

United States Senate

WASHINGTON, DC 20510

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 TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Secretary Foxx:

We are writing to you today in strong support of the City of Quincy's application for a US DOT TIGER grant to fund a major rehabilitation of the Quincy Center Transit Station. The current infrastructure is over forty years old. As the City of Quincy continues its revitalization and redevelopment of the downtown area, it is critical that this hub of transportation be renovated to adequately and safely serve its purpose as a major access point between Quincy, the South Shore, and Greater Boston.

Quincy Center is a historical, economic, and transportation hub. Within walking distance of the Quincy Center Station you will find both the homes and resting places of two former U.S. Presidents. The transformation of Quincy Center Station plays a geographic and economic role in the success of the downtown redevelopment project, with the goal of making Quincy the most livable community it can be. The MBTA Station and its parking garage are aged and unable to efficiently handle the current volume of daily transportation traffic. The station connects the Quincy community with the MBTA's Red Line subway, commuter rail, and bus network. The transformation of the station into an intermodal center will facilitate safer access for transit rider, pedestrians, and bicyclists.

We applaud the City of Quincy for their dedicated efforts to revitalize Quincy Center and to reinvigorate its status as the economic and social hub south of Boston. We hope that you will give your full and fair consideration to the City of Quincy's application. Thank you for your attention to this request.

Sincerely,



Elizabeth Warren
United States Senator



Edward J. Markey
United States Senator

STEPHEN F. LYNCH
8TH DISTRICT, MASSACHUSETTS

Congress of the United States
House of Representatives
Washington, DC 20515-2109

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEE ON CAPITAL MARKETS AND
GOVERNMENT SPONSORED ENTERPRISES
SUBCOMMITTEE ON FINANCIAL INSTITUTIONS
AND CONSUMER CREDIT

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM
RANKING MEMBER, SUBCOMMITTEE ON
NATIONAL SECURITY
SUBCOMMITTEE ON GOVERNMENT OPERATIONS

ASSISTANT DEMOCRATIC WHIP

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SUITE 200
BROCKTON, MA 02301
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508-680-4692 FAX

1245 HANCOCK STREET
SUITE 16
QUINCY, MA 02169
617-657-6300
617-773-0995 FAX

LYNCH.HOUSE.GOV

June 1, 2015

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

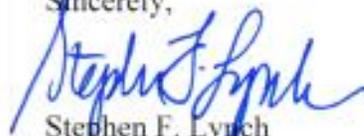
Dear Secretary Foxx:

I am writing in strong support of the City of Quincy's application for federal TIGER funding for improvements to the Quincy Center Intermodal Transportation Project. TIGER funds will be used to transform a decaying urban subway station into a modern, intermodal transportation center that will serve as an important element of the revitalization of downtown Quincy.

This new Intermodal Transportation Center will connect the Quincy community to the Massachusetts Bay Transportation Authority's (MBTA) metro-Boston Red Line subway, commuter rail and bus network and linkage to ferry and the National Park Service shuttle buses. The renovated station will not only improve the safety and reliability of public transportation but will also spur significant private and non-federal investment in the city center. The project is located within walking distance of the Quincy Center's commercial district, Quincy College, the Adams National Park, City Hall, the new Adams Green Park, and planned residential and commercial development. It is anticipated that a more functional subway station will not only attract additional riders to public transportation, thereby reducing congestion and energy consumption, but will also enhance access to employment and educational opportunities for the residents of Quincy as well as the entire South Shore Region.

I fully support the City's redevelopment plans and I am proud to lend my strong endorsement for this TIGER grant application and urge your support.

Sincerely,



Stephen F. Lynch
Member of Congress



United States Department of the Interior

NATIONAL PARK SERVICE
Adams National Historical Park
135 Adams Street
Quincy, MA 02169
(617) 773-1177

May 20, 2015

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

Re: USDOT 2015 TIGER Discretionary Grant – Quincy Center Intermodal

Dear Secretary Foxx:

The Adams National Historical Park (Adams NHP) strongly supports the City of Quincy's application for TIGER funding improvements to Quincy Center Station, and reaffirms the City of Quincy's ongoing plans to revitalize its downtown and to assist the National Park Service in enhancing the visitor services at the Adams NHP.

Adams National Historical Park was created to protect and interpret the contributions of Presidents John Adams and John Quincy Adams and their families. The park, established in 1946 will celebrate the NPS Centennial in 2016 and its 70th Anniversary under the management of NPS in December 2016. Adams NHP now controls several historic properties and manages a Visitor Center in downtown Quincy.

Quincy Center Station is the vital transportation hub in the city center and connects the Quincy community to the MBTA's metro-Boston Red Line subway, commuter rail and bus network. Improvements to the station and parking garage, built in the 1970s, are necessary to meet today's demand for travel to and from Quincy for work and school as well as Quincy's historic Adams National Historical Park. By integrating bus/subway/commuter rail components, the planned improvements will transform the station into a true intermodal center, while improving safety and access. The attractive and more functional station will attract additional riders to public transportation, reducing congestion and energy consumption. Adams NHP encourages visitors to use public transportation and take the NPS trolley bus once they arrive. Some 100,000 visitors are served by alternative transportation and we anticipate that number to grow.

The renovated station will not only improve the safety and reliability of public transportation but will also spur economic development and revitalize the city center. Located within walking distance of the station, Quincy Center's commercial district, Quincy College, City Hall, MassDOT's new Adams Green, and planned residential and commercial development will all benefit from improved access to public transit. The value of this project extends beyond Quincy and the transportation and economic benefits will impact the entire Boston metropolitan area. The station improvements are highly consistent with the mission and objectives of the TIGER program. The project will promote new development in Quincy Center and help to build the economic base. The transportation improvements at the station will enhance access and contribute to a revitalized Quincy center, enhancing the quality of life for residents, visitors, and workers.

