



MASSACHUSETTS GAMING COMMISSION

Charlestown Information Session

October 15, 2015

6:00 p.m. – 7:30 p.m.

**Schrafft's Center, 529 Main Street,
Charlestown, MA**



INFORMATION SESSION OVERVIEW

Goal: To Provide Information Regarding the Conditions Required of Wynn MA, LLC and to Receive Community Feedback Regarding Steps to Be Taken

3 Meeting Sections

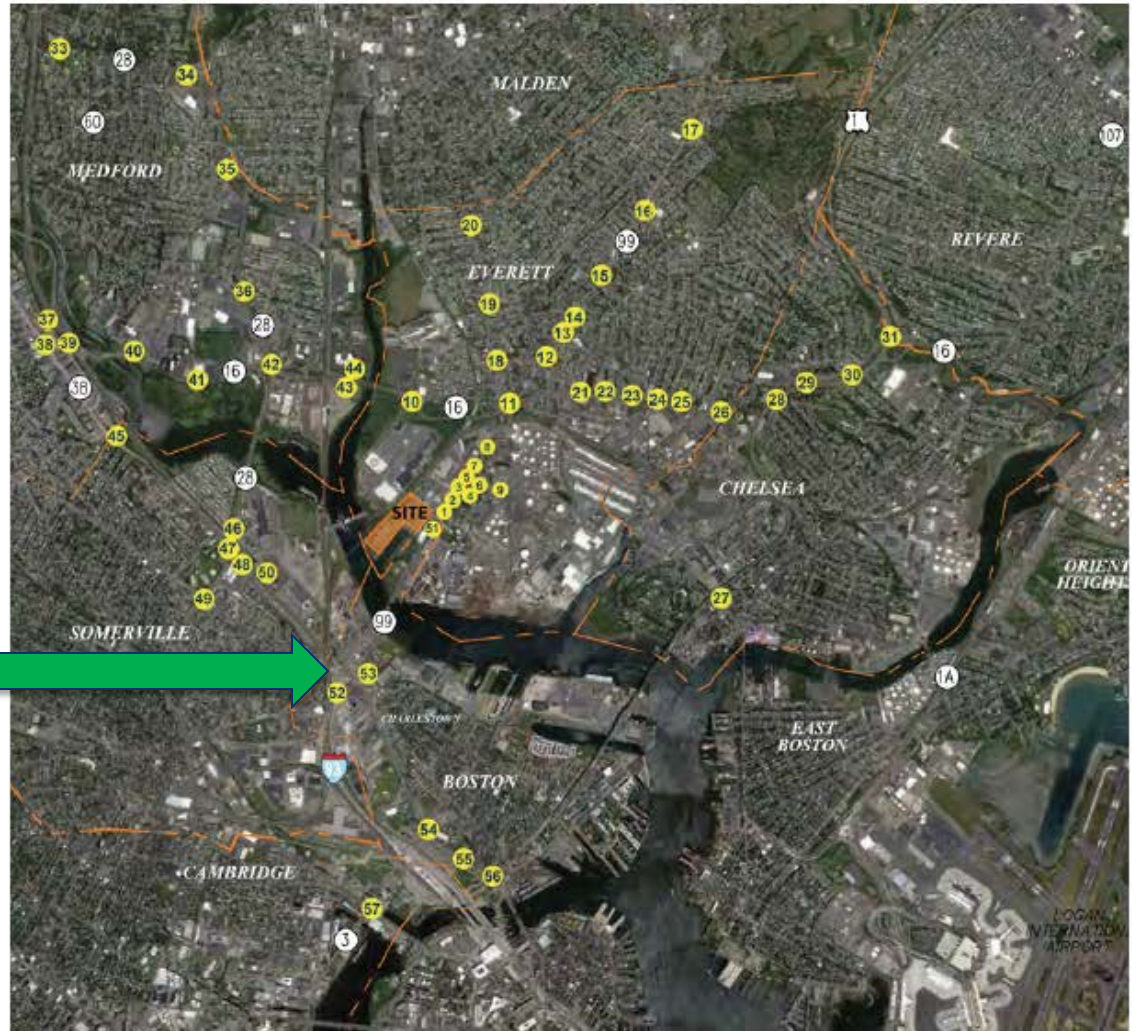
- I. Presentation by Commissioners and Consultants on the Review of Wynn MA, LLC, the Conditions, and Near Term Steps (approximately 30 minutes)**
- II. Commissioners and Consultants Answer Most Pressing and Common Questions Submitted to Representative Ryan (approximately 30 minutes)**
- III. Community Input on What Steps Should Be Taken By whom in the Future to Address Concerns Raised by Charlestown Residents.**

