



Massachusetts Gaming Commission
101 Federal Street, 12th Floor
Boston, MA 02110

2016 COMMUNITY MITIGATION FUND
2016 TRANSPORTATION PLANNING GRANT APPLICATION

APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.

Please complete the entire application.

City of Everett

1. **NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT**

Department of Planning and Development

2. **DEPARTMENT RECEIVING FUNDS**

Tony Sousa - Executive Director of Planning and Development

3. **NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

484 Broadway, Room 25, Everett, MA 02149

4. **ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

617-394-2245, tony.sousa@ci.everett.ma.us

5. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

Carlo DeMaria, Mayor

6. **NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

484 Broadway, Everett, MA 02149

7. **ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

617-394-2270, mayorcarlo.demaria@ci.everett.ma.us

8. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

Wynn Everett

9. **NAME OF GAMING LICENSEE**

1. IMPACT DESCRIPTION

Please describe in detail the transportation related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.

The Wynn Everett resort casino is expected to generate in the neighborhood of 20,000 vehicle trips per day by patrons and employees. As host community, the sheer number of vehicles on our roadways in Everett will increase dramatically.

The increase in vehicle and truck traffic on Lower Broadway attributed, in part, to the casino conflicts with the growing number of cyclists and pedestrians using the corridor for commuting purposes. Limited right-of-way along Lower Broadway prevents the expansion of bicycle facilities beyond the current 4' bicycle lane, which has seen an increase in vehicle/bicycle crashes in the past 5 years. In addition, Sweetser Circle, a major intersection for vehicles connecting Lower and Upper Broadway with Main Street and connections to Medford and Malden, is known to be a high crash location that is dangerous and difficult to navigate for pedestrians and cyclists. An extension of the Northern Strand Community Path from its current terminus to the Mystic River would create an off-road path, much safer and user-friendly for cyclists and pedestrians commuting through the Lower Broadway area of Everett and increase accessibility to Everett, Boston and Malden.

2. PROPOSED USE OF PLANNING FUND

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the transportation impact from the construction or operation of a proposed gaming establishment. Please describe how the planning request will address the specific transportation impact indicated. Please attach additional sheets/supplemental materials if necessary.

The City of Everett is requesting funding to study the expansion of the Everett portion of the Northern Strand Community Trail bike path. The expansion of the bike path would reduce vehicular trips on our roads. The scope of this study will include survey, environmental impact assessment, design development, public outreach and cost estimation up to the level required for a 25% design submission to appropriate state agencies. These services would be performed at a cost of approximately \$150,000 using funds from the Transportation Mitigation Reserve Fund.

The specific study area will encompass the MBTA Saugus Branch right-of-way beginning at West and Wellington Street in Everett and heading south and west beneath the Route 16 underpasses and then along an easement adjacent to the MBTA commuter rail tracks, DCR wetlands and the Gateway Mall shopping center, terminating at the east bank of the Mystic River with connections to existing and proposed multi-use pathways along river. It is hoped that this path will also connect to a future bridge connection across the Mystic River to the MBTA station at Assembly Row. The study of the Mystic River bridge crossing is not part of this proposed study but is instead part of a separate study being funded by Wynn Everett and managed by the Department of Conservation and Recreation.

This study addresses the aforementioned transportation impact by creating an off-road cycling facility which helps to complete a gap in the regional trail network and connecting four north shore communities to recreation, public transportation and employment opportunities. It also creates a safe and efficient alternative to Lower Broadway and Sweetser Circle for non-motorized users of the transportation network. Completion of this corridor is a priority of the cities of Everett, Malden, Saugus and Revere, has the support of private developers including Wynn Everett, Diversified Development Realty Corp. (owners of Gateway Shopping Center) as well as numerous advocacy groups and state agencies.

The expansion of the bike path would create an attractive, safe, and practical alternative to vehicle trips for diverse groups, including residents of Everett and North Shore commuters. It

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would promote multimodal transportation, consistent with state transportation and smart growth priorities.

According to a report from the Robert Wood Johnson Foundation, attached, each additional mile of bike lane per square mile was associated with about a 1 percent increase in the share of workers commuting by bicycle. Further, a study using data from 90 large U.S. cities found that cities with 10 percent more bike lanes or paths had about 2 percent to 3 percent more daily bicycle commuters.

The City of Everett has advanced the development of this project in numerous ways during the past year. This has included meeting with the MBTA Commuter Rail Operations department, Massachusetts Department of Conservation and Recreation, the Massachusetts Area Planning Council. Each agency has expressed conditional support for the project pending further study. (Attachment)

In preparation for this Grant, the City has solicited several cost estimates for this study from consultant firms who have worked on similar projects. These cost estimates are attached.