Adams NHP has witnessed a rapid growth in visitation over the past ten years. We anticipate the proposed downtown revitalization project and transportation upgrades will draw many more people to Quincy and boost demand for our services. The growth that we have witnessed and the city's plans will have the potential to not only improve the local economy but offer many more people the opportunity to enhance their knowledge of the contributions of the Adams family within their community of Quincy and experience American history from the early colonial period to present day.

The MBTA, Amtrak railroad systems are critical means of transportation along the South Shore corridor to accommodate day to day transportation and links the North and South of greater Boston. In addition, Quincy's Squantum Point Park also provides waterfront accessibility for potential Water transportation to the Boston Harbor Islands, Boston, Plymouth, the North Shore and Provincetown, linking such national parks as Adams National Historical Park in Quincy, Boston Harbor Islands, Boston National Historical Park, Salem Maritime NHS, and Cape Cod National Seashore.

Again, we fully support the city's plans and look forward to working closely with all involved to make sure that the long term needs identified by the National Park Service are integral to the City's overall plans for revitalizing the downtown area.

Sincerely,

A handwritten signature in black ink that reads "Marianne Peak". The signature is written in a cursive, flowing style.

Marianne Peak
Superintendent

Cc: Jane Ahern, NPS, NER, Communications, Congressional and Legislative Affairs Office
Beth Sciumeca, NPS, NER Communications, Congressional and Legislative Affairs Office
Mark Alexander, NPS, NER, Facilities Program Manager
Peter Steele, NPS, NER, Facilities Management, Boston Office



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE BOSTON 02133-1053

June 4, 2015

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

Re: USDOT 2015 TIGER Discretionary Grant- Quincy Center Intermodal Station

Dear Secretary Foxx:

As members of the Quincy State Legislative Delegation, we are writing to express our strong support for the City of Quincy's application for the 2015 TIGER Discretionary Grants for the redevelopment of the Quincy Center MBTA Station. This funding will help the City transform the current structurally decrepit MBTA station parking garage, and upgrade the existing intermodal transportation center to improve access to safe and affordable transportation for the entire South Shore region, while promoting smart-growth, transit oriented development.

The Quincy Center MBTA Station is a vital station along the MBTA's Red Line. It connects commuters from Quincy and the South Shore region to Greater Boston for employment, education, and medical purposes through an extensive subway, high-speed commuter rail and bus network. The station parking garage, once holding 863 parking spots, now sits empty above the station after it was abruptly closed 3 years ago due to significant structural problems. The closing of the garage has not only negatively impacted the level of riders accessing the transportation network, but also the City's downtown, as the garage remains a blight in an area that currently has strong investment and development potential.

Because of the severity of the garage's condition, the MBTA has not had the resources for reconstruction and redevelopment, so the City of Quincy has put a significant amount of time and effort into planning for other potential ways to re-build. The City hopes to enter into a public-private partnership to redevelop the station garage and bus way, while adding mix-used development, including retail and office space, over the tracks. With the help of a TIGER grant, these improvements will transform the station into a state of the art, 21st century intermodal transportation center that will help increase safety, ridership, reduce congestion on the roads, and lessen the regions energy consumption.

The redevelopment of the station is also extremely vital to the economic revitalization of Quincy Center, which is truly a unique urban center, rich with history, currently undergoing a major transformation. Within walking distance of the Quincy Center MBTA station, construction and preservation of major historical landmarks is

underway, like renovations to both the old and new City Hall, and the construction of the new Adams Green. In conjunction with the preservation of the historical character of the Downtown, there is also a burst of residential and commercial development taking place. Its proximity to public transportation makes the area ripe for other projects as well.

The economic development that will come as a result of the redeveloped intermodal center will add to the complete revitalization of the whole Downtown, and its impacts will reach not only the City of Quincy, but the South Shore region as a whole. Consistent with the TIGER Program's mission and objectives, the redeveloped intermodal transportation center will help Quincy Center become a vibrant, walkable community with access to housing, employment, education, and a high quality, reliable transit system—enhancing the quality of life for the entire community.

Thank you for your kind attention to the above and for your consideration of the City of Quincy's grant application. Should you have any questions or need further information on this project, please do not hesitate to contact us.

Sincerely,


Senator John F. Keenan
Norfolk & Plymouth District


Representative Daniel J. Hunt
Thirteenth Suffolk District


Representative Bruce J. Ayers
First Norfolk District


Representative Ronald Mariano
Third Norfolk District


Representative Tackey Chan
Second Norfolk District



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

June 5, 2015

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE-9th Floor
Washington, DC 20590-9898

Dear Secretary Foxx:

On behalf of Governor Charles D. Baker and the Massachusetts Department of Transportation (MassDOT), I am writing to request your support and full funding consideration for the \$20 million FY 2015 TIGER Discretionary Program application for Quincy Center Intermodal Station Improvements. The project will be undertaken by the City of Quincy.

The TIGER funding requested for the Quincy Center Intermodal Station Improvements will be used for the redevelopment of the Quincy Center transit station; reconfiguration and expansion of the bus station; and integration of connections amongst transit modes. The transit improvements will also support the creation of air development rights above the station. When built, the project will provide benefits to passengers of buses, the Red Line, and commuter rail, as well as pedestrians in the area. The project furthers the redevelopment of Quincy Center, a major ongoing urban development initiative which takes full advantage of the historical significance of Quincy.

I look forward to your favorable review and consideration of this funding request in support of the Quincy Center Intermodal Station Improvements project. Should you have any questions during your review, please do not hesitate to contact me directly.

