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PROCEEDINGS:

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CHAIRMAN CROSBY: We are calling to

4 order our meeting on Section 61. This is

5 | Tuesday, March 29, 2016. This is a public

6 hearing before the Massachusetts Gaming

7 | Commission. I am Chairman Stephen Crosby.

8 Also present are Commissioners Gayle Cameron,

9 Lloyd Macdonald, Bruce Stebbins and Enrique

10 Zuniga.

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Since I have been voluntarily
recused from the Region A licensing matters,
I'm asking Commissioner Zuniga to chair this
public hearing. Commissioner Macdonald was not
with the Commission when the Region A license
was awarded, so he will abstain from Region A

licensing decisions. Commissioner Zuniga.

COMMISSIONER ZUNIGA: Thank you, Mr. Chairman. Thank you everybody. Just a few words before we get started with the proceedings. This hearing is convened pursuant to § 3 of Chapter 23K of the Mass. General Laws and also pursuant to the Secretary certificate issued by the Secretary of Environmental

Affairs on August 28, 2015.

In that certificate, the Secretary determined that the second supplemental final environmental impact report that was submitted by Wynn on the Wynn Everett project adequately and properly complied with the Massachusetts Environmental Policy Act.

In its certificate, the Secretary required that we conduct a public hearing. And that's what we're doing here today. And also establish a long-term Sullivan Square group, working group which proceeds and has convened and proceeds as well on a parallel track to the MEPA process.

So before we begin, the Commission would like to thank all of you for being here today. This is a public hearing, and it is critically important that you the public be a part of this process to ensure that the Commission achieves the best results possible.

The purpose of this public hearing is to offer any interested person or group an opportunity to comment on the Commission's draft Section 61 Findings for the Wynn Everett

project which has been posted to our website a few days ago.

Comments will be accepted from the public this evening. We have been receiving them in writing. And we will continue to accept them if they come in writing up until 4:00 p.m. on April 11, 2016. Those written comments should be provided to MGC comments with the phrase Wynn Section 61 in the subject line or by mail to the Commission's offices at 101 Federal Street in Boston, attention to the legal department.

Let me just clarify that this is not a question-and-answer period. It is not debate. Once we begin, anybody who wishes to comment may come forward when called and be recognized by the Commission. They may then proceed to offer their comment.

And we've done a number of these hearings in the past. We found that in order to use the available time more efficiently, we ask that speakers limit their comments to three minutes. You will see a clock right over there. You might hear a beep once you get

three minutes. I'll let you finish your thought or conclude your remarks, but I'm going to hold speakers to three minutes.

After closing the public hearing this evening -- Yes, I will do that. There was an opportunity to sign-up since we posted the meeting -- this hearing. There are sign-up sheets outside for people who have not yet signed up. You are welcome to do that now and during this hearing. And we will call you in the order that you've signed up.

After closing the public hearing this evening, the Commission staff will review all comments received again, as I mentioned, through April 11. It is anticipated that staff will come before the Commission on April 14 with recommendations of changes, if any, to the draft Section 61 Findings. At the Commission's public meeting on April 14, the Commission will review any recommended changes and if appropriate approve final Section 61 Findings at that time.

The Commission requests that all speakers identify themselves prior to

commenting. And please be sure to keep your voices up at this hearing as this hearing is being recorded.

With that I will now open it for comment. We have a tradition of starting with elected officials who are not going to be limited to the three minutes but ask that they use their discretion in that regard. Mayor Carlo DeMaria.

THE HON. CARLO DEMARIA: Thank you.

Thank you, Commissioner Zuniga and thank you to the entire Gaming Commission. Commissioner

Macdonald, nice to meet you. My name is Carlo DeMaria.

Good evening. I appreciate the tremendous amount of work that the Massachusetts Gaming Commission has put into the draft Section 61 Findings relative to the Wynn Resort in Everett. I commend the Mass. Gaming Commission for their analysis and thank them for their continuous efforts over the past several years to carefully establish a new industry in the Commonwealth.

