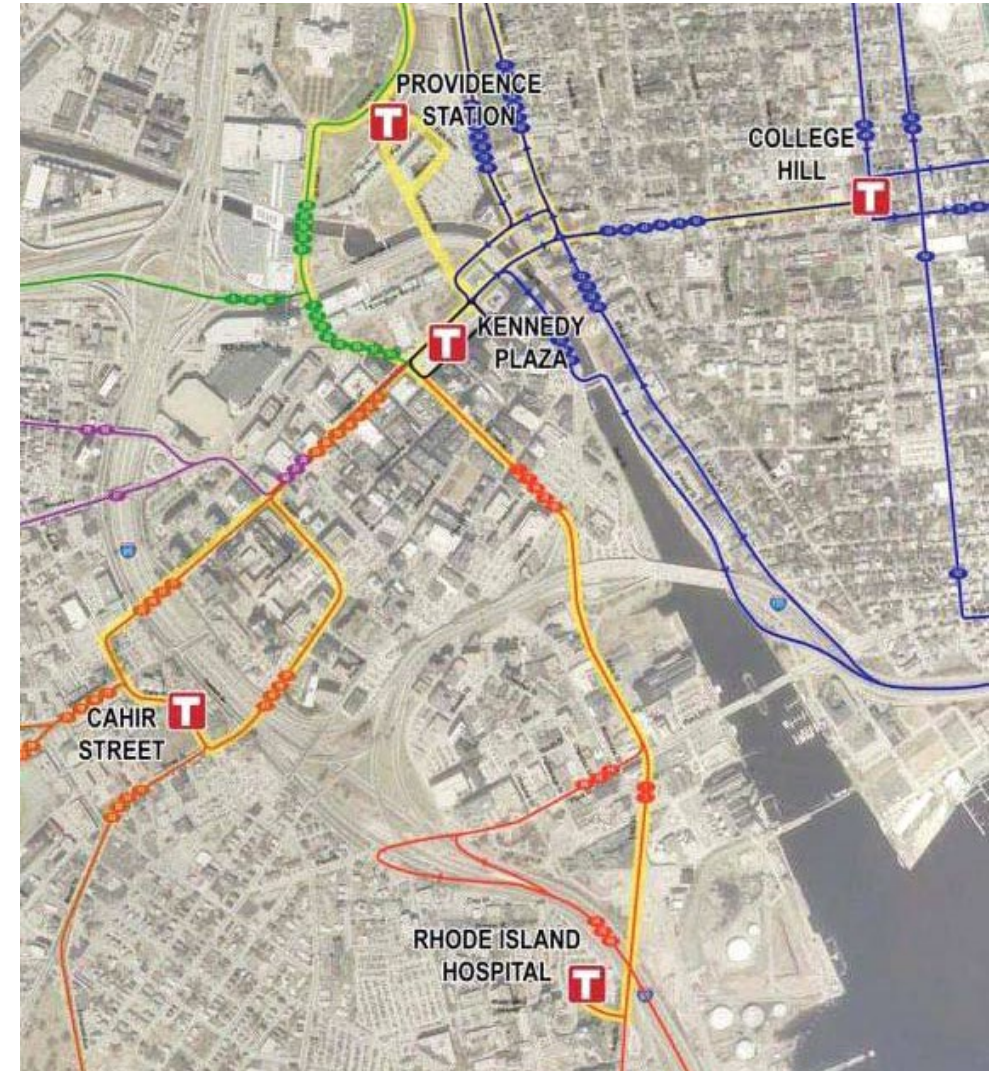
Lead: RIPTA

Goal: Identify improvements throughout downtown Providence, as part of a larger Metro Providence Transit Plan.

Recommendation: Four 'peripheral' hubs: Providence Station, College Hill, RI Hospital, Cahir Street. All routes would serve KP, but none terminate there.

- Eliminate layovers at KP and downsize facility.
- Provide direct service to more of downtown.

Outcome: On-street improvements made at all locations, but service plan recommendations were not fully implemented due to how much it would increase operating costs.



2013: COMPREHENSIVE OPERATIONAL ANALYSIS (COA)

Lead: RIPTA & City of Providence

Goal: Comprehensive analysis and redesign of bus service statewide.

Recommendation: Maintained KP as single hub, but recommended improvements:

- Improved bus berths with more space for waiting riders
- Improvements to transit building and better public information
- Grouping related routes at neighboring bus berths

Outcome:

- Improvements were implemented in 2014-2015
- Improvements to KP were funded with City bond funds



2014: REDESIGNING DOWNTOWN TRANSIT

Lead: RIPTA

Goal: Examine a multiple-hub strategy to address crowding at KP, improve service, address operating issues at KP, and support development.

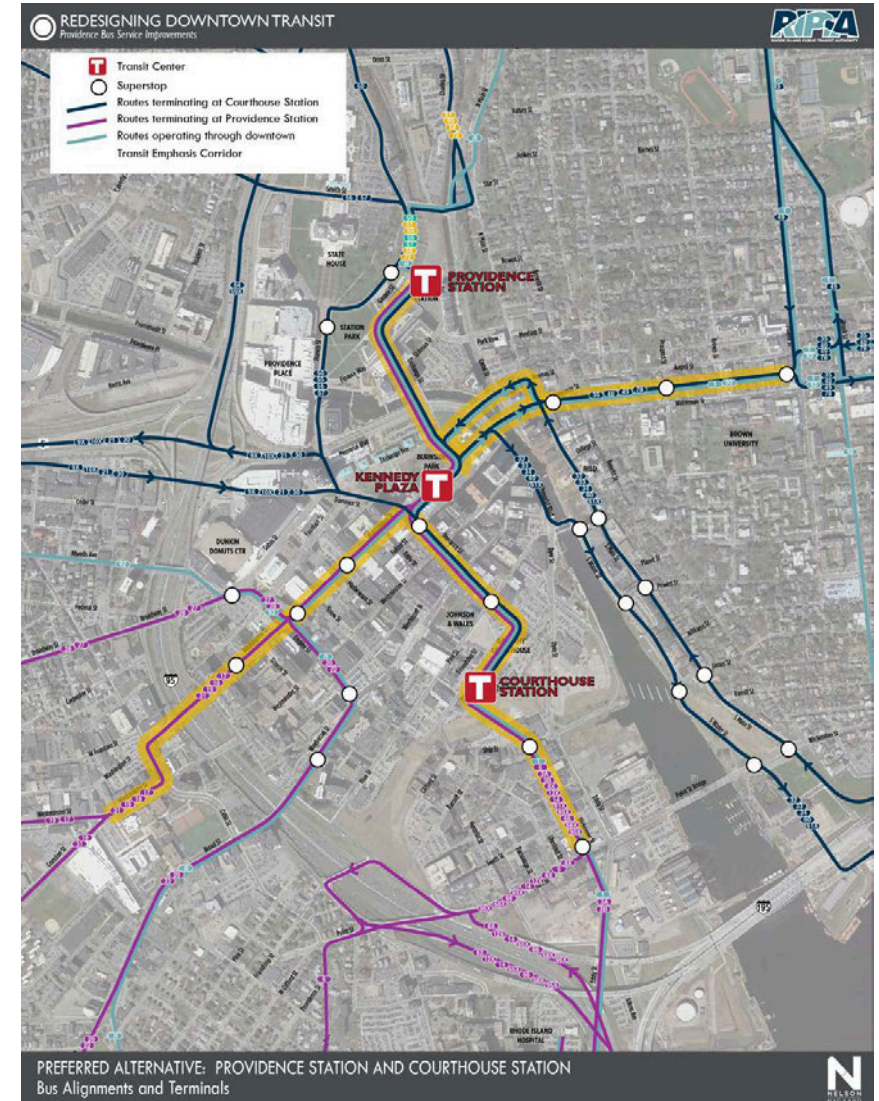
Recommendation: Considered three alternatives:

- 2 hubs: Kennedy Plaza and Providence Station
- 2 hubs: Kennedy Plaza and Garrahy Courthouse
- 3 hubs: Kennedy Plaza, Providence Station, Garrahy Courthouse

Recommendation: 3 hubs, terminate all routes at Providence Station or Courthouse instead of KP

Outcome:

Recommendation became infeasible when the State decided to use the space at Garrahy Courthouse for a parking garage.



2014: STATEWIDE BOND REFERENDUM

- Prior to the bond, no substantial funding existing to advance beyond planning.
- Significant milestone to dedicate funds specifically for a new transit hub to serve downtown and statewide riders.
- Led to P3 procurement path to maximize transit-oriented development opportunities.

“Approval of this question will allow the State of Rhode Island to issue general obligation bonds, refunding bonds, and temporary notes in an amount not to exceed thirty-five million dollars (\$35,000,000) to fund enhancements and renovations to mass transit hub infrastructure throughout the State of Rhode Island to improve access to multiple intermodal sites, key transportation, healthcare, and other locations.”

2017-2018: PROVIDENCE INTERMODAL TRANSP. CENTER (PITC) PROJECT(S)

Lead: RIDOT

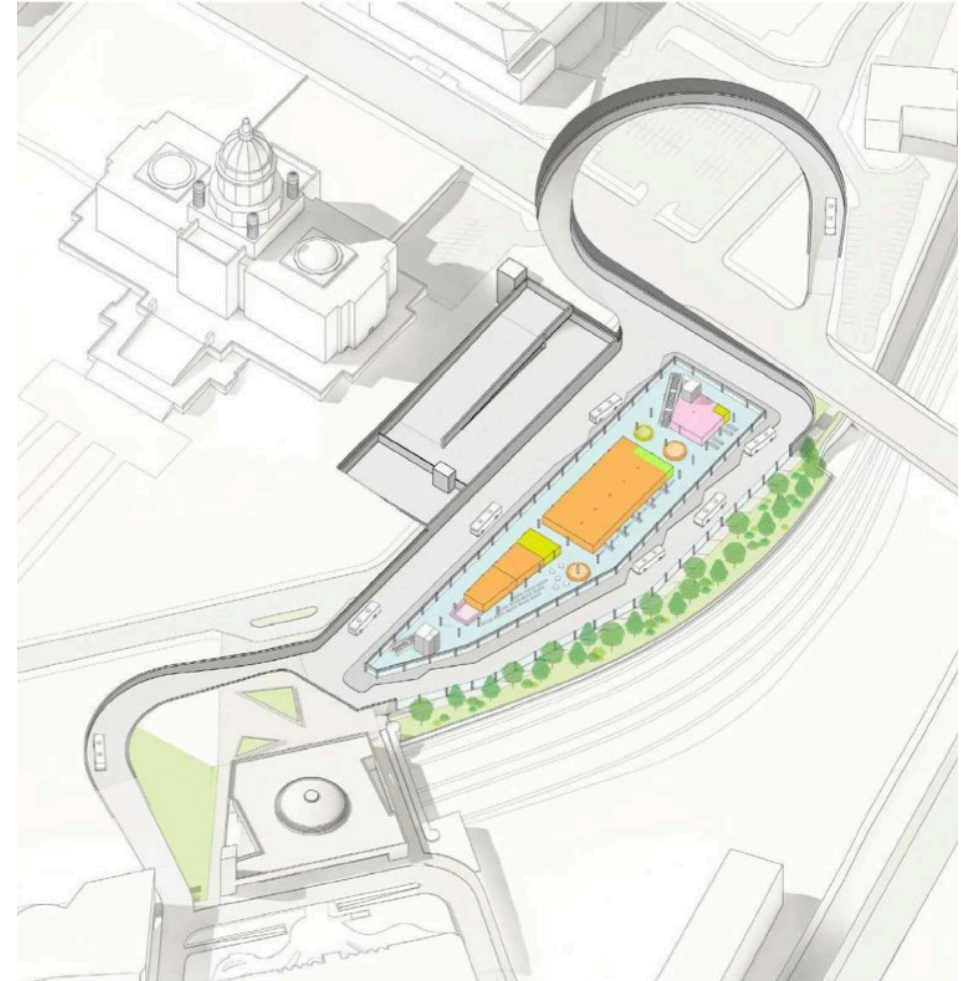
Goal: Redevelop Providence Station into an Intermodal Transportation Center and primary RIPTA hub, with KP as a secondary hub.

Recommendation:

- Belowground RIPTA facilities were proposed for the north side of Gaspee Street under what is now Statehouse lawn and a surface parking lot.
- The project also envisioned development above the bus facilities and to the north of the statehouse.

Outcome:

- Project did not proceed due opposition to development on the Statehouse lawn; was also cost prohibitive.
- Interest in joint development was also lower than hoped.



2021: PROVIDENCE MULTI-HUB BUS SYSTEM

Lead: RIDOT, RIPTA, City of Providence

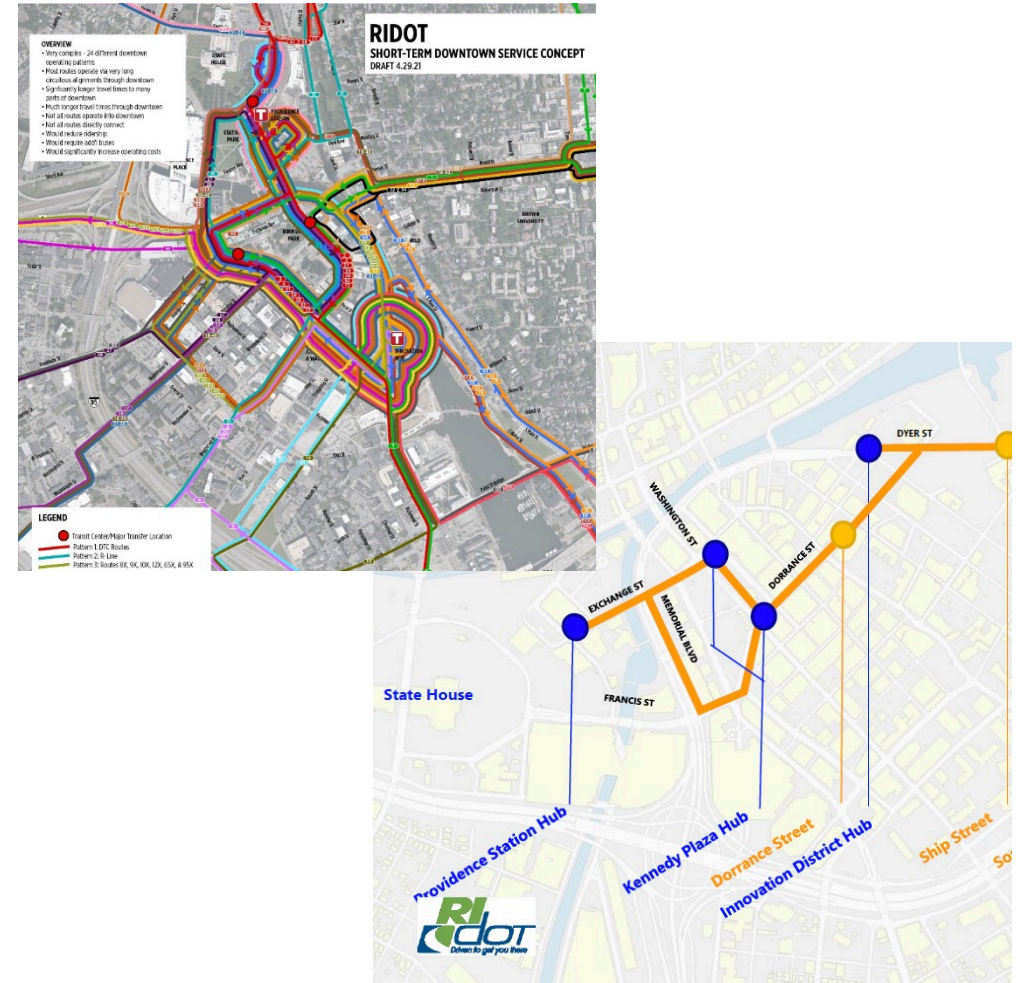
Goal: Proposal for a three-hub system driven by City plans to incorporate KP into Burnside Park.

Recommendation: Three-hub system: New Innovation District Hub, a downsized Kennedy Plaza, and Providence Station.

- Innovation District hub at intersection of Dyer St & Peck St, with joint development.
- Add bus berths at Providence Station

Outcome:

Project did not proceed due to longer travel times and more transfers for riders, circuitous and complicated routings (Innovation District hub would not have been on DTC), and higher RIPTA operating costs.



2022: DOWNTOWN CIRCULATION STUDY (Dorrance St. Site)

Lead: RIPTA

Goal: Identify a location for a new transit hub and improve transit circulation in downtown.

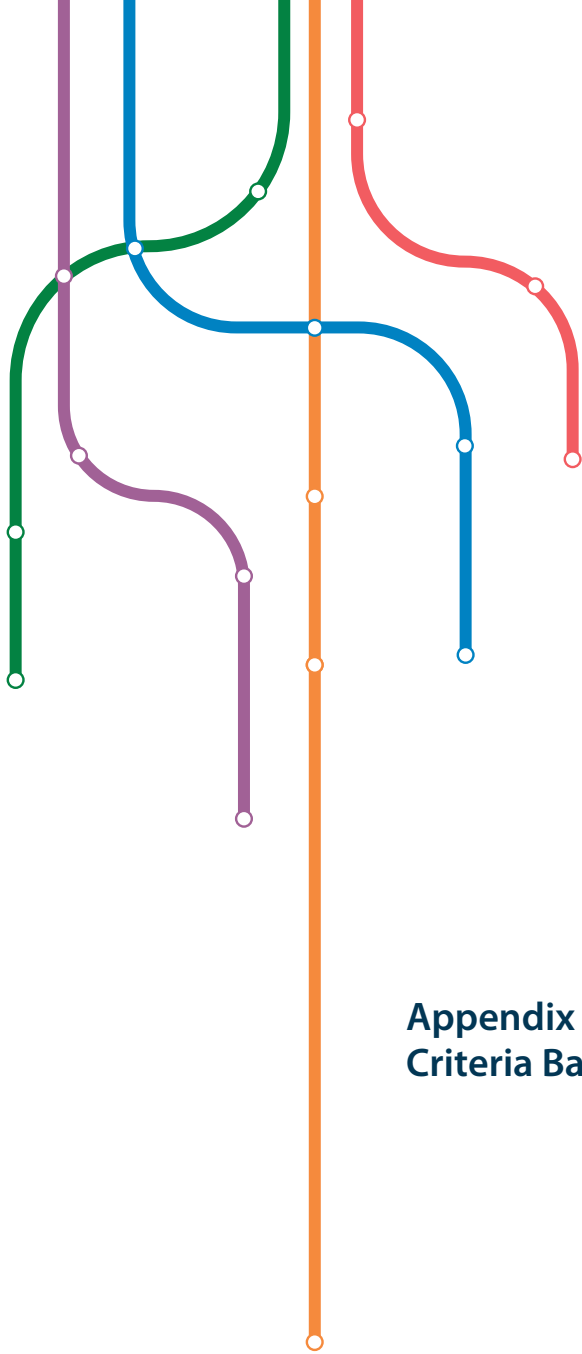
Recommendation: Develop a new transit hub on Dorrance Street:

- Close to Innovation District location but on the DTC.
- Much simpler bus routings, lower operating cost increase, and equal or better service to all RIPTA riders.
- Allow downsizing of Kennedy Plaza.

Outcome:

Interest shifted to I-95 site due to issues with securing Dorrance Street site.





Appendix 1B: Transit Center Viability Criteria Background Information

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Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)(E)

Providence Transit Center Joint Development Project

Site Rating Criteria – “Transit Viability” Background Information



Evaluation Criteria

Transit Center Viability

- Maximize Access:
 - Number of rider destinations within 1/4 mile
- Direct Service:
 - Number of routes that could directly serve the transit center
- Transfer Convenience:
 - Proximity to most convenient transfer locations
 - Proximity to rail connections

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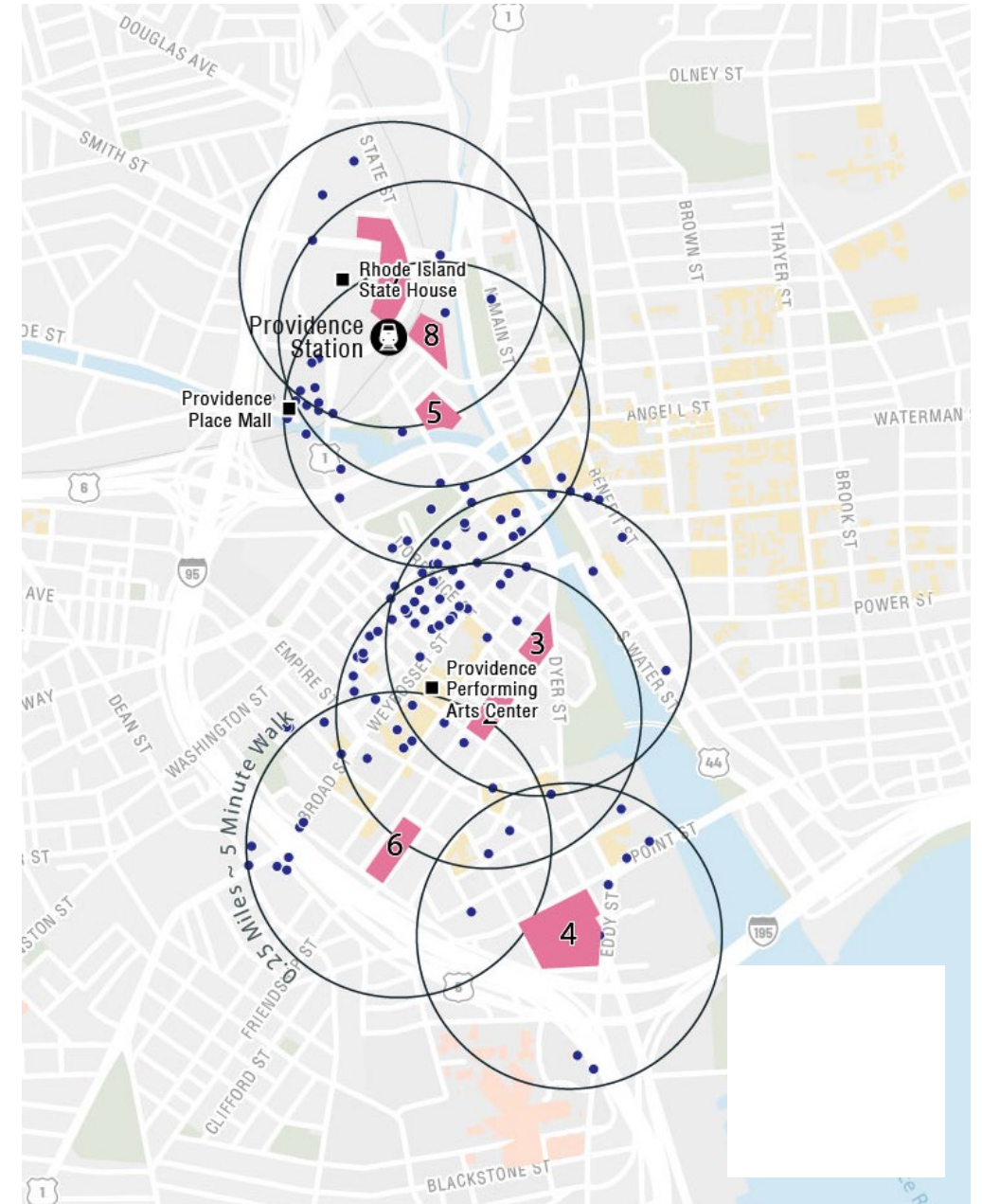
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Maximize Access

Measure: Number of rider destinations within 1/4 mile

- More RIPTA riders travel to the core of downtown than to other locations
- Facilities within or closest to the core would serve as a terminal for more riders than those farther out

Site	Rating	Comment
2 Clifford Street	Good	Close to many destinations
3 Dorrance Street	Good	Closest to most destinations
4 Eddy Street	Poor	Not close to many destinations
5 Exchange Street	Good	Close to many destinations
6 Friendship Street	Poor	Not close to many destinations
7 Gaspee Street	Poor	Not close to many destinations
8 Park Row West	Fair	Core of downtown slightly beyond 1/4 mile



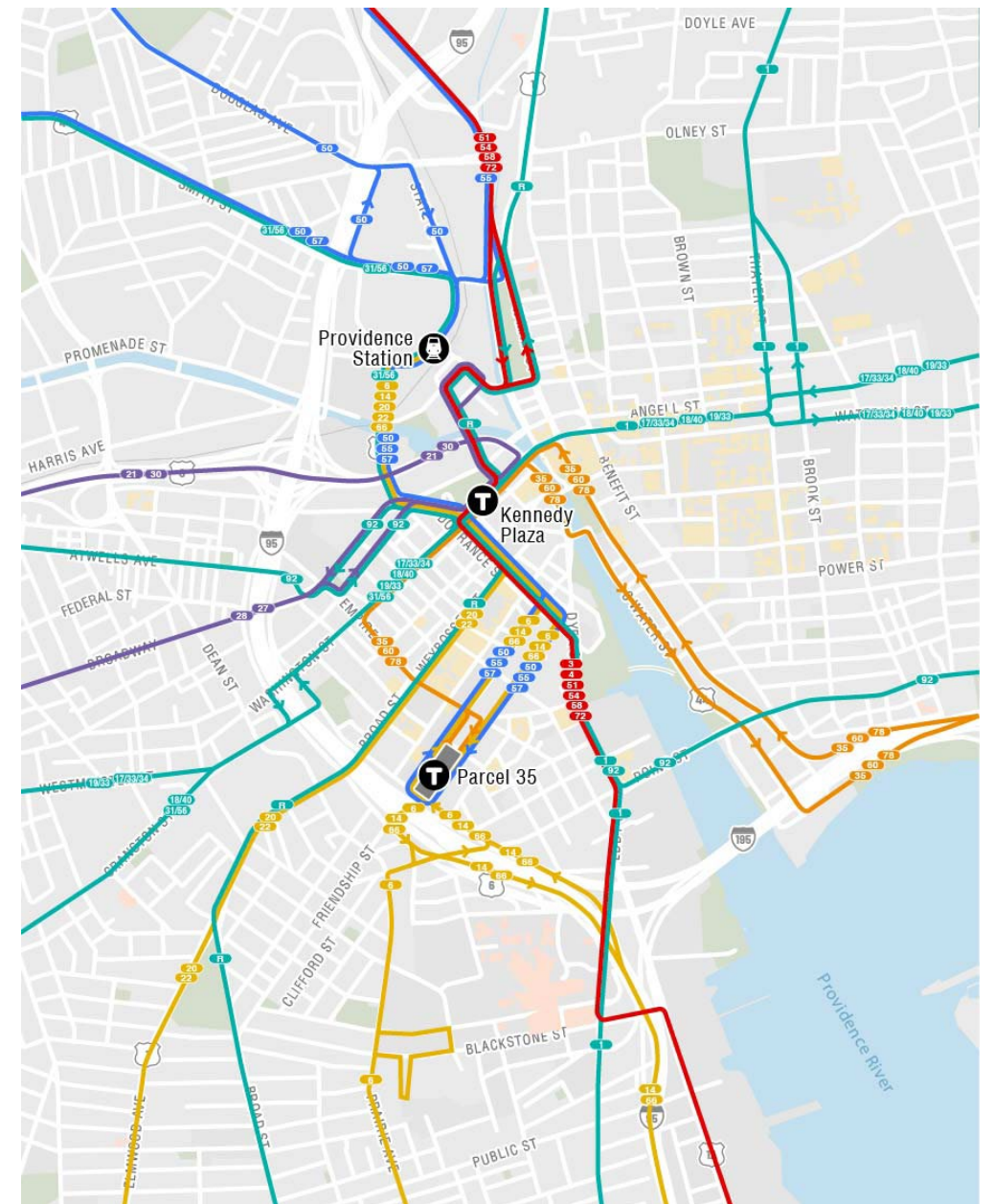
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Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)E)

Direct Service

Measure: Number of routes that could directly serve the site

- RIPTA's service guidelines specify that service should operate as directly as possible – because direct routes attract more riders than circuitous routes
- Sites closest to core of downtown could be directly served by more routes than those farther from the core

Site	Rating	Comment
2 Clifford Street	Good	Nearly all routes
3 Dorrance Street	Good	Nearly all routes
4 Eddy Street	Poor	Only 21% of routes
5 Exchange Street	Good	Nearly 70% of routes
6 Friendship Street	Poor	Only 30% of routes
7 Gaspee Street	Good	Approximately 70% of routes
8 Park Row West	Good	Nearly 70% of routes



Example Service to Friendship Street

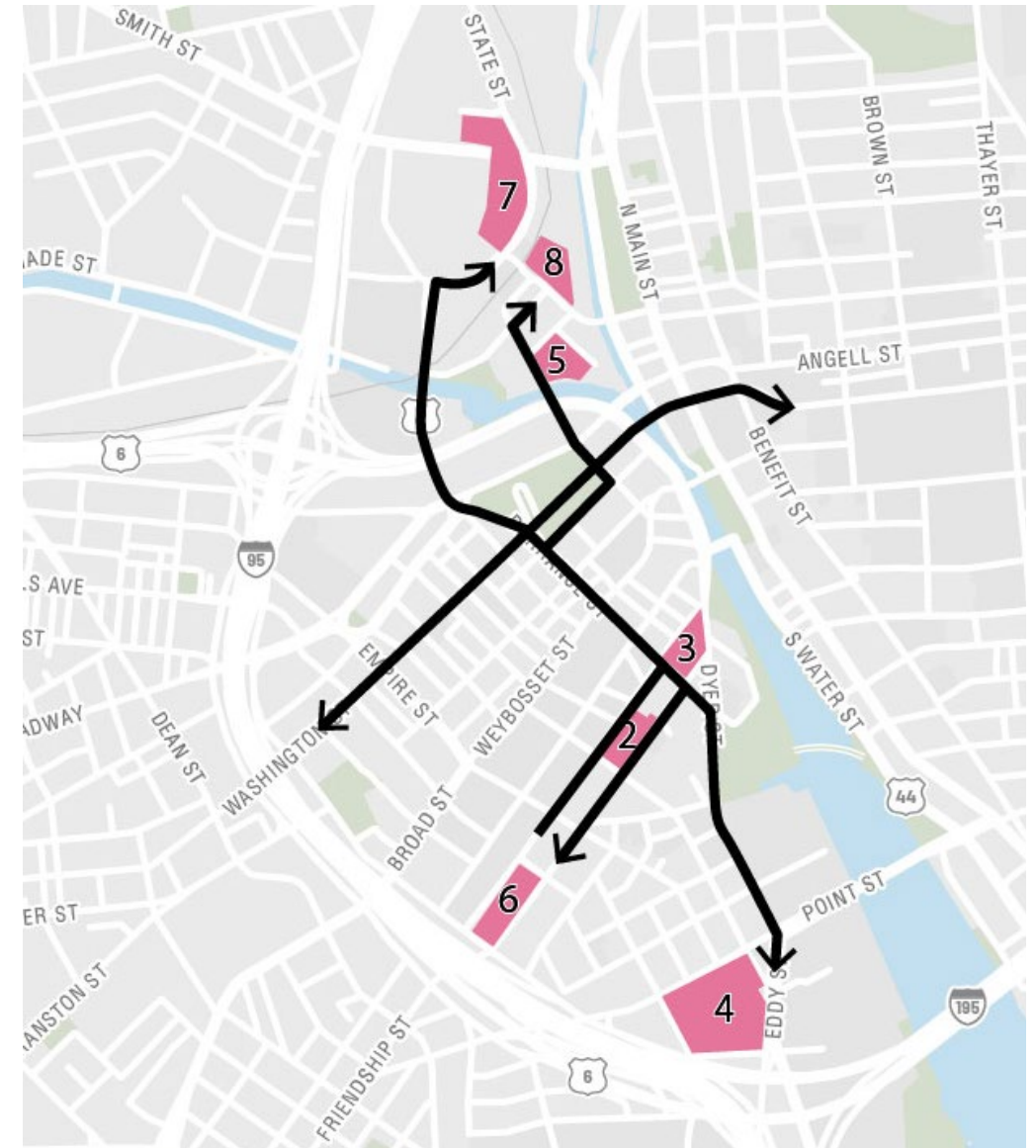
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 Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)E

Transfer Convenience

Measure: Number of Transfers at New Site

- No matter the site, Providence's road network requires that most routes operate via the vicinity of Dorrance and Washington Streets
- Most transit riders will transfer at the location that provides the fastest travel time which will be at or near KP
- Transfers at alternative transfer locations will be those between routes that connect at the new site before they get to the KP area
- Number of transfers reflects convenience of site as a transfer location

Site	Rating	Comment
2 Clifford Street	Poor	<400 transfers per day
3 Dorrance Street	Fair	< sites 5, 6, 7; > sites 2 & 6
4 Eddy Street	Poor	Very few transfers
5 Exchange Street	Good	≈4,000 transfers per day
6 Friendship Street	Poor	≈400 transfers per day
7 Gaspee Street	Good	≈4,000 transfers per day
8 Park Row West	Good	≈4,000 transfers per day



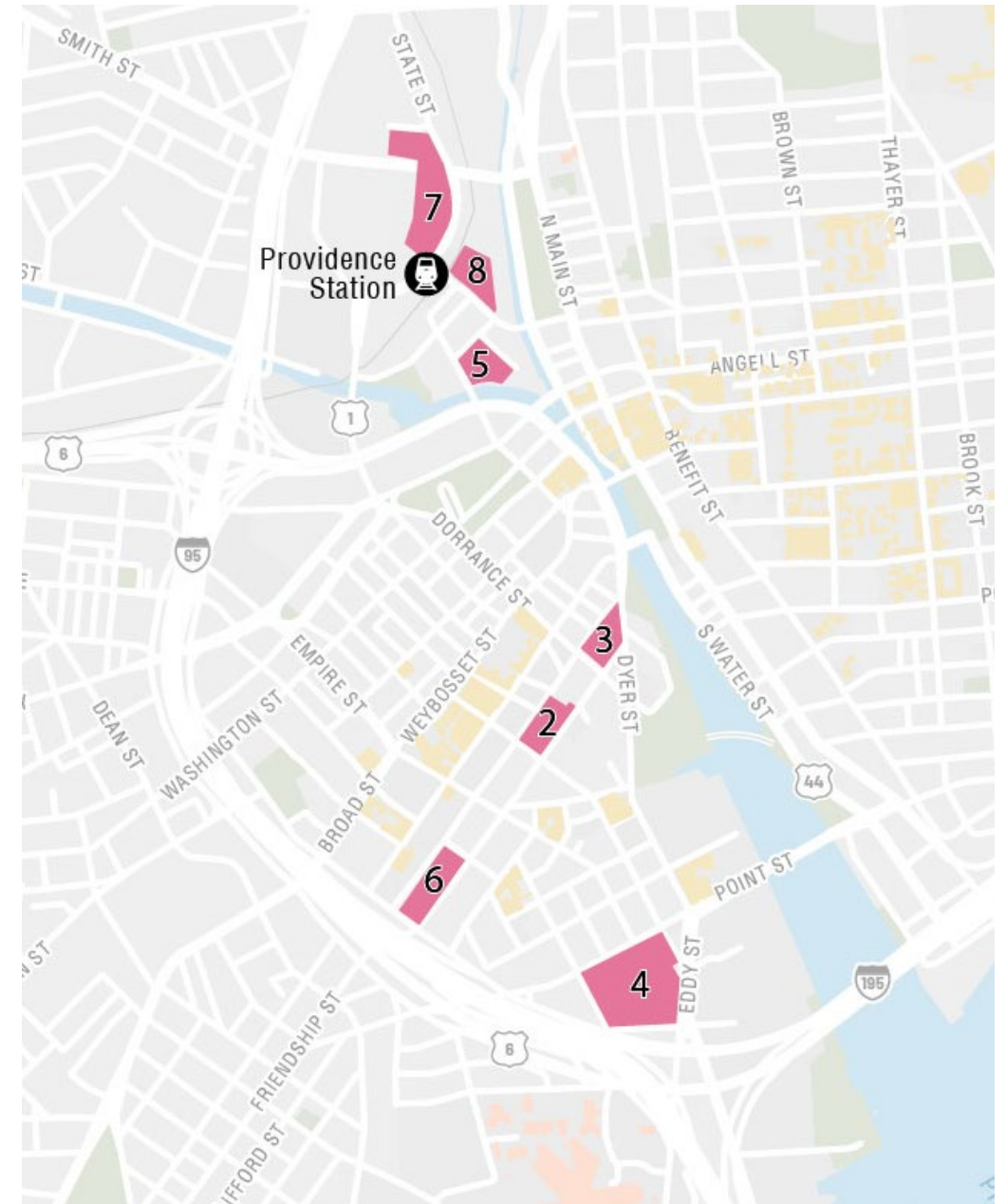
Providence's road network requires that most routes operate via the vicinity of Dorrance & Washington Streets

Transfer Convenience

Measure: Proximity to Rail Connections

- Sites near Providence Station would facilitate intermodal connections
- Other sites would not

Site	Rating	Comment
2 Clifford Street	Poor	No connections
3 Dorrance Street	Poor	No connections
4 Eddy Street	Poor	No connections
5 Exchange Street	Good	Short walk
6 Friendship Street	Poor	No connections
7 Gaspee Street	Good	Direct connections
8 Park Row West	Good	Direct connections



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Transit Center Viability Summary

	Maximize Access	Direct Service	Transfer Convenience
2 Clifford Street	Good	Good	Poor
3 Dorrance Street	Good	Good	Fair
4 Eddy Street	Poor	Poor	Poor
5 Exchange Street	Good	Good	Good
6 Friendship Street	Poor	Poor	Poor
7 Gaspee Street	Poor	Good	Good
8 Park Row West	Fair	Good	Good

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ADDITIONAL CONSIDERATIONS & DATA



High Level Screening Objectives/Criteria

Improve service/attract new riders

- Better service to places that people want to go
- Direct service/reasonable travel times
- One-seat rides

Efficient Bus Operations

- Circulation to and from the site
- Sufficient space within the site

Operating Cost Impacts

TOD Potential

Site Feasibility/Availability

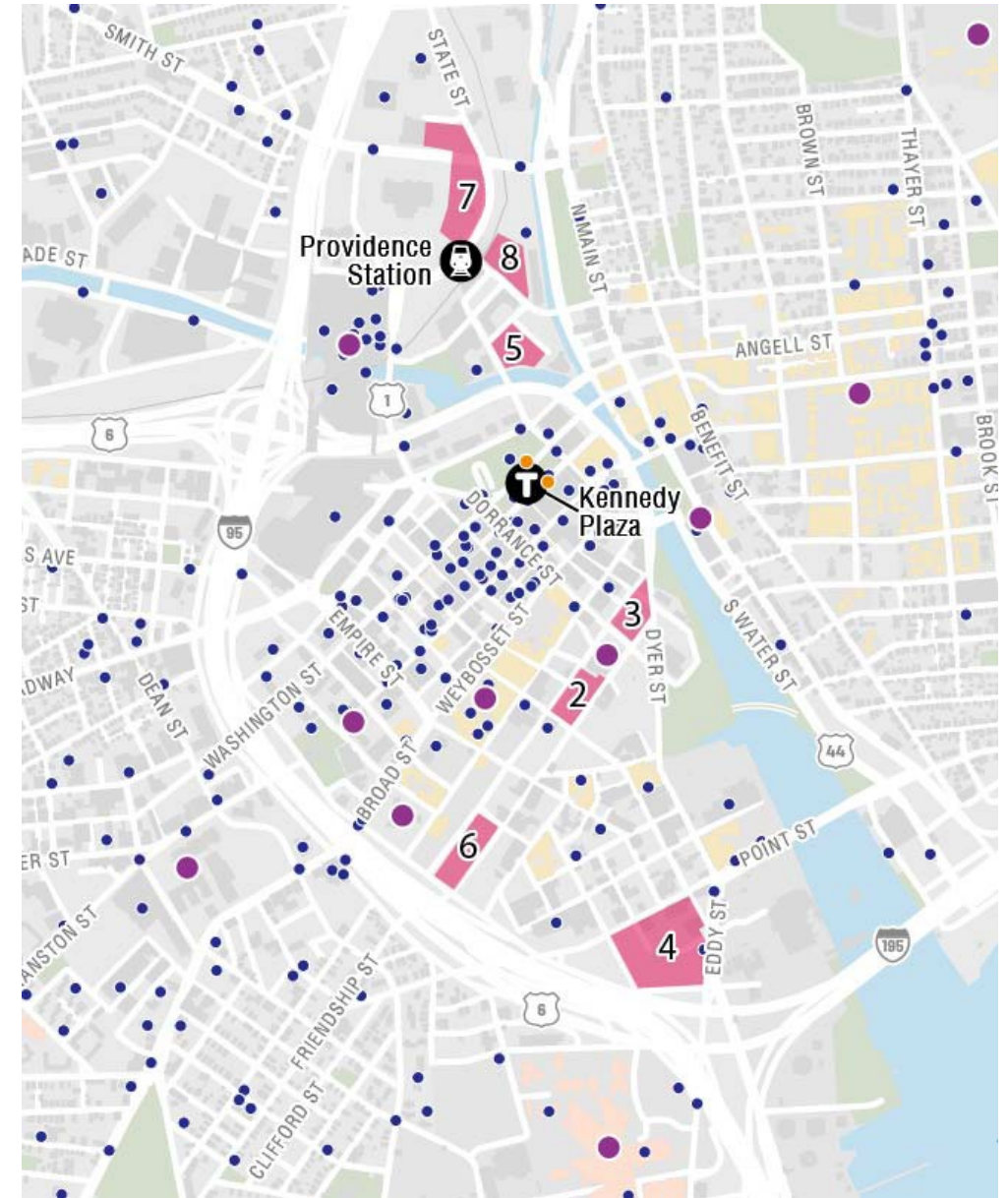
Improving Service

Service Considerations

- If we make service more convenient, existing riders will support the project
- If service would become less convenient, they will oppose it

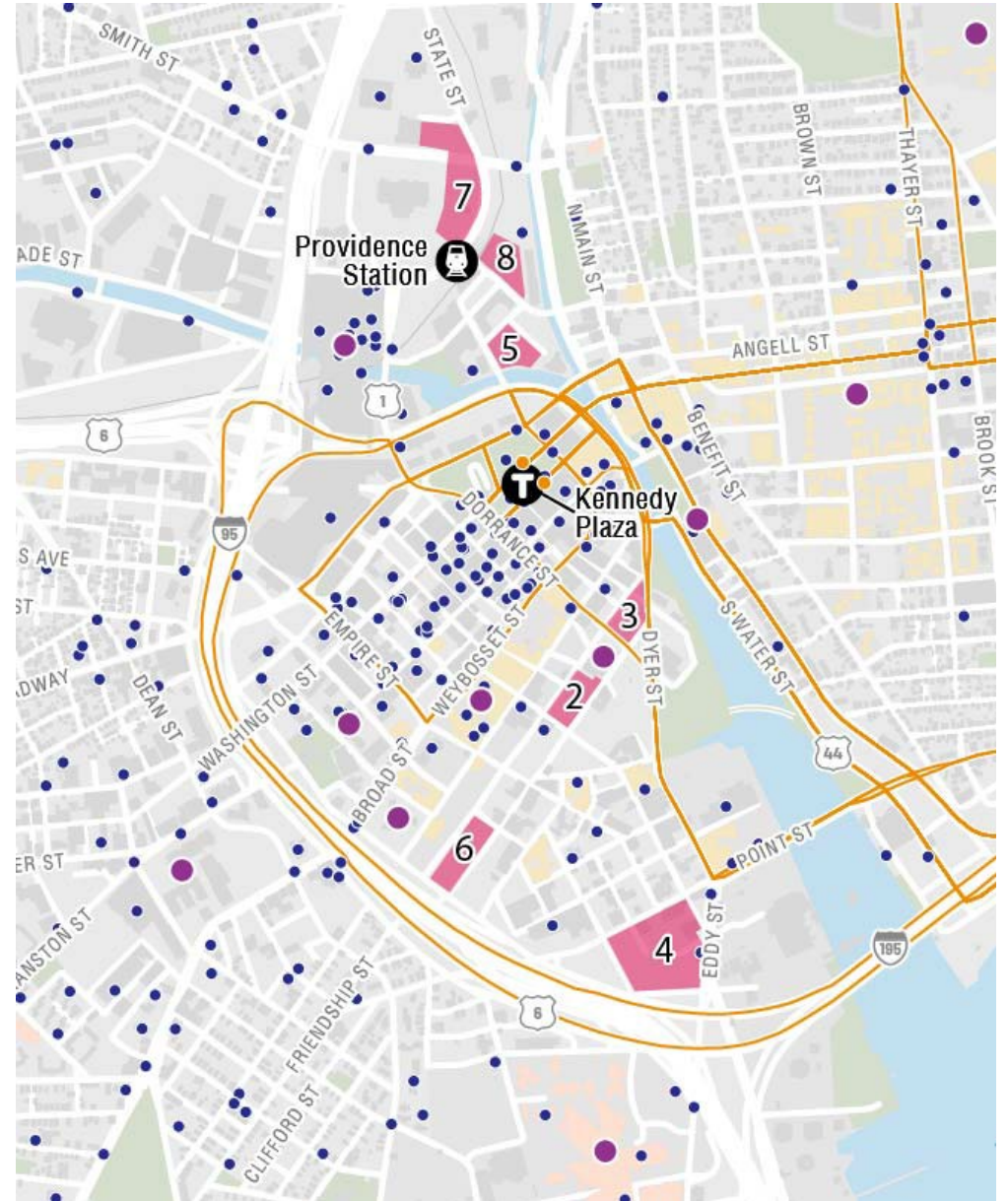
What makes service convenient:

- Service that takes people where they want to go
- Service that it as fast as possible (i.e., direct)
- One seat rides



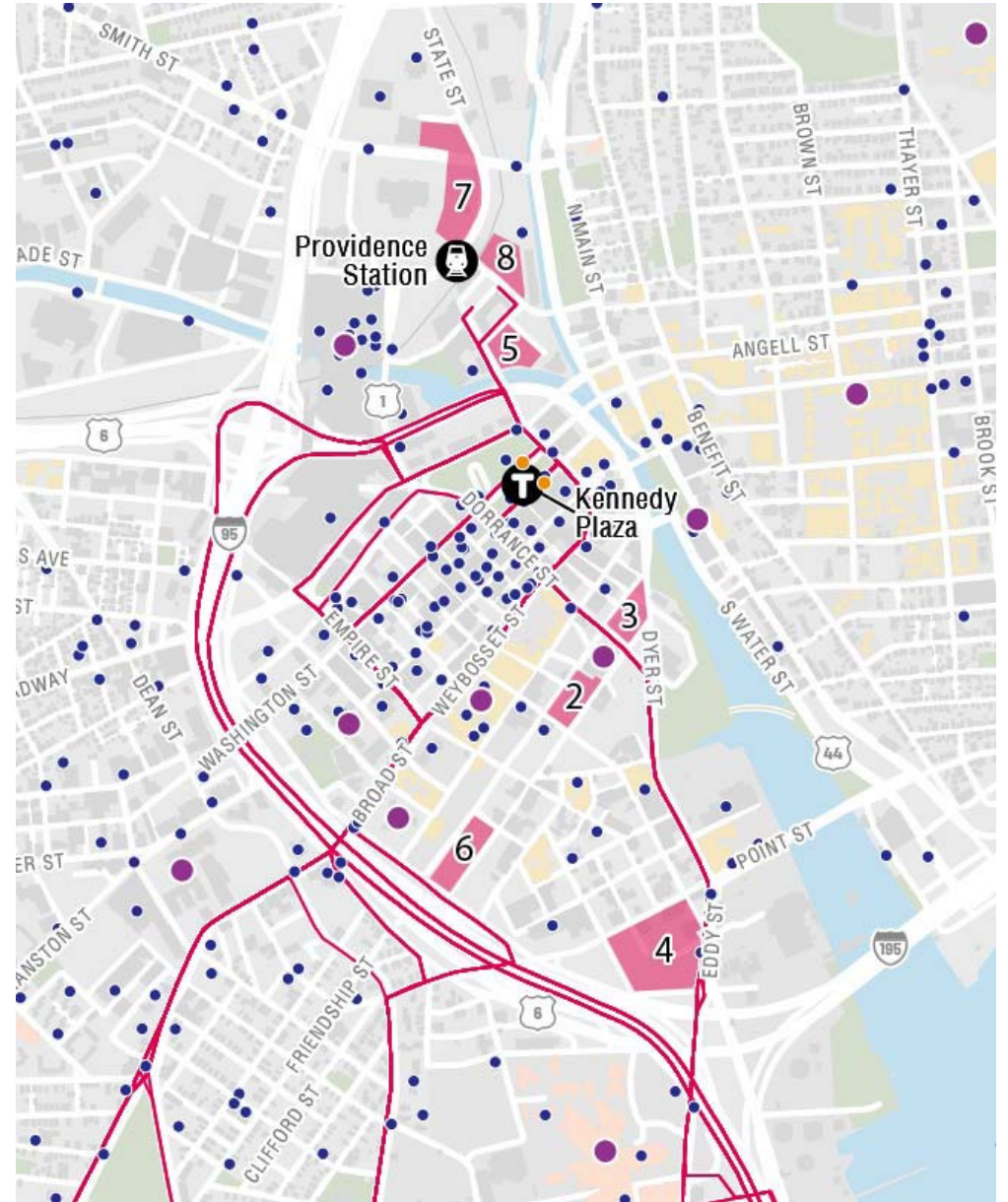
Routes from East

- Most routes from east approach downtown through the tunnel or from the south
- Convenient service to Providence Station sites would largely be the extension of service from KP to the station
- Service to central sites also largely be extensions of service from KP
- Service to southern sites would be more difficult:
 - Except for the tunnel routes, direct service would omit service to most of downtown and require passengers to transfer



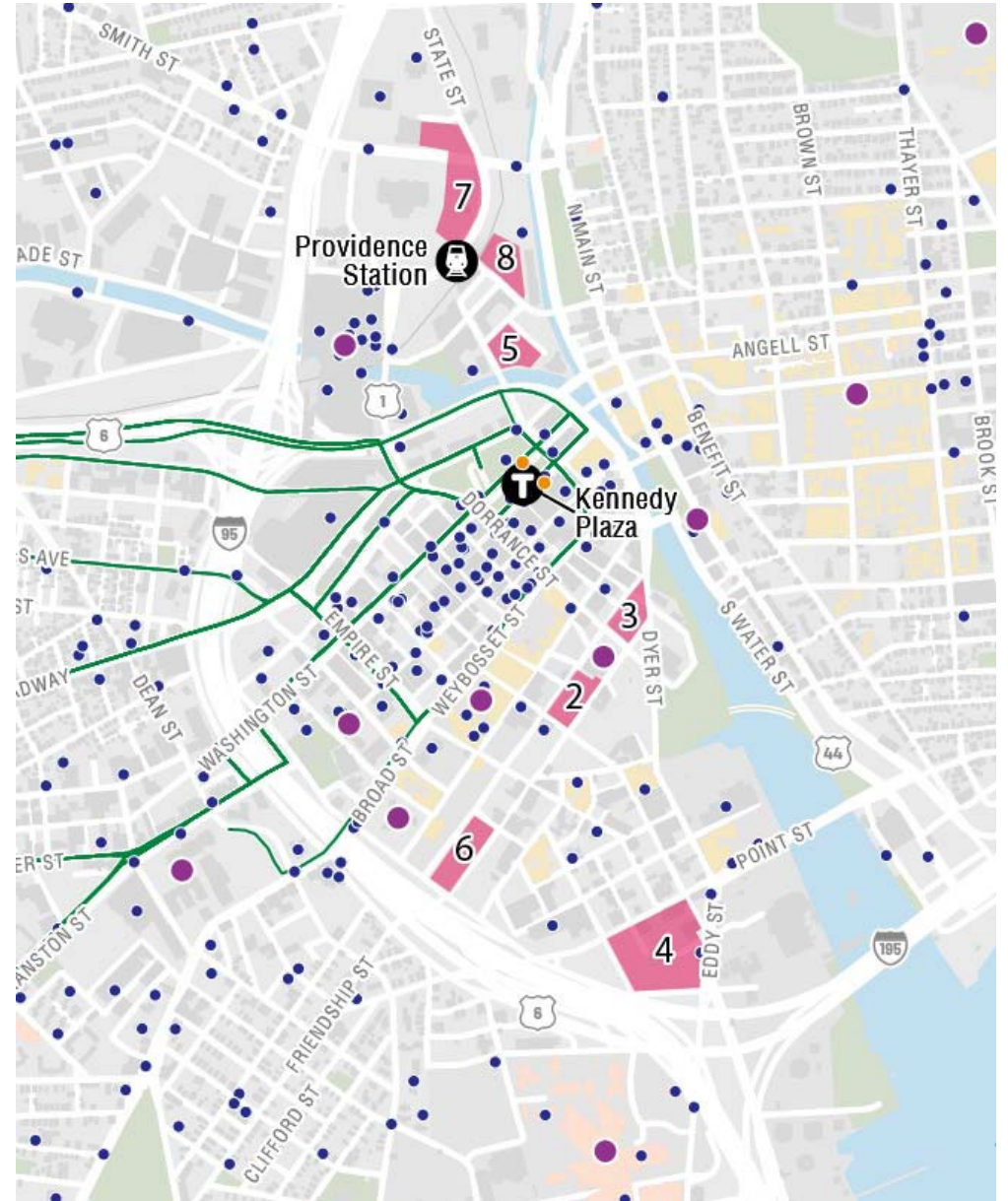
Routes from South

- Most routes from south now operate either to KP or Providence Station via KP
- With the Providence Station sites, routes that now terminate at KP would be extended to those sites
- These routes could avoid KP but would still operate in close proximity
- Direct service to southern sites would omit service to most of downtown and require most passengers to transfer
- To not degrade service, these routes would need to continue to operate to KP or Providence Station but could do this



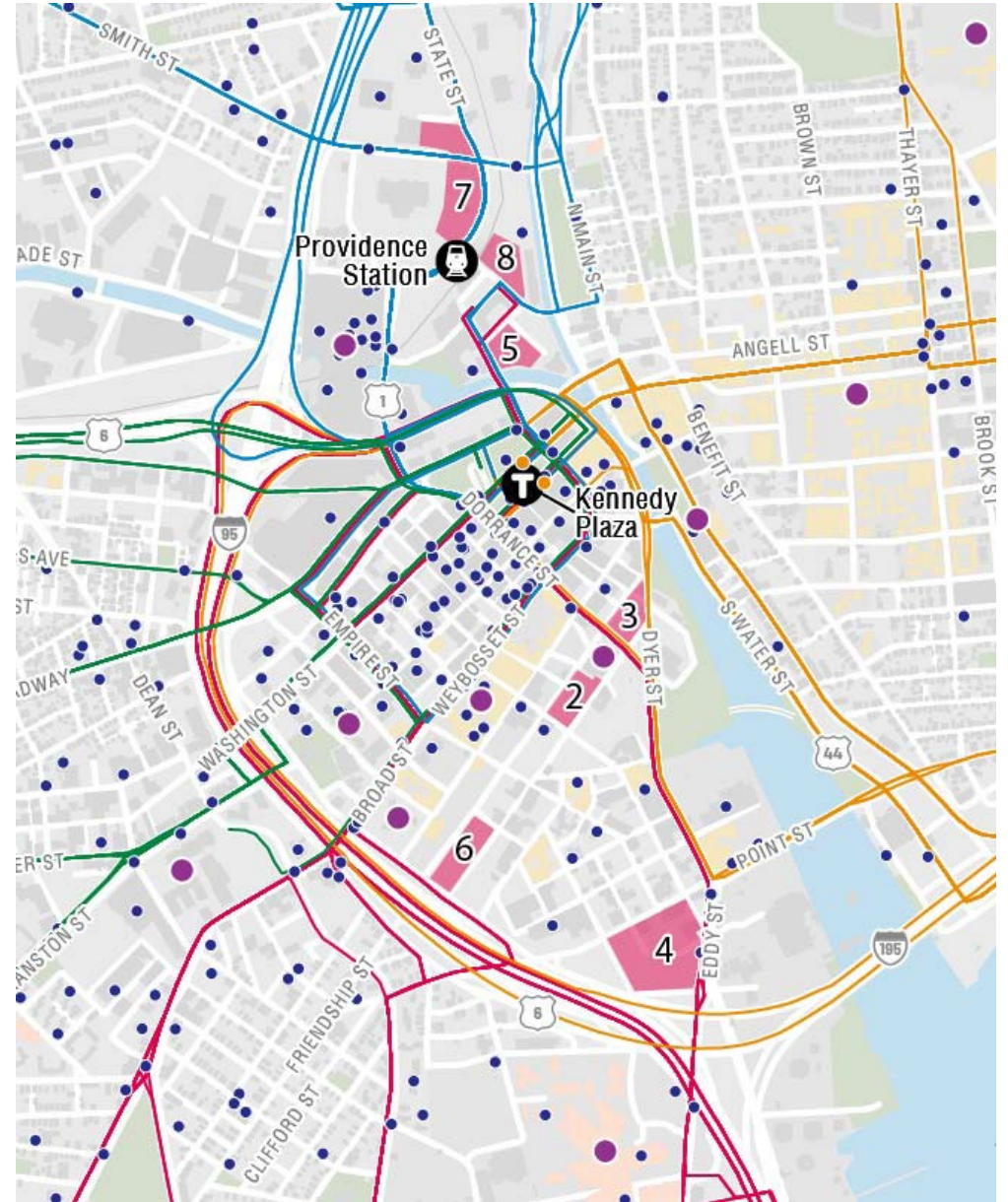
Routes from West

- All routes from west now operate to KP or Providence Station via KP
- With the Providence Station sites, routes that now terminate at KP would be extended to those sites
- These routes could avoid KP but would still operate in close proximity
- Direct service to central sites could be designed to provide equal or better service than to KP
- Service to southern sites would be more difficult:
 - Direct service would omit service to most of downtown and require passengers to



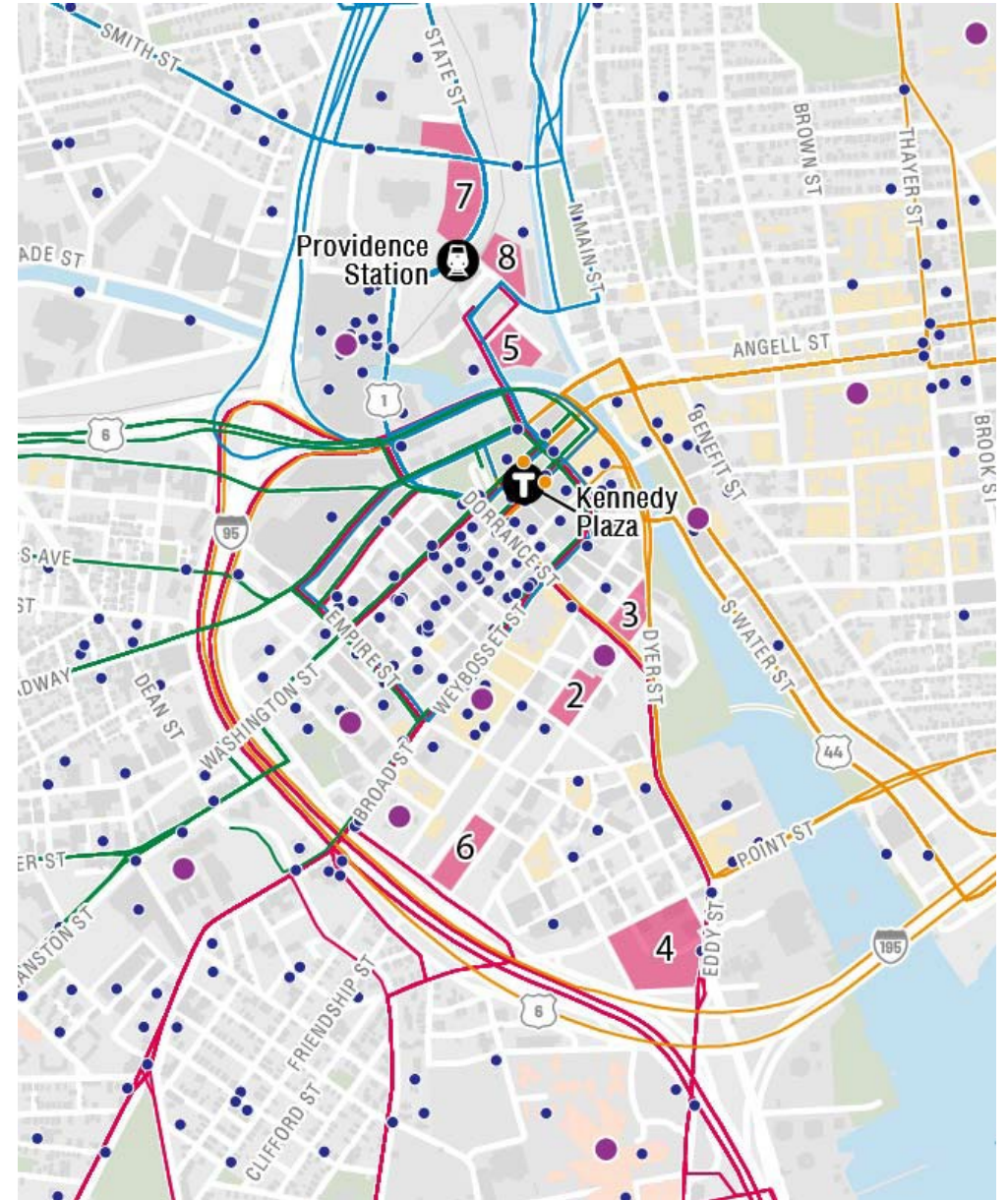
Service Conclusions

- Providence Train Station sites generally work well for nearly all routes
 - Routes from east, west, and south would terminate at Providence Station
 - Routes from north would continue to operate to KP
- Central sites would all work well for all or most routes
- Southern sites work well for routes from north and east, but not very well for service from south and west
 - Routes from south and west would need to continue to operate to KP or Providence Station



What About KP?

