



2015 TIGER Grant Application

QUINCY CENTER INTERMODAL STATION

*Building on Historic Foundations,
Revitalizing a Community*

City of Quincy TIGER Grant Application

FRANK A. TRAMONTOZZI, PE

CITY OF QUINCY

MAYOR'S OFFICE

617-376-1990

framontozzi@quincyma.gov

- ✓ Preliminary engineering and design by 2Q 2016
- ✓ Environmental review complete by 1Q 2016
- ✓ Local matching funds above minimum requirements
- ✓ Public and private support
- ✓ Catalyst for community growth and revitalization

Contents

Project Overview and TIGER Summary2

Selection Criteria and Project Readiness Checklist5

Project Description7

Project Parties15

Grant Funds and Sources.....16

Primary Selection Criteria16

State of Good Repair 16

Economic Competitiveness..... 17

Quality of Life..... 18

Environmental Sustainability..... 21

Safety..... 22

Secondary Criteria22

Partnerships..... 22

Innovation..... 22

Benefit-Cost Analysis.....23

Project Readiness27

Project Schedule 28

Project Support30

Federal Wage Rate Certification.....31



Thomas P. Koch
Mayor

City Hall
Office of the Mayor
Quincy, Massachusetts

June 3, 2015

Honorable Anthony B. Foxx
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: USDOT TIGER VI Discretionary Grant – Quincy Center Intermodal Station

Dear Secretary Foxx:

I am pleased to submit this application for \$20 million in TIGER funding in support of the \$52 million Quincy Center Intermodal Station project – a signature effort to correct existing safety and capacity constraints and to transform the aging station, replacing it with a modern intermodal facility that will serve the City of Quincy and the greater Boston area for decades into the future. As a transportation hub combining subway, commuter rail, and bus services, the station serves nearly 20,000 weekday trips.

In addition to meeting the City's current and future transportation needs, the Quincy Center Intermodal Station will also complete the City's vision for a revitalized Quincy Center which has been developed over many years. Air rights created above and adjacent to the station will make possible the implementation of a Regional Justice Center and a new 100,000 SF office space, including a National Park Service Visitor's Center for the Adams National Park. The City's vision also includes updating of key infrastructure systems, currently under construction, as well as private sector redevelopment of parcels accessible to the station as part of the City's Urban Revitalization and Development Plan (URDP). This revitalized Quincy Center Intermodal Hub will also spur private investment for additional economic development of Quincy Center.

We have assembled a strong team of professionals who are advancing the design, permitting, and approvals that will be necessary to implement this overall vision as well as those required to construct the proposed Intermodal Station. Together with our current partners, the Massachusetts Bay Transportation Authority (MBTA), the Division of Capital Asset Management (DCAMM), the Massachusetts Trial Courts, and the National Park Service, we are intending to add to our team a P3 partner to assist in the funding, construction, and operation of the Air-Rights development.

We believe the Quincy Center Intermodal Station is consistent with the mission of the TIGER program and will achieve not only the program's transportation benefits, but also its economic, quality of life, and sustainability goals. We are truly excited about the benefits this project will bring to the City with the assistance of TIGER funding.

Thank you for the opportunity to apply. If you have any questions, please call me directly,

Very truly yours,

Thomas P. Koch
Mayor

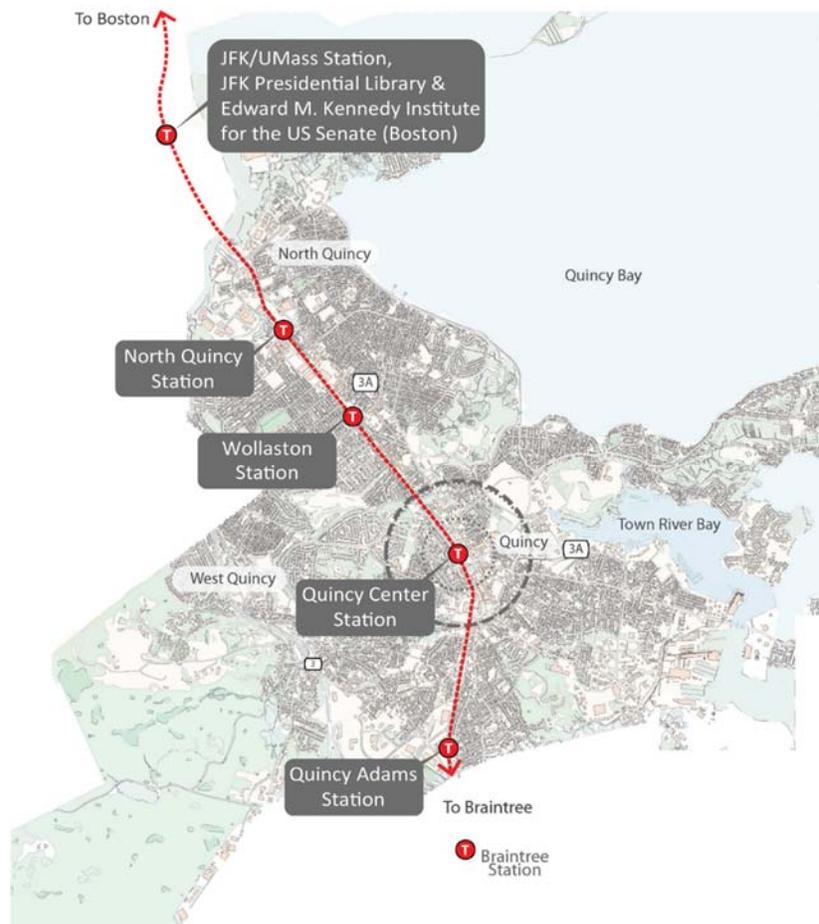
Project Overview and TIGER Summary

As a gateway to the City of Quincy's many historic and cultural landmarks, Quincy Center Station is a vital transportation hub, serving nearly 5.3 million commuter rail and subway passengers and more than 2.8 million bus passengers annually. The Quincy Center Intermodal Station project will advance the development of this multimodal transit center to meet bus and rail transportation needs for future generations. In addition, the project is expected to bring the following benefits to the City of Quincy and the Greater Boston Area:

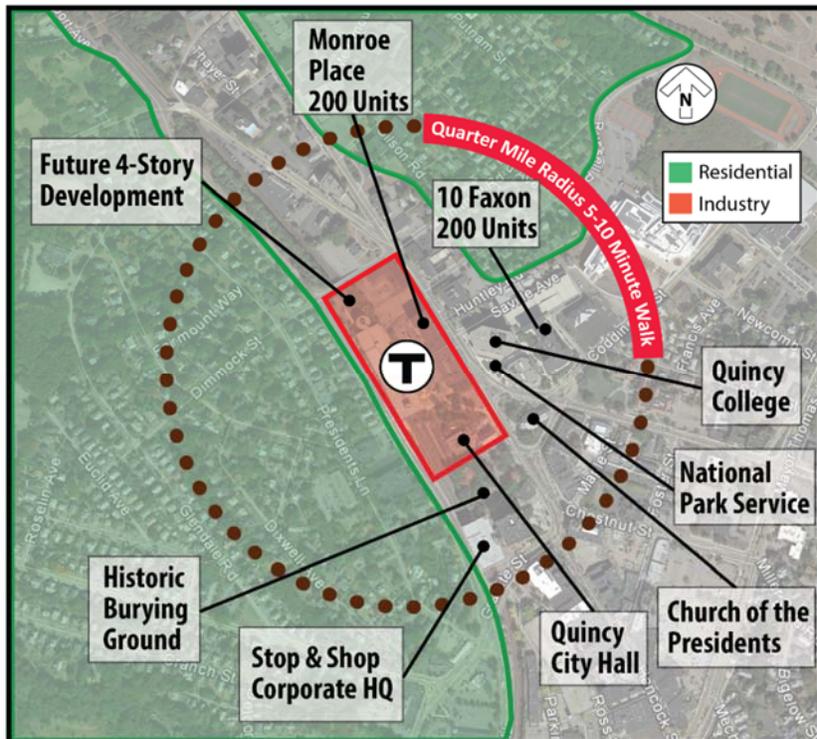
- ▶ Enhanced MBTA bus, subway, and commuter rail connectivity
- ▶ Safe and convenient access to transit for all users
- ▶ Creation of a \$220 million opportunity for air rights development above the station, resulting in a critical increase in economic development potential for Quincy Center
- ▶ Improved station life safety and security systems
- ▶ Enhanced walkable connections to local destinations and major historic sites
- ▶ Creation of jobs and improved access to employment for disadvantaged populations

As the only station in the City of Quincy with commuter rail service, the station connects passengers to the Massachusetts Bay Transportation Authority (MBTA) metro-Boston transit network, and provides access to downtown Boston and regional destinations.