TRANSPORTATION REVIEW BACKGROUND WYNN|EVERETT STUDY AREA

Study area:

- 57 Intersections:
 - Everett
 - Chelsea
 - Revere
 - Medford
 - Somerville
 - Boston
 - Cambridge

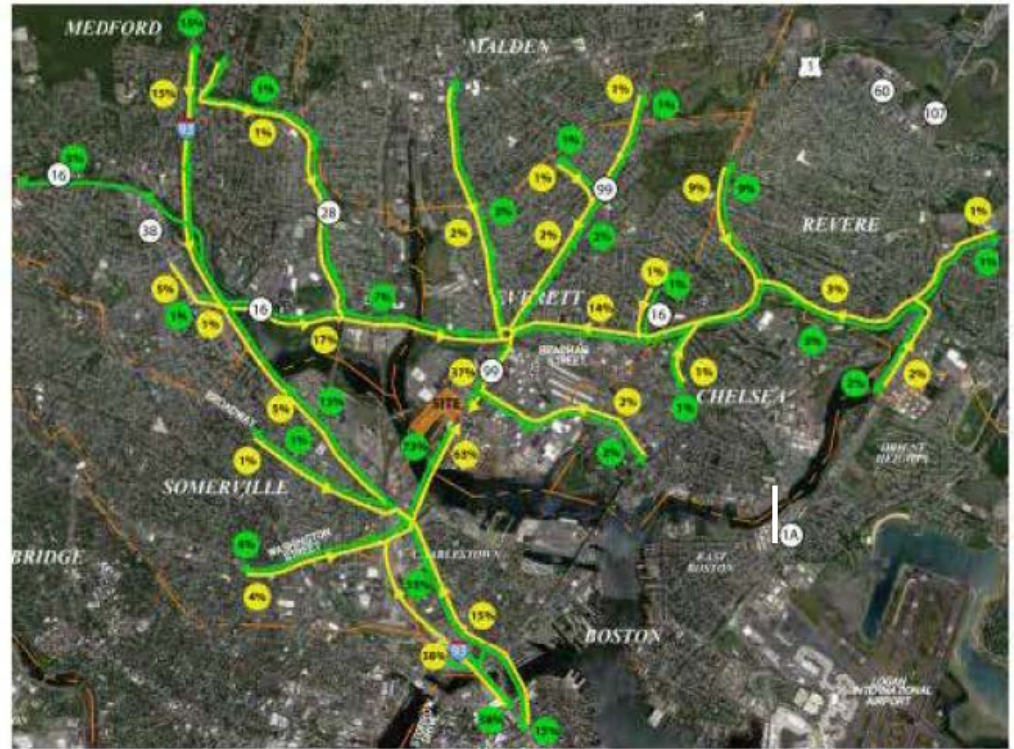
Sullivan Square



WYNN | EVERETT: TRAFFIC NUMBERS

Trip Generation & Distribution

- Mass DOT satisfied with trip generation and distribution
- 841 casino generated vehicle trips during Friday peak hour
- 540 casino generated vehicle trips in Sullivan Square during Friday peak hour
- Without any casino traffic, 5470 vehicles trips in Sullivan Square projected by 2023



WYNN| EVERETT: ALTERNATE TRANSPORTATION OPTIONS

In its FEIR, Wynn Projected a 71% Vehicle / 29% Alternate Transportation Mode Share for Patrons; 41% / 59% for Employees

Its traffic reduction plan includes premium park and ride system, off-site parking for employees, shuttle buses, and a water transportation system.

