



**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.*

- |    |   |
|----|---|
| 1. | <u>City of Malden</u><br>NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT  |
| 2. | <u>City Treasurer</u><br>DEPARTMENT RECEIVING FUNDS   |
| 3. | <u>Mark Good, Treasurer</u><br>NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS   |
| 4. | <u>110 Pleasant Street, 1st Floor, Malden, MA 02148</u><br>ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS  |
| 5. | <u>(781)397-7090 mgood@cityofmalden.org</u><br>PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS  |
| 6. | <u>Gary Christenson, Mayor</u><br>NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY                         |
| 7. | <u>17 Pleasant Street, 4th Floor, Malden, MA 02148</u><br>ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY        |
| 8. | <u>(781)397-7000 mayor@cityofmalden.org</u><br>PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY |
| 9. | <u>Wynn MA LLC</u><br>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 spirit of this transportation grant request is for the City of Malden to prepare for additional pedestrian and vehicular traffic resulting from the Wynn Casino's use of Malden as a "transportation hub," through the completion of planning and design for the reconstruction of Exchange Street in Malden Center.

The City of Malden has a Surrounding Community Agreement with Wynn MA LLC that embraces the use of Malden Center as a "transportation hub" for the Wynn Casino. This includes the running of employee and guest shuttles. The increased use of the Malden Center MBTA station area will increase the number of pedestrian trips to and from the station, cause a significant rise in the amount of motor vehicle traffic, and increase utilization of parking facilities.

As a result, the City of Malden is most concerned with developing safer connections for all users coming to the Wynn Casino through Malden. Exchange Street is a primary connection. It is directly linked to the region via the adjacent Malden Center MBTA Station and provides access to local business, multi-family residences, and major parking facilities.

Exchange Street is included in two MassDOT Highway Safety Improvement Program Pedestrian Cluster top crash locations. These clusters accounted for 31 crashes and 25 injuries between 2005 and 2014. The reconstruction of Exchange Street would help mitigate current road safety issues. Improving safety is particularly relevant when considering the expected increased pedestrian and vehicular activity in Malden Center as a result of the casino.

Existing funds granted by the Gaming Commission are in place to study overall parking capabilities and pedestrian safety within Malden Center. The specific reconstruction of Exchange Street would work in tandem with that effort to address Casino impacts. However, this Exchange Street reconstruction is more advanced than that study, having already entered the design phase, and slated to receive MassDOT construction funding eligibility approvals upon completion of design.

The improvement of existing linkages throughout the downtown for local residents, casino employees, and casino customers is imperative. Completing planning and design for the reconstruction of Exchange street would improve access and safety for pedestrians, cyclists, and motor vehicles, and would off-set detrimental casino related impacts from increased congestion on adjacent arterials. Completing planning and design work for the Exchange Street project is therefore essential to off-setting casino-related transportation impacts in 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 Malden is requesting \$150,000 to complete planning and design work for the reconstruction of the full length of Exchange Street from Pleasant Street to Main Street. The total design cost is estimated to be \$170,720. This cost includes \$137,820 in general design costs (see the attached spreadsheet), \$14,900 to complete the roadside safety audit, and \$18,000 to complete the modified functional design report. The City of Malden will cover the remaining design costs should the Gaming Commission fully fund this request.

This funding would include the remaining planning and design work needed for proposed pavement resurfacing and rehabilitation of Exchange Street and connecting side streets (Abbott, Washington, and Middlesex Streets); new sidewalks and sidewalk extensions; pedestrian ramps; high visibility crosswalks; bicycle accommodations and bike racks; lighting, trees, and landscaping; signage; pavement markings; and other streetscape markings.

The proposed improvements are consistent with MassDOT's "Project Development and Design Guide" and "Complete Streets" policy. The project was evaluated by MassDOT's Project Review Committee as eligible for Federal Aid STP/CMAQ/HSIP/HPP funding for construction. (The City of Malden is responsible for design costs.) In addition, a portion of the construction costs are anticipated to be off-set by associated improvements from current residential developments at 100-150 Exchange St. and 126-150 Pleasant St. Expected future developments at 184-200 Pleasant St. and 200 Exchange St. may further off-set construction costs.

The City recently submitted this project to the Boston Region Metropolitan Planning Organization to be listed in the Transportation Improvement Plan. MPO Staff is still evaluating new projects, but the City of Malden is confident Exchange Street is Pre-TIP eligible. Upon competition of 25% design, subject to receiving this grant funding, the project could be included in the TIP.

**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 of Malden will ensure that all services will be procured in a competitive bid process with contracts. The City of Malden will document all mitigation funds received to ensure that these funds are spent for the above stated purpose.



**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.

Under the Surrounding Community Agreement between the City of Malden and the Wynn Everett, transportation impacts were addressed in the following terms.