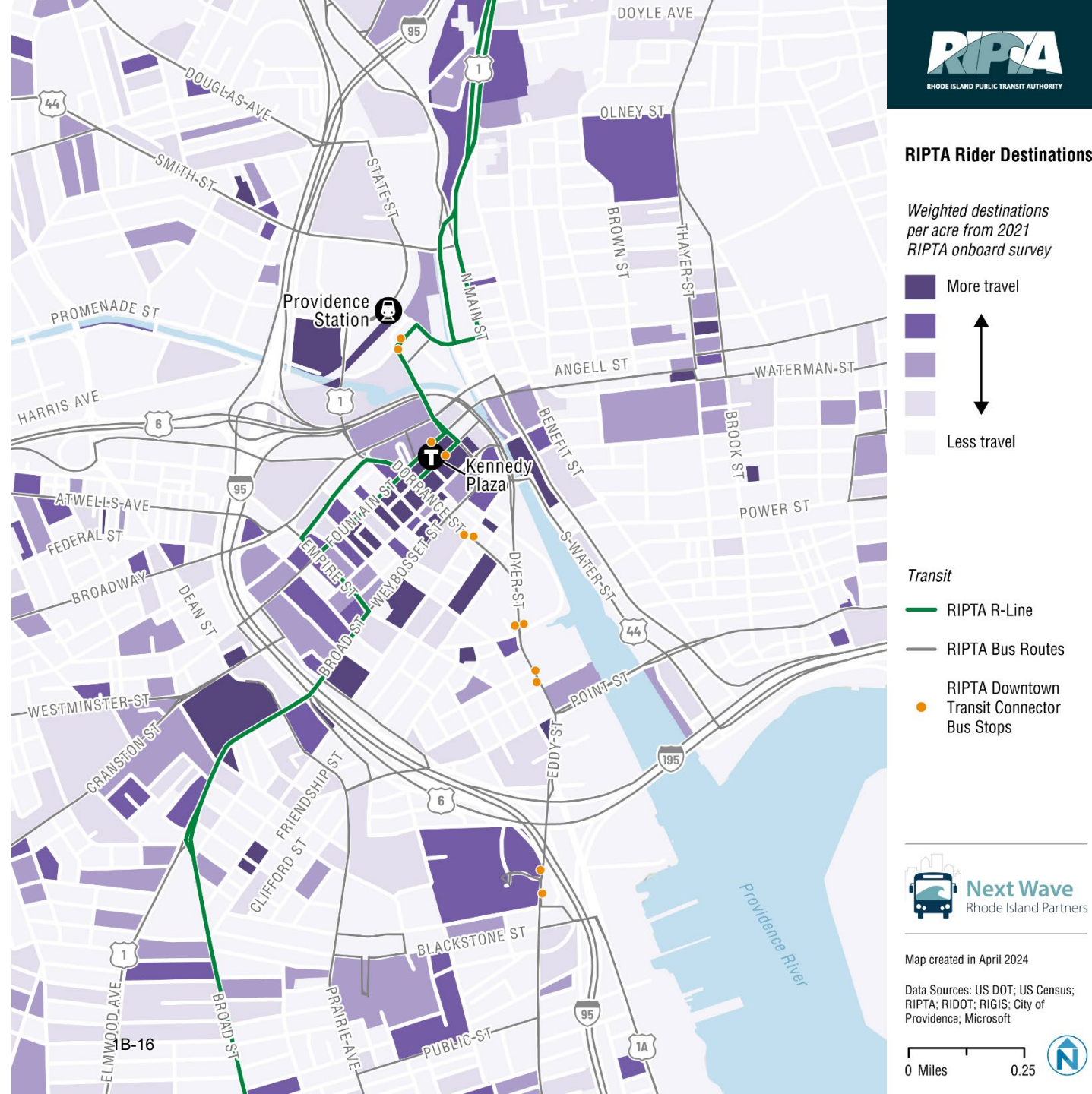
- With all sites, KP would continue to be an important transit location, because:
 - Providence’s road network funnels much traffic through KP and the surrounding area
 - Consequently, many bus routes can’t avoid it
 - It’s close to where many riders want to go
 - With southern sites, a more northern terminal location will still be needed for routes from south and west
- But it would become much smaller:
 - Fewer terminating buses
 - Many fewer boardings and alightings



RIPTA ONBOARD SURVEY AS MARKET INDICATOR

According to RIPTA's latest onboard survey, most riders are traveling to downtown Providence north of Pine Street

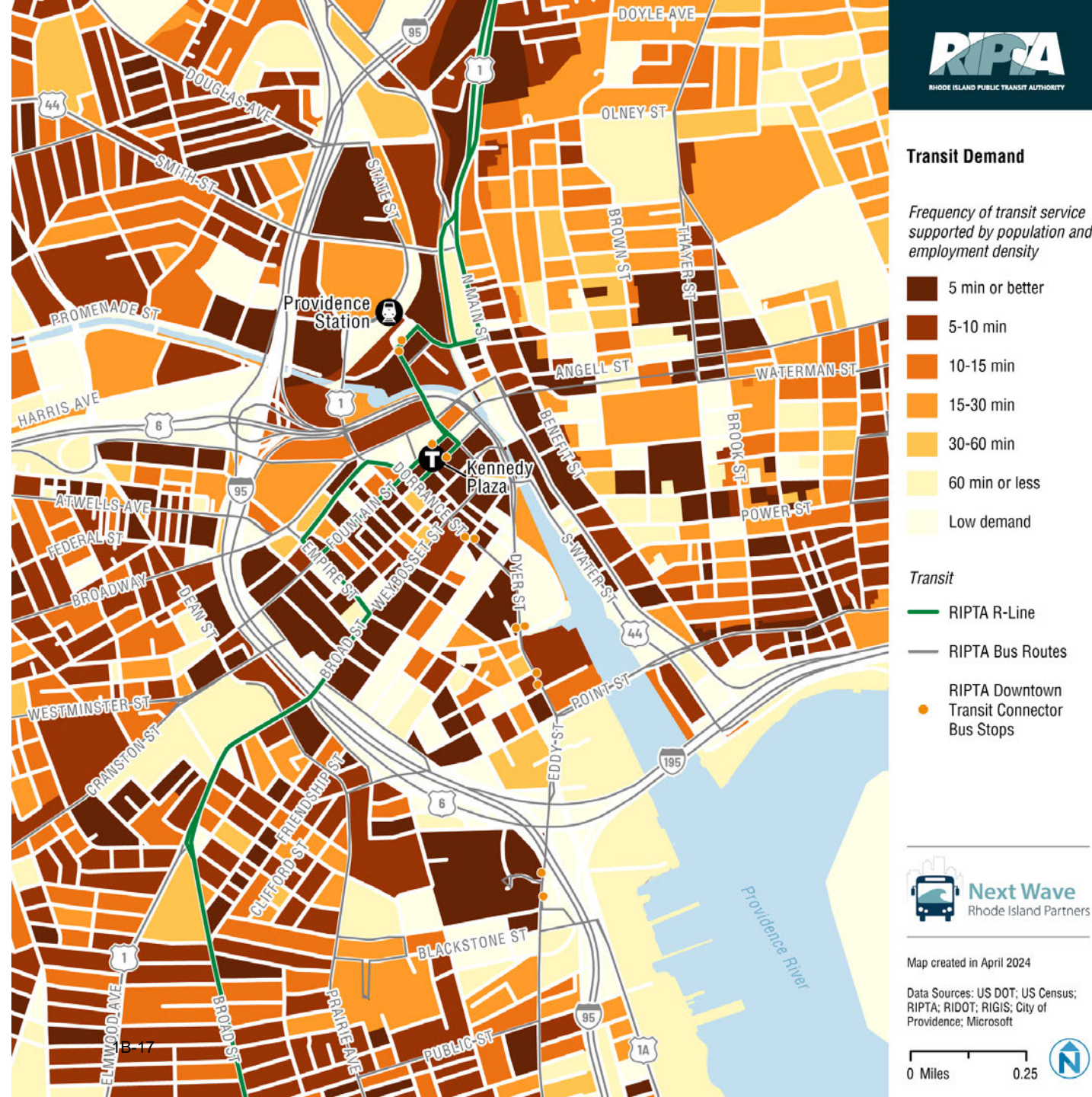
- The area around Kennedy Plaza is a major destination for RIPTA riders, including across the Providence River near RISD, Brown and government destinations
- Other major destinations near downtown Providence for RIPTA riders are:
 - RI Hospital
 - Providence public high schools
 - Providence Place mall



MARKET ANALYSIS

Transit demand is highest in the north and west parts of downtown Providence

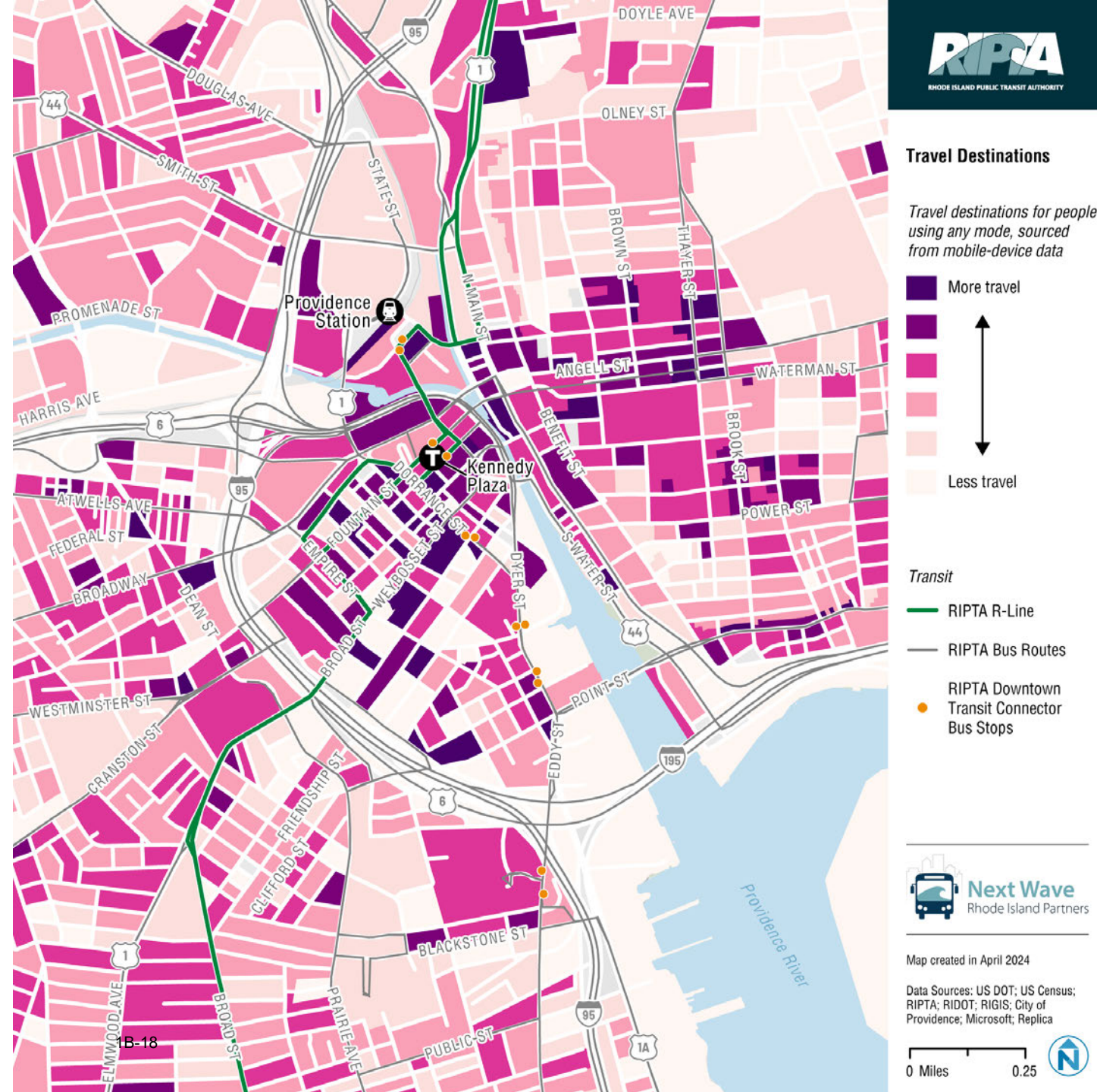
- Most downtown transit demand is north of Pine Street
- Relatively little demand in southern portion of downtown
- There are high levels of transit demand just across the Providence River from downtown Providence, as well as near Providence Station



OVERALL TRAVEL DEMAND AS MARKET INDICATOR

Most existing travel occurs to and from northeastern part of downtown Providence

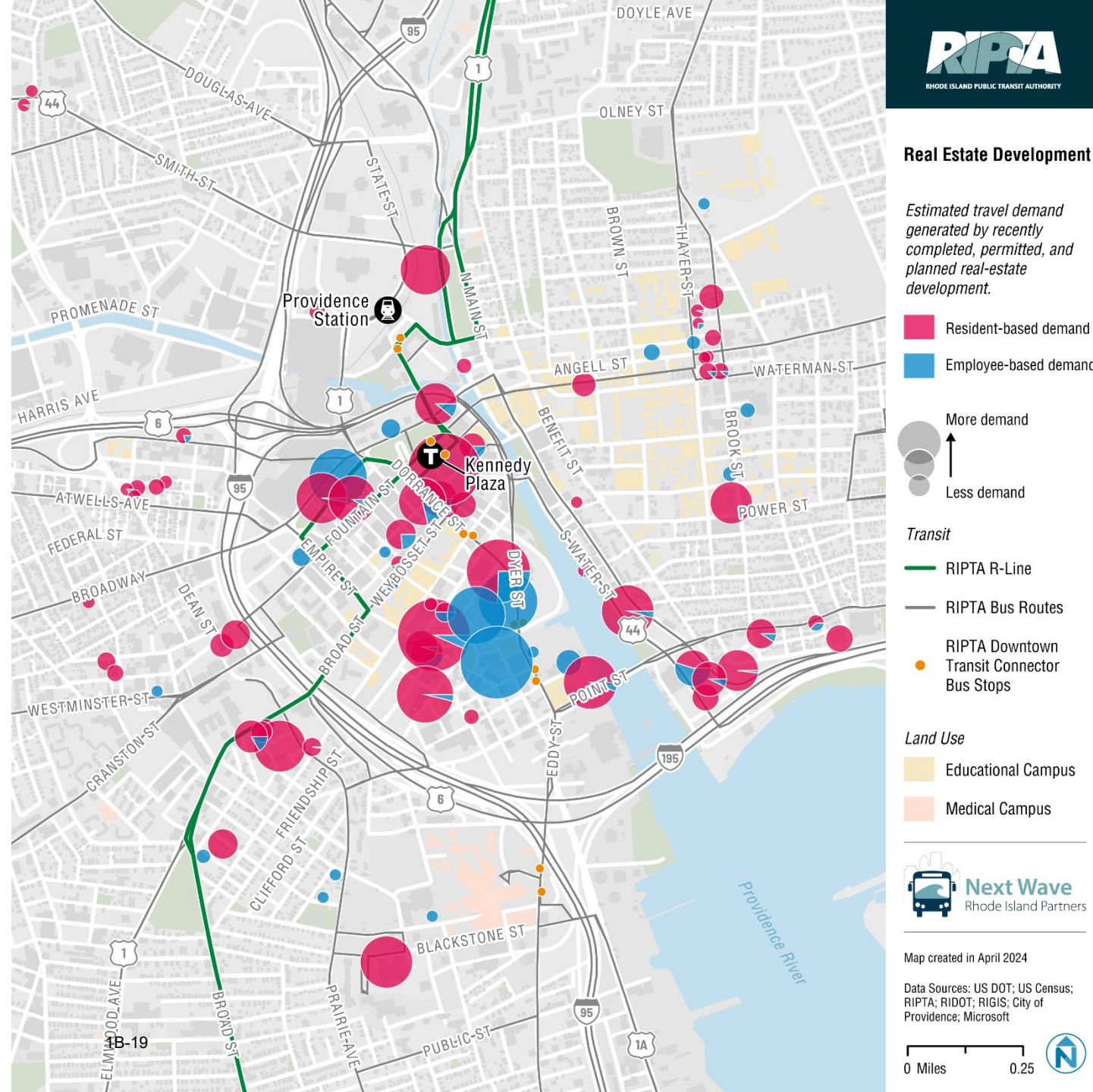
- Most travel to downtown Providence is destined for places north of Pine Street
- There is considerable travel demand just across the river from downtown Providence

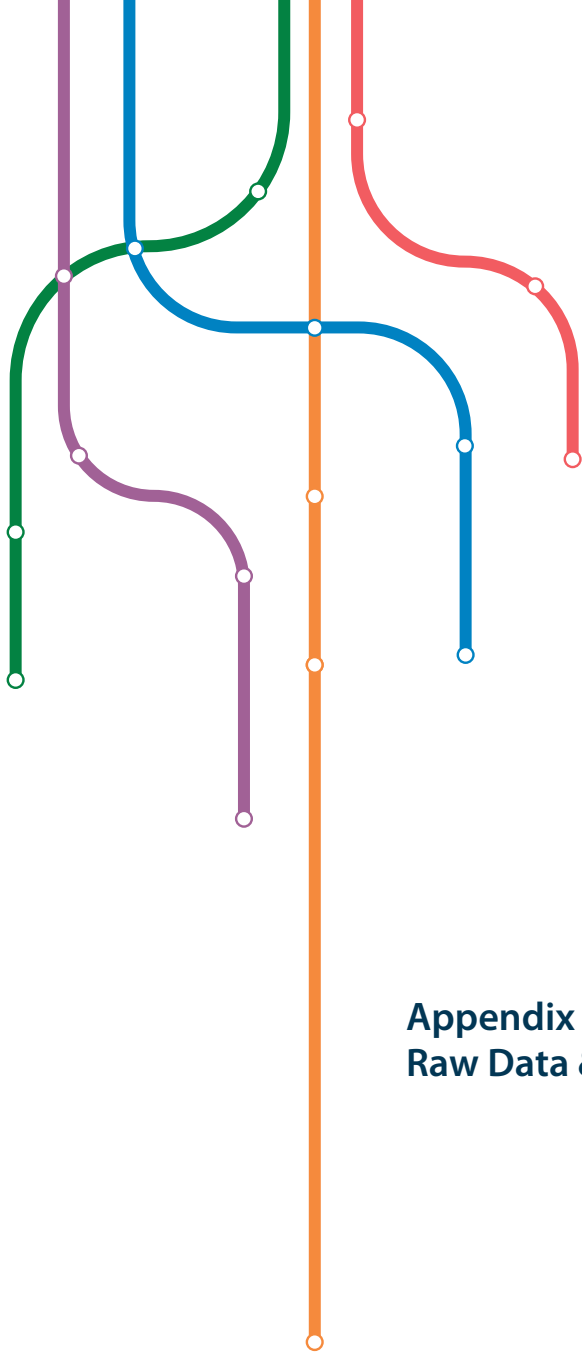


REAL-ESTATE DEVELOPMENT AS MARKET INDICATOR

Real-estate development may be increasing transit demand outside of the historic downtown core

- Development continues to occur in the area of downtown north of Weybosset Street
- Considerable development is also occurring in the Jewelry District.





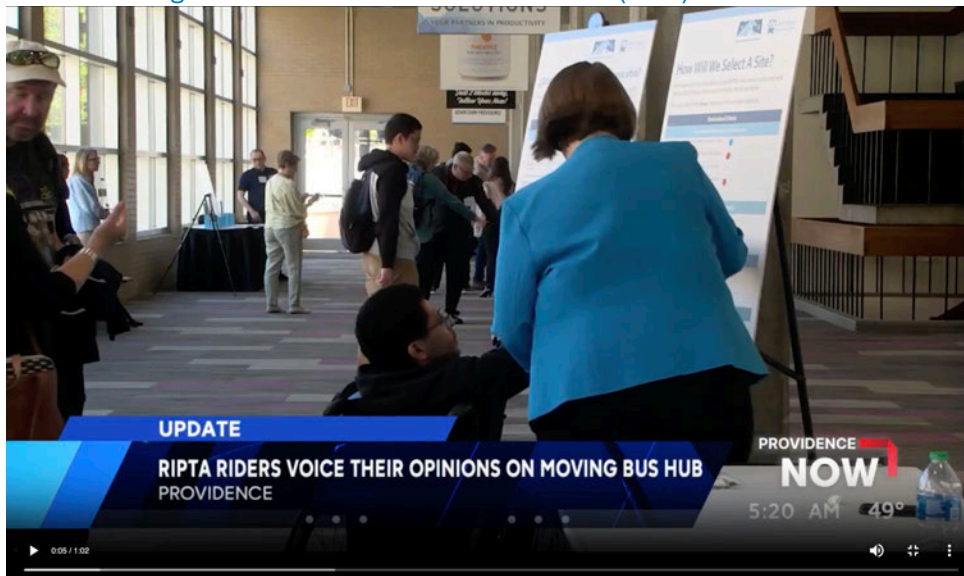
Appendix 1C: Stakeholder Engagement Raw Data & Related Material

TV COVERAGE:

12 News at 5 on WPRI-PVD (CBS)



Good Morning Providence at 5AM on WLNE-PVD (ABC)



12 News on Fox Providence at 8 on WNAC-PVD (FOX)

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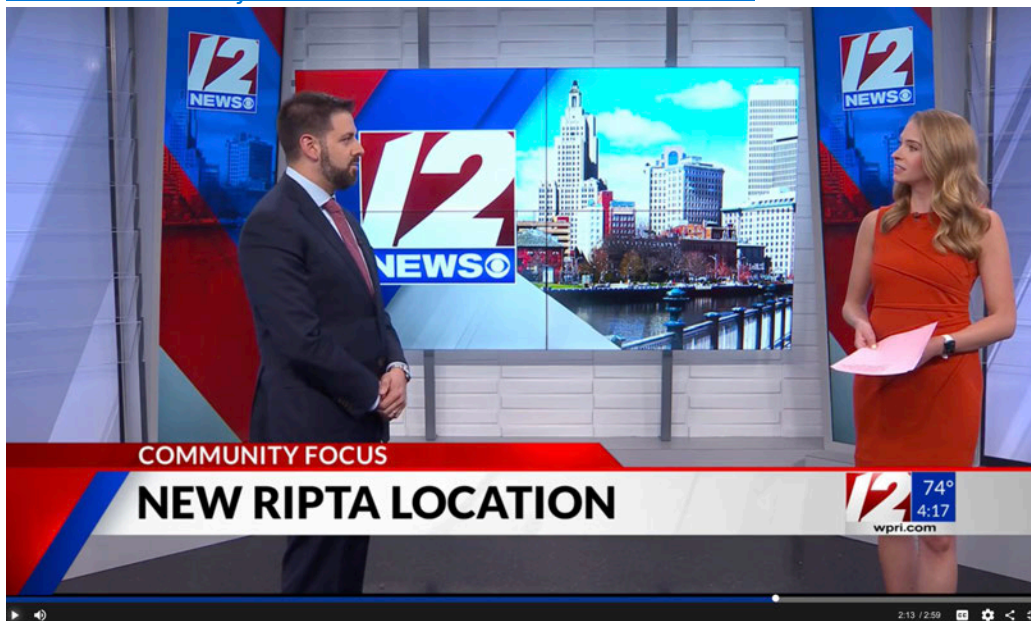
[Good Morning America on WLNE-PVD \(ABC\)](#)



[12 News at 6 on WNAC-PVD \(FOX\)](#)



[WPRI – Community Focus: Interim RIPTA CEO Chris Durand](#)



PODCAST:

[The Latest on Providence Transit Center with and RIPTA Interim Chris Durand and Next Wave's Chris Marsella](#)

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The Latest on Providence Transit Center with and RIPTA Interim CEO
 Bartholomewtown

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SOCIAL MEDIA:

Bill Bartholomew ✓
 @BillBartholomew

the latest on the forthcoming Providence transit hub, plus, does @RIPTA_RI Interim CEO Chris Durand want the permanent gig?

btown.buzzsprout.com
 The Latest on Providence Transit Center with and RIPTA Inte
 Bill Bartholomew welcomes RIPTA Interim CEO Chris
 Durand and Next Wave's Chris Marsella for a conversation...

7:56 PM · May 12, 2024 · **690** Views

FULL TEXT:

The Providence Journal

These 7 places could host the state's new bus hub. Here's a breakdown.

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The Rhode Island Public Transit Authority has narrowed the list of possible sites for a new [state bus hub](#) to replace Kennedy Plaza down to seven choices.

Now, the agency is looking for feedback from riders and other members of the public on which, if any, they prefer.

Background on the bus hub plan

The bus hub plan – backed by \$35 million that voters approved for transit infrastructure in 2014 – is being developed by a private consortium with RIPTA.

It is expected to include apartments and shops as well as bus berths, restrooms, an information desk and an indoor waiting area.

At times, development of a parcel of **state-owned former Interstate 195** land near Interstate 95 has appeared a fait accompli.

But no decision has been made, according to RIPTA leaders and the development group working on the project.

The six other locations are being studied, several of them having been considered as prime hub locations before.

Transit advocates are largely opposed to building a new hub and argue that the cash-strapped agency should focus resources on improving service, not pursuing real estate development projects.

The public was invited to look at maps and diagrams describing the possible sites – and vote on their preference – until 7 p.m. Monday at the Amica Mutual Pavilion. (Vote totals are not expected to be made public.)

A future public information session is planned at the CCRI Knight Campus in Warwick.

RIPTA and the Next Wave Rhode Island Partners consortium hope to narrow the choices down to two or three sites by mid summer and select a preferred location by the end of summer.

The choices, numbered to match the accompanying map provided by RIPTA:

T: Existing transit center at Kennedy Plaza

Location: The middle of downtown, next to the Superman Building, City Hall, federal courthouse and post office.

Selling point: It's central, it works and supporters argue money should be spent improving service, not on a fancy new building.

Land area: 7 acres

Ownership: Public

2: Clifford Street parking garage next to Garrahy courthouse

Location: Clifford, Richmond and Friendship streets

Selling Point: On many days, the state-funded parking garage is at least half empty. And when voters approved the \$35 million a decade ago, then-Gov. Lincoln Chafee floated this location, where the garage was already planned. Construction would have to happen in or around an existing parking garage, but that has been done in other cities

Area: 1.49 acres

Ownership: Public

3: Dorrance Street

Location: Surface parking lots between Dorrance, Clifford and Friendship streets

Selling Point: This was the most recent site planned for a mixed-use bus hub real estate project, before the location was passed over amid cost concerns.

Land area: 1.42 acres

Ownership: Private, Paolino Properties

4: The former Victory Plating property on Eddy Street

Location: Vacant lot between I-95, Eddy Street and Point Street

Selling Point: Very large piece of land near hospital complex. Has been empty for many years. Was briefly considered a possible site for a Pawtucket Red Sox ballpark.

Land area: 7.85 acres

Ownership: Private, Lifespan

5: Exchange Street Capital Center

Location: Surface parking lots between Exchange Street and One Citizens Plaza office building

Selling Point: Centrally located between Kennedy Plaza and train station

Land area: 1.86 acres in 2 parcels

Ownership: Private, Capital Properties

6: I-195 Commission Parcel 35

Location: Friendship and Clifford streets, near Interstate 95

Selling Point: [State-owned land intended for redevelopment and backed by Gov. Dan McKee and Providence Mayor Brett Smiley](#)

Land area: 2.15 acres

Ownership: Public

7: State House Lawn and parking lots

Location: Grassy area between Gaspee Street and the State House, plus a parking lot on the north side of Smith Street next to the Department of Transportation Building. [This was the preferred site for a bus hub in 2018, when a group including current consortium member Marsella Development bid to build an underground complex there.](#)

Selling Point: Across the street from the train station. Lots of space

Land area: 4.13 acres

Ownership: Public

8: Capital Center Park Row West

Location: Vacant lot between the Northeast Corridor tracks and Station Row apartment buildings.

Selling Point: Closest to train station and not far from Kennedy Plaza. Planned for development.

Land area: 1.48 acres

Ownership: Private, [Capital Properties](#)

Rhode Island *Current*

And then there were seven: RIPTA narrows down potential sites for Providence bus hub

Christopher Shea



PROVIDENCE — After months of keeping mum on the number of potential locations to build a new state-of-the-art transit center, the Rhode Island Public Transit Authority (RIPTA) finally announced Monday it has narrowed its list down to seven sites.

RIPTA unveiled the picks during a public workshop in the lobby of the Amica Mutual Pavilion in downtown Providence — the first in a series of three engagement sessions to garner input on the bus agency’s plan to move its hub in Kennedy Plaza elsewhere.

“It’s been a long time coming,” interim CEO Christopher Durand told reporters Monday afternoon. “I think we’re much earlier in this process than everybody thinks we are.”

RIPTA’s Board of Directors in January [approved a nearly \\$16.9 million contract with Next Wave Partners](#) to start design work for a mixed-use bus hub. The new building would offer a

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number of amenities not offered at Kennedy Plaza such as larger indoor waiting areas, expanded restrooms, digital screens to track bus arrivals and departures, and WiFi.

“It’s a unique opportunity here,” said Christopher Marsella, whose Providence-based Marsella Development Corporation is part of the consortium of six companies contracted to build the new bus hub.

The bus hub would be the result of a public-private partnership, with public funding coming from a \$35 million bond for mass transit center infrastructure approved by voters in 2014. Durand said other potential payments could come from loans through the federal Transportation Infrastructure Finance and Innovation Act or grants from the U.S. Department of Transportation.

“That’s what we have to figure out, there’s all these funding options out there,” Durand said.

Marsella said the seven potential transit center locations were chosen because of their proximity to commercial properties, other modes of transit, and the city’s hospitals.

“And there are only so many sites with the land area needed to consider a development of this scale,” Marsella said. Durand declined to say the minimum acreage RIPTA wants for a new hub.

RIPTA’s plan is to narrow down the final three locations by July. The winning location will likely be picked by RIPTA’s Board of Directors in August, Marsella said.

The price to construct the new hub is unclear, as Marsella told Rhode Island Current that it will be determined after a final spot is selected. Cost estimates in 2021 put the transit hub project at \$77 million, a figure based on the hub being built at Dorrance and Dyer streets.

So where in downtown Providence are the seven contenders to replace Kennedy Plaza at?

1. Clifford Street

At 1.49 acres, this potential bus hub location next to the Garrahy Courthouse is now used as a parking garage. If RIPTA were to consider this as the place to construct a new transit center, Marsella said crews would have to retrofit the structure.

2. Dorrance Street

Now a series of empty parking lots, this 1.42-acre property is next to Johnson & Wales Downcity Campus, the Garrahy Judicial Complex, and Providence’s Financial District. At the time RIPTA put the project out to bid in January 2023, this location was the lead contender for the agency’s bus hub.

3. Eddy Street

Formerly home to the Victory Polishing and Plating Co., this 7.85-acre property is now privately-owned parking lot by Lifespan Corp. Marsella said this site was picked due to its proximity to Rhode Island Hospital.

4. Exchange Street

Sitting along the Providence River between Kennedy Plaza and the Amtrak station, this 1.86-acre piece of land is now a series of parking lots. Technically, it is two parcels of land, Marsella said.

5. Friendship Street

The choice of this I-195 Redevelopment District lot is hardly a surprise. Even [Gov. Dan McKee last December admitted the site was a strong possibility](#) during a radio interview with Gene Valicenti last December. The I-195 Redevelopment Commission [in February reserved the land for RIPTA through October](#) in order for the bus agency to study the feasibility of the parcel for the bus hub. Transit advocates have long been critical of RIPTA potentially moving its hub from Kennedy Plaza — especially to the 195 district, saying it's too far from downtown amenities.

6. Gaspee Street

This spot includes the State House, along with the parking lot for the Rhode Island Department of Transportation. Should RIPTA select this 4.13-acre area, Marsella said almost the entire mixed-use hub would be underground in order to avoid taking away the green space by the State House. Challenges include excavation costs and ways to incorporate transit-oriented housing.

7. Park Row West

Sitting at 1.48 acres, this parcel vacant lot abuts the Amtrak station. And unlike the Gaspee street location, a hub here could be built above ground.



Bus riders and staff for the Rhode Island Public Transit Authority talks transit inside the Amica Mutual Pavilion in downtown Providence on May 13, 2024. (Christopher Shea/Rhode Island Current)

Where do people want the hub to be?

Participants at Monday’s workshop had the chance to cast their ballot for which spot they would like RIPTA to make the new hub. The popular vote from transit riders would be nonbinding but guide the board’s final decision, said RIPTA spokesperson Cristy Raposo Perry.

The final vote by transit riders is not expected to be made public, Raposo Perry said.

After looking at each of the seven displays, RIPTA Board member Patrick Crowley declined to tell Rhode Island Current which location he prefers.

“As far as I’m concerned I have two requirements: Build it union, and make sure there’s bathrooms for the drivers,” Crowley said. “Location, I think it’s more important to know what the community wants.”

Bus rider and Pawtucket resident Devin Guirales, who uses a wheelchair, said Eddy Street is his preferred spot for a new bus hub. Of the seven proposed sites, he said this is likely the only location he can traverse around with little issue.

“All the other options are in really hilly spots that would be difficult to get to in my wheelchair,” Guirales said.

But not all bus riders want to move out of Kennedy Plaza.

“It’s one of the open field places in the city and right downtown,” said Matty Peña, a volunteer for RI Transit Riders. ‘They could really ramp it up and make it awesome instead of neglecting it.’”

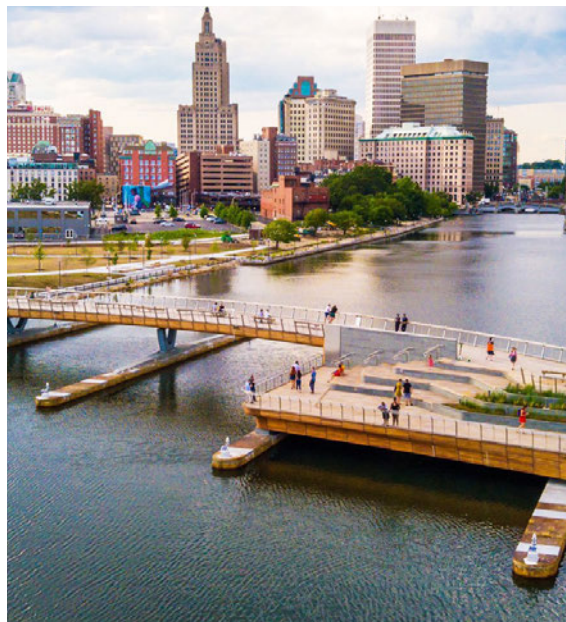
They added that RIPTA’s decision to not make Kennedy Plaza an option “seems rigged.”

“It seems like they gave us little pretend things to imagine are options, but they’ve only set one up for success: Parcel 35,” Peña said, referring to the Friendship Street location.



RIPTA holds first public workshop on transit hub relocation

[Christopher Allen](#) 05/13/2024



THE R.I. PUBLIC Transit Authority on Monday held the first in a series of public workshops on the location of the proposed new transit hub.

PROVIDENCE – The R.I. Public Transit Authority on Monday held its first “interactive” and “family-friendly” public workshop at the Amica Mutual Pavilion on the proposal to build a new transit center in a location other than Kennedy Plaza.

Pizza was served.

The event was the first in a series of public engagement sessions, dubbed “Transit Talks,” the agency has vowed to hold. Representatives from Next Wave Partners and RIPTA were on hand to discuss “the project’s overarching objectives of enhancing ridership experience and expanding service,” according to an agency news release.

While the next address of the city’s new transit center is currently unknown, potential locations have included Dorrance Street, Dyer Street and a parcel of I-195 Redevelopment District land.

In January, RIPTA's board of directors approved a \$16.9 million contract with Next Wave Partners to begin the first phase of designing and building the new transit center, including conducting site studies and assessments, collecting public feedback and developing cost estimates.

Next Wave Partners is a private consortium that includes Gilbane Development Co., Marsella Development, Plenary Americas, CUBE 3 and Jacobs.

City and state leaders, including Gov. Daniel J. McKee and Mayor Brett P. Smiley, have supported moving the transit center into the I-195 Redevelopment District. The public portion of funding would come from a \$35 million transportation bond approved by voters in 2014.

In February, Providence's I-195 Redevelopment District Commission voted to give RIPTA until Oct. 1 to decide whether it will move forward with a transit center relocation to the district.

But advocates have expressed concerns that state officials are overlooking the bigger picture.

In a statement Monday, Grow Smart Rhode Island reiterated its previous calls for a "pause" in further action "until the public is assured that transit service itself is prioritized," citing the agency's \$8 million operating deficit for fiscal 2025 "with no certainty that state government will properly fund RIPTA to close this gap or to begin implementing service improvements outlined in the state-approved Transit Master Plan."

RIPTA and Next Wave say they are considering a mixed-use development for the hub, with a first-floor retail space, amenities, and residential units on upper floors. Promising to improve rider safety and create a hub "interconnected" to other transit options, including direct links to the Providence Train Station, Kennedy Plaza, the R.I. Convention Center "and other high-traffic areas," according to RIPTA.

In an online poll conducted by Providence Business News, more than 40% of respondents disagreed that a I-195 Redevelopment District center would be convenient for riders who frequent downtown; approximately 20% said it could spur mixed-use business development in the city.

Requests for comment sent to RIPTA on the tenor of public responses to date and whether the feedback collected will be made publicly available were not immediately returned.

In April, RIPTA interim CEO Christopher Durand said the state was "overdue for a revamped, modernized transit center that can offer the centralized location and state-of-the-art amenities our riders expect and deserve."

Attendees on Monday were able to vote via a cardboard ballot box on their preferences among a half-dozen options. Reached by phone Monday outside of the Amica building, Randall Rose, a member of the Kennedy Plaza Resilience Coalition, said local transit advocates remained "frustrated they are not asking the real question of whether people want [the center] to move.

“They are asking whether you want to move the hub from Kennedy Plaza to here or here or there, but nothing about whether you want it to stay in Kennedy Plaza,” Rose said. “Bus riders do not think this is a good idea. We want a fairer process to look seriously at whether it is good public policy to move the bus hub out of Kennedy Plaza and they are deliberately avoiding that question.”

Those unable to attend the event can provide feedback via email to transitcenter@ripta.com.

Christopher Allen is a PBN staff writer. You may contact him at Allen@PBN.com.



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Commuters want Kennedy Plaza bus hub to stay as RIPTA considers changes

11 hours ago

[Alyssa Azzara](#)

PROVIDENCE, R.I. (WLNE) — RIPTA hosted a public input session Monday to hear from commuters on a proposed new transit hub.

Currently, Kennedy Plaza is the main hub, and many commuters told ABC 6 News they would like it to stay that way.

“We could never do an indoor transit center at Kennedy Plaza, where you’re waiting out in the elements,” RIPTA’s Interim CEO Christopher Durand said. “So there’s a lot of opportunity here to do something different.”

During Monday’s open house-style event, residents could vote on several proposed locations for the new transit hub, but Kennedy Plaza was not an option.

“I’d love to vote for Kennedy Plaza,” commuter Matty Pena said. “I think it’s ideal for commute times to other places, within a five, 10, 15-minute, walk it gets you to every single neighborhood. I think we should invest more money in Kennedy Plaza instead of divesting from Kennedy Plaza.”

According to RIPTA, there would still be a presence at Kennedy Plaza, but this new location would be the main hub.

Commuters who take the bus everyday said they want Kennedy Plaza to stay how it currently is.

“To move it or relocate it someplace else is very difficult,” Deborah Ray, another commuter said. “Especially if there’s a lot of walking to get to the site, that’s number one, that’s the priority.”

Meanwhile, Durand said moving the hub would create a more attractive system for people to use but there’s still a lot to figure out.

“We still have to figure out how all these pieces fit together,” Durand said. “So there’s no predetermined outcome here. We have to figure all that out, where people are coming from, where they’re going, and how do we best kind of accommodate that.”



RIPTA holds public workshop on proposed Providence Transit Center

(WJAR) —

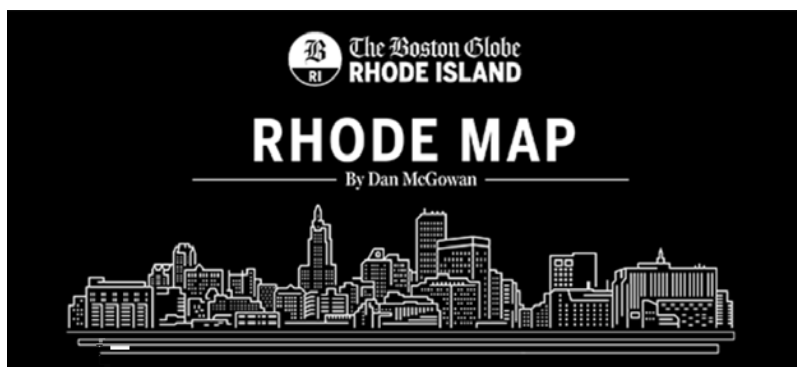
The Rhode Island Public Transit Authority is having a public workshop on Monday to discuss the future Providence Transit Center.

The workshop is running from 4 to 7 p.m. at the Amica Mutual Pavilion in Providence.

RIPTA claims it has outgrown its current hub at Kennedy Plaza.

Others however oppose moving the hub from its current location.

More on the transit hub [can be seen online.](#)



Leading off

Say this for the Rhode Island Public Transit Authority: it will never be accused of rushing through any projects.

It has been a decade since 60 percent of voters approved a \$35 million bond to invest in mass transit hub infrastructure, like figuring out a once-and-for-all solution for moving most buses out of Kennedy Plaza and building a centralized facility that riders actually want to use.

Most of that money remains unspent, but Governor **Dan McKee** has set aside \$22 million to help RIPTA and a group of private developers to begin planning the construction of a new transit hub in or around downtown Providence.

RIPTA is [hosting a public forum](#) at the Amica Mutual Pavilion today from 4 p.m. to 7 p.m. to hear from current, former, and future bus riders (or anyone who wants free pizza) about what they'd like to see in a new transit hub.

Hold up: Hasn't the decision already been made to move to build a new hub [on Parcel 35](#) of the former I-195 land between Clifford and Friendship streets? Not exactly. It's true that the 195 Commission has struck a deal with Next Wave Rhode Island Partners to not market the parcel, but **Christopher Marsella** from Next Wave and **Christopher Durand** from RIPTA insist that the fix isn't in for any one location at this point.

What's next: Marsella and Durand say they'll roll out seven potential locations for a new bus hub at today's forum, including long-mentioned possibilities closer to the train station and across from Garrahy Judicial Complex on Dorrance Street (property now owned by former Mayor **Joe Paolino**). Parcel 35 is in that group, and it's worth noting that both McKee and Mayor **Brett Smiley** have signaled support for that location.

The challenges: Reasonable cynicism. The conversation around moving buses out of the plaza too often focuses on the mythical future rider far more than it does the current riders. That leads to distrust among current riders. But Marsella and Durand say they hope the public conversations over the next year will be beneficial to everyone involved.

The goal: Aside from converting the current Kennedy Plaza from a bus hub to more of a bus stop, Next Wave and RIPTA want to build a modernized indoor facility along with a more efficient location for idle buses. They also have a vision to build affordable housing as part of the project. Marsella and Durand are pointing to the [RTS Transit Center](#) in Rochester, New York, as a model, although they want to build off of ideas in Boston, Denver, San Francisco, and Washington, D.C. as well.

The timeline: We're still a long way from the finish line. The public planning process will continue through 2025, and a decision on the new transit hub location will likely be made within the first six months of 2026. If all goes as planned, the target date to open the new facility would be late 2027 or early 2028, according to Marsella and Durand.

Riders to weigh in on RIPTA's plan to move transit center out of Kennedy Plaza

by: [Melanie DaSilva](#)

Posted: May 13, 2024 / 07:25 AM EDT

Updated: May 13, 2024 / 08:03 AM EDT

PROVIDENCE, R.I. (WPRI) — The Rhode Island Public Transit Authority ([RIPTA](#)) continues to move forward with plans to build a new downtown transit center in Providence.

On Monday, the public will have its first chance to comment on RIPTA moving its transit hub out of Kennedy Plaza.

The new hub would be built on Parcel 35, located at the corner of Friendship and East Franklin streets.

In January, RIPTA approved a \$16.9 million contract with a consortium of six Rhode Island-based businesses called Next Wave Partners.

Next Wave Partners will be tasked with designing and constructing the transit center, which RIPTA hopes will eventually serve as its primary bus depot.

The goal of the so-called bus hub is to centralize RIPTA's operations in the city and encourage the use of public transit. It is expected to feature a temperature-controlled passenger arrival and seating space.

The new facility will also offer accommodations for bicyclists, as well as ground-level retail space and housing on the upper floors. Kennedy Plaza would still be used for a reduced number of bus routes once the new transit center is fully operational, according to RIPTA.

Some can't wait for a new bus hub, while others have criticized the new location's convenience and said the agency should focus on other issues.

Interim RIPTA CEO Chris Durand joined 12 News at 4 last week and spoke about the first public session.

“That's what we're looking to hear on Monday, help us understand the priorities for different folks,” Interim RIPTA CEO Chris Durand said last week on 12 News at 4. “Theres a lot of different federal money out there for capital quite frankly and so we have to make sure we are grabbing the resources we can when we have those opportunities.”

RIPTA and Next Wave Partners will be conducting site studies and cost assessments for the project. It's being funded in part by a \$35 million bond referendum for improvements to RIPTA's existing services. That funding was approved by voters back in 2014.

The event will be held in an "Open House" format, where participants can attend in person or online anytime between 4 p.m. and 7 p.m.



Public input session to be held for new RIPTA transit center

2 hours ago

[Christopher Boardman](#)

PROVIDENCE, R.I. (WLNE) — The Rhode Island Public Transit Authority is hosting a “public engagement session” this afternoon at the Amica Mutual Pavilion, regarding the plans for RIPTA’s transit center across the street.

RIPTA and its developers want to hear your thoughts on its plans for a new transit center, as it says it’s “outgrown its current hub” at Kennedy Plaza.

Monday’s session, the first in a series, starts at 4 p.m. and lasts until 7 p.m.

The schedule for the next session has yet to be announced.



RIPTA invites public to weigh in on new transit center

21 hours ago

[Christopher Boardman](#)

PROVIDENCE, R.I. (WLNE) — The Rhode Island Public Transit Authority is looking for your input on its future transit hub.

The project has seen community backlash as advocates say they're moving transit away from the people who need it.

Between 4 and 7 p.m. Monday you can swing by the Amica Mutual Pavilion to weigh in on a new proposed transit center here in the Ocean State, as RIPTA looks for community feedback in the process.

This is the first of four public input meetings as officials with RIPTA said they're still early in this process.

But even at this stage, community members have been outspoken against moving the transit hub away from Kennedy Plaza, saying the move would take access away from some of the community members who need it most.

"This is our chance to kind of prove what we've been saying. Which is we want public engagement; we want to figure this out. I think there's a lot of people who think 'hey it's just going here and that's it,'" said Chris Durand, Interim RIPTA CEO.

"That's not true, that can't be true, there's literally federal rules that prevent us from doing something like that. So, I don't know what we're going to hear, but my hope is that people leave tonight feeling better about the overall project."

Advocates who spoke with ABC6 said they're not fully opposed to moving the transit hub, but say they need the state to make sure RIPTA is funded and avoids route cuts before anything else.

The meeting will start at 4 p.m. at the Amica Mutual Pavilion in Providence and will run until 7 p.m.

Durand says you can stop in for however long you want to weigh in on the project.

Three more meetings are expected but they haven't been set as of yet.

Providence Transit Center Public Outreach Survey



RIPTA is looking to improve public transportation access for all Rhode Islanders through a new state-of-the-art transit center in Providence. Even though we're still in the early stages, we understand how important this project is for the entire state – and we are dedicated to working together openly with the public on this. **That's why we need to hear from you!** For additional background information on the project, please visit: ripta.com/TransitCenter

1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02908

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

- Yes (please list email address and/or phone number):

- No

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Providence Transit Center Public Outreach Survey



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02906

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- Under \$15,000
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- Transfers (can transfer to routes that go many places)
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NOT NEEDED - Kennedy Plaza
HAS NO CENTER AND PROVIDES MORE
THAN ADEQUATE ACCESS TO TRANSFER
BUS

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02804

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WOULD LIKE TO JOIN PLANNING COMMITTEE

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

- Yes (please list email address and/or phone number):

[Redacted]

- No

Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify) *shelter from wind*

*Kennedy Plaza works best,
Improve, do not relocate.*

6. What is the zip code you live in? (must be 5 characters)

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
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- Other (please list)

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Airport.

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Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
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- Comfort (air conditioning and heating, places to sit)
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- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify) *Airport*

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Providence Transit Center Public Outreach Survey



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- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02903

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
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7

- No

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Providence Transit Center Public Outreach Survey



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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

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- Transfers (can transfer to routes that go many places)
- Other (please specify)

SCREENS w/ accurate arrival info
bike lockers

6. What is the zip code you live in? (must be 5 characters)

02907

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
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02904

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How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

- Yes (please list email address and/or phone number):

- No

Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02905

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
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No

Providence Transit Center Public Outreach Survey



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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02903

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
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Providence Transit Center Public Outreach Survey



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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

RI needs better social services
for the homeless so they don't live near
KP

6. What is the zip code you live in? (must be 5 characters)

02909

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
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Providence Transit Center Public Outreach Survey



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How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02915

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
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- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

- Yes (please list email address and/or phone number):

Lynn's Email
lynn@providence-ri.com

- No

Providence Transit Center Public Outreach Survey



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- Entertainment (sporting events, concerts, plays)
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	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02906

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
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8. What race/ethnicity do you identify as? (select all that apply)

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- Transfer to go elsewhere
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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go) *posting of maps & schedules needed*
- Amenities (benches, real-time arrival screens, bathrooms) *PAPER*
- Comfort (air conditioning and heating, places to sit) *wayfinding*
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify) *intermodal connections*

Wayfinding signs needed, Intercity-bus and rail connections need serious consideration

6. What is the zip code you live in? (must be 5 characters)

02906

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
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- \$100,000 to \$125,000
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- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

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Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

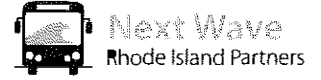
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- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

Location of transit center should be close to ~~the city~~ city & train station
the central

6. What is the zip code you live in? (must be 5 characters)

02906

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
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- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)
TO ATTEND MEETINGS

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
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6. What is the zip code you live in? (must be 5 characters)

7. What is your annual household income? (select one)

- Under \$15,000
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- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

Connect w/ RIPTA from train to go home

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

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fix broken kiosks when reported

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02903

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
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8. What race/ethnicity do you identify as? (select all that apply)

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- Commute to school
- I live in Providence
- Dining/shopping
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- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

Visit friends/family, work

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
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Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02903

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
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- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

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	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
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- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02895

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
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email above

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6. What is the zip code you live in? (must be 5 characters)

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- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

Need improvement.

6. What is the zip code you live in? (must be 5 characters)

02904

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

[Redacted]

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

- Yes (please list email address and/or phone number):

[Redacted]

- No

Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
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- Other (please specify)

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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



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- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02944

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



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- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02911

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian / *Filipina*
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

NOT Hispanic

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- Yes (please list email address):

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Providence Transit Center Public Outreach Survey



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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
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- No

Providence Transit Center Public Outreach Survey



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- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify) *Depto office*

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
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6. What is the zip code you live in? (must be 5 characters)

7. What is your annual household income? (select one)

- Under \$15,000
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Providence Transit Center Public Outreach Survey



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6. What is the zip code you live in? (must be 5 characters)

02921

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- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
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Providence Transit Center Public Outreach Survey



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- Safety (feels safe)
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- Other (please specify)

All of the above

6. What is the zip code you live in? (must be 5 characters)

02860

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

[Redacted]

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

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Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02914

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
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*Must provide
3 E. Green Rd.*

Providence Transit Center Public Outreach Survey



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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

shops, food, near affordable housing

6. What is the zip code you live in? (must be 5 characters)

02860

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
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7. What is your annual household income? (select one)

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- \$30,000 to \$45,000
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- \$75,000 to \$100,000
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- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify) *Doctors, appointments, social*

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

Central location near other transit

6. What is the zip code you live in? (must be 5 characters)

02906

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
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8. What race/ethnicity do you identify as? (select all that apply)

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- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

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- I need my car throughout the day for work
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- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
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- Transfer to go elsewhere
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
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- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02908

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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6. What is the zip code you live in? (must be 5 characters)

02905

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- Under \$15,000
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- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)
Don't own a car

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02906

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

- Yes (please list email address and/or phone number):

- No

Providence Transit Center Public Outreach Survey



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- Three times a week or more
- Once or twice a week
- Once or twice a month
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- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

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- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service *Re W*
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02865

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
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Deaf Blind

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Yes (please list email address):

No

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No

Providence Transit Center Public Outreach Survey



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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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Providence Transit Center Public Outreach Survey



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- Location (near places I want to go)
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- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02905

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
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- \$75,000 to \$100,000
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

Close to train station

6. What is the zip code you live in? (must be 5 characters)

02905

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
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Providence Transit Center Public Outreach Survey



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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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6. What is the zip code you live in? (must be 5 characters)

02909

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
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- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

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Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

Accessibility for disability

6. What is the zip code you live in? (must be 5 characters)

02909

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
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- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- 1 Commute to work *order of importance*
- Commute to school
- 2 I live in Providence
- 3 Dining/shopping
- 4 Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

all are important. This list should have just been a ranking 1-5 on what's most important

6. What is the zip code you live in? (must be 5 characters)

02906

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
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Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

A Good Transit Center is one that follows investment in improved service.

6. What is the zip code you live in? (must be 5 characters)

02876

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
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8. What race/ethnicity do you identify as? (select all that apply)

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[Redacted]

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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02852

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
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8. What race/ethnicity do you identify as? (select all that apply)

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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
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- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02903

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
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- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02909

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

- Yes (please list email address and/or phone number):

- No

Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month *(RIDE)*
- A few times a year *parent transit*
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)
getting around

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops <i>and signs for real info!</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

wants the #14 to be more frequent
coffee shops

6. What is the zip code you live in? (must be 5 characters)

02852

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
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- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

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- Bus trip would require a transfer
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- Commute to school
- I live in Providence
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	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
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Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
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7. What is your annual household income? (select one)

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- I live in Providence
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Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02905

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

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- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

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Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02903

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
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- I live in Providence
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- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
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4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

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Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

- Yes (please list email address and/or phone number):

- No

Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
- Once or twice a week
- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

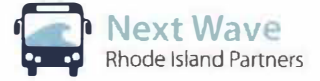
3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

near train station

6. What is the zip code you live in? (must be 5 characters)

02879

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
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[Redacted]

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Providence Transit Center Public Outreach Survey



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Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02905

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02904

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

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- American Indian or Alaska Native
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- Native Hawaiian or Pacific Islander
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Providence Transit Center Public Outreach Survey



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- A few times a year
- Never

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How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02812

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

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at sign-in table

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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
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- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02907

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
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- \$45,000 to \$60,000
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- I live in Providence
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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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Kennedy Plaza remaining the same

6. What is the zip code you live in? (must be 5 characters)

02907

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- Under \$15,000
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- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02908

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
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Providence Transit Center Public Outreach Survey



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- Three times a week or more
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Providence Transit Center Public Outreach Survey



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02818

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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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- Entertainment (sporting events, concerts, plays)
- Transfer to go elsewhere
- I am not an active transit rider
- Other (please specify) *Get to the airport.*

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

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Next Wave
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Near high-density residential and commercial

6. What is the zip code you live in? (must be 5 characters)

02906

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
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Providence Transit Center Public Outreach Survey



Next Wave
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6. What is the zip code you live in? (must be 5 characters)

02905

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
- \$100,000 to \$125,000
- More than \$125,000
- Prefer not to answer

8. What race/ethnicity do you identify as? (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Hispanic or Latino
- Other (please list)

9. Would you like to provide your email to stay updated on future Providence Transit Center communications? (if yes, please provide email address)

- Yes (please list email address):

- No

10. Would you like to enter the gift card raffle drawing? (if yes, please provide your name, email address, and/or phone number)

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Providence Transit Center Public Outreach Survey



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1. How often do you ride RIPTA buses in Providence? (select one)

- Three times a week or more
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- Once or twice a month
- A few times a year
- Never

2. If you answered "Never" to Question #1, why don't you ride RIPTA buses in Providence? (select all that apply)

- I prefer to walk or ride a bicycle
- RIPTA bus stop is not near my home or work
- RIPTA schedule does not align with my schedule
- Bus trip would require a transfer
- The bus route is not fast enough
- I need my car throughout the day for work
- I am unfamiliar with how to use RIPTA bus service
- I do not travel to Providence.

3. If you answered that you ride transit in Question #1, what is the main reason you ride RIPTA buses in Providence? (select all that apply)

- Commute to work
- Commute to school
- I live in Providence
- Dining/shopping
- Entertainment (sporting events, concerts, plays)
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- I am not an active transit rider
- Other (please specify)

4. How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, neither important or unimportant, important, and very important)

	Not sure	Not at all important	Not important	Neither important or unimportant	Important	Very Important
Ease of transferring between routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How fast buses get you where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses take you close to where you're going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
How late bus service operates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buses arrive on schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Feeling safe while waiting for the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amenities like benches and shelter at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

MUST KEEP PROXIMITY TO
TRAIN STATION!

