



**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 Somerville

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

Office of Strategic Planning and Community Development

2. **DEPARTMENT RECEIVING FUNDS**

Brad Rawson, Director of Transportation and Infrastructure

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

City Hall, 93 Highland Ave 3<sup>rd</sup> Floor, Somerville, MA 02143

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

617-625-6600 x2518, brawson@somervillema.gov

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

Joseph A. Curtatone, Mayor

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

Mayor's Office City Hall, 93 Highland Ave, Somerville, MA 02143

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

617-625-6600 x 2100, mayor@somervillema.gov

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 intersection of Interstate 93, State Route 28 (Fellsway/McGrath Highway) and State Route 38 (Mystic Avenue) in Somerville is located approximately one mile from the Wynn Everett site. The facility is deficient in its current operations, as documented in a formal Road Safety Audit (RSA) produced for MassDOT's Highway Division in September 2015. This RSA notes that crash history from 2008-2012 ranks the intersection as the 14<sup>th</sup> most dangerous in the Commonwealth. MassDOT has assessed the projected impacts of casino-related traffic on the facility, and in its 2016 Section 61 Finding for Wynn Everett's MEPA process, found that absent mitigating transportation improvements, the project-related traffic would have detrimental operational and safety impacts on the 93/28/38 intersection.

**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.**

In January 2017, MassDOT Highway Division completed a second Road Safety Audit, bringing additional baseline data and potential safety enhancements to the table. The City of Somerville proposes to use MGC Transportation Planning funds to initiate a formal planning study of the facility, which would implement a key recommendation of the 2017 RSA. A consultant team would be engaged to conduct public engagement, alternatives analysis and concept design. This step is consistent with the formal project development process used by MasDOT for highway capital projects. The City understands that the maximum award amount of \$150,000.00 would likely represent roughly 75% of the required budget for such a study, and we propose to seek additional local funding to match and leverage grant resources. The City's proposal would also effectively leverage a federal highway earmark proposed for design development of the 93 / 28 / 38 intersection complex in Amendment #1 of the Boston Region Metropolitan Planning Organization's Transportation Improvement Program (TIP). The City's proposal would also leverage \$2.68 million in federal and state funding programmed in the TIP for

construction of initial-phase improvements in Federal Fiscal Year 2020.

**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.**

Transportation Planning Funds in the amount of \$150,000 will be used to secure contractual consultant services. The City will submit copies of supporting documentation, including any and all contracts, invoices, and purchase orders related to this work. This work will be monitored by the City's Purchasing, Finance, and Transportation & Infrastructure departments in order to guarantee the appropriate use of funds and full compliance with all state and local regulations. Misuse of funds will result in contract termination and legal action if required.

**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.

The City of Somerville's Surrounding Community Agreement includes reference to the 93/28/38 intersection (see excerpt below), and Wynn Everett agreed to complete all necessary improvements as determined in accordance with the MEPA process. No mitigating transportation improvements were ultimately required under MEPA, although MassDOT asserted in its 2016 Section 61 Finding that absent such improvements, project-related traffic would have detrimental operational and safety impacts on the 93/28/38 intersection. The City of Somerville has since executed a Cooperation Agreement with Wynn Everett that commits the parties to collaboration around transportation planning, and the City looks forward to partnering with Wynn and all other regional parties to ensure that this key location provides a safe and accessible environment for all roadway users. The City's Surrounding Community Agreement calls for Wynn Everett to provide a \$250,000 annual payment for transportation impacts, although the SCA specifies that the purpose is to enable the City to fund staffing and other public safety initiatives related to increased pedestrian and vehicular traffic (see excerpt below).

"5.1. Based on the trip distribution pattern for the Project and a review of both the local and regional transportation system, Wynn studied the following intersections in Somerville and contingent upon the acceptance by Wynn of a non-appealable License, Wynn agrees to complete all necessary improvements as determined in accordance with the MEPA process:

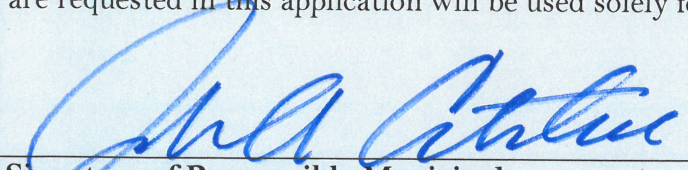
1. 1-93 Southbound Off-ramp/I-93 Northbound On-ramp/Mystic Avenue (Route 38), Somerville;
2. 1-93 Northbound Off-ramp/McGrath Highway (Route 28), Somerville;
3. Mystic Avenue (Route 38)/McGrath Highway (Route 28), Somerville;
4. Mystic Avenue (Route 38)/1-93 Southbound On-ramp Diverge, Somerville;
5. Broadway/McGrath Highway (Route 28), Somerville; and
6. Mystic Avenue (Route 38)/1-93 Northbound On-ramp Diverge, Somerville."

"5.4. The Parties acknowledge and agree that the proximity of the Project to the Assembly Row and Assembly Square developments may result in additional pedestrian and vehicular traffic in Somerville. As a result, the Parties recognize and agree that there may be a need for increased police, fire, traffic and public works personnel to maintain roadway safety due to increased use. In recognition of the above, and contingent upon the receipt of a non-appealable License, Wynn has agreed to pay to Somerville an annual payment of Two Hundred Fifty Thousand Dollars (\$250,000.00), which amount shall be due on or before the ninetieth (90th) day following the opening of the Project to the general public and on each annual anniversary thereof. The annual payment shall continue for as long as Wynn, or any parent, subsidiary or related entity, owns, controls or operates a commercial gaming facility at the Project Site. The purpose of this payment is to enable Somerville to fund staffing and other public safety initiatives related to increased pedestrian and vehicular traffic in Somerville and additional costs, if any, incurred in mutual aid responses to the Project."

**2017 TRANSPORTATION PLANNING GRANT APPLICATION**

**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

2/1/2017  
\_\_\_\_\_  
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