The station and parking facility, built in the 1970s, cannot continue to meet the City's growing need for transit. Operational constraints and safety are increasing challenges, with a lack of capacity resulting in inefficient bus loading/unloading and frequent conflicts between pedestrians, passenger vehicles, and buses. The parking garage is structurally deficient and has



now been closed, forcing travelers to park at remote facilities. This has resulted in a loss of revenue for the MBTA, a significant impact on tourism and economic development opportunities for the City of Quincy, and a serious impact on accessibility for commuters and visitors. The garage's structural deficiencies have also resulted in water from rain and snowmelt flowing down into the station below. The single escalator up from the Red Line platform requires frequent maintenance and repair work to counter the negative impacts of the wet environment. Two fatalities in recent years point to the station's critical deficiency in safety and security.



Quincy Center Station is located in the historic district at the heart of Quincy Center. The station is also within walking distance of major destinations, including City Hall, Adams National Park, the County Courthouse, South Shore YMCA, Quincy College and Quincy High School, and Stop and Shop corporate headquarters.

To address these deficiencies and to rehabilitate the Red Line and Commuter Rail facilities, the City has initiated the planning and design of a new Intermodal Station.

This TIGER grant request for \$20 million, combined with currently committed \$10 million in state funding, will directly support the following Quincy Center Intermodal Station project elements:

- Redevelopment of the Red Line subway station
- Redevelopment of the Old Colony commuter rail station
- Reconfiguration and expansion of the bus station

The result will be seamlessly integrated connections among transit modes. The new and efficient Intermodal Station and parking garage will encourage transit use and increase the number of intermodal trips.

The station improvements funded by the TIGER grant will also result in a \$220 million air rights development opportunity above the station. This will allow for the implementation of a new Regional Justice Center, a parking structure, and an office complex incorporating a new Adams

National Park Visitor’s Center, bringing new permanent jobs to Quincy Center. Adjacent to the Intermodal Center, Quincy Center’s commercial district and Adams National Park would benefit greatly from improved access and activity in the station area.

Finally, the improved Intermodal Center will create a more vibrant and sustainable community by enhancing pedestrian connections to Quincy Center. The project will benefit low income and disadvantaged populations by creating jobs and improving access to employment throughout the metropolitan area.

Project Background and Context

Quincy Center is the core of the City of Quincy, a diverse coastal community of more than 92,000 residents and 27 miles of coast line. The 152-acre Quincy Center District faces the challenges of many older U.S. cities, and has endured residents and businesses moving away from the urban core, resulting in a gradual economic decline.

Yet the City has great strengths, including a rich historic and cultural past, a network of pedestrian-friendly streets, and lively Hancock Street, Quincy’s “Main Street”. In 2006, the City established a Vision Plan, followed by the Urban Revitalization and Development Plan (URDP), in 2007, for development of the downtown area.

To date, \$74.7 million has been invested through the URDP. Redevelopment initiatives currently ongoing include the construction of a new town common – Adams Green, relocated Town Brook, utility infrastructure improvements and a transportation network to support the redevelopment of the area as well as to address the needs of the growing popularity of the Adams National Park. The investment is paying off. Since 2010, the City of Quincy, has seen an increase in population from 90,000 to more than 92,000.

The Quincy Center Intermodal Station project will integrate with these redevelopment efforts, stimulating the local economy and providing much needed transportation connections and accessibility for residents, commuters and visitors.

Overwhelming Community Support

The Quincy Center Intermodal Station Project has received a high level of support from the community. A broad range of key stakeholders have expressed their commitment to the project, including state and local officials, public agencies, private industry and community based organizations. This support across all sectors of the community reflects a shared recognition of the importance of station improvements to the community.

Partnering Opportunities

Many partners have come together to make this project possible – the City of Quincy, Division of Capital Asset Management (DCAMM), MBTA, and National Park Service along with an anticipated P3 development partner - all of whom will have financial investment in the project.

Selection Criteria and Project Readiness Checklist

The Quincy Center Intermodal Station project aligns with all of the Primary and Secondary Selection Criteria and meets all of the measures of Project Readiness:

Selection Criteria

Primary Criteria	State of Good Repair	<ul style="list-style-type: none"> ✓ Improves condition/resilience of transportation infrastructure ✓ Improves future network efficiency and mobility
	Economic Competitiveness	<ul style="list-style-type: none"> ✓ Contributes to long- and medium-term economic competitiveness ✓ Revitalizes the community, preserves jobs and promotes long-term job creation ✓ Improves access to employment centers, education and training ✓ Improves efficiency in movement of workers ✓ Increases connectivity to employment, education, and services ✓ Contributes to community revitalization, particularly for disadvantaged populations
	Quality of Life	<ul style="list-style-type: none"> ✓ Increases transportation choice and access for disadvantaged groups ✓ Supports the Partnership for Sustainable Communities’ “Livability Principles” including creating affordable, convenient transportation choices ✓ Anchors transformative, positive and long-lasting quality of life
	Environmental Sustainability	<ul style="list-style-type: none"> ✓ Promotes sustainable transportation modes ✓ Improves energy efficiency
	Safety	<ul style="list-style-type: none"> ✓ Reduces points of conflict during transfers to decrease the number, frequency and consequences of accidents ✓ Fosters a safe, connected, accessible transportation system for multi-modal movement of goods and people ✓ Improves lighting at the station to improve safety ✓ Provides security cameras
	Innovation	<ul style="list-style-type: none"> ✓ Use of innovative technology, such as Smart Signs & PV panels integral with structure ✓ Innovative use of funding sources and strategies including P3 for project delivery ✓ Innovative design will create “Third generation station”
Secondary Criteria	Partnership	<ul style="list-style-type: none"> ✓ Strong support among broad group of stakeholders, including non-transportation agencies ✓ Public Private Partnership for long-term performance ✓ Robust planning process

Project Readiness

Project Schedule

- ✓ RFQ for P3 – 4th Q of 2015
- ✓ Project scheduled to begin construction 3Q 2017

Environmental

- ✓ MEPA review and permits for downtown development complete; will request Notice of Project Change to include station area
- ✓ Environmental documentation currently in preparation, including a Categorical Exclusion, Section 106 review, and checklist for permits
- ✓ NEPA environmental review is on schedule for completion of Categorical Exclusion by 1Q 2016

Partnerships

- ✓ Strong support expressed by key stakeholders including all levels of government
- ✓ Community support

State and Local Planning

- ✓ Consistent with state and local plans
- ✓ Program approved by EOEEA (MEPA) including Downtown District uses
- ✓ Robust public participation
- ✓ Part of Urban Renewal District in Quincy Center

Technical Capability

- ✓ City's engineering and architectural design team is advancing the design of the new Intermodal Station and Transit Oriented Development (TOD)
- ✓ Conceptual plans are being refined and tested through discussion with diverse stakeholder groups to provide a master plan for a unified, functional and attractive intermodal facility
- ✓ Preliminary engineering designs are underway for the new/rehabilitated MBTA station and parking facility and concept designs for the TOD over the station, subway/rail right-of-way
- ✓ Selection of a private sector partner to participate in a design/build/finance/operate/maintain project delivery with responsibility for building operations and management

Financial Feasibility

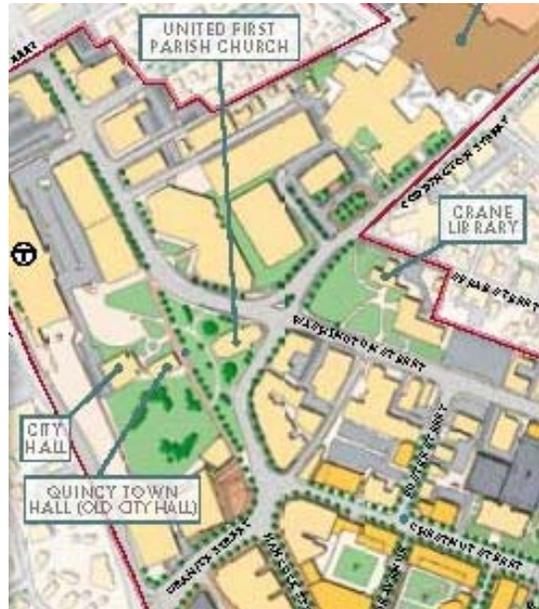
- ✓ Financial plan will be complete with TIGER funding
- ✓ \$10 million in state bond funding committed to station improvements

Project Description

Vision for Quincy Center Redevelopment

The City of Quincy stands at the threshold of a transformation that occurs only once in several generations, enhancing its historic legacy while pointing to a bright future created by a livable community, a strong downtown and redevelopment that mixes the best of the old and new. Several ongoing redevelopment initiatives are being integrated to support the City's vision for the future of Quincy.

The Quincy Center Intermodal Station is the centerpiece of that vision, creating a gateway that enhances connections from Quincy to the MBTA network throughout greater Boston, and making Quincy more accessible to the surrounding areas and the State, as well as to tourists originating within and outside of Massachusetts.

