



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 Medford, Massachusetts

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

Treasurer/Collector

2. **DEPARTMENT RECEIVING FUNDS**

Ann Marie Irwin

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

85 George P. Hassett Drive, Medford, MA 02155

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

781-393-2345 airwin@medford-ma.gov

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

Stephanie M. Burke, Mayor

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

85 George P. Hassett Drive 02155

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

781-393-2409 sburke@medford-ma.gov

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

Wynn MA LLC

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 Environmental Review Process has well documented transportation impacts resulting from the Wynn MA facility and the Secretary of EOE has determined mitigate is required to offset these impacts. These transportation impacts are anticipated to be the most negative impacts on surrounding communities, impacting deterioration of the level and service and capacity of area transportation. Pedestrian, bicycle, water and public transportation improvements are needed to meet Wynn's goals to reduce reliance on vehicular travel and encourage alternative modes of transportation.

While these improvements are anticipated they are not clearly defined. The magnitude of impact this change will have on a regional basis, as well as the limited availability of state and federal resources, and the existence of multijurisdictional control of the transportation, will require a model transportation planning process and implementation strategy.

Medford will need to be able to analyze how proposed changes, both in Medford and on the borders, will impact transportation throughout the city. This analysis would not be necessary without the disrupter of the Wynn MA facility generating large transportation changes through the City.

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.

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The City of Medford requests \$150,000 in Transportation Planning grant funds.

The City is requesting \$60,000 for year 2 of a transportation planner/consultants to work with Wynn, private property owners and State transportation officials to identify financing and implementation of transportation improvements within the City of Medford. Activities will include a city-wide parking permit program to prevent employee and other long term parking on Medford Streets, identify essential roadway, bicycle, pedestrian and water transportation changes to offset increased traffic, review financing and construction alternatives and conduct a participation process by the public and interested parties.

Additionally, the City is requesting \$30,000 to assess the land use impacts of the casino's construction in the Wellington Circle area, with particular emphasis on the Wellington Transit station and its immediate environs. Construction of the Casino will result in increased growth and demand for service. This study will include analysis of land use and property ownership, in addition to potential uses and development due to ancillary needs generated by the casino. Potential partnership with the MBTA in development of air rights at Wellington Station will also be assessed.

Finally, the City is requesting \$60,000 to conduct an engineering feasibility study for a new multi-use path on the southern side of the Mystic River between the Craddock Bridge in Medford Square and the Somerville Line, along the shore of the Mystic River. The project will include documentation of existing conditions survey, route alignment, and preliminary cost estimates for this 1.6 mile missing link of the Mystic River shared use path in South Medford. Upon completion of the study, the city anticipates seeking additional funding for engineering design and implementation of the project. Both the City of Somerville and the DCR are supportive and interested in this project.

This project - the South Medford Connector - will complete a key missing link in the Mystic River pathway network, sometimes referred to as Mystic Greenways, a series of shared-use paths connecting the Alewife T Station to North Cambridge/Somerville along the Alewife Brook into Medford Square and down to Assembly Row. This active transportation route will connect major employment centers and commercial destinations such as Medford Square, Assembly Row and Station Landing to the Wellington Transit Station and the Wynn Casino. This pathway would take bicyclists on a safe route circumventing Wellington Circle which

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has been determined to be an unsafe route for bicyclists. 10,000 people currently live within a half-mile of this proposed path. These residents - a portion of them likely to be Wynn employees - will have direct access to the Casino along a safe and accessible biking and walking route. A study of US metropolitan areas found that an increase of 1 bike lane mile per square mile is associated with a 1 percent increase in the share of commuters traveling by bicycle (Dill & Carr, 2003). Once built, this link will increase transit-use, walking and biking and ultimately reduce vehicular traffic in the area.

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.

All funds will be dispersed in compliance with public procurement requirements, with a bid process and contracts. The City will utilize proper financial controls to prevent misuse.

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

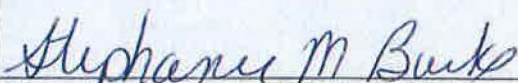
Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement. Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) 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.

Impacts of the project were anticipated in the Surrounding Host Agreements. Scope and timing are the issues to be addressed. See Chapter 3 of the SSFEIR, Transportation Impacts of the Surrounding Community Agreement, and GPI Peer Reviews.

This transportation planning grant will allow Medford to address issues related to the city's capacity to serve as a "transportation hub" (in Surrounding Host Agreement). Further, these projects will expand on the work done by the Lower Mystic Working Group, focusing on the impact areas of the casino development. Led by MassDOT, the MEPA certificate mandates that this group "assess and development long-term transportation improvements that can support sustainable redevelopment and economic growth in and around Sullivan Square" (page 2 of the MEPA certificate).

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

1/30/17

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.

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R.A.M.

Executive Director	Date
Ombudsman	Date



January 27, 2017

John Ziemba
Massachusetts Gaming Commission
Commission's Office of the Ombudsman
101 Federal Street, 12th Floor
Boston, MA 02110.