3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS

Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

The City's internal control structure regarding all grants have been designed to ensure compliance with the federal Office of Management and Budget circulars A-87 "Cost Principles for State, Local, and Indian Tribes", and A-102 "Grants and Cooperative Agreements with State and Local Governments" regardless if the grants are not federal. The control structure ensures all transactions are properly recorded and accounted for, and all transactions are executed in compliance with Laws, regulations, and the provisions of contracts and grant agreements. Some examples of these controls include, but are not limited to:

The City's accounting system records all grants and the related grant activity in separate funds, and does not comingle grant activity between grants.

The City utilizes a requisition and purchase order system within the accounting system to ensure expenditures are sufficiently authorized for their intended purpose and adequate funding exists

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prior to procuring goods or services.

The City individual responsible for the management of the grant will be the only individual allowed to authorize expenditures to the grant, ensuring that only legitimate grant activity is charged to the grant. The City's accounting system automatically controls this process, which is then manually reviewed by the City Auditor's office during the payment processing.

Grant records maintained by the City individual responsible for the management of the grant will be reconciled with the City Auditor's office on a quarterly basis. Any discrepancies identified during this process will be researched and corrected within 15 days from the date identified.

4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS AND MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA) DECISION

Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement. Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA. Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision. If planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.

Section 4.4.4 in the Final Environmental Impact Report issued on June 30, 2014 details the commitment by Wynn Everett to improving bicycle accommodations along Lower Broadway and the Mystic River. These commitments were re-iterated in section 2.2.3.2 of the Supplemental Final Environmental Impact Report issued on February 17, 2015. Subsequently, several cycling advocacy groups raised the issue that the proposed alterations to Sweetser Circle, which connects Lower Broadway to Everett Square and Malden, did not address a serious gap in the bicycle network as there were no safe provisions for bicycles in the traffic circle. A meeting was held at MassDOT on March 18, 2015 which included Wynn Everett, the City of Everett, and MassDOT staff. It was determined that right-of-way constraints would make formal bicycle accommodations impossible in the traffic circle.

Page 4-22 of the Second Supplemental Final Environmental Impact Report details a further \$250,000 commitment from Wynn Everett to study a bridge connection for pedestrians and non-motorized vehicles over the Mystic River from the approximate Wynn site to Draw 7 park and the Assembly MBTA station. Such a connection would be advantageous for the Lower Broadway area and enable a reduction in vehicle trips to the casino site by creating a more direct connection to mass transit. It also creates the opportunity to extend the Northern Strand path to a terminus on the west side of the Mystic River with trail connections to Charlestown and downtown Boston as well as connection to MBTA rapid transit at Assembly Square. However, such a connection cannot be made without also building the section of the path from its current terminus at West and Wellington to the east bank of the Mystic River, which would be under the scope of this study.

CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

Carl D. Marce

2/1/16

Signature of Responsible Municipal
Official/Governmental Entity

Date

APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date

Study Area Map



Strava "Heat Map" showing heavy bicycle and pedestrian traffic in red along the existing Northern Strand Trail and through Sweetser Circle and Lower Broadway.

Cost Estimates

Three estimates were obtained for this application. All estimates are current as of February 2016

Estimate: Howard Stein Hudson		
Point of Contact: Pete Stidman		
	Task	
Existing	Conditions Assessment	\$ 15,000.00
Design	Design Alternatives & Final Concept	\$ 15,000.00
	Preliminary (15 Percent) Design	\$ 20,000.00
	Renderings	\$ 5,000.00
	Report	\$ 5,000.00
	Maintenance Plan	\$ 2,000.00
Public Involvement	Public meetings (2 to 3)	\$ 10,000.00
	Stakeholders meetings (6)	\$ 6,000.00
Environmental Scope & Alternatives Analysis	Scope	\$ 5,000.00
	Wetlands Flagging	\$ 4,000.00
	Possible Hazardous Materials Testing	\$ 10,000.00
	Possible ENF	\$ 15,000.00
	Full Land and ROW Survey	\$ 25,000.00
	MBTA Permit	\$ 2,000.00
	MBTA Flagging	\$ 10,000.00
Total		\$ 149,000.00

Estimate: Nelson Nygaard		
Point of Contact: Ralph DiNisco		
	Task	Cost
Existing	Conditions and Survey	
	Environmental and Land Survey	
	Environmental Review	
Design	Options and Cost Estimates	
	Develop Alignments and Initial Concepts	
	Establish Project Metrics	
	Initial Cost Estimate	
Design	Development	
Concept	Drawings and Cost Estimate Package	
	Existing Conditions Surveys	
	Public Process Documentation	
	Preliminary Design Drawings	
	Cost Estimates for up to two alternatives	
Public	and Stakeholder Outreach	
	Up to 5 stakeholder meetings	
	Up to 3 public meetings	
Total		\$150,000