Travel Mode	Patrons	Employees
Automobile		
Park on-site	63%	0%
Taxi	8%	0%
Park remotely (connect to employee shuttle)	0%	41%
Subtotal	71%	41%
Public Transportation		
Orange Line (connect to transit shuttle)	10%	20%
Local bus	0%	10%
Water transportation	6%	3%
Subtotal	16%	33%
Tour Bus	10%	0%
Premium Park and Ride	3%	3%
Walk/Bicycle	0%	3%
Neighborhood Employee Shuttle	0%	20%
Total	100%	100%

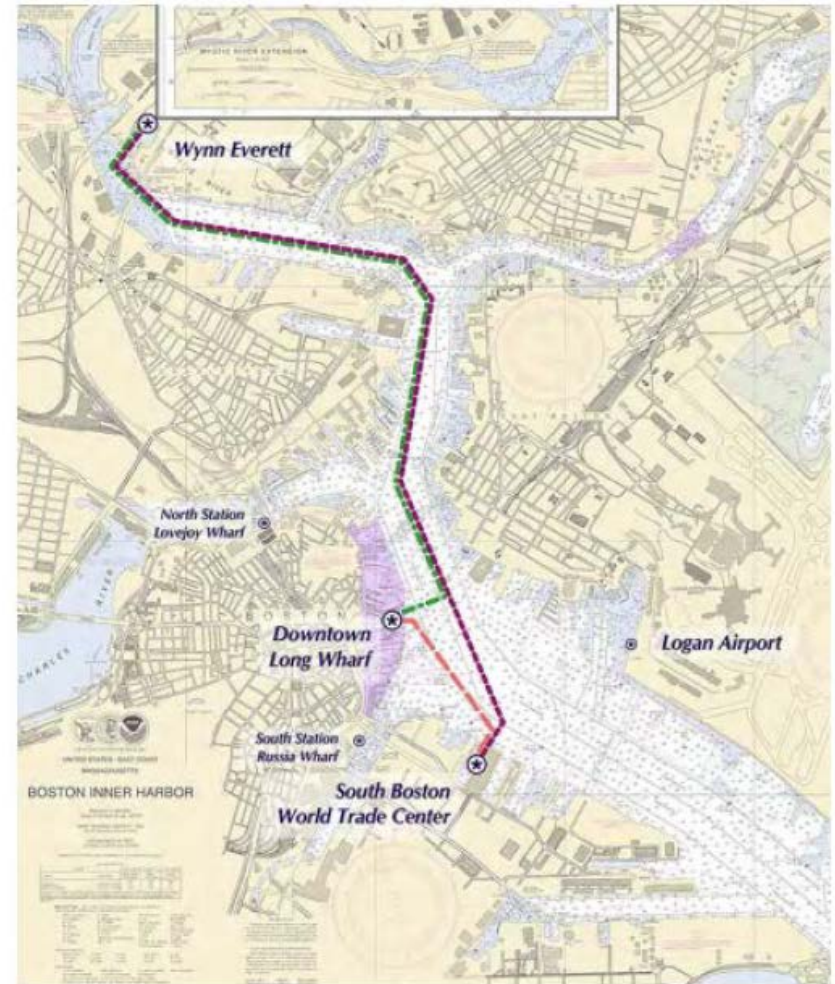
ALTERNATE TRANSPORTATION: WATER SHUTTLE

**6% of Patrons Expected to
Use Water Transportation**

**3% of Employees Expected to
Use Water Transportation**

Initial Water Connections:

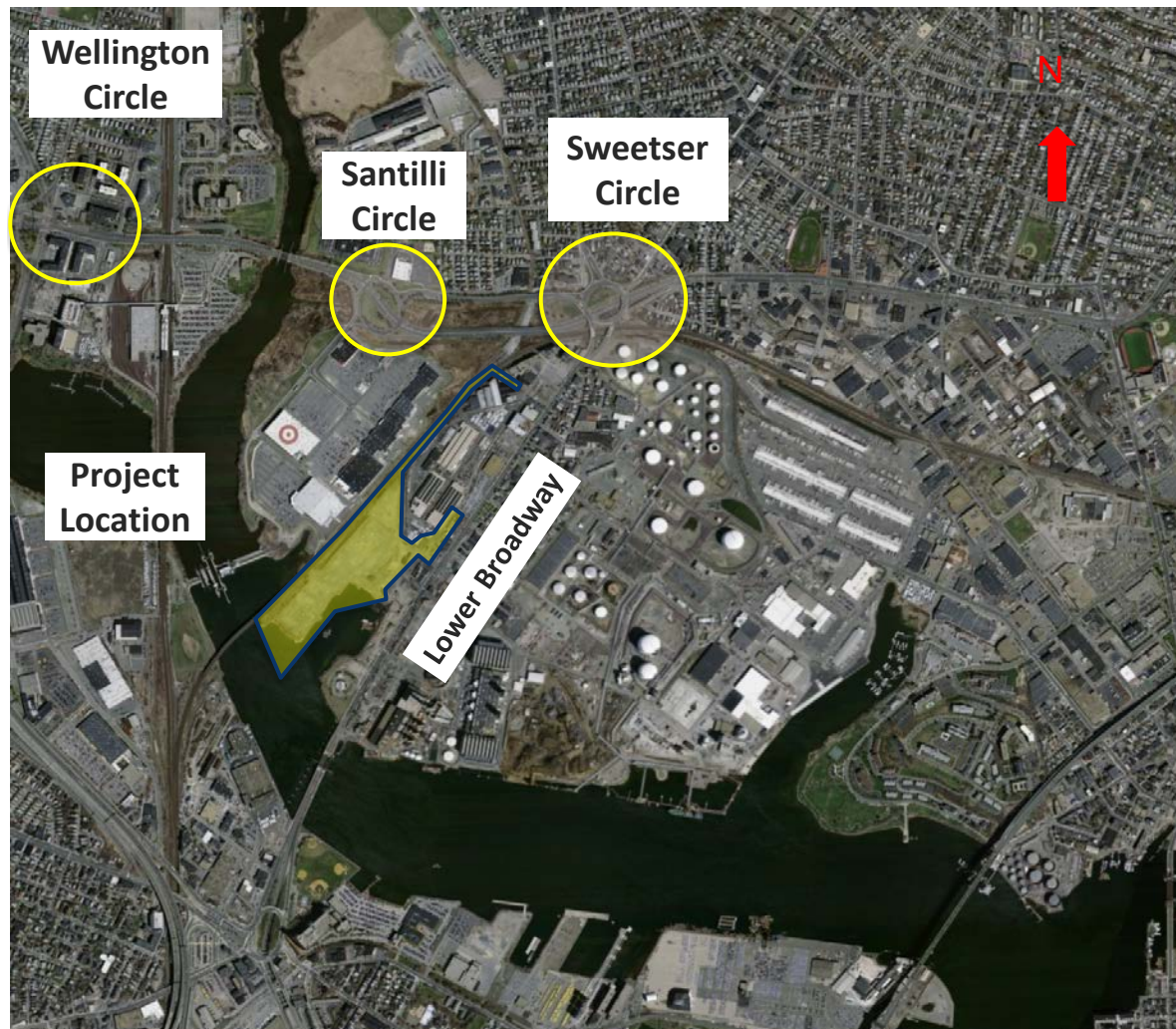
- **Downtown Boston**
- **South Boston World Trade Center**



