



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

**2017 COMMUNITY MITIGATION FUND**  
*2017 Transportation Planning Grant Application*  
**BD-17-1068-1068C-1068L-11234**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2017.**

*Please complete the entire application.*

City of Everett

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

Planning and Development

2. DEPARTMENT RECEIVING FUNDS

Tony Sousa

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

484 Broadway, 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

Mayor Carlo DeMaria, Jr.

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 Boston Harbor

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.**

A critical piece of the MEPA permitting process for the Wynn Casino was the ability to provide adequate mobility to and from the casino in a roadway corridor that is chronically congested with single occupancy vehicles. Since the issuing of the MEPA certificate for the Wynn Casino in Everett, the level of anticipated development along the Broadway corridor has increased as Wynn Development has purchased numerous underutilized parcels of land along the corridor for redevelopment. This development, not included in the original MEPA certificate, would generate a significant number of trips along the Broadway corridor.

In addition, the corridor's importance as a link in the regional transit network has been emphasized in both the Everett Transit Action Plan and the Lower Mystic Regional Working group. In addition to finding that transit ridership on Broadway is likely to double in the next 25 years, the Everett Transit Action Plan recommends shifting several bus routes currently operating on the Rte 16 corridor to Wellington, to the Rte 99 corridor to instead serve Sullivan Square. In short, there is a clear need to increase the transit capacity along Broadway not only to accommodate background growth, but also anticipated growth related to the casino.

## 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 funds awarded from this grant would be used for preliminary design and engineering of a bus-only lane on the west side of Broadway/Rte 99 from the Everett city line (approximately Horizon Way) to Route 16/Sweetser Circle. This bus lane would provide a 24-hour dedicated right-of-way for MBTA buses and other transit vehicles such as shuttle busses related to the Wynn Casino traveling south towards Boston. Dedicated bus lanes along the Broadway Corridor were a key recommendation of MassDOT's Everett Transit Action Plan, completed in 2016, and the City has already implemented a peak hour bus-only lane along the northern portion of Broadway which has received overwhelming positive feedback riders, general public and transit advocates.

The scope of this preliminary design and engineering effort includes advancing the design of a bus-only lane that would augment the current design of Alford Street & Broadway (Route 99), being prepared by AECOM to satisfy the Section 61 mitigation requirements of the Wynn Everett casino. The design will utilize the existing survey and base plan information provided by the AECOM design supplemented with additional survey as necessary to capture the full extents necessary for the bus lane design. Preliminary design will include a preliminary horizontal and vertical geometric design of the bus lane as well as the existing and proposed location of utility corridors of all utilities both underground and overhead. The preliminary design will address the necessary traffic signal improvements to ensure all improvements are compliant with the Manual on Uniform Traffic Control Devices (MUTCD) as well as integration of appropriate transit signal priority systems. Capacity impacts, if any, will be documented and traffic operations will be optimized to ensure mobility is preserved to the maximum extent feasible for all vehicular users. The preliminary design will build upon the current complete streets approach to Lower Broadway being advanced by Wynn and will ensure the needs of all roadway users will continue to be satisfied. In particular the design will maintain a dedicated bicycle facility along Lower Broadway as well as ensure pedestrian accessibility along the corridor so as there is no barriers to and from any transit stops or abutting properties. The preliminary design would also focus on enhancing transit stops along the corridor to best promote the bus-only lane and the general attractiveness to the services. Bus shelters and the possibility of enhanced rapid bus elements will

also be explored. Opportunities for enhanced streetscape including street furniture and landscaping will be identified. As the preliminary design will include a noted widening of the roadway to incorporate an additional bus-only lane, a drainage analysis will be conducted to estimate the increase of stormwater runoff as well as a preliminary stormwater design which contemplates treatment as well as LID elements. As the design would represent a significant increase to impervious area a due diligence effort will be conducted to identify local/state/federal permitting requirements. MEPA thresholds for impervious area particularly will be noted. Preliminary Right-of-Way plans will also be developed. These plans will include all pertinent data affecting the costs of the right of way applicable for appraisal purposes. Property research conducted as part of the Wynn teams design efforts will be utilized for this initial effort. ROW plans will depict appropriate limits of alterations to existing layouts, takings, permanent easements, temporary easements, etc for informational purposes at this stage. Finally the effort will include a preliminary option of cost as well as construction time duration to implement these improvements

Completion of these tasks will allow the City to move forward with full design and engineering in the next 1-2 years.