6. What is the zip code you live in? (must be 5 characters)

02917

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
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Providence Transit Center Public Outreach Survey



Next Wave
Rhode Island Partners

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Providence Transit Center Public Outreach Survey



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- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

Ease & safety

6. What is the zip code you live in? (must be 5 characters)

02906

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
- \$75,000 to \$100,000
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[Redacted]

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Providence Transit Center Public Outreach Survey



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Providence Transit Center Public Outreach Survey



5. What do you think makes a good transit center? (select all that apply)

- Location (near places I want to go)
- Amenities (benches, real-time arrival screens, bathrooms)
- Comfort (air conditioning and heating, places to sit)
- Safety (feels safe)
- Transfers (can transfer to routes that go many places)
- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02903

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
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- \$100,000 to \$125,000
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8. What race/ethnicity do you identify as? (select all that apply)

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Portuguese / Azorean

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Providence Transit Center Public Outreach Survey



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- Location (near places I want to go)
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- Other (please specify)

6. What is the zip code you live in? (must be 5 characters)

02886

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
- \$30,000 to \$45,000
- \$45,000 to \$60,000
- \$60,000 to \$75,000
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Providence Transit Center Public Outreach Survey



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- Location (near places I want to go)
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underground is a terrible
idea - pollution breathing in
Bus fumes also for safety.

6. What is the zip code you live in? (must be 5 characters)

02909

7. What is your annual household income? (select one)

- Under \$15,000
- \$15,000 to \$30,000
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HUMAN

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We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

We need early buses!

Bus Transit center should be adjacent to train station for easy transfer!

Thank you!

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The priority for riders is more frequent service, not a new hub. The proposed new transit hub is also in a terrible location, far away from downtown, and does not give everyone, of every class to use a superior mode of transit.

We want to hear from you!



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didn't vote for any of those sites - keep in KP!

no thought for accessibility for disabled people!!

Event was not accessible!

Y

Boo!

!!

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Leaving KSP out of the
site vote was very bad
and undemocratic process
you should be ashamed

We want to hear from you!



Next Wave
Rhode Island Partners

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Moving from LP
is the stupidest idea in
the world
Fix the system then renumber lines

We want to hear from you!



Next Wave
Rhode Island Partners

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KENNEDY PLAZA CENTRALLY
LOCATED - IF NEW LOCATION
SUBTLE BETWEEN DEPOT AND
KENNEDY PLAZA

We want to hear from you!



Next Wave
Rhode Island Partners

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Sites 4 and 6 are

too far so should be

considered unacceptable

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

STAY @ KENNEDY PLAZA

We want to hear from you!



Next Wave
Rhode Island Partners

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All RIPTA drivers should
put the ramps down for all
riders - not just wheel/chair
users. Its important to consider
invisible disability

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

All RIPTA Drivers should put
out the Ramp not only for
wheelchair, but also the
people that use a
walkers.

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Bus frequency matters quite a bit. Many
downtown colleagues who drive tell me they'd
bus in, but if they miss a 5:00 pm
bus, the next one isn't until 5:45-6pm

We want to hear from you!



Next Wave
Rhode Island Partners

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RP is Awful.

Fix the system + Move the Hub!

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

1) Any move away from KP is going
to be in convenient. 2) The transit center
needs to be near/next to the train station!
South/Washington County needs more bus service

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

The transit center should accommodate
service expansion plans and allow
for separated ROWs and non-
circuitous routes (like 56
around the Amtrak station)

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Excellent Posters

Very organized. Maybe
Present this info. again? -
To a larger crowd.

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Do not move out of
Kennedy Plaza

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

The vote for sites without
RP is a rigged phony vote,

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

A better Kennedy Plaza is possible, cheaper, and better for people who ride the bus!

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

KEEP KENNEDY PLAZA!

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

If Providence (and RT) is to be
marketed + experienced as a 1st
class small city, ^{possibly} connecting trains
with buses is essential.
Please let's not go backward!

We want to hear from you!



Next Wave
Rhode Island Partners

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Why isn't AMTRACK at the
table? Bus ↔ train increases
ridership for both! Intermodal =
Please think Big! (Not a
free housing site; a transparent
mistake!) (Not just housing!)

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Choose sites 7 or 8 - adjacent to train station to connect the airport, train + Bus as easily as possible. Show R. Islanders that you are "forward-thinking."

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

I voted for site [#]5

Park Row by the
Amtrak / MBTA Train sta.

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Very well organized. Liked Boards
of information. Great knowledgeable
staff.

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

USE A PORTION OF ALLOCATION

TO ADD VENDOR STALLS + AMENITIES

TO KP - AVOID DEVELOPER VENTURES

ADD MORE BUS DEDICATED LANES

THRU CITY - ESP. AROUND TRAIN + MALL

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Very happy to review the many options being considered.

One of the three sites by the train station would by far be the best option

We want to hear from you!



Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Providence once had a
robust intercity bus
terminal, with impressive
out of state connections.
Bonanza moved out of
downtown years ago.

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

With the Boylston Terminal
now gone for decades, the
intercity bus network has
disintegrated. This service
needs to be considered
in addition to just rail.

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Very well organized.
How many more of these will
you hold?
↳ Important to ensure a high
percentage of public input

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Also, as much as
possible, consideration
needs ^{to} be given to
creating a location to
accommodate inter city buses.

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Keep Kennedy Plaza
where it is and
fix its problems

We want to hear from you!



Next Wave
Rhode Island Partners

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Re transfer: The location MUST
make it easier to get between
buses AND TRAINS!!

* Why weren't trains even
mentioned? We need to support
folks coming & going by trains!

We want to hear from you!



Next Wave
Rhode Island Partners

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KP is NOT ALLOWED as a voting

option!! WE DONT WANT OR NEED A

^{new} HUB. Invest in KP. Stop displacing the

homeless. stop being classist & racist in

decision making!!!! I vote for KP₂₀₁

We want to hear from you!



Next Wave
Rhode Island Partners

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We need 2 bus shelter

7 For non smoking and
smoking. w/ heat & Air
condition

We want to hear from you!



Next Wave
Rhode Island Partners

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In order for riders to trust
the process, they will need
to see how the site
compares to KP directly.

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

I like keeping KP and retro fitting
the best. But as long as downtown
is still well served making next to
train station will encourage a lot of
ridership!

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

DON'T MOVE KENNEDY
PLAZA!

We want to hear from you!



Next Wave
Rhode Island Partners

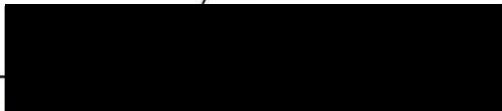
Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Your Welcome ^{ut} But we the still want

And need KP to stay the same place

and clean that area.

Thank You



We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

THINK AND BE TRUE INTER-MODAL.
MATCH OFF TO SOUTH STATION
AND ATTRACT THE WORLD!

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

SITES #4 AND #6 ARE NOT VIABLE - TOO FAR FROM
DOWNTOWN (I SAY THIS AS SOMEONE WHO
USED TO LIVE ON THE WEST SIDE)

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Make the vote count
Public

We want to hear from you!



Next Wave
Rhode Island Partners

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Don't move RIP

We want to hear from you!



Next Way
Rhode Island Pa

Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

I want to join the Planning Committee so I can be a voice for Southern RI + Creating LAST/FIRST Mile Routes to help a better Public Transportation System

- ① Connecting Service for Express Routes
eg 95X supports Westerly
Charlestown, Richmond, Hopkinton
But there is NO connecting bus
to URI
- ② There is NO bus support to transport
to MBTA TRAIN service for
Southern RI except for Wakefield
- ③ MISSING LAST/FIRST MILE CONNECTIONS
TO enable Ridership instead of driving
FOR AND FROM ROUTE 2/4

We want to hear from you!



Next Wave
Rhode Island Partners

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Site 6 in the Jewelry District
does NOT follow the 1-1985 commissioning
mandate to: sell the parcel for \$
(not given away)
• Create long-term jobs
• advance research/science/future
industries as it's supposed to (over)

* "Housing" is not
job making.

AND the site is too far
from the train station.

It's supposed to be intermodal
bus + train + ~~airport~~ + walking

We want to hear from you!



Next Wave
Rhode Island Partners

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KEEP KENNEDY Plaza → over
Update the terminal into
the 21st Century - Add A
2ND for a Coffee Shop with an
elevator for disabled patrons
Accessibility Is A PRIORITY!

KEEP the interim CEO in
his position.

We want to hear from you!



Thank you for participating in the Providence Transit Center planning process. Please use this card to share any additional ideas, questions, or comments you have about your vision for improving transit across the city and state. You can also email transitcenter@RIPTA.com We appreciate your input!

Invest in the future of transit through
safe, reliable, easy public transit. Listen
to the riders! Don't let the wealthy
developers push out the residents
who rely on RIPTA b/c they don't
have cars/drive @ whatever cost. →

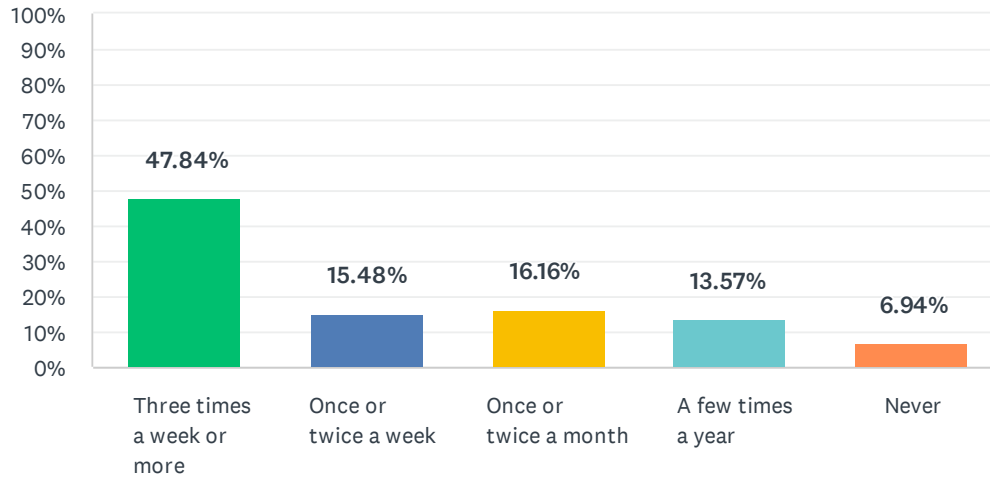
RI Green Energy plan should include
Public transit for commuters too
save the environment.

Preliminary Draft for Review Only - Not a public record pursuant to RI Gen. Laws 38-2-2(4)(K)

Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)(E)

Q1 How often do you ride RIPTA buses in Providence? (select one)

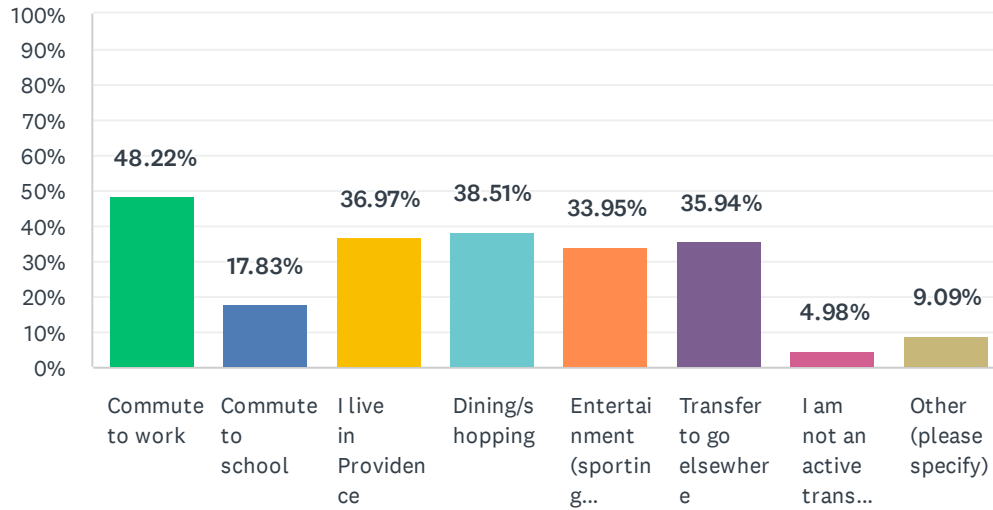
Answered: 3,817 Skipped: 0



ANSWER CHOICES	RESPONSES	
Three times a week or more	47.84%	1,826
Once or twice a week	15.48%	591
Once or twice a month	16.16%	617
A few times a year	13.57%	518
Never	6.94%	265
TOTAL		3,817

Q2 What is the main reason you ride RIPTA buses in Providence? (select all that apply)

Answered: 3,511 Skipped: 306



ANSWER CHOICES	RESPONSES	
Commute to work	48.22%	1,693
Commute to school	17.83%	626
I live in Providence	36.97%	1,298
Dining/shopping	38.51%	1,352
Entertainment (sporting events, concerts, plays)	33.95%	1,192
Transfer to go elsewhere	35.94%	1,262
I am not an active transit rider	4.98%	175
Other (please specify)	9.09%	319
Total Respondents: 3,511		

Providence Transit Center

#	OTHER (PLEASE SPECIFY)	DATE
1	Doctors appointments	7/1/2024 9:11 AM
2	Going to downtown it's better to get a ride on the city bus.	6/30/2024 9:19 PM
3	To go to pharmacy and Post Office	6/30/2024 7:47 PM
4	Doctors	6/30/2024 6:05 PM
5	Get food	6/30/2024 5:25 AM
6	Disabled, to socialize, shop, visit	6/29/2024 9:53 PM
7	Getting to the train station	6/29/2024 5:41 PM
8	Casino	6/29/2024 5:18 PM
9	During annual visits (from Minnesota)	6/29/2024 4:43 PM
10	I visit friends - especially in East Providence.	6/29/2024 3:33 PM
11		6/29/2024 2:27 PM

Providence Transit Center

12	Appointments	6/29/2024 12:22 PM
13	Doctors, Lawyer, Government Agency,Court,	6/29/2024 12:04 PM
14	You've. Asked. Three. Times.	6/28/2024 8:15 PM
15	Visit partner	6/28/2024 2:07 PM
16	Doctor's appointment , meetings, church,shopping	6/28/2024 1:06 PM
17	dr appts	6/28/2024 12:54 PM
18	Dr appointments, commute to work and entertainment	6/28/2024 11:45 AM
19	Shopping and doctor appointments	6/28/2024 7:48 AM
20	I	6/28/2024 6:34 AM
21	Commute from school into the city	6/27/2024 10:58 PM
22	Ride when parking or traffics a bear	6/27/2024 10:33 PM
23	Doctor's	6/27/2024 9:58 AM
24	Auditions, transfers to elsewhere, appointments	6/27/2024 8:59 AM
25	Convenience	6/27/2024 6:32 AM
26	Went they have activities in providence I try to avoid bring my car Because get really conjested And parking is a complicated.	6/27/2024 5:55 AM
27	Business	6/27/2024 12:01 AM
28	Doctor Appointments	6/26/2024 6:44 PM
29	medicalreasons and	6/26/2024 5:31 PM
30	Volunteer activities	6/26/2024 5:26 PM
31	Appointments	6/26/2024 3:36 PM
32	Airport transfer	6/26/2024 1:25 PM
33	I don't have a car.	6/26/2024 12:32 PM
34	Doctor's appointments	6/26/2024 11:41 AM

Providence Transit Center

35	Doctors	6/26/2024 7:54 AM
36	appointments	6/26/2024 7:13 AM
37	I don't drive.	6/26/2024 6:30 AM
38	Girlfriends house	6/25/2024 10:18 PM
39	I am disabled, and use public transit to access the city, my healthcare, and visit my partner and family. Please don't take this from us just because wealthy landowners say they want us moved. We are the people of this city, and wealthy property owners aren't.	6/25/2024 9:07 PM
40	Go to CSL Plasma or Planet Fitness	6/25/2024 8:56 PM
41	Travel to and from train station and airport	6/25/2024 8:35 PM
42	Go to doctor appointment	6/25/2024 8:04 PM
43	Providence is my hometown of course I'm going where the action is unlike boring ol' Craaaaaansnooze 😊	6/25/2024 6:23 PM
44	Visit other parts of RI	6/25/2024 6:22 PM
45	Doctor's	6/25/2024 2:24 PM
46	I commute to and from home and counseling and doctors and grocery shopping. I use ripta to get where I need to go every time I go out	6/25/2024 12:07 PM
47	don't want to deal with parking my car	6/25/2024 11:09 AM
48	Don't care	6/25/2024 9:52 AM
49	None	6/25/2024 8:52 AM
50	I do not drive I use 69 rte	6/25/2024 8:39 AM
51	Visit family, going the gym, to ride all over RI to get out for the day	6/25/2024 7:28 AM
52	Appointment at Doctors office, parking is limited and you have pay to park.	6/25/2024 1:21 AM
53	general transportation needs - no car	6/24/2024 3:48 PM
54	To go see family and friends	6/24/2024 2:00 PM
55	I usually drive myself.	6/24/2024 8:00 AM
56	Dr's Appointments	6/23/2024 7:48 PM
57	Food bank	6/23/2024 7:15 PM
58	Go to Dr's appointments	6/23/2024 3:42 PM
59	visit family	6/23/2024 11:59 AM
60	Doctor appointment	6/23/2024 11:41 AM

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Preliminary Draft for Review Only - Not a public record pursuant to RI Gen. Laws 38-38-2-2(4)
 Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws
 38-2-2(4)E)

Providence Transit Center

61	I don't own a car	6/22/2024 5:02 PM
62	Medical appointments	6/22/2024 3:13 PM
63	Since I do not drive I rely on mass transit.	6/22/2024 3:02 PM
64	Tours	6/22/2024 12:04 PM
65	Drs appointments in providence	6/22/2024 9:08 AM
66	RIPTA has been my primary transportation due to no auto ownership over last decade.	6/21/2024 10:46 PM
67	Doctor appointment	6/21/2024 10:33 PM
68	To get to the market bank doctors	6/21/2024 5:36 PM
69	I use RIPTA to commute to meetings, parks, beaches..., I am so grateful for our public transportation staff and communities.	6/20/2024 7:24 PM
70	Stuff	6/20/2024 6:37 PM
71	Teaching young adults with disabilities how to ride.	6/20/2024 5:14 PM
72	visit a friend	6/20/2024 4:18 PM
73	WHENEVER I CAN	6/20/2024 1:19 PM
74	I take the bus regularly for everything I need to do that I can't walk to	6/20/2024 9:48 AM
75	Medical appointments, airport	6/20/2024 9:33 AM
76	For 99% of my traveling	6/20/2024 9:19 AM
77	I trust the bus rather than cars	6/20/2024 8:45 AM
78	To appointments	6/20/2024 8:17 AM
79	When it is too far to walk.	6/20/2024 7:53 AM
80	Hard to park in Providence	6/20/2024 6:31 AM
81	I don't have a car	6/20/2024 5:38 AM
82	Just for fun! Miss Boston and being able to not own a car!	6/19/2024 11:16 PM
83	Everything	6/19/2024 10:46 PM
84	Just to get out	6/19/2024 9:24 PM
85	Go to beach and sightseeing sites	6/19/2024 9:14 PM
86	Medical	6/19/2024 3:48 PM
87	I have ridden with clients on a couple of occasions.	6/19/2024 3:31 PM

Providence Transit Center

88	Since you stopped my stop on Smithfield Ave in Lincoln. I have gain a lot more health issues. Thank you 😞 lack of transportation etc disabled.	6/19/2024 2:44 PM
89	Doctors appointments	6/19/2024 1:15 PM
90	appointments	6/19/2024 12:21 PM
91	Drs	6/19/2024 10:31 AM
92	Visit family	6/19/2024 7:02 AM
93	If my car breaks down I would use the bus to get to places.	6/18/2024 5:52 PM
94	Medical	6/18/2024 5:04 PM
95	only form of transportation to what isn't in walking distance	6/18/2024 4:19 PM
96	It's my only form of transportation	6/18/2024 3:38 PM
97	Once in a dog's age, more yo Newport than PVD. I LIVE ON THE LINE IN Warren	6/18/2024 3:36 PM
98	Bus is the source of transportation for me	6/18/2024 2:57 PM
99	Doctor appointment	6/18/2024 2:40 PM
100	Appointments	6/18/2024 2:18 PM
101	To get to services such as the library and medical appointments.	6/18/2024 8:56 AM
102	To get to the airport, train station, etc.	6/18/2024 7:50 AM
103	If for some reason my car is not working.	6/18/2024 6:48 AM
104	Doctors	6/18/2024 5:23 AM
105	Appointments	6/17/2024 9:50 PM
106	Doctors appointment	6/17/2024 7:27 PM
107	Visit my family	6/17/2024 4:04 PM
108	Dr appointment	6/17/2024 3:38 PM
109	Doctors visit	6/17/2024 3:04 PM
110	To get downtown from the eastside or to get to Amtrak	6/17/2024 1:53 PM
111	Workouts. Gym pool. Dr.aprt	6/17/2024 1:10 PM
112	To do errands and medical appointments	6/17/2024 12:01 PM
113	Visit downtown when event parking is likely overwhelmed.	6/17/2024 8:38 AM
114	Medical appointments.	6/17/2024 8:23 AM

Providence Transit Center

115	I don't have a car	6/17/2024 8:08 AM
116	Dr appointments	6/16/2024 8:12 PM
117	To go downtown	6/16/2024 6:09 PM
118	No other transportation	6/16/2024 5:11 PM
119	Connect to trains	6/16/2024 4:57 PM
120	I have used the bus when visiting my girlfriend. I have found it to be convenient and really appreciated the addition of the Android app to add fares to my physical card.	6/16/2024 4:28 PM
121	Volunteer work	6/16/2024 1:07 PM
122	Grand kid	6/16/2024 11:20 AM
123	Neccasary errands for basic survival	6/16/2024 7:19 AM
124	Ripta has been an essential part of my life an my family for almost all the transportation.	6/16/2024 5:47 AM
125	Errands...	6/16/2024 5:21 AM
126	I live in woonsocket	6/15/2024 8:03 PM
127	Visit family and friends	6/15/2024 6:37 PM
128	Work downtown, easier than moving my car	6/15/2024 5:03 PM
129	I see family	6/15/2024 4:32 PM
130	I walk a lot, and the bus works for the longer destinations	6/15/2024 2:47 PM
131	I primarily use it as an option to get to either the airport or one of the train stations	6/15/2024 2:40 PM
132	Shopping	6/15/2024 1:34 PM
133	On disability depending been 40years taking ripta	6/15/2024 12:15 PM
134	ERRANDS	6/15/2024 12:07 PM
135	Car not available	6/15/2024 11:53 AM
136	Doctor appt	6/15/2024 10:17 AM
137	Go to places.	6/15/2024 9:34 AM
138	Limit my carbon emissions by driving less	6/15/2024 9:02 AM
139	Doctor's Appointments	6/15/2024 8:37 AM
140	Avoid using the car for errands	6/15/2024 8:07 AM
141	To buy food	6/15/2024 3:48 AM

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Providence Transit Center

142	RI State House, Convention Center, RISD museum	6/14/2024 11:41 PM
143	desperation	6/14/2024 9:50 PM
144	n	6/14/2024 7:18 PM
145	Commute home from work	6/14/2024 5:35 PM
146	Commute home from work	6/14/2024 5:19 PM
147	To go where I need to go	6/14/2024 12:49 PM
148	Doctors appointments	6/14/2024 11:29 AM
149	Doctor appointment s	6/14/2024 10:22 AM
150	Almost everything	6/14/2024 9:22 AM
151	Doctors office/Cardiac Rehab	6/14/2024 8:38 AM
152	Occasional visitor to the area.	6/14/2024 7:21 AM
153	I don't own a car	6/13/2024 8:51 PM
154	I'm not an active transit rider, but my roommate is. So I'm invested in this system getting better, because they don't have a car.	6/13/2024 1:07 PM
155	Lol	6/13/2024 12:56 PM
156	My mom lives in Providence. So I go to take care of her.	6/13/2024 10:57 AM
157	I don't live in Providence, but when I'm there, I use the buses to get around	6/13/2024 9:08 AM
158	I don't own an automobile	6/13/2024 6:41 AM
159	Doctor appointment	6/13/2024 6:11 AM
160	Wherever I want to go in R.I.	6/13/2024 2:07 AM
161	From the train station	6/12/2024 7:12 PM
162	Medical , Dr's appointment , shopping , etc	6/12/2024 3:15 PM
163	to go to church	6/12/2024 2:32 PM
164	visit family	6/12/2024 12:30 PM
165	go food shopping.	6/12/2024 11:51 AM
166	To go to doctor's appointments	6/12/2024 11:30 AM
167	Y	6/12/2024 11:01 AM
168	I live in Newport and am on the bus almost daily providence dose not apply to me	6/12/2024 9:17 AM

Providence Transit Center

169	All sorts of reasons. I live in and near the city	6/12/2024 9:12 AM
170	Airport and train station	6/12/2024 8:22 AM
171	appointments as well.	6/12/2024 7:50 AM
172	Alternate to personal motor vehicle Medical Appointments	6/11/2024 11:43 PM
173	I use ripta for one hundred percent of all my transportation needs	6/11/2024 9:10 PM
174	Dr.	6/11/2024 4:21 PM
175	My mom lives in Providence and I live in Pawtucket so I ride the bis	6/11/2024 3:26 PM
176	visits to the senior center, medical appointments, office visits	6/11/2024 2:01 PM
177	paratransit rider to medical appt.	6/11/2024 12:33 PM
178	More better	6/11/2024 12:14 PM
179	Appointments	6/11/2024 10:31 AM
180	To run errands	6/11/2024 9:52 AM
181	I've been on the RIDE PROGRAM for over 20 yrs. Unfortunately my ability to ride the big buses hasn't happened in 7 yrs. In the past I traveled on the big buses a lot.	6/11/2024 8:46 AM
182	Doctor appointment. Grocery shopping	6/11/2024 5:56 AM
183	Doctor appointments	6/10/2024 11:41 PM
184	Catch the commuter rail	6/10/2024 8:48 PM
185	to set a sustainable example to our child. (We usually commute by bicycle.)	6/10/2024 7:53 PM
186	Local errands	6/10/2024 2:16 PM
187	Medical appointments, pharmacy. Those working on the Providence Transit Center need to understand that people are using the buses for ESSENTIAL transportation that we could not get by without, including but not limited to work and school. I could not live in Providence if I did not have a way to get to medical appointments.	6/10/2024 12:07 PM
188	i live in Rumford	6/10/2024 11:44 AM
189	MEDICAL APPOINTMENTS	6/10/2024 11:08 AM
190	Start my walk from downtown to around the city(Eastside, fox point, india point park).	6/10/2024 10:53 AM
191	To go to airport	6/10/2024 10:45 AM
192	Drs. Visit, grocery shopping, etc.	6/10/2024 10:39 AM
193	Because I enjoy the convenience	6/10/2024 10:37 AM
194	medical appointments	6/10/2024 10:22 AM

Providence Transit Center

195	go on downrown errands or meetings, attend State House events, take bike to bike paths	6/10/2024 10:21 AM
196	Coming on bus 60 from Newport to Kennedy Plaza is my hub to travel and explore RI as I don't drive.	6/10/2024 9:59 AM
197	I don't have a car and use the bus for appointments, grocery shopping, etc.	6/10/2024 8:33 AM
198	Commute to volunteer work	6/10/2024 8:23 AM
199	For Medical appointments	6/10/2024 8:20 AM
200	Disabled I can't drive and live here in Providence	6/10/2024 8:05 AM
201	Medical	6/10/2024 7:51 AM
202	Doctors	6/10/2024 5:51 AM
203	Medical appointments	6/9/2024 7:03 PM
204	I need to get where I'm going	6/9/2024 5:36 PM
205	Vacation in area!	6/9/2024 10:58 AM
206	Riding RIPTA buses i don't have to worry about driving my own car so I can keep it in good condition	6/9/2024 10:01 AM
207	go to church in Newport and the ocean on disability so don't work and know all bus drivers are nice to me because all bus drivers treat me like a lady.	6/9/2024 9:18 AM
208	Appointments	6/9/2024 7:15 AM
209	Visiting with friends.	6/8/2024 7:05 PM
210	My source of transportation	6/8/2024 6:10 PM
211	Doctors/healthcare appointments	6/8/2024 4:41 PM
212	Transportation	6/8/2024 1:53 PM
213	Have no drive license	6/8/2024 10:15 AM
214	I use Ripta for everything. And you still haven't correctedè	6/8/2024 9:40 AM
215	Doctor appointment s	6/8/2024 8:44 AM
216	Medical appointments	6/8/2024 8:18 AM
217	See child	6/7/2024 7:06 PM
218	I ride the buses in North Kingstown to get to work does that count?	6/7/2024 6:23 PM
219	Visiting family	6/7/2024 5:30 PM
220	to go to the VA	6/7/2024 3:58 PM
221	Appt.	6/7/2024 2:39 PM

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38-2-2(4)E)

Providence Transit Center

222	I ride the paratransit bus	6/7/2024 2:05 PM
223	Doctors	6/7/2024 12:47 PM
224	I take ripta everyday to go places I being taken bus since 1987 I will continue to take because I dont have a car	6/7/2024 10:41 AM
225	Visiting family	6/7/2024 9:57 AM
226	Doctor appointments.	6/7/2024 9:09 AM
227	Drs appt s and shopping	6/7/2024 8:57 AM
228	My only source of transportation	6/7/2024 8:53 AM
229	Doctors appointments Visit friends in Woonsocket Warwick South County	6/7/2024 8:18 AM
230	School	6/7/2024 12:56 AM
231	Travel to medical appointments	6/7/2024 12:45 AM
232	I use the bus anytime I travel.	6/6/2024 9:23 PM
233	Doctor appointments and Grocery shopping.	6/6/2024 9:10 PM
234	Anywhere don't have a car	6/6/2024 6:30 PM
235	site seeing	6/6/2024 3:03 PM
236	Doctors and stores	6/6/2024 2:50 PM
237	Doctors' appointments, visit friends.	6/3/2024 5:21 PM
238	Medical appointments	6/3/2024 12:09 AM
239	It is my only transportation	5/30/2024 2:59 PM
240	My only source of transportation	5/30/2024 2:50 PM
241	Go to church on Sunday	5/29/2024 2:53 PM
242	To visit friends elsewhere in RI; I don't drive. So in short, yeah, main reason I ride RIPTA: I don't drive.	5/29/2024 12:51 PM
243	Have no choice ripta public transportation is the worst public transportation in history due to my stability and I can't drive ik planning moving out of state because of this horrible issues I seen single mothers lose jobs due to transportation issues the bus driver do not care whatsoever and me living on the Washington county makes transportation even worse	5/28/2024 6:09 AM
244	I do not drive I use public transportation every day	5/27/2024 6:11 PM
245	Transfer to the train station	5/27/2024 5:42 PM
246	Dr appointments and other medical appointments	5/27/2024 2:52 PM
247	Weekly appointments	5/27/2024 1:35 PM
248	Have to see my mom at thr nursing home in east providence I take the 32 wished it ran on the weekends and holidays	5/27/2024 1:09 PM

Providence Transit Center

249	I travel to and from various points in the state; from Providence to Tiverton (We need daily bus service to and from Little Compton!) to South County to Newport. All over the state.	5/25/2024 9:08 AM
250	I don't have a car	5/25/2024 6:19 AM
251	Movies and the mall	5/25/2024 12:11 AM
252	Medical	5/24/2024 6:12 PM
253	I rode the bus everyday to work downtown until I retired	5/24/2024 5:05 PM
254	Meet friends and attend church or go to the mall.	5/24/2024 4:35 PM
255	Doctor appointments	5/24/2024 4:20 PM
256	I'm in a wheelchair and I primarily use it to get to doctor's visits.	5/24/2024 12:42 PM
257	visit friends	5/24/2024 12:42 PM
258	Go to church, go to YMCA	5/24/2024 11:29 AM
259	Medical appointments	5/24/2024 6:54 AM
260	In Between Cars	5/23/2024 5:29 PM
261	The bus is the only way I'm able to go to school.	5/23/2024 4:42 PM
262	Biking	5/23/2024 4:24 PM
263	My only way to be able to see my daughters.	5/23/2024 4:19 PM
264	I don't ride the bus much in Providence. I live and work in Pawtucket where I commute to and from work. I bus to Providence to go to Thayer St. or to Kennedy Plaza to shop the mall or attend an ice skating show at the city center rink.	5/23/2024 4:13 PM
265	to go to school	5/23/2024 4:06 PM
266	Appointments	5/23/2024 3:49 PM
267	Medical appointments And to go grocery shopping	5/23/2024 2:45 PM
268	Essentials	5/22/2024 7:24 PM
269	I also WORK through public transportation-- as a case worker. Very important for the whole sector.	5/22/2024 7:24 PM
270	Go to doctor's appointments, cost efficient, environmentally efficient	5/22/2024 5:10 PM
271	Medical appointments	5/22/2024 4:56 PM
272	I can't drive, so I use it to go literally anywhere that is not in my town. That includes work, school, social outings, entertainment, or other activities.	5/22/2024 4:00 PM
273	Ripta is my only source of transportation and I live in Providence. Please don't make it difficult for Providence Residents. Mayor Smiley & Governor Dan McKee. Work hard for the People we elected you. Thank you!	5/21/2024 1:43 PM

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Providence Transit Center

274	Medical appointments, meet friends, attend events, get to the airport or the train station	5/20/2024 12:20 PM
275	Various reasons, including shopping trips and transfers	5/18/2024 1:40 PM
276	I'm disabled, and cannot drive I depend on RIIPTA for all forms of transit	5/18/2024 10:27 AM
277	Business meetings, meeting with elected officials and staff at Capitol	5/17/2024 1:48 PM
278	Go to see family Go to volunteer work Go to recovery meetings	5/17/2024 1:27 PM
279	To get to the Amtrak train station	5/17/2024 1:02 PM
280	Medical appointments	5/17/2024 9:49 AM
281	I used to ride the commuter/express bus all the time. But due to cuts in the express routes and the unsafe conditions at Kennedy Plaza I drive most of the time.	5/17/2024 9:47 AM
282	avoids parking issues	5/17/2024 6:40 AM
283	I got injured at work go to court since 2021 in Providence from Warwick. And Drs in Providence and Warwick.	5/17/2024 5:40 AM
284	To get to band rehearsals and gigs in Providence, Warwick, and Newport.	5/16/2024 7:52 PM
285	Transportation around the state	5/16/2024 6:30 PM
286	its nearly impossible to go anywhere else	5/16/2024 2:26 PM
287	medical appointments church attendance banking	5/15/2024 7:54 PM
288	Doctor's appointment.	5/15/2024 5:39 PM
289	Bus service and public transit is imperative for a healthy economy and environment.	5/14/2024 7:52 PM
290	I do not own a car	5/14/2024 7:51 PM
291	The bus stop at Kennedy Plaza needs to be relocated to ensure the plaza can serve as a safe green space rather than an open-air homeless shelter. It's crucial to prioritize the well-being and safety of all residents and visitors by creating an environment that fosters community engagement and recreational activities.	5/14/2024 6:07 PM
292	I would use the busses much more if they ran more often & went more places!	5/14/2024 5:58 PM
293	I do not own a car so, I use public transportation to go everywhere I have to go.	5/14/2024 4:57 PM
294	When I don't have vehicle access	5/14/2024 3:07 PM
295	Doctor's Appointments	5/14/2024 1:37 PM
296	Different	5/14/2024 11:28 AM
297	did not specify	5/14/2024 10:04 AM
298	n/a	5/14/2024 9:58 AM
299	doctor office	5/14/2024 9:56 AM

Providence Transit Center

300	get to the airport	5/14/2024 9:55 AM
301	Doctors appointments, social	5/14/2024 9:49 AM
302	schedule doesn't align with mine, bus route is not fast enough, i need my car throuhout the day at work	5/14/2024 9:48 AM
303	Don't own a car	5/14/2024 9:44 AM
304	n/a	5/14/2024 9:40 AM
305	Where is the advertising on route 95 and route 4 to encourage more people to ride the bus?	5/14/2024 9:20 AM
306	RIPTA bus stop is not near my home or work, schedule does not align with mine	5/14/2024 9:18 AM
307	Airport	5/14/2024 9:14 AM
308	RIPTA bus stop is not near my home or work, schedule does not align with mine, I need my car throughout the day for work	5/14/2024 9:13 AM
309	use the RIDE (paratransit) for getting around	5/14/2024 8:59 AM
310	N/A	5/14/2024 8:59 AM
311	To attend meetings	5/14/2024 8:50 AM
312	Connect with RIPTA from train to go home	5/14/2024 8:47 AM
313	Visit friends/family, work	5/14/2024 8:45 AM
314	there was no response to this (left blank) on this paper survey	5/14/2024 8:43 AM
315	N/A	5/14/2024 8:41 AM
316	Also Visit family elsewhere in rhode island	5/13/2024 5:43 PM
317	Social, doctors appointments	5/13/2024 5:36 PM
318	Everything	5/13/2024 3:45 PM
319	All of the above, but school	5/13/2024 3:30 PM

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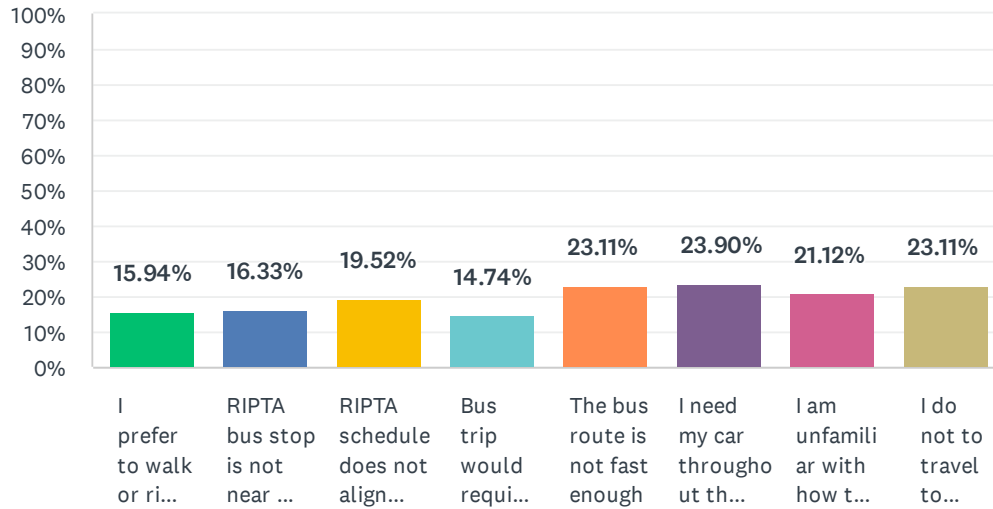
38-38-2-2(4)

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Gen. Laws 38-2-2(4)E)

Q3 Why don't you ride RIPTA buses in Providence? (check all that apply)

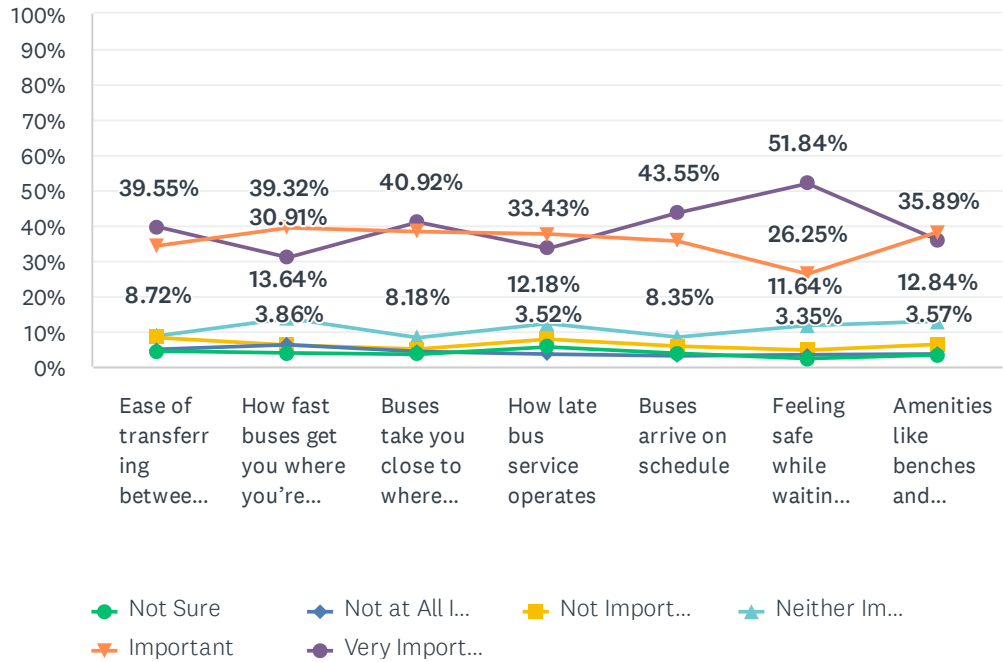
Answered: 251 Skipped: 3,566



ANSWER CHOICES	RESPONSES	
I prefer to walk or ride a bicycle	15.94%	40
RIPTA bus stop is not near my home or work	16.33%	41
RIPTA schedule does not align with my schedule	19.52%	49
Bus trip would require a transfer	14.74%	37
The bus route is not fast enough	23.11%	58
I need my car throughout the day for work	23.90%	60
I am unfamiliar with how to use RIPTA bus service	21.12%	53
I do not travel to Providence.	23.11%	58
Total Respondents: 251		

Q4 How important do you think the following things are for transit downtown? (select from not sure, not at all important, not important, nether important or unimportant, important, and very important)

Answered: 3,497 Skipped: 320



Providence Transit Center

	NOT SURE	NOT AT ALL IMPORTANT	NOT IMPORTANT	NEITHER IMPORTANT OR UNIMPORTANT	IMPORTANT	VERY IMPORTANT	TOTAL
Ease of transferring between routes	4.40% 154	4.89% 171	8.18% 286	8.72% 305	34.26% 1,198	39.55% 1,383	3,497
How fast buses get you where you're going	3.86% 135	6.18% 216	6.09% 213	13.64% 477	39.32% 1,375	30.91% 1,081	3,497
Buses take you close to where you're going	3.46% 121	4.26% 149	4.95% 173	8.18% 286	38.23% 1,337	40.92% 1,431	3,497
How late bus service operates	5.55% 194	3.52% 123	7.75% 271	12.18% 426	37.58% 1,314	33.43% 1,169	3,497
Buses arrive on schedule	3.75% 131	3.03% 106	5.78% 202	8.35% 292	35.54% 1,243	43.55% 1,523	3,497
Feeling safe while waiting for the bus	2.26% 79	3.35% 117	4.66% 163	11.64% 407	26.25% 918	51.84% 1,813	3,497
Amenities like benches and shelter at bus stops	3.32% 116	3.57% 125	6.29% 220	12.84% 449	38.09% 1,332	35.89% 1,255	3,497

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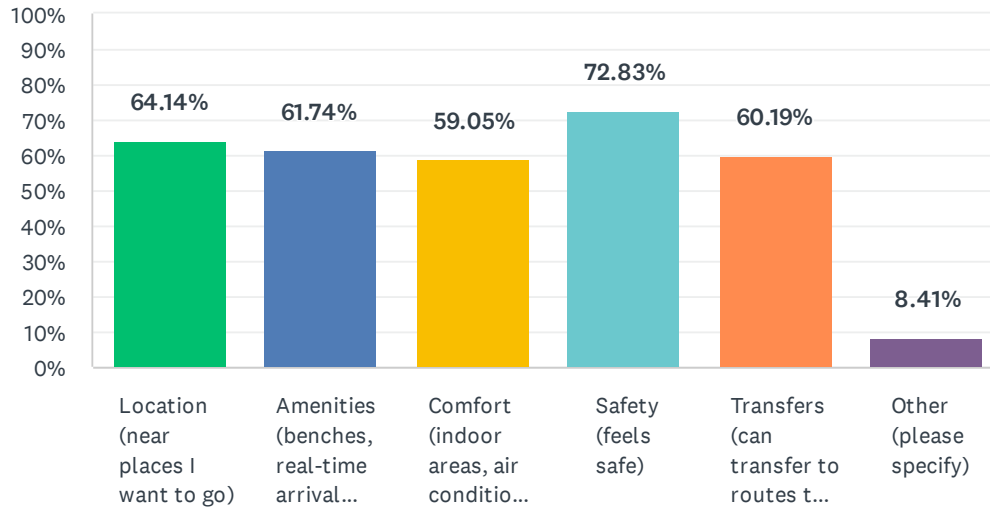
38-38-2-2(4)

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Gen. Laws 38-2-2(4)E)

Q5 What do you think makes a good transit center? (select all that apply)

Answered: 3,497 Skipped: 320



ANSWER CHOICES	RESPONSES	
Location (near places I want to go)	64.14%	2,243
Amenities (benches, real-time arrival screens, bathrooms)	61.74%	2,159
Comfort (indoor areas, air conditioning and heating, places to sit)	59.05%	2,065
Safety (feels safe)	72.83%	2,547
Transfers (can transfer to routes that go many places)	60.19%	2,105
Other (please specify)	8.41%	294
Total Respondents: 3,497		

#	OTHER (PLEASE SPECIFY)	DATE
1	Hi	6/30/2024 7:41 PM
2	rapid transit. more efficient than biking but cheaper than owning a car. but people don't have the option to take ripta, and	6/30/2024 6:39 PM

Providence Transit Center

	people don't like the stigma with busses.	
3	Clean are	6/30/2024 1:24 PM
4	Do frequent police surveillance	6/30/2024 12:59 PM
5	Nobody cares where you want to sit all day. We want busses with drivers that have morals, safe stops, etc.	6/30/2024 10:01 AM
6	Weekend route on#9 Pascoag 02859	6/29/2024 9:56 PM
7	close to downtown, train station etc.	6/29/2024 6:35 PM
8	Close to train station specifically	6/29/2024 5:44 PM
9	Nearby parking	6/29/2024 4:45 PM
10	All of these things are crucial. Considering multimodal transportation is also very important. My family takes the R line to get to the train station, it would be ideal if that transit hub was located there to help commuters using the train system easily access the buses.	6/29/2024 4:20 PM
11	Narcan on hand, EKG machines, 24/7 rescue, crisis support	6/29/2024 2:29 PM
12	That it be centrally located and convenient. Keep the transit center in Kennedy Plaza!!	6/29/2024 12:40 PM
13	Safety in over capacity conditions!	6/29/2024 12:10 PM
14	A transit center supported by improved SERVICE	6/29/2024 5:01 AM
15	Hi	6/28/2024 4:18 PM
16	schedule time listed	6/28/2024 12:56 PM
17	Access to other modes of transportation	6/28/2024 10:19 AM
18	Make the 78 bus more available.	6/27/2024 1:55 PM
19	CLEAN AND WELL KEPT!	6/27/2024 9:01 AM
20	Multiple routes	6/27/2024 12:06 AM
21	Very Accessible to everyone who depends on the RIPTA Service.	6/26/2024 6:49 PM
22	price of bus pass	6/26/2024 5:47 PM
23	Location in central Providence	6/26/2024 5:27 PM
24	noot having to wait hourly for buses	6/26/2024 3:17 PM
25	Keep the transit center in Kennedy Plaza!	6/26/2024 12:31 PM
26	Timing and proximity to connecting buses	6/26/2024 11:49 AM
27	Safetyyyyyyy and benches	6/26/2024 10:47 AM
28	I do not want to move the transit center. I think it is currently in a safe, well shaded and comfortable place. All the questions	6/26/2024 7:47 AM

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38-2-2(4)E)

1C-238
207530

Providence Transit Center

seem very biased and like they will be used to move it. I feel very safe at Kennedy plaza, even taking the bus at night.

29	Please keep Kennedy plaza as the main station for all busses, it makes transferring so much easier for everyone.	6/25/2024 10:49 PM
30	Staying accessible to the poor and many others, and letting us stay connected to our city (I.e. not being thrown out of the valuable central property because we look dirty).	6/25/2024 9:11 PM
31	Great driver get u there safe	6/25/2024 8:06 PM
32	Timely and accurate information on arrivals, departures and delays	6/25/2024 7:40 PM
33	This is all a waste of taxpayer money which I know you don't care about the poor taxpayers we are suckers you all need to be voted out or fired	6/25/2024 5:45 PM
34	02914	6/25/2024 4:56 PM
35	near train station	6/25/2024 4:40 PM
36	In the city center, easy to get to for elderly and disabled. Not outside the center.	6/25/2024 1:59 PM
37	Disability friendliness 24/7	6/25/2024 10:23 AM
38	The Transit Center should connect with train travel easily. Walking distance from bus route to train route should be minimal.	6/25/2024 10:22 AM
39	Availability of easy to read/understand /follow maps/directions	6/25/2024 7:20 AM
40	Cleanliness	6/25/2024 7:18 AM
41	Faire cost	6/25/2024 1:23 AM
42	More than one type of transit options from center, example E bike hub	6/24/2024 11:12 PM
43	highlight on safety!	6/24/2024 8:12 PM
44	Clean	6/24/2024 6:05 PM
45	Short wait times for transfers.	6/24/2024 2:50 PM
46	Great Customer Service	6/24/2024 2:42 PM
47	Nice bus drivers	6/24/2024 2:01 PM
48	People not smoking cigarettes in the public transit areas	6/24/2024 7:14 AM
49	Clear information about buses, routes and buying tickets	6/24/2024 5:54 AM
50	OUTSIDE SHELTER	6/23/2024 7:17 PM
51	Frequency	6/23/2024 5:12 PM
52	cleanliness	6/23/2024 7:30 AM
53	Waiting bays.	6/22/2024 11:49 PM
54	Intermodal connections (Amtrak/MBTA)	6/22/2024 7:15 PM

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 38-2-2(4)E)

Providence Transit Center

55	No drugs	6/22/2024 6:38 PM
56	Punctuality and frequency	6/22/2024 4:33 PM
57	Ease of use for people with disabilities	6/22/2024 3:20 PM
58	Labore eum qui excepturi reiciendis nesciunt labore exercitation ullamco impedit	6/22/2024 2:04 PM
59	Courteous drivers	6/22/2024 12:06 PM
60	Keeping the transit in the same central location which everyone can easily recognize and easily access.	6/22/2024 12:16 AM
61	NOT being along the highway!	6/21/2024 10:06 PM
62	Being able to charge cell phones	6/21/2024 9:30 PM
63	A place to play while waiting for the bus such as chess table etc or if we can bring some to play and most of all great reception for phones and snacks area	6/21/2024 9:15 PM
64	The main bus hub in Kennedy plaza is perfect	6/21/2024 5:39 PM
65	More weekend stops in Jamestown	6/21/2024 11:09 AM
66	Easily Accessible	6/21/2024 10:46 AM
67	A place, while waiting for the bus, where I don't have to listen to over a megaphone going on and on about their religion.	6/21/2024 9:53 AM
68	Better coordination for connecting routes: e.g. the 27 leaves at 6:52 and I need the 56 to get to the commuter rail but, now the 56 is leaving Stop and Shop at 6:59 AM, I miss it, am late for 2 trains a 7:15 and a 7:35. The 56 was scheduled to leave at 7:03, I had enough time to make the 7:03 but now the time is scaled back 4 minutes	6/21/2024 7:20 AM
69	Centrally located in downtown, either Kennedy Plaza or Statehouse/Mall	6/21/2024 6:02 AM
70	Frequency of busses	6/20/2024 5:52 PM
71	Easy to read signs with pictures	6/20/2024 5:16 PM
72	Being located outside the immediate city limits	6/20/2024 4:20 PM
73	Frequency	6/20/2024 4:18 PM
74	Kennedy Plaza	6/20/2024 1:41 PM
75	Being able to easily transfer from train to bus.	6/20/2024 11:08 AM
76	I was 7 month pregnant & I was attacked waiting for shuttle. I suffered many injuries & was terrified for my unborn child. Thankfully she was born perfectly healthy! Well lit bus stops, being on time & frequency of rides. I've been using RIPTA since high school & never had any problems with bus routes or drivers	6/20/2024 9:55 AM
77	All of the above	6/20/2024 9:22 AM
78	On time (and definetly not early). Please implement a tracker for the RIPTA!! It seems this was a feature as it is noted on a subpage, but it is not there or not easy to find. Just thar would improve the RIPTA services immeasurably.	6/20/2024 6:43 AM

Providence Transit Center

79	i	6/20/2024 2:04 AM
80	Cleanliness	6/20/2024 12:29 AM
81	Kennedy Plaza makes the ideal choice for the transit center	6/19/2024 10:58 PM
82	Signage on all stops with maps and bus schedule	6/19/2024 9:22 PM
83	In a location accessible to people who need it the most	6/19/2024 6:47 PM
84	Kennedy plaza!	6/19/2024 4:14 PM
85	Vending and or concession	6/19/2024 2:46 PM
86	Transparency signs so you know where the stops are!	6/19/2024 2:46 PM
87	Buses run on time	6/19/2024 12:56 PM
88	Acknowledging that RIPTA has a statewide mission, creating more point-to-point routes (versus the current hub-and-spoke model) in densely populated areas would be welcomed to increase efficiency and reduce the need to even travel to a central transit center. I often choose to drive 10 mins to a destination over an 1+ hour bus ride (including waiting for often late buses and transferring routes).	6/19/2024 11:25 AM
89	Centrally located in the city, not on the periphery, and within easy walking access of populations that rely on it. Proximity to the train would be good, but the train is also not so central.	6/19/2024 11:22 AM
90	ON TIME	6/19/2024 8:04 AM
91	Then make sure you all right then you get to where you got to go	6/19/2024 6:45 AM
92	No drug addicts add security	6/18/2024 6:58 PM
93	Frequency - In well-traveled areas, it's helpful for buses to pass by a stop every 30-60 minutes	6/18/2024 6:58 PM
94	it will be used as a public bathroom, it will be u safe, too expensive for limited service	6/18/2024 6:49 PM
95	Central for everyone	6/18/2024 3:40 PM
96	Someone to answer questions	6/18/2024 2:20 PM
97	Not wasting more money trying to fix something that isn't broken.	6/18/2024 1:23 PM
98	In downtown	6/18/2024 10:45 AM
99	I don't care where the transit center is, I'd rather have more frequent and reliable buses consistently running to more places that are safe for pedestrians and bikers. There should be a bike/scooter repository location at this hub too. Buses running frequently between train station and airport. Especially with different ways to get back from Boston later in the evening.	6/18/2024 7:53 AM
100	Proximity to train	6/18/2024 7:31 AM
101	Accessibility to the disabled community and accessibility to poor communities.	6/18/2024 7:06 AM
102	Centrally located (such as Kennedy Plaza)	6/17/2024 10:59 PM

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Providence Transit Center

103	I would call the listed amenities and comfort things necessary for safety.	6/17/2024 10:37 PM
104	Handicapped accessible.	6/17/2024 4:28 PM
105	IS AT KENNEDY PLAZA	6/17/2024 4:14 PM
106	All of the above	6/17/2024 3:38 PM
107	If there is no bathroon, it doesn't mae sense.	6/17/2024 3:23 PM
108	Affordable to all	6/17/2024 2:46 PM
109	Keep it at Kennedy plaza	6/17/2024 2:14 PM
110	All of the above. Especially being 4'11 And a woman	6/17/2024 12:11 PM
111	System-wide Information, discount ticket sales, ID creation	6/17/2024 8:43 AM
112	All	6/17/2024 7:58 AM
113	Restroom Availability	6/16/2024 9:54 PM
114	All Stops Need Shelter, Bench, Trash Can, Heating if possible at main stops like in MI (winter)	6/16/2024 7:46 PM
115	Reliable, don't have to figure out location or transfers	6/16/2024 6:11 PM
116	I would love to not need a car. This would be possible with more bus routes. I know ripta knows this and this would require a fundamental change in transportation systems to make providence more like NYC, DC, and Europe. I'd love to help with this if ripta shared ideas on lobbying the govt to make changes.	6/16/2024 6:04 PM
117	Great security and stopping panhandling and others hanging out causing trouble	6/16/2024 5:26 PM
118	Keeping it at Kenny Plaza centrally located	6/16/2024 5:13 PM
119	Additional busses throughout Coventry/ East Greenwich	6/16/2024 2:34 PM
120	Lots of trees and landscaping	6/16/2024 2:09 PM
121	Cost effective use of public funds/resources	6/16/2024 1:08 PM
122	Same location	6/16/2024 11:15 AM
123	Information - a large central marquee that tells when all buses are coming in, so I can switch to an alternate route if available.	6/16/2024 9:36 AM
124	Route schedules are designed to meet other routes inbound and outbound.	6/16/2024 9:35 AM
125	Centrally located...like Kennedy plaza	6/16/2024 7:21 AM
126	GPS on buses, so drivers can be monitored, to make sure things run as they should...buses on time, drivers not abusing break time, knowing where buses are in real time, etc.	6/16/2024 5:25 AM
127	Rest rooms	6/15/2024 4:00 PM
128	Providing a clear understanding of buses and their routes	6/15/2024 2:51 PM

Providence Transit Center

129	Need better bathrooms	6/15/2024 12:18 PM
130	Parking for Cars to wait to pick up someone	6/15/2024 7:59 AM
131	Parking so that you can combine public transportation with private	6/15/2024 7:56 AM
132	Police presence.	6/15/2024 7:35 AM
133	DON'T MOVE KENNEDY PLAZA TO THE OLD 195!!!!	6/15/2024 1:36 AM
134	Cleanliness is Also important	6/14/2024 3:56 PM
135	A good transit center should also offer wifi at KP. What would also be good is for there to be a roof, even a small one at some stops. When it's raining and you have to take the bus it's a very uncomfortable process. Benches are great but shelter from the elements is more important.	6/14/2024 2:50 PM
136	Stop catering to the tourists and realize this islands buses wouldn't last without the residents of Rhode Island	6/14/2024 12:32 PM
137	Centrally located transit hub-we prefer Kennedy Plaza to all other proposed transit hub options!	6/14/2024 11:32 AM
138	Intermodal - Near the train station, to connect to the commuter rail-Amtrak-Acela - my main destination.	6/14/2024 9:34 AM
139	All of the above	6/14/2024 9:26 AM
140	That they arrive on time or if you're not exactly at the pick up spot because they may be early or you're a minute or two running late that they don't just look at you and keep going	6/13/2024 5:48 PM
141	More transit times	6/13/2024 1:16 PM
142	Cleanliness of stops. More monitoring of riff raff that goes on at station	6/13/2024 9:39 AM
143	Accesibility	6/13/2024 9:02 AM
144	Use main terminal for bus pass	6/13/2024 2:11 AM
145	Knowing what's going on. Pawtucket switched the bus stop and no one knew	6/12/2024 3:43 PM
146	Kennedy Plaza, Kennedy Plaza, Kennedy Plaza	6/12/2024 12:14 PM
147	Bus drivers always driving fast or slow because their yo busy talking to the riders or having someone talking to them while they driving to drive fast or slow . Sometimes I can't even go in the bus with out the driver closing the door while I'm walking in , drivers don't give you any chance to sit down they can make me fall and hurt myself , also stop loading up the bus with people standing is not safe at all.	6/12/2024 11:55 AM
148	safety, real time arrivals and places to sit/wait VIP	6/12/2024 11:54 AM
149	Transfers to other modes like amtrak	6/12/2024 11:15 AM
150	affordable	6/12/2024 10:29 AM
151	All buses are prepared to STOP at the CENTER regardless of whether someone wants to get out of the bus or not.	6/12/2024 9:15 AM
152	Location - if it is centrally located, more people will be able to walk there, thus eliminating the need for transfers.	6/12/2024 9:06 AM

Providence Transit Center


153	signage	6/12/2024 8:36 AM
154	Central Location in RI's Capitol of Providence. Don't relocate from K.P.	6/11/2024 11:47 PM
155	Center in KP NASTY NEVER CLEAN & DON'T KNOW IF ANYONE WORKS THERE ANYMORE	6/11/2024 9:39 PM
156	Keeping the transit hub at Kennedy plaza	6/11/2024 9:11 PM
157	[REDACTED]	6/11/2024 8:27 PM
158	Passenger informations like network maps and schedules with departure times not only for current departures but all..	6/11/2024 5:58 PM
159	Even just a basic shelter, benches to sit, and wind+rain protection.	6/11/2024 5:34 PM
160	I often use RIPTA as one leg of an intermodal trip. A successful transit center must be fully integrated with other modes of transit, particularly Amtrak/MBTA, also intercity bus and airport transfers. Your proposal to force people to change buses just to get to the Amtrak station kills any benefit of getting a new, shiny building....	6/11/2024 4:30 PM
161	All of the above	6/11/2024 4:22 PM
162	convenience	6/11/2024 2:03 PM
163	accessible for mobility devices	6/11/2024 12:46 PM
164	Clean bases	6/11/2024 12:17 PM
165	Amenities for Drivers	6/11/2024 10:55 AM
166	More shelter	6/11/2024 9:29 AM
167	Bus information readily available	6/11/2024 8:49 AM
168	Total Wheelchair/Walkers Aecessibility	6/11/2024 8:48 AM
169	Plainfield Circle, Cranston RI . This bus stop has been a busy bus top to a lot of apartment dwellers. Can the RIPTA or Cranston city hall take a look and put a bus shade there is a space on this location. Thank you	6/11/2024 7:16 AM
170	Easy to get to from Riverside	6/10/2024 9:56 PM
171	Accessibility. The "amenities" and "comforts" you listed are not just for comfort, they are essential to accessibility. So are curb cuts, ramps, etc. Regarding safety, it is important that our transit center will be a place where ALL people will feel safe, regardless of their appearance, housing status, race, or economic status.	6/10/2024 12:16 PM
172	ease of transfers to entire system; access in downtown PVD with regular security of course.	6/10/2024 11:08 AM
173	Close proximity to other transit - trains, intercity busses, other RIPTA busses	6/10/2024 10:51 AM
174	Keep Kennedy plaza location	6/10/2024 10:39 AM
175	Good mapping and directions what to do when you arrive where you are going.	6/10/2024 10:02 AM
176	Having handicap accessibility for those that need. Easy on and off	6/10/2024 9:58 AM
177	Hubs across the state, rather than having every bus go to Providence first. It makes no sense if one is in Cranston and	6/10/2024 8:57 AM

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Providence Transit Center

wish to travel to Warwick, a bus should go right to Warwick, rather than going to Providence first, then back through Cranston, and then on to Warwick. Think grid rather than one central hub.