The Commission's Section 61 Findings

based on certifications from the Executive

Office of Energy and Environmental Affairs and
numerous other state agencies represents a

thorough and well-reasoned assessment of the
project's environmental impacts and mitigation
measures focusing on sustainability, energy
efficiency, renewable energy and traffic.

It concludes that all feasible measures have been taken to avoid or minimize impacts of the project and damage to the environment and notes that all appropriate conditions will be included in the project's final license. It is important to note that this project has undergone more stringent environmental and design review by more state agencies and independent peer reviewers than any other private developmental project.

The Commission's findings note numerous mitigation measures that Wynn Boston Harbor -- I have Wynn Everett here, but I'll call it Wynn Boston Harbor has committed to implementing including tens of millions of dollars in reasonable traffic mitigation measures. I got over that quick, Commissioner

Cameron. It took me a little while, but I'm good now. These include not only major roadway improvements in Everett and surrounding cities but a \$7.4 million subsidy for the operation of the MBTA's Orange line train for increased service. The first time ever that a private developer has contributed operational funding to the MBTA.

\$250,000 towards a study in design of a pedestrian walkway from Everett over the Mystic River to Assembly Row that would create direct pedestrian and bicycle access to the MBTA for not only the Wynn Resort, but five surrounding North Shore communities. These sustainable traffic mitigation commitments by a private developer are truly unprecedented.

In addition to committing \$25
million for Sullivan Square improvements, Wynn
actively participates in and funds a regional
working group led by Transportation Secretary
Pollock focused on long-term planning for
traffic mitigation around Sullivan Square.
Wynn's commitment to this planning process
showcases their larger commitment to work with

the state and the region on a long-term strategy. The working group is charged with assessing existing conditions, planned improvements and proposed and permanent development to planned traffic improvements.

Importantly, it is tasked with considering funding resources in the equitable allocation of project costs. Wynn will not be the only trip generator or even the largest trip generator in our thriving region.

In fact, Assembly Row already has a larger traffic impact in Somerville than the casino will, despite millions of dollars in public funding and the creation of a brand-new Orange line T stop onsite at Assembly. Even more strikingly the second phase of the project, which the mayor of Somerville wholeheartedly supports is expected to generate over 32,000 additional vehicle trips a day.

Any reasonable analysis of potential traffic mitigation measures in our region must treat all developments equitably. Wynn cannot be held to a different standard.

A number of large development

projects across the state have succeeded in the MEPA review process. And they have not provided the same level of traffic mitigation measures that Wynn has committed to in funding.

At the same time, each of these projects generates more vehicle trips per day than Wynn will, Westwood Station project in Westwood, Northborough Crossing project in Northborough, Northwest Development project in Burlington, Old Colony Place project in Plymouth, Patriot Place project in Foxboro.

I appreciate Wynn's commitment and willingness to work with us all. In Everett, we are considering transportation broadly. We look forward to increased smart transportation options for our residents that will take cars off the road. We want more interconnections with the rest of the region.

We are the only urban core community without MBTA rapid transit or train access despite having not only a commuter rail line that bisects our city but also the back shop facility that maintains every subway car, trolley and bus on the MBTA. Our residents

rely on indirect, infrequent and overcrowded buses for their trips into Boston and other surrounding cities to access jobs, schools, hospitals and recreation.

Last year, the city of Everett began working with DOT on a comprehensive transit study to examine Everett's transit needs and opportunities for improvements. We are very grateful for their work. Looking forward to the results of their study later this year. We will work creatively to forge public and private partnerships to implement the study's results.

We are working to expand the

Northern Strand Community Trail through the

communities of Everett, Malden, Saugus, Revere

and Lynn creating safe bike path for access

from the North Shore into Boston and

encouraging a healthy and environmentally

friendly mode of alternative transportation for

the residents of many communities in our

region.

Our revision of completing the path over the Mystic River and creating new access

to existing MBTA stations will take thousands of cars off the roads each day in the same manner that the Minuteman Trail has done in Cambridge and Arlington.