Sincerely,

Stephanie Pollack
Secretary and CEO
Massachusetts Department of Transportation



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Frank DePaola, Interim General Manager



June 4, 2015

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

Re: US DOT TIGER Discretionary Grant- Quincy Intermodal Transportation Center Project

Dear Mr. Secretary,

I am the Assistant General Manager and Interim Assistant Secretary for the Office of Real Estate and Asset Development for MBTA/Mass DOT, and I am pleased to write to you today in strong support of the city of Quincy's application for a US DOT TIGER grant to fund the major transformation of the Quincy Center Transit Station into a modern true Intermodal Center. This infrastructure is over forty years old, and as the city of Quincy continues its revitalization and redevelopment of the downtown area, it is critical that this hub of transportation be renovated to adequately and safely serve its purpose as the major access point between Quincy and the South Shore and Greater Boston. Together with the MBTA's ongoing program to replace the Red Line vehicles serving this corridor and to update the operational infrastructure on this transit line this project will assist in providing the South Shore with reliable safe transportation opportunities.

Quincy is one of the most historic cities in our nation; within walking distance from the Quincy Center Station you will find the summer White House of the two U.S. Presidents; and, their final resting place is literally across the street from the station. Tens of millions of dollars are currently being invested into Quincy Center by private developers, with major corporations headquartered within Blocks and school aged children and college students utilizing the station daily. The much needed rehabilitation of Quincy Center Station will transform the outdated station into a true intermodal center, facilitating safe access for the transit riders, pedestrians, and bicyclists while simultaneously updating electrical/mechanical systems, life safety systems, and security systems.

The MBTA/Mass DOT is also strongly supportive of Transit Oriented Development to meet the needs of our expanding economy while taking full advantage of our existing transportation infrastructure. This project is a dynamic example of how to accomplish this goal. We applaud the city of Quincy for their vision and dedicated efforts to revitalize Quincy Center and to reinvigorate its status as the economic and social hub south of Boston, and we strongly encourage the approval of the TIGER grant application submitted today for this major transformation of the existing Quincy Center Transit

Station. On behalf of the office of Real Estate and Asset Development, I thank you for the opportunity to express our support for this exciting and necessary project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M.E. Boyle', with a long horizontal flourish extending to the right.

Mark E. Boyle,
Assistant General Manager and Interim Assistant Secretary
MBTA/ Mass DOT



The Commonwealth of Massachusetts
Executive Office for Administration and Finance
Division of Capital Asset Management and Maintenance
One Ashburton Place
Boston, Massachusetts 02108

Tel: (617) 727-4050
Fax: (617) 727-5363

CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

KRISTEN LEPORE
SECRETARY
ADMINISTRATION & FINANCE
CAROL W. GLADSTONE
COMMISSIONER

June 4, 2015

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

Re: US DOT TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Mr. Secretary,

As the Commissioner of the Division of Capital Asset Management and Maintenance (DCAMM) for the Commonwealth of Massachusetts, I am pleased to write to you today in support of the City of Quincy's application for a US DOT TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. DCAMM is the State Agency responsible for major public construction and real estate services for the Commonwealth. We, in partnership with the Executive Office of the Trial Court, are currently completing a comprehensive master plan for the state court system, and have identified Quincy as a top priority. The City of Quincy's commitment to the redevelopment of the Quincy Center Station creates an exciting opportunity for potentially locating a new Regional Justice Center to serve Norfolk County. The nature of court business, the urban location proximate to Boston, and the diversity of court users and staff, makes direct access to Public Transportation one of the most important site characteristics we consider when locating a new Regional Justice Center in metro Boston. Because the proposed Justice Center would consolidate courts and users from the larger Norfolk County region, direct access to public parking will be an important component of the planning.

The Quincy Center Transit Station serves as the major access point between South Shore cities and Boston. Its renovation will be critical to catalyzing additional investments, and help the City of Quincy continue the revitalization and redevelopment of the downtown area. By collaboratively working with the City of Quincy to explore the new Regional Justice Center at this site, we are presented with an opportunity to provide state judicial resources to both the city and the surrounding region. It will also encourage the success of revitalization in downtown Quincy and contribute to the economy of Massachusetts. On behalf of DCAMM, I thank you for the opportunity to express our support for this exciting and necessary project.

Sincerely,

Carol W. Gladstone, Commissioner



Smart Growth & Regional Collaboration

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 TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Mr. Secretary,

On behalf of the Metropolitan Area Planning Council (MAPC), I am pleased to convey my support for the City of Quincy's application for a US DOT TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. This infrastructure is over forty years old, and as the City of Quincy continues its revitalization and redevelopment of the downtown area, it is critical that this hub of transportation be renovated to adequately and safely serve its purpose as the major access point between Quincy and the South Shore and Greater Boston.

MAPC is the regional planning agency established under Chapter 161A of the Massachusetts General Laws to serve the people who live and work in the 101 cities and towns of Metropolitan Boston. Our mission is promoting smart growth and regional collaboration, and I represent MAPC as the Vice Chair of the Boston Metropolitan Planning Organization (Boston MPO).

In 2011 MAPC received, on behalf of the Greater Boston region, a \$4 million Sustainable Communities Regional Planning Grant from the U.S. Department for Housing and Urban Development. As part of that grant MAPC performed extensive planning in the City of Quincy to advance sustainable transportation and land use goals.

The much needed rehabilitation of Quincy Center Station will transform the outdated station into a true intermodal center, facilitating safe access for transit riders, pedestrians, and bicyclists while simultaneously updating electrical/mechanical systems, life safety systems, and security systems.