178	In downtown and saving money - Keep it at Kennedy Plaza for convenience of riders and to save money.	6/10/2024 8:43 AM
179	Accessible	6/10/2024 8:36 AM
180	Located in a central point so buses don't need to loop around, taking extra time to get there	6/10/2024 8:24 AM
181	easy intermodal transfer	6/10/2024 8:13 AM
182	No late boss please	6/9/2024 10:48 PM
183	Being able to get to the buses or station easily so as not to be late. Which goes for	6/9/2024 5:42 PM
184	The bus driver behavior and the cleaning of the bus	6/9/2024 1:29 PM
185	Ripta should consider putting in ways for the riders can charge their phones.	6/9/2024 12:08 PM
186	Restroom  very important	6/9/2024 10:03 AM
187	Buses should be cleaned.	6/9/2024 8:18 AM
188	CLEAN	6/8/2024 1:18 PM
189	Having the bus number on the front and side electronic banners when they pull up, not having out of service on the banner when they pull up.	6/7/2024 8:45 PM
190	Bus drivers peace of mind and excellent treatment of drivers	6/7/2024 8:13 PM
191	Places for people with all kinds of disabilities to sit and wait for a bus	6/7/2024 7:23 PM
192	Reopen the indoor area at Kennedy Plaza. Building a new hub on the Jewelry/195 district would be disastrous.	6/7/2024 5:20 PM
193	Downtown	6/7/2024 4:22 PM
194	All of the above	6/7/2024 9:59 AM
195	Active customer service center clean amenities phone stations NOT a homeless shelter	6/7/2024 8:57 AM
196	The bus operator very rude to the passengers	6/7/2024 8:25 AM
197	The Kennedy Plaza it is not that clean as it used to be. It is not a Plaza that you can show tourist . Should there be a designated area for those who smoke cigarettes and Marijuana? It would be a good idea for those high schooler not to see them smoke Marijuana . Seeing them all over the Plaza makes it like it will be normal for the teenager to follow the vices most have.	6/7/2024 7:16 AM
198	Connection between RI and Fall River, Tiverton/Fall River Area to Providence	6/7/2024 5:56 AM
199	Security that actually do something	6/7/2024 12:58 AM
200	Safety	6/6/2024 9:58 PM
201	Some RIPTA bus driver is mean to passengers. We need safety from them.	6/6/2024 9:17 PM

Providence Transit Center

202	When people call with questions and concerns to address them kind and according don't just hang up	6/6/2024 6:33 PM
203	All of the above	6/6/2024 3:44 PM
204	Clean and well-maintained, free of smoking, graffiti, vandalism and vagrancy	6/6/2024 3:35 PM
205	Need to spotlessly clean, well maintained. Current system is not well maintained and not inviting for all users.	6/6/2024 1:55 PM
206	accessibility of the built environment and accessibility of information/signage	6/5/2024 5:47 PM
207	Have a coffee shop. And keep the main bus terminal at Kennedy Plaza.	6/4/2024 10:47 PM
208	centrally located, close to train station	6/2/2024 7:00 PM
209	Can purchase/add to wave card at transit center	6/1/2024 6:34 PM
210	That it's close to Providence's train station.	5/31/2024 11:07 AM
211	I just want to be able take a bus that's somewhat near me downtown and STILL be able to catch a separate bus with the same arrival time if they both happen to be on time. You dig?	5/29/2024 6:16 PM
212	Security at the transit center	5/29/2024 2:44 PM
213	Needs to include other modes of transport, especially trains and ride shares.	5/29/2024 1:04 PM
214	A central location is key; in other words, keep it in Kennedy Plaza and refrain from fixing what ain't broke.	5/29/2024 12:54 PM
215	would not need a "hub" if obsolete hub-and-spoke route system were replaced with a more versatile network	5/28/2024 4:17 PM
216	Intercity bus and train connections	5/27/2024 8:23 PM
217	Cameras so you can see what's going on	5/27/2024 1:12 PM
218	A place that doesnt have drunks, drug addicts and bums that hang around all day doing nothing including not riding busses and bothering the public like what happens in Kennedy Plaza now. Dont waste my tax dollars on a new hub af your not going to end this situatin that exist now	5/26/2024 7:32 PM
219	Keeping Kennedy plaza where it is with the bus station in place	5/26/2024 8:10 AM
220	Ease of getting to Kennedy plaza which is centrally located and free Wi-Fi.	5/25/2024 12:19 AM
221	Information and helpful staff	5/24/2024 9:50 PM
222	Buses need to run late rout 22 reservior Ave	5/24/2024 5:53 PM
223	Intermodal connections (near train & regional bus access)	5/24/2024 4:49 PM
224	Food in case anyone is hungry	5/24/2024 4:21 PM
225	I think it is extremely important to have more patience with the customers that are handicap and wheelchair bound. especially with the families that are assisting them with getting them the transportation services they need for medical visit. those that are picked up from nursing homes, should be honored an exception where the driver simply enters the building and lets reception or a secretary know that they are present so that the patient can be escorted out for their ride. the bus often comes late, and leaves if they do not see the customer standing outside. What ??? these are handicap folks that	5/24/2024 12:51 PM

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Providence Transit Center

sometimes can not stand outside during rain or other tempatures. Lastly it would also be helpful if your customer service department was a bit more understanding and patient with those handicap folks calling to get assistance or their family members. this is truley a great service you provide and the community as a whole is very thankful for everyone's assistance. Ty for allowing me to give this feedback. I hope RIDE paratransit continues to be able to service us

226	1. Easily seen bus stop markers. 2. Markers that let you know what bus services that stop	5/23/2024 10:56 PM
227	Having buses in Kennedy Plaza has become a reliable convenient location and should continue at Kennedy Plaza because Kennedy Plaza is a perfect center for the city for many years now and there's no need to change it just to appease the likes of joy, Paolino and his silk	5/23/2024 6:34 PM
228	Shops, housing	5/23/2024 4:14 PM
229	Being in KP. Dont move it. Moving it would make bussing around providence unnecessarily difficult	5/22/2024 11:30 PM
230	Kennedy Plaza is in the perfect spot. Renovate KP.	5/22/2024 9:50 PM
231	Free of people who deal drugs, throw food on the ground, drunk, high.	5/22/2024 9:25 PM
232	Kennedy Plaza is a good transit center for all my criteria. We need to actually DO the hard thing and invest in human capital to alleviate the poverty and suffering that we as a wealthy society experience. Moving the hub without doing that hard work is pointless-- wasteful. Invest in what we have. Cheaper in the long-run. People all over RI know what KP is. Keep it.	5/22/2024 7:27 PM
233	Kennedy plaza already has a central hub and location	5/22/2024 4:58 PM
234	Shelter from the elements, benches with enough space for all, located in a place that is very easy for transfers and to get to like Kennedy Plaza, and a safe place to be - which does NOT mean adding more police officers/security guards. They can actively make places unsafe.	5/22/2024 4:01 PM
235	Buses that RUN ON SCHEDULE	5/22/2024 8:12 AM
236	Accessibility	5/22/2024 1:10 AM
237	Weekend Time	5/21/2024 7:20 PM
238	KENNEDY PLAZA SHOULD REMAIN THATS THE ❤️ HEART ❤️ 🚏 FOR ALL PROVIDENCE BUS RIDERS DONT DO THE WRONG AND DONT MAKE IT DIFFICULT FOR 🚏 BUS RIDERS OF OUR GREAT CITY OF PROVIDENCE. GOD BLESS OUR CITY. AND OUR RIPTA TRANSPORTATION. GOD BLESS	5/21/2024 2:03 PM
239	near train station	5/20/2024 3:46 PM
240	CSRs available during Work Hours	5/18/2024 1:45 PM
241	using resources wisely (not spending a lot of money on an unneeded transit center when there is a budget shortfall)	5/17/2024 7:39 PM
242	*limiting* transfers	5/17/2024 3:59 PM
243	Cleanliness	5/17/2024 1:50 PM
244	Being conveniently located right in downtown (where it is now)	5/17/2024 1:31 PM
245	One that doesn't hog and choke the center of town. A vibrant city has more purposes than bus transfers.	5/17/2024 10:00 AM

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Providence Transit Center

246	Being in the center of the city is of utmost importance. Walk to mall, statehouse, downcity shops & restaurants,	5/17/2024 6:39 AM
247	intermodal transfers	5/16/2024 10:08 PM
248	Near other transit modes, e.g. Amtrak rail, Greyhound bus and local airport	5/16/2024 7:55 PM
249	Reasonable daily access	5/16/2024 6:33 PM
250	rider input on the WHOLE process! NO NEW HUB IN PVD, KEEP KP. EXPAND SERVICE THROUGHOUT THE STATE, not just the city!!!!!!!!!!!!!!	5/16/2024 2:28 PM
251	clean	5/15/2024 7:56 PM
252	Kennedy Plaza	5/15/2024 3:36 PM
253	Next to other city transit services, Trains, etc	5/15/2024 2:56 PM
254	Close to other modes of transit, such as trains	5/15/2024 9:06 AM
255	Kennedy Plaza is the most convenient place. Do not move the center. My sons love to play in the playground between transfers.	5/14/2024 10:59 PM
256	Must be in central downtown PVD...not out on remote Friendship Street (Parcel 35)!!	5/14/2024 9:23 PM
257	Central Downtown PVD	5/14/2024 9:07 PM
258	Strong police presence; bathrooms being clean & open; cleanliness of entire station	5/14/2024 8:19 PM
259	Outdoor stops need some shelter as well and real-time arrival schedules	5/14/2024 7:54 PM
260	Close proximity to the train station. I want to have a short walk to the train and would rather not take another bus to get to the train station.	5/14/2024 5:37 PM
261	Centrality. A transit hub should be located centrally, like Kennedy Plaza already is.	5/14/2024 5:35 PM
262	Not picking any of the locations you are thinking of.	5/14/2024 3:08 PM
263	Because of The Only Thing I'm Participating in This Survey... Bring More Buses To Narragansett RI.	5/14/2024 1:42 PM
264	Bathrooms available at all hours of bus operations	5/14/2024 1:25 PM
265	I depend on my public transit for work	5/14/2024 12:55 PM
266	Close to TRAINS as well.	5/14/2024 11:55 AM
267	Kennedy Plaza remain the same	5/14/2024 10:01 AM
268	Shops, food, near affordable housing	5/14/2024 9:53 AM
269	N/A	5/14/2024 9:51 AM
270	Central location near other tranist	5/14/2024 9:50 AM
271	must keep proximity to train station	5/14/2024 9:48 AM

Providence Transit Center

272	n/a	5/14/2024 9:46 AM
273	need improvement	5/14/2024 9:45 AM
274	ease of use	5/14/2024 9:44 AM
275	Close to train station	5/14/2024 9:38 AM
276	Accessibility for disability	5/14/2024 9:31 AM
277	all are important. This list should have just been a ranking 1-5 on what is most important	5/14/2024 9:29 AM
278	NOT NEEDED- Kennedy Plaza has no center and provides more than adequate access to transfer bus	5/14/2024 9:22 AM
279	Shelter from wind. Kennedy Plaza works best. Improve, do not relocate.	5/14/2024 9:19 AM
280	Ease to Airport	5/14/2024 9:17 AM
281	Screens with accurate arrival info and bike lockers	5/14/2024 9:12 AM
282	near train station	5/14/2024 9:11 AM
283	did not answer on paper survey	5/14/2024 9:09 AM
284	RI needs better social services for the homeless so they don't live near KP	5/14/2024 9:03 AM
285	Want the #14 to be more frequent; coffee shops	5/14/2024 9:00 AM
286	Posting of maps and paper schedules needed. Intermodal connections, wayfinding signs needed. Intercity bus and rail connections need serious consideration	5/14/2024 8:56 AM
287	Location of transit center should be close to the central city and train station	5/14/2024 8:53 AM
288	N/A	5/14/2024 8:51 AM
289	A good transit center is one that follows investment in improved service	5/14/2024 8:48 AM
290	Amenities: Fix broken kiosks when reported	5/14/2024 8:48 AM
291	underground is a terrible idea - pollution breathing in bus fumes also for safety	5/14/2024 8:44 AM
292	Central location with multiple route stops	5/13/2024 5:45 PM
293	Accessibility for people with disabilities	5/13/2024 5:37 PM
294	All of the above.	5/13/2024 3:36 PM

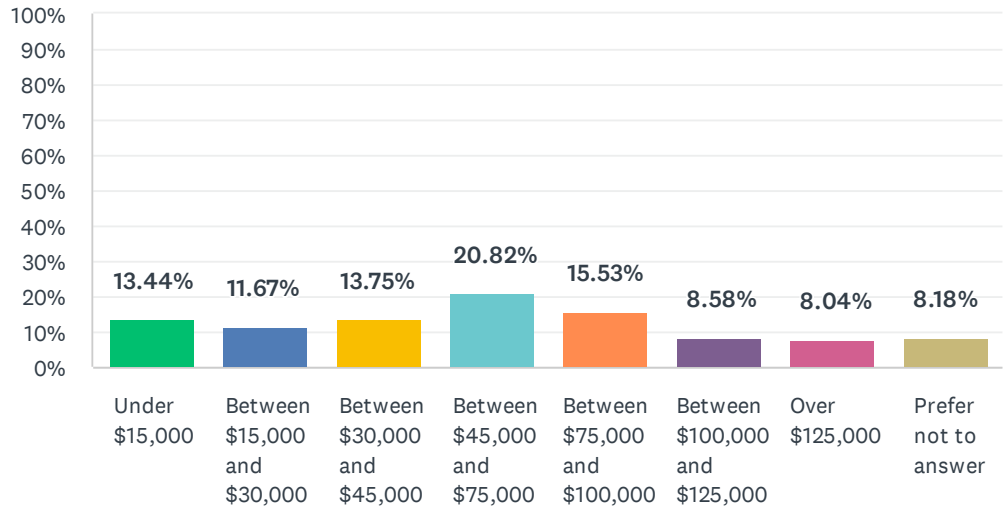
Q6 What is the zip code you live in? (must be 5 characters)

Answered: 3,497 Skipped: 320

02921 02875 02812 02862 02830 02874 02882 52220 02871 10003 02864 95826
02865 90001 02879 07055 02901 02876 02885 02823 02888 02808
02809 02804 02861 02896 02863 02825 02915 95131 02840
02831 02920 02832 02910 02703 02907 02771 02860
00000 02903 02814 02909 02940 02906 02835
02908 02878 02905 02114 02904 02829 02895
02917 02911 90017 02893 02838 02912 02892 02914 06450
02919 83624 02886 02813 02806 02807 02852 N 02889 02859
02816 48235 02818 30342 02902 90002 02842 02815 02916 02858 02822 40299
02891 02828 02881 02857 02918

Q7 What is your annual household income? (select one)

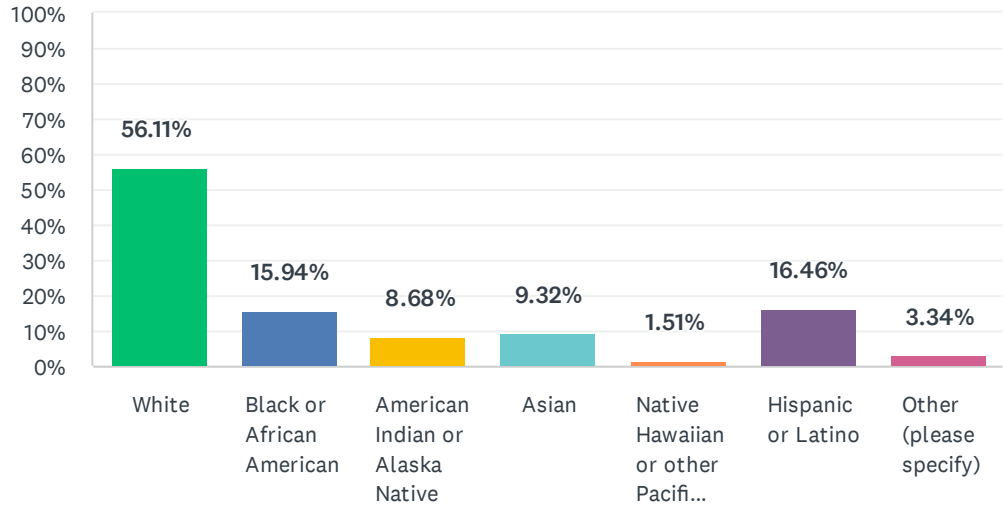
Answered: 3,497 Skipped: 320



ANSWER CHOICES	RESPONSES	
Under \$15,000	13.44%	470
Between \$15,000 and \$30,000	11.67%	408
Between \$30,000 and \$45,000	13.75%	481
Between \$45,000 and \$75,000	20.82%	728
Between \$75,000 and \$100,000	15.53%	543
Between \$100,000 and \$125,000	8.58%	300
Over \$125,000	8.04%	281
Prefer not to answer	8.18%	286
TOTAL		3,497

Q8 What race/ethnicity do you identify as? (select all that apply)

Answered: 3,445 Skipped: 372



ANSWER CHOICES	RESPONSES	
White	56.11%	1,933
Black or African American	15.94%	549
American Indian or Alaska Native	8.68%	299
Asian	9.32%	321
Native Hawaiian or other Pacific Islander	1.51%	52
Hispanic or Latino	16.46%	567
Other (please specify)	3.34%	115
Total Respondents: 3,445		

#	OTHER (PLEASE SPECIFY)	DATE
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Providence Transit Center

1	North American	6/30/2024 6:43 PM
2	I just don't want to.	6/30/2024 12:07 AM
3	Bengali	6/29/2024 6:43 PM
4	.	6/29/2024 5:41 PM
5	Australian	6/29/2024 2:29 PM
6	None of your business	6/29/2024 12:40 PM
7	Cape verdean	6/29/2024 11:08 AM
8	[REDACTED]	6/29/2024 8:36 AM
9	African	6/26/2024 9:06 PM
10	Human	6/26/2024 5:21 PM
11	Jewish	6/26/2024 7:14 AM
12	African	6/25/2024 6:03 PM
13	[REDACTED]	6/25/2024 12:47 PM
14	Multiethnic / Multicultural	6/25/2024 10:23 AM
15	mix	6/25/2024 10:22 AM
16	Cape verdean	6/25/2024 9:30 AM
17	Prefer not to answer	6/23/2024 10:19 PM
18	mixed	6/23/2024 7:30 AM
19	No to answer	6/22/2024 2:05 AM
20	N/A	6/21/2024 2:24 PM
21	2 or more	6/21/2024 7:20 AM
22	Multiracial	6/21/2024 6:02 AM
23	.	6/21/2024 3:39 AM
24	Human	6/20/2024 11:35 PM
25	Cape verdean	6/20/2024 7:28 PM
26	None	6/20/2024 1:41 PM
27	Puertorican	6/20/2024 12:41 PM
28	Jewish	6/20/2024 7:55 AM

Providence Transit Center

29	prefer not to answer	6/20/2024 2:04 AM
30	What does it matter	6/19/2024 11:47 PM
31	What kind of racist question is that!!	6/19/2024 7:55 PM
32	Human	6/19/2024 4:14 PM
33	Prefer not to answer	6/19/2024 3:51 PM
34	2 or more	6/19/2024 12:38 PM
35	Nunya bizness	6/18/2024 6:49 PM
36	N/A	6/18/2024 4:20 PM
37	N/a	6/18/2024 3:37 PM
38	Interracial adoptee	6/18/2024 9:20 AM
39	Gaelic-Norse	6/17/2024 11:48 PM
40	Cat	6/17/2024 4:54 PM
41	Not necessary	6/17/2024 2:37 PM
42	Romnichal	6/17/2024 9:35 AM
43	Human race	6/16/2024 11:23 AM
44	n/a	6/16/2024 6:44 AM
45	Why	6/15/2024 6:39 PM
46	Everything	6/15/2024 12:18 PM
47	Indian and Italian	6/15/2024 12:10 PM
48	Blended	6/15/2024 11:54 AM
49	Cape verdean	6/15/2024 10:10 AM
50	German, Dutch	6/15/2024 9:35 AM
51	Mixed	6/15/2024 8:09 AM
52	Jewish	6/15/2024 7:00 AM
53	The	6/15/2024 3:50 AM
54	Why are you asking? I wish not disclose.	6/15/2024 1:36 AM
55	Italian	6/14/2024 7:45 PM
56	Native American	6/14/2024 2:59 PM

Providence Transit Center

57	I dont know	6/14/2024 8:07 AM
58	Nope	6/13/2024 11:00 AM
59	human	6/12/2024 2:34 PM
60	Human	6/12/2024 2:03 PM
61	Portuguese	6/12/2024 12:14 PM
62	prefer no answer	6/12/2024 10:29 AM
63	multiracial	6/12/2024 9:15 AM
64	No	6/11/2024 3:31 PM
65	[REDACTED]	6/11/2024 1:22 PM
66	American	6/11/2024 12:46 PM
67	Portuguese Italian German	6/10/2024 2:19 PM
68	Mixed	6/10/2024 10:39 AM
69	Maloto	6/10/2024 8:08 AM
70	[REDACTED]	6/9/2024 12:08 PM
71	not hispanic not latino	6/9/2024 9:20 AM
72	European	6/8/2024 7:09 PM
73	Irish French Can.	6/8/2024 1:56 PM
74	Multicultural	6/8/2024 1:18 PM
75	Mixed White/Hispanic	6/8/2024 10:35 AM
76	Black native American	6/8/2024 9:14 AM
77	Born in the USA	6/7/2024 5:33 PM
78	Cape verde Island	6/7/2024 10:44 AM
79	French	6/7/2024 9:59 AM
80	I'm don't care to say my race	6/7/2024 8:25 AM
81	I'm a Filipina and I'm not Hispanic or Latino.	6/6/2024 9:17 PM
82	I am mixed	6/6/2024 6:41 PM
83	Portuguese	6/6/2024 3:43 PM
84	No	5/30/2024 4:42 PM

Providence Transit Center

85	Cape Verdean	5/30/2024 4:27 PM
86	I have Blackfoot and Iroquois nation (multiple/unknown tribes) relatives.	5/29/2024 6:16 PM
87	Jewish	5/27/2024 1:40 AM
88	Syrian	5/27/2024 12:29 AM
89	Kennedy Plazite	5/26/2024 8:10 AM
90	This question is insulting. I am a human being.	5/25/2024 9:13 AM
91	09	5/24/2024 4:12 PM
92	Kennedy, Plaza Central and it doesn't take any more development because it's already existing so we can deal with the other cost intensive aspects of managing riptide that include staffing and equipment	5/23/2024 6:34 PM
93	[REDACTED]	5/23/2024 4:47 PM
94	Prefer not to answer	5/22/2024 11:06 PM
95	[REDACTED]	5/22/2024 5:24 PM
96	Jewish	5/20/2024 12:22 PM
97	N/A	5/19/2024 7:27 PM
98	Multiracial	5/18/2024 1:45 PM
99	NONE OF YOUR DAMN BUSINESS. I IDENTIFY AS A TREE.	5/17/2024 6:39 AM
100	Cape Verdean	5/15/2024 2:56 PM
101	Middle Eastern	5/14/2024 10:07 PM
102	Italian-American	5/14/2024 8:19 PM
103	not relevant	5/14/2024 4:59 PM
104	n/a	5/14/2024 10:01 AM
105	N/A	5/14/2024 9:51 AM
106	Asian/Filipina - not hispanic	5/14/2024 9:50 AM
107	n/a	5/14/2024 9:46 AM
108	Deaf/Blind	5/14/2024 9:43 AM
109	Portuguese/Azorean	5/14/2024 9:41 AM
110	N/A	5/14/2024 9:19 AM
111	did not answer on paper survey (just checked "other")	5/14/2024 9:10 AM

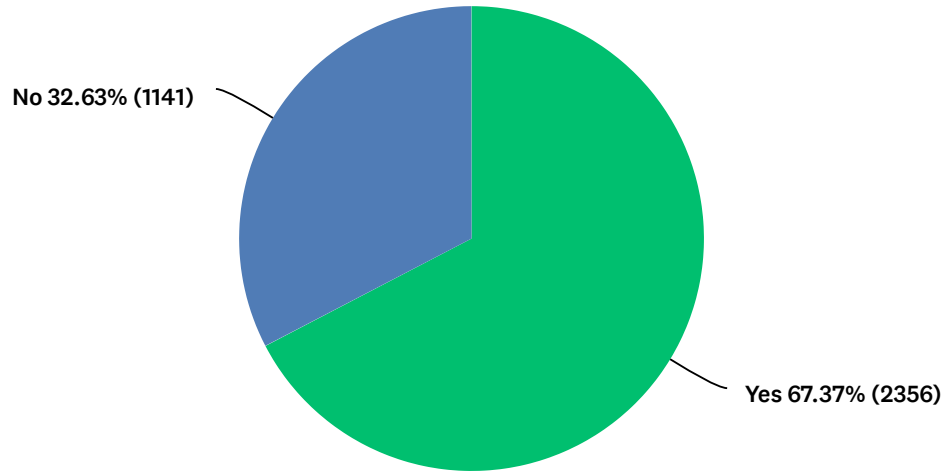
Providence Transit Center

112	did not answer on paper survey	5/14/2024 9:09 AM
113	N/A	5/14/2024 8:51 AM
114	human	5/14/2024 8:44 AM
115	Portugese/italian	5/13/2024 5:45 PM

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Preliminary Draft for Review Only - Not a public record pursuant to RI Gen. Laws
38-38-2-2(4)
Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to
R.I. Gen. Laws 38-2-2(4)E

Q9 Would you like to provide your email to stay updated on future Providence Transit Center communications?

Answered: 3,497 Skipped: 320



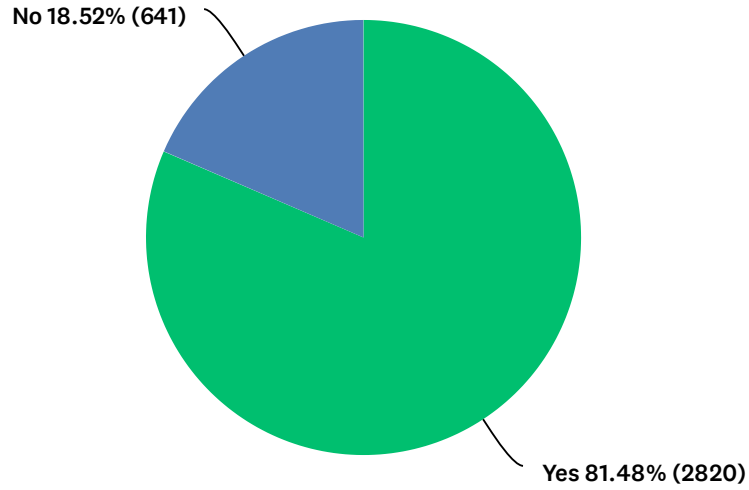
ANSWER CHOICES	RESPONSES	
Yes	67.37%	2,356
No	32.63%	1,141
TOTAL		3,497

#	ENTER EMAIL ADDRESS	DATE
There are no responses.		

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 Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)E

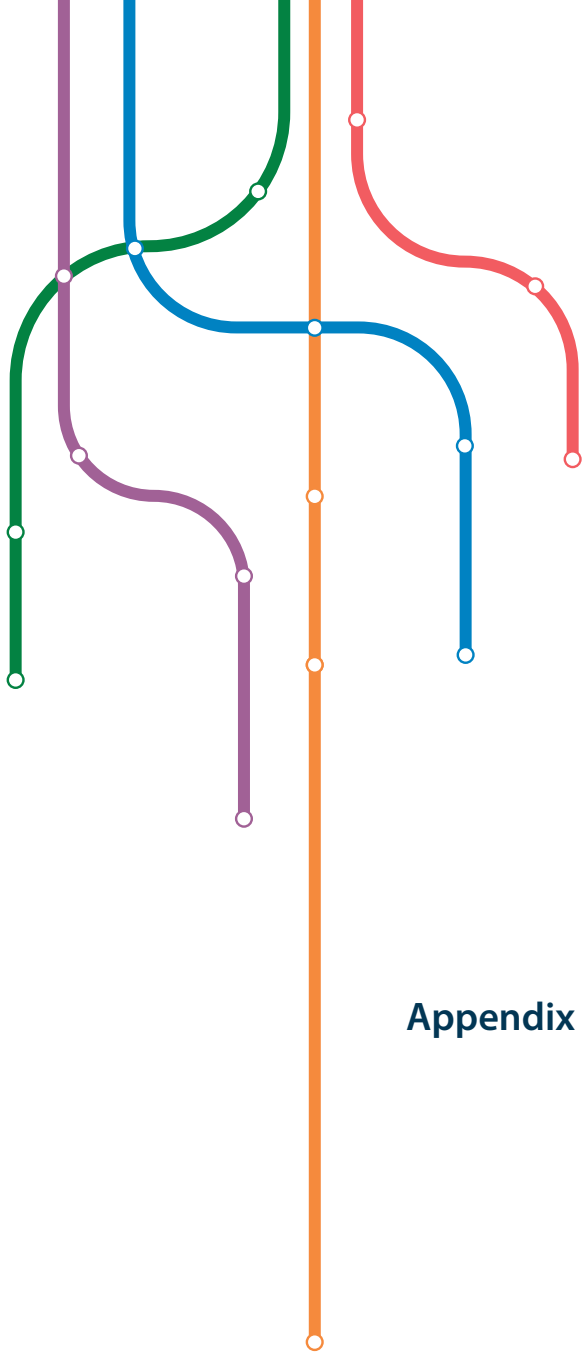
Q11 Would you like to enter the gift card raffle drawing?

Answered: 3,461 Skipped: 356



ANSWER CHOICES	RESPONSES	
Yes	81.48%	2,820
No	18.52%	641
TOTAL		3,461

#	IF YES, PLEASE PROVIDE YOUR NAME, EMAIL AND/OR PHONE NUMBER.	DATE
There are no responses.		



Appendix 1D: Reviewed Sources of Public Finance and Funding

	1	2	3	4	5	6	7	8	9
	Federal Finance	Federal Finance	Federal/State Finance	State Finance	State Funding	State Funding	City (Providence) Funds	City (Providence) Funds	City Funds
	TIFIA Loan	RRIF Loan	TIFIA/State Infrastructure Bank Loan	Rhode Island Infrastructure Bank Loan	Rhode Island Infrastructure Bank - Municipal Grant	Main Street Rhode Island Streetscape	Community Development Block Grants	HUD Section 108 Subsidized Loan	Tax Increment Financing
Summary Description	Transportation Infrastructure Financing and Innovation Act ("TIFIA") is the subsidized federal loan program for surface transportation projects offered through the Build America Bureau ("BAB") within USDOT. The assumptions here relate to the TIFIA 49 Program.	Railroad Rehabilitation Infrastructure Act ("RRIF") is the subsidized federal loan program for rail infrastructure projects offered through the Build America Bureau ("BAB") within USDOT.	Program available through the USDOT's Build America Bureau that provides capital to State Infrastructure Banks ("SIB") or any state lending institution to onlend to eligible rural projects within the state.	Rhode Island Infrastructure Bank works collaboratively with public and private capital providers to develop and deploy solutions that support and finance investments in the State's infrastructure and green energy initiatives. This includes innovative programs for municipalities, quasi-public agencies and private property owners accelerate investments that create jobs, promote economic development, and enhance the environment.	The Municipal Infrastructure Grant Program (MIGP) is a competitive grant program providing capital funds for municipalities, and other public entities, to make improvements to public infrastructure. The overall goal is to support projects that can achieve economic development and growth by accelerating housing production, spurring private development, and creating jobs across Rhode Island.	The Main Street Rhode Island Streetscape Improvement Fund awards grants on a competitive basis for improvements to the state's commercial districts. This program encourages private-public partnerships to enhance streetscapes in Rhode Island's local business districts. Funding will be available in two categories: (1) physical improvements for streetscape and (2) municipal technical assistance.	Community Development Block Grants - up to \$5.21m available based on allocation made by state to different municipalities. The City of Providence receives an annual CDBG (Community Development Block Grant) entitlement grant from the US Department of Housing and Urban Development (HUD). The City of Providence utilizes CDBG funds to improve community facilities and services, revitalize neighborhoods, expand affordable housing, and expand economic opportunities that benefit low/moderate-income persons. The City must use at least 70% of the entitlement for activities that either directly benefit low/moderate-income persons or serves an area where the majority of the residents are low/moderate-income.	The Section 108 Loan Guarantee Program is a part of the U.S. Department of Housing and Urban Development (HUD). It allows communities that receive Community Development Block Grants (CDBG) to leverage their annual grant allocations to access low-cost, flexible financing for a variety of projects. Key Features of Section 108 Loans: Flexible Financing: These loans can be used for economic development, housing, public facilities, and infrastructure projects. Leverage Annual Grants: Communities can use their CDBG funds to secure larger loans, enabling them to undertake significant projects that might otherwise be unaffordable. Catalyst for Private Investment: Often used to stimulate private economic activity in underserved areas or to fill financing gaps in important community projects. Flexible Repayment Terms: The program offers terms that can be tailored to fit the financial needs of the community, making it easier to combine with other funding sources like New Markets Tax Credits (NMTC) and Low Income Housing Tax Credits (LIHTC).	Tax increment financing ("TIF") is a strategy by which some or all expected tax revenue growth is reserved for a special purpose, typically to repay debt incurred to advance a public project. It is a public financing revenue tool that allows local governments to borrow against taxes on future gains in real estate values or tax payments to pay for new infrastructure improvements.
Awarding Body	BAB	BAB	BAB/Rhode Island Infrastructure Bank	Rhode Island Infrastructure Bank	Rhode Island Infrastructure Bank	Rhode Island Commerce Corporation - Main Street Rhode Island Streetscape Improvement Fund Private entities, entities with tax credit apportion	City of Providence Housing & Community Development Division	HUD (Application to be made by City of Providence)	Rhode Island Commerce Corporation
Eligible Recipients/Applicants	Public sector entities must coordinate any application where multiple private-sector developers.	Direct Loan: Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, limited option freight shippers that intend to construct a new rail connection, and joint ventures that include at least one of the preceding.	Public entities, including any state transportation agency, existing SIB, or a state-level lending institution, with the authority to: Establish a SIB or similar state-level financial intermediary with a separate account designated as a Rural Projects Fund, and Enter into a cooperative agreement with the US DOT pursuant to 623 U.S.C. 610. A public entity can apply on behalf of a SIB, or the SIB can apply directly, depending on its authorizing powers.	TBC	Any Rhode Island city or town or by and through any agency designated by the municipal officers to act on their behalf, may apply to the program. Two or more municipalities may apply jointly.	Eligible projects must be located in an area that is walkable, with a mix of land uses suitable for small business development and commerce that attracts residents and visitors to frequent the activities located in the area; Applicants must have matching funds committed for the project. Matching funds can include real estate committed to the project or costs associated with engineering, design, environmental assessment or studies, or costs incurred in obtaining necessary municipal approvals; and the lead applicant must be a municipality, political subdivisions of a municipality, or an economic development organization. Public-private partnerships are encouraged through the Main Street Rhode Island Streetscape Improvement Fund program. Priority will be given to projects that can be completed within 3 years.	Public, private non-profit entities for improvements and facilities that are either publicly owned or that are traditionally provided by government and open to the general public.	Communities can use Section 108 guaranteed loans to either finance specific projects or to launch loan funds to finance multiple projects over several years. Guarantees are made by municipalities using CDBG funds.	
Relevant Eligibility Parameters	Transit projects are those eligible for assistance under Chapter 53 of Title 49, U.S. Code and includes capital projects or associated improvement infrastructure or vehicles for public transportation systems, including but not limited to bus, subway, light rail, commuter rail, trolley, or ferry.	An eligible purpose for RRIF loans is to "finance economic development, including commercial and residential development, and related infrastructure and activities, that (i) incorporates private investment of greater than 20 percent of total project costs; (ii) is physically connected to, or is within 1/8 mile of, a fixed guideway transit station, an intercity bus station, a passenger rail station, or multimodal station, provided that the location includes service by a railroad; (iii) demonstrates the ability of the applicant to commence the contracting process for construction not later than 90 days after the date on which the direct loan or loan guarantee is obligated for the project under this chapter; and (iv) demonstrates the ability to generate new revenue for the relevant passenger rail station or service by increasing ridership, increasing tenant lease payments, or carrying out other activities that generate revenue exceeding costs." - 49 U.S.C. § 22402(b)(1)(F)	The TIFIA loan proceeds deposited in a Rural Projects Fund within a SIB may be used to make loans for projects defined as: A surface transportation project located in an area that is outside an urbanized area with a population greater than 150,000 individuals, as determined by the Bureau of Census. For projects crossing rural-urban boundaries, the project is considered "rural" if more than 50 percent of project eligible costs are in the rural area. Any surface transportation project that meets the above definition and is eligible for assistance under U.S.C. Title 23 or Chapter 53 of Title 49 could be financed with a SIB RPF loan. SIB RPF loans can be provided to both public and private sponsors of eligible rural infrastructure projects.	RIIB manages loans for the following: (i) Clean Water State Revolving Fund; (ii) Drinking Water State Revolving Fund; (iii) Community Septic System Loan Program; (iv) Sewer Tie-In Loan Fund; (v) Water Quality Protection Charge; (vi) Municipal Resilience Program; (vii) Stormwater Project Accelerator; (viii) Commercial Property Assessed Clean Energy; (ix) Efficient Buildings Fund; (x) Brownfields Revolving Loan Fund; (xi) Municipal Road and Bridge Revolving Loan Fund	A proposed project must be for improvements to land and/or infrastructure that is currently publicly owned or controlled. Applicants may request funding for predevelopment activities (such as due diligence and preparation of engineering documents) and/or for direct construction work. Program investments may be targeted to projects that support job creation and expansion, housing development and rehabilitation, community development projects in areas or districts that communities have determined are best suited to efficiently accommodate future growth or redevelopment.	Eligible projects must be located in an area that is walkable, with a mix of land uses suitable for small business development and commerce that attracts residents and visitors to frequent the activities located in the area; Applicants must have matching funds committed for the project. Matching funds can include real estate committed to the project or costs associated with engineering, design, environmental assessment or studies, or costs incurred in obtaining necessary municipal approvals; and the lead applicant must be a municipality, political subdivisions of a municipality, or an economic development organization. Public-private partnerships are encouraged through the Main Street Rhode Island Streetscape Improvement Fund program. Priority will be given to projects that can be completed within 3 years.	The most common applications for CDBG are listed below: • Acquisition of Real Property • Disposition of Real Property • Public Facilities and Improvements • Clearance • Public Services • Rehabilitation of Housing & Facilities • Construction of Housing, only for those subrecipients certified to qualify as Community Based Development Organizations (CBDOs)/Special Economic Development Activities • Microenterprise Assistance • Homeownership Assistance • Planning Activities (subject to 20% Admin Cap) • Technical Assistance • Housing Services	Economic development, housing, public facility, and infrastructure projects	1.The project must be located in a Qualifying TIF Area; 2.A Project Financing Gap exists; 3.The project is: a.a new facility and not a replacement or relocation of an existing facility already located in the State; b.an expansion of an existing facility that will increase the number of full-time employees in the State; or c.necessary to retain one or more At Risk Businesses
Sizing Parameters/ Availability of Funds	Up to 49% of Eligible Costs for Rural and TIFIA 49 Projects (otherwise 33%). Federal funding limited to 80% of total project costs.	By statute up to 100% of Eligible Costs may be borrowed (75% for TOD). However, policy/practice suggests that 20% of funding must come from a private source (equity requirement).	It can be used to fund up to 80% of eligible project costs and projects can be any size (typically TIFIA Rural loans can only fund up to 49% of costs and projects must be \$10-100m). A sub-borrower of a SIB may use Federal sources, including Federal grants or other Federal (non-TIFIA) loans, in combination with the SIB Loan, to fund more than 80 percent of the costs of carrying out a rural infrastructure project, so long as the proceeds of the SIB Loan do not exceed 80 percent of the costs. Sponsors of eligible rural projects can use any source of funding including Federal assistance in combination with a SIB RPF loan.	N/A	TBC	Average awards have been on the order of \$100-250k	Roughly \$5m each year.	Roughly \$25 million in loans available.	
Grant Type	N/A	N/A	N/A	N/A	State Competitive	Competitive grant	Competitive	N/A	Incremental Revenue

	1	2	3	4	5	6	7	8	9
	Federal Finance	Federal Finance	Federal/State Finance	State Finance	State Funding	State Funding	City (Providence) Funds	City (Providence) Funds	City Funds
	TIFIA Loan	RRIF Loan	TIFIA/State Infrastructure Bank Loan	Rhode Island Infrastructure Bank Loan	Rhode Island Infrastructure Bank - Municipal Grant	Main Street Rhode Island Streetscape	Community Development Block Grants	HUD Section 108 Subsidized Loan	Tax Increment Financing
Evaluation Criteria	Credit-driven program - once application has been delivered it is assessed for creditworthiness	Credit-driven program - once application has been delivered it is assessed for creditworthiness	Applicants seeking a TIFIA SIB RPF loan would follow all stages and requirements of the standard TIFIA application process described on the Review and Approval Process page. Applicants must demonstrate their creditworthiness and state of readiness to provide rural project loans via the SIB. The US DOT will assess the institutional capacity of the SIB to administer and disburse the requested TIFIA loan proceeds within the requisite time frame and will evaluate the creditworthiness of the proposed repayment source for the TIFIA RPF capitalization loan. A state entity applying for a TIFIA SIB RPF loan must have the legal authority to establish a SIB and create a Rural Projects Fund within its SIB. While some states have had sufficient authority under their current law for the establishment and operation of a SIB, many other states have needed to enact specific enabling legislation authorizing the creation of a SIB.	BPM doesn't fit eligibility criteria for loan funds.		Eligibility criteria must be met	Compliance with activities included in the state's Consolidated Plan and Annual Action Plans.	Application process	
Rates	SLOS 4.42% (7/12) plus 1 bps plus 50 bps buffer = 4.93% No commitment fees.	SLOS 4.43% (7/12) plus 75 bps buffer and credit charge = 5.18%. No commitment fees.	Credit charge is 50% of SLOS 4.42% (7/12) plus 1 bps buffer = 5.22% (the SIB loans to sub-borrowers must bear interest at or below the interest rate on the TIFIA loan used to capitalize the Rural Projects Fund)	N/A	N/A		N/A	35 bps over 3 month Treasuries for 20 year loan.	
Fees	See other costs	See other costs	See other costs	N/A	TBC		N/A	\$70 application fee.	One time application fee (amount not specified)
Other Costs	•Reimburse BAB's advisors' fees = assume \$500k. •Ongoing fees = \$16,500 pa x CPI	Credit charge sized to cover BAB costs.	TIFIA applicants are typically charged a fee to cover US DOT's financial and legal advisory costs required to process a loan. These fees may be waived for TIFIA SIB capitalization loans less than \$75 million.	N/A	TBC		Extensive ongoing monitoring and reporting		
Term Parameters	Ordinarily, 35 years following Substantial Completion. Interest only for 5 years following Substantial Completion. Statute allows up to the lesser of asset's useful life and 75 years following Substantial Completion.	35 years following substantial completion. Interest only for 5 years following substantial completion	The final maturity of the TIFIA SIB loan capitalizing a RPF shall not exceed 35 years after the date on which the secured loan is obligated, which is the date the TIFIA loan agreement is executed.	N/A	N/A		All tasks undertaken with a CDBG grant must be in compliance with the CDBG contract, federal regulations, and all guidelines listed in the City's CDBG manual. All CDBG grants must fulfill the national objective and performance objectives outlined in their funding application and contract	20 years max	
Required Security Interest	Springing lien unless waived	Springing lien unless waived	TBC	TBC	N/A	N/A	N/A	Must be guaranteed by CDBGs	TBC
Eligible Source of Repayment	Non-Federal revenues	Non-Federal revenues	Non-Federal revenues	TBC	N/A	N/A	N/A	Project revenues - but must be guaranteed by CDBGs	N/A
Application Process Summary	Initial eligibility review followed by credit worthiness review followed by application documentation finalization.	Initial eligibility review followed by credit worthiness review followed by application documentation finalization.	Initial eligibility review followed by credit worthiness review followed by application documentation finalization.	N/A	The Bank will, from time to time, issue Requests for Proposals to solicit project proposals from municipalities. Contact : ANTHONY HEBERT Business Development Officer, Rhode Island Infrastructure Bank, ahebert@riib.org for further details	2024 Application period was Jan - April 2024	Communities submit applications containing a number of activities which are reviewed by a funding committee in accordance with program regulations/policies. This committee drafts recommendations to the Governor who typically announces awards July-September of each year. Awards are activity specific.	Applications are submitted to HUD field office and FMD, HUD reviews and approves the application, HUD drafts documentation which is negotiated between the parties over 15-30 days, loan docs executed and funds advanced either in one or multiple draws.	
NOFO?	N/A	N/A	N/A	N/A	No		Annual rolling applications for Affordable Housing, Economic Development, Residential Rehab; Annual Competitive Applications due in early July for Public Facilities/Improvements, Essential Services	No	
Timing	Initial Eligibility Review - 30 days Creditworthiness Review - 45-90 days following receipt of requested info Application - 90 days	Initial Eligibility Review - 30 days Creditworthiness Review - 45-90 days following receipt of requested info Application - 90 days	Initial Eligibility Review - 30 days Creditworthiness Review - 45-90 days following receipt of requested info Application - 90 days	N/A	The Bank will, from time to time, issue Requests for Proposals to solicit project proposals from municipalities.	2024 Application period was Jan - April 2024	July - September	150 - 180 days indicated in timeline	
Diligence Items	Primarily related to creditworthiness but will also cover statutory compliance related to federal assurances and cost eligibility	Primarily related to creditworthiness but will also cover statutory compliance related to federal assurances and cost eligibility	Primarily related to creditworthiness but will also cover statutory compliance related to federal assurances and cost eligibility	N/A	TBC	TBC	TBC	City would need to be satisfied with project cashflow to avoid calls on the guarantee.	
Rating Requirement?	Yes - one Investment Grade Rating Required if TIFIA loan < \$75mm	No although an investment grade rating will facilitate a lower credit charge.	Yes - one IG credit rating only	N/A	N/A	N/A	No	Not indicated.	

	1	2	3	4	5	6	7	8	9
	Federal Finance	Federal Finance	Federal/State Finance	State Finance	State Funding	State Funding	City (Providence) Funds	City (Providence) Funds	City Funds
	TIFIA Loan	RRIF Loan	TIFIA/State Infrastructure Bank Loan	Rhode Island Infrastructure Bank Loan	Rhode Island Infrastructure Bank - Municipal Grant	Main Street Rhode Island Streetscape	Community Development Block Grants	HUD Section 108 Subsidized Loan	Tax Increment Financing
Other Requirements	Federal assurances: National Environmental Policy Act, otherwise known as NEPA Buy America Davis Bacon Act, which establishes prevailing wage rates for all federally funded or assisted projects Title VI (Civil Rights Act) and inclusion in the STIP/TIP	Federal assurances: National Environmental Policy Act, otherwise known as NEPA Buy America Davis Bacon Act, which establishes prevailing wage rates for all federally funded or assisted projects Title VI (Civil Rights Act) Maximum distance to FRA-regulated rail line is 0.5 mile, and inclusion in the STIP/TIP	Federal assurances: National Environmental Policy Act, otherwise known as NEPA Buy America Davis Bacon Act, which establishes prevailing wage rates for all federally funded or assisted projects Title VI (Civil Rights Act)	N/A	TBC	TBC	The following activities may not be assisted with CDBG funds: 1. Buildings for the general conduct of government. This includes operating and maintenance expenses. Exceptions are operation and maintenance associated with public service activities, removal of architectural barriers (ADA modifications) and CDBG program staff. 2. General government expenses except to carry out the CDBG program. 3. Political or religious activities. 4. Administrative costs associated with the management of a non-profit (e.g. Executive Director salaries, travel, and planning costs). 5. Construction equipment. 6. Fire protection equipment unless part of a public facility. 7. Personal furnishing or property. 8. Food not related to direct service delivery to clients. 9. Furnishings that are not integral structural fixtures. 10. New housing construction except for land acquisition and other specific circumstances. 11. Income payments and other subsistence payments made to individuals or a family. 12. Services or activities prohibited under state, local, or federal law (e.g. assistance to marijuana-based businesses).	Guarantee of repayment required by HUD against CDBGs	
RIPTA Utilization?	N/A	N/A	N/A	N/A	To be confirmed	TBC	TBC	N/A	
Summary of Gating Issues	(i) TIFIA 49 relatively new program (untested).	(i) Maximum distance to FRA-regulated rail line is 0.5 mile - making the Dorrance Street site the only qualifying site. (ii) Unlikely to qualify for RRIF Express as BMF doesn't meet the eligibility criteria.	(Potential to switch out funding/finance of rural project with BMF)	BMF doesn't fit eligibility criteria for loan funds (unless via TIFIA SIB)	(i) Confirm with RIPTA; (ii) Enquire with RIIB; (iii) Coordinate with City of Providence	(i) More aligned to TOD elements*; (ii) Relatively modest grant amounts; (iii) Need to wait for 2025 invitations to apply	Lots of hoops to jump through for not a lot of money	(i) Promise to repay must come from City using future CDBGs	(i) Requires set up and political effort
Score		1	1	1	3	3	2	3	2
Score Criteria:									
1 - Good fit/federal source									
2 - Good fit/non federal source									
3 - Potential fit but limiting factors									
4 - Not good fit/funding unlikely									

PFAL - NWRIP (Pie) Public Finance and		10	11	12	13	14	15	16	17
		Federal Formula Funds	Federal Formula Funds	Federal Formula Funds	Federal Formula Funds	Federal Formula Funds	Federal Formula Funds	Federal Formula Funds	Federal Formula Funds
		Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning (Sections 5303, 5304, 5305)	Urbanized Areas Formula Grants Program (Section 5307)	Enhanced Mobility for Seniors & Individuals with Disabilities (Section 5310)	Formula Grants for Rural Areas (Section 5311)	State of Good Repair Formula Grants (Section 5337)	Buses-Bus Facility Formula (Section 5339(a))	Congestion Management Air Quality (CMAQ)/Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149	Flexible Funding Programs - National Highway Performance Program - 23 USC 119
Summary Description	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more (UZAs).	Section 5310 provides funding to states for the purpose of meeting transportation needs of the elderly and persons with disabilities. Funds are distributed based on the number of older adults and persons with disabilities.	Section 5311, the Formula Grants for Rural Areas program, provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.	The formula component of the State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans. An urbanized area is one that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census, as an 'Urban Area' with a population of 50,000 or more.	Section 5339(a) provides funding to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	The CMAQ program provides funding for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	
Awarding Body	FTA	FTA	FTA	FTA	FTA	FTA	FTA	FHWA	FHWA
Eligible Recipients/Applicants	State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.	Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials and providers of publicly owned public transportation services shall select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area. Funding for urbanized areas with a population of between 50,000 and 199,999 is made available to a State's or territory's governor or governor's designee. For urbanized areas with a population of less than 200,000, the governor or governor's designee is responsible for receiving and apportioning funds to eligible projects and recipients.	States, local government authorities, and designated recipients are direct recipients; Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation. Operators of public transportation are entities that provide regular continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income. Operators of public transportation are eligible as subrecipients for nontraditional Section 5310 projects. Eligible subrecipients should apply to the direct recipient in their area for funding. In small urban or rural areas, the direct recipient is the state department of transportation. In large urban areas the direct recipient is the designated recipient. A federally recognized Indian tribe may apply directly to FTA for Section 5310 funds that a state, local government authority, or designated recipient has awarded to the tribe. Tribes are eligible direct recipients under the Section 5311 program.	Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.	Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials, and providers of publicly owned public transportation services select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area. Funding for urbanized areas with a population of between 50,000 and 199,999 is made available to a State's or territory's governor or governor's designee. For urbanized areas with a population of less than 200,000, the governor or governor's designee is responsible for receiving and apportioning funds to eligible projects and recipients. Eligible recipients are states, local government authorities, or other public entities in urbanized areas with fixed guideway and/or high-intensity motorbus systems in revenue service for at least seven full federal fiscal years prior to the beginning of the federal fiscal year of the apportionment.	Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. Subrecipients: An eligible recipient that receives a grant under the formula or competitive programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.	TBC	TBC (State DOT's)	
Relevant Eligibility Parameters	Funds are available for planning activities that (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and nonmotorized users; (C) increase the safety of the transportation system for motorized and nonmotorized users; (D) increase the accessibility and mobility of people and for freight; (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system. Major new fixed guideway projects, or extension to existing systems financed with New Starts funds, typically receive these funds through a full funding grant agreement that defines the scope of the project and specifies the total multi-year federal commitment to the project.	Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communication, and computer hardware and software. In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under 49 U.S.C. 5307(a)(2) and (3).	Traditional Section 5310 project examples include: Buses and vans Wheelchair lifts, ramps, and securement devices Transit-related information technology systems, including scheduling/routing/one-call systems Mobility management programs Acquisition of transportation services under a contract, lease, or other arrangement Nontraditional Section 5310 project examples include: Travel training Volunteer driver programs Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals and other accessible features Improvements to signage, or way-finding technology Incremental cost of providing same day service or door-to-door service Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs Mobility management programs	Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.	State of Good Repair Grants funds are available for capital projects that maintain a fixed guideway or a high-intensity motorbus system in a state of good repair, including projects to replace, rebuild, maintain, and rehabilitate: rolling stock track line equipment and structures signals and communications power equipment and substations passenger stations and terminals security equipment and systems maintenance facilities and equipment, and operational support equipment, including computer hardware and software. Funds may also be used to develop and implement transit asset management plans.	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Requires applicants for both the Grants for Buses and Bus Facilities formula and competitive programs to use, to the extent possible, innovative procurement tools authorized under Section 3013 of the FAST Act. If fewer than the buses are purchased through a stand-alone procurement, the recipient must provide a written explanation of FTA of why the authorized procurement tools were not used.	Although the program is administered by FHWA, transit projects are eligible for funding. Transportation improvements Transit improvements, transit service expansion, transit capital improvements, and ideashare and vanpooling Congestion relief High occupancy vehicle lanes, traffic signal synchronizations, and traffic flow improvements Alternative fuels Diesel retrofit projects, alternative fuel vehicles and infrastructure, and EV charging stations Travel demand management Travel demand management strategies and park and ride Other Bicycle and pedestrian facilities and programs, public education and outreach activities, and transportation management associations The BL continues all prior CMAQ eligibilities, and adds four new eligibilities: shared micromobility, including bikesharing and shared scooter systems; the purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment; modernization or rehabilitation of the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment); and in alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations.	Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of Title 49, U.S.C., if (i) The highway project or transit project is in the same corridor as, and in proximity to, a fully access-controlled highway on the NHS; (ii) The construction or improvements will reduce delay or produce travel time savings on the fully access-controlled highway described in clause (i) and improve regional traffic flow; and (iii) The construction or improvements are more cost-effective, as determined by benefit-cost analysis, than an improvement to the fully access-controlled highway on the NHS. Funds from NHPP can be "flexed" to FTA to fund transit projects if certain requirements are met as required by title 23, United States Code (23 U.S.C.) (See 23 U.S.C. 119(d)(2)(G)). For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)). FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-responsive service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.	
Sizing Parameters/ Availability of Funds	For FY 2024 apportionments totaled \$159mm for 5305(e) and 5303 and \$33mm for 5305(e) and 5304. Of this RI was apportioned \$7223k and \$166k respectively. Funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors. States can receive no less than .5 percent of the amount apportioned. These funds, in turn, are sub-allocated by states to MPOs by a formula that considers each MPO's urbanized area population, their individual planning needs, and a minimum distribution. Funds are available for four years. The federal share is not to exceed 80% of the cost of the projects funded under the program.	Total apportionment split into UZAs > 1mm, Bsn 200k-999km, and 50-199k. For FY 2024 this totaled \$7.3bn. Providence RI received \$37.6mm (a further \$11.9mm to Providence MA for a total of \$49.4mm) for FY 2024 from the first section. Funding is allocated through a formula based on fixed guideway vehicle revenue miles, fixed guideway passenger miles, bus vehicle revenue miles, bus passenger miles, population, and population density. Funds are available the year appropriated plus five years. The federal share is not to exceed 80 percent of the net project cost for capital expenditures. The federal share may be 85 percent for the acquisition of vehicles and 90 percent for the cost of vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for the purpose of complying with, or maintaining compliance with, the Americans with Disabilities Act and the Clean Air Act. The federal share may not exceed 50 percent of the net project cost of operating assistance.	National apportionment for FY 2024 \$438mm. Allocation divided between UZAs > 200k, UZAs Bsn 50-199k and Non Urbanized. Providence RI received \$1.9mm from the first category and Rhode Island received \$14k from the third category for FY 2024. The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent federal share. Federal funds from other agencies may be used as match for the Section 5310 Program.	Out of a total of \$28mm for FY 2024 RI received \$834k (5311) and \$148k (5340) for a total \$982k and \$81k (5311)(b)(3) RTAP Apportionment). The federal share is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service. Section 5311 funds are available to the States during the fiscal year of apportionment plus two additional years (total of three years). Funds are apportioned to States based on a legislative formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas. Intercity Bus Program Each state must spend no less than 15 percent of its annual apportionment for the development and support of intercity bus transportation, unless it can certify, after consultation with intercity bus service providers, that the intercity bus needs of the state are being adequately met.	Apportionments: FY 2024 total available allocation \$4.3bn (\$4.15bn for High Intensity Fixed Guideway Formula and \$122mm for High Intensity Motorbus Formula) In 2023 Rhode Island, Providence, RI was allocated \$9,397,735 under the High Intensity Fixed Guideway State of Good Repair component of the this program. In 2024, Providence RI, was allocated \$12,641,022 The federal share for eligible capital expenses is not to exceed 80 percent of the net project cost.	Total Allocation for Buses and Bus Facilities (Formula): 2024 \$633mm; 2025 \$646mm; 2026 \$662mm. The Grants for Buses and Bus Facilities Formula national distribution is \$4 mm for each state and \$1 mm for each territory and then a formula for UZAs 50-199k and >200k. In FY 2024, Providence RI was allocated \$1,974,219 (>200k UZA) plus \$4mm based on state allocation.	The BL apportioned \$2.6bn (FY 2024), \$2.7bn (FY 2025), and \$2.7bn (FY 2026) to CMAQ Program. As under the FAST Act, the BL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's CMAQ apportionment is calculated based on a ratio specified in law. 23 U.S.C. 120, titled "Federal share payable," is a section of the United States Code that generally states that the federal share for Interstate System projects is 90% of the total cost, plus a percentage of the remaining 10%. This percentage is based on the amount of unapportioned and unreserved public lands and nontaxable Indian lands in a state that exceed 5% of its total area. The federal share for any project in a state cannot exceed 95% of the total cost.	Estimated Annual NHPP Funding Fiscal Year (FY) FY 2024 \$29,588 B, FY 2025 \$30,180 B, FY 2026 \$30,784 B NHPP Funds are contract authority. NHPP obligations are reimbursed from the Highway Account of the Highway Trust Fund. NHPP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, funds are available for obligation for up to 4 years. Generally, Federal Share is 80%	
Grant Type	Federal Formula	Federal Formula	Federal Formula	Federal Formula	Federal Formula	Federal Formula	Federal Formula	Federal Formula	Federal Formula