We have requested funding to support this project through the Gaming Commission's transportation mitigation fund. And we appreciate your consideration.

Traffic in our part of the state has long been a challenge. We are a national leader with world-class hospitals, universities and major corporate employers. A place where more and more people want to be. Each of us has a role to play in smart mitigation strategies.

Wynn has been an excellent corporate partner to the city of Everett and to the state of Massachusetts. And I am confident that they will continue to work on a local and a regional level to mitigate environmental impacts including traffic.

Thank you again to the Commission for your excellent assessment of the project's Section 61 commitments and mitigation measures.

1 | Have a great night. Thank you.

2 COMMISSIONER ZUNIGA: Thank you, Mr.

Mayor. City Councilor Mike Mangan.

MR. MANGAN: Thank you,

5 | Commissioners. I've been in front of you many,

6 many times. I just want to really echo the

7 sentiments of the Mayor.

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Certainly, being on the city council for many years and the board of aldermen. It's been great working with Wynn. Everything they said they're going to do, they've done.

And I just want to mention last week I did watch the meeting last Tuesday in its entirety. Certainly, Mr. Gordon, Chris Gordon made a great presentation. But after he was done and I saw Mr. Moore came up from City Point. Basically, he laid out everything. And he said whether it was on-site or off-site that the Wynn Corporation has either met or exceeded expectations on all levels.

So, I just think that's something independent of the people in Everett and the Wynn Corporation. This is the City Point people coming in front of you and saying that

they have either met or exceeded all
expectations in terms of what they're supposed
to do.

The other thing is you know and it was in that presentation that Wynn has taken no public money for infrastructure around the areas. I know some of the other developments in and around the Everett area have for good reason. But Wynn has taken nothing. And it all has come out of Mr. Wynn's pocket. So, I hope you will look favorably on this and I look forward to having your support. Thank you very much.

COMMISSIONER ZUNIGA: Thank you, Sir. Jay Monty from transportation planning.

MR. MONTY: Good evening. My name is Jay Monty. And I'm a transportation planner working in the city of Everett.

Again, I just want to echo Mayor

DeMaria's appreciation to the Gaming

Commission, to MassDOT, Secretary Pollock as

well as everybody in this room who has

contributed to this process.

I just want to elaborate on a few of

the items that the Mayor spoke to in regards to transportation and infrastructure mitigation that Wynn Resorts has committed to under Section 61 of the MEPA review process.

First, as we know, our roadways and transit systems are highly stressed from the congestion the results from the economic vibrancy of our region. The major corridors and intersections are being improved as part of the Wynn project, also serves as major thoroughfares for regional traffic accessing jobs, schools and other trip generators in Boston, Cambridge and Somerville.

In Everett, these primarily include
Route 99 and Route 16. And conservatively
speaking, a significant portion if not a
majority of the vehicles on these roadways
during the peak hour either originate from or
are destined to Everett. So, this has a
significant impact on Everett's health and
well-being and its ability to spur economic
development along these corridors.

The city believes that the improvements to these corridors committed to by

Wynn are not only sufficient to accommodate the additional vehicle trips for the resort, but offer Everett the opportunity to transform these corridors into more livable spaces that can truly enhance the quality of life for Everett residents and bring needed economic development to the corridor.

Along Route 99, improved access management through center median and structured turn lanes will improve safety dramatically for pedestrians and cyclists. Improved bicycle lanes and sidewalks will provide better protected roadway space for the growing number of these users.

As to Sweetser Circle, the junction of Everett's three major thoroughfares, a high-speed rotary that is the site of numerous collisions will receive significant traffic calming measures. And further down the road at the Santilli Circle on Route 16, improved pedestrian and bicycle pathways will provide greater access between the commercial and residential neighborhoods on the west side of Everett and the Wellington MBTA station.

Transit is also a key component of Wynn's mitigation package. As the Mayor noted, Everett has neither a commuter rail station or rapid transit station. And despite this, Wynn has committed to achieving a mode share for non-single occupancy vehicles of 30 percent for their patrons and over 60 percent for their employees.