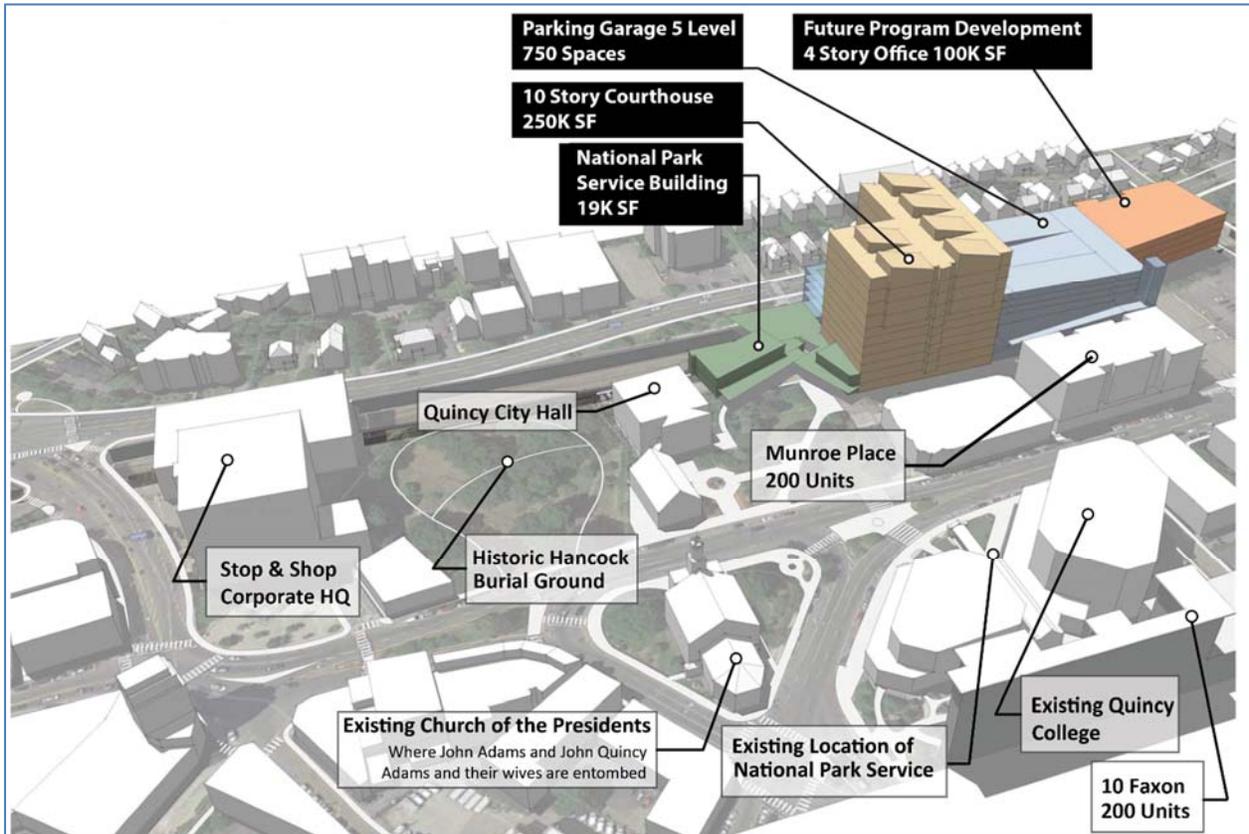


Quincy Center Intermodal Station

The Intermodal Station project will rebuild the MBTA station and 863-space parking facility that serves the Red Line subway, the Old Colony commuter rail, and 15 bus routes that converge on Quincy Center, with a combined total of more than 14,000 trips per day. The redesign will transform the outdated station into a true intermodal center, facilitating access for transit riders, pedestrians, and bicyclists while simultaneously updating electrical/mechanical systems, life safety systems, and security systems.

The transit-oriented development (TOD) air rights opportunity created by the project will allow for the construction of a new Regional Justice Center, 100,000 SF of new office space, and including a new Adams National Park Visitor Center. These facilities will become important destinations, further enhancing the experience of those who work in, live in, or visit Quincy. This TOD provides an unmatched opportunity to create new civic and private development in the heart of the City, bringing thousands of new jobs.





Multiple alternatives have been developed and are being evaluated for the Quincy Center Intermodal Station design. Each alternative illustrates alternative massing for the major elements of the air rights.

Transformation into an Intermodal Station

The new Quincy Center Intermodal Station will serve as a “Gateway” to the City of Quincy. The redesigned station will integrate all modes including subway, commuter rail, an extensive network of bus routes, pedestrian, bicycle, shuttle and taxi service. The station will provide both local and regional transit connections to residents, businesses, tourists and students, including:

- MBTA Red Line subway to the metropolitan Boston area
- Old Colony Line commuter rail connecting Quincy to the South Shore region of Massachusetts
- MBTA Buses connecting Quincy to local streets of South Shore communities

Thousands of commuters, residents, students and tourists will arrive in Quincy through the new Quincy Center Intermodal Station en route to adjacent TOD developments, the downtown commercial area, Adams National Park visitor center and historic sites, neighborhoods, City Hall, Crane Public Library, Quincy College, Quincy High School, and other destinations in the vicinity of the station.

Overview of Quincy Center Intermodal Station Improvements

TIGER funding provides a once in a lifetime opportunity to create a modern Intermodal Station that will meet the community’s needs for transit for future generations.

The new Quincy Center Intermodal Station will reorganize station functions to create an efficient use of space and allow passengers to transfer among travel modes conveniently within a single facility. The existing Red Line MBTA tracks and the commuter rail line will both remain in the same configuration below ground. Above the tracks, a new mezzanine will enable passengers to transfer between trains and buses without exiting the facility. The MBTA bus station will be relocated to the Burgin Parkway level on the east side of the station above the mezzanine level. The MBTA bus traffic will be isolated from the private vehicles and local shuttle service, as private vehicles will have a separate entrance off Burgin Parkway for the kiss-and-ride drop-off and parking garage. The local shuttles will have curbside bays outside of the bus station. The replacement parking structure will be located directly above the bus level. A new station entrance on the northern end will be added during construction, providing a second access/egress to the station.



Quincy Center Redevelopment Initiatives

Urban Revitalization and Development Plan

The City of Quincy is finalizing the third amendment to the URDP originally adopted in 2007, which will encompass Quincy Center Intermodal Station, including the parking garage and bus station. This 62-acre urban renewal area incorporates two key City-owned parcels, the 5 acre Hancock Lot and the 5.3 acre Ross Garage area. The URDP also promotes design principles of the Vision plan, with a more pedestrian friendly environment, including ongoing construction of streetscape improvements, new open space elements, and traffic calming.

Adams Green

A new town common, Adams Green, now under construction adjacent to Quincy Center Station, will create a signature park/community open space and reinforce pedestrian connections from Quincy Center Station to Hancock Street – Quincy Center’s “Main Street” and commercial district, City Hall, and Adams National Park historic sites and Visitor Center, and Quincy Center’s historic district.

First identified in the City’s 2006 Vision and Strategy Framework Plan, Adams Green will reconfigure vehicular and pedestrian patterns to provide a new, cohesive and distinctive public green space, and an attractive connection between the station and the cultural, civic, and historic heart of Quincy.

In addition, Adams Green will maintain and enhance vistas to historic landmarks, including the United First Parish Church and the Thomas Crane Public Library, and will separate vehicular and pedestrian traffic to improve safety.

Adams National Park

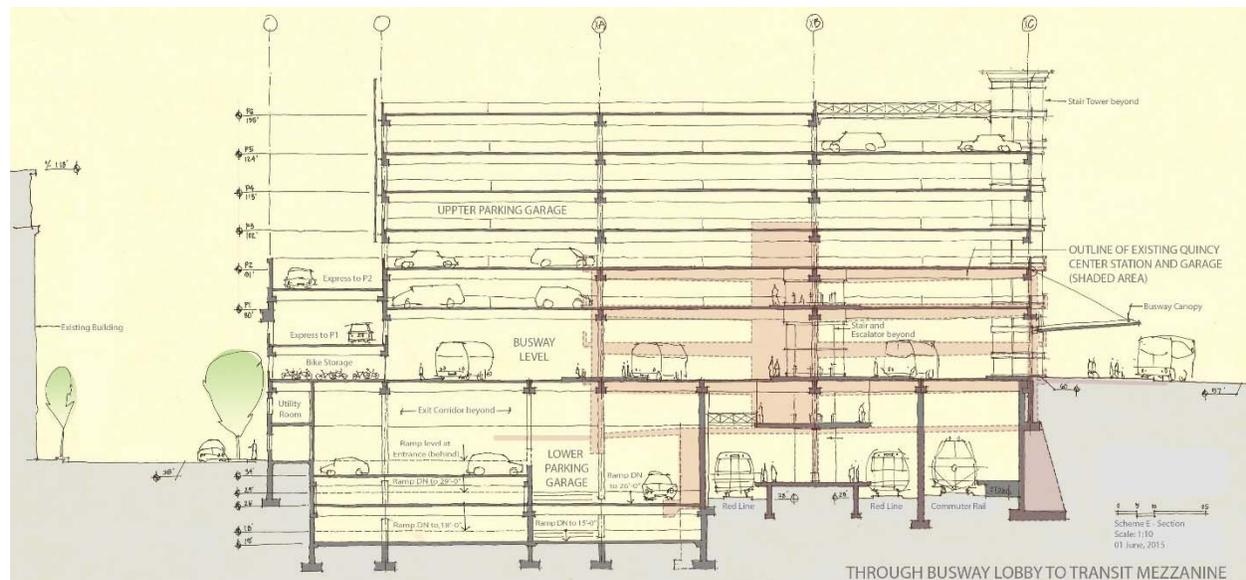
The Adams National Park (Adams NPS), home of President’s John Adams and John Quincy Adams, is a prominent historical national resource located in Quincy Center. The park is open to the public and offers educational programs, special events and tours for visitors, groups and schools. The National Park Service (NPS) operates trolley services connecting the sites on a continuous loop among sites and the Visitor Center, located immediately across from the station. However, tourists exiting the station cannot see the Visitor Center due to development on the station side of Hancock Street.

