



**State of Rhode Island  
Department of Administration / Division of Purchases  
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**Solicitation Information  
September 20, 2016**

**ADDENDUM # 6**

**Request for Qualifications (RFQ) # 7550679**

**TITLE: Public Private Partner for Master Planning, Feasibility, Construction  
and Financing of an Intermodal Transportation Center**

**Submission Deadline: Friday October 14, 2016 at 2:00 PM (Local Time)**

**NOTICE:**

- Attached are the questions with responses for all questions received thru August 1, 2016. Any new questions received thru the question extension period of Friday 9/23/2016 at 4 PM, with responses, will be posted as an additional addendum
- With regard to the “Financial Information” requested (page 16 Section 6 of solicitation), it should be noted that audited financial reports should be separately sealed and will only be reviewed by state employees who have the expertise to analyze the reports. These reports will then be resealed and remain confidential. This information will **not be shared** in the event access to public records is requested.

**Tom Bovis  
Interdepartmental Project Manager**

*Interested parties should monitor this website, on a regular basis, for any additional information that may be posted*

## **Responses to Questions submitted by August 1, 2016**

1. *According to the RFQ:*

*“Rhode Island voters passed a major bond referendum in 2014 that makes available \$35 million in bond dollars to launch a transportation initiative; a portion of the bond funding will be available for land acquisition and/or funding for the transportation portion of this development.”*

*How much of the \$35 million will be dedicated to the development of the Providence Intermodal Transportation Center? Of that amount, how much can be allocated to the related residential/retail/office/commercial development?*

**The State of Rhode Island has approval to issue general obligation bonds, refunding bonds, and temporary notes in an amount not to exceed \$35,000,000 to fund enhancements and renovations to mass transit hub infrastructure throughout the State to improve access to multiple intermodal sites, key transportation, healthcare, and other locations.**

**The bonding authority was not specific to projects, meaning all \$35,000,000 could be used for the PITC. However, the bond proceeds may only be used in support of public purposes of a transit hub in the State of Rhode Island, including bus berths, public parking, and retail space of the type typically located in transit hubs.**

2. *Since the walk-through was not mandatory, will the State be issuing an attendee list of all parties involved in formal and informal tours of the project?*

**The following list includes all of the attendees who participated in the non-mandatory pre-bid tours from July 6, 2016, through July 13, 2016:**

**The Boston Development Collaborative - Boston  
Edifice Real Estate Partners – New York  
Pennrose Properties- Boston  
Peregrine Group – Providence  
WSP Parsons Brinkerhoff – New York  
Rogers Partners – New York  
Setant Realty – Boston  
AECOM Engineering – Providence  
Carpionato Properties – Providence**

3. *Please elaborate on and provide any information that had been provided to all parties involved in formal and informal tours of the property.*

**All of the information provided in formal and informal tours of the property is included in the Request for Qualifications # 7550679, including addenda, posted on the website of the Division of Purchasing at [www.purchasing.ri.gov](http://www.purchasing.ri.gov).**

4. *Who will own/operate the PITC?*

**The Project Sponsors anticipate that the State and/or another state governmental authority will ultimately own any governmental use portion of the PITC funded in whole or in part by the \$35,000,000 bond (if the Respondent proposes to include funding from that source). The State is open to other lease and/or ownership relationships for any portion of the Project not funded by the bond proceeds, including any potential state office space.**

**While the State could operate the PITC, the State's preference is for the private partner to operate it at agreed upon levels. The State is interested in entertaining any other ownership structures.**

5. *Will the hired developer be designing/building the PITC or will that happen under the direction of RIDOT/DOA?*

**The successful Respondent will be required to design and construct the PITC pursuant to agreed design and construction standards, with input and oversight from the Project Sponsors pursuant to a construction contract/development agreement to be agreed to by the Project Sponsors and the successful Respondent.**

6. *Who will control entitlements for the site? City, Capital Center Commission, State?*

