

SSTDC Advisory Board
Joint Meeting with Board of Directors
March 8, 2010 @ 6:50pm
Conference Room, Corporation Office

Present: Joseph Shea, Chairman, Abington
Robert Long, Rockland
Bruce Hughes, OCPC Alternate
Martin Pillsbury, MAPC
Kevin White, S. S. Chamber
Eugene Blanchard, R.E. Development (arrived 7:15pm)

Absent: Laurie Delano, Weymouth
Sue Abbott, Weymouth
William Koplovsky, Hingham
Stan Littlefield, OCPC

Board of Directors: Jeffrey Wall
James W. Lavin
John Ward
Gerard Eramo
Joseph Connolly

Also Present: Kevin R. Donovan, Chief Executive Officer
James Young, Project Manager
Patricia Petrillo, Controller
Bill Ryan, LNR

Mr. Shea called the meeting to order at 6:50pm and noted that Advisory Board had planned to meet every six months but had not met since last April because there was a good deal of uncertainty on many subjects and that there was no value to calling a meeting with so much confusion.

Mr. Wall thanked the Advisory Board for agreeing to the joint meeting, noted that the Corporation went through a difficult time through the summer of 09 and that things transpired in the past 8 months that should get the project started once and for all.

The Chief Executive Officer kept the Advisory Board informed via emails since their last meeting and noted the following update:

DOR approved the Corporation as a municipal entity, the FY09 and FY10 budget deficits were cleaned up and the Board anticipated FY10 tax approval within the week.

A Draft FY11 Budget was provided to the Advisory Board for review. The Directors will consider approval of the FY11 Budget at a subsequent meeting prior to July 1st. FY11 Tax Bills will be ready to send and a full property revaluation will take place this fiscal year.

Parkway commitments totaled \$53M (including Senator Kennedy's \$8M earmark for multi modal improvements). State funding mechanisms (\$30M) were in place and agreements were reached between the Corporation and the Executive Office of Administration and Finance and with the State Department of Transportation. Federal Highway funds (\$15M) required procurement and re-bid for a portion of the roadway. Mass DOT would oversee the entire process and both contracts would likely be awarded simultaneously. Mr. Donovan noted Governor Patrick and Congressman Delahunt had been

very instrumental in negotiations with Navy in terms of gaining a permissions license to traverse federal property for Parkway construction until the transfer of remaining land.

Congressman Delahunt also sponsored a No Cost EDC Bill for the remaining NAVY land. Final legislation gave the Secretary of the Navy discretion to assign a no cost or low cost value to the project. The Navy was going through an appraisal process on the remaining land. A final transfer was hopeful in the near future.

Mr. Pillsbury offered assistance from MAPC to weigh in on the job generation aspects of the land transfer to support qualification for federal stimulus funds in an economic district. Mr. Shea indicated the Host Communities could send letters of support as well. Mr. Hughes offered OCPC support and suggested that people be reminded that this project was cited as shovel ready and still is.

Mr. White was informed that the position of CFO and Treasurer would be full time. Although the FY11 Draft Budget reflected the two positions as of July 1st, they would not be filled immediately. The CFO would come on first sometime in September, depending on how the bonding works out. The municipal system needed to be fully set up for the Treasurer. Mr. Wall stated the Corporation had to show capacity to support the positions in the Budget for the bond issuance process. Currently the Corporation has a Service Agreement with the Town of Weymouth for temporary utilization of James A. Wilson as CFO and Scott Bois as Treasurer, on a bare bones basis.

Mr. White noted a significant drop in the legal budget from FY 10 to FY11. Mr. Donovan indicated the land transfer should be completed in FY10, and by that point, there would not be many other issues of a legal nature.

Mr. Hughes, thanked the Project Manager for his attendance at a recent OCPC meeting, and inquired if the BAT bus was incorporated into the Multi Modal Plan. Mr. Young indicated the utilization of the BAT bus would be a natural extension of the service provided to Rockland and Abington; and noted Phase 1 of the Multi Modal Facility included a platform installed on the east side of the tracks and upgrades to Trotter Road for pedestrian access, drop offs and the future onsite shuttle. Phase 2 included parking lots, lighting and landscaping. Current conditions would not change during the first phase of E/W Parkway construction. Parking would remain in the same location and use of the west platform would continue with eastern improvements being advanced for future use.

Mr. Shea noted that concerns were raised during CAC meetings on the capacity of the trains once the project was fully built out, and inquired on any further work with the T on that issue. Mr. Ryan noted that discussions with MBTA began on phasing in more double deck cars, that it didn't make sense to go further until the multi modal improvements and vertical development advanced, and that those discussions would start again soon. It was noted that ridership on the train was substantially less than in prior years. Mr. Hughes agreed, noting that MBTA parking lots were no longer at capacity.

Mr. Shea was informed that there would be an estimated 1200 jobs for the construction of the first phase of the Parkway and he noted that the spill-over in purchases would be good for the local area businesses.

It was noted that 835 Navy acres remain to be transferred, that funds in place for the Parkway did not include the cross over at the rail road tracks, and that the CEO was working with the Congressional Delegation in earnest to identify Earmarking for FY11. Mr. Ryan noted those discussions occur every week with the legislative body.

The Congressional Delegation also made it a high priority to engage the Secretary of the Navy to complete the final land transfer. Work continues on the Wastewater and Stormwater systems for full buildout. The SRF application, which came just short of qualifying last year, could be resubmitted next year. The Parkway project was moved into the TIP with the support of Mass DOT.

The Advisory Board discussed another meeting to discuss the FY11 Budget and status of tax and bond issues and agreed to a joint meeting with the Board of Directors on April 12, 2010.

Minutes

VOTED: Motion of Eugene Blanchard, seconded by Martin Pillsbury, to accept the minutes of April 8, 2009

Unanimous vote

Development Plan Forecast with LNR

Mr. Ryan noted the letters of interest LNR received for developing residential products totaling about 600 units, that the Parkway was as critical to the Commercial Campus as was the railway station and that discussions continued with the ISG movie studios.

Mr. Ryan also noted that LNR was fully committed to the SouthField project; the commercial industry, including LNR, had gone through horrid economics. Going into the crisis, LNR used cash, waiting for the market to recover, resulting in a decrease in liquidity which negatively affected their bond rating. LNR continues to make strategic investments into the SouthField project. The Advisory Board noted some local examples of mega commercial development that have been shut down. Mr. Ryan stated SouthField was still standing because of its location within the 15 mile collar around Boston.

All agreed the job creation would give the project credibility and would improve the economy in the Host Communities and the region. Mr. Ryan noted that \$40M was spent thus far on infrastructure and resulted in 900- 1200 jobs. It would be nice to get those people back to work on the Parkway and other vertical opportunities that follow.

Mr. White was informed that residential construction may commence in the fall. Mr. Ryan noted the train station was a huge draw to many developers.

Mr. Long was informed that the Phase 1A area was all ready for residential development and commercial pads were ready as well.

Mr. Shea noted the importance of communication with the Local Officials on traffic controls when construction begins.

VOTED: Motion of Martin Pillsbury, seconded by Kevin White, to adjourn the meeting

Unanimous vote

The Advisory Board meeting ended 7:56pm.

Mary Cordeiro, Recording Secretary

Joseph D. Shea, Chairman Advisory Board