In recent decades, Adams NPS has experienced dramatic growth in visitation, from approximately 40,000 in 1996 to over 285,500 in 2013. David McCullough’s biography of John Adams and the critically acclaimed HBO special “John Adams” focused national attention on the role of the Adams family in shaping our country’s early history, leading to this growth in visitation. With this surge in public interest, however, “the Park’s supporting infrastructure and transportation system are insufficient and inappropriate to meet current demands” (NPS Existing Conditions Technical Memo).

The City of Quincy has been working with the NPS to:

- ✓ Identify a permanent location for a new Visitor Center in Quincy Center Station
- ✓ Improve transportation linking Adams National Park’s historic sites
- ✓ Integrate planning for the National Park with the redevelopment of Quincy Center





The station design will be fully compliant with all applicable accessibility laws and standards, correcting limitations to accessibility in the existing structure. In addition, the new station will improve the electrical/mechanical systems and life safety systems.

A new parking structure will provide convenient parking at the station, encouraging transit use, reducing travel time, and removing vehicles and congestion from city streets. Fifty percent of the parking structure will be dedicated to the MBTA park-and-ride.

In addition to improving access and egress to the station and parking structure, the new station layout will separate bus circulation and loading/unloading, the passenger drop off area, and taxi stand to reduce conflicts and improve safety.

Within the station, internal pedestrian circulation will be designed with the goal of providing safe, intuitive connections between the station and adjacent residential neighborhoods, City Hall, commercial district, and the future Adams Green. The conceptual design integrates wayfinding to further reinforce pedestrian access.

The station will also provide a connection between the new Adams Green historical area and Burgin Parkway. This will reconnect the residential community again with the civic and historic Quincy Center that the original installation of the Red Line tracks had divided.

Transit Station Redevelopment

The existing Red Line platforms and commuter rail platform currently only have entrances on the south side of the platforms and each only has one operational elevator. The elevator at the commuter rail is open to the weather, which is of particular concern during the winter snow. In addition, the light levels on the section of the platform under the existing station are inadequate.

The new Intermodal Station will provide additional head houses on the north end of the platforms as well as a central access to the Red Line platform from the new bus terminal. The full commuter rail platform will be enclosed, and lighting will be corrected. The new vertical circulation will include elevators, escalators and stairs, meeting fire egress requirements of the NFPA guidelines and the state building code. The renovation to the train platforms will also include updating the life safety systems in order to be code compliant as well. Supplemental ventilation will be provided to both the commuter rail platform and the Red Line platforms.



Bus Station Redevelopment and Access Improvements

The existing station layout funnels all traffic – pedestrians, bicycles, drop-off/pick-up, taxis and buses – to the east side of the station, off Hancock Street. Access to the station and safety at the station are compromised by mixed pedestrian and vehicular traffic and a lack of signage and signals. All pedestrian and vehicular traffic, including vehicles accessing the kiss-and-ride, City Hall parking, delivery vehicles to stores, cross through the MBTA busway and pedestrian crosswalk. The busway on the Hancock Street side has one passing lane and parallel bus parking at the curb. There is no designated layover area for buses. The busway is part of the drive aisle entrance on the north side of the site. Only four buses can park to load/unload at one time within the busway, buses pulling in or out will block the busway access. Buses that stop in the passing lane to pick up more passengers also block the busway. Pedestrians walking to the taxi stand generally cross the busway as it is the shortest route.



Over the life of the station, the number of bus routes has more than doubled without increasing the size of the busway. The MBTA has diverted some routes from the busway to the Burgin Parkway side of the station to reduce congestion. However, since there is no elevator or ramp, passengers needing an accessible entrance are brought around to the busway adding five to 10 minutes to the commute.



Conceptual planning for improvements includes a new bus platform above the track platform within the facility envelope. This will provide travelers with direct access between the bus and transit/commuter rail lines without exiting the facility. Removing the bus platform from the area adjacent to the new Adams Green will provide an opportunity to redevelop this area as an outdoor pedestrian friendly area with cafes and businesses.



Existing Bus Hub



Proposed Bus Hub

The new bus terminal will be configured to accommodate the 15 bus routes currently in operation plus two bays for 60-foot-long high capacity buses. MBTA buses will enter from and exit onto Burgin Parkway, passengers will transfer from bus to train within the station resulting in safer and faster intervals. Buses will no longer need to merge

with taxis and other vehicular traffic in order to exit. All Intermodal Station pedestrian entrances will be accessible.

Taxi services, including Quincy Taxi, Checker Taxi and Yellow Cab, provide hundreds of trips to and from the station daily. Taxis have a designated taxi stand parallel to the busway and share the same egress route from the station as the buses. Along the same egress route, several local private shuttles pick up and drop off. During morning and evening rush hours, apartment/condo communities including Highland at Faxon Woods, High Point Apartments, and Marina Bay shuttle residents to and from the station. Businesses also provide shuttle service for employees and customers. Throughout the day, a number of local hotels and businesses also operate shuttle services from the station, including the Best Western Adams Inn, Marriott Hotel Quincy, and the Quincy Community Care Network. There is no designated drop off/pick up place for shuttle service at the existing station. In the new Intermodal Station, the reorganized drop off/taxi/shuttle service area adjacent to the bus platform will also improve efficiency and reduce conflicts, thereby improving safety.

Currently, the bicycle rack, located on station property across the busway, is inadequate for the number of users. When the rack is full, riders lock up their bicycles to adjacent sign poles and railing. A secure bicycle lock area will be provided in the new Intermodal Station.

Future connections to Quincy Center Station by restored ferry service and bus route between Boston and Squantum Point Park, located at Marina Bay in Quincy on Boston's Outer Harbor, will make the station fully intermodal.

Air Rights Development above Station

A parking garage will replace the obsolete and now-closed parking structure that sits atop the current MBTA station, and is needed to support new commercial and office development. The new parking facility is also expected to reduce the demand for on-street parking.

The reconstruction of the garage as a five-story structure allows the rebuilt Intermodal Station to mass the parking facility above only a portion of the site, and frees up the north – south ends of the site for air rights development. Those newly created air rights are a major economic benefit of this project, creating significant opportunities for commercial development, consolidating regional court facilities and increasing the efficiency of public services, and facilitating downtown redevelopment.

The existing tracks for the Red Line and commuter rail trains are in an existing cut below the grade of adjacent developed areas, as shown in the photo to the right. This creates a perfect opportunity in the Quincy Center area for air rights since the Burgin Parkway grade is 16 feet higher than the east side of the station. The buildings bridging over the tracks will fill in the landscape of the Burgin Parkway neighborhood, providing a barrier to the existing noise from train traffic.



The City of Quincy has secured the air rights over the station and the track areas north and south of the station. The potential opportunity to develop 100,000 SF of office space including a new home for the Adams National Park Visitor Center and a new Regional Justice Center adjacent to the Station is a major benefit of the project.

Regional Justice Center

The City of Quincy, the Executive Office of the Trial Court, and DCAMM are collaboratively exploring the opportunity to plan a modern Regional Justice Center in Quincy Center, resulting in greater efficiency and flexibility for shared use of space and staff resources for the Trial Court. The potential for moving the existing Quincy District Court to Quincy Center will provide another opportunity for development envisioned in Quincy's URDP. This new approximately 250,000 SF facility will bring additional permanent jobs to Quincy Center, either through a private long-term lease arrangement or state capital investment.

Project Parties

Grant Recipient:

The City of Quincy will be the grant recipient and will manage the grant. The City has been designated as the lead redevelopment agency for the Quincy Center Intermodal Station by state legislation: Chapter 79 of the Acts of 2014 of MGL:

“The city of Quincy shall be designated as the principal planning entity for the Quincy Center Station Redevelopment Program. The purpose of the program shall be to plan for the redevelopment of the geographic area encompassing the Quincy Center subway station and, as further defined by the city of Quincy, to improve the economic, social, and transportation needs of the city of Quincy and the region and to enter into a public-private partnership agreement pursuant to section 62-73, inclusive of chapter 6C of the General Laws for this purpose.”