The MBTA Station and its parking garage are aged and unable to efficiently handle the current volume of daily transportation traffic. The parking garage has been condemned since 2012, causing the 863 parking spaces to go unused, resulting in a major loss of revenue and inconvenience for commuters. A full renovation of the facilities will ensure a structurally-sound infrastructure, encourage the use of public transit, reduce travel time, and increase the opportunity for future development nearby.

The transformation of Quincy Center Station plays a geographic and economic central role in the success of the downtown redevelopment project with the goal of making Quincy the most livable community it can be. This project is consistent with the DOT's emphasis on "Livability Principles" including creating affordable, convenient transportation choices and cultivating relationships within the community.

The redevelopment of the Quincy Center Station is critical to the both economic revitalization of downtown Quincy and to the economy of Massachusetts; it will have a significant impact on the region by promoting job creation and improving access to schools, historical sites and local businesses, resulting in local economic growth.

The redesigned intermodal station will feature many sustainable design elements in accordance with the Sustainability Design Guidelines for the downtown Quincy Center Redevelopment projects. Increased transportation efficiency and access will also encourage increased transit use, reduce reliance on automobiles, and enhance pedestrian and bicycle access to the station, providing safe bike storage and multiple points of pedestrian entry.

We applaud the city of Quincy for their vision and dedicated efforts to revitalize Quincy Center and to reinvigorate its status as the economic and social hub south of Boston, and we strongly encourage the approval of the TIGER grant application submitted today for the rehabilitation of the existing Quincy Center Mass Transit Station. On behalf of MAPC, I thank you for the opportunity to express our support for this exciting and necessary project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eric Bourassa".

Eric Bourassa
Director of Transportation Planning



South Shore Chamber of Commerce

June 2, 2015

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

Re: USDOT TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Mr. Secretary,

On behalf of the South Shore Chamber of Commerce I want to register our enthusiastic support for the City of Quincy's application for a US DOT TIGER grant to be used for rehabilitation of the Quincy Center Transit Station. I would also like to convey the importance of this project to economic development for the entire region.

The South Shore Chamber of Commerce is the largest business association in a region that runs between Boston and Cape Cod. The South Shore includes 25 communities with a market population of approximately 1 million people. The Chamber has been instrumental in advancing mass transit connections between the southern region of Metropolitan Boston. We are now engaged in an extensive study of the region's future.

The South Shore has some tremendous economic opportunities and some underlying weaknesses. A critical strategy for our future is based around a number of large Transit Oriented Developments scattered throughout the region. One of the largest is in Quincy Center. These large TODs will simultaneously help Boston's growth and ours. These projects will provide some needed housing alternatives and pricing to Boston constrained supply and high prices. It is also expected to expand our region's population of younger professionals. This is a critical step in balancing the potential threat of being a much older region than other metropolitan regional areas.

Our goal of a more diversified economy in our region is helped by having a number of these TOD's planned throughout the region. However, Quincy acts as a literal gateway to our regional economic growth. We have some concerns that if Quincy's master development plan for the downtown is not successful then it will be harder to promote projects that are literally further down the tracks.

The importance of the Center Transit Station to the downtown development project is most likely outlined in other letters of support and in the City's application. Although the importance cannot be overstated there is probably no need for me to repeat the obvious connections between the two projects.

You are most likely receiving applications for projects with strong development opportunities. I suspect there are few that have such broad regional impact not just to the South Shore but to Boston as well. The regional Chamber strongly applauds the Mayor of Quincy for making the Center Station project a priority and hope the Department of Transportation will also recognize the regional impact of this project. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Forman". The signature is fluid and cursive, with a large initial "P" and "F".

Peter Forman
President & CEO



Quincy Chamber of Commerce | 180 Old Colony Avenue | Quincy, MA 02170
Phone: 617-471-1700 | Fax: 617-471-3087 | TheQuincyChamber.com

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 TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Mr. Secretary,

As president of the Quincy Chamber of Commerce, I am pleased to write to you today in strong support of the City of Quincy's application for a US DOT TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. The Quincy Chamber represents over 575 businesses, and is a strong advocate for the redevelopment of downtown Quincy. The Quincy Center Station serves as the transportation hub for the Downtown Business District and this infrastructure is over forty years old. As the City of Quincy continues its revitalization and redevelopment of the downtown area, it is critical that this hub of transportation be renovated to adequately and safely serve its purpose as the major access point between Quincy and the South Shore and Greater Boston.

The physical environment that ties the MBTA public transportation facility and the regional economy into downtown Quincy is degraded and inefficient, and at worst unwelcoming, confusing, and congested. A rehabilitated Quincy Center Station combined with numerous infrastructure improvements currently underway including the new Adams Green will address these issues by redesigning vehicular and pedestrian connections and create a true civic, cultural, and recreational anchor for the downtown economy.

Quincy is one of the most historic cities in our nation; within walking distance from the Quincy Center Station you will find the summer White House of two U.S. Presidents and their final resting place is literally across the street from this station. Tens of millions of dollars are being poured into Quincy Center right now by private developers, major corporations are headquartered within blocks and school aged children and college students depend on the station

every day. The much needed rehabilitation of Quincy Center Station will transform the outdated station into a true intermodal center, facilitating safe access for transit riders, pedestrians, and bicyclists while simultaneously updating electrical/mechanical systems, life safety systems, and security systems.

The Quincy Chamber of Commerce and its economic development arm, Quincy 2000 Collaborative, are strong partners with the City Administration and undertake a variety of public/private partnerships to stimulate economic growth and job creation. Through many years of dedicated efforts we are beginning to see the over \$1 billion redevelopment of Quincy Center begin to take shape, and to support this private sector development the area needs a quality transportation hub for residents, employees and visitors to access this major commercial center. A rehabilitated Quincy Center Station is a critical component of the overall revitalization vision of downtown Quincy, and is long overdue.