**The Project generally will require Certificates of Approval from the Capital Center Commission, a public entity created by state law, and Building Permits and Certificates of Occupancy from the City of Providence Department of Inspection and Standards for development on any parcels where there is no State interest within the Capital Center Special Development District. A City of Providence Guide to Permitting is available at [www.providenceri.com](http://www.providenceri.com).**

**The Project generally will require permits from the State Building Code Commission and Certificates of Approval from the Capital Center Commission for development on any**

parcels that are owned by the State within the Capital Center Special Development District. Information about the State Building Code Commission is available at [www.ribcc.ri.gov](http://www.ribcc.ri.gov).

Development on certain parcels will also require permits from the Rhode Island Coastal Resources Management Council, an independent state regulatory agency that oversees preservation, protection, and development of coastal areas. Information about this process is available at [www.crmc.ri.gov](http://www.crmc.ri.gov).

The State Properties Committee approves the acquisition, disposition, lease, or license of real property with the State. Information about this approval process is available at [www.statepropertiescommittee.ri.gov](http://www.statepropertiescommittee.ri.gov).

The State will work with the City of Providence and the Capital Center Commission cooperatively to assist the successful Respondent to obtain any necessary approvals and permits. The State recognizes that ultimately the ownership structure could determine which of the above will be relevant with respect to the regulations that would apply to the development.

7. *What is the anticipated state office space requirement that could be located at the project? (pg. 4, Abstract, paragraph 2)*

The State is in the process of evaluating its office-space needs and has not identified any specific requirements in the downtown area at this time. Respondents may include assumptions in their proposals regarding state office-space usage.

8. *Clarification on air rights over the track. What are the vertical restrictions? (pg. 12, Section II: Development Area, Amtrak)*

Amtrak has a railroad right-of-way through the development area and owns all air rights over the Northeast Corridor from the Providence Train Station north to the Smith Street overpass.

State law requires a minimum clearance of 22' 6" over the tracks; although Amtrak could have different clearance requirements.

9. *How much of the \$35 million state bond will be allocated to the project? If no exact amount, can the State provide initial projection? (pg. 4, Abstract, paragraph 1)*

See response to Question # 1.

10. *MBE/WBE applies to what portion of the project - only portions benefitting from the state bond (or other public) funds or does the State intend to apply this requirement to the entire development project? (pg. 19, Section VI: Evaluation Process and Criteria, MBE/WBE plan)*

**The successful Respondent must recruit and engage Minority Business Enterprises to perform at least 10% of the total dollar value of the Project. Information about this requirement and a directory of MBEs certified in Rhode Island is available at [www.mbe.ri.gov](http://www.mbe.ri.gov) or (401) 574-8670.**

11. *The RFQ reads more like an RFP with the request including development plan, program and financial overview. These activities require significant effort and cost by the development team and project professionals and would typically happen after a team has been shortlisted. Suggestion that this be removed from the criteria and allow selection to happen strictly on qualifications. (pg. 16, Section V: Submission Deliverables, Sections 3, 5, and 6)*

**The requirements of the RFQ were intended simply to demonstrate qualifications. For example, Respondents are asked to provide a master plan to demonstrate their qualifications to produce such a plan. It need not be the one ultimately submitted during the Request for Proposal (RFP) process.**

**The required level of detail needed is not the same level, for example, as would be expected in a RFP. The State's intent is to review the submission as a reflection of the Respondent's capability to provide the applicable services.**

12. *Will the City of Providence be an active participant in the project and review of the responses? (pg. 5, Abstract, paragraph 6).*

**While, the review committee will consist of only State entities, the City of Providence is a key stakeholder and potential regulatory party, depending on the proposals submitted in the response to the RFP.**

13. *Please elaborate on the anticipated schedule – specifically on timing from submittal of responses to shortlisting, subsequent RFP and process and dates associated with that process. Even if conceptual this will allow for more thorough analysis on project viability. (pg. 2, Schedule)*