Preliminary Draft for Review Only - Not a public record pursuant to RI Gen. Laws 38-2-2(4)(K)
Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)(E)

	10 Federal Formula Funds	11 Federal Formula Funds	12 Federal Formula Funds	13 Federal Formula Funds	14 Federal Formula Funds	15 Federal Formula Funds	16 Federal Formula Funds	17 Federal Formula Funds
	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning (Sections 5303, 5304, 5305)	Urbanized Areas Formula Grants Program (Section 5307)	Enhanced Mobility for Seniors & Individuals with Disabilities (Section 5310)	Formula Grants for Rural Areas (Section 5311)	State of Good Repair Formula Grants (Section 5337)	Buses-Bus Facility Formula (Section 5339(a))	Congestion Management Air Quality (CMAQ)/Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149	Flexible Funding Programs - National Highway Performance Program - 23 USC 119
Evaluation Criteria	Formula Based.	Formula-based	Formula-based	Formula-based	Formula-based	Formula-based	Formula-based	Formula-based
Rates	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Fees	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Other Costs	TBC	TBC	TBC		TBC	TBC	TBC	TBC
Term Parameters	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Required Security Interest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Eligible Source of Repayment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Application Process Summary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NOFO?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Timing	Federal appropriations process.	Federal appropriations process	Federal appropriations process	Federal appropriations process	Federal appropriations process	Federal appropriations process	Federal appropriations process	NHPP funds are contract authority. NHPP obligations are reimbursed from the Highway Account of the Highway Trust Fund. NHPP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 119(b)). Thus, funds are available for obligation for up to 4 years.
Diligence Items	N/A	N/A	N/A	N/A	N/A	N/A	N/A	BCA required
Rating Requirement?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	10 Federal Formula Funds	11 Federal Formula Funds	12 Federal Formula Funds	13 Federal Formula Funds	14 Federal Formula Funds	15 Federal Formula Funds	16 Federal Formula Funds	17 Federal Formula Funds
	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning (Sections 5303, 5304, 5305)	Urbanized Areas Formula Grants Program (Section 5307)	Enhanced Mobility for Seniors & Individuals with Disabilities (Section 5310)	Formula Grants for Rural Areas (Section 5311)	State of Good Repair Formula Grants (Section 5337)	Buses-Bus Facility Formula (Section 5339(a))	Congestion Management Air Quality (CMAQ)/Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149	Flexible Funding Programs - National Highway Performance Program - 23 USC 119
Other Requirements	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BCA required
RIPTA Utilization?	FY 2024 RI was apportioned \$7223k and \$166k respectively.	This is Rhode Island's primary source of capital funds, and in FY 2019, RIPTA received \$30.1 million in Section 5307 funds. Increased levels of service along fixed guideway segments would lead to increased funding from this program. Since Rhode Island's population is projected to remain relative stable, this preliminary funding plan assumes that increases in these funds would increase at 50% of the rate of service increases. Providence RI received \$37.6mm (a further \$1.9mm to Providence MA for a total of \$49.4mm) for FY 2024.	RIPTA uses these funds for the purchase and replacement of Ride vehicles. In FY 2019, RIPTA received \$1.0 million in Section 5310 funds. These funds are allocated on the basis of population and this plan assumes stable funding. For FY 2024 RI received \$2.1mm of 5310 funding.	RIPTA uses these funds to support the service it operates in rural areas, including service that connects to urban areas. In FY 2019, RIPTA received \$0.7 million in Section 5311 funds. These funds are also allocated on the basis of population. FY 2024 RI received \$834k (5311) and \$148k (5340) for a total \$982k and \$81k (5311)(b)(3) RTAP Apportionment)	In FY 2019, Rhode Island received \$5.6 million in Section 5337 funds. These funds are allocated using the same formula as Section 5307 and this assumes that increases in these funds would increase at 50% of the rate of service increases. In 2023 Rhode Island, Providence, RI was allocated \$9,397,735 under the High Intensity Fixed Guideway State of Good Repair in the Urban component of this program. In 2024, Providence RI, was allocated \$12,641,022	In FY 2019, RIPTA received \$4.9 million in Section 5339(a) funds. These funds are also allocated using the same formula as Section 5307 and this assumes that increases in these funds would increase at 50% of the rate of service increases. In FY 2024, Providence RI was allocated \$1,974,219 (>200k UZA) plus \$4mm based on state allocation.	In FY 2019, RIDOT directed \$3.8 million in CMAQ funding to RIPTA for transit but in most years has provided less.	To be confirmed
Summary of Gating Issues	(i) Funds intended for planning purposes - unlikely to meet eligibility criteria. (ii) Relatively modest apportionment	(i) Likely that funds are already allocated by RIPTA	(i) Relatively modest amounts allocated to RI; (ii) BMF unlikely to meet eligibility criteria	(i) Is the P3 Partner an eligible sub recipient? (ii) BMF location doesn't eligibility criteria	(i) Funds already fully allocated to other RI projects?	(i) Are these funds already fully allocated to other RI projects? (ii) A for-profit, private developer may not be an eligible subrecipient	(i) Are these funds already allocated to other RI projects?	(i) Are these funds already allocated to RI (highway) projects? (ii) May not meet eligibility criteria
Score		4	1	4	4	1	1	3
Score Criteria:								
1 - Good fit/federal source								
2 - Good fit/non federal source								
3 - Potential fit but limiting factors								
4 - Not good fit/funding unlikely								

	18 Federal Formula Funds	19 Federal Competitive Funds	20 Federal Competitive Funds	21 Federal Competitive Funds	22 Federal Competitive Funds	23 Federal Competitive Funds	24 Federal Competitive Funds	25 Federal Competitive Funds
	Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133	Buses and Bus Facilities Program (Section 5339)	Low or No Emissions Vehicle Program 5339 (c)	Capital Investment Grants/New Starts (Section 5309)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	National Infrastructure Project Assistance Program ("Mega Projects")	Infrastructure for Rebuilding America (INFRA) Grant Program	Expedited Project Delivery (EPD) Pilot Pgram - Section 3005(b)
Summary Description	<p>The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.</p> <p>Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.</p>	<p>The Section 5339 Bus and Bus Facilities program, which is a complement to the Section 5339(a) formula program, provides funding through a competitive process to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program is designed to provide funding for major improvements to bus transit systems that would not be achievable through formula allocations.</p>	<p>Provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.</p>	<p>The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the discretionary Fixed Guideway Capital Investment Grants (CIG) program, which funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity.</p>	<p>The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$14.3 billion for fifteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.</p>	<p>The Mega program invests in large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance.</p>	<p>The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.</p>	<p>Aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects.</p> <p>These projects must:</p> <ul style="list-style-type: none"> •Utilize public-private partnerships •Be operated and maintained by employees of an existing public transportation provider Have a federal share not exceeding 25% of project cost
Awarding Body	FHWA	FTA	FTA	FTA	USDOT (Office of Infrastructure Finance and Innovation)	USDOT (Office of the Secretary)	USDOT (Office of the Secretary)	FTA
Eligible Recipients/Applicants	TBC (State DOTs)	Eligible applicants for the Buses and Bus Facilities Program include designated recipients that allocate funds to fixed-route bus operators. States (including territories and Washington D.C.) or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible sub-recipients include all otherwise eligible applicants and also private nonprofit organizations engaged in public transportation.	Eligible applicants include direct or designated recipients of FTA grants; States; local governmental authorities; and Indian Tribes. Except for projects proposed by Indian Tribes, proposals for funding eligible projects in rural (non-urbanized) areas must be submitted as part of a consolidated state proposal. States and other eligible applicants also may submit consolidated proposals for projects in urbanized areas.	State and local government agencies, including transit agencies.	RAISE can provide funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). Private-sector developers are not included in the list of eligible applicants	(1) A State or a group of States; (2) a metropolitan planning organization; (3) a unit of local government; (4) a political subdivision of a State; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Tribal government or a consortium of Tribal governments; (7) a partnership between Amtrak and 1 or more entities described in (1) through (6); and, a group of entities described in any of (1) through (7). Private-sector developers are not included in the list of eligible applicants	A State or group of States; a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; a unit of local government or group of local governments; a political subdivision of a State or local government; a special purpose district or public authority with a transportation function, including a port authority; a Federal land management agency that applies jointly with a State or group of States; a tribal government or a consortium of tribal governments; a multistate corridor organization; or a multistate or multi-jurisdictional group of eligible entities listed above. Private-sector developers are not included in the list of eligible applicants	Eligible applicants to the EPD Pilot Program are state or local government authorities who must demonstrate: The requisite legal, financial, and technical capacities to carry out the eligible project, including the safety and security aspects of the eligible project; Satisfactory continuing control over the use of the equipment or facilities; The technical and financial capacity to maintain new and existing equipment and facilities; That they have qualified advisors providing guidance on the terms and structure of the project who are independent from investors in the project; and That the existing public transportation system is in a state of good repair. This requirement may be waived by FTA if the project meets the definition of a core capacity improvement project, and FTA determines that the eligible project will allow the applicant to make substantial progress in achieving a state-of-good repair.
Relevant Eligibility Parameters	Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane (E 11130; 23 U.S.C. 142)(b)(3) "Bus corridors—in addition to the projects described in paragraphs (1) and (2), the Secretary may approve payment from sums apportioned under paragraph (2) or (7) of section 104(b) for carrying out a capital project for the construction of a bus rapid transit corridor or dedicated bus lanes, including the construction or installation of— (A) traffic signaling and prioritization systems; (B) redesigned intersections that are necessary for the establishment of a bus rapid transit corridor; (C) clean-street stations; (D) fare collection systems; (E) information and wayfinding systems; and (F) depots.	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no-emission vehicles or facilities. Additionally, 0.5% of a request may be for workforce development training, and an additional 0.5% may be for training at the National Transit Institute. Requires applicants for both the Grants for Buses and Bus Facilities formula and competitive programs to use, to the extent possible, innovative procurement tools authorized under Section 3023 of the FAST Act. If fewer than five buses are purchased through a stand-alone procurement, the recipient must provide a written explanation of FTA of why the authorized procurement tools were not used.	Eligible activities include: (i) purchasing or leasing low- or no-emission buses (ii) acquiring low- or no-emission buses with a leased power source (iii) constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses (iv) constructing new public transportation facilities to accommodate low- or no-emission buses rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses Additionally 0.5% of a request may be for workforce development training and an additional 0.5% may be for training at the National Transit Institute (NTI).	Each type of CIG project has a unique set of requirements in the law, although many similarities exist among them. To be eligible to receive a CIG construction grant, all proposed projects must go through a multi-year, multi-step development process outlined in the law. New Starts •Total project cost is equal to or greater than \$400 million or total New Starts funding sought equals or exceeds \$150 million •New fixed guideway system (light rail, commuter rail etc.) •Extension to existing system •Fixed guideway BRT system Small Starts •Total project cost is less than \$400 million and total Small Starts funding sought is less than \$150 million •New fixed guideway systems (light rail, commuter rail etc.) •Extension to existing system •Fixed guideway BRT system •Corridor-based BRT system Core Capacity projects are substantial corridor-based investment in existing fixed guideway system, which must: •Be located in a corridor that is at or over capacity or will be in ten years •Increase capacity by 10% not including elements designed to achieve a state of good repair	BFM eligible on the basis that it is public transportation projects eligible under chapter 53 of title 49, United States Code (5339. Bus and bus facilities formula grants (a) General authority.—The Secretary may make grants under this section to assist eligible recipients described in subsection (c)(1) in financing capital projects— (1) to replace, rehabilitate, and purchase buses and related equipment, and (2) to construct bus-related facilities.)	A highway or bridge project on the National Multimodal Freight Network A highway or bridge project on the National Highway Freight Network A freight intermodal (including public ports) or freight rail project that provides public benefit A railway highway grade separation or elimination project An intercity passenger rail project A public transportation project that is eligible under assistance under Chapter 53 of title 49 and is a part of any of the project types described above. BFM does not meet these criteria.	A highway freight project on the National Highway Freight Network A highway or bridge project on the National Highway System A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility A highway-railway grade crossing or grade separation project A wildlife crossing project A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency A project for a mainline highway corridor that is functionally connected to the NHPN and is likely to reduce road mobile source emissions A highway, bridge, or freight project on the National Multimodal Freight Network	Eligible projects are new fixed guideway capital projects, Small Start projects, or Core Capacity improvement projects that have not entered into a full funding grant agreement with FTA. The law defines these types of eligible projects for the EPD Pilot Program in a manner similar to, but not entirely the same as, FTA's Capital Investment Grants (CIG) program. These projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider.
Sizing Parameters/Availability of Funds	Under BIL, \$24.4bn (FY 2024), \$14.7bn (FY 2025), \$15.0bn (FY 2026) The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. States directed to set aside 55% of funding according to population centers within the State. A State may transfer up to 50% of STBG funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, (NEW) Carbon Reduction Program, and (NEW) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to STBG. Generally, federal share is 80%.	Grants for Buses and Bus Facilities (Competitive): 2024 \$394mm; 2025 \$402mm; 2026 \$412mm In response to the 2024 NOFO, FTA received 477 eligible project proposals totaling \$9 billion in requests. The federal share of eligible capital costs is 80 percent of the net capital project cost, unless the grant recipient requests a lower percentage. The federal share may exceed 80 percent for certain projects related to the ADA and the Clean Air Act. All low-no-emission projects are attributable to compliance with the Clean Air Act and/or the Americans with Disabilities Act. Therefore, the federal share of the cost of leasing or purchasing a low or no-emission transit bus is not to exceed 85 percent of the total transit bus cost. The federal share in the cost of leasing or acquiring low- or no-emission bus-related equipment and facilities is 80 percent of the net project cost. Applicants must identify these specific activities in their application in order to receive this increased federal share.	Grants for Low or No Emissions Vehicle Program (Competitive): 2024 - \$1,125mm; 2025 \$1,127mm; 2026 \$1,128mm. All eligible expenses under the Low-No Program are attributable to compliance with the Clean Air Act and/or the Americans with Disabilities Act. Therefore, the Federal share of the cost of leasing or purchasing a transit bus is not to exceed 85 percent of the total transit bus cost. The federal share in the cost of leasing or acquiring low- or no-emission bus-related equipment and facilities is 80 percent of the net project cost. Applicants must identify these specific activities in their application in order to receive this increased federal share.	Fixed Guideway Capital Investment Grant Program (Authorized Subject to Appropriation) - 2025: \$3bn; 2026 \$3bn Fixed Guideway Capital Investment Grant Program (Advanced Applications) - 2025: \$1.6bn; 2026 \$1.6bn Federal Share - The maximum CIG (Sec 5309) share varies by project type, with New Starts: 60 percent, Small Starts: 80 percent, and Core Capacity: 80 percent. Total federal funds for any project type may not exceed 80 percent.	Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021, "Bipartisan Infrastructure Law," or "BIL") provides \$1.5 billion annually for FY 2022 – 2026. As in years past, the demand for RAISE funding outpaced available funds, with the Department receiving almost \$13 billion in requests for the \$1.8 billion available this year. Grants awarded separately to urban and rural projects.	\$1.7bn for FY 2025-2026. Per the law, 50% of funds are available for projects above \$500 million in total cost, and 50% are available for projects between \$100 million and \$500 million in total cost. Grants to be balanced between urban and rural projects.	FY 2025 and FY2026 funding: \$2.7 billion. Grants to be balanced between urban and rural projects.	A total of \$225 million in FY 2020, FY 2019, FY 2017 and FY 2016 funds are available, of which \$100 million is currently available for allocation. Federal share under this program is limited to 25% of project costs.
Grant Type	Federal Formula	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant

Preliminary Draft for Review Only - Not a public record pursuant to RI Gen. Laws 38-2-2(4)(K)
Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)(E)

	18 Federal Formula Funds	19 Federal Competitive Funds	20 Federal Competitive Funds	21 Federal Competitive Funds	22 Federal Competitive Funds	23 Federal Competitive Funds	24 Federal Competitive Funds	25 Federal Competitive Funds
	Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133	Buses and Bus Facilities Program (Section 5339)	Low or No Emissions Vehicle Program 5339 (c)	Capital Investment Grants/New Starts (Section 5309)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	National Infrastructure Project Assistance Program ("Mega Projects")	Infrastructure for Rebuilding America (INFRA) Grant Program	Expedited Project Delivery (EPD) Pilot Program - Section 3005(b)
Evaluation Criteria	Formula-based	a. Demonstration of Need b. Demonstration of Benefit ((1) safety of the transit system; (2) improve the condition of, or otherwise modernize, the transit system; and (3) enhance access and mobility within the service area, including improving reliability of service for riders, particularly for low-income or underserved communities and people with disabilities.)	a. Demonstration of Need b. Demonstration of Benefit ((1) Reduce Energy Consumption; (2) Reduce Harmful Emissions; and (3) Reduce Direct Carbon Emissions.)	FTA is required to evaluate and rate CIG projects on statutorily defined project justification and local financial commitment criteria that differ by project type, and a project must receive at least a "Medium" overall rating to advance through the steps in the process and receive a construction grant award.	RAISE projects are rigorously reviewed and selected on merit based on statutory criteria of: •Safety •Environmental sustainability •Quality of life •Economic competitiveness and opportunity •State of good repair •Partnership and Innovation	(1) Project Outcome - ratings based on the benefits in these areas being clear, direct, significant, and well-supported: (1) safety; (2) state of good repair; (3) economic impacts, freight movement, and job creation; (4) climate change, resiliency, and the environment; (5) equity, multimodal options, and quality of life; and (6) innovation. Projects must generate clear, direct, and significant benefits in at least three areas, and avoid negatively impacting any one, in order to receive a "High" Project Outcome rating. (2) The Economic Analysis - The Department will be estimating the likelihood a project's benefit cost ratio falls within several ranges, based on the information presented by the applicant's BCA and related information identified by Department evaluators. The Department must determine that a project's BCR will be 1.5 or greater with at least a medium degree of confidence in order to determine that a project receives a "High" rating. (3) Project Readiness - Based on three separate reviews (Technical Assessment, Financial Completeness Review, Environmental Risk Review), the Department will assess whether the applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project. A "High" rating will be assigned to an application if the project presents low environmental review risk, has a complete financial plan, and the Department is certain of the applicant's technical capacity to deliver the project in compliance with applicable Federal requirements.	Project Prioritization Criteria •Improve local economies •Create jobs •Meet all statutory requirements •Prioritized funding to rural areas to address historic underinvestment •Address climate change, environmental justice, and racial equity (part of grant criteria for the first time in USDOT's history)	TBC
Rates	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fees	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Costs	TBC	Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement until FTA has issued pre-award authority for selected projects.	Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement until FTA has issued pre-award authority for selected projects.	TBC	BCA must be completed	BCA must be completed	BCA must be completed	TBC
Term Parameters	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Required Security Interest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Eligible Source of Repayment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Application Process Summary	N/A	TBC at next NOFO	TBC at next NOFO	Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. New Starts and Core Capacity projects require completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. Small Starts projects require completion of one phase in advance of receipt of a construction grant agreement – Project Development. Projects must also be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment	(Complete the Grants.gov registration process before submitting the Final Application, and that this process usually takes 2-4 weeks to complete) https://www.transportation.gov/RAISEgrants/apply	The review process begins with verifying each project's eligibility. Only eligible projects will be evaluated for requirements and selection criteria. More details provided in NOFO.	See NOFO	Once an application is submitted, FTA will review the completeness of the application. This is a high-level review to determine if any requested information is missing or incomplete. If the submitted application is missing requirements, or requirements are not complete, then the application will be denied, and therefore no progress to the next phase. The project sponsor may resubmit their application once they believe they have addressed the incomplete item(s), per the NOFO. An application that is deemed complete will advance to the 120-day statutory review phase, which includes a detailed review of the application and coordination with the Office of the Secretary of Transportation for their consideration of FTA's recommended action. During this phase, FTA will hold regular scheduled meetings with the applicant to exchange feedback, gain clarifications on any issues or concerns, request updated documentation and discuss the progress of the application. Within 120 days, FTA will notify the project sponsor with one of the following: Selected/Approval for a Full Funding Grant Agreement (FFGA): The development of an FFGA will be recommended if the project sponsor's application fully meets the eligibility requirements in the NOFO. With the FFGA, FTA commits to a specific dollar amount of EPD Pilot Program funding for the project scope as presented in the project sponsor's application, and contingent on the availability of funding. Congressional notice will be given 30 days in advance of issuing an FFGA. Letter of Intent (LOI): If certain conditions have not been met for an application deemed worthy of selection, FTA will issue a LOI. A LOI contains a list of conditions that have been identified from FTA's review of the project sponsor's application. Once the LOI conditions are met, the project can be considered for a FFGA. With a LOI, FTA commits to a specific dollar amount of EPD Pilot Program funding for the project scope as presented in the project sponsor's application, and contingent on the availability of funding. A LOI and its commitment of federal funding will expire after two years if conditions are not met. Congressional notice will be given 30 days in advance of issuing a LOI. If the project advances to the development of an FFGA, FTA will provide a second congressional notice 30 days before the award of the grant agreement. Not Selected/Disapproval: If the application does not meet the requirements of the NOFO, FTA's written notice will include a detailed explanation of the reasons for the disapproval.
NOFO?	N/A	2024: https://www.govinfo.gov/content/pkg/FR-2024-02-08/pdf/2024-02246.pdf 2023 NOFO (https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2023)	2024 NOFO: https://www.govinfo.gov/content/pkg/FR-2024-02-08/pdf/2024-02246.pdf	TBC	https://www.transportation.gov/sites/dot.gov/files/2024-02/FYs202024%20RAISE%20NOFO%20Amendment%201.pdf	https://www.transportation.gov/sites/dot.gov/files/2024-03/MPD06%202024-2026%20Notice%20of%20Funding%20Opportunity_0.pdf	https://www.transportation.gov/sites/dot.gov/files/2024-03/MPD06%202024-2026%20Notice%20of%20Funding%20Opportunity_0.pdf	https://www.transit.dot.gov/funding/epd/notices-funding/epd/epd-pilot-project-delivery-epd-program-notice-funding
Timing	Federal appropriations process	Last NOFO: 11:59 p.m. Eastern time on April 25, 2024 Funds remain available for obligation for four fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus three additional years.	Last NOFO: 11:59 p.m. Eastern time on April 25, 2024 Funds remain available for obligation for four fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus three additional years.	TBC	Application Deadlines: FY 2024 Deadline: February 28, 2024 at 11:59 pm Eastern FY 2025 Deadline: January 13, 2025 at 11:59 pm Eastern FY 2026 Deadline: January 13, 2026 at 11:59 pm Eastern Note that, USDOT may not obligate for construction until all planning and environmental approvals are obtained, and right-of-way acquisitions and final design are complete. If a project is selected for a RAISE Grant and the Grant funding will be used to complete these activities, USDOT may obligate the funding in phases, in accordance with the laws, regulations, and policies of the operating administration that is administering the grant.	Application Deadline: May 6, 2024 at 11:59pm Eastern	Application Deadline: May 6, 2024 at 11:59pm Eastern Note that, USDOT may not obligate for construction until all planning and environmental approvals are obtained, and right-of-way acquisitions and final design are complete. If a project is selected for a RAISE Grant and the Grant funding will be used to complete these activities, USDOT may obligate the funding in phases, in accordance with the laws, regulations, and policies of the operating administration that is administering the grant.	Applications are accepted on a rolling basis until up to eight grants are awarded, subject to funding availability. FTA will notify applicants in writing within 120 days after the receipt of a complete application whether the application has been approved. Last NOFO was July 28 2020 - likely to be fully allocated.
Diligence Items	TBC	TBC	TBC	Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. New Starts and Core Capacity projects require completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. Small Starts projects require completion of one phase in advance of receipt of a construction grant agreement – Project Development. Projects must also be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment	Each applicant to the RAISE grants program should provide a benefit-cost analysis (BCA) for their proposed project. BCA is a systematic process for identifying, quantifying, and comparing expected benefits and costs of a potential investment. The information provided in the applicants' BCAs will be evaluated by USDOT and will be used to help ensure that the available funding under the program is devoted to projects that provide significant economic benefits to users and the Nation as a whole, relative to the resources required to implement those projects.	BCA required	BCA required	TBC
Rating Requirement?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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	Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133	Buses and Bus Facilities Program (Section 5339)	Low or No Emissions Vehicle Program 5339 (c)	Capital Investment Grants/New Starts (Section 5309)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	National Infrastructure Project Assistance Program ("Mega Projects")	Infrastructure for Rebuilding America (INFRA) Grant Program	Expedited Project Delivery (EDP) Pilot Pgram - Section 3005(b)
Other Requirements	TBC	TBC	Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.	TBC	TBC	TBC	TBC	TBC
RIPTA Utilization?	To be confirmed	FY2016-2021, RIPTA has received three Section 5339 grants that provided 80% of funding for the new Pawtucket Bus Hub and Transit Emphasis Corridor, improvements to the East Side Bus Turnout, and modernization of the Chafee Maintenance Facility in Providence. 2021 - RIPTA awarded \$5,150,000 of funds to purchase electric buses to replace aging diesel buses as well as charging equipment and infrastructure improvements. The project will improve service reliability and air quality as RIPTA plans to launch electric bus service in the communities of Newport and Middletown. 2024 - The Rhode Island Public Transit Authority (RIPTA) will receive funding to rehabilitate a historically significant maintenance and office building to a state of good repair. This facility, once fully rehabilitated, will allow RIPTA to increase capacity and allow for operational growth, while also addressing safety concerns within the building. \$7,407,963. Other awards or applications since?	In 2023 RIPTA was awarded \$5,000,000 from this program. RIPTA will receive funding to buy hybrid electric buses to replace older diesel buses. The new buses will reduce greenhouse gas emissions, improve air quality in disadvantaged communities, and enable RIPTA to improve operations and maintenance.	Not use in RI prior to 2021	To be confirmed	To be confirmed.	To be confirmed.	To be confirmed
Summary of Gating Issues	(i) BMF does not appear to meet eligibility criteria	(i) A for-profit, private developer may not be an eligible subrecipient (ii) Timing of future NOFO	(i) No mention of whether the funds could be directed to P3 partner or if the P3 was an eligible applicant.	(i) Potential apply for this grant and to shift other BRT funding to BMF?	(i) RIPTA utilization; (ii) Consider for 2025	BFM project does not meet eligibility criteria. NOFO deadline passed.	(i) BFM unlikely to meet eligibility criteria	(i) Funds likely to be fully allocated. No NOFO since 2020.
Score		4	1	1	3	1	4	4
Score Criteria: 1 - Good fit/federal source 2 - Good fit/non federal source 3 - Potential fit but limiting factors 4 - Not good fit/funding unlikely								

	26 Federal Competitive Funds	27 Federal Competitive Funds	28 Federal Competitive Funds	29 Federal Competitive Funds	30 Federal Competitive Funds	31 Federal Competitive Funds	32 Federal Competitive Funds	33 Federal Competitive Funds
	Enhancing Mobility Innovation (EIM)	Accelerating Innovative Mobility (AIM)	Innovation Coordinated Access and Mobility Grants (ICAM)	Integrated Mobility Innovation (IMI)	Public Transportation Innovation (5312)	Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Research and Demonstration Program	Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, and Passenger Accessibility (Bus Operator Compartment) Program	Zero Emission Research Opportunity (ZERO)
Summary Description	Promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	FTA's Accelerating Innovative Mobility (AIM) Initiative highlights FTA's commitment to support and advance innovation in the transit industry. AIM will drive innovation by promoting forward-thinking approaches to improve transit financing, planning, system design and service. The AIM Initiative also supports innovative approaches to advance strategies that promote accessibility, including equitable and equivalent accessibility for all travelers. The goals of AIM are to: Identify, test, and prove out new approaches, technologies and service models Promote the most promising mobility innovations that can be implemented more broadly through FTA's capital programs Establish a national network of transit stakeholders that are incorporating innovative approaches and business models to improve mobility The primary objectives of AIM are to: Foster innovative transit technologies, practices and solutions that advance the state of practice for public transportation in the U.S. Leverage private sector investments in mobility for the benefit of transit Ensure innovative technologies and practices permit interoperability across systems and modes Share results of innovative mobility solutions with the transit industry and stakeholders	Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	Program goals are: •Enhance transit industry preparedness for IMI •Assist the transit industry to develop the ability to integrate IMI practices with existing public transit service •Validate the technical and institutional feasibility of IMI business models, and document IMI best practices that may emerge from the demonstrations •Measure the impacts of IMI on travelers and transportation systems •Examine relevant public sector and Federal requirements, regulations, and policies that may support or hamper the public transit sector's adoption of IMI	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Research and Demonstration Program Funds cooperative agreements to engage in demonstrations to assess and identify infrastructure deficiencies in public transportation rolling stock via innovative technologies to keep public transit assets in a state of good repair. Intended to help transit agencies: •Explore advanced cutting-edge technologies that can provide real-time condition assessment of transit capital and facilities •Allow a more effective way for transit agencies to assess, detect, monitor and track deficiencies and defects related to infrastructure and rolling stock •Evaluate the cost-effectiveness and the practicality of proposed state-of-the-art solutions	Supports research projects to develop transit bus operator compartment designs that improve bus operator and public safety as well as bus operator access to vehicle instruments and controls without hindering the accessibility of passengers.	Work with the public transportation industry to solve challenges, increase efficiency, and reduce the costs and risks of deploying zero-emission vehicles in transit service.
Awarding Body	FTA	FTA	FTA	FTA	FTA	FTA	FTA	FTA
Eligible Recipients/Applicants	Eligible applicants for the Enhancing Mobility Innovation competitive funding opportunity are: (1) Providers of public transportation, including public transportation agencies, state or local government DOTs, and federally recognized Indian tribes; (2) Private for-profit and not-for-profit organizations incorporated in a jurisdiction of the United States, including shared-use mobility providers, private operators of transportation services, technology system suppliers and integrators, bus or vehicle manufacturers or suppliers, software and technology developers, financial institutions, consultants, research consortia, and industry organizations; (3) State, city, or local government entities, including multi-jurisdictional partnerships, and organizations such as Metropolitan Planning Organizations; and (4) Institutions of higher education including large research universities, technical and community colleges, particularly those with Minority Serving Institution status. Eligible applicants are encouraged to identify one or more project partners with a substantial interest and involvement in the project to participate in the implementation of the project.	Eligible recipients include providers of public transportation, including public transportation agencies, state/local government DOTs, and federally recognized Indian tribes. Eligible applicants may identify one or more strategic project partner(s) with a substantial interest and involvement in the project. Eligible project partners under the AIM Initiative include, but are not limited to: Private for-profit and not-for-profit organizations, including shared-use mobility providers, technology system suppliers and integrators, automated vehicle technology providers, property managers and developers, and others Private operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling or airports authorities Other operators of public transportation, including public transportation agencies, State/local government DOTs, and Federally recognized Indian tribes Bus or vehicle manufacturers or suppliers Banking or financial institutions State or local government entities, including multi-jurisdictional partnerships, and organizations, such as a Metropolitan Planning Organization Other organizations including research consortia or not-for-profit industry organizations, institutions of higher education, and others	Eligible applicants are organizations that are eligible to be recipients and subrecipients of the Enhanced Mobility for Seniors and Individuals with Disabilities Program, (defined under 49 U.S.C. 5310): designated recipients states and local governmental authorities private nonprofit organizations technology system suppliers and integrators, automated vehicle technology providers, property managers and developers, and others Proposals may contain projects to be implemented by the recipient or its subrecipients.	Eligible applicants under this notice are providers of public transportation, including public transportation agencies, state/local government DOTs, and federally recognized Indian tribes.	Eligible recipients are determined for each competition, and may include universities, public transportation systems, state DOTs, non-profit and for-profit entities, amongst others.	Lead applicants must be one of the listed entities prescribed below. Additionally, project partners and subrecipients under this program may include, but are not limited to: Public transportation systems Private for-profit and not-for-profit organizations, including technology system suppliers and bus manufacturers Operators of transportation, such as employee shuttle services, airport connector services, or university transportation systems State or local government entities Other organizations, such as consultants, research consortia or not-for-profit industry organizations, and institutions of higher education	Lead applicants must be one of the listed entities prescribed below. Additionally, project partners and subrecipients under this program may include, but are not limited to: Public transportation systems Private for-profit and not-for-profit organizations, including technology system suppliers and bus manufacturers Operators of transportation, such as employee shuttle services, airport connector services or university transportation systems State or local government entities Other organizations, such as consultants, research consortia or not-for-profit industry organizations, and institutions of higher education.	Eligible applicants and recipients under this program are limited to nonprofit organizations leading a consortium of entities. All consortia must include at least one provider of public transportation. The following entities may be part of a consortium: Departments, agencies, and instrumentalities of the Federal Government, including federal laboratories; State and local governmental entities; Providers of public transportation; Private or nonprofit organizations; Institutions of higher education; and Technical and community colleges. If future funding becomes available, the selected nonprofit organization(s) will have the opportunity to compete for future project funding for the duration of the FAST Act authorization – through fiscal year 2020.
Relevant Eligibility Parameters	Eligible projects fit under one of two topical areas: 1) Develop novel operational concepts and/or demonstrate innovations that improve mobility and enhance the rider experience, focused on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions, or other innovative solutions. This includes all activities leading to uncovering the next iteration of promising technologies, practices and strategies that accelerate innovations in mobility for transit, including, but not limited to, technology scanning and feasibility analysis, stakeholder engagement and outreach, planning, acquiring essential equipment or services, project implementation, modeling forecast of climate and equity impacts of proposed novel concepts and evaluating project results. 2) Develop software to facilitate demand-response public transportation that dispatches transit vehicles through riders' mobile devices or other means. Eligible activities may include establishing user needs; defining system requirements; development, validation and verification of the software; modeling and simulation; and/or pilot implementation, with a software solution.	Eligible activities include all activities leading to the development and testing of innovative mobility, such as: •Planning and developing business models •Obtaining equipment and service •Acquiring or developing software and hardware interfaces to implement the project •Operating or implementing the new service model and evaluating results	The ICAM Pilot Program awards funds competitively to finance innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services. Funds under the ICAM Pilot Program may be used for capital expenditures only and evaluation.	Eligible activities include all activities leading to the demonstration, such as planning and developing business models, obtaining equipment and service, acquiring or developing software and hardware interfaces to implement the project, operating the demonstration, and providing data to support performance measurement and evaluation.	Research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation.	The Real-Time Transit Infrastructure and Rolling Stock Condition Assessment program funds cooperative agreements to engage in demonstrations to assess and identify infrastructure deficiencies in public transportation rolling stock via innovative technologies to keep public transit assets in a state of good repair. This program is a research demonstration program and not a capital procurement program. The project proposals must include a research/synthesis phase, a development phase, and a demonstration phase. All phases are critical to project selection. To ensure proposed demonstration projects address the needs of transit agencies, FTA requires that applicants identify partnerships with at least one transit agency. FTA will assess the strength of those partnerships as part of its evaluation of applications.	Proposals should be separated into a research phase and design phase. The research phase should document the process to partner with a vehicle transit manufacturer and transit agency. It should also demonstrate how the prototype will meet the program objectives. The design phase should include engineering drawings and computer renderings that are ready for prototype manufacturing. The design phase should also demonstrate that the redesign complies with federal requirements applicable to buses.	Eligible activities and projects include research, innovation and development, demonstration, deployment, and evaluation. These areas are defined under 49 U.S.C. Section 5322(c), (d), and (e). Projects will build on successful research, innovation, and development to facilitate the deployment of low- or no-emission vehicles, zero-emission vehicles, or associated advanced technology.
Sizing Parameters/Availability of Funds	FY 2024, The Federal Transit Administration (FTA) announces the opportunity to apply for a total up to \$1,536,000 for projects that enhance mobility innovations for transit in two areas: \$968,000 for concept development and/or demonstration projects that improve mobility and enhance the rider experience, and \$568,000 for projects that develop software solutions to facilitate integrated demand-responsive public transportation service that dispatches transit vehicles through riders' mobile devices or other advanced means. Federal share of eligible costs is limited to 80%.	In 2020, 25 public transit projects were selected across 24 states and 1 territory to receive \$14 million in funding. Funding amounts ranged from \$40,000 to \$2.3 million. The federal share of project costs under this program is limited to 80 percent. Proposers may seek a lower federal contribution. The applicant must provide the local share of the net project cost in cash, or in-kind, and must document in its application the source of the local match.	2023-2024 total allocation was \$7,833,610 over 17 projects ranging in size from \$74k to \$925k. The maximum federal share of project costs under the ICAM Pilot Program is 80 percent. The applicant provides a local share of at least 20 percent of the net project cost and must document the source of the local match in the grant application. Eligible local-match sources include: cash from non-government sources other than revenues from providing public transportation services; revenues derived from the sale of advertising and concessions; revenues generated from value capture financing mechanisms; funds from an undistributed cash surplus; replacement or depreciation cash fund or reserve; new capital, or in-kind contributions. In addition, the applicant may use transportation development credits for local match.	On March 16, 2020, FTA announced selections for \$20.3 million in FY 2019 IMI projects - 25 in total ranging in size from \$150k to \$1.2mm.	Funding availability dependent on FTA's Research, Development, Demonstration and Deployment Program. No recent NOFOs available.	2020, FTA announced \$13.7 million in competitive grant funds to six projects in six states for the Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Demonstration Program to support infrastructure innovation and safety in the transit industry. The federal share of project costs under this program is limited to 80 percent. Proposers may seek a lower federal contribution. The applicant must provide the local share of the net project cost in cash, or in-kind, and must document in its application the source of the local match. Funding availability depending on FTA's Research, Development, Demonstration and Deployment Program. No recent NOFOs available.	FY 2018 \$2mm was released. The federal share of project costs under this program is limited to 80 percent. Proposers may seek a lower federal contribution. The applicant must provide the local share of the net project cost in cash, or in-kind, and must document in its application the source of the local match.	\$2.75 million initially. Additional funding may be provided in FY17-FY20, subject to appropriations and FTA discretion. Local match (or share) is required. FTA share may not exceed 80 percent of project costs.
Grant Type	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant

	26 Federal Competitive Funds	27 Federal Competitive Funds	28 Federal Competitive Funds	29 Federal Competitive Funds	30 Federal Competitive Funds	31 Federal Competitive Funds	32 Federal Competitive Funds	33 Federal Competitive Funds
	Enhancing Mobility Innovation (EIM)	Accelerating Innovative Mobility (AIM)	Innovation Coordinated Access and Mobility Grants (ICAM)	Integrated Mobility Innovation (IMI)	Public Transportation Innovation (5312)	Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Research and Demonstration Program	Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, and Passenger Accessibility (Bus Operator Compartment) Program	Zero Emission Research Opportunity (ZERO)
Evaluation Criteria	(a) Demonstration of innovation; (b) Demonstration of benefits; (c) Project Team and partnerships; (d) Project implementation strategy; (e) Technical, Legal and Financial Capacity;	(a) Demonstration of Innovation (b) Demonstration of benefits (c) Planning and partnerships (d) Local financial commitment (e) Project implementation strategy (f) Technical, legal, and financial capacity	(a) Demonstration of Innovation (b) Demonstration of benefits (c) Planning and partnerships (d) Local financial commitment (e) Project implementation strategy (f) Technical, legal, and financial capacity	TBC	TBC	TBC	(i) Project Innovation and Impact; (ii) Project Approach; (iii) National Applicability; (iv) Team Capacity and Commitment; (v) Commercialization or Dissemination Plan	TBC
Rates	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fees	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Costs	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Term Parameters	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Required Security Interest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Eligible Source of Repayment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Application Process Summary	See NOFO	See NOFO	See NOFO	TBC	TBC	TBC	See NOFO	TBC
NOFO?	https://www.govinfo.gov/content/pkg/FR-2024-07-01/pdf/2024-14429.pdf	https://www.govinfo.gov/content/pkg/FR-2020-03-18/pdf/2020-05611.pdf	https://www.govinfo.gov/content/pkg/FR-2023-11-15/pdf/2023-25181.pdf	Could not be located	Nothing recent available	Nothing recent available	https://www.govinfo.gov/content/pkg/FR-2020-02-11/pdf/2020-02624.pdf	Nothing since November 2015
Timing	Proposals must be submitted electronically through Grants.Gov website by 11:59 PM Eastern Time on 08/30/2024.	Complete proposals must be submitted electronically through the GRANTS.GOV "APPLY" function by 11:59 p.m. Eastern Time on April 17, 2020.	Applicants must submit completed proposals for each funding opportunity through the GRANTS.GOV "APPLY" function by 11:59 p.m. Eastern Time February 13, 2024. Grantees will have up to 24 months from the time of the award to complete the project. Within the first year, projects must be able to demonstrate impacts related to the expected outcome as described in the application.	TBC	TBC	TBC	Complete proposals are due by 11:59 p.m. EST on Tuesday, March 24, 2020	TBC
Diligence Items	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Rating Requirement?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

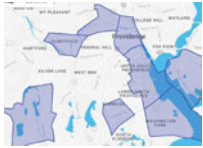
	26 Federal Competitive Funds	27 Federal Competitive Funds	28 Federal Competitive Funds	29 Federal Competitive Funds	30 Federal Competitive Funds	31 Federal Competitive Funds	32 Federal Competitive Funds	33 Federal Competitive Funds
	Enhancing Mobility Innovation (EIM)	Accelerating Innovative Mobility (AIM)	Innovation Coordinated Access and Mobility Grants (ICAM)	Integrated Mobility Innovation (IMI)	Public Transportation Innovation (5312)	Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Research and Demonstration Program	Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, and Passenger Accessibility (Bus Operator Compartment) Program	Zero Emission Research Opportunity (ZERO)
Other Requirements	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
RIPTA Utilization?	To be confirmed	To be confirmed	To be confirmed	To be confirmed	To be confirmed	To be confirmed	To be confirmed	To be confirmed
Summary of Gating Issues	(i) BFM doesn't appear to be a good fit for eligibility criteria; (ii) Small value of funding.	(i) Funds likely to be fully allocated. No NOFO since 2020. (ii) Small value of funding	(i) Eligibility criteria may preclude (ii) Small value of funding	(i) Eligibility criteria may preclude (ii) Small value of funding (iii) Long time since NOFO - funding probably already fully allocated	(i) No recent NOFOs - unlikely to have funding available	(i) Aiming at rolling stock - BFM unlikely to be eligible. (ii) Grant's aimed at research not capital investment	(i) Eligibility criteria may preclude (ii) Small value of funding (iii) Long time since NOFO - funding probably already fully allocated	(i) Eligibility criteria may preclude (ii) Long time since last NOFO - funding likely to be fully allocated.
Score		4	3	4	4	4	4	4
Score Criteria:								
1 - Good fit/federal source								
2 - Good fit/non federal source								
3 - Potential fit but limiting factors								
4 - Not good fit/funding unlikely								

34	35	36	37	38	39	40
Federal Competitive Funds	Federal Competitive Funds	Federal Competitive Funds	Federal Competitive Funds	Federal Competitive Funds	Federal Tax Credit via Direct Pay	Federal Tax Credit

	Pilot Program for Transit-Oriented Development Planning – (Section 2005(b))	Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Community Project Funding/Congressionally Directed Spending ("CDS")	Bus Exportable Power Systems	Bus Technology and Testing	Elective Pay	Energy efficient commercial buildings deduction
Summary Description	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.		CPF is appropriated and allocated from the General Fund for Transit Infrastructure Grants only on an annual basis and at the discretion of Congress. The total funding amounts are specified in the Consolidated Appropriations Act corresponding with each fiscal year, if applicable.	FTA's Bus Exportable Power Systems (BEPS) program enables public transportation agencies, communities, and states to access resilient and flexible power options through hybrid electric bus fleet vehicles during major power disruptions. This program builds on BEPS technologies developed under FTA's previous research grants that provided the ability to address a need for generating power immediately after natural disasters by transforming hybrid electric and fuel cell buses into mobile power generators. The goal of this project is to develop "standards" to interconnect electrified transit buses to buildings, shelters, and microgrids for use as an emergency power supply after incidents that disrupt the local power grid. To develop national interoperable BEPS standards - working with FTA, industry stakeholders and technical partners - so that different manufacturers' systems can use the same technology base and applications for BEPS solutions. The primary objectives of BEPS program are: completion of an industry literature review on BEPS assessing system parameters, specifications, past results and recommendations; technology scans, surveys or case studies with transit agencies with experience utilizing BEPS; standards development; demonstration of a plug-and-play BEPS system that includes minimum specifications and parameters for interoperability; and a guide to implementing a BEPS system using these standards.	The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), continues the bus testing facility program, which funds one bus testing facility for testing new bus models for maintainability, reliability, safety, performance, structural integrity, fuel economy, emissions, and noise.	Elective pay allows applicable entities, including tax-exempt and governmental entities that would otherwise be unable to claim certain credits because they do not owe federal income tax, to benefit from some clean energy tax credits. By choosing this election, the amount of the credit is treated as a payment of tax and any overpayment will result in a refund. For example, because of the Inflation Reduction Act, a local government that makes a clean energy investment that qualifies for the investment tax credit can file an annual tax return with the IRS to claim elective pay for the full value of the investment tax credit, as long as it meets all of the requirements including a pre-filing registration requirement. As the local government would not owe other federal income tax, the IRS would then make a refund payment in the amount of the credit to the local government.	Building owners who place in service energy efficient commercial building property (EECBP) or energy efficient commercial building retrofit property (EEBRP) may be able to claim a tax deduction. An increased deduction may be available for increased energy savings or meeting prevailing wage and apprenticeship requirements. The deduction is allowed under Internal Revenue Code (IRC) Section 179D. It was expanded under the Inflation Reduction Act of 2022. Not available via elective pay, however, governments can allocate the deduction to the building designer. NWRIP could also apply.
Awarding Body	FTA	FTA	FTA	FTA	FTA	IRS	IRS
Eligible Recipients/Applicants	Applicants and eventual grant recipients under this program must be FTA grantees as of the publication date of the NOFO. A proposer must either be the project sponsor of an eligible transit capital project as defined above or an entity with land use planning authority in an eligible transit capital project corridor. Evidence of a partnership between these two types of entities will be required unless the applicant has both responsibilities. Please refer to the NOFO for additional details. Only one application per transit capital project corridor may be submitted to FTA. Multiple applications submitted for a single transit capital project corridor indicate to FTA that partnerships are not in place and FTA will reject all of the applications.	Eligible applicants under this NOFO include the following: Public transit agencies, State/local government entities, Metropolitan planning organizations (MPOs), Federally recognized Indian tribes, institutions of higher education, particularly those with Minority Serving Institution status. Applications must clearly identify the eligible applicant and all project partners on the project team. Eligible project partners under this program may include, but are not limited to: Bus manufacturers, Technology system suppliers, developers, and integrators, Operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities, State or local government entities, Labor unions and other workforce representatives Other organizations, including consultants, research consortia, and not-for-profit industry organizations In the application, eligible applicants are encouraged to identify one or more project partners with a substantial interest and involvement in the project activities or objectives to participate in the implementation of the project. If an application that involves such a partnership is selected for funding, the competitive selection process will be deemed to satisfy the requirement for a competitive procurement under 49 U.S.C. 5325(a) for the named entities. Applicants are advised that any changes from the proposed partnership after selection will require FTA's written approval, must be consistent with the scope of the approved project, and may require competitive procurement unless an exception applies. To be considered eligible, applicants must be able to demonstrate the requisite legal, financial, and technical capabilities to receive and administer Federal funds under this program.	CPF recipients and their allocations are determined by Congress. All recipients are specifically identified in the Appropriations Act corresponding with the applicable fiscal year.	Providers of public transportation, including public transportation agencies, state or local government DOTs, and federally recognized Indian tribes; Private for-profit and not-for-profit organizations, or consultants; State, city or local government entities, including multi-jurisdictional partnerships, and organizations such as Metropolitan Planning Organizations; Other organizations, including research consortia, not-for-profit industry organizations, and institutions of higher education, including large research universities, particularly those with Minority Serving Institution status; Standard Development Organizations (SDOs)		Applicable entities include tax-exempt organizations, states and political subdivisions such as local governments, Indian tribal governments, Alaska Native Corporations, the Tennessee Valley Authority, rural electric cooperatives, U.S. territories and their political subdivisions, and agencies and instrumentalities of state, local, tribal and U.S. territorial governments.	EECBP must be installed on or in a building that is located in the U.S., and within the scope of a specified Reference Standard 90.1 of the American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE) and the Illuminating Engineering Society of North America. It must be property for which depreciation or amortization is allowable, and installed as part of: the interior lighting systems, the heating, cooling, ventilation, and hot water systems, or the building envelope. It must be certified as being installed as part of a plan to reduce the total annual energy and power costs for the above systems by 25% or more in comparison to a reference building meeting the minimum requirements of Reference Standard 90.1. EEBCP must be installed on or in a qualified building as part of: the interior lighting systems; the heating, cooling, ventilation, and hot water systems; or the building envelope. A qualified building is a building located in the U.S., and originally placed in service not less than 6 years before the establishment of a qualified retrofit plan for the building. EEBCP must be property for which depreciation or amortization is allowable, and it must be certified as meeting certain energy saving requirements.
Relevant Eligibility Parameters	Eligibility activities: (A) A comprehensive TOD plan report that includes corridor development policies and station development plans comprising the corridor or the specific site, a proposed timeline, and recommended financing strategies for these plans; (B) A strategic plan report that includes corridor or site-specific planning strategies and program recommendations to support comprehensive planning; (C) Revised TOD-focused zoning codes and/or resolutions; (D) A report evaluating and recommending financial tools to encourage TOD implementation such as land banking, value capture, and development financing; and (E) A plan with supportive policies for pedestrian or bicycle connectivity that reduces barriers to active transportation spaces. (F) Policies to encourage affordable housing. (G) Policies to encourage TOD, including actions that reduce regulatory barriers that unnecessarily raise the costs of housing development or impede the development of affordable housing. (H) Policies to encourage TOD, including actions that increase access to environmental justice populations, reduce greenhouse gas emissions, and reduce the effects of climate change; (I) Local or regional resolutions to implement TOD plans and/or establish TOD funding mechanisms; (J) TOD and affordable housing plans or policies that encourage coordination efforts between transportation and housing agencies or community development corporations; or (K) Policies to prioritize TOD in areas with high incidence rates of homelessness for localities to address. Ineligible Activities: FTA will not make awards for the following activities: (A) Transit project development activities that would be reimbursable under an FTA capital grant, such as project planning, the design and engineering of stations and other facilities, environmental analyses needed for the transit capital project, or costs associated with specific joint development activities; and (B) Capital activities, such as land acquisition, construction, and utility relocation	Eligible activities for the ADAS for Transit Buses Demonstration include engineering activities leading to the demonstration of ADAS use cases, such as requirements, architecture, and design development; equipment installation and integration; and pre-demonstration testing. Workforce engagement, training, and skills development activities related to the demonstration are also eligible. Projects will consist of a 12-month minimum for operational demonstration in revenue service. Eligible projects must propose to demonstrate at least one ADAS use case. Eligible activities for the Automation for Maintenance and Yard Operations Demonstration include applicable systems engineering activities leading to the proof-of-concept demonstration, such as requirements, architecture, and design development; equipment installation and integration; and testing. Workforce engagement, training, and skills development activities related to the demonstration are also eligible.	Expenses for these projects that are eligible under FTA's authorizing language in federal law (Chapter 53 of Title 49, United States Code) are eligible for reimbursement.	Eligible activities include all activities and efforts leading to the development of interoperable BEPS standards. Examples of project activities and efforts include but not limited to: System design and demonstration of portable units, industry survey and data collection on existing BEPS systems; System specifications and standards development; Innovations for providing more effective and efficient BEPS systems using public-private partnerships with non-traditional transportation providers; Stakeholder collaboration meetings; literature reviews or case studies on BEPS systems; Surveys on BEPS systems in other industries that could be applicable to public transit BEPS systems; data collection and analytics; Establishing various use cases for BEPS deployment needs; defining system requirements; modeling and simulation; Development, validation and verification of the specification; and Development of industry standards and a guidebook for BEPS solutions that can be shared with the transit industry, including hybrid electric and fuel cell transit bus manufacturers.	Activities relating to the testing of new bus models and the operation and maintenance of the bus testing facility. Federal funds may now be used for the purchase of equipment and capital projects related to testing new bus models.	Generally, only "applicable entities" are eligible for elective pay. However, there are special rules for three of the clean energy tax credits. Specifically, other taxpayers that are not "applicable entities" may make an election to be treated as an applicable entity for elective pay with respect to the applicable credit property giving rise to 1. The section 45Q credit (credit for carbon oxide sequestration), 2. The section 45V credit (credit for production of clean hydrogen), or 3. The section 45X credit (advanced manufacturing production credit). There are additional rules if the taxpayer is a partnership or S Corporation.	Leasee of building is eligible.
Sizing Parameters/ Availability of Funds	The Federal Transit Administration (FTA) announces the availability of \$10,496,164 million to support comprehensive on-site-specific planning associated with new fixed guideway and core capacity improvement projects	Up to \$6.5 million is available for demonstration projects, including \$5 million for ADAS for Transit Buses and \$1.5 million for an initial phase of Automated Transit Bus Maintenance and Yard Operations. Subject to availability, additional funding may be provided to implement a second phase of the Automated Transit Bus Maintenance and Yard Operations Demonstration. The ADAS for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Competitive Funding Opportunity is funded under FTA's Research, Development, Demonstration, and Deployment Program authority. The maximum Federal share of project costs under this program is limited to 80 percent. Applicants may seek a lower Federal contribution. The applicant must provide the non-Federal share of the net project cost in cash, or in-kind, and must document in its application the source of the non-Federal match. Eligible sources of non-Federal match are detailed in FTA Circular 6100.1E	The Consolidated Appropriations Act, 2024 (Public Law 118-42) appropriated \$206.8 million in Transit Infrastructure Grants for Community Project Funding (CPF), also known as Congressionally Directed Spending (CDS). Fiscal year 2024 and 2023 CPF grants are available at up to an 80 percent federal share. Fiscal year 2022 CPF grants are funded at 100 percent federal share, as Congress did not specify a local match requirement.	BEPS projects are funded under FTA's Technical Assistance and Workforce Development Program. In FY \$5mm has been appropriated to FY2024, FY2025, FY2026 2021, \$1mm was appropriated to this program. The Federal share of project costs under this program is 100 percent.		Up to 30% of the clean energy investment in the project	The Maximum Amount of Deduction under IRC 179D is up to \$1.80/sf for the entire building. Amount of the deduction for 2023 and after: For property placed in service in 2023 and after, the deduction for EECBP equals the lesser of: The cost of the installed property or The savings per square foot calculated as: \$0.50 per square foot for a building with 25% energy savings Plus \$0.02 per square foot for each percentage point of energy savings above 25% Up to a maximum of \$1.00 per square foot for a building with 50% energy savings Expenses deducted in the prior 3 years (4 years for an allocated deduction) reduce the maximum deduction before computing the current-year deduction. Prevailing wage and apprenticeship bonus Beginning in 2023, if local prevailing wages are paid and apprenticeship requirements are met, an increased maximum deduction applies. The maximum amount increases to 5 times the savings per square foot amount.
Grant Type	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal Competitive Grant	Federal reimbursement of cost	Federal Tax Credit