Other Project Parties:

The City of Quincy is working closely with Project Partners, MBTA, DCAMM, and NPS to bring the future vision of Quincy Center to reality:

- **MBTA** – The MBTA is the public operator of the public bus, subway, commuter rail, and ferry routes serving the greater Boston area. As the station owner and public transit provider, the MBTA will provide management of the station and improvements.
- **National Park Service** – The National Park Service manages Adams National Park, and will provide funding for a new Adams National Park Visitor’s Center through capital outlay or lease payments.
- **DCAMM** – DCAMM, within the Executive Office for Administration and Finance (A&F), is responsible for integrated facilities management, major public building construction and real estate services for the Commonwealth of Massachusetts. DCAMM will work closely with the City and the MBTA on the development of the Regional Justice Center on air rights.
- **Executive Office of the Trial Court** – The Executive Office of the Trial Court facilitates communication and enables joint leadership of the Trial Court by the Chief Justice of the Trial Court and the Court Administrator. The office supports judicial policy and education, general counsel, research and planning, intergovernmental relations, specialty court administration, grants management, general administration and communications. Trial Court operations include capital projects, facilities management, fiscal operations, human resources, security, support services, and information services.
- **Public Private Partnership** – Under contract with the City of Quincy, the P3 team will provide capital for design, construction, and maintenance of the facility during the 30 to 35-year term of the contract. The P3 team will do the final design and construction of the facility subject to review of the other parties, and will maintain and operate the facility for the term. The P3 team will release the facility to the City upon completion of the term of the contract.

Grant Funds and Sources

TIGER request – The City’s application for \$20 million will provide funding to assist in the transformation of Quincy Center Station into an intermodal transportation hub, integrating bus, Red Line subway and commuter rail service, and a new parking structure. The TIGER funding will support preliminary and final design and construction of station renovations, reconfiguration of the transit center for bus service, reconstruction of parking at the station, and accommodation for air rights above the intermodal center. The TIGER grant is necessary to complete the funding package.

Cost Sharing – A total of \$10 million in state bond financing is committed for Quincy Center Intermodal Station and TOD improvements, including improvements to the station facility, Red Line subway, bus hub, and parking garage. An additional \$22 million will be provided by the P3 partner in anticipation of future availability payments by the Commonwealth.

Funding Summary

TIGER Request	\$20 million
State Funding	\$10 million
Total Non-Federal Funding (P3)	\$22 million
Total Project Cost	\$52 million

Project	Funding Allocation
Vertical Circulation	\$4 million
Redundant elevators/escalators/stairs for commuter rail, transit, and bus. Additional center connection between bus and transit	
Life Safety & Fire Protection	\$8 million
Updated to current code standards, passenger call buttons, CCTV cameras, police substation. New fire protection to include horns and strobes	
Supplemental Ventilation	\$2 million
Required for additional covered area at grade, additional emergency ventilation fans required under air rights development. Additional ventilation, normal and emergency, required in new station due to air rights development.	
Bus Terminal	\$6 million
New bus terminal with 6 saw-tooth bays inside facility. New waiting areas and LED Smart Signs signage for incoming buses, transit and commuter rail. Illuminated pedestrian paths to avoid passenger conflicts with buses.	
Total TIGER Funding Request	\$20 million

Primary Selection Criteria

State of Good Repair

- ✓ Improves condition/resilience of transportation infrastructure
- ✓ Improves future network efficiency and mobility

The redesign will transform the outdated station into a modern intermodal center, facilitating access for transit riders, park-and-ride commuters, pedestrians, and bicyclists while simultaneously updating electrical/mechanical systems, life safety systems, and security systems. The redesigned station will improve future network efficiency and mobility by promoting efficient transfers among modes within the station, reducing points of conflict between pedestrian and vehicular traffic, and enhancing access/egress between the station and Quincy Center.

Economic Competitiveness

- ✓ Contributes to long and medium term economic competitiveness
- ✓ Revitalizes community and preserves jobs and promotes long term job creation
- ✓ Improves access to employment centers, education and training
- ✓ Improves efficiency in movement of workers and increases connectivity to employment, education and services

With the station as the centerpiece of the development, the project will revitalize Quincy Center, the City's business district, enhancing the City's medium- and long-range competitiveness. A new SF Regional Justice Center and 100k SF office complex including the NPS Visitor's Center on air rights above the station will greatly expand employment in the heart of Quincy.

For a City with concentrations of minority, low income, Limited English Proficiency (LEP), and other disadvantaged populations, the importance of providing ladders of opportunity through reduced travel time, affordability, access to jobs, mobility and reliability cannot be overstated.

The Quincy Center Intermodal Station project will advance Quincy Center's position as a prime location for businesses serving the entire Greater Boston Area and the South Shore region, as well as a destination for shopping, recreation, and tourism.

The station will improve efficiency in the movement of workers to employment throughout the Boston metropolitan area. The project will also improve access to jobs, education and training for low income, minority and other disadvantaged groups in Quincy.

Quincy Center Station already has a high number of multi-modal trips. In particular, approximately 37 percent of riders walk to the station and 45 percent transfer from MBTA bus. Improved bike access and storage at Quincy Center Station, in combination with plans to link the station to a network of bike paths connecting Quincy to 13 surrounding communities, will reinforce access to the station by bike.



With an enrollment of 4,600, Quincy College, located on Hancock Street near the station, is growing from a two-year to a four-year college program and will generate additional jobs and educational opportunities in Quincy Center.

Quincy Center's population continues to grow as new residential development continues within walking distance of the station. Within recent years, 550 units of multi-family housing were built or are under construction within close proximity of the station. With URDP, more than 1,000 additional multi-family units are programmed on key redevelopment parcels over the next decade.

Quincy Center is part of the growing “Life Sciences Corridor” that extends from Somerville-Cambridge-Boston-Quincy-Braintree. The Life Sciences Corridor, home to 450 life science related companies, is connected by the Red Line subway, with stations in each community.



Quality of Life

- ✓ Increases transportation choice and access for disadvantaged groups
- ✓ Supports the Partnership for Sustainable Communities’ “Six Livability Principles” including creating affordable, convenient transportation choices.
- ✓ Anchors transformative, positive and long lasting quality of life changes

The new intermodal center and TOD will increase transportation choice and access for disadvantaged groups. In addition, the station will contribute to positive and lasting quality of life changes by creating an animated urban experience at the ground level and integrate the adjacent Adams Green and historic Quincy Town Hall. The design will contribute to Quincy’s strong sense of place and help



Source: Quincy Downtown Vision, Framework, and Strategy

inject economic vitality into a new Quincy Center. The design will enhance overall access and circulation, connecting vehicles, pedestrians, bicyclists, and buses with minimal conflict. New and existing housing within walking distance of the station will benefit from the station improvements.

The Quincy Center Intermodal Station will make Quincy Center a great place to live, work, recreate and dine, attracting new residents that will create a lively and vibrant downtown.

The new Intermodal Station project achieves several of the Sustainability Principles.

Provide more transportation choices: The Intermodal Station project will increase the attractiveness of public transportation choices, resulting in lower household transportation costs and reduced greenhouse gas emissions, which will promote public health.

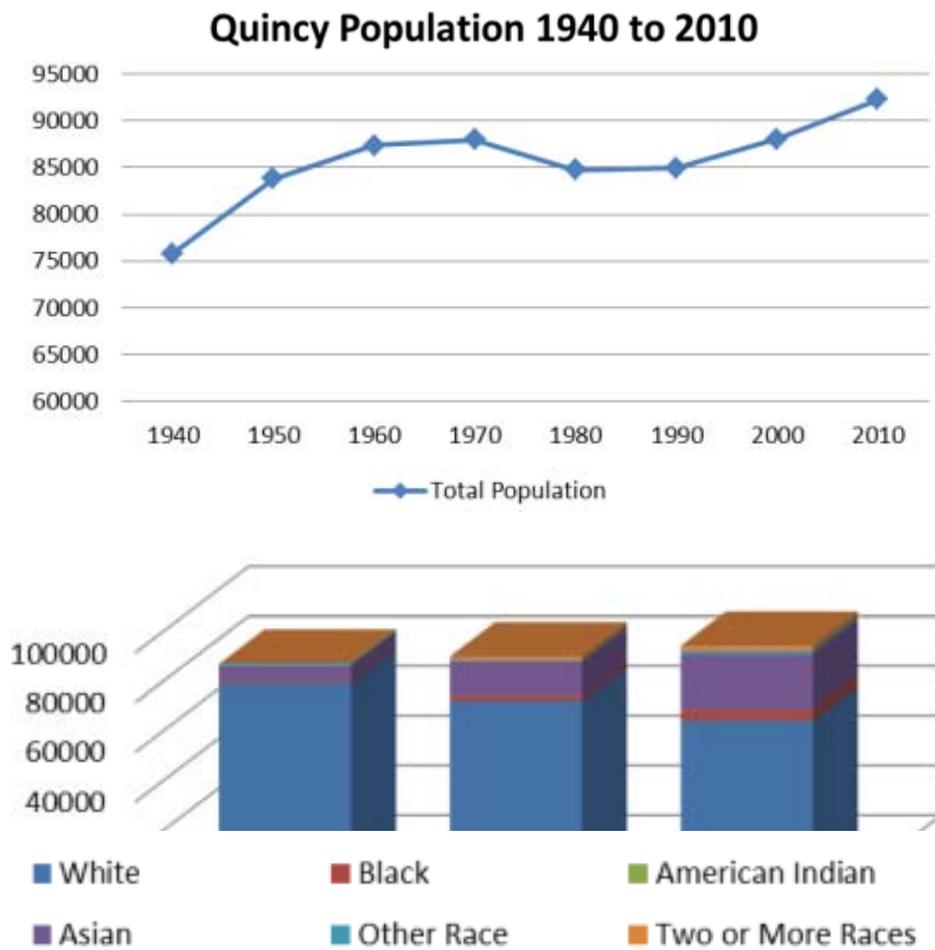
Enhance economic competitiveness: The project will contribute to economic competitiveness by providing reliable and timely access to employment centers, educational opportunities, services as well as expanding access to markets for businesses.