The City of Quincy recently established a formal partnership with Somerville, Cambridge, Boston and Braintree – the four other communities that have MBTA Red Line Stations – in the creation of the Life Sciences Corridor. This regional economic development initiative is designed to market the region and the areas TOD's within each community to the life Science and Biotech Industry Clusters – broadening the economic benefits through job creation and housing opportunities. Creating a new Quincy Center Station is a critical component of this regional economic development initiative, helping to make Quincy an attractive location for businesses and economic investment.

We applaud the city of Quincy for their vision and dedicated efforts to revitalize Quincy Center and to reinvigorate its status as the economic and social hub south of Boston, and we strongly encourage the approval of the TIGER grant application submitted today for the rehabilitation of the existing Quincy Center Mass Transit Station. On behalf of the Quincy Chamber of Commerce, I thank you for the opportunity to express our support for this exciting and necessary project.

Sincerely,



Dean Rizzo, President



1250 Hancock Street
Quincy, MA 02169

Office Of The President

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 TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Mr. Secretary:

My name is Peter H. Tsaffaras. I have the honor of being the President of Quincy College located both in Quincy and Plymouth, Mass. I am pleased to write to you today in strong support of the City of Quincy's application for a US DOT TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. This station and its infrastructure which is located above the tracks is over forty years old. As the City of Quincy continues its revitalization and redevelopment of the downtown area, it is critical that this hub of transportation be renovated to adequately and safely serve its purpose as the major access point between Quincy, the South Shore, and Greater Boston.

Quincy College is an institution of higher education which was founded in 1958. Over the years, the College has continued to grow to the point where we have approximately 3,800 students at the Quincy Campus. The campus itself is located less than 100 yards from the entrance to the Quincy Center Station which is used daily by students, faculty and staff who take the subway, commuter rail and buses, both north and south.

As its name indicates, the College and its well-being is inextricably linked to the future and fortune of the City of Quincy, most particularly, its downtown. At present the future of the College is bright in that we are enjoying sustained incremental growth in our student body, improved physical facilities and increased public recognition. Our future and the redevelopment of Quincy Center are so important to our future that we are in a feasibility study phase of building a new stand-alone campus for the College adjacent on another side to the Quincy Center Station.

The extreme weather of the past winter highlighted the criticality of the Quincy Center Station to the College. Students, faculty and staff used the intermodal capacity of the station to both arrive at and depart from campus. This utilization begins at 7:00am and continues to 10:30pm. For many, access to higher education is determined by access to public transportation.

As such, the College has a vital proprietary interest in an attractive, convenient, safe and sustainable Quincy Center Station.

Quincy is one of the most historic cities in our nation. Within walking distance from the Quincy Center Station you will find the summer White House of two U.S. Presidents; John Adams and John Quincy Adams. Their final resting place and that of their wives is literally across the street from this station. Tens of millions of dollars are being poured into Quincy Center right now by private developers. Major corporations are headquartered within blocks of the station and thousands of commuters take buses from the station every day. The much needed rehabilitation of Quincy Center Station will transform the outdated station into a true intermodal center, facilitating safe access for transit riders, pedestrians, and bicyclists while simultaneously updating electrical/mechanical systems, life safety systems, and security systems.

Quincy Center Station is situated in a high-volume vehicular traffic area, causing safety concerns for the thousands of pedestrians who utilize the transportation system daily. Several recent pedestrian fatalities on nearby streets point to the need to improve safety and security at the station.

The MBTA Station and its parking garage are aged and unable to efficiently handle the current volume of daily transportation traffic. The parking garage has been condemned since 2012, causing the 863 parking spaces to go unused, resulting in a major loss of revenue and inconvenience for commuters. This loss of space has both added to traffic congestion downtown and displaced downtown shoppers. A full renovation of the facilities will ensure a structurally-sound infrastructure, encourage the use of public transit, reduce travel time, and increase the opportunity for future development nearby.

The transformation of Quincy Center Station plays a geographic and economic central role in the success of the downtown redevelopment project with the goal of making Quincy the most livable community it can be. This project is consistent with the DOT's emphasis on "Livability Principles" including creating affordable, convenient transportation choices and cultivating relationships within the community.

The redevelopment of the Quincy Center Station is critical to the both economic revitalization of downtown Quincy and to the economy of Massachusetts; it will have a significant impact on the region by promoting job creation and improving access to schools, historical sites and local businesses, resulting in local economic growth.

The redesigned intermodal station will feature many sustainable design elements in accordance with the Sustainability Design Guidelines for the downtown Quincy Center Redevelopment projects. Increased transportation efficiency and access will also encourage increased transit use, reduce reliance on automobiles, and enhance pedestrian and bicycle access to the station, providing safe bike storage and multiple points of pedestrian entry.

We applaud the city of Quincy for their vision and dedicated efforts to revitalize Quincy Center and to reinvigorate its status as the economic and social hub south of Boston. We strongly encourage the approval of the TIGER grant application submitted today for the rehabilitation of the existing Quincy Center Mass Transit Station. On behalf of Quincy College, its students and employees, we thank you for the opportunity to express our support for this exciting and extremely necessary project.

Repair and rehabilitation of Quincy Center Station bodes well for the future of Quincy College, as it provides enhanced intermodal transportation access to our students and employees. In addition, this project will have a positive impact on the retail sector in Quincy Center and will encourage the type of development envisioned by the federal government when this grant program was created.