The City, through its partnerships with MassDOT and Wynn Development has already advanced the development of the bus lane in numerous ways. In addition to the bus-only lane already operating on the upper portion of Broadway, Wynn Design and Development, through their consultant AECOM has included some preliminary work for the bus lane in their proposed reconstruction of Broadway taking place during 2017 and 2018. This includes utilizing a "future" cross section developed by the City that includes the bus lane in order to ensure that any new utilities, traffic signal equipment and traffic islands be located in a manner that will accommodate the future bus lane. Additionally, the City is working with the City of Boston and MassDOT through the Lower Mystic Regional Working Group to enhance bus service along the corridor at key locations such as Sullivan Square and Sweetser Circle.

The funds awarded through this grant will be used to continue advancement and implementation of a dedicated right-of-way for buses and other transit vehicles along the Broadway corridor that can significantly mitigate traffic impacts related to the casino and anticipated future development.

**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 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.

Part "C" of Section 6 of the Host Community Agreement between Wynn and the City of Everett details the commitment to public transportation access along Broadway and to the casino site. This includes fixed-route shuttle bus service serving the Casino and MBTA Orange Line Stations as well as Logan Airport and other regional transportation hubs. In addition, new MBTA bus stop facilities are to be constructed at the project site along Broadway. The intensity of transit services provided by both the Casino and the MBTA are significant and future plans outlined in the Everett Transit Action Plan would further increase transit service along Lower Broadway by shifting some bus routes in Everett from the Rte 16 corridor serving Wellington, to the Rte 99 corridor to serve Sullivan Square.

The bus-lane on Lower Broadway would also support anticipated recommendations of the the Lower Mystic Regional Working group which is tasked with developing further traffic and transit mitigation plans for Sullivan Square. These anticipated recommendations include dedicated right-of-way for transit in the Lower Broadway corridor from Rte 16 to Sullivan Square.

Increased transit capacity in the Broadway corridor is crucial to supporting anticipated future development related to the Wynn casino. In addition to the casino site itself, Wynn Development has purchased numerous underutilized parcels of land along Broadway in the vicinity of the casino for re-development. This development will have significant impacts on trip generation in the corridor that was not covered under the existing MEPA certificate. It is the City's strong desire that the trips generated by this additional development be offset through investments in transit rather than additional roadway construction. Planning now for transit investments such as a bus-only lane will help achieve this goal.

**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.

*Carlo De Maria, Jr*

*11/31/17*

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

**Attachment B: Staff Hourly Breakdown**

Project:		Lower Broadway (Route 99)										
Municipality:		In-bound Bus Lane Preliminary Design										
Consultant:		Everett, MA Toole Design Group										
Hourly Rate Summary												
Rate/hour	PIC	Project Manager	Senior Engineer	Engineer	Assistant Engineer	Engineering Tech	Hourly Breakdown					Total
							1	2	3	4	5	
Task 1: Base Plan Prep	-	1	2									99
Task 2: Preliminary Design												0
Horizontal Alignment	1	8	16	60	40	20						145
Vertical Alignment	1	12	24	56	36	6						135
Utility Design	1	6	24	20	8	2						61
Drainage/LID Design	1	6	10	12	24	20						73
Signal Design	4	24	60	56	20	16						180
Urban Design/Streetscape	2	12	20	50	40	12						136
Task 3: Analysis												
Drainage Analysis		4	12	40		12						
Transportation Analysis	2	8	24	16								
Task 4: Environmental/Permitting Due Diligence	2	8	16	20	6	12						64
Task 5: Right-of-Way	2	24	40	60	32	40						
Task 6: Opinion of Cost & Construction Schedule	1	2	10	4	24							
Task 7: Tech Memo	1	4	10	16	6							
Task 8: Meetings	4	24	4	4								
Total	22	143	272	414	276	196						893
Percentages	2%	16%	30%	46%	31%	22%						
Costs	\$4,510.00	\$25,740.00	\$38,080.00	\$43,470.00	\$23,460.00	\$12,740.00						\$148,000.00
						Direct Costs:						\$2,000.00
						Total Fee:						\$150,000.00
						Say:						\$150,000.00