#### **Proposed Schedule for RFQ Process**

<b>Notification of Interview</b>	<b>October 28, 2016</b>
<b>Committee interviews</b>	<b>October 31 through November 18, 2016</b>
<b>Final notification to qualified firms</b>	<b>December 2, 2016</b>

## Proposed Schedule for RFP Process

Issue Date

December 5, 2016

Due Date

February 3, 2016

14. *How do we access the reference materials (maps, plans, etc.)?*

**The RFQ and all of the maps and plans referenced in the RFQ are available with the Request for Qualifications posted on the Division of Purchases website at [www.purchasing.ri.gov](http://www.purchasing.ri.gov). The City of Providence website provides access to the Tax Assessor's Maps for the City of Providence and information about specific parcels at [www.providenceri.com](http://www.providenceri.com).**

15. *Are quals, only, the requirement for the first submission? The Section 5 deliverables are very detailed and more consistent with a fully detailed "Development Plan". One that is more typical of a second stage RFP to a shortlist of bidders.*

**See Response to Question # 11.**

16. *We are talking to several potential developer clients, who are seeking to understand what is required for a RFQ. Our firm is very excited about the project. Downtown transit/ joint private development project is what we do, around the country.*

**See Response to Question # 11.**

17. *To what extent can or will the controlling state agencies and regulatory authorities allow subordination of the State's fee interests in the designated real property to lenders?*

**The State will entertain any and all proposals for State-owned property.**

18. *In consideration of committing private investment capital to public infrastructure, what are the sources of return on investment to the Application in addition to access of public debt funding, real property tax abatements, investment tax credits and employment-related incentives? Do the additional sources include fee interests in real estate, condominium ownership interests in completed improvements and/or long-term leasehold interests in the subject real estate?*

**The State will entertain any and all proposals for State-owned property.**

19. *What, if any, guarantees (personal or otherwise) are required of the Applicants regarding financing or completion of the proposed plans?*

**Guarantees will be addressed in the RFP.**

20. *Is the subject area a Targeted Employment Area (TEA) by the United States Citizenship and Immigration Services (USCIS) for the purposes of EB-5 financing and; if so, is EB-5 Financing a permitted source of financing for the proposed projects.*

**The development area is located in a Targeted Employment Area.**

21. *Is the Providence local planning and zoning commission the final regulatory arbiter regarding land use, or will a special district commission be established to oversee the design approval process, and determination of any special waivers or zoning variances necessary to implement to the proposed plans?*

**See response to Question # 6.**

22. *Please confirm the use of union trade labor is a pre-condition of any construction work contemplated in the submitted proposals and the applicant's capital cost assumptions?*

**The successful Respondent and its subcontractors must pay their workers at the applicable prevailing wage rates. The Rhode Island Department of Transportation will require a Project Labor Agreement for the project.**

23. *The complete RFQ response outlined in the Solicitation Information; specifically, Section #3: Use & Development Plan, requests we include a detailed master plan, property analysis and development overview; a preliminary phasing plan/project schedule; identify the parcels of land needed; and, conceptual plans/massing diagrams as well as a conceptual plan for integration of transit into the PITC in the final submittal. This is in our experience far more substantive work product than is customary in an assessment of qualifications and more consistent with a submitted proposal in response to an RFP. Please provide more specific information as to the appropriate level of detail that is expected in these required deliverables.*

**See response to Question # 11.**

24. *Please provide information on the delineation of the site on the north side (on Canal Street), specifically where it ends; also any information you can provide regarding the student housing plans for that site.*

**The property to the north of Parcel 6C in the development area (on Canal Street) is owned by a Rhode Island limited liability company that is in the process of obtaining permits for market-rate residential apartments.**

25. *Improvement plans for Exchange Street were discussed in the walk through. Can you provide any available studies that have been completed or information that outline current thinking for these improvements?*