Sincerely,



Peter H. Tsaffaras, J.D.
President

PHT/dmb



QUINCY PUBLIC SCHOOLS

Richard DeCristofaro, Ed.D.
Superintendent of Schools
34 Coddington Street, Quincy, MA 02169
617.984.8701
richarddecristofaro@quincypublicschools.com

June 4, 2015

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

Re: USDOT TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Mr. Secretary,

As Superintendent of the Quincy Public Schools, I write to you in strong support of the City of Quincy's application for a US DOT TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. As the City of Quincy continues its revitalization and redevelopment of the downtown area, it is critical that this hub of transportation be modernized.

Quincy Public Schools serves 9,400 students from Pre-Kindergarten through Grade 12, and while approximately 1,100 students are transported daily on school buses and vans, many other students rely on the public transit for at least one part of their commute. For example, Quincy Public Schools has programs at Central Middle School and both North Quincy and Quincy High Schools, in which students from all over the city may enroll. For many of these students, travel to and from school is through the Quincy Center station. For our parents and extended family members, the ability to safely and efficiently travel within the city and to Boston and beyond for employment opportunities is a critical foundation for quality of family life.

The much-needed rehabilitation of Quincy Center Station will transform the outdated station and address core functionality, safety, security, and pedestrian concerns. A full renovation of the facilities will encourage the use of public transit and increase the opportunity for future development nearby. The redevelopment of the Quincy Center Station is critical to the both economic revitalization of downtown Quincy and to the economy of Massachusetts; it will have a significant impact on the region by promoting job creation and improving access to schools, historical sites and local businesses, resulting in local economic growth.

On behalf of Quincy Public Schools, I strongly encourage the approval of the TIGER grant application submitted today for the rehabilitation of the existing Quincy Center Mass Transit Station.

Sincerely,

Richard DeCristofaro
Superintendent of Schools

Quincy Public Schools does not discriminate on the basis of race, color, sex, sexual orientation, gender identity, religion, national origin, or handicap, in its educational activities or employment practices.



Quincy Community Action Programs, Inc.

Serving Quincy and Surrounding South Shore Communities

June 2, 2015

Helping People Help Themselves

MAIN OFFICE
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Housing

Community Care for Kids
(617) 657-5302
1-800-637-2011
FAX: (617) 773-5860

Head Start Early Learning Center
22 Pray Street
Quincy, MA 02169
(617) 249-2000
FAX: (617) 249-2130

Southwest Community Center
Emergency Food Center
1 Copeland Street
Quincy, MA 02169
(617) 471-0796
FAX: (617) 471-4239

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

Re: USDOT TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Mr. Secretary,

I am the CEO at Quincy Community Action Program's Inc. (QCAP), and I am pleased to write to you today in support of the City of Quincy's application for a US DOT TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. This infrastructure is over forty years old, and as the City of Quincy continues its revitalization and redevelopment of the downtown area, it is critical that this hub of transportation be renovated to adequately and safely serve its purpose as the major access point between Quincy and the South Shore and Greater Boston.

QCAP is the leading social service agency designated to serve Quincy and the surrounding communities low income residents. Since QCAP's inception in 1965 we have partnered with city government, local businesses and community residents to help low income residents become economically self-sufficient. Cost effective and safe public transportation is a key element to low income resident's ability to secure and maintain access to jobs and education that lead to their economic well-being.

Quincy is one of the most historic cities in our nation; within walking distance from the Quincy Center Station you will find the summer White House of two U.S. Presidents and their final resting place is literally across the street from this station. Tens of millions of dollars are being poured into Quincy Center right now by private developers, major corporations are headquartered within blocks and school aged children and college students depend on the station every day. The much needed rehabilitation of Quincy Center Station will transform the outdated station into a true intermodal center, facilitating safe access for transit riders, pedestrians, and bicyclists while simultaneously updating electrical/mechanical systems, life safety systems, and security systems.

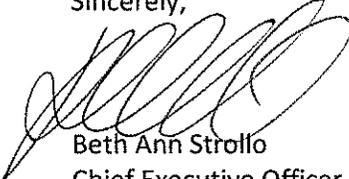
The MBTA Station and its parking garage are aged and unable to efficiently handle the current volume of daily transportation traffic. The parking garage has been condemned since 2012, causing the 863 parking spaces to go unused, resulting in a major loss of revenue and inconvenience for commuters. A full renovation of the facilities will ensure a structurally-sound infrastructure, encourage the use of public transit, reduce travel time, and increase the opportunity for future development nearby.

This project is consistent with the DOT's emphasis on "Livability Principles" including creating affordable, convenient transportation choices and cultivating relationships within the community.

The redesigned intermodal station will feature many sustainable design elements in accordance with the Sustainability Design Guidelines for the downtown Quincy Center Redevelopment projects. Increased transportation efficiency and access will also encourage increased transit use, reduce reliance on automobiles, and enhance pedestrian and bicycle access to the station, providing safe bike storage and multiple points of pedestrian entry.

We applaud the city of Quincy for their vision and dedicated efforts to revitalize Quincy Center and to reinvigorate its status as the economic and social hub south of Boston, and we strongly encourage the approval of the TIGER grant application submitted for the rehabilitation of the existing Quincy Center Mass Transit Station. On behalf of QCAP, I thank you for the opportunity to express our support for this exciting and necessary project.

Sincerely,



Beth Ann Strollo
Chief Executive Officer

Thomas P. Koch
Mayor



Megan Allen
Director of Libraries

THOMAS CRANE PUBLIC LIBRARY
40 Washington Street, Quincy, MA 02169

June 2, 2015

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

RE: USDOT TIGER Discretionary Grant – Quincy Intermodal Transportation Center Project

Dear Mr. Secretary:

As director of the Thomas Crane Public Library in Quincy, Massachusetts, I am writing in strong support of the City of Quincy's application for a US DOT TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. The station infrastructure is aged and its parking garage has been condemned. A full renovation of the facility will ensure the safety of the thousands of people who use the transit system each day, encourage even greater use of public transit, and increase opportunities for nearby development and job creation.