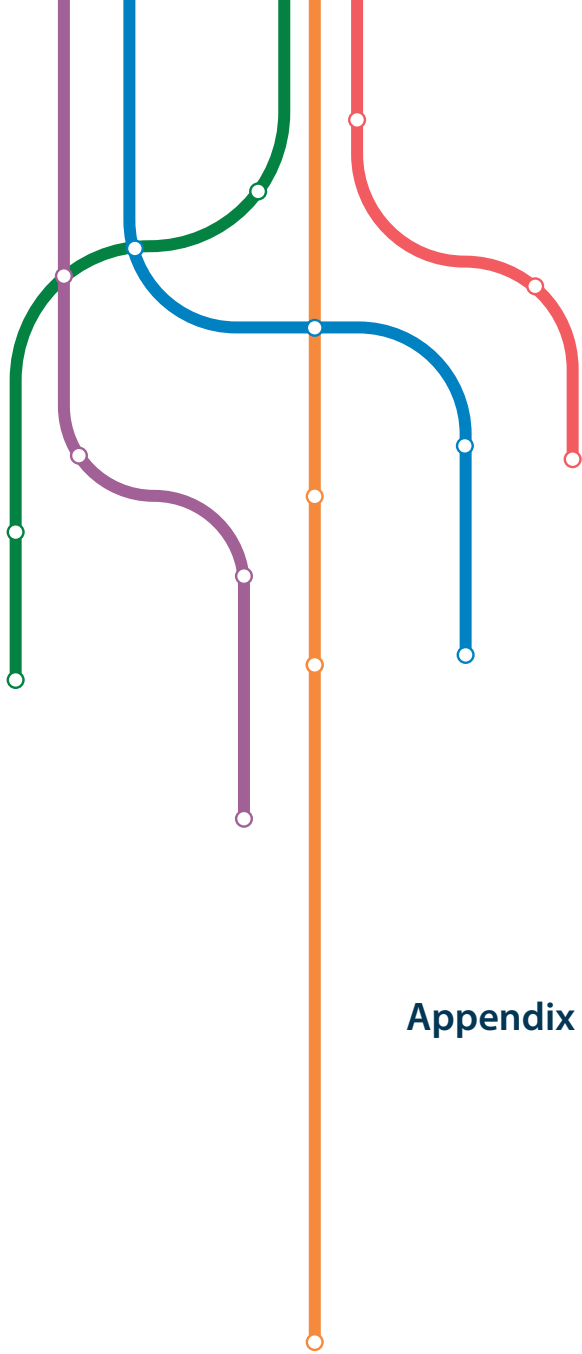
	34 Federal Competitive Funds	35 Federal Competitive Funds	36 Federal Competitive Funds	37 Federal Competitive Funds	38 Federal Competitive Funds	39 Federal Tax Credit via Direct Pay	40 Federal Tax Credit
	Pilot Program for Transit-Oriented Development Planning – (Section 20005(b))	Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Community Project Funding/Congressionally Directed Spending ("CDS")	Bus Exportable Power Systems	Bus Technology and Testing	Elective Pay	Energy efficient commercial buildings deduction
Evaluation Criteria	(i) Project Factors; (ii) Demonstrated Need; (iii) Strength of Work Plan, Schedule and Process; (iv) Funding Commitments	(i) Project Impact and Outcomes; (ii) Project Approach; (iii) Organizational Capacity and Staff Experience	TBC	(i) Key Personnel Experience and Organizational Capacity; (ii) Proposer and Proposal Team Subject Matter Expertise; (iii) Knowledge of Standards, Standards Development; (iv) Knowledge of Public Transit and Emergency Management Context Needs; (v) Project Approach; (vi) Technical, Legal and Financial Capacity	TBC		Eligibility must be certified/confirmed by IRS
Rates	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fees	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Costs	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Term Parameters	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Required Security Interest	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Eligible Source of Repayment	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Application Process Summary	See NOFO	See NOFO	TBC	See NOFO	TBC	<ol style="list-style-type: none"> Identify and pursue the qualifying project or activity. You will need to know what applicable credit you intend to earn and use elective pay for. Determine your tax year, if not already known: Your tax year will determine the due date for your tax return. Placed in service: The applicable credit property must be placed in service BEFORE a registration number will be issued. Complete pre-filing registration with the IRS. This will include providing information about yourself, which applicable credits you intend to earn, and each eligible project/property that will contribute to the applicable credit and other information required. Upon completing this process, the IRS will provide you with a registration number for each applicable credit property. You will need to provide that registration number on your tax return as part of making the elective pay election. <ul style="list-style-type: none"> Complete pre-filing registration in sufficient time to have a valid registration number at the time you file your tax return. Satisfy all eligibility requirements for the tax credit and any applicable bonus credits, if applicable, for a given tax year. <ul style="list-style-type: none"> You will need the documentation necessary to properly substantiate any underlying tax credit, including if bonus amounts increased the credit. File the required annual tax return by the due date (or extended due date) and make a valid elective payment election. 	<ol style="list-style-type: none"> Step 1 – Determine if IRC 179D Deduction Was Claimed Step 2 – Obtain IRC 179D Study Step 3 – Determine if Taxpayer is Building Owner or Lessee Step 4 – Determine if Deduction Claimed in Year Placed in Service Step 5 – Obtain Relevant IRC 179D Information Step 6 – Obtain Copy of IRC 179D Certification Step 7 – Obtain Copy of IRC 179D Allocation
NOFO?	https://www.govinfo.gov/content/pkg/FR-2024-05-23/pdf/2024-11305.pdf	https://www.govinfo.gov/content/pkg/FR-2022-09-22/pdf/2022-20511.pdf	Could not be located	https://www.govinfo.gov/content/pkg/FR-2022-04-12/pdf/2022-07742.pdf	Could not be located	N/A	N/A
Timing	Proposals must be submitted electronically through the Grants.gov website by 11:59 p.m. Eastern Daylight Time on 08/02/2024.	Proposals must be submitted electronically through Grants.Gov website by 11:59 PM Eastern Time on November 21, 2022.	TBC	Complete proposals must be submitted electronically through the GRANTS.GOV "APPLY" function by 11:59 p.m. Eastern time on June 13, 2022	TBC	Application must be made in advance to the IRS	Application must be made in advance to the IRS
Diligence Items	TBC	TBC	TBC	TBC	TBC	Determination of eligibility of solar installation	Certification of energy savings
Rating Requirement?	N/A	N/A	N/A	N/A	N/A	No	No

	34 Federal Competitive Funds	35 Federal Competitive Funds	36 Federal Competitive Funds	37 Federal Competitive Funds	38 Federal Competitive Funds	39 Federal Competitive Funds	40 Federal Tax Credit	40 Federal Tax Credit
	Pilot Program for Transit-Oriented Development Planning - (Section 20005(b))	Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Community Project Funding/Congressionally Directed Spending ("CDS")	Bus Exportable Power Systems	Bus Technology and Testing	Elective Pay	Energy efficient commercial buildings deduction	
Other Requirements	TBC	TBC	TBC	TBC	TBC			
RIPTA Utilization?	To be confirmed	To be confirmed	RIPTA's Newport Zero Emission Vehicle Fleet Replacement received \$4mm in FY 2024. To be confirmed		To be confirmed	Yes	No	
Summary of Gating Issues	(i) Maybe suitable for TOD project; (ii) Application deadline is soon	(i) Project may not meet eligibility criteria; (ii) Funding may already be fully allocated (much time has passed since the last NOFO).	(i) Political lobbying effort may be required	(i) Last NOFO was some time ago - funding may be fully allocated; (ii) Project may not meet eligibility criteria	(i) Unlikely fit with eligibility criteria			
Score		3	4	1	4	4	1	1
Score Criteria:								
1 - Good fit/federal source								
2 - Good fit/non federal source								
3 - Potential fit but limiting factors								
4 - Not good fit/funding unlikely								

	41 Federal Competitive Funds	42 Federal Competitive Grant	43 Private Grant	44 Private Grant	45 Private Grant	46 Private Grant	47 Private Grant	48 Tax Credit
	U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant	Connected Communities 2.0	Kresge Foundation	Rockefeller Foundation	Ford Foundation	Enterprise Community Partners	Surdna Foundation	Opportunity Zone
Summary Description	The CFI Program is divided into two separate grant categories: (1) the Community Charging and Fueling Program Grants (Community Program), to strategically deploy electric vehicle (EV) charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure located on public roads or in other publicly accessible locations; and (2) the Alternative Fuel Corridor Grants (Corridor Program), to strategically deploy charging and alternative fueling infrastructure located along designated alternative fuel corridors.	The Connected Communities 2.0 FOA supports progress towards a decarbonized, equitable, and affordable electric power system. The FOA has three main goals: Demonstrate how smart and coordinated management of EVs and other distributed energy resources can together provide grid support, reduce system costs, and encourage customer adoption. Demonstrate approaches to smart charge management, grid-edge technical measures, and innovative planning strategies as valid methods towards right sizing investments in the distribution system. Demonstrate approaches towards improved resilience for communities, end-use customers, and the overall grid.	This foundation offers grants and social investments to support equitable and sustainable community development, including TOD projects. They focus on initiatives that promote economic mobility and address climate resilience.	Known for funding projects that enhance urban resilience and sustainability, the Rockefeller Foundation supports TOD initiatives that integrate transportation and land use planning to create more livable cities.	Provides grants to projects that promote social justice, including those that improve public transportation and support TOD to enhance community development and economic opportunities.	Offers grants and technical assistance for affordable housing and community development projects, including TOD. Their focus is on creating equitable and sustainable communities.	This foundation supports sustainable transportation and TOD projects that aim to create just and sustainable communities. They focus on initiatives that reduce environmental impact and promote economic development.	Investors can invest in Opportunity Zones through Qualified Opportunity Funds. Eligibility as an investor is broad and open to individuals and businesses, including corporations and partnerships. Investors are eligible to take advantage of certain benefits on the taxation of their capital gains: Deferral: Capital gains that are invested in Qualified Opportunity Funds may temporarily defer capital gains taxation until the investment is sold (or, if not sold, until December 31, 2026). Reduction in capital gains tax for long term investments: Capital gains that are invested in Qualified Opportunity Funds for at least five years or seven years may step up its basis, respectively, by 10% or 15%. This means \$100 of invested capital gains will have \$15 tax-free after keeping the investment for at least seven years. Exclusion of capital gains tax on appreciation of investments: Capital gains resulting from appreciation of Opportunity Fund investments are excluded from taxation if the original investment is held for at least ten years.
Awarding Body	FHWA	DOE	Kresge Foundation	Rockefeller Foundation	Ford Foundation	Enterprise Community Partners	Surdna Foundation	Rhode Island Commerce Corporation
Eligible Recipients/Applicants	A State or political subdivision of a State A metropolitan planning organization A unit of local government A special purpose district or public authority with a transportation function, including a port authority	Projects that are intended to show: To those ends, this FOA targets four areas for research, development, and demonstration: Field validation of grid-edge technical measures that reduce the necessary level of investment into distribution infrastructure. Field validation of smart charge management for EVs that can be deployed at large scale. Demonstration of increased customer benefits and grid resilience using grid edge technical measures, both in front of and behind the meter. Data collection to assess system readiness for new loads.	Non profits, governments; provided funding for Denver's Union Station	Provided funding for the Transbay Transit Center in SF	Provided funding for Los Angeles' Exposition Park; appears to currently only provide funding to grant-making institutions	Focused on affordable housing, provides loans and facilitates tax credits	Focused on housing and capacity building (rather than construction); does not accept unsolicited letters of inquiry	Private entities, entities with tax credit appetite 
Relevant Eligibility Parameters	4. Community Program grants may be awarded to any project that is expected to reduce greenhouse gas emissions and to expand or fill gaps in access to eligible infrastructure. Eligible infrastructure is a publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure. Propane fueling infrastructure is limited to infrastructure for medium- and heavy-duty vehicles. Projects may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity. Both Direct Current Fast Charging and Alternating Current Level 2 chargers are eligible under the CFI Community Program. Eligible Project Costs: Acquisition and installation of eligible infrastructure (as defined above). An applicant that receives a CFI grant for installation of eligible infrastructure may also use grant funds for: Any related construction or reconstruction and the acquisition of real property directly related to the project. Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities. Contracting with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure included in the project. Operating assistance shall be limited to costs allocable to operate and maintain the eligible infrastructure and service, and may not exceed the amount of a contract to acquire and install eligible infrastructure. Educational and community engagement activities to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure (may not exceed more than 5 percent of the grant amount awarded). 5. Corridor Program - Eligibility information. Corridor Program grants are expected to support buildout of charging or alternative fueling infrastructure along designated AFCs. Corridor Program - Eligible Projects. Corridor Program grants must be awarded to any project that contracts with a private entity for acquisition and installation, or operation, of eligible infrastructure. Eligible infrastructure is publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle. Propane fueling infrastructure is limited to infrastructure for medium- and heavy-duty vehicles. Projects must be located along an alternative fuel corridor designated under this section, on the condition that any affected Indian Tribes are consulted before the designation. EV charging infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than five miles from interstate exits or highway intersections along designated corridors. Hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than five miles from interstate exits or highway intersections along designated corridors.	Project effectively becomes a demonstration project						Location, project type
Sizing Parameters/ Availability of Funds	Up to \$800,000,000 available; min award is \$500,000	\$65,000,000 budget allocation						
Grant Type	Competitive	Competitive	Competitive	TBC	Private Grant	Private Grant	Private Grant	Tax credit, sales tax relief

	41 Federal Competitive Funds	42 Federal Competitive Grant	43 Private Grant	44 Private Grant	45 Private Grant	46 Private Grant	47 Private Grant	48 Tax Credit
	U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant	Connected Communities 2.0	Kresge Foundation	Rockefeller Foundation	Ford Foundation	Enterprise Community Partners	Surdna Foundation	Opportunity Zone
Evaluation Criteria	1. Safety 2. Climate Change, Resilience, Sustainability 3. Community Engagement Equity and Justice 4. Workforce Development, Job Quality, and Wealth Creation 5. CFI Program Vision		As we evaluate proposals, we look for efforts that: Will result in expanded opportunity for city residents, with a particular emphasis on the city's low-income residents. Engage the community in a real and meaningful way. Have potential for long-term sustainability or community impact. Have potential for scalability or translation to other neighborhoods, communities or cities. We generally do not fund: Single-site initiatives outside of Fresno, Memphis and New Orleans. Research, convening or knowledge exchange that is not focused on places or for urban practitioners.	Alignment with grant objectives	Alignment with grant objectives	Alignment with grant objectives	Alignment with grant objectives	Eligibility criteria must be met
Rates	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fees	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Costs	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Term Parameters	NA	NA	NA	NA	NA	NA	NA	NA
Required Security Interest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	TBC
Eligible Source of Repayment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Application Process Summary		Concept paper due Aug 20, 2024, full applications due Oct 10, 2024	Letter of Inquiry, assign program officer, submit full proposal, acceptance, execute grant agreement	Letter of Inquiry, assign program officer, submit full proposal, acceptance, execute grant agreement	Letter of Inquiry, assign program officer, submit full proposal, acceptance, execute grant agreement	Letter of Inquiry, assign program officer, submit full proposal, acceptance, execute grant agreement	Letter of Inquiry, assign program officer, submit full proposal, acceptance, execute grant agreement	Letter of Inquiry, assign program officer, submit full proposal, acceptance, execute grant agreement
NOFO?		5/24/2024	6/1/2024 Applications invited for specific efforts	Applications invited for specific efforts	Applications invited for specific efforts	Applications invited for specific efforts	Applications invited for specific efforts	Applications invited for specific efforts
Timing	Proposals due August 28, 2024	See above	10-12 weeks from proposal submission	10-12 weeks from proposal submission	10-12 weeks from proposal submission	10-12 weeks from proposal submission	10-12 weeks from proposal submission	10-12 weeks from proposal submission
Diligence Items	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Rating Requirement?	No	No	N/A	N/A	N/A	N/A	N/A	N/A

PFAL - NWRIP (Pie)		Public Finance and							PFAL Project Finance Advisory Ltd.	
		41	42	43	44	45	46	47	48	
		Federal Competitive Funds	Federal Competitive Grant	Private Grant	Private Grant	Private Grant	Private Grant	Private Grant	Tax Credit	
		U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant	Connected Communities 2.0	Kresge Foundation	Rockefeller Foundation	Ford Foundation	Enterprise Community Partners	Surdna Foundation	Opportunity Zone	
Other Requirements				TBC	TBC	TBC	TBC	TBC	TBC	TBC
RIFPA Utilization?	Yes	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Summary of Gating Issues	Scope implementation in project	Project scope may not be applicable	No single sites outside of Fresno, Memphis, or New Orleans	Transportation issues are no longer part of the Foundation's primary areas of investment	Transportation issues are no longer part of the Foundation's primary areas of investment	Transportation issues are no longer part of the Foundation's primary areas of investment	Transportation issues are no longer part of the Foundation's primary areas of investment	Transportation issues are no longer part of the Foundation's primary areas of investment	Investor appetite	
Score		3	3	4	4	4	4	4	4	3
Score Criteria:										
1 - Good fit/federal source										
2 - Good fit/non federal source										
3 - Potential fit but limiting factors										
4 - Not good fit/funding unlikely										



Appendix 1E: TOD Market Study

Market Study

Proposed Transit-Oriented Mixed-Use Project in Providence, Rhode Island

***A specific site has not yet been selected.**

Prepared for: Gilbane Development Company

July 26, 2024

*Preliminary Draft for Review Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)(K)
Pre-Decisional/For Deliberative Discussion Only - Not a public record pursuant to R.I. Gen. Laws 38-2-2(4)(E)*

JLL Value and Risk Advisory

Market Study Specialty Practice

July 11, 2024

Gilbane Development Company
Attn: Serin Choi
Development Manager | Affordable Housing
88 Pine Street, New York, NY 10005

Subject: Proposed Transit-Oriented Project in Providence, Rhode island

Pursuant to your request, we assessed the market-based opportunity specific to a proposed transit-oriented, mixed-use development opportunity in Downtown Providence, Rhode Island. Plans are for a mix of multifamily, office, and retail uses. Please note that JLL is not part of the development team, owner of the site, nor affiliated with any member of the development team engaged in the project. This report has been prepared in accordance with the Code of Ethics and Standards of Professional Practice of the Appraisal Institute. Further, the report is intended to comply with the Uniform Standards of Professional Appraisal Practice.

The scope of this engagement includes an analysis of the Providence market area and its key demographics, supply and demand conditions, prevailing rents, and absorption specific to multifamily rental (market and affordable), office, and retail use(s). A specific site has not yet been selected. The intended use is to assist with market due diligence, internal underwriting, and decision making.

We appreciate this opportunity to provide our advisory services to Gilbane Development Company.



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Key Findings and Recommendations

Multifamily Assessment

Supply and Demand Conditions

- The submarket has historically had strong occupancy figures ranging from 94.4% to 97.4%, with an average of 95.2% over the period examined (2000 through 2023). The PMA experienced an increase in occupancy in 2020 from 95.0% to 95.4% despite the onset of COVID-19. In 2021, the submarket reached a historically high level of 97.4% before returning to more normal levels of 95.9% in 2022. In 2023, the submarket has remained above the historical average at 95.5%.
- An annual average of just 153 units have come online, with absorption keeping pace with completions at a rate of 148 units per year. However, in the recent high delivery years of 2017, 2018, 2020, and 2022 deliveries ranged from 434 to 540 units per year (average of 491 units annually). And during this span, absorption kept pace with completions with totals ranging from 297 to 556 units per year (average of 454 units annually).
- Specific to property level absorption, the reported paces at the newly constructed communities range from 7 to 14 units per month (average of 11 units per month). However, two of the communities noted a slow start to their lease-up period in the midst of COVID-19. Leasing velocity at both properties increased towards the end of their absorption periods. Going forward, a total of 1,942 units are anticipated to come online within the forecast period. With an annual absorption (demand) forecast of 365+/- units, the submarket-wide occupancy is anticipated to remain slightly above historical averages in the mid 95% range.

Comparable Rents

- The market rate comparables indicate average effective rents ranging from \$1,996 to \$4,089 per month, or \$3.43 to \$5.14 per square foot, with an overall average of \$2,881 per month or \$3.87 per square foot.
- The affordable communities utilized as rental comparables indicated stabilized occupancy figures ranging from 97% to 100% and are predominantly achieving maximum allowable rents within their AMI brackets. Considering the subject's proposed design and relative location, we forecast any potential affordable units at the subject (80% AMI and under) would achieve maximum allowable rents as defined by Providence County.

JLL Recommendation

- The selected communities indicate an average unit count of 172 on 1.1 acres. Considering supply and demand conditions and the subject's mixed-use design, a multifamily count of 250+/- units is considered to be optimal.
- Based on JLL's density analysis, a 0.75 to 1.25-acre site would suffice. This size site would also allow for a sizeable footprint for any ground floor retail. The number of stories for the development would ultimately be determined by the final site selection as well as the inclusion of any dedicated office floors in the development.

Office Assessment

Supply and Demand Conditions

- The submarket has historically had an average vacancy level of 7.5% dating back to 2013. During 2020, vacancy levels in the PMA increased from 6.5% to 7.5% with the onset of the novel coronavirus. And since then, the PMA-wide occupancy has steadily increased each year to 8.2%, 8.9%, 9.9%, and 11.1% in 2021, 2022, 2023, and 2024. Class A and B product is reporting even higher vacancy levels, with a current figure of 15.1% and a similar upwards trend since the onset of COVID.
- No new completions have been added to the market in 2024. On average, 64,070 square feet per year have been added to the market over the last eleven complete years. Completions saw a low of 0 square feet in 2018, 2021, and 2023, and experienced a maximum of 217,000 square feet in 2019. Currently, absorption is -211,122 square feet in the most recent period. During the past eleven complete years, absorption averaged -32,608 square feet annually. Over that same time frame, absorption saw a low of -436,993 square feet in 2013 and attained a high of 207,185 square feet in 2016.
- The current inventory of office space in the PMA totals 17,152,262 square feet. With an anticipated demand figure of 16,193,273 square feet in 2028 and pipeline supply of 157,986 square feet anticipated to come online, the market is indicated to be oversupplied by 1,116,975 square feet.

Comparable Rents

- The office comparables identified by JLL indicate averages rates of \$35.00 to \$46.00 per square foot on a gross + electric expense reimbursement basis. Just one comparable has a triple net expense reimbursement basis, which has a marketed rate of \$60.00 per square foot. However, it is important to note that this space is built out for a wet lab which typically commands a premium. Lastly, the lone comparable with a modified gross expense reimbursement structure has a rate of \$40.00 per square foot.

JLL Recommendation

- Vacancy for Class A+B office space is currently at a historical high of 15.1%, and absorption for the PMA as a whole has been negative for five consecutive periods. And as previously mentioned, the market is oversupplied at present and is projected to still be oversupplied in 2028.
- A smaller, multi-tenant office project within the greater transit-oriented mixed-use development would uniquely position the development in the market. This would appeal to a broader range of potential tenants and differentiate itself from the vast majority of the existing inventory. However, if an office portion is constructed it should not take up more than one to two stories within the mixed-use structure and account for a relatively small portion of the overall square footage.

Retail Assessment

Supply and Demand Conditions

- The submarket has historically had an average vacancy level of 3.1% dating back to 2013. During 2020, vacancy levels in the PMA increased from 3.3% to 4.1% with the onset of the novel coronavirus. However, the PMA-wide occupancy quickly rebounded to 2.6% in 2021 before rising to 4.2% in 2022. However, most recently, the average vacancy for the PMA has dropped below historical averages at 2.9% in 2023 and as of year-to-date 2024.
- The most recent data shows 5,107 square feet were added to the market in 2024. On average 19,727 square feet have been added to the market over the last eleven complete years. Completions saw a low of 0 square feet in 2013 and experienced a maximum of 68,495 square feet in 2023. Currently, absorption is 11,945 square feet in the most recent period. During the past eleven complete years, absorption averaged 9,346 square feet annually. Over that same time frame, absorption saw a low of -186,652 square feet in 2022 and attained a high of 215,491 square feet in 2023.
- There is indicated to be an opportunity for retail development within a significant number of industry subsectors in the submarket. Most notably, the submarket is undersupplied in the Specialty Food Stores, Sporting Goods/Hobby/Book/Music Stores, General Merchandise Stores, and Special Food Services. This is an indication that residents are having to venture outside of the submarket for these particular goods and services.

Comparable Rents

- The retail comparables identified by JLL indicate averages rates of \$30.00 to \$40.00 per square foot on a triple net expense reimbursement basis. In comparison, the two comparables with modified gross expense structures have quoted rates of \$25.00 and \$43.37 per square foot. Lastly, the lone full service comparable has a rate of \$13.68 per square foot.

JLL Recommendation

- Although most restaurant-oriented subsectors are indicated to be oversupplied, this is impacted by the relatively small population residing in the submarket and does not take into account consumers traveling into the area for employment and entertainment. According to Esri, the daytime population within the submarket increases from just over 194,000 people to nearly 239,000 people, which is a driving factor supporting retail and restaurant establishments in the submarket. Additionally, the subject's mixed-use nature will be attractive to retailers as there is built-in demand with the residential and office components of the development.
- Based on supply and demand conditions and the anticipated multifamily/office footprint, we recommend a maximum of 20,000 square feet of retail be built. However, an exact recommendation would require further analysis of frontage, visibility, accessibility, etc. once a site is selected.

JLL Recommendation

Based on supply and demand conditions, prevailing densities in the area, rents at the newest product in the market, and the anticipated transit-oriented mixed-use design, JLL's recommendations are shown in the table below.

Product Type	Square Footage	Number of Units	Unit/Suite Sizes (SF)	Rental Rates / Lease Rates (Current)	Rental Rates PSF (Current)	Stabilized Occupancy
Multifamily Rental						
Mid-Rise - Market Rate	225,000	250	450 to 1,250	\$2,500 to \$4,250	\$3.40 to \$5.56	95%
Commercial						
Office/Medical Office	40,000	n.a.	Varies	n.a.	\$50.00 to \$55.00 NNN	90%
Retail/Restaurant	20,000	n.a.	Varies	n.a.	\$35.00 to \$40.00 NNN	100%
Total	285,000	250				

- A 0.75 to 1.25-acre site is considered to be the optimal size to target for a transit-oriented project in Downtown Providence. The total number of stories should range from 6 to 9 stories depending on the number of floors dedicated to office space (if any).
- A multifamily count of 250+/- units, a maximum retail footprint of 20,000 square feet, and maximum office space of 40,000 square feet is considered to be optimal.
- The affordable communities utilized as rental comparables indicate stabilized occupancy figures ranging from 97% to 100% and are predominantly achieving maximum allowable rents within their AMI brackets. JLL believes that the inclusion of affordable units (80% AMI and under) would achieve the maximum allowable rents as defined by Providence County.
- JLL's recommendation results in a total project size of roughly 285,000+/- square feet. This is inline with other transit-oriented mixed-use developments throughout the northeast region of the US and is concluded to be more than reasonable for the Providence market.

Transit-Oriented Mixed-Use Projects

Transit-Oriented Mixed-Use Projects

Transit-oriented developments create dense, walkable, and mixed-use spaces that support vibrant, sustainable, and equitable communities.

A mix of uses, activities, and services allow residents of these spaces to easily commute to work, run errands, enjoy recreational time, and meet numerous other daily needs without the need for a car.

A variety of moderate and higher density housing options located within short walking distances from centrally located transit stations or transit corridors (about one-quarter mile, or a 10-minute walk distance) is typically part of the mix. As a result, safe, convenient, and attractive pedestrian networks that connect transit, residences, and other uses is a hallmark of these developments.

With a push to get more commuters to utilize public transit, cities across the United States, and particularly the northeast, have begun to embrace transit-oriented developments.



Notable Transit-Oriented Mixed-Use Projects

JLL procured data on several transit-oriented mixed-use projects throughout the northeast that have been built in the past 10+ years or are in the final stages of planning. Each will provide insight into optimal uses and acreage.

Property	Location	Transit Station	Year Built	Total SF	Acreage	Multifamily (Units)	Multifamily (SF)	% Multifamily	Retail (SF)	Retail %	Office (SF)	Office %
1051-1061 New Britain Avenue	Hartford	Elmwood Station	2026+	205,262	3.0	150	188,021	92%	17,241	8%	0	0%
Back Bay Station Restoration	Boston	Back Bay Station	2026+	1,213,500	5.2	600	600,000	49%	38,500	3%	575,000	47%
The Anthem at Square 10	New Haven	State Street Station	2024	296,000	3.5	320	280,000	95%	16,000	5%	0	0%
ThirtyOne Elm	Springfield	Union Station	2024	131,595	0.7	74	118,595	90%	13,000	10%	0	0%
Darien Commons	Darien	Noroton Heights Station	2022	232,000	9.0	122	140,000	60%	92,000	40%	0	0%
The Hub on Causeway	Boston	North Station	2021	1,453,667	2.5	440	320,444	22%	210,000	14%	815,364	56%
One Canal	Boston	North Station	2016	469,436	1.5	320	439,436	94%	30,000	6%	0	0%
Avenir Apartments	Boston	North Station	2013	380,044	1.2	241	353,044	93%	27,000	7%	0	0%
The Victor	Boston	North Station	2013	361,559	1.0	286	344,559	95%	17,000	5%	0	0%
Paseo Verde	Philadelphia	Temple U Train Station	2013	206,000	1.9	120	176,000	85%	30,000	15%	0	0%
Total			2018	484,120	3.0	267	296,010	61%	49,074	10%	139,036	29%

The selected developments are located in the cities of Hartford, Boston, New Haven, Springfield, Darien, and Philadelphia. They were constructed between 2013 and 2024 with two projects still in the final stages of planning. The developments have an average of 3.0 acres, though 6 of the 10 projects consist of 0.7 to 2.5 acres. The projects consist predominantly of multifamily space (average of 61% of the net rentable area) and all of the projects consist of some amount of retail (average of 10% of the NRA). The vast majority of this retail is on the ground floor of the multifamily building(s), though some developments have freestanding retail as well.

Office space is only featured at 2 of the 10 identified developments. However, the office components at these two projects are significant, consisting of 47% and 56% of the net rentable area for the greater projects. With the rise in office vacancy in most metros due to COVID-19 and a strong push from employees to work from home, it has become increasingly difficult to secure financing for office development without hard commitments from large tenants.

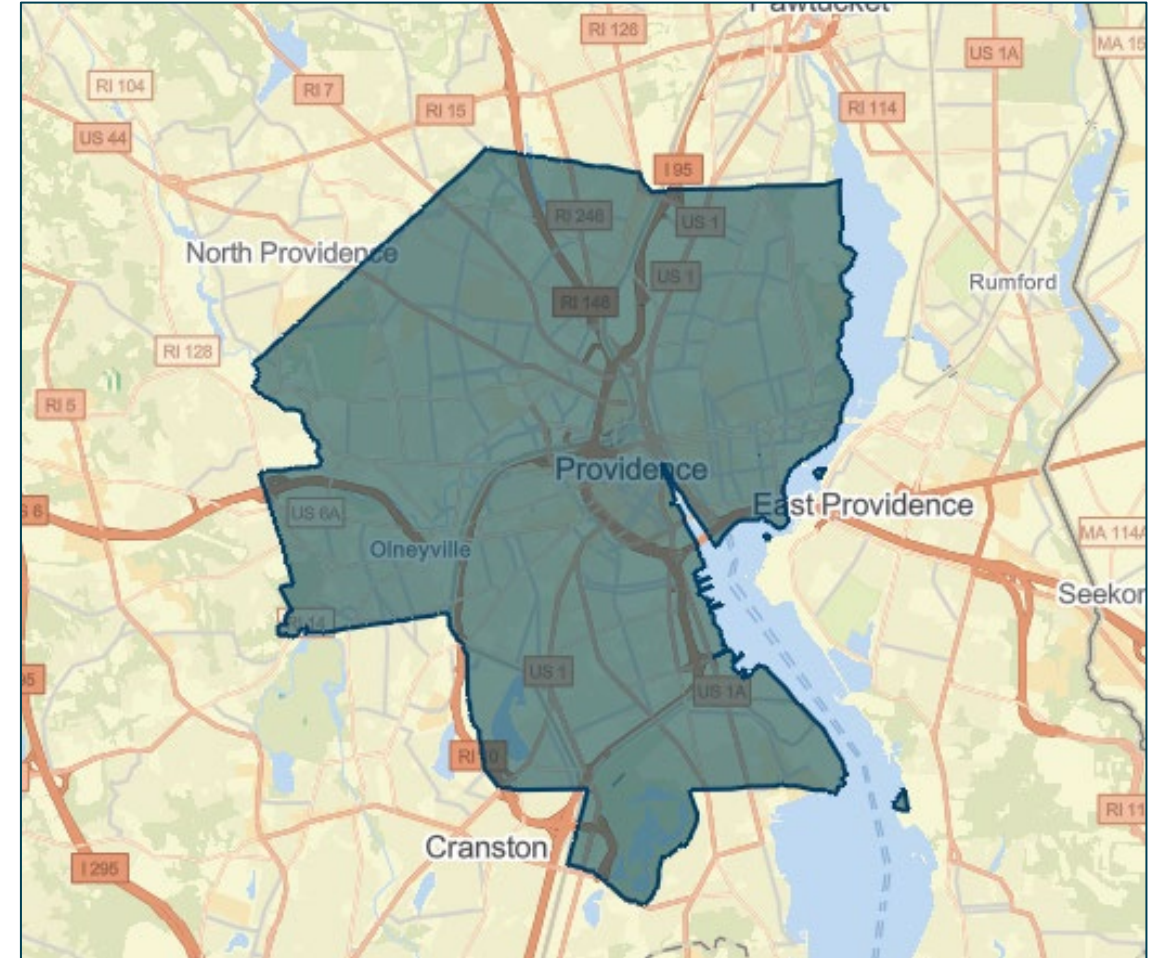
Competitive Market Area

Delineation of Primary Market Area (PMA)

Considering physical and psychological barriers, population density, commuting patterns, and the concentration of competing multifamily communities in the metro, we conclude the appropriate primary market area (PMA) for the proposed development to be constrained by the Providence city limits.

- The total population within the PMA is 194,246. The average household income is \$92,063 with a homeownership rate of 37.1%. According to Esri, the median home value is \$330,026.
- A total of 29.7% of the households fall within the traditional renter segment ages 25 to 44 years old, while 9.91% are potentially downsizers ranging in age from 45 to 54 years old. The segment age 55+ comprises 20.8% of the total households.
- Of the total households, approximately 38.7% of the households earn more than \$75,000 per year, while 36.5% earn between \$25,000 and \$75,000.
- Some of the major employers in the Providence area include Lifespan (12,050 employees), Care New England (8,500 employees), CVS Health Corp. (7,800 employees), Citizens Financial Group Inc. (5,318 employees), General Dynamics Electric Boat (5,068 employees), and Brown University (4,441 employees).
- Interstate 95 serves as the major north-south artery for the area, while US Highway 6 serves as a primary east-west artery.

We will also analyze demographics for Downtown Providence, which is constrained by Canal Street and the Providence River to the east, Smith Street to the north, Interstate 95 to the west, and Henderson Street to the south. While this area is too small to be its own submarket, the prevailing incomes, growth trends, and household make-up of those living in downtown will help inform optimal programming for the subject.



Key Demographics | Population and Household Growth

The table illustrates population and household growth trends from 2010 to 2023 and forecasted figures for 2028.

Item	PMA	Downtown Providence	Providence MSA	Rhode Island	USA
Total Population					
2010 Population	177,899	4,698	1,600,852	1,052,567	308,745,538
2023 Population	194,246	5,447	1,692,928	1,107,434	337,470,185
Annual % Change	0.71%	1.23%	0.44%	0.40%	0.72%
Forecasted 2028 Population	196,180	5,702	1,701,501	1,112,492	342,640,129
Forecasted Annual Growth, 2023-2028	0.20%	0.92%	0.10%	0.09%	0.30%
Total Households					
2010 Households	62,526	1,832	626,610	413,600	116,716,292
2023 Households	70,898	2,775	680,080	446,626	129,917,449
Annual % Change	1.03%	3.96%	0.66%	0.61%	0.87%
Forecasted 2028 Households	72,181	2,980	688,752	451,335	133,099,006
Forecasted Annual Growth, 2023-2028	0.36%	1.44%	0.25%	0.21%	0.49%

- Between 2010 and 2023, PMA population growth has trailed downtown Providence (0.71% versus 1.23%), outpaced the MSA and state (0.71% versus 0.44% and 0.40%), and is inline with the nation overall (0.71% versus 0.72%). Going forward, the PMA population growth is anticipated to outpace the MSA and state (0.20% versus 0.10% and 0.09%) but trail the downtown area and the nation as a whole (0.20% versus 0.92% and 0.30%).
- During this same period, PMA household growth was less than downtown Providence (1.03% versus 3.96%), but greater than the MSA, state, and nation overall (1.03% versus 0.66%, 0.61%, and 0.87%). Over the next five years, PMA household growth is forecast to be greater than the MSA and state (0.36% versus 0.25% and 0.21%) but less than the downtown area and nation as a whole (0.36% versus 1.44% and 0.49%).

Key Demographics | Cohort Characteristics

Item	PMA	Downtown Providence	Providence MSA	Rhode Island	USA
25 to 34 Population (Millennials)					
2023 Population 25-34	33,406	914	218,258	143,763	46,375,684
Forecasted 2028 Population 25-34	32,684	920	208,104	137,604	44,777,151
Forecasted Annual Growth, 2023-2028	-0.44%	0.13%	-0.95%	-0.87%	-0.70%
2023 Age 25-34 Pop. as % of Total Pop.	17.20%	16.78%	12.89%	12.98%	13.74%
35 to 44 Population					
2023 Population 35-44	24,272	445	211,285	135,372	44,092,673
Forecasted 2028 Population 35-44	25,874	445	227,068	145,390	46,576,540
Forecasted Annual Growth, 2023-2028	1.29%	0.00%	1.45%	1.44%	1.10%
2023 Age 35-44 Pop. as % of Total Pop.	12.50%	8.17%	12.48%	12.22%	13.07%
45 to 54 Population (Downsizers)					
2023 Population 45-54	19,242	387	212,652	136,078	40,169,926
Forecasted 2028 Population 45-54	19,781	378	205,220	131,314	40,362,335
Forecasted Annual Growth, 2023-2028	0.55%	-0.47%	-0.71%	-0.71%	0.10%
2023 Age 45-54 Pop. as % of Total Pop.	9.91%	7.10%	12.56%	12.29%	11.90%
55 Plus Population					
2023 Population 55+	40,461	1,268	561,051	368,545	102,957,843
Forecasted 2028 Population 55+	42,184	1,329	586,585	384,466	107,623,127
Forecasted Annual Growth, 2023-2028	0.84%	0.94%	0.89%	0.85%	0.89%
2023 Age 55+ Pop. as % of Total Pop.	20.83%	23.28%	33.14%	33.28%	30.51%
Income Levels					
Average Household Income, All Ages	\$92,063	\$127,635	\$109,494	\$111,381	\$107,008
Median Household Income, All Ages	\$56,958	\$65,199	\$77,227	\$77,747	\$72,603

- Growth of persons in the Millennials age bracket (25 to 34) is forecast to be below downtown Providence (-0.44% versus 0.13%), but above the MSA, state, and nation overall (-0.44% versus -0.95%, -0.87%, and -0.70%). However, the percent of total population within the 25 to 34 age group is greater than the downtown area, MSA, state, and nation (17.20% versus 16.78%, 12.89%, 12.98%, and 13.74%).
- The growth of the 35 to 44 cohort is below average when compared with the MSA and state (1.29% versus 1.45% and 1.44%) but above the downtown area and nation (1.29% versus 0.00% and 1.10%). The percent of total population within the PMA that are traditional renters (35 to 44) is greater than average when compared to the downtown area and state (12.50% versus 8.17% and 12.22%), inline with the MSA (12.50% versus 12.48%), and lower than the nation overall (12.50% versus 13.07%).
- With respect to Downsizers (aged 45 to 54 years), forecasted growth is above the downtown area, MSA, state, and nation overall (0.55% versus -0.47%, -0.71%, -0.71% and 0.10%). In comparison, the percent of total population within the PMA that are downsizers (45 to 54) is above the downtown area (9.91% versus 7.10%), but below average when compared to the MSA, state, and nation overall (9.91% versus 12.56%, 12.29%, and 11.90%).
- Lastly, the 55+ population is forecast to grow at a lesser pace than the downtown area (0.84% versus 0.94%), but inline with the MSA, state, and nation as a whole (0.84% versus 0.89%, 0.85%, and 0.89%). The 55+ population within the PMA is also less than the downtown area, MSA, state, and nation overall (20.83% versus 23.28%, 33.14%, 33.28%, and 30.51%).

Targeted Pool of Renter Households

- Based on our analysis of rental rates at the key competitors in the market, we conclude rents starting at \$2,300 to be achievable for the market rate units. And with respect to any potential affordable units, we will utilize the maximum allowable studio rental rate (net of utility allowances) at 30% AMI, which equates to \$590.
- Most management companies require that households earn approximately three times the annual rent in order to qualify. So, for purposes of this analysis, we will use a minimum qualifying income level of approximately \$82,800 (\$2,300 per month x 3 x 12 months = \$82,800 qualifying income) for the market rate units. And although there will not be a maximum qualifying income level, we will utilize a ceiling of \$200,000 for purposes of our analysis, with the assumption being that households earning more than that will likely opt to purchase a home rather than rent.
- For the affordable units, we will use an income band of \$21,240 (\$590 per month x 3 x 12 = \$ 21,240) to \$89,920, which is the maximum allowable rent for a four person household (three bedroom unit) at 80% AMI.
- And with a renter-occupied housing figure of 62.9%, the estimated income qualified renter households figures equate to 11,674 for market rate and 20,697 for affordable.

Income Range	HHs	x	Market Rate			Affordable		
			% Income Qualified	=	Income Qualified	% Income Qualified	=	Income Qualified
Less than \$15,000	11,573	x	0.00%	=	0	0.00%	=	0
\$15,000 to \$24,999	6,009	x	0.00%	=	0	37.59%	=	2,259
\$25,000 to \$34,999	5,470	x	0.00%	=	0	100.00%	=	5,470
\$35,000 to \$49,999	7,809	x	0.00%	=	0	100.00%	=	7,809
\$50,000 to \$74,999	12,620	x	0.00%	=	0	100.00%	=	12,620
\$75,000 to \$99,999	7,975	x	68.80%	=	5,487	59.68%	=	4,760
\$100,000 to \$149,999	9,031	x	100.00%	=	9,031	0.00%	=	0
\$150,000 to \$199,999	4,049	x	100.00%	=	4,049	0.00%	=	0
\$200,000 and more	6,359	x	0.00%	=	0	0.00%	=	0
Total Income Qualifying Households					18,567	32,918		
% Renter-Occupied Housing Units within PMA					62.9%	62.9%		
Targeted Renter Households Current					11,674	20,697		

Tapestry Segmentation

The array of household segments currently residing within the PMA are shown in the table. ESRI's Tapestry Segmentation classifies neighborhoods into 67 unique segments based not only on demographics but also socioeconomic characteristics. It describes US neighborhoods in easy-to-visualize terms, ranging from Metro Renters to Top Tier. In turn, it provides insight regarding targeted demographics, optimal development sites, and underserved markets.

Cluster	Lifestyle Group	HH Type	Total HHs	Renter %	Average HH Income	Rent Payment (33%)	Median Age	Wtd. Avg. HH Size
Targeted Market Rate Segments								
Metro Renters	Uptown Individuals	Singles	5,181	79.8%	\$81,421	\$2,239	25.7	1.6
Emerald City	Middle Ground	Singles	3,514	51.5%	\$71,942	\$1,978	29.6	2.0
Laptops and Lattes	Uptown Individuals	Singles	2,036	62.7%	\$136,349	\$3,750	29.6	1.8
Urban Chic	Upscale Adventures	Married Couples	1,423	33.8%	\$132,947	\$3,656	34.3	2.4
In Style	GenXurban	Married Couples No Kids	1,102	32.2%	\$88,712	\$2,440	33.3	2.3
Trendsetters	Uptown Individuals	Singles	332	75.5%	\$76,681	\$2,109	28.7	2.1
Targeted Affordable Segments								
Metro Fusion	Midtown Singles	Singles	5,046	76.0%	\$43,384	\$1,193	23.2	2.6
Diverse Convergence	Next Wave	Married Couple Families	4,638	72.4%	\$56,508	\$1,554	26.0	3.0
Set to Impress	Midtown Singles	Singles	3,641	72.3%	\$39,860	\$1,096	26.8	2.1
Young and Restless	Midtown Singles	Singles	899	86.9%	\$49,217	\$1,353	23.6	2.0
City Strivers	Midtown Singles	Singles	343	68.1%	\$54,321	\$1,494	27.9	2.7

Tapestry Segmentation (Cont.)

Cluster	Lifestyle Group	HH Type	Total HHs	Renter %	Average HH Income	Rent Payment (33%)	Median Age	Wtd. Avg. HH Size
Other Segments								
Fresh Ambitions	Next Wave	Single Parents	16,849	72.9%	\$32,447	\$892	22.6	3.1
Front Porches	Middle Ground	Married Couples	5,450	53.4%	\$53,106	\$1,460	27.6	2.5
College Towns	Scholars and Patriots	Singles	4,902	75.4%	\$39,131	\$1,076	19.4	2.1
NeWest Residents	Next Wave	Married Couple Families	4,570	83.4%	\$36,700	\$1,009	21.6	3.3
Social Security Set	Senior Styles	Singles	4,181	86.2%	\$21,753	\$598	36.1	1.7
Family Extensions	Next Wave	Married Couples	1,612	64.3%	\$46,544	\$1,280	22.4	4.1
Urban Edge Families	Sprouting Explorers	Married Couples	1,547	36.3%	\$61,856	\$1,701	25.7	3.1
Parks and Rec	GenXurban	Married Couples	1,315	30.3%	\$72,914	\$2,005	32.4	2.5
Rustbelt Traditions	GenXurban	Married Couples	583	28.8%	\$62,949	\$1,731	30.9	2.4
Golden Years	Senior Styles	Singles	555	37.3%	\$87,132	\$2,396	41.4	2.0
Retirement Communities	Senior Styles	Singles	462	54.9%	\$49,582	\$1,363	42.7	1.9
Top Tier	Affluent Estates	Married Couples	460	9.8%	\$210,479	\$5,788	37.5	2.8
High Rise Renters	Next Wave	Single Parents	257	96.3%	\$27,707	\$762	25.5	2.8
Total / Average			70,898	62.9%	\$92,063	\$1,442	25.9	2.6

Source: ESRI

Targeted Tapestry Segments

Plans are for the proposed subject to consist of both market rate and affordable units. As a result, we analyzed the top targeted market rate and affordable segments currently living in the PMA.

Of the total households (70,898) within the PMA, approximately 29.7% are between the ages of 25 and 44 years old and 9.9% are between the ages of 45 and 54 years (downsizers).

The top targeted market rate segments residing in the PMA are [Metro Renters](#) (singles), [Emerald City](#) (singles), [Laptops and Lattes](#) (singles), [Urban Chic](#) (married couples), [In Style](#) (married couples no kids), and [Trendsetters](#) (singles).

- The weighted average household sizes for these segments range from 1.6 to 2.4. In our experience, these groups, which consist predominately of married couples and singles, prefer primarily one and two bedroom floor plans followed by studios and three bedrooms.
- The top five occupations for the [Metro Renters](#) segment are Management, Business and Financial Operations, Sales and Related, Office and Administrative Support, and Computer and Mathematical. In comparison, the top five occupations for the [Emerald City](#) segment include Management, Office and Administrative Support, Sales and Related, Education, Training, and Library, and Healthcare Practitioners and Technical. Next, the top five occupations for the [Laptop and Lattes](#) households are: Management, Business and Financial Operations, Sales and Related, Arts, Design, Entertainment, Sports and Media, and Office and Administrative Support. For the [Urban Chic](#) segment, the top five occupations are: Management, Sales and Related, Office and Administrative Support, Education, Training, and Library, and Business and Financial Operations. The top occupations for the [In Style](#) households are: Office and Administrative Support, Management, Sales and Related, Education, Training, and Library, and Healthcare Practitioners and Technical. Lastly, the top occupations for the [Trendsetters](#) households are: Management, Office and Administrative Support, Sales and Related, Arts, Design, Entertainment, Sports and Media, and Education, Training, and Library.
- In terms of age, the groups are indicated to have median figures ranging from 25.7 to 34.3 years.
- The segments have renter-occupied housing percentages ranging from 32.2% to 79.8%.

Targeted Tapestry Segments (Cont.)

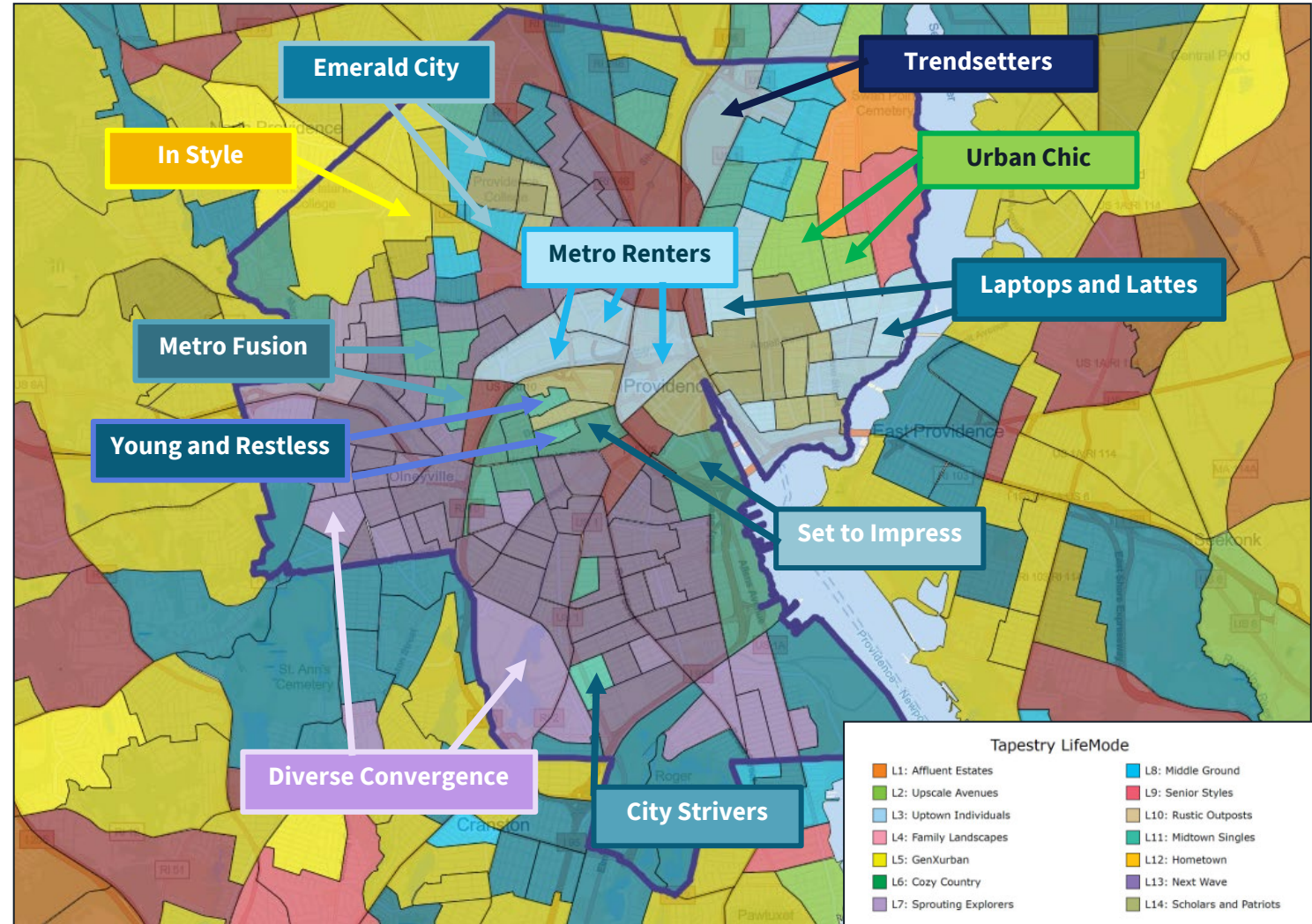
The top targeted affordable segments residing in the PMA are [Metro Fusion](#) (singles), [Diverse Convergence](#) (Married Couple Families), [Set to Impress](#) (singles), [Young and Restless](#) (singles), and [City Strivers](#) (singles).

- The weighted average household sizes for these segments range from 2.0 to 3.0. In our experience, these groups, which consist predominately of singles, prefer primarily one and two bedroom floor plans followed by studios and three bedrooms.
- The top five occupations for the [Metro Fusion](#) households are: Office and Administrative Support, Sales and Related, Food Preparation and Serving Related, Transportation and Material Moving, and Building, Grounds Cleaning, and Maintenance. In comparison, the top five occupations for the [Diverse Convergence](#) segment are Office and Administrative Support, Sales and Related, Food Preparation and Serving Related, Building and Grounds Cleaning and Maintenance, and Transportation and Material Moving. Next, the top occupations for the [Young and Restless](#) and [Set to Impress](#) households are: Office and Administrative Support, Sales and Related, Food Preparation and Serving Related, Management, and Transportation and Material Moving. Lastly, the top five occupations for the [City Strivers](#) segment include Office and Administrative Support, Sales and Related, Transportation and Material Moving, Health-Care Support, and Building and Grounds Cleaning and Maintenance.
- In terms of age, the groups are indicated to have median figures ranging from 23.2 to 27.9 years.
- The segments have renter-occupied housing percentages ranging from 72.3% to 86.9%.

Concentration of Tapestry Segments

The map shows the concentration of tapestry segments throughout the PMA.

- The Providence CBD is primarily made up of Metro Renters and Set to Impress households. Metro Fusion and Young and Restless households are located just outside of the CBD to the immediate west of downtown.
- In Style and Emerald City households are primarily concentrated to the northwest of downtown around Providence College.
- Trendsetters, Urban Chic, and Laptops and Lattes households are located to the east of downtown around Brown University and the Blackstone neighborhood.
- Diverse Convergence and City Strivers households are located far south of Downtown Providence, just inside the city limits. These households would likely choose to live closer to or in downtown if additional affordable options were provided in the area.
- Note that the predominant segments are illustrated on the map but are not a complete representation of the make-up of each area.



Employment Overview

The Providence MSA benefits from a high concentration of well-paying jobs that has helped attract and retain a highly educated workforce as both Rhode Island's state capital and a hub of higher-education institutions. Median household income in the metro is greater than both the state and national average, as well as the rate of residents who possess advanced degrees.

Unemployment in the Providence metro has been trending at or below 3% since late 2021, one of the lowest unemployment stretches for the metropolitan area in over 20 years. Further, according to the latest data from the U.S. Bureau of Labor Statistics, Providence's seasonally adjusted unemployment rose to 3.0% in November, above Rhode Island's unemployment rate of 2.9% but below the national rate of 3.7%.

Providence benefits from a diverse array of industry sectors, with its largest, the education and health services sector, accounting for around 22% of total employment. This is due to its robust network of healthcare providers such as Lifespan and Care New England, as well as its higher-education institutions such as Brown University, Providence College, and the University of Rhode Island.

Providence's economy will rely on their supply of educated workers from nearby higher education institutions to draw in more employers, boosting employment and increasing growth in the area.



Employment Trends

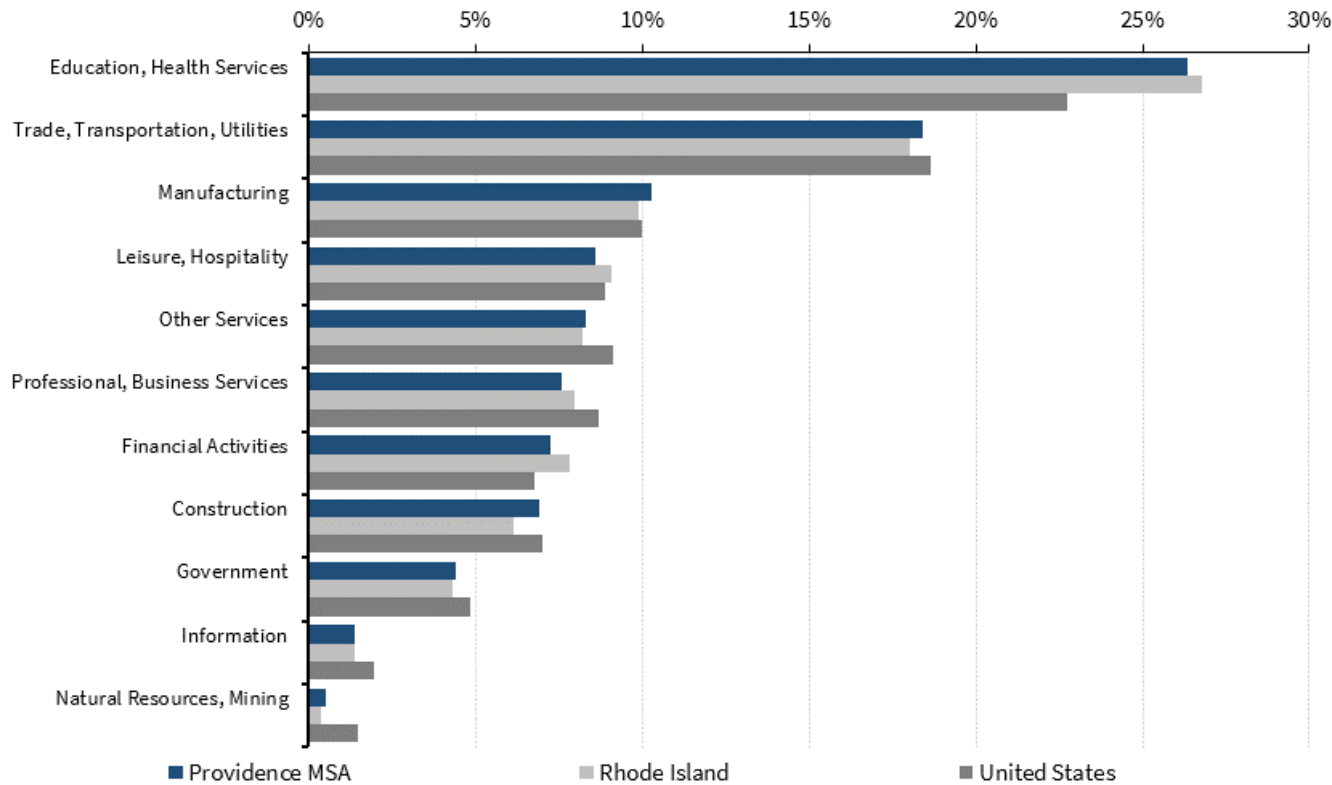
Year	Total Employment (Annual Average)						Unemployment Rate (Ann. Avg.)			
	Providence		Rhode		United States	Change	Providence		Rhode	United States
	MSA	Change	Island	Change			MSA	Island		
2009	545,333	-	462,850	-	131,295,833	-	11.5%	11.4%	9.3%	
2010	544,442	-0.2%	461,525	-0.3%	130,344,500	-0.7%	11.4%	11.7%	9.6%	
2011	547,933	0.6%	463,975	0.5%	131,914,333	1.2%	10.7%	11.0%	9.0%	
2012	553,700	1.1%	469,067	1.1%	134,157,333	1.7%	9.9%	10.3%	8.1%	
2013	561,617	1.4%	475,092	1.3%	136,363,250	1.6%	9.2%	9.5%	7.4%	
2014	571,400	1.7%	482,392	1.5%	138,939,250	1.9%	7.6%	7.8%	6.2%	
2015	579,625	1.4%	489,108	1.4%	141,824,250	2.1%	6.0%	6.1%	5.3%	
2016	587,025	1.3%	493,583	0.9%	144,335,333	1.8%	5.1%	5.2%	4.9%	
2017	592,317	0.9%	497,233	0.7%	146,606,917	1.6%	4.5%	4.5%	4.4%	
2018	596,950	0.8%	500,533	0.7%	148,908,333	1.6%	4.1%	4.0%	3.9%	
2019	599,850	0.5%	503,983	0.7%	150,904,333	1.3%	3.6%	3.5%	3.7%	
2020	549,608	-8.4%	461,567	-8.4%	142,185,833	-5.8%	9.5%	9.2%	8.1%	
2021	572,725	4.2%	479,517	3.9%	146,284,500	2.9%	5.6%	5.5%	5.4%	
2022	593,433	3.6%	497,217	3.7%	152,519,917	4.3%	3.4%	3.2%	3.7%	
2023	600,083	1.1%	504,075	1.4%	156,050,667	2.3%	3.2%	3.0%	3.6%	
10 Yr Change	28,683	5.0%	21,683	4.5%	17,111,417	12.3%				
Avg Unemp. Rate 2014-2023							5.3%	5.2%	4.9%	
Unemployment Rate - Apr 2024							3.7%	3.7%	3.5%	

- The current estimate of total employment in the Providence MSA is 600,083 jobs. Since 2014, employment grew by 28,683 jobs, equivalent to a 5.0% gain over the entire period. There were gains in employment in eight of the past ten years despite the national economic downturn and slow recovery.
- The Providence MSA's rate of change in employment underperformed the United States, which experienced an increase in employment of 12.3% or 17,111,417 over this period.