WYNN|EVERETT: TRAFFIC MITIGATION NORTH OF MYSTIC RIVER

Wellington Circle -	\$ 3.2 million
Santilli Circle -	\$23 million
Sweetser Circle -	\$ 2 million
Lower Broadway	
(Rt. 99) Corridor -	\$ 8.3 million
Other Locations -	\$ 1 million

Total Estimated Cost: \$37.5 million



MGC CONDITIONS OVERVIEW

SULLIVAN SQUARE AND BOSTON MITIGATION

	BAFO	MGC CONDITIONS	
Upfront Payment	\$1,000,000	\$1,000,000	
Wide Range Mitigation	\$24,000,000	\$24,000,000	
MEPA/Sullivan Sq. Mitigation	\$6,000,000	6,000,000	
Sullivan Sq. Long-Term Solution	\$15,000,000	\$25,000,000	
Total	\$46,000,000	\$56,000,000	
Traffic Reduction Payment	\$0	\$20,000,000	*
Grand Total	\$46,000,000	\$76,000,000	

*Cap

WIDE RANGE MITIGATION (GENERAL FUND)

- **A \$1 million upfront payment.**
- **\$24 million to address a wide range of mitigation needs (\$1.6 million/year for 15 years).**
- **Funds can be used for public safety, water transportation needs, support of Charlestown's non-profits, parks, after-school activities, senior programs, job training programs, cultural events and related activities and any other impacts including any transportation impacts.**

NON-TRANSPORTATION CONDITIONS

The Conditions required by the MGC incorporate elements from the Best and Final Offer (BAFO) Wynn made to Boston including:

- **Wynn shall use good faith efforts to purchase goods and services from Boston businesses of at least \$15 million annually;**
- **Wynn shall use cross-marketing to promote Boston businesses and attractions;**
- **Wynn shall use good faith efforts to create a Boston construction and operations hiring preference;**
- **This hiring preference targets Charlestown residents and requires Wynn to hold annual hiring events in Charlestown;**
- **Wynn shall support Boston funding requests for problem gaming; and**
- **Wynn shall reimburse Boston's reasonable consulting costs (up to \$750,000) related to impacts.**

CONDITION: COMMUNITY OUTREACH & SITE CLEAN UP



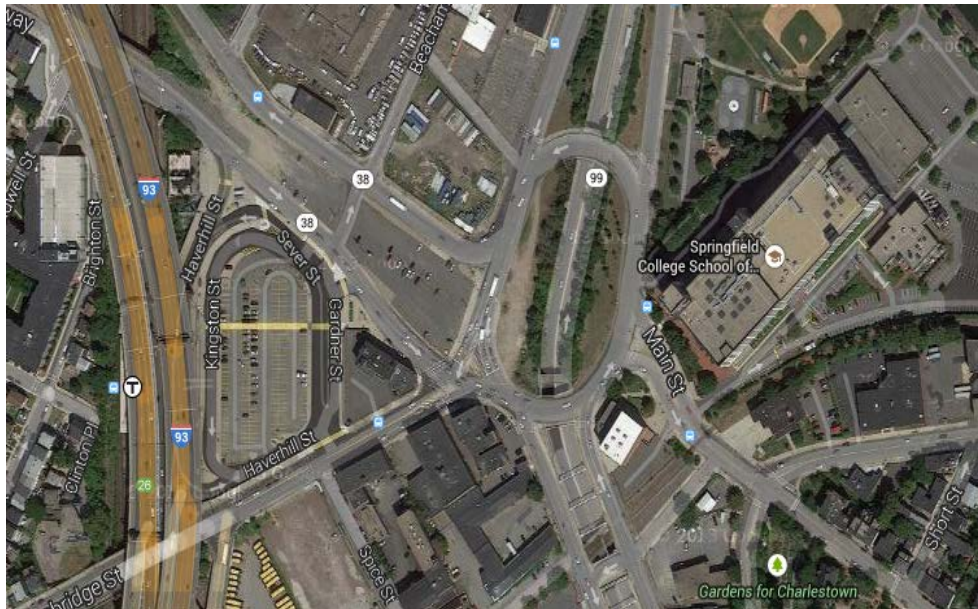
Charlestown Community Outreach:

- Wynn shall engage in community outreach to Charlestown and report to the Commission of such outreach.