Quincy's flagship main library is located in the heart of city, just steps away from the Quincy Center Station. Since the library was renovated and expanded in 2001, it has become a very busy center for community events and programs as well as more traditional library pursuits like reading and studying. It is open seven days a week, twelve months a year. Many of its 11,500 weekly visitors use public transit to reach the library, making the station a vital access point for those seeking library services, from high school and college students to young families to older adults.

As the City of Quincy's downtown revitalization project unfolds over the next few years, it will become even more critical to have a transportation hub that can safely and sustainably accommodate the many transit users, pedestrians and bicyclists who will be attracted to the downtown area's new amenities. In turn, a renovated transit station will spur further economic growth in Quincy Center.

The City of Quincy is demonstrably committed to reinvigorating its downtown core and has already made great strides toward its goals. A TIGER grant to rehabilitate Quincy Center Station will forward a necessary aspect of the revitalization project and I strongly encourage approval of the City's grant application.

Sincerely,

Megan Allen
Director of Libraries



United First Parish Church

1306 Hancock Street • Quincy • Massachusetts • 02169
Tel: 617-773-1209 • Email: office@ufpc.org • Web: www.ufpc.org
Rev. Rebecca Froom, Minister

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 TIGER Discretionary Grant— Quincy Intermodal Transportation Center Project

Dear Mr. Secretary,

We, Rev. Rebecca Froom, the Minister at United First Parish Church (Unitarian), and Kirt Switzer, the President of UFPC are pleased to write to you today in strong support of the City of Quincy's application for a US DOT TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. This infrastructure is over forty years old, and as the City of Quincy continues its revitalization and redevelopment of the downtown area, it is critical that this hub of transportation be renovated to adequately and safely serve its purpose as the major access point between Quincy and the South Shore and Greater Boston.

United First Parish Church is located across the street from the Quincy Center Transit Station. The City is currently undergoing an impressive redesign of Quincy Center to build the Adams Green. Adams Green will connect our church, City Hall, the Quincy Center Transit Station and a number of other historic, municipal, and commercial buildings. As a historic church located in the heart of Quincy Center, we see the ways in which the quality of public transportation impacts the commercial vitality, historical heritage, and quality of life in our mixed income, multicultural, and growing city.

United First Parish Church, also known as "Church of the Presidents," was established in 1639 and was the family church for eight generations of the Adams family, including especially the two Presidents John Adams and John Quincy Adams. Their tombs rest alongside those of their wives, First Ladies Abigail Adams and Louisa Catherine Adams, in a granite crypt within the church building. Our magnificent church building, a registered National Historic Landmark, was completed in 1828 as the fourth meeting house of the congregation. Made of Quincy granite taken from a quarry previously donated by John Adams for the purpose, the building is a masterpiece of American Greek Revival style by architect Alexander Parris. With its imposing monolithic granite columns and lofty bell tower and cupola capped by a gilded dome and weathervane, the church building and its surrounding yard is an iconic architectural landmark and focal point of the city's center. Our congregation runs a History and Visitors Program where

visitors from around the world tour our historic sanctuary and pay their respect at the Adams Tomb. Visitors are often awed into silence or moved to tears to have the opportunity to be so close to history of not only Quincy, but the United States of America. Last year we had 6,438 visitors from all 50 states and 37 foreign countries.

The congregation believes that the redevelopment of Quincy Center Station will create a fitting gateway to the historic offerings of the downtown area and increase the number of tourists through ease of access, and safety of entrance and egress to our city. We believe that the quality and vitality of civic life will be enhanced here at the city's center once our hub of transportation in-and-out of the city is finally redesigned and operating at its full efficiency.

For centuries our church has served as the meetinghouse for the City of Quincy, providing a space for cultural events and social services as well as religious programs. In recent decades a number of non-profits have used our building to provide programs that serve the poor and marginalized, and even more organizations have held meetings and special events in our space. Organizations that have used our space include The Quincy Crisis Center, Prison Books Program, Quincy Climate Action Network, Interfaith Justice Workers, Greater Boston Interfaith Organization, Women's International League for Peace and Freedom, and more. We've also hosted concerts and special events for area choirs, orchestras, and youth programs. These organizations are drawn to our space because of its central location in the City of Quincy and its proximity to public transportation. A revitalized Quincy Center Transit Station will enable these organizations to expand their valuable work.

In addition to being a historic site, and community center, we are also an active congregation with Sunday morning worship services and programs throughout the week. The members, friends, and staff of our church travel to Quincy Center by all modes of transportation – the T, bus, car, bicycle, and walking. The design and safety of the Quincy Center Station impacts all these forms of transportation. At present, Quincy Center Station is situated in a high-volume vehicular traffic area, causing safety concerns for the thousands of pedestrians who utilize the transportation system daily. As a multigenerational community, our congregation is especially concerned about pedestrian safety in Quincy Center to protect both our youth and our elders who depend on public transportation. Several recent pedestrian fatalities on nearby streets point to the need to improve safety and security at the station. Our congregation is grateful and excited for the much needed rehabilitation of Quincy Center Station which will transform the outdated station into a true intermodal center, facilitating safe access for transit riders, pedestrians, and bicyclists while simultaneously updating electrical/mechanical systems, life safety systems, and security systems.