Employment Sectors / Major Employers

The composition of the Providence MSA job market and major employers are shown below.

Employment Sectors - 2023



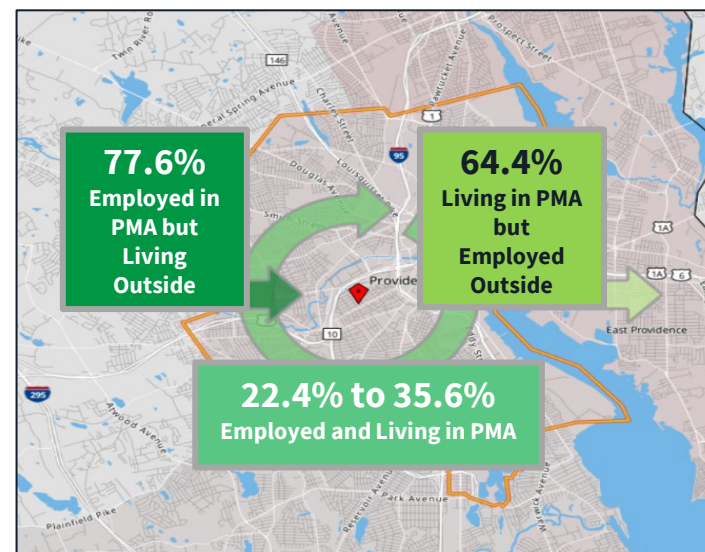
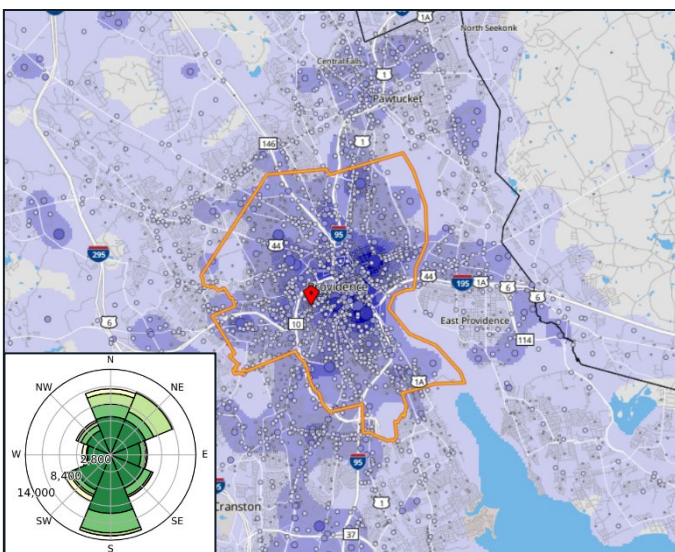
Source: Esri 2024. Compiled by JLL Valuation & Advisory Services, LLC.

Major Employers - Providence MSA

Name	Employees
1 Lifespan	12,050
2 Care New England	8,500
3 CVS Health Corp.	7,800
4 Citizens Financial Group Inc.	5,318
5 General Dynamics Electric Boat	5,068
6 Brown University	4,441
7 Fidelity Investments	4,000
8 Roman Catholic Diocese of Providence	3,500
9 Southcoast Health System	3,367
10 CharterCARE Health Partners	3,002
11 Naval Undersea Warfare Center	2,963
12 Women & Infants Hospital	2,950
13 The Jan Cos.	2,609
14 University of Rhode Island	2,577
15 Bank of America Corp.	2,500
16 Wal-Mart Stores Inc.	2,331
17 Twin River Casino	1,900
18 Hasbro Inc.	1,600
19 Amica Mutual Insurance Co.	1,562
20 Sturdy Memorial Hospital	1,411

Commuting Patterns / Employment

The proposed subject will be located in the city of Providence, Rhode Island. According to DataUSA, the average commute time for residents of Providence is approximately 24.2 minutes and the average car ownership is two cars per household.



- According to the U.S. Bureau-Center for Economic Studies, the majority of residents of the submarket are employed in Providence (35.5%), Cranston (8.2%), Warwick (6.8%), Pawtucket (3.7%), and East Providence (3.6%). And in terms of commuting distances, approximately 69.7% of residents travel distances of less than 10 miles, while roughly 15.5% commute between 10 and 24 miles for work. The remaining 14.7% of residents commute more than 25 miles for employment.
- Approximately 22.4% of the population works and lives within the immediate area. The vast majority of employees though (77.6%) commute into the area from neighboring submarkets.
- The population currently residing in the submarket primarily (64.4%) commutes to neighboring submarkets for employment but likely resides in the area because of its central location with access to retailers, restaurants, and entertainment destinations. Note that just 35.6% of residents live and work within the primary market area.

Multifamily Assessment

Multifamily Sector Rentable Stock

- The primary market area (PMA) has outpaced the Providence metro in new development, with a total of 13% coming since 2020 and another 13% being delivered in the 2010s. In comparison, the metro has seen 7% added since 2020 and 12% for the 2010s.
- Specific to market rate product, a total of 22% and 21% of the inventory in the PMA came online in 2020+ and 2010s, which is far above the metro figures at 10% and 16%. In comparison, minimal affordable product was delivered in the 2020s and 2010s with figures of 2% and 4% for the PMA and 2% and 6% for the MSA.
- The existing communities in the PMA are indicated to range in size from a low of 26 to a high of 508 units, with average and median figures of 102 and 65 units. The Providence MSA, on the other hand, has community sizes ranging from 25 to 552 units, with an overall average of 110 units and a median figure of 83 units.
- With respect to market rate product, the submarket's inventory is indicated to have sizes ranging from 26 to 444 units, while the average and median figures equate to 103 and 59 units. In comparison, the Providence metro has market rate community sizes ranging from 25 to 552 units, with average and median figures of 108 and 75 units. For affordable communities, the PMA has average and median sizes of 94 and 62 units, while the metro has figures of 101 and 78 units.

Supply by Age

Area	Total Units	Year of Construction						
		2020+	2010-19	2000-09	1990-99	1980-89	1970-79	Pre-1970
Primary Market Area	10,762	13%	13%	7%	8%	7%	18%	34%
Market Rate	5,686	22%	21%	8%	4%	1%	12%	32%
Affordable	5,076	2%	4%	6%	13%	13%	26%	36%
Providence MSA	55,657	7%	12%	9%	3%	11%	32%	26%
Market Rate	33,976	10%	16%	11%	3%	9%	29%	24%
Affordable	21,681	2%	6%	6%	4%	14%	38%	30%

Source: CoStar

Supply by Size

Area	Total Units	Size of Complexes			
		Low	Mean	Median	High
Primary Market Area	10,762	26	102	65	508
Market Rate	5,686	26	103	59	444
Affordable	5,076	14	94	62	508
Providence MSA	55,657	25	110	83	552
Market Rate	33,976	25	108	75	552
Affordable	21,681	14	101	78	508

Source: CoStar

Multifamily Sector Historical Trends

Period	Primary Market Area (PMA)						Providence MSA									
	Market Rate			Affordable			Market Rate			Affordable						
	Rent	Change	Occupancy	Change	Rent	Change	Occupancy	Change	Rent	Change	Occupancy	Change				
YE 2010	\$1,498	1.7%	95.0%	-0.1%	\$989	1.6%	95.8%	0.0%	\$1,186	1.6%	94.1%	0.1%	\$999	1.5%	94.9%	0.1%
YE 2011	\$1,508	0.7%	95.7%	0.8%	\$994	0.5%	96.5%	0.8%	\$1,193	0.6%	94.8%	0.7%	\$1,005	0.6%	95.5%	0.7%
YE 2012	\$1,518	0.7%	95.8%	0.1%	\$1,003	0.9%	96.7%	0.2%	\$1,200	0.6%	95.1%	0.4%	\$1,012	0.7%	95.7%	0.2%
YE 2013	\$1,564	3.0%	95.7%	-0.2%	\$1,020	1.7%	96.8%	0.1%	\$1,230	2.5%	95.3%	0.2%	\$1,026	1.4%	96.4%	0.7%
YE 2014	\$1,571	0.4%	95.8%	0.1%	\$1,029	0.9%	96.7%	-0.1%	\$1,246	1.3%	95.2%	-0.1%	\$1,040	1.4%	96.5%	0.0%
YE 2015	\$1,659	5.6%	94.8%	-1.0%	\$1,040	1.1%	97.0%	0.3%	\$1,311	5.2%	95.9%	0.7%	\$1,066	2.5%	97.0%	0.5%
YE 2016	\$1,684	1.5%	94.3%	-0.6%	\$1,070	2.9%	97.3%	0.3%	\$1,345	2.6%	95.7%	-0.2%	\$1,096	2.8%	97.3%	0.3%
YE 2017	\$1,742	3.4%	96.0%	1.7%	\$1,098	2.6%	97.8%	0.6%	\$1,399	4.0%	95.9%	0.2%	\$1,124	2.6%	97.6%	0.3%
YE 2018	\$1,775	1.9%	94.9%	-1.1%	\$1,128	2.7%	98.1%	0.2%	\$1,442	3.1%	96.3%	0.5%	\$1,155	2.8%	97.9%	0.3%
YE 2019	\$1,789	0.8%	93.2%	-1.6%	\$1,152	2.1%	98.0%	-0.1%	\$1,488	3.2%	96.4%	0.1%	\$1,181	2.3%	98.0%	0.1%
YE 2020	\$1,752	-2.1%	94.1%	0.8%	\$1,175	2.0%	98.4%	0.5%	\$1,529	2.8%	97.3%	0.9%	\$1,205	2.0%	98.7%	0.6%
YE 2021	\$1,974	12.7%	97.0%	3.0%	\$1,212	3.1%	99.3%	0.9%	\$1,665	8.9%	97.8%	0.5%	\$1,240	2.9%	99.2%	0.5%
YE 2022	\$2,039	3.3%	94.5%	-2.6%	\$1,263	4.2%	98.8%	-0.5%	\$1,750	5.1%	97.5%	-0.3%	\$1,285	3.6%	99.0%	-0.2%
YE 2023	\$2,079	2.0%	93.9%	-0.5%	\$1,343	6.3%	98.4%	-0.4%	\$1,831	4.6%	96.8%	-0.6%	\$1,346	4.7%	98.7%	-0.3%
YTD 2024	\$2,196	5.6%	93.9%	-0.1%	\$1,388	3.4%	98.5%	0.1%	\$1,909	4.3%	97.0%	0.2%	\$1,376	2.2%	98.8%	0.1%

Source: CoStar

Market rate occupancies within the PMA have ranged from 93.2% to 97.0%, with an average of 95.0% over the period examined. This is slightly lower than the Providence MSA as a whole, which has market rate figures ranging from 94.1% to 97.8% and an overall average of 96.1% dating back to 2010. And specific to affordable product, submarket-wide occupancy has averaged 97.6% since 2010. In comparison, the metro indicates an average affordable figure of 97.4% over the same span. As of year-to-date 2024, occupancy levels for the submarket are at 93.9% (market rate) and 98.5% (affordable), while the figures for the MSA equate to 97.0% (market rate) and 98.8% (affordable).

The PMA's average market rental rate has grown from \$1,498 to \$2,196 per month between 2010 and YTD 2024 (46.6% overall or 3.3% per year). In comparison, the Providence MSA has had market rate rent growth equal to 61.0% overall or 4.3% per year. Affordable product in the PMA, on the other hand, saw rental rates increase from \$989 to \$1,388 per month (40.3% overall or 2.8% per year), while the metro increased from \$999 to \$1,376 per month (37.7% overall or 2.6% per year). Most recently, rental rates are at \$2,196 (market rate) and \$1,388 (affordable) per month, with MSA figures of \$1,909 (market rate) and \$1,376 (affordable) per month.

Pipeline | Multifamily

The current multifamily pipeline supply specific to the PMA is summarized in the table.

Project Name	Type	Address / Location	Status	# Units	Completion	Developer
Tempo	Market/Affordable	55 George M Cohan Blvd	U/C	127	Aug-24	Pennrose Management Company
Copley Chambers	Affordable	228 Broad St	U/C	124	Aug-24	Marathon Development LLC
The 870 Reserve	Market	870 Westminster St	Completed	33	Jan-24	Omni Group
Barbara Jordan II	Affordable	24 Somerset St	U/C	79	Oct-24	Omni Development Corporation
116 Waterman St	Market	116 Waterman St	U/C	25	Sep-24	Walter Bronhard Real Estate
Total in 2024				388		
180 George M Cohan Blvd	Market	180 George M Cohan Blvd	U/C	71	Dec-25	Private Developer
Crossroads	Affordable	94 Summer St	U/C	176	Dec-25	Crossroads of Rhode Island
153 Gano St	Market	153 Gano St	U/C	133	Dec-25	Bahman Jalili
Total in 2025+				380		
200 Dyer St	Market	200 Dyer St	Proposed	149	2026+	CV Properties
East River Apartments	Market	27 East River St	Proposed	275	2026+	Providence Architecture & Building Co.
663 Admiral St	Market	663 Admiral St	Proposed	46	2026+	Citadel Properties and Strive
Fox Point	Market	269 Wickenden St	Proposed	75	2026+	Fox Point Capital LLC
Former Superman Building	Market	111 Westminster St	Proposed	285	2026+	High Rock
Former Citizens Bank I	Market	946 Westminster St	Proposed	48	2026+	The Omni Group
Parcels 8 & 8A	Market	Pike St	Proposed	69	2026+	D+P Real Estate & Truth Box
251 Pitman	Market	251 Pitman St	Proposed	25	2026+	Private Developer

Pipeline | Multifamily (Cont.)

Project Name	Type	Address / Location	Status	# Units	Completion	Developer
Parcel 2 at I-195 District	Market	350 S Water St	Proposed	171	2026+	Urbanica
Friendship Apartments	Market	137-151 Friendship St & 194 Pine St	Proposed	224	2026+	Private Developer
322 Washington St	Affordable	322 Washington St	Proposed	81	2026+	Private Developer
Washington Street Apartments	Market	473 Washington St	Proposed	27	2026+	Private Developer
45 Parade	Market	45 Parade St	Proposed	26	2026+	Private Developer
American Tourister Site Redevelopment	Market	70 Houghton St	Proposed	225	2026+	Private Developer
108-110 Waterman	Market	108-110 Waterman St	Proposed	26	2026+	Walter Bronhard Real Estate
The Avenue	Affordable	434 Atwells Ave	Proposed	40	2026+	One Neighborhood Builders
33 Bassett	Market	33 Bassett St	Proposed	191	2026+	Pebb Capital
541 Hartford Ave	Market	541 Hartford Ave	Proposed	30	2026+	E 2000 Realty
321 Knight	Market	321 Knight St	Proposed	36	2026+	SWAP
Pine Street Apartments	Affordable	371 Pine St	Proposed	35	2026+	Crossroads of Rhode Island
Blackstone Street Apartments	Market	220 Blackstone St	Proposed	178	2026+	Marathon Development
327 Elmwood	Affordable	327 Elmwood Ave	Proposed	34	2026+	Caribbean Integration Community Development
300 Valley	Market/Affordable	300 Valley St	Proposed	52	2026+	Omni Development Corporation
Total in 2026+				2,348		

Total Pipeline Supply

3,116

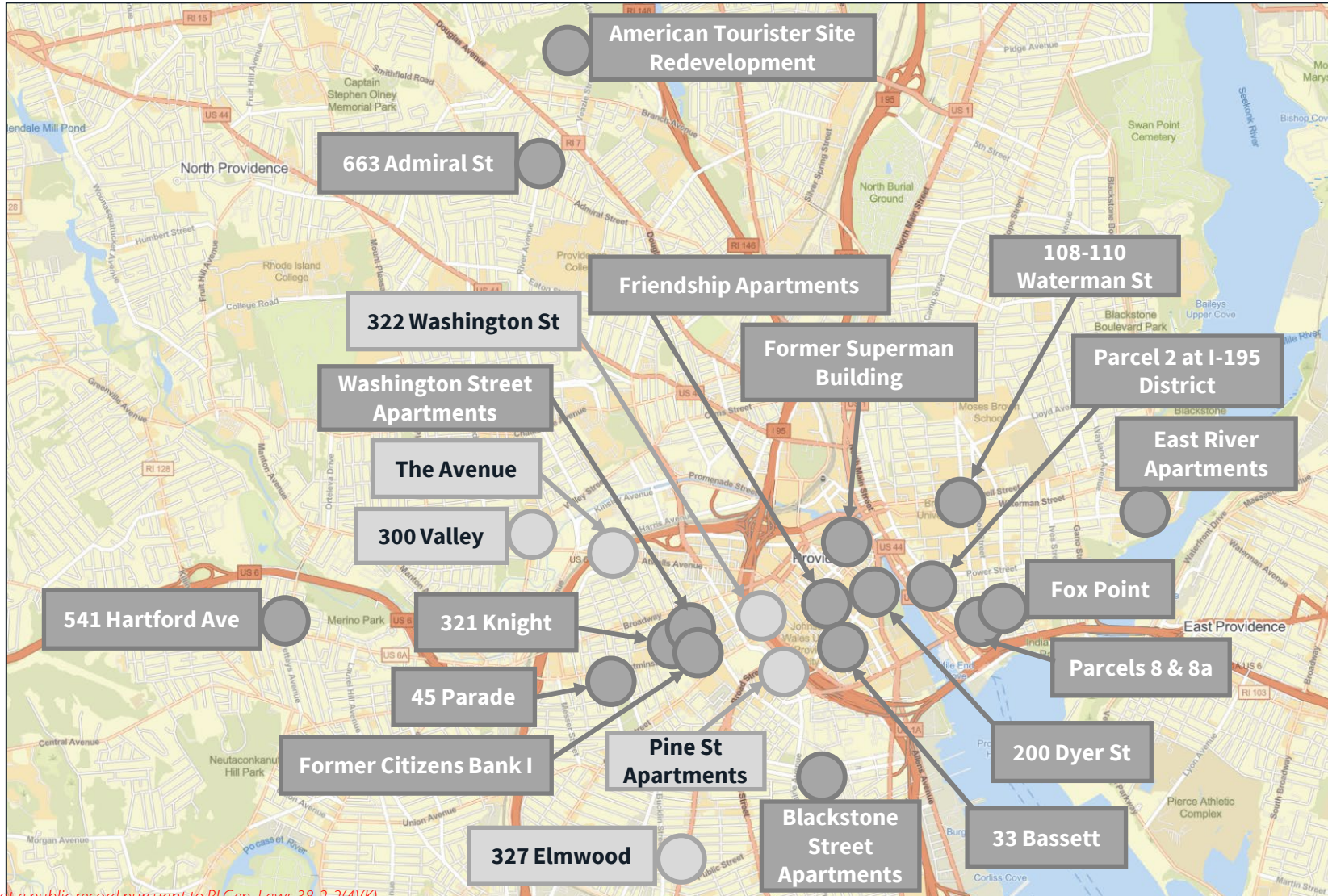
There are several pipeline projects currently planned or under construction at this time (total of 3,116 units). However, it is important to note that we have included a significant number of proposed projects forecast to come online in 2026+. Due to the uncertainty of if or when these pipeline developments in the outer years of the forecast will come online, we have assumed that 50% (or 1,174 units) of the identified units in 2026+ will be delivered over the forecast period.

Although the area has relatively high barriers to entry including high cost of land, limited availability of developable sites, and difficulty in obtaining zoning approval. These barriers to entry will tend to limit future development.

Concentration of Multifamily Pipeline – Completed & U/C



Concentration of Multifamily Pipeline - Proposed



Demand Indication (Absorption) | Multifamily

Year	MSA Job Growth	Total Stock	Occupied Stock	New Completions	Net Absorption (Demand)	Occupancy Rate
2000	1.9%	7,198	6,847	n.a.	n.a.	95.1%
2001	-2.2%	7,318	6,962	120	115	95.1%
2002	0.3%	7,318	6,962	0	(0)	95.1%
2003	1.1%	7,318	6,961	0	(1)	95.1%
2004	0.2%	7,354	6,987	36	25	95.0%
2005	-0.1%	7,682	7,300	328	313	95.0%
2006	0.6%	7,747	7,345	65	45	94.8%
2007	-1.6%	7,747	7,344	0	(1)	94.8%
2008	-3.6%	7,797	7,376	50	32	94.6%
2009	-3.6%	7,977	7,533	180	157	94.4%
2010	0.9%	7,977	7,531	0	(2)	94.4%
2011	0.4%	8,014	7,627	37	96	95.2%
2012	1.5%	8,014	7,638	0	11	95.3%
2013	1.4%	8,054	7,678	40	40	95.3%
2014	2.2%	8,136	7,756	82	79	95.3%
2015	1.4%	8,136	7,748	0	(9)	95.2%
2016	0.4%	8,239	7,843	103	96	95.2%
2017	1.1%	8,673	8,316	434	473	95.9%
2018	0.5%	9,197	8,805	524	489	95.7%
2019	0.5%	9,406	8,933	209	127	95.0%
2020	-8.1%	9,946	9,489	540	556	95.4%
2021	5.4%	10,096	9,832	150	344	97.4%
2022	0.8%	10,562	10,130	466	297	95.9%
2023	0.1%	10,726	10,245	164	115	95.5%
Total/Avg All Years				153	148	95.2%
Total/Avg Recent High Delivery Years				491	454	95.7%

- An annual average of just 153 units have come online, with absorption keeping pace with completions at a rate of 148 units per year.
- However, in the recent high delivery years of 2017, 2018, 2020, and 2022 deliveries ranged from 434 to 540 units per year (average of 491 units annually). And during this span, absorption kept pace with completions with totals ranging from 297 to 556 units per year (average of 454 units annually).
- In terms of performance, the submarket has historically had strong occupancy figures ranging from 94.4% to 97.4%, with an average of 95.2% over the period examined (2000 through 2023).
- The PMA experienced an increase in occupancy in 2020 from 95.0% to 95.4% despite the onset of COVID-19. In 2021, the submarket reached a historically high level of 97.4% before returning to more normal levels of 95.9% in 2022. In 2023, the submarket has remained above the historical average at 95.5%.

Lease-Up / Absorption

A relatively limited number of Class A communities have come online within the PMA over the past several years. However, each will provide insight into an achievable lease-up pace for the proposed development. The properties are sorted by the date leasing began.

Property Name	# Units	Date Leasing Began	Stabilized Date (or current)	Occupancy at Stabilization (or current)	Months to Stabilization (or current)	Absorption/ Mo.
Emblem 125	249	Sep-22	Feb-24	93%	17	14
Chestnut Commons	92	Jun-20	Feb-21	98%	8	11
The Nightingale	143	Aug-20	Apr-22	95%	20	7
Average(s)	161				15	11

The absorption comparables indicate lease-up paces ranging from 7 to 14 units per month (average of 11 units per month). Chestnut Commons and The Nightingale noted a slow start to their lease-up period in the midst of COVID-19. However, leasing velocity at both properties increased towards the end of their absorption periods.

Based upon the preceding, we conclude a weighted average absorption pace of 14+/- units per month to be reasonable for the proposed subject. This is inline with Emblem 125 and the accelerated lease-up paces of Chestnut Commons and The Nightingale as the effects of COVID-19 began to subside.

Comparison of Supply and Demand | Multifamily

Year	MSA Job Growth	Total Stock	Occupied Stock	New Completions	Net Absorption (Demand)	Occupancy Rate
2010	0.9%	7,977	7,531	0	(2)	94.4%
2011	0.4%	8,014	7,627	37	96	95.2%
2012	1.5%	8,014	7,638	0	11	95.3%
2013	1.4%	8,054	7,678	40	40	95.3%
2014	2.2%	8,136	7,756	82	79	95.3%
2015	1.4%	8,136	7,748	0	(9)	95.2%
2016	0.4%	8,239	7,843	103	96	95.2%
2017	1.1%	8,673	8,316	434	473	95.9%
2018	0.5%	9,197	8,805	524	489	95.7%
2019	0.5%	9,406	8,933	209	127	95.0%
2020	-8.1%	9,946	9,489	540	556	95.4%
2021	5.4%	10,096	9,832	150	344	97.4%
2022	0.8%	10,562	10,130	466	297	95.9%
2023	0.1%	10,726	10,245	164	115	95.5%
2024	1.7%	11,114	10,610	388	365	95.5%
2025	0.4%	11,494	10,975	380	365	95.5%
2026	0.0%	11,885	11,340	391	365	95.4%
2027	-0.1%	12,277	11,705	391	365	95.3%
2028	-0.1%	12,668	12,070	391	365	95.3%

- The submarket has historically had strong occupancy figures ranging from 94.4% to 97.4%, with an average of 95.2% over the period examined (2000 through 2023). The PMA experienced an increase in occupancy in 2020 from 95.0% to 95.4% despite the onset of COVID-19. In 2021, the submarket reached a historically high level of 97.4% before returning to more normal levels of 95.9% in 2022. In 2023, the submarket has remained above the historical average at 95.5%.
- In terms of deliveries, an annual average of just 153 units have come online, with absorption keeping pace with completions at a rate of 148 units per year. However, in the recent high delivery years of 2017, 2018, 2020, and 2022 deliveries ranged from 434 to 540 units per year (average of 491 units annually). And during this span, absorption kept pace with completions with totals ranging from 297 to 556 units per year (average of 454 units annually).
- Going forward, a total of 1,942 units are anticipated to come online within the forecast period. As previously noted, we have identified numerous proposed projects that have yet to receive city approval or permits. Due to the uncertainty of if or when these pipeline developments in the outer years of the forecast will come online, we have assumed that 50% (or 1,174 units) of the identified units in 2026+ will be delivered over the forecast period.
- With an annual absorption (demand) forecast of 365+/- units, the submarket-wide occupancy is anticipated to remain slightly above historical averages in the mid 95% range.

Source: CoStar (historical metrics), Moody's Analytics (job growth) and JLL (forecasts)

Density | Multifamily

In order to assess the optimal site size, we considered the density of several mid-rise and high-rise multifamily developments throughout Providence.

Property	Type	Year Built	# of Units	Site Acreage	Density (Units/acre)
Emblem 125	Mid-Rise / 6	2022	249	1.3	189
580 South Water	Mid-Rise / 5	2021	69	0.8	92
The Nightingale	Mid-Rise / 6	2020	143	0.8	170
Chestnut Commons	Mid-Rise / 6	2020	92	0.6	156
Station Row	Mid-Rise / 5	2019	169	2.3	72
FOUND Study College Hill	High-Rise / 15	2018	260	0.7	400
Center Place	Mid-Rise / 8	1991	225	1.3	180
Total / Average		2016	172	1.1	180

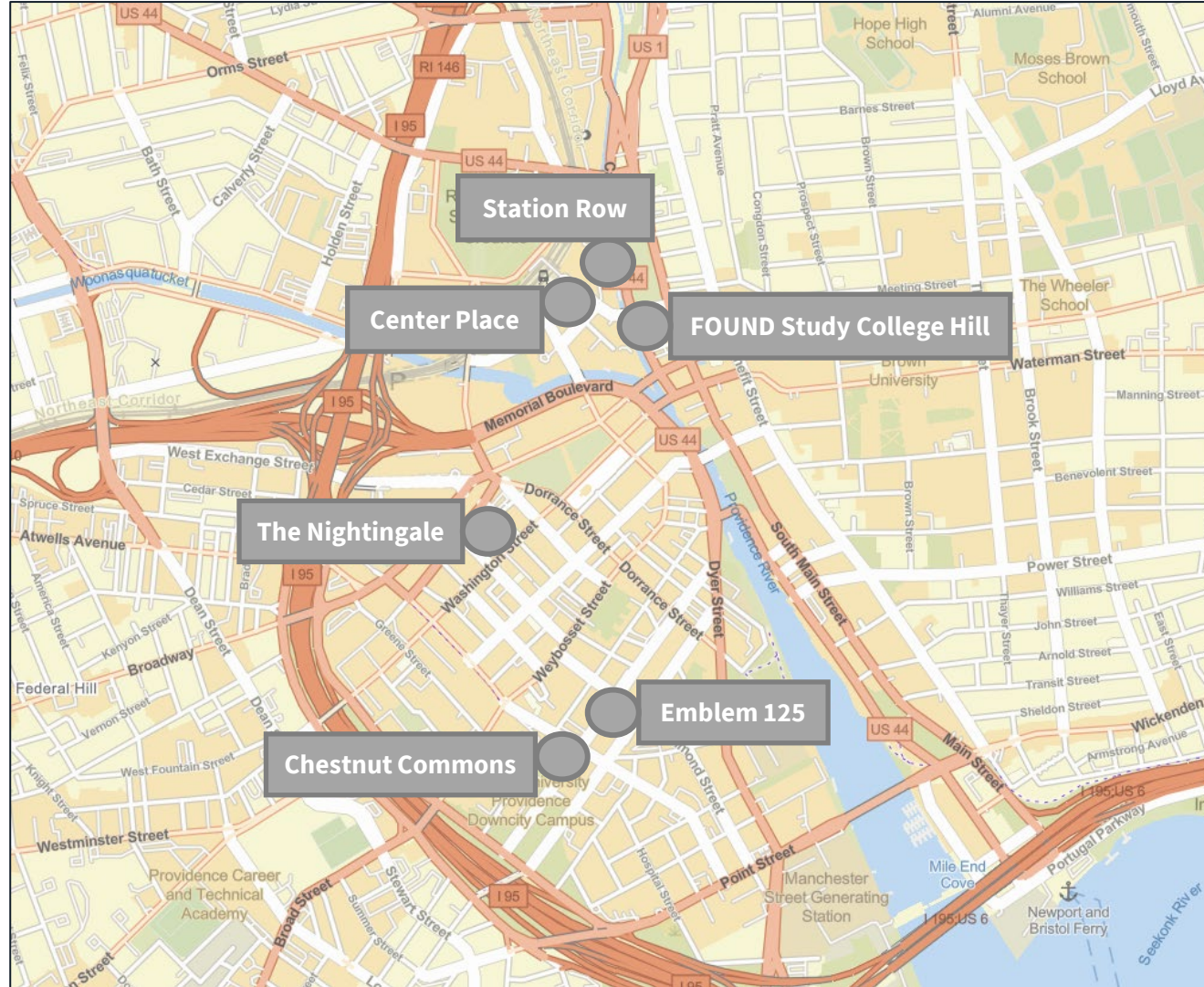
- The selected communities indicate an average unit count of 172 on 1.1 acres. Considering supply and demand conditions and the subject’s mixed-use design, a multifamily count of 250+/- units is considered to be optimal.
- Based on JLL’s density analysis, a 0.75 to 1.25-acre site would suffice. This size site would also allow for a sizeable footprint for any ground floor retail. The number of stories for the development would ultimately be determined by the final site selection as well as the inclusion of any dedicated office floors in the development.

Summary of 'Market Rate' Multifamily Comparables

We researched and procured data on several notable multifamily developments located throughout the PMA and surrounding area. A summary of these key comparables is outlined below.

Element of Comparison	Comparable					
Property Name	Emblem 125	The Nightingale	Chestnut Commons	Station Row	FOUND Study College Hill	Center Place
Address	125 Clifford St Providence, RI 02903	100 Mathewson St Providence, RI 02903	180 Friendship St Providence, RI 02903	10 Park Row West Providence, RI 02903	169 Canal St Providence, RI 02903	50 Park Row West Providence, RI 02903
Type / Stories	Mid-Rise / 6	Mid-Rise / 6	Mid-Rise / 6	Mid-Rise / 5	High-Rise / 15	Mid-Rise / 8
Year Built (Original)	2022	2020	2020	2019	2018	1991
Number of Units	249	143	92	169	260	225
Average Unit Size	673	814	775	826	388	1,118
Rent Range	\$2,335 to \$6,050	\$2,075 to \$3,621	\$2,300 to \$4,150	\$2,382 to \$3,429	\$1,635 to \$4,517	\$2,195 to \$9,062
Average Rent	\$2,802	\$2,820	\$2,826	\$2,830	\$1,996	\$4,089
Average Rent PSF	\$4.16	\$3.46	\$3.65	\$3.43	\$5.14	\$3.66
Occupancy	95%	96%	98%	98%	90%	95%
Management Company	Bozzuto	Nordblom	Acropolis	Corcoran	Hawkins Way	Hines

Location of 'Market Rate' Multifamily Comparables

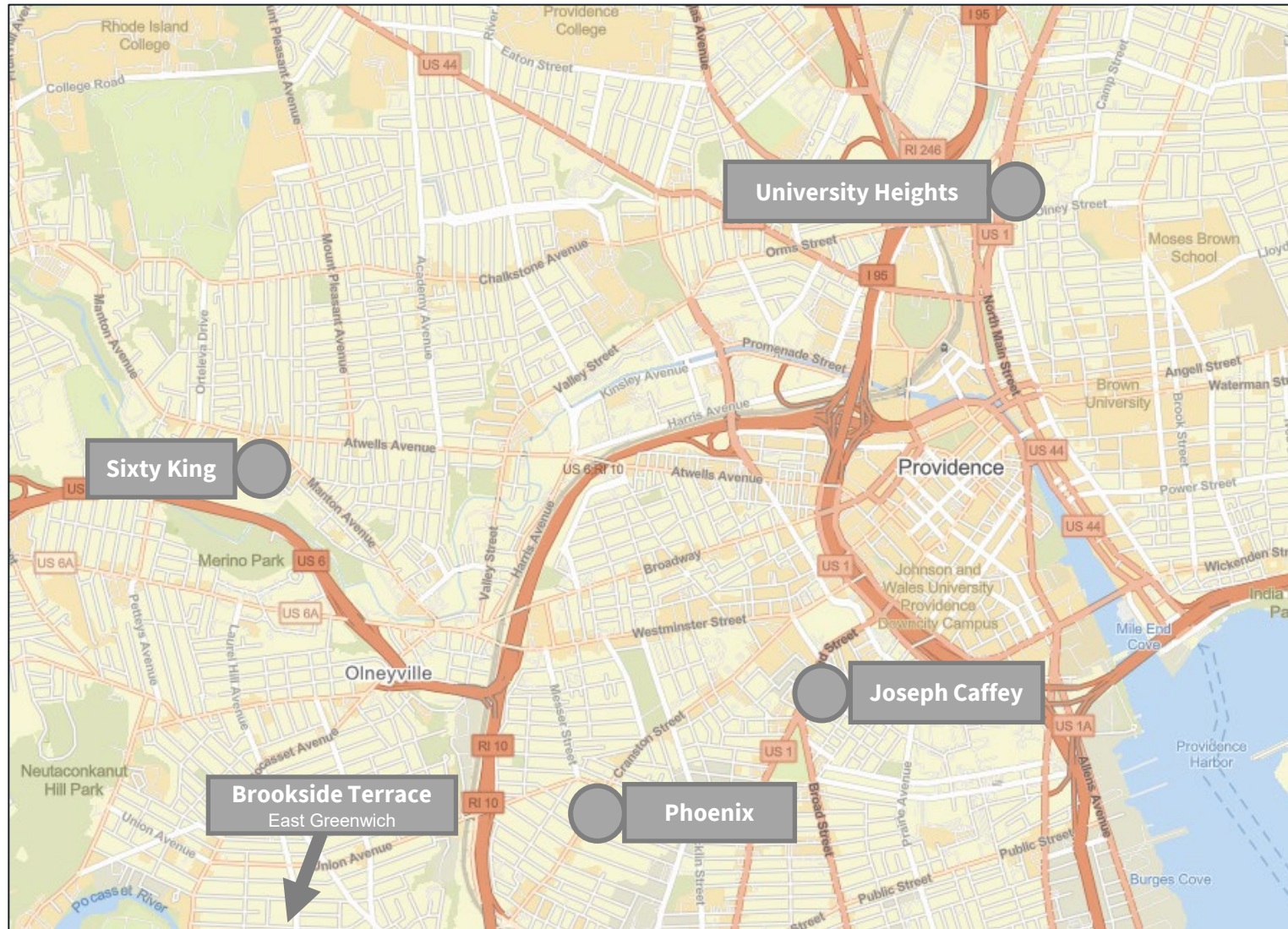


Summary of 'Affordable' Multifamily Comparables

We also researched and procured data on several notable affordable/mixed-income multifamily developments located throughout the PMA and surrounding area. A summary of these key comparables is outlined below.

Element of Comparison	Comparable				
Property Name	Joseph Caffey	Brookside Terrace	Phoenix	University Heights	Sixty King
Address	16 Somerset St Providence, RI 02907	1470 S County Trail East Greenwich, RI 02818	576 Cranston St Providence, RI 02907	99 Roger Williams Green Providence, RI 02904	60 King St Providence, RI 02909
Type / Stories	Mid-Rise / 4	Garden / 3	Garden / 3	Garden / 3	Garden / 3
AMI Level	60%	60%	60%	60%	30%, 60%, MR
Year Built (Original)	2023	2022	2012	1967/2005	1923/2018
Number of Units	83	96	83	349	60
Average Unit Size	986	723	839	700	648
Rent Range	\$949 to \$1,466	\$1,205 to \$1,434	\$1,028 to \$1,536	\$1,550 to \$2,495	\$500 to \$1,975
Average Rent	\$1,206	\$1,315	\$1,258	\$1,962	\$1,023
Average Rent PSF	\$1.22	\$1.82	\$1.50	\$2.80	\$2.34
Occupancy	30% (Abs.)	100%	100%	97%	100%
Management Company	Wingate Companies	Maloney Properties	Winn Residential	Fairfield Residential	Trinity Management LLC

Location 'Affordable' Multifamily Comparables



Office Assessment

Office Sector Historical Trends | Providence MSA

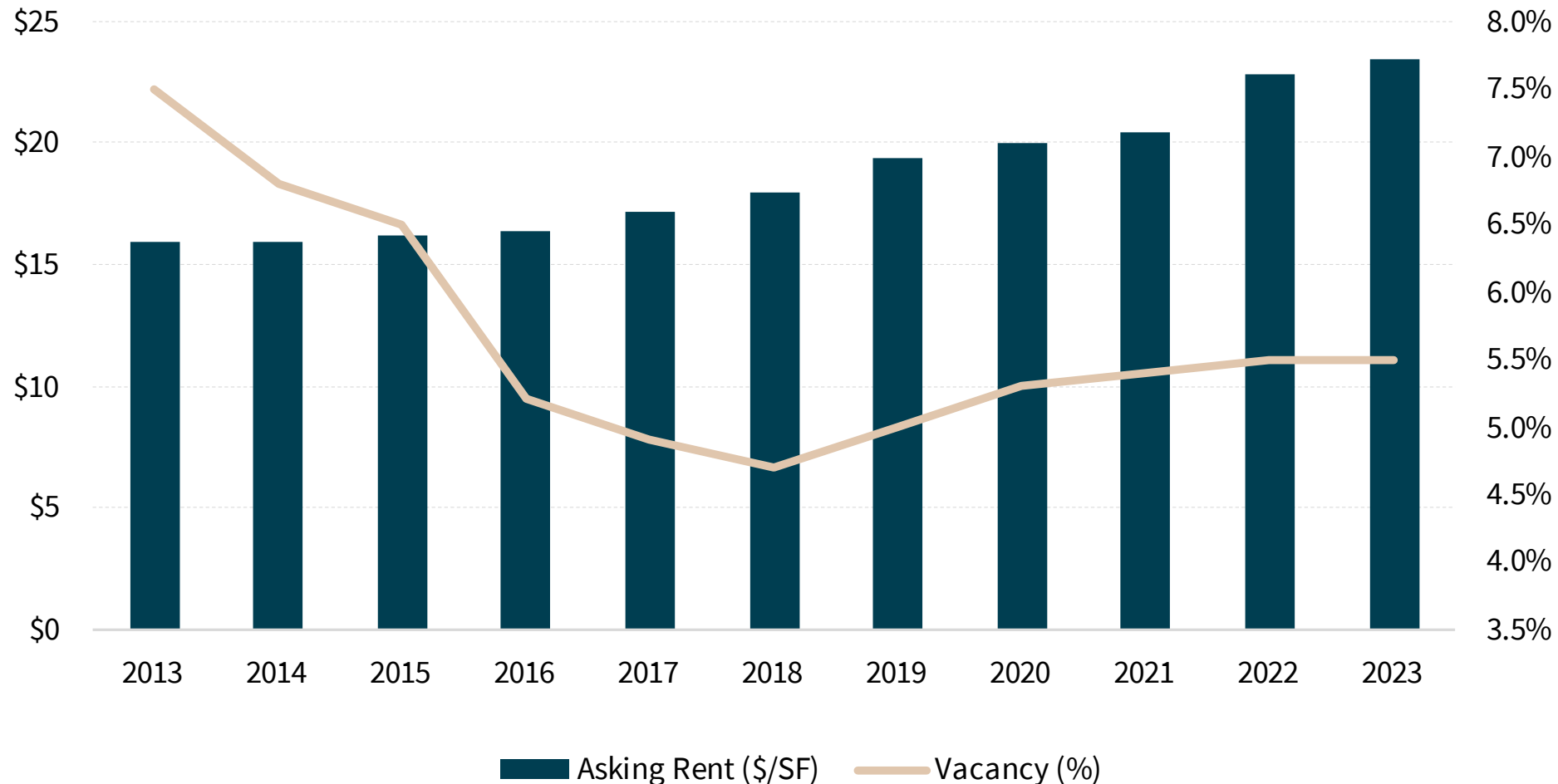
Year	Inventory (SF)	Vacancy (SF)	Vacancy (%)	Completions (SF)	Absorption (SF)	Asking Rent (\$/SF)
2013	59,396,511	4,479,164	7.5%	299,356	-63,618	\$15.94
2014	59,568,180	4,030,116	6.8%	171,669	620,517	\$15.89
2015	59,789,852	3,886,327	6.5%	221,672	366,261	\$16.16
2016	59,982,730	3,105,666	5.2%	192,878	972,239	\$16.40
2017	60,169,210	2,938,096	4.9%	186,480	353,250	\$17.12
2018	60,751,538	2,854,730	4.7%	582,328	664,174	\$17.98
2019	61,123,338	3,068,101	5.0%	371,800	158,429	\$19.33
2020	61,226,962	3,266,488	5.3%	103,624	(94,763)	\$19.95
2021	61,284,119	3,314,678	5.4%	57,157	8,967	\$20.39
2022	61,347,919	3,344,931	5.5%	63,800	33,547	\$22.84
2023	61,446,594	3,393,297	5.5%	98,675	50,309	\$23.40
YTD 2024	61,446,594	3,742,691	6.1%	-	(349,394)	\$24.14
2013 - 2023 Avg.	60,553,359	3,425,599	5.7%	213,585	279,028	\$18.67

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- Historically, the submarket has added an average of 213,585 square feet per year over the period examined. Completions saw a low of 57,157 square feet in 2021 and experienced a maximum of 582,328 square feet in 2018. And as of YTD 2024, no new product has recently come online. .
- Absorption was calculated to be -349,394 square feet in the most recent period. During the past eleven complete years, absorption averaged 279,028 square feet annually. Over that same time frame, absorption saw a low of -94,763 square feet in 2020 and attained a high of 972,239 square feet in 2016.
- Vacancy as of YTD 2024 is 6.1%. Over the past eleven years, vacancy averaged 5.7%. During the span, vacancy dropped to a low of 4.7% in 2018 and reached its high of 7.5% in 2013.
- The most recent data shows asking rent is \$24.14/SF. Over the period examined, asking rent averaged \$18.67/SF and increased by an overall 46.8%. And during this span, asking rent ranged from \$15.89/SF in 2014 to \$23.40/SF in 2023.

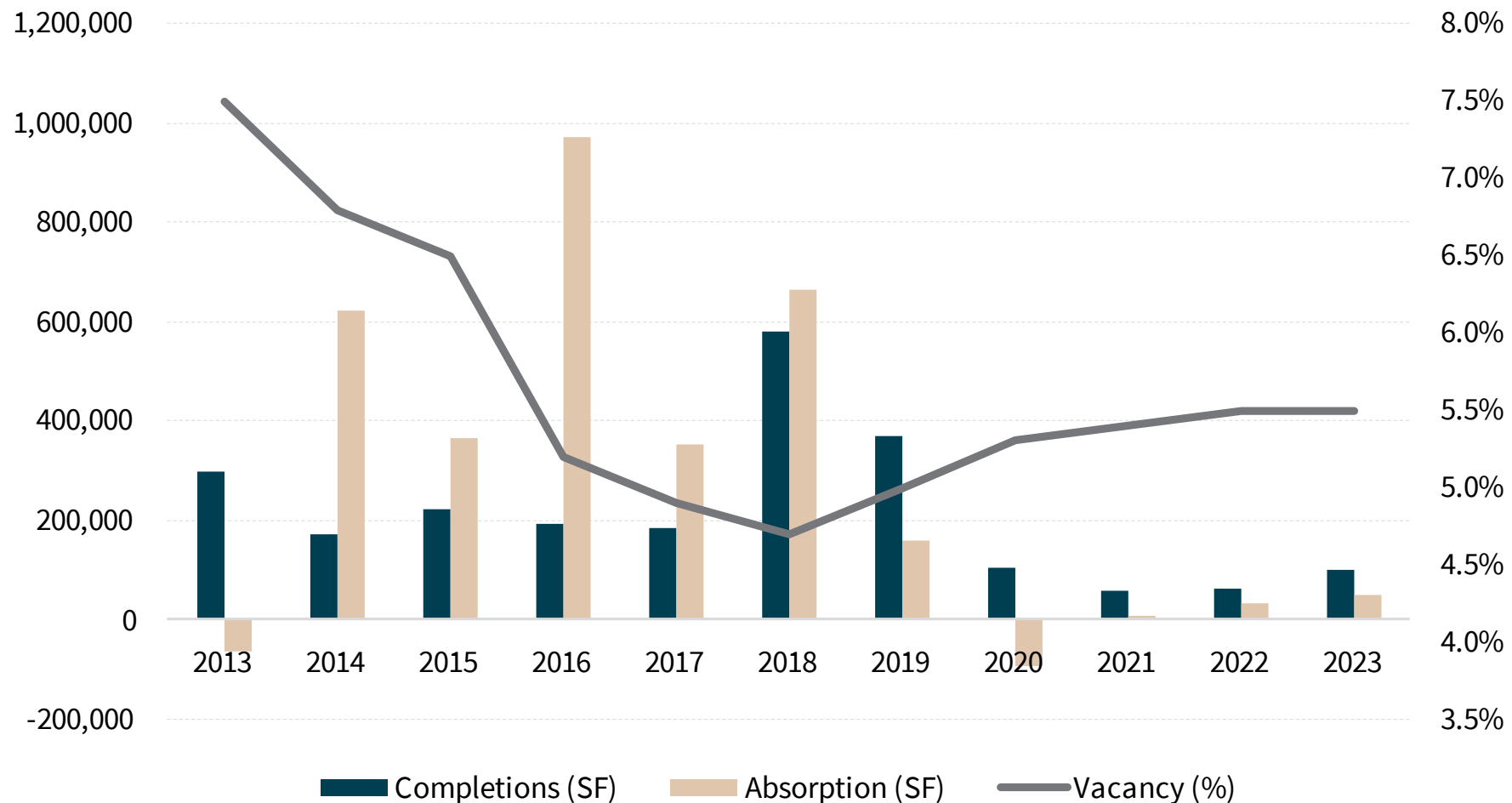
Office Sector Historical Trends | Providence MSA (Cont.)

Vacancy Rate vs. Asking Rent



Office Sector Historical Trends | Providence MSA (Cont.)

Supply and Demand Trends



Office Sector Historical Trends | Primary Market Area (PMA)

Year	Inventory (SF)	Vacancy (SF)	Vacancy (%)	Completions (SF)	Absorption (SF)	Asking Rent (\$/SF)
2013	16,695,632	1,313,078	7.9%	55,932	(436,993)	\$19.61
2014	16,757,817	1,237,969	7.4%	62,185	137,294	\$20.04
2015	16,807,335	1,202,707	7.2%	49,518	84,780	\$20.34
2016	16,839,648	1,027,835	6.1%	32,313	207,185	\$21.04
2017	16,896,262	1,138,767	6.7%	56,614	(54,318)	\$21.82
2018	16,896,262	1,011,139	6.0%	-	127,708	\$21.83
2019	17,113,262	1,105,639	6.5%	217,000	122,500	\$23.15
2020	17,117,662	1,280,518	7.5%	4,400	(170,479)	\$19.00
2021	17,117,662	1,404,298	8.2%	-	(123,780)	\$20.66
2022	17,152,262	1,529,545	8.9%	34,600	(90,647)	\$21.93
2023	17,152,262	1,691,478	9.9%	-	(161,933)	\$29.80
YTD 2024	17,152,262	1,902,600	11.1%	-	(211,122)	\$29.07
2013 - 2023 Avg.	16,958,733	1,267,543	7.5%	64,070	-32,608	\$21.75

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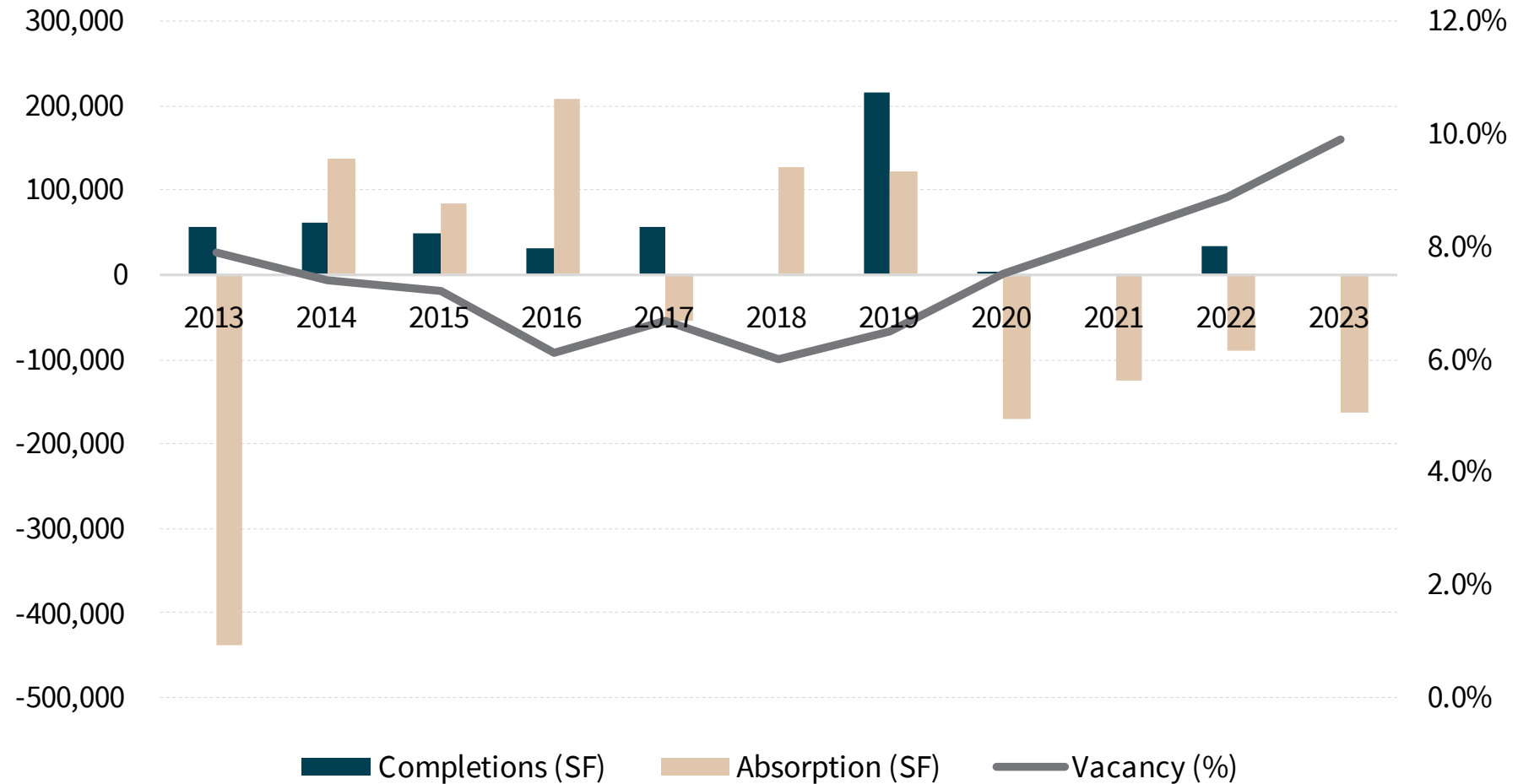
- The most recent data shows no new completions were added to the market in 2024. On average, 64,070 square feet per year have been added to the market over the last eleven complete years. Completions saw a low of 0 square feet in 2018, 2021, and 2023, and experienced a maximum of 217,000 square feet in 2019.
- Currently, absorption is -211,122 square feet in the most recent period. During the past eleven complete years, absorption averaged -32,608 square feet annually. Over that same time frame, absorption saw a low of -436,993 square feet in 2013 and attained a high of 207,185 square feet in 2016.
- Vacancy rates are presently 11.1% in the current period. Over the past eleven complete years, vacancy rates had an annual average of 7.5%. During the same span, vacancy rates experienced a minimum of 6.0% in 2020 and a maximum of 9.9% in 2023.
- The most recent data shows asking rent is \$29.07/SF. Over the last eleven complete years, asking rent had an annual average of \$21.75/SF and increased 52.0%. During same period, asking rent experienced a minimum of \$19.00/SF in 2020 and achieved a peak of \$29.80/SF in 2023.

Type	Inventory (SF)	Occupied Stock (SF)	Vacancy (SF)	Vacancy (%)	Asking Rent (\$/SF)
Total Inventory	17,152,262	15,460,784	1,691,478	9.9%	\$29.80
Class A+B Inventory	10,902,149	9,250,492	1,651,657	15.1%	\$34.82

- Key characteristics for the PMA's office sector are shown in the second table, providing a breakdown between the total overall inventory and properties identified as Class A+B.

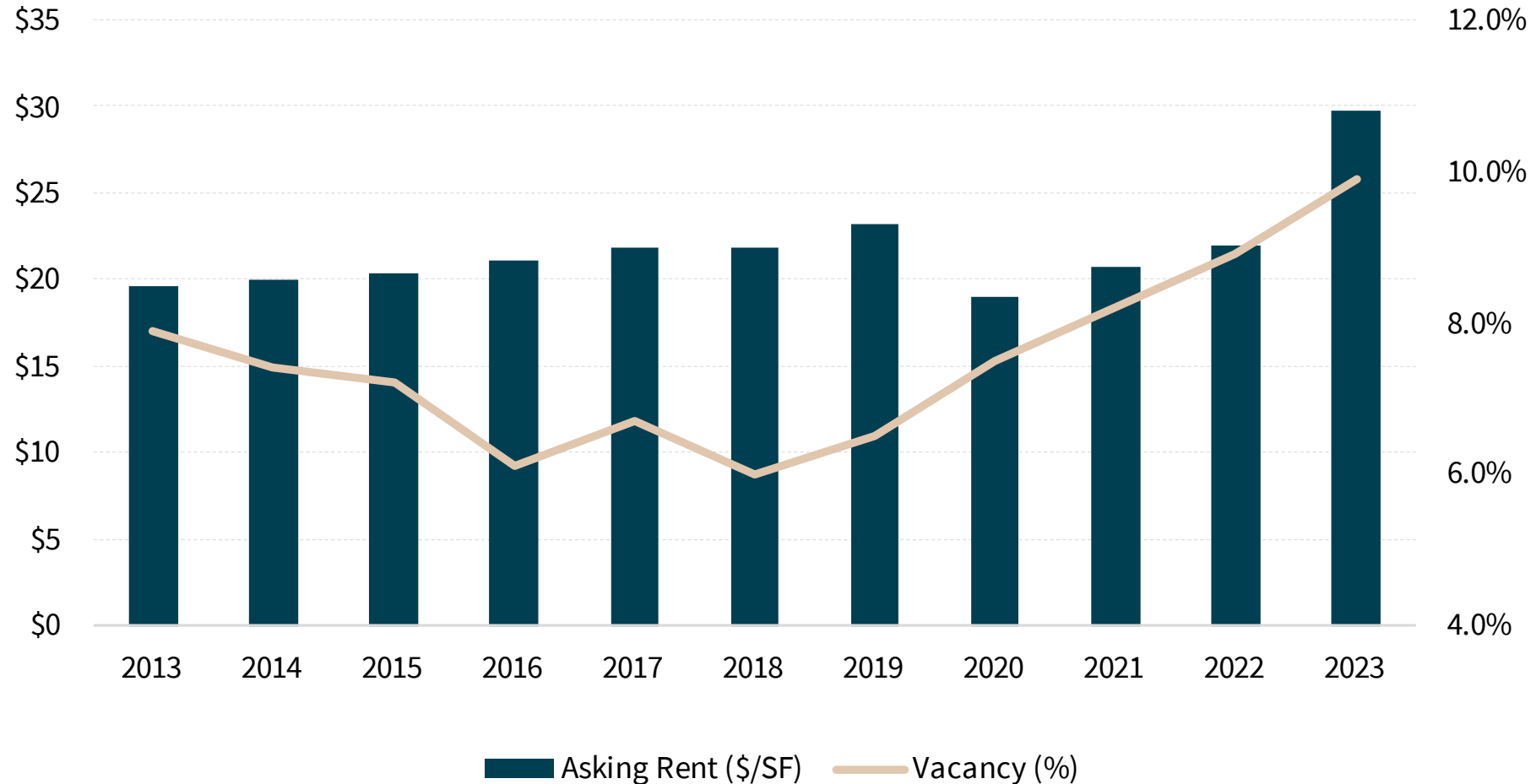
Office Sector Historical Trends | Primary Market Area (PMA) (Cont.)

Supply and Demand Trends



Office Sector Historical Trends | Primary Market Area (PMA) (Cont.)