They plan to achieve this through a robust shuttle system that provides direct access to not only MBTA stations but also local neighborhoods in Everett and Malden.

Worth noting also is the absence of employee parking on the site. This further encourages employees to utilize transit for their trip to work.

Finally, I would like to speak in support of Wynn's commitment to help fund the planning and design of the new Mystic River crossing that would serve not only the resort but the Northern Strand bicycle path. Such a connection would provide safe non-motorized transportation access directly to the MBTA from five North Shore communities.

1 Similar to Minuteman bikeway's 2 connection to the Red line at Alewife 3 connecting the Northern Strand path directly to 4 the Orange line would have a significant impact on transit and non-motorized mode shares for 5 6 both the Wynn Resort as well as Everett and the 7 surrounding communities. The city looks forward to working 8 9 with both with Wynn, MassDOT, DCR and of course 10 the Gaming Commission to advancing this 11 project. Thank you. 12 COMMISSIONER ZUNIGA: Thank you, 13 State Representative Joseph McGonagle. Just a minute. We need to figure out something 14 15 with the stream. 16 REP. MCGONAGLE: Good evening, ladies and gentlemen. I'd like to take this 17 18 opportunity to thank Chairman Crosby and the 19 Mass. Gaming Commission for their fair process 20 in licensing of expanded gaming in 2.1 Massachusetts. 22 I'm especially grateful for your 23 forward thinking in getting Wynn Boston Harbor 24 underway and having the ability to foresee the

benefits of this resort. It is with your commitment that this \$2 billion project will strengthen the Massachusetts economy with jobs and much needed tax revenue.

I would like to thank Secretary
Pollock's and Secretary Beaton's leadership in
expanding transportation and environmental
opportunities for the residents of Everett and
the surrounding areas because it is not only
the city of Everett who will benefit.

I would also like to acknowledge the adjacent communities for standing unified as we take every precaution to minimize any adverse effects of this resort. The benefits from Wynn outweigh any obstacles that we will face in the long run.

It is important to say that Wynn
Boston Harbor will not only help Everett, it
will aid the Commonwealth. With the Gaming
Commission's commitment for casino development
in Massachusetts makes myself and fellow
legislators eager to partner with you.

So, I am extremely confident that we can all work together to minimize any

1 challenges that come our way. Thank you.

2 COMMISSIONER ZUNIGA: State Senator
3 Sal DiDomenico.

SEN. DICOMENICO: Good evening,
Commissioners, and thank you very much for your
hard work though this whole process. I know
it's almost to the end, almost there.

I want to say thank you to all of you. And thank you to the folks behind me. This really is a transformational project not only for the city of Everett but the entire region. To have a private developer come into our area and put up the kind of resources they've done before the project even begins, and all that they've committed to doing once they break ground is pretty remarkable.

And serving on Ways and Means in the state Senate, I can appreciate the fact that we have a private developer coming in and paying for everything themselves with no aid from the state, which is unusual to say the least.

The fact that they are putting up millions of dollars -- billions of dollars really of their own private money to fix long-

1 standing problems that we've had in this 2 community and this region for decades and 3 solving issues in terms of brownfield 4 remediation, traffic remediation, 5 infrastructure improvements all with private 6 dollars is nothing like we've seen from any other developer that has come to our state in 8 the past. 9 And the fact that we are going to be left with this unbelievable resort that will 10 11 generate additional revenue for our state for 12 decades to come also helps us with many of the 13 good things we are trying to do at the state

cultural services, and infrastructure improvements not just in this region but across our state.

level such as social services, education,

This project has ramifications that will last generations that will help my children, your children, your grandchildren.

The effects of this project will live long past all of us. And the improvements and the legacy that they will build as a result of this project will also benefit all of us for the

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years to come.

This is one of those rare moments in time where we have a chance to do so many good things with a 33-acre site. 33 acres and we're getting all these benefits for not just Everett but for the entire region. That I don't know what else to say, is once-in-a-lifetime.