Support existing communities: The Intermodal Station project will support transit-oriented, mixed use development, and redevelopment in Quincy Center, and will promote community revitalization.

Value communities and neighborhoods: The project will enhance the unique characteristics of Quincy Center, reinforcing a healthy, safe, and walkable community.

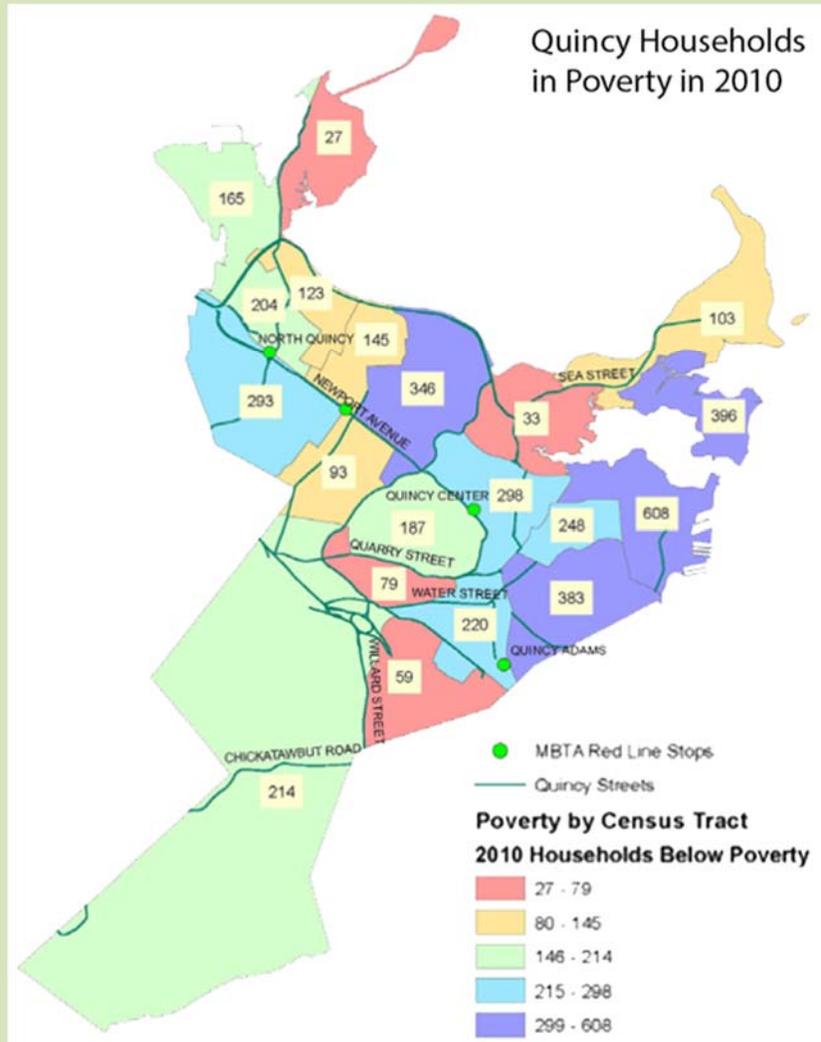
Quincy Demographic Profile

Quincy’s total population grew to 92,271 in 2010, a 9% increase from 1990. From 1990 to 2010, the prevailing demographic trend in Quincy was increased racial diversity. The Asian population continued to grow with 22,174 Asian residents in 2010, or 24% of Quincy’s overall population. Chinese (67%), Asian Indian (13%) and Vietnamese (11%) ancestry are the largest Asian subpopulations. Increases in the Black, Hispanic and Multi-racial populations also contributed to Quincy’s racial diversity.



Household Income

In 2011, Quincy’s estimated median household income was \$60,947 compared to the 2010 state median household income of \$64,509.



Household Income	1990	2000	2011 Estimate	2000-2011 Change
Total households	35,569	38,893	39,965	3%
Less than \$10,000	4,699	2,888	2,407	-17%
\$10,000 to \$14,999	2,211	1,989	2,430	22%
\$15,000 to \$24,999	4,749	4,233	3,629	-14%
\$25,000 to \$34,999	5,625	4,535	3,191	-30%
\$35,000 to \$49,999	7,198	6,829	4,682	-31%
\$50,000 to \$74,999	6,840	8,167	7,417	-9%
\$75,000 to \$99,999	2,636	4,933	5,988	21%
\$100,000 to \$149,999	1,350	3,783	6,362	68%
\$150,000 or more	261	1,536	3,859	151%
Median household income	\$35,858	\$47,121	\$60,947	29%

Environmental Sustainability

- ✓ Promotes sustainable transportation modes
- ✓ Improves energy efficiency

By improving connectivity among modes and access to the station, the redesigned Intermodal Station will make sustainable transportation options far more attractive, encouraging increased transit use and reducing reliance on automobiles. The station improvements will also enhance pedestrian and bicycle access to the station, providing safe bike storage and multiple points of pedestrian access/egress to the station.

Convenient access to the new air rights development will also promote transit use by occupants of the new TOD complex, including courthouse and office workers.

The relocated Adams National Park Visitor Center in the station will also encourage transit use among Park visitors.

The new bus terminal will support CNG efficient buses as well as the existing diesel buses, further enhancing sustainability. The station will also feature many sustainable design elements, including solar panels, LED lighting, EV charging stations, recycled steel, and sustainable landscape design, and may also include geothermal heating,

The City of Quincy has developed a robust set of Sustainability Design Guidelines for the downtown Quincy Center Redevelopment work. The proposed Intermodal Station meets these guidelines starting with reusing existing structure and building over an existing footprint. The new station will have a reduction in energy use through the upgrade of energy efficient equipment, lighting and use of day-light sensors on perimeter lighting. The new station will have a reduction in potable water usage with installation of low-flow fixtures and sustainable landscaping. The design team will review new sustainable design solutions such as rainwater collection and managed stormwater runoff. The material selections shall include materials with recycled content, locally produced, and Low Emitting/Low VOCs. The project will contribute to the Guideline Goals including:

1. Reinforce the existing character of Quincy Center: The façade specification will reflect the existing character.
2. Maximize transportation service and reduce and prevent environmental problems associated with paving: The project will improve transportation service and reduce existing paving.
3. Create a safe and attractive urban environment: The project will correct safety and security concerns in the redesigned station
4. Enhance long-term value and reduce municipal service provision: Use of Photovoltaic Trees on structure roof and reflective roofing materials is part of the program.

Safety

- ✓ Reduces points of conflict during transfers to reduce the number, frequency and consequences of accidents
- ✓ Fosters a safe, connected, accessible transportation system for multi-modal movement of goods and people

High traffic volumes and vehicular speeds create conflicts for pedestrians in the vicinity of the Quincy Center Station and the Hancock Street/Washington Street/Granite Street intersections. Recent data obtained from the Quincy Police Department indicates more than a dozen accidents per year on the streets adjacent to the station, including motor vehicles accidents and accidents involving pedestrians at Dimmock Street, Burgin Parkway/Granite Street. Two recent pedestrian fatalities point to the need to improve safety and traffic flow in and around the station. Regarding security at the station, the existing facility is antiquated and does not meet current design standards of secure public environments.

The new intermodal center will enhance safety by reducing pedestrian and vehicular conflicts and improving security at the station. The new facility will have CCTV cameras throughout, from rooftop parking to the adjacent sidewalks. The MBTA has asked for a new transit police substation co-located within the station which will include an area for the camera hub.

Secondary Criteria

Partnerships

- ✓ Strong support among broad group of stakeholders, including non-transportation agencies
- ✓ Public Private Partnership for long term performance
- ✓ Robust planning process

In addition to the MBTA, DCAMM, and the NPS, the City will work with the Congressional and State Delegation, DHCD, MAPC, Private Developers, Quincy Chamber of Commerce, Downtown Partnership, Quincy College, and Quincy Public Schools on the planning and implementation of the project to achieve shared goals. The **Project Parties** and **Project Support** sections provide additional information on these partnerships.