The congregation believes the redesign of Quincy Center Station will provide a much needed transportation link between Quincy, the South Shore and Greater Boston. Incoming visitors, students, businesspeople and tourists would find it much more appealing to visit this vibrant community, and its downtown, if its main transportation hub was more efficient and accessible. We currently have private developers investing in the revitalization of Quincy Center, and we are delighted with the City's leadership and their vision for Quincy's downtown – but we firmly

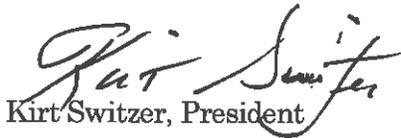
believe we need to revitalize Quincy Center Station as well to make this a reality. The improved station would encourage the use of public transportation, reduce congestion, and provide easy access to the Church, the historic Hancock Cemetery, Quincy City Hall, and other ongoing commercial and residential development initiatives downtown.

On behalf of United First Parish Church (Unitarian), we are proud to support this application for TIGER funding and urge its favorable consideration.

Sincerely,

A handwritten signature in cursive script that reads "Rebecca Froom". The signature is written in dark ink and is positioned above the printed name.

Rev. Rebecca Froom, Minister

A handwritten signature in cursive script that reads "Kirt Switzer". The signature is written in dark ink and is positioned above the printed name.

Kirt Switzer, President

Rev. Sheldon W. Bennett, Ph.D.
Minister Emeritus, United First Parish Church in Quincy
43 Merrymount Road, Unit 11
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June 2, 2015

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

Re: USDOT TIGER Discretionary Grant - Quincy Intermodal Transportation Center Project

Dear Mr. Secretary:

As a community leader in Quincy, I am pleased to write this letter in strong support of the City of Quincy's application for a U. S. Department of Transportation TIGER grant to fund the major rehabilitation of the Quincy Center Transit Station. This Station is the critical and heavily used transportation hub for subway, commuter rail, and a network of local bus lines serving the City, the South Shore region, and Boston. The structure has become so seriously deteriorated from age that the large 863 car parking facility above the passenger platforms has been condemned and is now permanently closed to use, and the structure with its overhead abandoned parking facility is a blight and poses a safety risk. The Station's rehabilitation is essential to the redevelopment and revitalization program for the downtown area, which is now well underway with substantial investments being made.

As Minister Emeritus of United First Parish Church (Unitarian) in Quincy, I had previously served as its Senior Minister for 25 years, and I continue to serve actively as a community leader. I am a Member of the Board of Directors of Quincy Community Action Programs, Inc., now for 15 years and currently serve as its Treasurer, having also served as a former President of the Board. QCAP is a non-profit agency administering a range of federal and state anti-poverty programs, including Head Start, child care assistance, affordable housing, jobs training, adult education, emergency heating fuel assistance, and financial literacy training. I have been serving for 11 years now on the Quincy Affordable Housing Trust Committee, which administers the City's Inclusionary Zoning Ordinance, which with other advocates I had worked to get adopted by the City in 2001. I am a leader and/or an active member of several other community organizations in Quincy, including the Quincy Historical Society and Friends of Butler's Pond.

* Quality of Life and Cultural Significance

United First Parish Church, also known as "Church of the Presidents," is the historic and architectural centerpiece of the City. It is located at what will be the center of the future Adams Green, now in the planning stages and with its necessary traffic re-alignment construction currently underway. The Green will provide a greatly needed, attractive,

safe, and convenient pedestrian link between the Church, the historic City Hall building now undergoing renovation, the new downtown redevelopment area, and the Quincy Center Transit Station. Adams Green and associated traffic re-alignment work now underway will resolve a dangerous traffic situation and maze of crosswalks and islands. The Green will also serve as a community gathering place for civic and cultural events. An attractive, rehabilitated Transit Station is important for the success, attractiveness, and public safety of the Green.

United First Parish Church, established in 1639, was the family church for eight generations of the Adams family, including the two Presidents, John Adams and John Quincy Adams. Their tombs are within the church building alongside those of their wives Abigail Adams and Louisa Catherine Adams. Its magnificent building, completed in 1828 as the fourth meeting house of the congregation, is a registered National Historic Landmark. With its imposing monolithic granite columns, lofty bell tower, and illuminated cupola capped by a gilded dome and weathervane, the church building and its surrounding yard is an iconic architectural landmark and focal point of the city's center and the future Adam's Green. Each year, many thousands of visitors tour the church and pay their respects at the Adams tombs. Many of these visitors arrive via the Quincy Center Station.

* Economic and Social Considerations

As a long time advocate for affordable housing, I can testify to the importance of an easily accessible, reliable and frequent public transportation system for access to jobs and for enabling daily life and activity for lower income people who cannot afford to own, lease or operate an automobile.

Moreover, it is important to minimize automobile traffic within the region for many reasons - congestion, health, quality of life, and the cost and unfeasibility of more roads and parking. The economic success of the downtown mixed use redevelopment depends on a pedestrian focused street life with a minimum of automobile traffic.

Many members of the congregation and most of our clients at Quincy Community Action Programs rely on public transportation. They need the subway or commuter rail to get to work in Boston, and they often complain about the deplorable condition of the Quincy Center Station. My wife, who also commutes daily to Boston, complains to me daily about the unpleasantness of the transit experience, the condition of the Station being one of her major complaints. She is concerned for her safety from potentially falling pieces of the structure and rainwater dripping onto the platform from the parking garage overhead. People are also concerned for their personal safety from criminal activity attracted by the shabby structure and the vast, dark, abandoned parking garage.

As a major transportation hub serving the City and region, the attractiveness, safety, capacity, comfort, and ease of use of the Station are critical for the downtown redevelopment and economic competitiveness of the region. On behalf of the congregation of United First Parish Church and the Quincy community, I am proud to support the City's application for TIGER discretionary grant funding and urge its favorable consideration.

Sincerely,


Rev. Sheldon W. Bennett
Minister Emeritus
United First Parish Church in Quincy, Massachusetts