And I know that there are some that don't always see the benefit of this that want to see more. And I can tell you without a doubt that I have talked to the folks at Wynn, I have sat down with them, worked with them.

And as been mentioned, they have delivered on every promise and exceeded every expectation.

I have no doubt and I trust them 100 percent when I see their plans and I see what they're bringing to our region. And when I see the revenue estimates that they are talking about coming into our region, they have the best experts on the planet working on these issues. When it comes to traffic, environmental remediation, turning a blighted site that for decades we could not even walk on never mind develop, and the fact that we're

going to turn it into this \$2 billion resort for everyone to enjoy including non-gamers which is remarkable.

Opening up a waterfront that we haven't seen in Everett for decades. We knew we had water, we couldn't access it. We knew we had waterfront property but you couldn't even touch it. Now opening up to the general public for passive use, recreational use and for everyone to enjoy in our community and surrounding communities by the way, not just the residents of Everett.

Connecting Assembly Row with the city of Everett, bike paths, walking paths, green space, you name it, they are going to do it. They have the resources to do it and they've done it in the past.

So, I want to thank you for listening to me today. And I implore you this is a once-in-a-lifetime opportunity for people of my generation and generations to come. Thank you very much.

23 COMMISSIONER ZUNIGA: Thank you, 24 Senator. Rich from the Attorney General's

office, Rich Johnston.

MR. JOHNSTON: Chairman Crosby,

Acting Chairman Zuniga and all of the

Commissioners. As you know, I'm Richard

Johnston, chief legal counsel at the office of

the Attorney General Maura Healey. I very much

appreciate the opportunity to provide testimony

here this evening.

I'm here on behalf of the Attorney
General to urge you to include in your final
Section 61 Findings conditions sufficient to
ensure that there is a viable funded long-term
solution to the traffic issues in Sullivan
Square and Rutherford Avenue before final
approvals are issued for operation of the Wynn
casino, as well as conditions that Wynn will be
required to contribute its fair share toward
the cost to mitigate the transportation impacts
attributable to the casino.

As you also know during the MEPA process with the casino project, the Attorney General has expressed major concerns about the potential long-term traffic problems that will result from the casino. In public letters and

other communications to state transportation environmental officials, the Attorney General has vigorously advocated for full, independent analyses of all the casino's traffic impacts on Sullivan Square, Rutherford Avenue and I-93 as well as for long-term traffic plan for the area as part of the casino MEPA and licensing processes.

The Attorney General's office also is an active participant in the regional working group established by the Baker administration as part of the MEPA certification to address many of the same traffic issues which the Attorney General and others have indicated.

The Secretary of Transportation for her part has made clear in establishing and running the regional working group, the longterm solution to Sullivan Square traffic problems is important to the future of the region.

Independent traffic and economic development modeling under the regional working group is currently underway. And we are

hopeful that the modeling will contribute to the establishment of a long-term traffic solution for Sullivan Square and Rutherford Avenue.

We understand through our involvement in the regional working group and otherwise that Wynn's experienced and capable team recognizes both the need for and the benefit of a long-term solution for Sullivan Square and Rutherford Avenue. These are very helpful understandings, but by no means can they be our only source of reliance for future fixes.

As you know, last month in our comments to MassDOT's Section 61 Findings, our office again raised the need for a definitive long-term traffic solution prior to issuance of final Section 61 Findings and final casino approvals.

Tonight, we address the Commission because the issue of how to deal structurally with traffic impacts is now in your hands.

Under the Commonwealth's Gaming Act, the

Commission has responsibility to address

problems caused by casinos every bit as much as it has the responsibility to address opportunities that casinos may create.

Traffic is an obvious and serious problem with the Wynn casino. Ultimately, what you decide in the next few weeks with respect to transportation requirements for Wynn will determine whether the Wynn casino is viewed by the public as an unmitigated -- I'm sorry, whether Wynn casino is viewed by the public as unmitigated disaster for traffic in Sullivan Square and the region or as a significant contributor to a meaningful solution. That outcome will also have a significant bearing on how the public views this regulatory process for casinos.