Innovation

- ✓ Innovative use of funding sources and strategies for project delivery
- ✓ Use of innovative technology

The station improvements will be implemented through a Public/Private Partnership (P3), an innovative contractual arrangement between a public agency and a private sector entity. This

Design-Build-Finance-Maintain model has proven successful for development, delivery and long-term management of essential public infrastructure assets. The initial funding for the project comes from equity partners, in this case including the P3 developer, the MBTA, the City of Quincy, and the FTA. The public partner, the City of Quincy, will begin periodic availability payments at the construction completion thru the term of the contract, currently anticipated to be 30-35 years. This process provides strong incentives for on-budget and on-time delivery, adequate funding for maintenance and lifecycle costs and the public sector client retains full ownership of the asset.

The City has initiated the process of selecting a P3 partner by researching and developing an RFP and by meeting with and introducing the project to members of the P3 industry.

The bus, Red Line and rail platforms will be equipped with signs with up-to-date information on the ETAs of all modes of transportation.

Benefit-Cost Analysis

A benefit-cost analysis (BCA) was conducted for the Quincy Center Intermodal Station Project for submission to the U.S. Department of Transportation (U.S. DOT) as a requirement of a discretionary grant application for the TIGER VIII program. The analysis was conducted in accordance with the benefit-cost methodology as recommended by the U.S. DOT in the Guide to Preparing Benefit-Cost Analyses for TIGER Grants¹ and the Notice of Funding Availability (80 FR 18283).

This benefit cost analysis was done using PRISMTM, a benefit cost analysis tool that uses a methodology consistent with the most recent guidelines developed by USDOT. The tool determined benefits according to the following five categories: State of Good Repair; Economic Competitiveness; Livability; Sustainability; and Safety. Economic values in PRISM have been update to reflect current TIGER guidelines, as well as current information and research. The analysis was conducted through 2048, which is 30 years after the scheduled 2018 completion of the project's main construction phase.

The analysis shows a benefit-cost ratio that exceeds 1.0, meaning the project returns economic benefits that exceed project costs over the life of the investment. In the case of the Quincy Center Intermodal Station, the project will also generate significant economic development impacts for the City and region, particularly its ability to stimulate further downtown redevelopment and to make public sector services operate much more efficiently. These benefits are difficult to forecast, and have been incorporated into the BCA, but very conservative assumptions have been made

¹ TIGER 2015 NOFA: Benefit-Cost Analysis Guidance, Updated March 27, 2015; <http://www.dot.gov/tiger/guidance>

about the project's overall ability to help reinforce downtown regeneration. These benefits are only partly captured by the BCA.

As explained in the Overview, the TIGER grant request for \$20 million will be combined with \$10 million in state funding, in order to support redevelopment of the Quincy Center transit station and reconfigure and expand the bus station, seamlessly integrating connections among transit modes. The transit improvements funded by the TIGER Grant will also support the creation of air development rights above the station.

When built, the project will provide many benefits to passengers of buses, the Red Line, and commuter rail, pedestrians, and for the efforts to redevelop Quincy Center. The project overall furthers the redevelopment of Quincy Center, a major ongoing urban development initiative which takes full advantage of the historical significance of Quincy and its rich heritage of historical attractions. While there are other benefits to the project, the following categories of *quantifiable* benefits have been included in this Benefit Cost Analysis:

- **Economic competitiveness**
 - Travel time savings and reduction of delays for users of MBTA bus routes into and out of Quincy Center Station.
 - Travel time savings and faster access into and out of the train station for users of MBTA Red Line and commuter rail
- **Sustainability/mobility**
 - Improved amenities for passengers and other people using the Quincy Center station
- **Safety**
 - Improved safety and reduced accidents for pedestrians in and around the bus station
- **Energy**
 - Reduced energy costs in the operations and maintenance of the station and the court facilities
- **Livability**
 - The creation of air development rights over the station and tracks (after the removal of the structurally deficient parking garage), which will allow for major development such as the proposed implementation of a new Regional Justice Center and an office complex, which is planned to incorporate a new Adams National Park Visitors' Center.
 - Support of the overall redevelopment of Quincy Center, playing a role in the Urban Revitalization and Development Plan and increasing property values

One of the largest categories of benefits (in terms of net present value) is the creation of the air development rights. After removing the existing obsolete parking garage, the building of a new bus station and a rehabilitated train station will foster the development of air rights over the station and a portion of the tracks. This redesign enables the air rights to be used for transit oriented

development (TOD) such as the proposed courthouse and office building. The TOD can be valued similar to prime commercially zoned sites for Quincy Center.

Results in Brief

The benefit-cost analysis converts potential gains (benefits) and losses (costs) from the project into monetary units and compares them. The following common benefit-cost evaluation measures are included in this BCA.

- **Net Present Value (NPV):** NPV compares the net benefits (benefits minus costs) after being discounted to present values using the real discount rate assumption. The NPV provides a perspective on the overall dollar magnitude of cash flows over time in today’s dollar terms.
- **Benefit Cost (B/C) Ratio:** The evaluation also estimates the benefit-cost ratio; the present value of incremental benefits is divided by the present value of incremental costs to yield the benefit-cost ratio. The B/C ratio expresses the relation of discounted benefits to discounted costs as a measure of the extent to which a project’s benefits either exceed or fall short of their associated costs.

There were two alternative computations conducted for this analysis, using a 7.0 percent discount rate, and an alternative using a 3.0 percent discount rate, as prescribed by the U.S. DOT. For the 7 percent discount rate, the proposed infrastructure investments yield a net present value of \$15.7 million, and a benefit-cost ratio of 1.38. At a 3 percent discount rate, the proposed infrastructure investments yield a net present value of \$37.1 million, and a benefit- cost ratio of 1.79.

The table below presents the evaluation results for the two cases. All benefits and costs were estimated in constant 2014 dollars over an operating evaluation period extending 30 years. The base year for discounting is 2015 but economic values (e.g., the values of time, emissions savings, VOCs, project costs, etc) are in 2014 dollars, as full year data for 2015 are not available, and forecasting to 2015 was considered uncertain.

Benefit Cost Analysis Summary Results

Scenario	Net Present Value (2014 \$ millions disc.)	Benefit Cost Ratio
Case A (7 percent discount rate)	\$15.7	1.38
Case B (3 percent discount rate)	\$37.1	1.79

Benefits by Category

Benefits have been estimated in the categories listed below. The estimated values have been entered into Parsons Brinckerhoff's PRISM model, which has been used successfully for many previous TIGER grant applications. The PRISM model is used to estimate benefit and cost streams over time, and for discounting to present value to arrive at the benefit-cost ratio.

The table below outlines the changes in some of the categories of benefits that were included in the analysis of the Quincy Center MBTA and Intermodal Facility over the entire 30-year analysis period.

Project Impacts for Quincy Center Intermodal Station, Cumulative 2017-2048

Category	Quantity
Reduced bus passenger hours of delay (PHD)	180,500 ▼
Reduced rail passenger/customer passenger hours of delay for access into and out of the train station (PHD)	2.02 million ▼
Improved amenities in the station (value)	\$13.5 million ▲
Safety improvements – reduced deaths (fatalities)	3 ▼
Safety improvements – reduced accidents (injuries)	3 ▼
Reduced energy costs (\$)	\$165,500 ▼
Creation of air development rights (\$ value)	\$26.5 million ▲
Increase in economic/property values (\$)	\$18.7 million ▲

Source: Parsons Brinckerhoff, 2015

Over the 30-year analysis period, there are \$57.0 million in benefits at a 7% discount rate, in 2014 dollars and \$84.2 million in benefits at a 3% discount rate in 2014 dollars.

Costs over Time

Costs used in the benefit cost analysis include capital construction; and annual operations and maintenance costs. Capital investments (\$52.1 million) were assumed to begin in 2017 and conclude by the end of 2018. These capital costs translate to \$41.3 million when discounted at 7 percent and \$47.1 million when discounted at 3 percent.

The Benefit-Cost Analysis report for this grant application is posted on the City of Quincy's website: <http://www.quincyma.gov/Government/PLANNING/PlanningDocuments.cfm>.

Project Readiness

Technical Feasibility

- ✓ The City's engineering and architectural design team is advancing the design of the new Intermodal Station and TOD
- ✓ Conceptual plans are being refined and tested through discussion with diverse stakeholder groups to provide a master plan for a unified, functional and attractive intermodal facility
- ✓ Preliminary engineering designs are underway for the new/rehabilitated MBTA station and parking facility and concept designs for TOD over the station, subway/rail ROW
- ✓ Selection of a private sector partner to participate in a design/build/finance/operate/maintain project delivery with responsibility for operations and management

Development of preliminary engineering designs for the new/rehabilitated station and parking facility is progressing with the development and evaluation of alternatives. At the same time, conceptual design and layouts for the TOD above the station, subway/rail right of way and adjacent parcels is also advancing. Environmental review documentation is also being prepared. The City and design team are actively coordinating with Project Partners, the MBTA, DCAMM, and NPS as well as ongoing and planned projects in the vicinity of the station.

