

South Shore Tri-Town Development Corporation

223 Shea Memorial Drive, South Weymouth, MA 02190

November 4, 2008

The Honorable Edward M. Kennedy
The United States Senate
317 Russell Senate Office Building
Washington, DC 20510

The Honorable John F. Kerry
The United States Senate
304 Russell Senate Office Building
Washington, DC 20510

The Honorable William D. Delahunt
The United States House of Representatives
2454 Rayburn House Office Building
Washington, DC 20515

RE: Potential Federal Stimulus Legislation

Dear Senators Kennedy and Kerry and Congressman Delahunt:

The South Shore Tri-Town Development Corporation (SSTTDC) and its master development partner, LNR South Shore, LLC (LNR), have had the pleasure to work with each of you closely for the past several years to implement a reuse vision for the former South Weymouth Naval Air Station (SWNAS) that yields a sustainable economic development and smart growth model for metropolitan Boston. This vision, called *SouthField*, establishes the largest mixed-use economic development on the Massachusetts South Shore with two million square feet of commercial space; more than 2,800 housing units; and 1,000 acres of significant open space preservation with passive and active recreational opportunities. As you are aware, *SouthField* is strategically located directly on the MBTA's Old Colony commuter rail line and, indeed, design for a new, multi-modal commuter rail facility at the South Weymouth commuter rail station has started in large part due to your previous efforts on behalf of the project.

The *SouthField* reuse vision for the SWNAS was approved by the Towns of Abington, Rockland and Weymouth in the summer of 2005. After local approvals were received, SSTTDC and LNR commenced the detailed environmental review process necessary to properly permit the site consistent with the Massachusetts Environmental

Policy Act (MEPA.) Formal approval to begin construction of *SouthField* was obtained under MEPA in June 2007. Since that time, *SouthField* has been under active construction, with the first phase of the project, 150,000 square feet of commercial space and 500 residential units, ready for land sale closing. Already, the *SouthField* project has resulted in the creation of hundreds of new construction jobs. More importantly, all the necessary environmental and entitlement approvals are in place to continue the aggressive pace of new construction and permanent job creation.

In spite of having the project firmly in place for massive infrastructure improvements, the recent impact of the national economic slow down and the highly volatile credit markets have presented significant challenges to continued and sustained *SouthField* progress. As an emerging governmental entity, SSTTDC's ability to attract and secure bond financing to fund public improvements that are vital to the project is impeded. Most of these improvements are for roads; water and wastewater distribution and treatment systems; and on site transportation improvements (including a multi-modal transportation center) designed to enhance walkability and pedestrian access throughout the site. Design and construction of many of these public infrastructure improvements have begun and to date, LNR, as our master development partner, has absorbed much of their public costs. However, it is clear that SSTTDC's ability to meet its public funding obligations is vital to the project's continued economic viability and our ability to continue to attract private investment. The current national credit and debt environment very much compromises our future progress and the thousands of construction and permanent jobs that stand to be created.

SSTTDC has followed closely all developments that might affect its current position and it is with a particular interest that we have noted prospective discussions within Congress pertaining to a "stimulus" bill that might target major public infrastructure improvements that have the capacity to be initiated within the next 2 – 4 months, as well as attract additional private sector investment so as to achieve the greatest possible economic investment. Without a doubt, the *SouthField* project is a perfect model for exactly this type of federal initiative. The following major infrastructure projects and improvements are ready to begin active construction immediately:

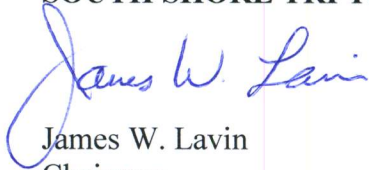
On site road and site preparation work:	\$20.5 million
Water and wastewater distribution and treatment systems:	\$55.0 million
Enhanced transportation access and improvements:	\$15.0 million
US Coast Guard Relocation for East-West Parkway	\$11.0 million

We will certainly provide detailed engineering and environmental analyses to support these costs as needed, as well as the extensive jobs creation and other economic benefits associated with these investments. We look forward to discussing with your offices the current status of each of the above project elements and, most importantly, how this important project can best be positioned within a potential stimulus bill package.

Please know of our tremendous gratitude for all of the assistance that you and your staffs have provided SSTTDC and *SouthField*, and the sustained cooperation that each of your offices have devoted to the reuse of the SWNAS. We can assure you that the type of investment that might be available through a prospective federal stimulus investment can be mobilized by SSTTDC immediately to create the jobs and economic activity so important to our regional, state and national economic well-being.

Very Truly Yours,

SOUTH SHORE TRI TOWN DEVELOPMENT CORPORATION



James W. Lavin
Chairman