Site Clean-up:

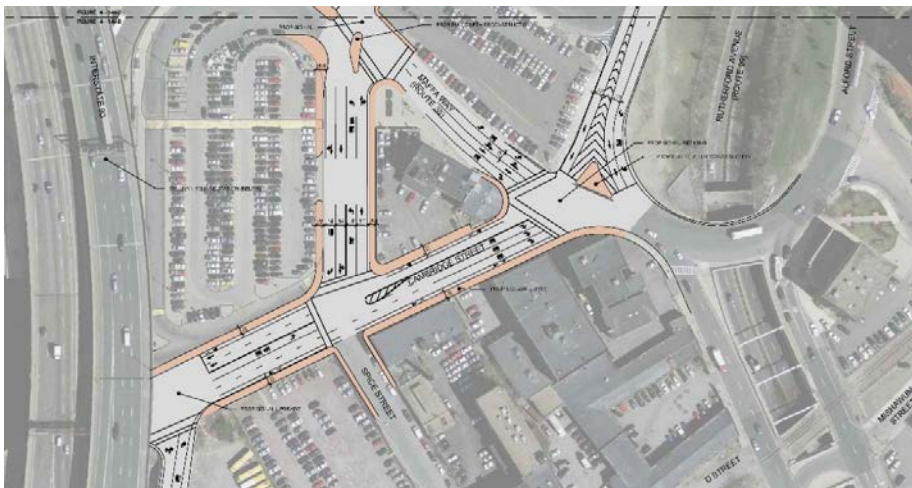
- Wynn shall comply with the public involvement provisions per Massachusetts Contingency Plan (MCP) regulations 310 CMR 40.0000; and
- Include public officials in Everett, Boston and Somerville and interested parties in Charlestown in the mailing list for submittals required by the MCP regulations.

SULLIVAN SQUARE BACKGROUND INFORMATION



- Prior to its evaluations, the Commission stated that it would require Wynn to address Charlestown impacts. It also stated that Boston could negotiate a Surrounding Community Agreement before or after the evaluation if Wynn was selected;
- Wynn's short-term solution (Final EIR) to mitigate casino traffic in Sullivan Square was not approved by MEPA;
- In reviewing traffic, the Commission determined that the final short-term mitigation should be accomplished through physical improvements and/or reductions in casino traffic;
- A long-term solution is under development by the City of Boston to improve Sullivan Square;
- The long-term solution is unfunded and is estimated to cost in excess of \$100 million.

CONDITION: TRAFFIC MITIGATION AT SULLIVAN SQUARE



FEIR Short-term Solution

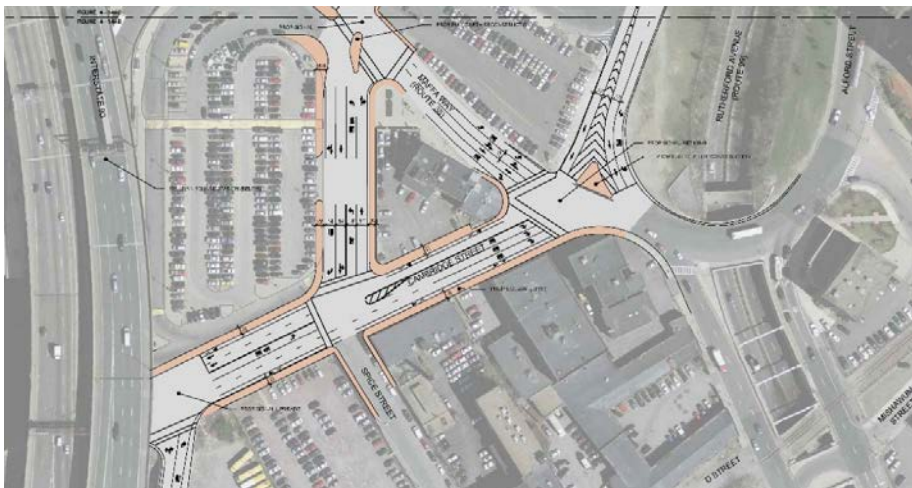


Possible Long-term Solution

The MGC Conditions Require That:

- Wynn shall complete all mitigation required under MEPA. Wynn had estimated interim improvements under MEPA to cost \$6 million, but is required to implement all MEPA required improvements regardless of cost.
- Wynn shall apply to Boston's Public Improvement Commission within 90 days for Sullivan Square Permit(s)
- Wynn shall engage a third party to monitor its stated goals for alternative modes of transportation (e.g. public transit, boats) and report how it will remediate any failing to reach such goals.

CONDITION: TRAFFIC MITIGATION AT SULLIVAN SQUARE



FEIR Short-term Solution

- Wynn to pay \$25 million for the long-term Sullivan Square/Rutherford Avenue Plan provided it accommodates casino traffic (\$2.5 million per year for 10 years);
- This amount is in addition to any short-term mitigation required through MEPA;
- Each year Wynn to pay \$20,000 for each vehicle trip above the number of Friday peak hour vehicle trips determined through the City of Boston's roadway improvements permit process;

For example, if Wynn's traffic exceeds the approved estimate by 100 vehicles in any given year, Wynn would pay an additional \$2 million annually (\$20,000 x 100 vehicles). Maximum of \$20 million.

However, if Wynn is successful in not exceeding traffic projections, such annual payments would not be required.

- Wynn will petition the Commission to refund any unused funds if the long-term solution is not commenced within 10 years of the casino opening.



Possible Long-term Solution

CONDITION: REOPENING OF MITIGATION TERM & ABILITY TO NEGOTIATE A SURROUNDING COMMUNITY AGREEMENT

Other mitigation may be required by the Commission:

- **The Conditions also specify that Wynn and the City of Boston may negotiate and enter into a Surrounding Community Agreement and that the Commission may make amendments to its conditions.**
- **Boston can petition the Commission to reopen mitigation terms.**

NEXT STEPS

- **Wynn is required to submit a Supplemental Final Environmental Impact Report (“SFEIR”).**

In its decision on Wynn’s MEPA filing, the Secretary stated:

“I strongly encourage the Proponent to consult jointly with MassDOT and the City of Boston regarding the treatment of Rutherford Avenue and Sullivan Square in the SFEIR. The Proponent has proposed interim improvements in Sullivan Square which will review [require] and approval from the City of Boston. The City has expressed serious concerns regarding the project's impact on traffic in Sullivan Square and along the Rutherford Avenue Corridor. The SFEIR should document the relationship between the project's proposed mitigation and the plans for Rutherford Avenue. It should also identify whether interim improvements in Sullivan Square would impact the feasibility or cost of proposed design of Sullivan Square. I expect the Proponent will continue to work with MassDOT, the surrounding cities, and MAPC on both short-term and long-term solutions to address the project's impacts while supporting municipal redevelopment visions, roadway design plans, and improved regional connections.”

- **State agencies such as MassDOT, citizens, citizen groups and the City of Boston will in all likelihood comment on the SFEIR filing.**

MORE NEXT STEPS

- **Wynn will need to apply to Boston's Public Improvement Commission for permits for Sullivan Square improvements within 90 days.**
- **Wynn is required to reach out to Charlestown and report back to the Commission.**
- **Wynn will be meeting with the City of Boston on mitigation and other issues.**
- **The Commission will soon begin deliberations about how state Community Mitigation Funds will be expended.**
 - **Annually 6.5% of the state tax on gaming facilities is put in the Community Mitigation Fund for mitigation needs.**
 - **Approximately \$18 million per year may be paid to the Fund by the Wynn & MGM after opening.**

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