Vacancy Rate vs. Asking Rent



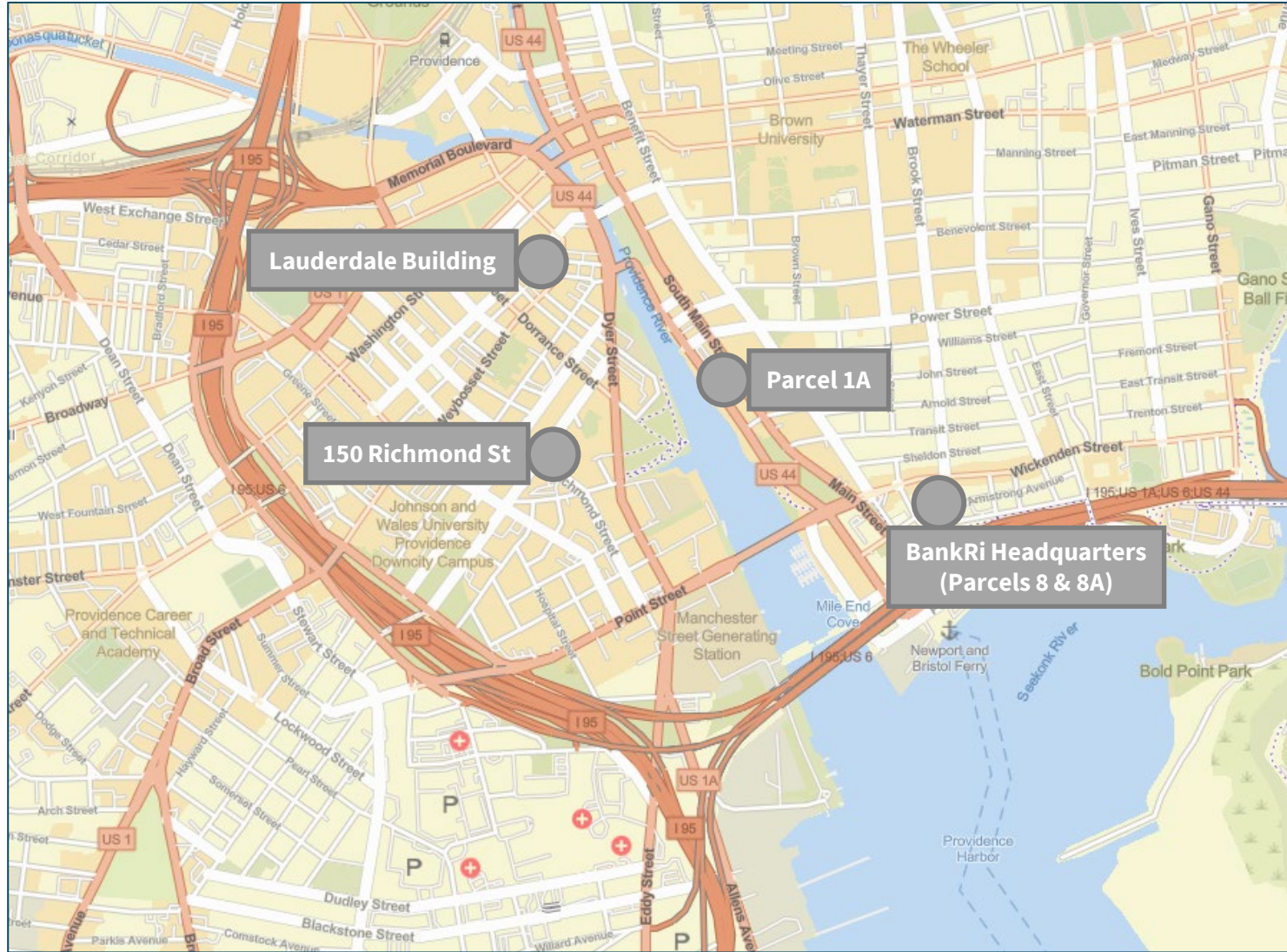
Pipeline | Office

The current office pipeline supply specific to the PMA is summarized in the table.

Project Name	Address / Location	Status	SF	Completion	Developer
150 Richmond St	150 Richmond St	Proposed	120,000	2026+	Ancora L&G
Parcel 1A	365 S Water St	Proposed	800	2026+	Brass Rat and Stack + Co
BankRI Headquarters	Pike St	Proposed	55,000	2026+	D+P Real Estate & Truth Box
Lauderdale Building	136 Westminster St	Proposed	(17,814)	2026+	136 Westminster Street LLC
Total in 2026+			157,986		
Total Pipeline Supply			157,986		

As indicated, there are four pipeline projects currently planned or under construction at this time (total of 157,986 square feet). Note that the Lauderdale Building at 136 Westminster Street is set to be converted into 24 apartment units, in turn removing nearly 18,000 square feet from the submarket.

Concentration of Pipeline | Office



Employment Sector(s)

Industries	Primary Market Area (PMA)	
	2024	2028
Accommodation and Food Services	10,699	11,332
Administrative and Support and Waste Management and Remediation Services	8,394	8,423
Agriculture, Forestry, Fishing and Hunting	211	234
Arts, Entertainment, and Recreation	1,812	1,957
Construction	4,316	4,459
Educational Services	19,149	20,133
Finance and Insurance	4,359	4,312
Government	18,768	19,053
Health Care and Social Assistance	31,866	32,885
Information	1,603	1,491
Management of Companies and Enterprises	2,688	2,655
Manufacturing	4,317	4,183
Mining, Quarrying, and Oil and Gas Extraction	5	1
Other Services (except Public Administration)	6,766	6,803
Professional, Scientific, and Technical Services	9,402	9,912
Real Estate and Rental and Leasing	2,178	2,285
Retail Trade	9,333	9,365
Transportation and Warehousing	2,516	2,669
Unclassified Industry	0	0
Utilities	747	849
Wholesale Trade	3,538	3,434
Total	142,665	146,436

A breakdown by employment sector for the primary market area (PMA) for 2024 through 2028 is shown in the table. Note that the growth estimates are based on the employment statistics provided by EMSI.

As indicated, the total number of jobs within the PMA will increase by 3,771 between 2024 and 2028.

Demand Estimate | Office

Demand for the office sector (including medical office) is based on daytime employment and a baseline of total employment within a given area. However, each employment sector actually has different penetration. For example, the manufacturing sector may only require 15% of its employment base to be situated in detached multi-tenant office space, while finance and insurance sector typically has a much higher penetration rate with the majority of its employment base working in office buildings. For purposes of this analysis, a baseline approach is utilized by simply dividing total occupied office space by daytime employment in the initial year.

Our analysis also takes into account frictional vacancy, which is the amount of vacant space needed in a market for its orderly operation. In a stabilized market, where supply and demand are in balance, frictional vacancy allows for move-ins and move-outs and is typically estimated at 2.0%.

In order to calculate demand for the office sector, the occupied inventory is divided by the total number of daytime employees, which results in an estimate of square footage necessary for each office worker. The table shows the calculated demand figure for the primary market area (PMA).

Item	Primary Market Area (PMA)
	2024
Total Office Inventory	17,152,262
Occupied Inventory	15,460,784
Total Daytime Employment	142,665
Indicated Ratio	108

Source: CoStar and Lightcast

The indicated ratio of occupied inventory to daytime employment equates to 108 square feet per job in 2024.

Comparison of Supply and Demand | Office

The table summarizes our conclusions of supply and demand for the office sector within the PMA.

	2024	2025	2026	2027	2028
Supply					
Existing Competitive Inventory in PMA	17,152,262	17,152,262	17,152,262	17,204,924	17,257,586
Additions to Supply	0	0	52,662	52,662	52,662
Total Office Supply in Submarket	17,152,262	17,152,262	17,204,924	17,257,586	17,310,248
Demand					
Jobs (Daytime Employment within PMA)	142,665	143,608	144,315	144,845	146,436
Office Demand (SF) Per Job	108	108	108	108	108
Estimated Office Demand (SF)	15,460,784	15,562,940	15,639,557	15,697,020	15,869,408
Frictional Vacancy	2.0%	2.0%	2.0%	2.0%	2.0%
Demand for Office Inventory (SF)	15,776,310	15,880,551	15,958,732	16,017,367	16,193,273
Unmet Demand					
Indicated Unmet Demand (SF)	(1,375,952)	(1,271,711)	(1,246,192)	(1,240,219)	(1,116,975)

The current inventory of office space in the PMA totals 17,152,262 square feet. With an anticipated demand figure of 16,193,273 square feet in 2028 and pipeline supply of 157,986 square feet anticipated to come online, the market is indicated to be oversupplied by 1,116,975 square feet. However, a smaller multi-tenant office project within the greater transit-oriented mixed-use development would uniquely position the development in the market. This would appeal to a broader range of potential tenants and differentiate itself from the vast majority of the existing inventory.

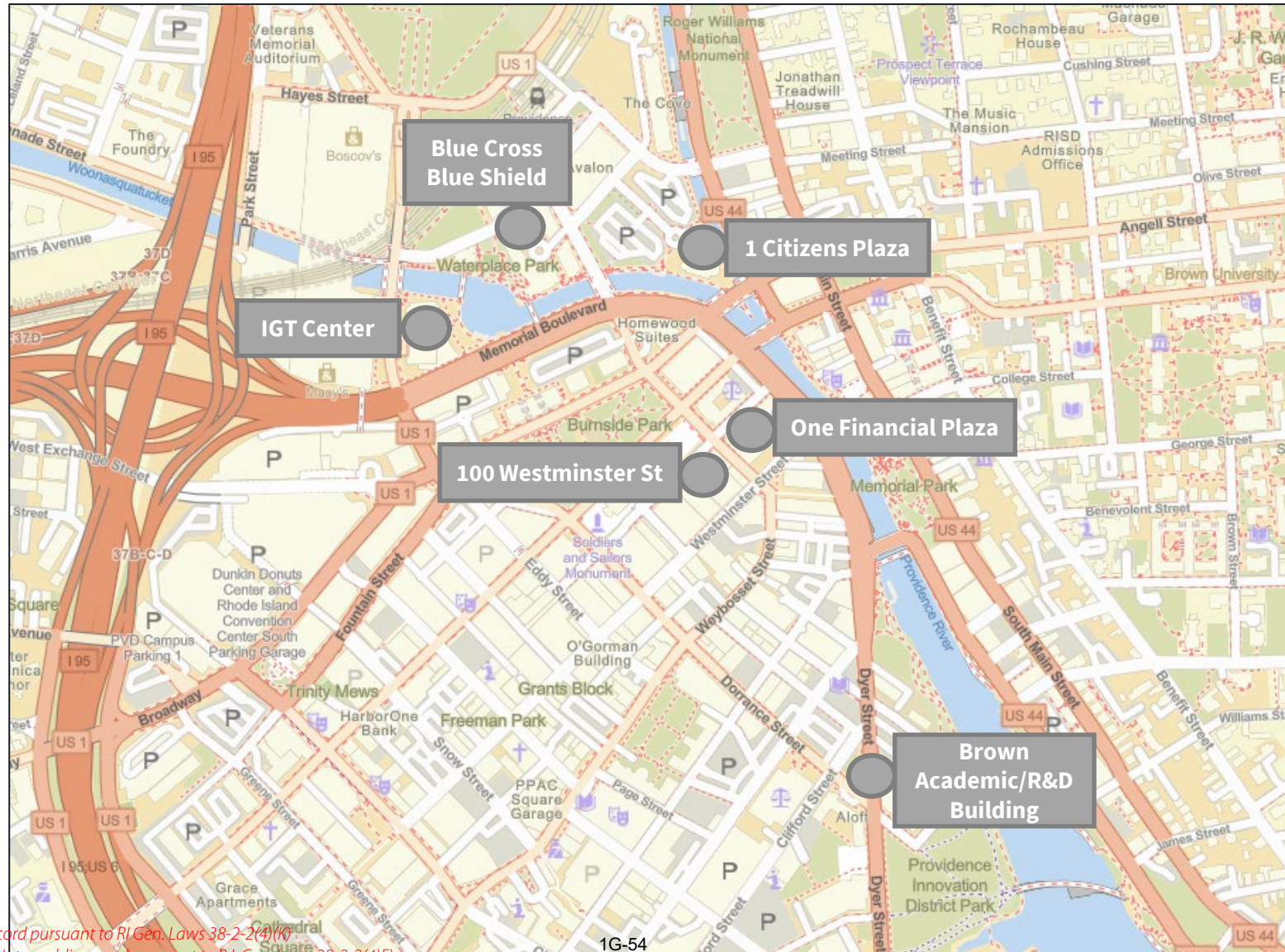
In terms of performance, the submarket has historically had an average vacancy level of 7.5% dating back to 2013. During 2020, vacancy levels in the PMA increased from 6.5% to 7.5% with the onset of the novel coronavirus. And since then, the PMA-wide occupancy has steadily increased each year to 8.2%, 8.9%, 9.9%, and 11.1% in 2021, 2022, 2023, and 2024. Class A and B product is reporting even higher vacancy levels, with a current figure of 15.1% and a similar upwards trend since the onset of COVID.

Summary of Office Comparables

JLL researched and procured data on several notable office developments located throughout the PMA and surrounding area.

Element of Comparison	Comparables					
Property Name	Brown Academic/R&D Building	Blue Cross Blue Shield	IGT Center	1 Citizens Plaza	100 Westminster Tower	One Financial Plaza
Address	225 Dyer St	500 Exchange St, Providence, RI	10 Memorial Blvd, Providence, RI	1 Citizens Plaza	100 Westminster St	One Financial Plaza
Year Built (Original)	2019	2009	2006	1990	1983	1972
Building Type	Mid-Rise	High-Rise	Mid-Rise	High-Rise	High-Rise	High-Rise
Finish-Out	Office / Lab	Office	Office	Office	Office	Office
Tenant	For-Lease	For-Lease	For-Lease	For-Lease	For-Lease	For-Lease
Total Size (SF)	217,000	361,541	290,000	224,049	400,000	367,362
Suite Size (SF)	15,000 - 31,000	5,000 - 24,000	3,757	1,149 - 19,357	1,000 - 30,500	1,200 to 12,925
Vacant Space (SF)	59,294	48,000	88,639	64,864	164,352	23,893
Quoted/In-Place Rental Rates PSF	\$60.00	\$40.00	\$46.00	\$35.00	\$40.00	\$37.50 to \$42.50
Expense Reimbursement Basis	NNN	Gross + E	Gross + E	Gross + E	MG	Gross + E
Occupancy	73%	87%	69%	71%	59%	93%

Location of Office Comparables



Retail Assessment

Retail Sector Historical Trends | Providence MSA

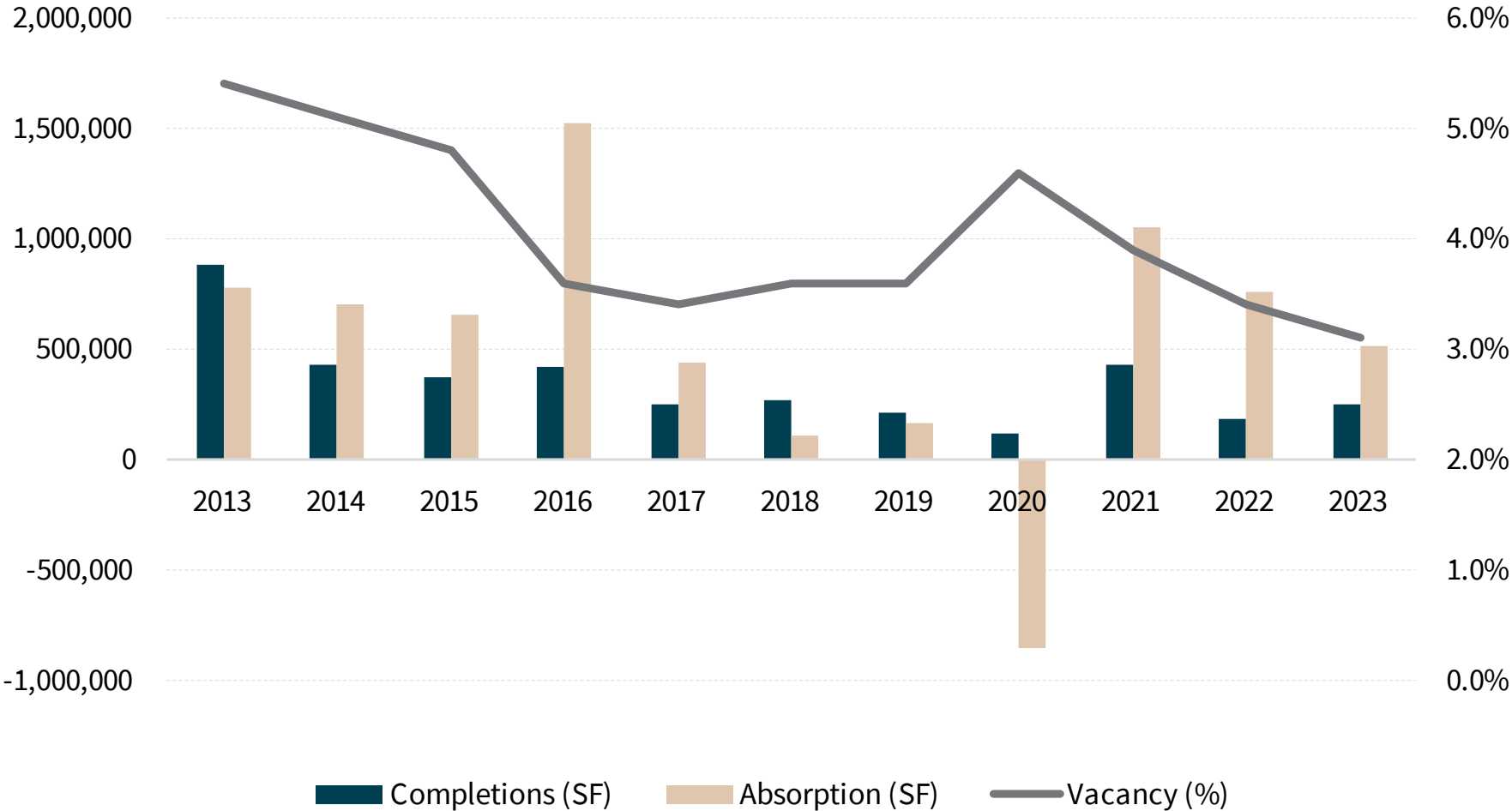
Year	Inventory (SF)	Vacancy (SF)	Vacancy (%)	Completions (SF)	Absorption (SF)	Asking Rent (\$/SF)
2013	99,441,685	5,324,093	5.4%	877,892	776,004	\$13.73
2014	99,897,228	5,044,850	5.1%	425,543	704,754	\$13.52
2015	100,269,618	4,764,975	4.8%	372,390	652,265	\$14.67
2016	100,691,548	3,660,402	3.6%	421,930	1,526,035	\$14.42
2017	100,935,521	3,471,304	3.4%	243,973	433,071	\$15.19
2018	101,210,000	3,637,889	3.6%	270,959	104,374	\$14.41
2019	101,415,822	3,678,139	3.6%	205,822	165,572	\$15.25
2020	101,543,401	4,644,554	4.6%	112,965	(853,450)	\$15.48
2021	101,966,993	4,019,551	3.9%	423,592	1,048,595	\$14.93
2022	102,146,588	3,441,633	3.4%	179,595	757,513	\$15.82
2023	102,394,334	3,177,800	3.1%	247,746	511,579	\$17.03
YTD 2024	102,417,353	2,788,560	2.7%	23,019	412,259	\$17.28
2013 - 2023 Avg.	101,082,976	4,078,654	4.0%	343,855	529,665	\$14.95

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- The most recent data shows 23,019 square feet were added to the market in 2024. On average 343,855 square feet have been added to the market over the last eleven complete years. Completions saw a low of 112,965 square feet in 2020 and experienced a maximum of 877,892 square feet in 2013.
- Currently, absorption is 412,259 square feet in the most recent period. During the past eleven complete years, absorption averaged 529,665 square feet annually. Over that same time frame, absorption saw a low of -853,450 square feet in 2020 and attained a high of 1,526,035 square feet in 2016.
- Vacancy rates are presently 2.7% in the current period. Over the past eleven complete years, vacancy rates had an annual average of 4.0%. During the same span, vacancy rates experienced a minimum of 3.1% in 2023 and fell from a maximum of 5.4% in 2013.
- The most recent data shows asking rent is \$17.28/SF. Over the last eleven complete years, asking rent had an annual average of \$14.95/SF and increased 24.0%. During the same period, asking rent experienced a minimum of \$13.52/SF in 2014 and achieved a peak of \$17.03/SF in 2023.
- It is important to note that these asking rents represent the average for the entire inventory of retail properties within the MSA. While these rents provide valuable insight into trends over the past 10+ years, they are not considered indicative of achievable rates at the proposed subject.

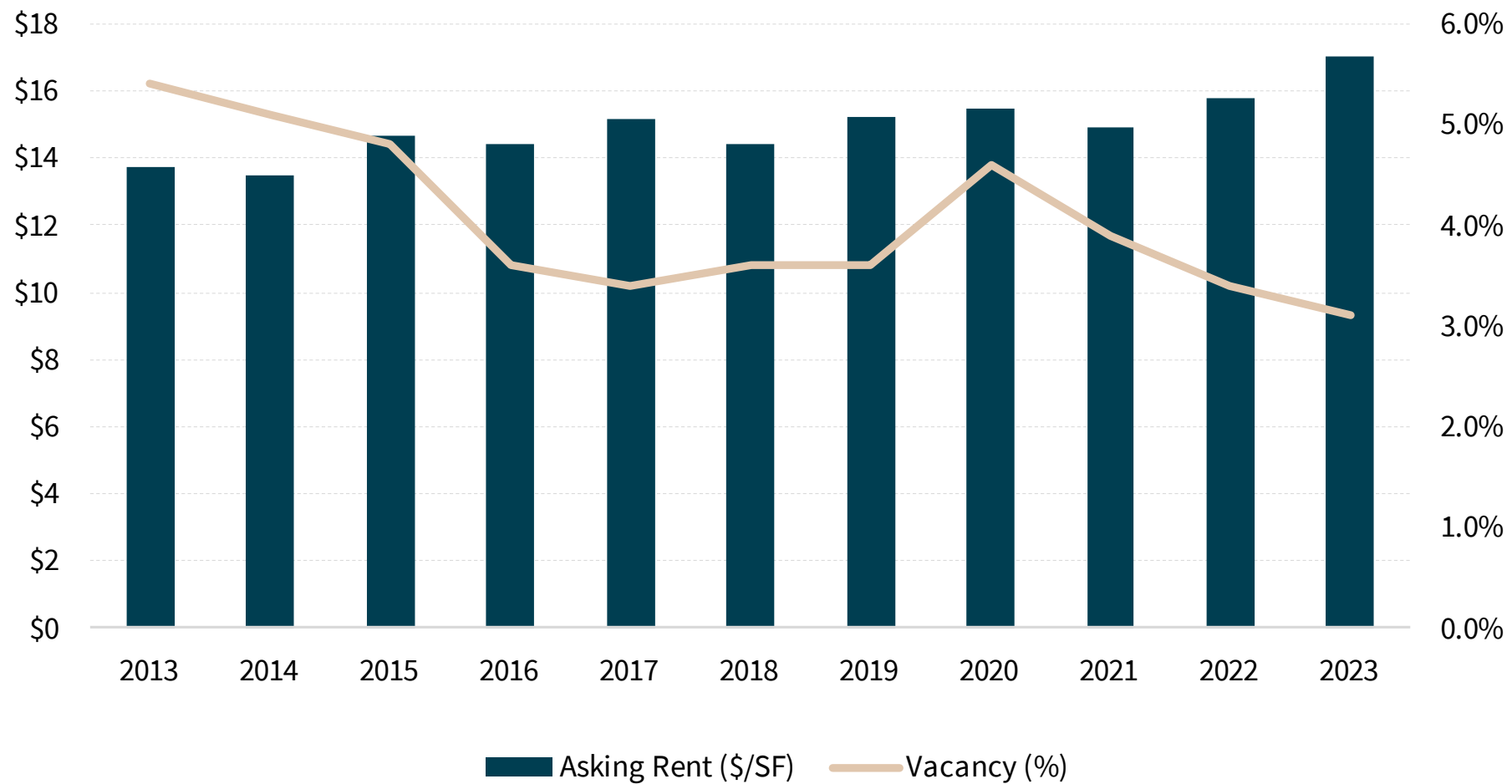
Retail Sector Historical Trends | Providence MSA (Cont.)

Supply and Demand Trends



Retail Sector Historical Trends | Providence MSA (Cont.)

Vacancy Rate vs. Asking Rent



Retail Sector Historical Trends | Primary Market Area (PMA)

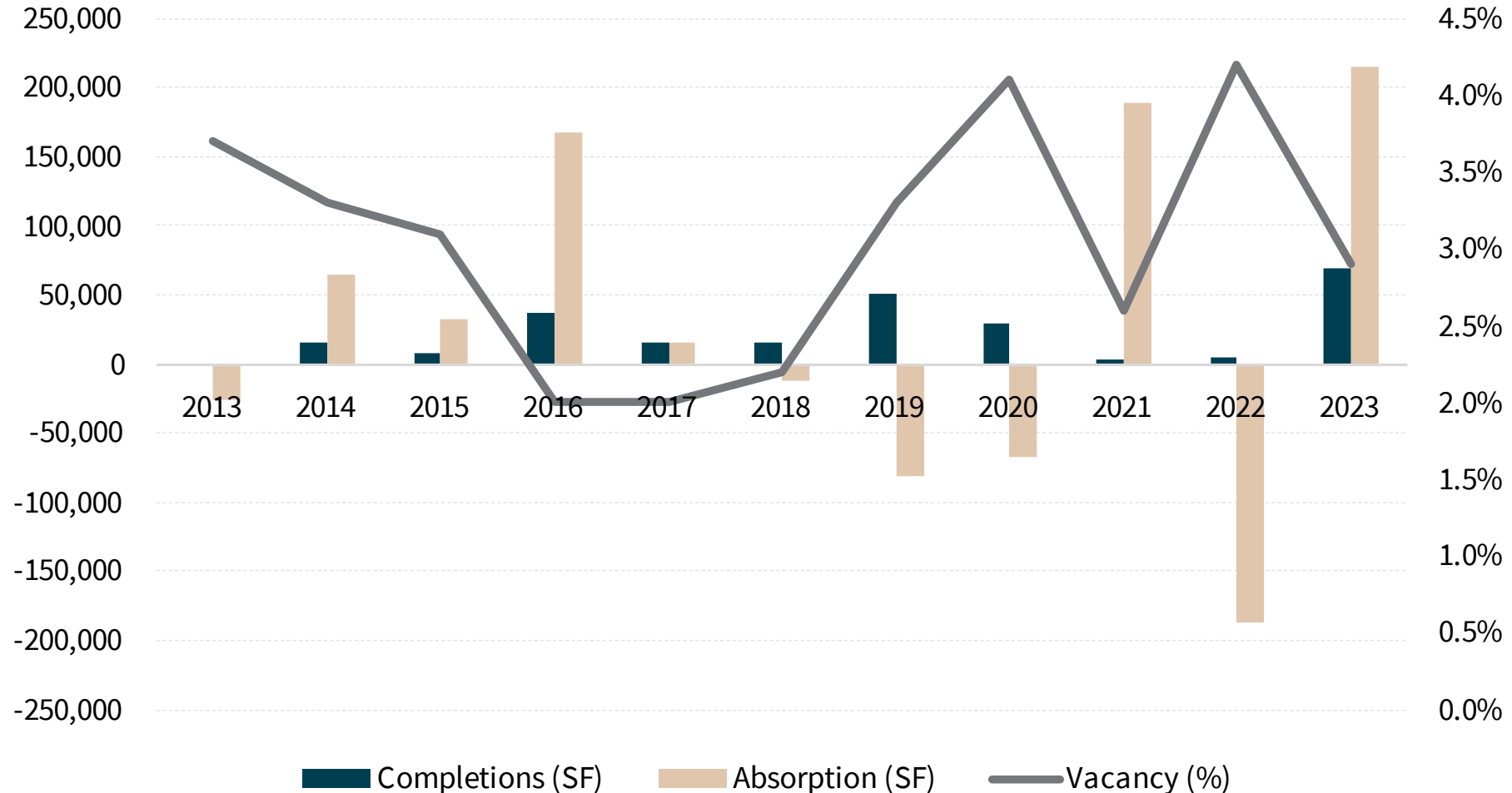
Year	Inventory (SF)	Vacancy (SF)	Vacancy (%)	Completions (SF)	Absorption (SF)	Asking Rent (\$/SF)
2013	11,804,259	440,350	3.7%	-	(26,349)	\$14.38
2014	11,819,618	390,520	3.3%	15,359	65,189	\$15.44
2015	11,827,364	365,950	3.1%	7,746	32,316	\$15.58
2016	11,863,553	235,481	2.0%	36,189	166,658	\$15.27
2017	11,879,373	235,568	2.0%	15,820	15,733	\$13.00
2018	11,894,998	263,504	2.2%	15,625	(12,311)	\$15.69
2019	11,945,042	395,142	3.3%	50,044	(81,594)	\$20.65
2020	11,974,682	492,901	4.1%	29,640	(68,119)	\$25.98
2021	11,977,802	307,430	2.6%	3,120	188,591	\$21.91
2022	11,981,802	498,082	4.2%	4,000	(186,652)	\$18.36
2023	12,050,297	351,086	2.9%	68,495	215,491	\$20.62
YTD 2024	12,055,404	344,248	2.9%	5,107	11,945	\$19.94
2013 - 2023 Avg.	11,896,849	362,493	3.1%	19,727	9,346	\$17.63

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- The most recent data shows 5,107 square feet were added to the market in 2024. On average 19,727 square feet have been added to the market over the last eleven complete years. Completions saw a low of 0 square feet in 2013 and experienced a maximum of 68,495 square feet in 2023.
- Currently, absorption is 11,945 square feet in the most recent period. During the past eleven complete years, absorption averaged 9,346 square feet annually. Over that same time frame, absorption saw a low of -186,652 square feet in 2022 and attained a high of 215,491 square feet in 2023.
- Vacancy rates are presently 2.9% in the current period. Over the past eleven complete years, vacancy rates had an annual average of 3.1%. During the same span, vacancy rates experienced a minimum of 2.0% in 2016 and 2017 and had a maximum of 4.2% in 2022.
- The most recent data shows asking rent is \$19.94/SF. Over the last eleven complete years, asking rent had an annual average of \$17.63/SF. During the same period, asking rent experienced a minimum of \$13.00/SF in 2017 and achieved a peak of \$25.98/SF in 2020.
- It is important to note that these asking rents represent the average for the entire inventory of retail properties within the PMA. While these rents provide valuable insight into trends over the past 10+ years, they are not considered indicative of achievable rates at the proposed subject.

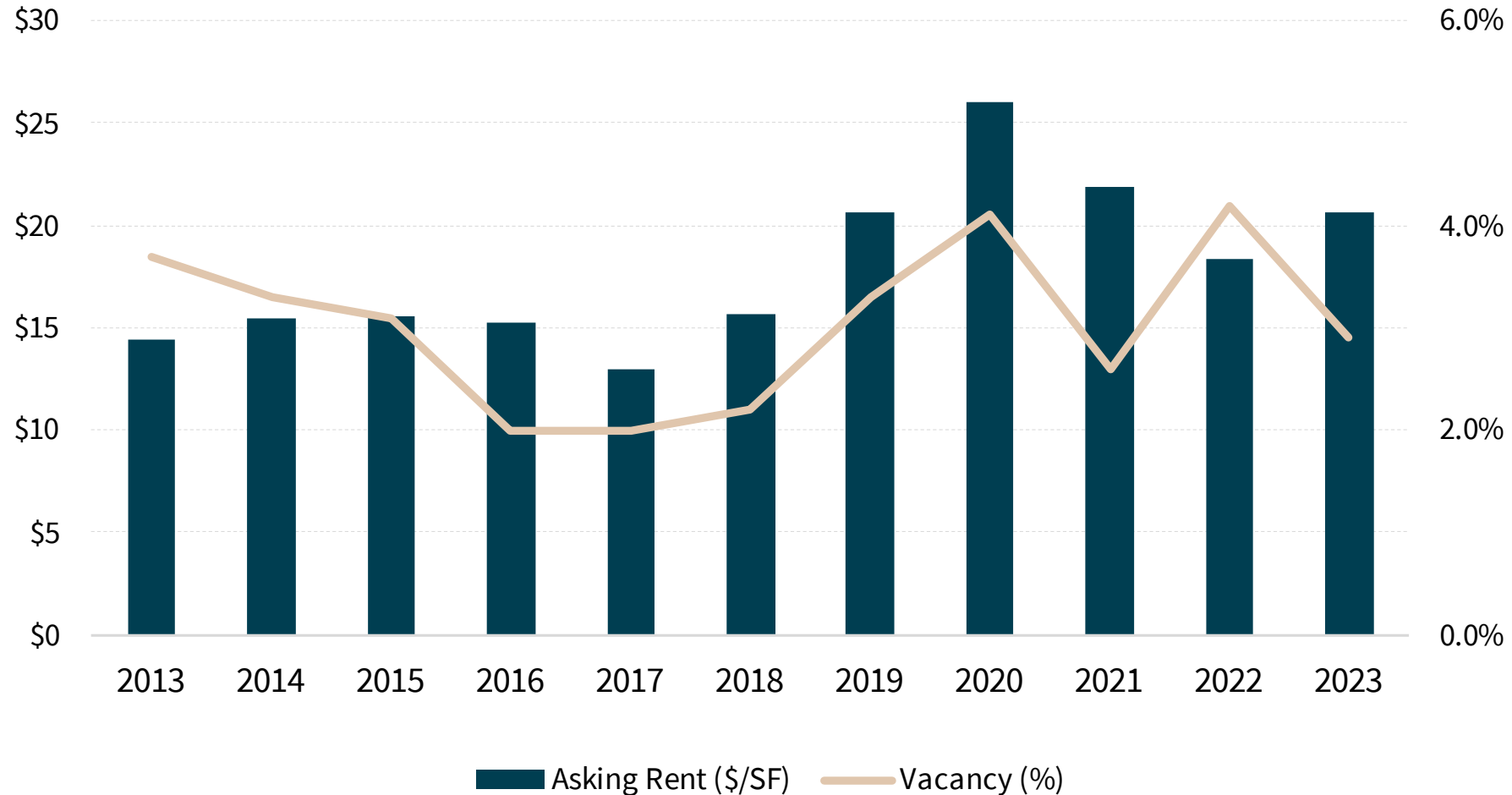
Retail Sector Historical Trends | Primary Market Area (PMA) (Cont.)

Supply and Demand Trends



Retail Sector Historical Trends | Primary Market Area (PMA) (Cont.)

Vacancy Rate vs. Asking Rent



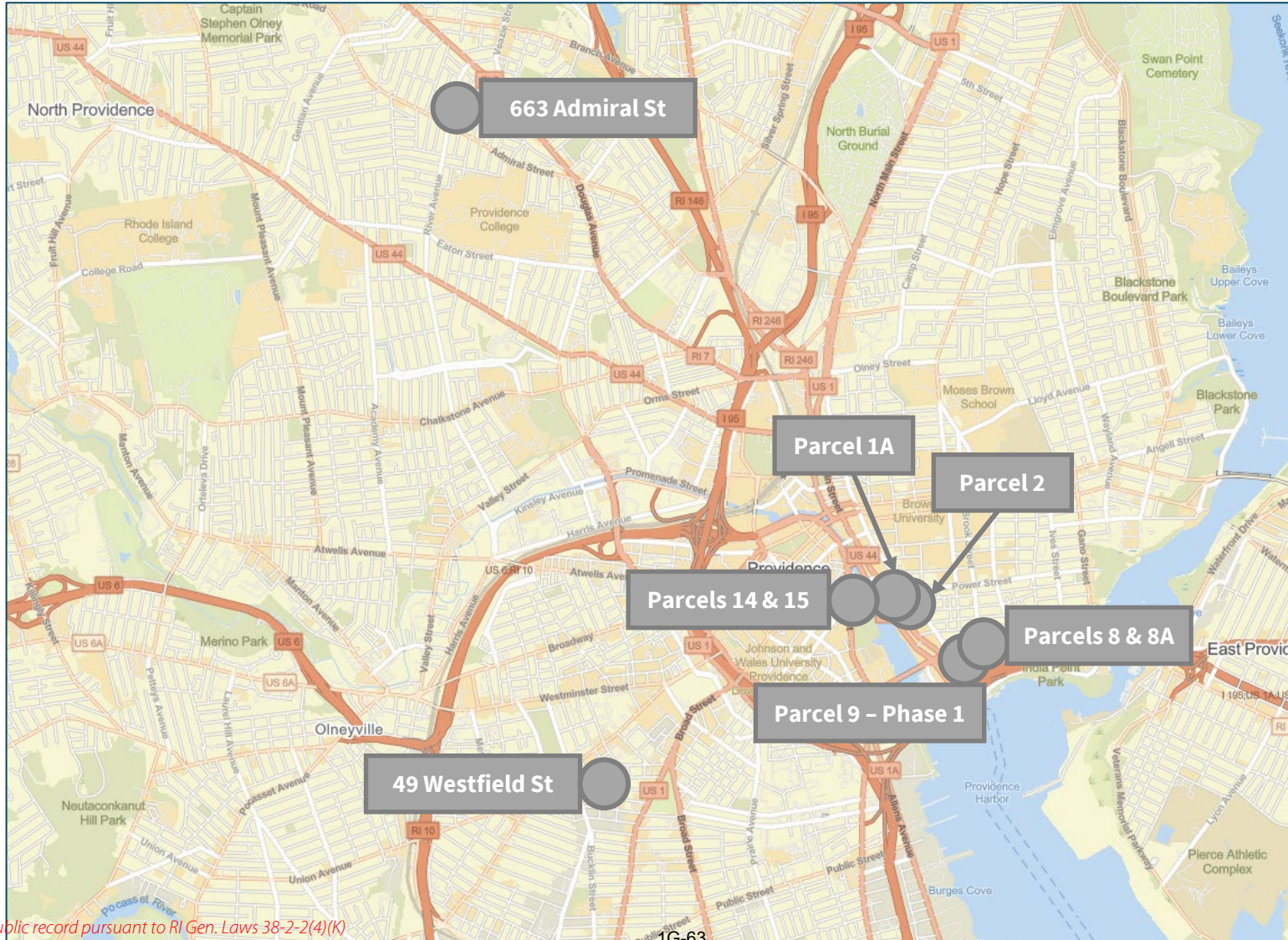
Pipeline | Retail

The current retail pipeline supply specific to the PMA is summarized in the table.

Project Name	Address / Location	Status	SF	Completion	Developer
Parcel 9 - Phase 1	Traverse St & Alves Way	U/C	1,100	Aug-24	Pennrose
49 Westfield St	49 Westfield St	Completed	5,107	2024	K&S Development
Total in 2024			5,107		
Parcels 8 & 8A	Pike St	Proposed	7,000	2026+	D+P Real Estate & Truth Box
Parcel 2	350 S Water St	Proposed	8,300	2026+	Urbanica
Parcels 14 & 15	Dyer St & Dorrance St	Proposed	3,512	2026+	CV Properties
Parcel 1A	365 S Water St	Proposed	3,010	2026+	Brass Rat and Stack + Co
663 Admiral St	663 Admiral St	Proposed	(8,131)	2026+	Citadel Properties and Strive
Total in 2026+			13,691		
Total Pipeline Supply			18,798		

As indicated, there are several small pipeline projects currently planned or under construction at this time (total of 18,798 square feet). Note that the existing space at 663 Admiral Street is proposed to be converted into apartments.

Concentration of Pipeline | Retail



Business Summary

Industry Sectors	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture & Mining	48	0.7%	239	0.2%
Construction	219	3.0%	2,443	1.5%
Manufacturing	246	3.4%	9,819	6.2%
Transportation	125	1.7%	2,275	1.4%
Communication	85	1.2%	1,011	0.6%
Utility	19	0.3%	502	0.3%
Wholesale Trade	184	2.5%	2,448	1.5%
Retail Trade Summary	1,497	20.4%	16,827	10.6%
Home Improvement	38	0.5%	293	0.2%
General Merchandise Stores	46	0.6%	922	0.6%
Food Stores	213	2.9%	2,425	1.5%
Auto Dealers & Gas Stations	101	1.4%	1,924	1.2%
Apparel & Accessory Stores	113	1.5%	1,244	0.8%
Furniture & Home Furnishings	65	0.9%	327	0.2%
Eating & Drinking Places	604	8.2%	7,311	4.6%
Miscellaneous Retail	317	4.3%	2,381	1.5%

Industry Sectors	Businesses		Employees	
	Number	Percent	Number	Percent
Finance, Insurance, Real Estate Summary	684	9.3%	24,371	15.4%
Banks, Savings & Lending Institutions	139	1.9%	18,586	11.7%
Securities Brokers	99	1.3%	977	0.6%
Insurance Carriers & Agents	98	1.3%	2,137	1.3%
Real Estate, Holding, Other Investment Offices	348	4.7%	2,671	1.7%
Services Summary	3,390	46.2%	87,402	55.2%
Hotels & Lodging	30	0.4%	1,532	1.0%
Automotive Services	170	2.3%	787	0.5%
Movies & Amusements	149	2.0%	2,277	1.4%
Health Services	574	7.8%	41,236	26.0%
Legal Services	396	5.4%	3,512	2.2%
Education Institutions & Libraries	278	3.8%	16,919	10.7%
Other Services	1,793	24.4%	21,139	13.3%
Government	233	3.2%	9,785	6.2%
Unclassified Establishments	609	8.3%	1,336	0.8%
Totals	7,339	100.0%	158,458	100.0%

- A total of 7,339 businesses are located within the submarket, with the majority being concentrated in the Services (46.2%) industry group followed by the Retail Trade (20.4%) and Finance, Insurance, and Real Estate (9.3%) industry sectors. Note that a significant number of the existing business fall under the Unclassified Establishments category (8.3%).
- More specifically, the highest percentage of existing businesses are located in the Other Services (24.4%) industry group, which primarily consists of service-oriented businesses, followed by the Eating and Drinking Places (8.2%), Health Services (7.8%), Legal Services (5.4%), and Real Estate, Holding, and Other Investment Offices (4.7%) industry sectors.
- It is noted that there is a minimal inventory of businesses within several retail groups including the Miscellaneous Retail (4.3%), Education Institutions & Libraries (3.8%), Food Stores (2.9%), Automotive Services (2.3%), Movies and Amusement (2.0%), Banks, Savings, & Lending Institutions (1.9%), Apparel & Accessory Stores (1.5%), Auto Dealers & Gas Stations (1.4%), Securities Brokers (1.3%), Insurance Carriers & Agents (1.3%), Furniture & Home Furnishings (0.9%), and General Merchandise Stores (0.6%).

Supply and Demand Conditions | Retail

Industry Group	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor
Motor Vehicle & Parts Dealers	\$337,719,634	\$670,355,146	-\$332,635,512	-33.0
Automobile Dealers	\$286,628,576	\$553,938,719	-\$267,310,143	-31.8
Other Motor Vehicle Dealers	\$25,330,661	\$2,577,940	\$22,752,721	81.5
Auto Parts, Accessories & Tire Stores	\$25,760,397	\$113,838,487	-\$88,078,090	-63.1
Furniture & Home Furnishings Stores	\$76,830,432	\$36,283,136	\$40,547,296	35.8
Furniture Stores	\$32,097,713	\$9,510,857	\$22,586,856	54.3
Home Furnishings Stores	\$44,732,719	\$26,772,279	\$17,960,440	25.1
Electronics & Appliance Stores	\$58,049,949	\$34,331,228	\$23,718,721	25.7
Bldg Materials, Garden Equip. & Supply Stores	\$95,684,305	\$87,612,462	\$8,071,843	4.4
Bldg Material & Supplies Dealers	\$88,705,371	\$87,612,462	\$1,092,909	0.6
Lawn & Garden Equip & Supply Stores	\$6,978,934	\$0	\$6,978,934	100.0
Food & Beverage Stores	\$342,134,071	\$427,470,684	-\$85,336,613	-11.1
Grocery Stores	\$287,097,216	\$375,082,139	-\$87,984,923	-13.3
Specialty Food Stores	\$19,173,344	\$13,067,897	\$6,105,447	18.9
Beer, Wine & Liquor Stores	\$35,863,511	\$39,320,648	-\$3,457,137	-4.6
Health & Personal Care Stores	\$121,562,181	\$176,186,753	-\$54,624,572	-18.3
Gasoline Stations	\$153,906,500	\$109,664,668	\$44,241,832	16.8
Clothing & Clothing Accessories Stores	\$120,840,285	\$246,051,456	-\$125,211,171	-34.1
Clothing Stores	\$89,105,518	\$193,302,614	-\$104,197,096	-36.9
Shoe Stores	\$14,627,189	\$29,387,463	-\$14,760,274	-33.5
Jewelry, Luggage & Leather Goods Stores	\$17,107,578	\$23,361,379	-\$6,253,801	-15.5

Industry Group	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor
Sporting Goods, Hobby, Book & Music Stores	\$57,271,156	\$36,769,451	\$20,501,705	21.8
Sporting Goods/Hobby/Musical Instr Stores	\$48,939,516	\$16,601,840	\$32,337,676	49.3
Book, Periodical & Music Stores	\$8,331,640	\$20,167,611	-\$11,835,971	-41.5
General Merchandise Stores	\$205,239,524	\$139,644,102	\$65,595,422	19.0
Department Stores Excluding Leased Depts.	\$155,775,659	\$120,424,222	\$35,351,437	12.8
Other General Merchandise Stores	\$49,463,865	\$19,219,880	\$30,243,985	44.0
Miscellaneous Store Retailers	\$68,296,004	\$98,079,737	-\$29,783,733	-17.9
Florists	\$2,750,019	\$2,969,828	-\$219,809	-3.8
Office Supplies, Stationery & Gift Stores	\$15,748,186	\$20,915,874	-\$5,167,688	-14.1
Used Merchandise Stores	\$11,995,138	\$20,359,900	-\$8,364,762	-25.9
Other Miscellaneous Store Retailers	\$37,802,661	\$53,834,135	-\$16,031,474	-17.5
Nonstore Retailers	\$20,041,477	\$15,605,546	\$4,435,931	12.4
Electronic Shopping & Mail-Order Houses	\$14,637,028	\$4,302,247	\$10,334,781	54.6
Vending Machine Operators	\$607,619	\$427,345	\$180,274	17.4
Direct Selling Establishments	\$4,796,830	\$10,875,954	-\$6,079,124	-38.8
Food Services & Drinking Places	\$190,828,051	\$326,367,892	-\$135,539,841	-26.2
Special Food Services	\$4,569,317	\$1,338,368	\$3,230,949	54.7
Drinking Places - Alcoholic Beverages	\$6,310,449	\$29,947,287	-\$23,636,838	-65.2
Restaurants/Other Eating Places	\$179,948,285	\$295,082,237	-\$115,133,952	-24.2

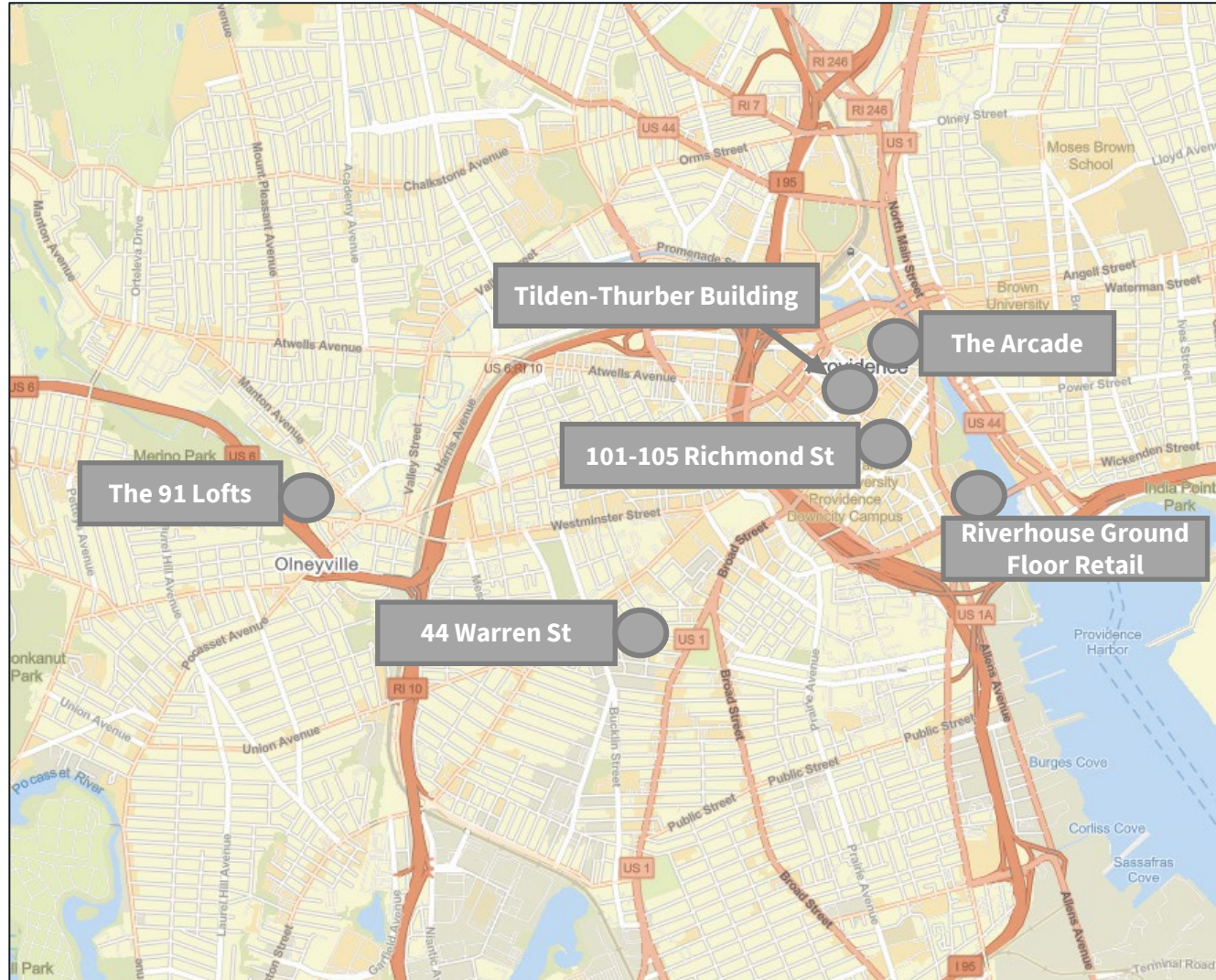
- The Retail Gap shown in the table represents the difference between Retail Potential and Retail Sales. The leakage/surplus factor represents a snapshot of retail opportunity and is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area, while a negative value represents a surplus of retail sales (a market where customers are drawn in from outside the trade area).
- There is indicated to be an opportunity for retail development within a significant number of industry subsectors in the submarket. Most notably, the submarket is undersupplied in the Specialty Food Stores, Sporting Goods/Hobby/Book/Music Stores, General Merchandise Stores, and Special Food Services. This is an indication that residents are having to venture outside of the submarket for these particular goods and services.
- Note that although most restaurant-oriented subsectors are indicated to be oversupplied, this is impacted by the relatively small population residing in the submarket and does not take into account consumers traveling into the area for employment and entertainment. According to Esri, the daytime population within the submarket increases from just over 194,000 people to nearly 239,000 people, which is a driving factor supporting retail and restaurant establishments in the submarket. Additionally, the subject's mixed-use nature will be attractive to retailers as there is built-in demand with the residential and office components of the development.

Summary of Retail Comparables

JLL researched and procured data on several notable retail developments located throughout the PMA and surrounding area.

Element of Comparison	Comparable					
Property Name	101-105 Richmond St	Riverhouse Ground Floor Retail	44 Warren St	The 91 Lofts	Tilden-Thurber Building	The Arcade
Address	101-105 Richmond St	1 Point St	44 Warren St	91 Hartford Ave	292 Westminster St	130 Westminster St
Year Built (Original)	2024	2018	1930	1900/2018	1895	1875/2013
Tenant	For Lease	For-Lease	For Lease	For-Lease	For Lease	For Lease
Total Size (SF)	1,305	2,500	5,107	3,500	18,560	18,002
Suite Size (SF)	1,305	1,500	5,107	3,500	6,000	415
Vacant Space (SF)	1,305	1,500	5,107	3,500	6,000	854
Quoted/In-Place Rental Rates PSF	\$25.00	\$35.00	\$30.00	\$13.68	\$40.00	\$43.37
Expense Reimbursement Basis	MG	NNN	NNN	FS	NNN	MG
Occupancy	0% (Abs.)	40%	0% (Abs.)	0% (Abs.)	68%	95%

Location of Retail Comparables



Conclusions and Recommendations

Multifamily Assessment

Supply and Demand Conditions

- The submarket has historically had strong occupancy figures ranging from 94.4% to 97.4%, with an average of 95.2% over the period examined (2000 through 2023). The PMA experienced an increase in occupancy in 2020 from 95.0% to 95.4% despite the onset of COVID-19. In 2021, the submarket reached a historically high level of 97.4% before returning to more normal levels of 95.9% in 2022. In 2023, the submarket has remained above the historical average at 95.5%.
- An annual average of just 153 units have come online, with absorption keeping pace with completions at a rate of 148 units per year. However, in the recent high delivery years of 2017, 2018, 2020, and 2022 deliveries ranged from 434 to 540 units per year (average of 491 units annually). And during this span, absorption kept pace with completions with totals ranging from 297 to 556 units per year (average of 454 units annually).
- Specific to property level absorption, the reported paces at the newly constructed communities range from 7 to 14 units per month (average of 11 units per month). However, two of the communities noted a slow start to their lease-up period in the midst of COVID-19. Leasing velocity at both properties increased towards the end of their absorption periods. Going forward, a total of 1,942 units are anticipated to come online within the forecast period. With an annual absorption (demand) forecast of 365+/- units, the submarket-wide occupancy is anticipated to remain slightly above historical averages in the mid 95% range.

Comparable Rents

- The market rate comparables indicate average effective rents ranging from \$1,996 to \$4,089 per month, or \$3.43 to \$5.14 per square foot, with an overall average of \$2,881 per month or \$3.87 per square foot.
- The affordable communities utilized as rental comparables indicated stabilized occupancy figures ranging from 97% to 100% and are predominantly achieving maximum allowable rents within their AMI brackets. Considering the subject's proposed design and relative location, we forecast any potential affordable units at the subject (80% AMI and under) would achieve maximum allowable rents as defined by Providence County.

JLL Recommendation

- The selected communities indicate an average unit count of 172 on 1.1 acres. Considering supply and demand conditions and the subject's mixed-use design, a multifamily count of 250+/- units is considered to be optimal.
- Based on JLL's density analysis, a 0.75 to 1.25-acre site would suffice. This size site would also allow for a sizeable footprint for any ground floor retail. The number of stories for the development would ultimately be determined by the final site selection as well as the inclusion of any dedicated office floors in the development.

Office Assessment

Supply and Demand Conditions

- The submarket has historically had an average vacancy level of 7.5% dating back to 2013. During 2020, vacancy levels in the PMA increased from 6.5% to 7.5% with the onset of the novel coronavirus. And since then, the PMA-wide occupancy has steadily increased each year to 8.2%, 8.9%, 9.9%, and 11.1% in 2021, 2022, 2023, and 2024. Class A and B product is reporting even higher vacancy levels, with a current figure of 15.1% and a similar upwards trend since the onset of COVID.
- No new completions have been added to the market in 2024. On average, 64,070 square feet per year have been added to the market over the last eleven complete years. Completions saw a low of 0 square feet in 2018, 2021, and 2023, and experienced a maximum of 217,000 square feet in 2019. Currently, absorption is -211,122 square feet in the most recent period. During the past eleven complete years, absorption averaged -32,608 square feet annually. Over that same time frame, absorption saw a low of -436,993 square feet in 2013 and attained a high of 207,185 square feet in 2016.
- The current inventory of office space in the PMA totals 17,152,262 square feet. With an anticipated demand figure of 16,193,273 square feet in 2028 and pipeline supply of 157,986 square feet anticipated to come online, the market is indicated to be oversupplied by 1,116,975 square feet.

Comparable Rents

- The office comparables identified by JLL indicate averages rates of \$35.00 to \$46.00 per square foot on a gross + electric expense reimbursement basis. Just one comparable has a triple net expense reimbursement basis, which has a marketed rate of \$60.00 per square foot. However, it is important to note that this space is built out for a wet lab which typically commands a premium. Lastly, the lone comparable with a modified gross expense reimbursement structure has a rate of \$40.00 per square foot.

JLL Recommendation

- Vacancy for Class A+B office space is currently at a historical high of 15.1%, and absorption for the PMA as a whole has been negative for five consecutive periods. And as previously mentioned, the market is oversupplied at present and is projected to still be oversupplied in 2028.
- A smaller, multi-tenant office project within the greater transit-oriented mixed-use development would uniquely position the development in the market. This would appeal to a broader range of potential tenants and differentiate itself from the vast majority of the existing inventory. However, if an office portion is constructed it should not take up more than one to two stories within the mixed-use structure and account for a relatively small portion of the overall square footage.

Retail Assessment

Supply and Demand Conditions

- The submarket has historically had an average vacancy level of 3.1% dating back to 2013. During 2020, vacancy levels in the PMA increased from 3.3% to 4.1% with the onset of the novel coronavirus. However, the PMA-wide occupancy quickly rebounded to 2.6% in 2021 before rising to 4.2% in 2022. However, most recently, the average vacancy for the PMA has dropped below historical averages at 2.9% in 2023 and as of year-to-date 2024.
- The most recent data shows 5,107 square feet were added to the market in 2024. On average 19,727 square feet have been added to the market over the last eleven complete years. Completions saw a low of 0 square feet in 2013 and experienced a maximum of 68,495 square feet in 2023. Currently, absorption is 11,945 square feet in the most recent period. During the past eleven complete years, absorption averaged 9,346 square feet annually. Over that same time frame, absorption saw a low of -186,652 square feet in 2022 and attained a high of 215,491 square feet in 2023.
- There is indicated to be an opportunity for retail development within a significant number of industry subsectors in the submarket. Most notably, the submarket is undersupplied in the Specialty Food Stores, Sporting Goods/Hobby/Book/Music Stores, General Merchandise Stores, and Special Food Services. This is an indication that residents are having to venture outside of the submarket for these particular goods and services.

Comparable Rents

- The retail comparables identified by JLL indicate averages rates of \$30.00 to \$40.00 per square foot on a triple net expense reimbursement basis. In comparison, the two comparables with modified gross expense structures have quoted rates of \$25.00 and \$43.37 per square foot. Lastly, the lone full service comparable has a rate of \$13.68 per square foot.

JLL Recommendation

- Although most restaurant-oriented subsectors are indicated to be oversupplied, this is impacted by the relatively small population residing in the submarket and does not take into account consumers traveling into the area for employment and entertainment. According to Esri, the daytime population within the submarket increases from just over 194,000 people to nearly 239,000 people, which is a driving factor supporting retail and restaurant establishments in the submarket. Additionally, the subject's mixed-use nature will be attractive to retailers as there is built-in demand with the residential and office components of the development.
- Based on supply and demand conditions and the anticipated multifamily/office footprint, we recommend a maximum of 20,000 square feet of retail be built. However, an exact recommendation would require further analysis of frontage, visibility, accessibility, etc. once a site is selected.

JLL Recommendation

Based on supply and demand conditions, prevailing densities in the area, rents at the newest product in the market, and the anticipated transit-oriented mixed-use design, JLL's recommendations are shown in the table below.

Product Type	Square Footage	Number of Units	Unit/Suite Sizes (SF)	Rental Rates / Lease Rates (Current)	Rental Rates PSF (Current)	Stabilized Occupancy
Multifamily Rental						
Mid-Rise - Market Rate	225,000	250	450 to 1,250	\$2,500 to \$4,250	\$3.40 to \$5.56	95%
Commercial						
Office/Medical Office	40,000	n.a.	Varies	n.a.	\$50.00 to \$55.00 NNN	90%
Retail/Restaurant	20,000	n.a.	Varies	n.a.	\$35.00 to \$40.00 NNN	100%
Total	285,000	250				

- A 0.75 to 1.25-acre site is considered to be the optimal size to target for a transit-oriented project in Downtown Providence. The total number of stories should range from 6 to 9 stories depending on the number of floors dedicated to office space (if any).
- A multifamily count of 250+/- units, a maximum retail footprint of 20,000 square feet, and maximum office space of 40,000 square feet is considered to be optimal.
- The affordable communities utilized as rental comparables indicate stabilized occupancy figures ranging from 97% to 100% and are predominantly achieving maximum allowable rents within their AMI brackets. JLL believes that the inclusion of affordable units (80% AMI and under) would achieve the maximum allowable rents as defined by Providence County.
- JLL's recommendation results in a total project size of roughly 285,000+/- square feet. This is inline with other transit-oriented mixed-use developments throughout the northeast region of the US and is concluded to be more than reasonable for the Providence market.

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