The City of Quincy is experienced in administering federal grants and delivering major capital projects and has successfully managed federal grant programs for over 40 years. Quincy is a U.S. Department of HUD entitlement community and has managed over \$75 million in Community Development Block Grant funding since 1975, as well as HOME Investment Partnerships Program and the Emergency Shelter Grant programs funded by HUD.

The City is seeking a nationally known P3 partner with the expertise required for this project.

Financial Feasibility

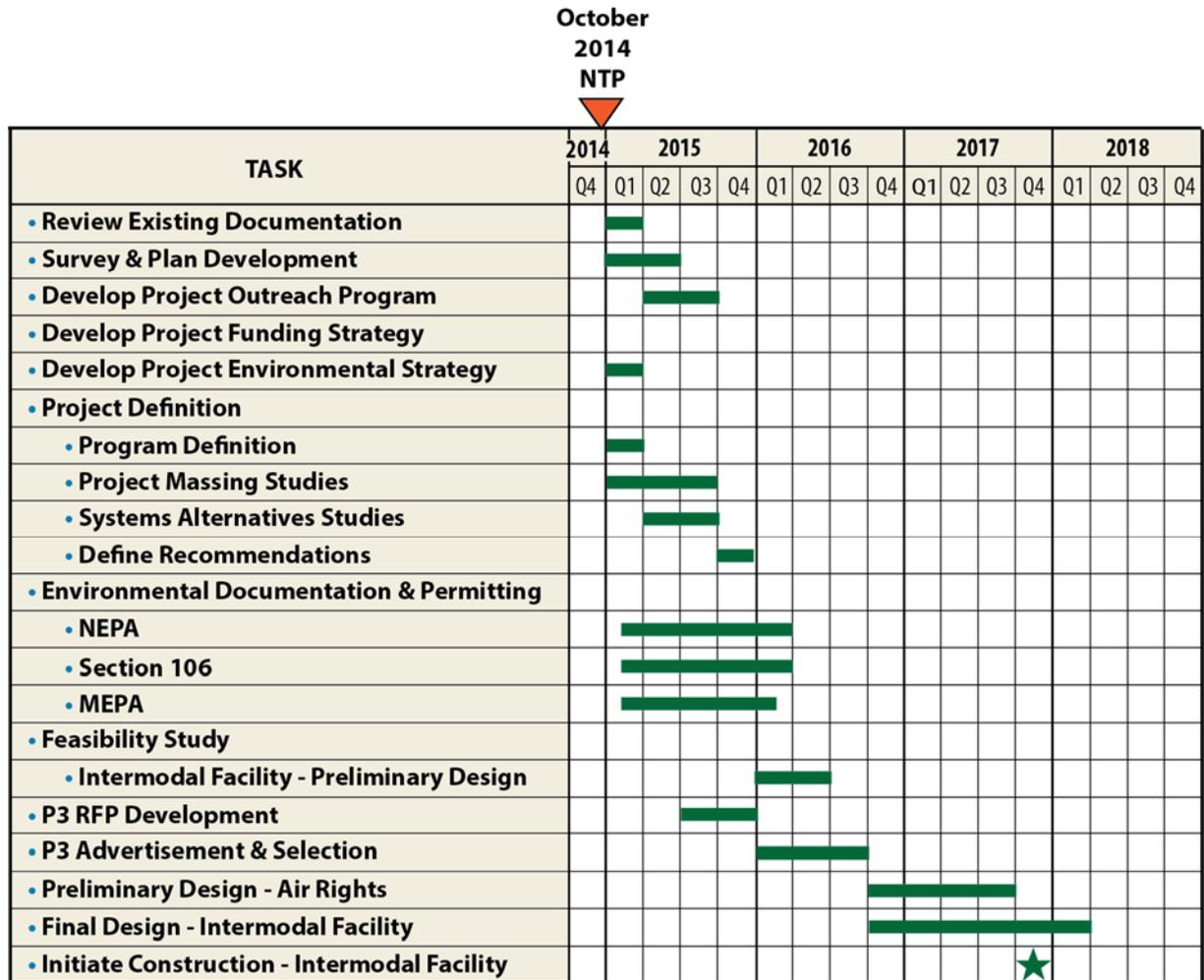
- ✓ Financial plan will be complete with TIGER funding
- ✓ \$10 million in state bond funding committed to station improvements

State bond financing is providing a 50% match (\$10 million) to the TIGER grant request to complete the financial plan. TIGER funds are necessary to complete the funding required for station improvements. An additional \$22 million will come from P3 capital investment in anticipation of future availability payments from the end user.

Project Schedule

- ✓ RFQ for P3 – 4Q 2015
- ✓ Project scheduled to begin construction in 3Q 2017

Preliminary design and the environmental process are on schedule for completion by mid-2016. The City will move forward with a P3 for the station improvements in early 2016 and has already held extensive discussions involving P3 arrangements.



Note: Time frames shown include client reviews and resolution of comments. It is assumed that design will proceed during review periods.

NEPA

A Categorical Exclusion, cultural and historical resources review, and checklist for permits are currently in preparation. The NEPA/MEPA process is on schedule to be completed by the 1Q 2016. The City’s consulting team, led by Parsons Brinckerhoff, is under contract to complete environmental review documentation. The City will meet with the FTA on the class of action to confirm that a Categorical Exclusion is appropriate. The current project schedule anticipates

completion of the Draft CatEx in November, the Final CatEx in January/February, and receipt of FTA approval in February/March. The City also anticipates completing the Draft ENF in October 2015, the Final ENF in mid-December and receipt of the MEPA certificate in late January/February.

A cultural resources assessment by the Public Archaeology Laboratory, Inc (PAL) was completed in May 2015. The Technical Memorandum identifies the Area of Potential Effect (APE) as the station itself and the surrounding indirect impact area, defined as a 600-foot radius around the station footprint. The cultural assessment concluded that the station is not recommended eligible for listing on the National Register. Indirect impacts to historic properties near the station are anticipated to be caused by modifications to their current visual setting. PAL recommends consultation with the Mass Historic Commission and local historic commission to avoid, minimize and mitigate impacts to historic properties. Based on the archaeological sensitivity assessment results, previous ground disturbance are expected to have severely compromised the potential for meaningful archaeological contexts and PAL recommended no further archaeological investigation.

Planning Approvals

The Quincy Center Intermodal Station project is consistent with the goals and strategies of State, local and metropolitan plans and builds on the recommendations of these efforts. Within the community, the concepts and framework for improving transportation infrastructure to revitalize the downtown evolved over many years of planning and civic engagement.

- In 1996, after decades lacking significant private investment, the City released the “Quincy Center Action Plan”, which listed a series of goals to re-establish the commercial area in Quincy Center.
- The Quincy Center District Design guidelines, issued in 2005, establish standards to preserve the district’s historic heritage, encourage economic revitalization, and foster design that expresses the district’s unique character.
- In 2006, the “Quincy Downtown Vision, Framework and Strategy” proposed several similar strategies, including improving transportation and parking infrastructure, marketing Quincy’s historical and cultural amenities, supporting redevelopment opportunities, and enhancing Quincy’s gateways.
- The Quincy Center Intermodal Station project is also consistent with the Metropolitan Area Planning Council (MAPC) MetroFuture Long Range Plan for the metro-Boston area. The MetroFuture plan establishes a vision for Eastern Massachusetts region through 2030.

The City is finalizing the third amendment to the Quincy Center URDP encompassing the station. The 62-acre urban renewal area would acquire designated parcels necessary to stimulate private development. The URDP also promotes design principles of the Vision plan, including a more

pedestrian friendly environment, streetscape improvements and new open space elements, and traffic calming.

Legislative Approvals:

N/A

Project Risks and Mitigation Strategies

Coordination will be conducted with the Mass Historic Commission and local historic commission to avoid, minimize and mitigate impacts to historic properties.

Project Support

The Quincy Center Intermodal Station project has received overwhelming support from the community. Letters of support have been received from a broad range of key stakeholders, including state and local officials, public agencies, private industry and community based organizations. This broad base of support, across all sectors of the community, reflects a shared recognition of the importance of station improvements. Letters of support are included in the attachment and can also be viewed at the following link:

<http://www.quincyma.gov/Government/PLANNING/PlanningDocuments.cfm>

Federal Wage Rate Certification



Thomas P. Koch
Mayor

City Hall
Office of the Mayor
Quincy, Massachusetts

June 3, 2015

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

**Re: USDOT 2015 TIGER Discretionary Grant – Quincy Intermodal Transportation Center
Project – Wage Rate Certification**

Dear Secretary Foxx:

If awarded a 2015-TIGER Grant, The City of Quincy Massachusetts will comply with the Federal Wage Rate Certification requirements of subchapter IV of Chapter 31 of title 40, United States Code, as required by the FY 2015 Appropriations Act.

Sincerely,

Mayor Thomas P. Koch