**The State has not undertaken any formal studies of Exchange Street. The Rhode Island Public Transit Authority May 2014 study “Redesigning Downtown Transit: Providence Bus Service Improvement,” included with the RFQ, references the street as a proposed transit emphasis corridor. The draft 2017-2025 State Transportation Improvement Program, available at [www.planning.ri.gov](http://www.planning.ri.gov), includes a pedestrian and transit improvement project along Exchange Street.**

26. *What is the delivery address for the 3 hard copies of the response?*

**The address for delivery of the hard copies of the response to the RFQ is:**

**State of Rhode Island  
Department of Administration  
Division of Purchases, 2nd Floor  
One Capitol Hill  
Providence, RI 02908-5855**

27. *On the page limits specified for Sections 2, 6, 7, 8 – please clarify what “per partner firm” means. Do you refer to the respondent when you say “partner firm?”*

**“Per partner firm” refers to: (1) the Respondent that is comprised of a single legal entity; and (2) each legal entity comprising a Respondent that is a joint venture, partnership, or similar entity. If the respondent is a joint venture, partnership, or similar entity, then the information required for Section 1, Section 2, Section 6, Section 7, and Section 8 of the RFQ response should be provided for each joint venture or partner. See, specifically, Section 1, Item 5.**

28. *Does the Master Planner/Developer have any liability regarding the repayment of the \$35 million bond?*

**No.**

29. *Is there a specific agreement which defines the relationship with the Developer with RIPTA during design, construction and the operation of the PITC.*

**There is no specific agreement at this time. The Rhode Island Public Transit Authority will provide the specifications and performance metrics for its vehicles in the Request for Proposals. The Project Sponsors anticipate that there will be a construction contract with the successful Respondent that defines the rights and obligations of the parties during the**

**design and construction phases of the PITC and a separate management agreement with the successful Respondent that will govern the operation and maintenance of the PITC. The legal documentation may also be one development contract that includes all requirements with respect to the design, construction, operation, and maintenance of the Project, as applicable.**

30. *Is there a cost estimate available for the PITC?*

**No, there is no cost estimate available for the PITC.**

31. *Are you assuming Design/Build?*

**Yes.**

32. *Is the developer granted legal rights to develop specific parcels as a condition of the designation? How would the land disposition process work?*

**At the present time, the State does not control all of the parcels in the development area. The utilization of these parcels will be part of the Project Sponsors' evaluation of proposals during the RFP process. The State owns the Station Park parcel and the parcel designated as Tax Assessor's Plat 19, Lot 123. The owners of the other parcels in the development area may or may not be inclined to sell or lease their parcels to the successful Respondent or the State. If the State determines that the utilization of one or more of these parcels as proposed by the successful Respondent is necessary or desirable for the Project, and discussions with the owners of those parcels have not resulted in mutual agreement, then the State will acquire the necessary and desirable parcels.**

33. *Can commercial/residential development occur in parallel to the construction of the PITC?*

**Yes, commercial and residential development may proceed on a parallel track with the construction of the PITC.**

34. *Are copies of the sign in sheets available for the voluntary site tours for the above referenced project?*

**See response to Question # 2.**

35. *Does RIDOT or another public agency seek to maintain ownership of all or a portion of the Providence Intermodal Transportation Center? If a portion is desired, what portion of the development would be owned by the public agency?*

**See response to Question # 4.**

36. *Do you anticipate any new physical structures or public facilities, or expect to have new facilities built as part of the project? Can you identify these structures?*

**The Project Sponsors anticipate that Respondents will propose new physical structures and/or public facilities as part of the project but have not identified any specific structures and/or facilities except for the PITC. The design proposals for the proposed PITC by Respondents will be an important part of the RFP process.**

37. *Do you anticipate public agencies occupying or leasing any of the transit center facilities, if so can you identify those agencies?*

**See response to Question # 7.**

38. *Has a full real estate analysis be undertaken of the area, including potential uses of the properties? Can that be supplied? What is the anticipated FAR?*

**No real estate analysis has been undertaken by the State. FAR will depend on the proposed use of the property.**