Estimate: Toole Design		
Point of Contact: Beth Isler		
	Task	Cost
Existing	Conditions Assessment and Survey	55,000
Concept	Development	55,000
25%	Design	45,000
Total		\$155,000



MEMORANDUM

To: City of Everett

From: Nelson\Nygaard

Date: January 28, 2015

Subject: **Northern Strand Community Trail Extension – DRAFT Scope**

The City of Everett, in conjunction with the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA), plans to begin a design process for the eventual construction of a multi-use trail on the former Saugus Branch Rail line connecting the existing Northern Strand trail to the Sullivan Square area. This right-of-way is predominantly owned by the Department of Conservation and Recreation (DCR) and the MBTA and could serve as the only possible cycling and walking link between Boston and the North Shore. The effort would include feasibility, concept design, existing conditions, and preliminary engineering work.

The proposed three quarter mile long trail extension study area is wholly within Everett and extends from West Street at the north southwards to the Mystic River. This effort would evaluate the options for layout, cost, and construction impact options associated with the trail segment running from West Street southwards to an area roughly 300 feet south of the Route 16 overpass.

Within this focus area, the City, MassDOT, and MBTA have preliminarily identified three possible options for addressing the limited right-of-way issues, especially as relates to the Route 16 and Route 99 Connector overpasses. In order to fully assess the feasibility, the existing conditions need to be documented to create accurate estimates. The subsequent scope proposes the initial steps needed to establish this process in a manner that could ultimately advance to final design drawings.

Scope and Process

Tasks to conduct a preliminary design and engineering plan are expected to include:

TASK 1 – Project Management and Internal Meetings

Up to four meetings with the project team will be held at regular intervals, roughly at the following milestones:

- Kick-Off
- Review of Existing Condition Findings
- Concept Design
- Design Development

TASK 2 – Existing Conditions, documentation including:

- **Land survey**, documenting topographical, structural, and materials issues
- **Environmental survey**, documenting of wetland issues

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- **Geotechnical survey**, documenting issues pertaining to cut and fill
- **Archaeological survey**, documenting issues pertaining to cut and fill
- **Ownership survey**, documenting land ownership boundaries, parcels and abutting ownership
- **Environmental review**, as necessary

TASK 3 – Alignment, Design Options, and Initial Cost Estimates

- **Develop alignment options**
- **Develop initial concepts**, for public review
- **Establish project metrics**, based on community and stakeholder feedback
- **Prepare initial cost estimate**, based on:
 - Proposed alignment
 - Documentation of costs of similar projects in the region
 - Concept design elements, contingencies, and alternatives
 - Crafting detailed pro forma of high and low cost estimate given:
 - Existing conditions survey and planning concepts
 - Cost to buy land, as applicable related to three right-of-way alternatives
 - Contingencies: Environmental, ownership, railroad relocation, etc.

TASK 4 – Design Development

- Refine Task 3 concepts and estimates based on community input and project team feedback

TASK 5 – Produce Concept Drawing and Cost Estimate Package, including:

- Memo documentation from community process, with public comments as appendix
- Existing condition surveys
- Preliminary design drawings
 - Layout Plan
 - One to two alternative layout plans
 - Supporting design details
 - Conceptual signage and paint plans
 - Conceptual materials specs
- Cost estimates supporting layout plan, adjusted for up to two alternative elements

TASK 6 – Public and Stakeholder

The team will conduct up to five (5) stakeholder meetings and host up to three (3) public meetings throughout the project, roughly at the following milestones:

- **Initial Findings & Visioning** – Present initial findings, related cost implications, collect community priorities
- **Initial Concept Design** – Present initial concepts for community feedback

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- **Final Preliminary Design** - Present final set of preliminary designs and related cost estimates

Cost estimate to prepare preliminary design as described above- \$150,000

Contingencies: Environmental issues and review, ownership, and geotechnical issues

This process assumes an approximately six (6) month timeframe from Notice to Proceed, and assumes availability of information as determined.

Local Rail-with-Trail Cost Precedents:

	<i>Community Path Grand Junction</i>	<i>Somerville Community Path</i>
Length	2 miles	1.9 Miles
Cost estimate	~\$7.8 Million (Option 1 for Design, Construction, and Construction Oversight, Feasibility Study, 2006)	\$39 Million (2015)
Construction Cost per mile	\$3.9 Million	\$20.5 Million