Dear Mr. Ziemba,

On behalf of the Mystic River Watershed Association, I am writing in support of the City of Medford's application for the Community Mitigation Fund's Transportation Planning Grant.

Currently, the Mystic River is an underutilized community asset. A recent article in Boston Magazine contrasted how our tremendous resource differs from the Charles in terms of access and visibility – MyRWA's Mystic Greenways seeks to change that. We would like to ensure that our communities have equitable access to active transportation and recreation opportunities and realize the benefits that quality parks and paths provide to other, more visible, parts of Greater Boston.

More than 80% of the network already exists or is designed, but there are several key gaps and degraded sections that prevent the Mystic Greenways from reaching their potential. One key project of Medford's application is to provide initial engineering and feasibility for one of these missing link in the network, along the Mystic River in South Medford. When completed, this 1.6-mile path segment will increase transit-use, walking and biking, ultimately reducing vehicular traffic in the area.

The Mystic River Watershed Association hopes that you give this important project consideration. A seamless network of walking and biking paths around the Mystic River would mitigate impacts of the Wynn Casino and provide a viable active transportation system for getting people to work, school and commercial destinations. If you have any questions or require additional information, please feel free to contact me.

Thank you for your consideration.

Sincerely,

Patrick Herron
Executive Director

Amber Christoffersen
Greenways Director

Serving Twenty-Two Communities

Arlington Belmont Burlington Cambridge Charlestown Chelsea East Boston Everett Lexington Malden Medford

20 Academy Street, Suite 306 • Arlington, MA • 02476-6401 • (781) 316-3438 • www.MysticRiver.org

January, 26, 2017

John Ziemba
Massachusetts Gaming Commission
Commission's Office of the Ombudsman
101 Federal Street, 12th Floor
Boston, MA 02110.

RE: Letter of support for the City of Medford

Dear Mr. Ziemba,

As the Program Manager for the Emerald Network at LivableStreets Alliance, I am writing in support of the City of Medford's application for a Community Mitigation Fund's Transportation Planning Grant. The Emerald Network envisions 200 miles of connected Greenways in Metro Boston region by 2030, and relies heavily on key projects like the one put forth by the City of Medford to be successful and attainable.

One key project for this grant proposal is to provide initial engineering and feasibility for a missing path along the Mystic River in South Medford. This 1.6-mile path segment will fill a critical gap in the Mystic Greenway network and increase transit-use, walking and biking, ultimately reducing vehicular traffic in the area.

LivableStreets has been an advocate for streets and communities that serve people. With the projected rise in population in Medford over the next decade, it is crucial to provide people with choices in transportation, opportunities for recreation and access to nature and open space. Connected paths along the Mystic River will help achieve many of these goals without increasing the burden on pre-existing infrastructure and amenities. The geographic location of the path will open up a rare natural asset which remains largely inaccessible to people. Additionally, it will support our work by advancing a key link within the Emerald Network and paving our path to success with other key projects in the area.

LivableStreets and the Emerald Network is excited to support this project because its mission aligns perfectly with our goals and priorities, and advances our initiative.

Please feel free to contact me with any questions at 617.621.1746 or nidhi@livablestreets.info. Thank you again for your consideration.

Sincerely,



Nidhi Gulati
Program Manager | Emerald Network
LivableStreets Alliance



a LivableStreets initiative



January 30, 2017

John Ziemba
Massachusetts Gaming Commission
Commission's Office of the Ombudsman
101 Federal Street, 12th Floor, Boston, MA 02110.

Dear Mr. Ziemba,

As the Director of Partnerships at the Department of Conservation and Recreation, I am writing in support of the City of Medford's application for a Community Mitigation Fund Transportation Planning Grant.

One key project of this grant proposal is to provide initial engineering and feasibility for a missing path along the Mystic River in South Medford. This 1.6-mile path segment will complete the Mystic Greenway network and increase transit-use, walking and biking - ultimately reducing vehicular traffic in the area.

DCR is pleased to support this application given its regional significance within our portfolio of parklands and paths. This link would connect the expansive network of waterfront paths along the Charles River, Fresh Pond, Alewife Brook and Mystic River. Further, the 2009 Mystic River Master Plan recommends the completion of this path - grant funding would move this project towards implementation.

Please feel free to contact me with any questions at 617-626-4997 or Nicholas.connors@state.ma.us. Thank you again for your consideration.

Sincerely,

Nicholas Connors
Director of External Affairs & Partnerships
Massachusetts Department of Conservation and Recreation

COMMONWEALTH OF MASSACHUSETTS • EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS

Department of Conservation and Recreation
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www.mass.gov/dcr



Charles D. Baker
Governor

Karyn E. Polito
Lt. Governor

Matthew A. Beaton, Secretary, Executive
Office of Energy & Environmental Affairs

Leo Roy, Commissioner
Department of Conservation & Recreation