The Agreement states: "The Parties recognize and agree that the City of Malden is uniquely situated to play an important role as a 'transportation hub' for the Project. This shall include, but not be limited to:... identify[ing] a specific portion of the Malden Center MBTA station and/or surrounding area to be used exclusively for Wynn Shuttles... use of covered parking facilities within the City of Malden to provide additional off-site parking for Wynn...work[ing] together to promote Malden as a 'transportation hub' for Wynn guests, invitees, employees and/or vendors while also providing said individuals with a positive impression of Malden. The forgoing shall be accomplished through mutually agreed upon promotional materials and improvements (including without limitation safety upgrades, improved lighting, fixtures, signage, and beautification efforts) to the Malden Center station and surrounding areas."

The Agreement also states: "The Parties recognize and agree that due to the historic connectivity between the City of Everett and the City of Malden...the roadway system flow [sic] from one city to the other. Therefore certain improvements may be required in order to maintain a consistent aesthetic quality, signage, and safety improvements."

Exchange Street is directly perpendicular to the Malden Center MBTA station and provides a critical pedestrian and motor vehicle connection to the station. Continued planning and design of the reconstruction of Exchange Street is necessary for the improvement of Malden Center Station and the surrounding area to serve as a Casino 'transportation hub.' Moreover, continued planning and design of Exchange Street would set up improvements that would maintain consistent aesthetic quality and enhance safety as part of the historic street connectivity between Everett and Malden.

**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.

Signature of Responsible Municipal  
Official/Governmental Entity

Date



02/01/2017

**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

**MassDOT - HIGHWAY DIVISION**

**SCOPING WORKBOOK Form 1.4 Summary Table**

City/Town	Malden				Contract No.:			
Location:	Exchange Street				Assignment No.:			
				ProjInfo No.:				
Revisions Effective November 2013								
<b>HOURLY RATE SUMMARY</b>								
		PIC/PM	SP	PE	SE	E	AE	
DIRECT HOURLY RATE (\$) (Design)		\$65.00	\$62.65	\$56.62	\$36.00	\$31.20	\$25.75	
DIRECT HOURLY RATE (\$) (Construction)		\$65.00	\$62.65	\$56.62	\$36.00	\$31.20	\$25.75	
HOURLY RATE (\$) (Design)		\$182.33	\$175.73	\$158.82	\$100.98	\$87.52	\$72.23	
HOURLY RATE (\$) (Construction)		\$182.33	\$175.73	\$158.82	\$100.98	\$87.52	\$72.23	
<b>WORK HOUR AND FEE SUMMARY</b>								
	TASK DESCRIPTION	PIC/PM	SP	PE	SE	E	AE	Task Hour
100	PROJECT DEVELOPMENT ENGINEERING	8	0	8	8	0	0	24
150	ENVIRONMENTAL	0	7	3	46	0	0	56
200	FUNCTIONAL DESIGN REPORT	0	0	0	0	0	0	0
220	DESIGN EXCEPTION REPORT	0	0	0	0	0	0	0
230	INTERCHANGE JUSTIF./MODIF. REPORT	0	0	0	0	0	0	0
300	25% HIGHWAY DESIGN SUBMISSION	19	4	27	188	37	64	339
350	DESIGN PUBLIC HEARING	5	0	7	15	4	4	35
400	75% HIGHWAY DESIGN SUBMISSION	28	2	78	156	30	68	362
450	100% HIGHWAY DESIGN SUBMISSION	0	0	0	0	0	0	0
500	RIGHT OF WAY	4	0	0	32	0	32	68
600	GEOTECHNICAL DESIGN	0	0	0	0	0	0	0
700	PROJECT DEVELOPMENT - STRUCTURAL	0	0	0	0	0	0	0
710	SKETCH PLANS	0	0	0	0	0	0	0
750	FINAL BRIDGE DESIGN	0	0	0	0	0	0	0
800	PS&E SUBMISSION	12	0	16	34	4	6	72
900	CONSTRUCTION ENGINEERING	38	0	6	84	0	0	128
TOTAL WORK-HOURS		114	13	145	563	75	174	1084
		TOTAL FEE						\$ 122,081.59
ACTUAL PERCENTAGES		11	1	13	52	7	16	
(TYPICAL PERCENTAGES)		5-10%	1-3%	15-25%	25-35%	10-15%	10-15%	
		DESIGN				CONSTRUCTION		TOTALS
(a)	Salary Costs	\$ 37,689.13				\$ 5,833.72		\$ 43,522.85
(b)	Indirect Costs (%) 155.00%	\$ 58,418.15				\$ 9,042.27		\$ 67,460.42
(c)	Net Fee (%) 10.00%	\$ 9,610.73				\$ 1,487.60		\$ 11,098.33
TOTAL LIMITING FEE		\$ 105,718.01				\$ 16,363.58		\$ 122,081.59
(d)	Direct Expenses	\$ 15,732.04				\$ -		\$ 15,732.04
MAXIMUM PAYMENT AMOUNT		\$ 121,450.05				\$ 16,363.58		\$ 137,813.63
MAXIMUM OBLIGATION								\$ 137,813.63
						SAY		\$ 137,820.00