The Attorney General urges you to be the catalyst for a solution in Sullivan Square and Rutherford Avenue rather than as an enabler for the traffic degradation. This is the time as you at the Commission finalize your own Section 61 Findings to ensure that we gain the full benefit of the regional working group's efforts.

Specifically, we ask that you include in your Section 61 Findings that the recommendations of the regional working group presumptively will be incorporated into the casino license. And that Wynn will be required to pay its fair and proportionate share of the cost of implementing these recommendations for Sullivan Square, Rutherford Avenue and potentially other impacted areas.

Your Section 61 Findings coupled with conditions which you incorporate into Wynn's license are the Commission's optimal opportunity to put in place an enforceable requirement for Wynn to take into account any recommendations of the regional working group, and for Wynn to implement and pay for any measures necessary to address the impacts attributable to the casino.

Your findings and license conditions are therefore the Commonwealth's last and best regulatory chance to ensure that there is a definite mechanism in place to a achieve a long-term solution for these obvious and farreaching traffic problems before the casinos is

up and running. And to ensure further that the public will not be left to shoulder the burden of greater volumes of traffic in an already dangerously congested location without a remedy.

We note with encouragement that in approving a surrounding community agreement between Boston and Wynn earlier this year, the Commission was to specifically reserve to your discretion and authority to impose additional conditions in your Section 61 Findings for the project and in your final agency action regarding Wynn's license.

And we applaud the Commission for your draft 61 Findings directly addressing the issue of Wynn's participation in the outcome of the regional working group as well as for emphasizing your continuing control over the project even after issuance of a license to Wynn, including your discretion to trigger a reopener into Wynn's obligations.

Now is the time in our view to turn those commendable sentiments into something very tangible and lasting. While we appreciate

the good intentions and spirit of cooperation within the regional working group and its participants, including both Wynn and the Commission, both as a matter of law and of sound public policy, we urge that you put in place a clear and bold framework to ensure that the regional working group's findings will be set in action even though they may not be issued for a year or 18 months.

In our view, the framework should be in the form of implementation and financial requirements for Wynn outlined in your Section 61 Findings and incorporated into Wynn's license.

Although we recognize that you are not in a position yet to know what the recommendations of the regional working group will be or to be able to specify precisely what Wynn's financial contributions should be, the Commission is in a position to require that Section 61 Findings and the license not just that there be a potential reopener, but that there be a clear requirement that Wynn implement and pay for the recommended long-term

traffic plan on a fair and proportional basis once that plan is published.

Thank you very much. We appreciate your time this evening. And please realize that we expect to supplement these comments with more detailed written comments before April 11.

COMMISSIONER ZUNIGA: Thank you, Mr. Johnston. Michael McLaughlin from the city of Everett.

MR. MCLAUGHLIN: Chairman Crosby and other Commissioners, good evening. I'm Michael McLaughlin Ward 6 City Councilor, which the area in which the Wynn Boston Harbor will sit.

I have come before you many times before to speak on other subjects. I'd like to speak tonight -- Mayor DeMaria hit on most of the points. -- things that I'm very excited about as the councilor from the area in which is going to see the most transformative time in the history of the city of Everett.

But I'd also like to talk on the Sullivan Square mitigation. Wynn Resorts has committed already \$25 million to the same

project that the Attorney General's office was just speaking of. \$40 million total in mitigation money for Sullivan Square along with Congressman Capuano who has secured about \$700 million in federal funding for transportation across the Commonwealth of Massachusetts, a significant portion of that going into Sullivan Square.

So, Sullivan Square is a major issue. And everybody acknowledges the fact that it needs to be rectified. But it's not Wynn that caused the problem, but they're the ones that are going to fix the problem or surely be a part of making sure that it's fixed along with Mayor DeMaria and Mayor Walsh and so many other parties that are going to come together to fix Sullivan Square.

So, I continue to hear Sullivan

Square as being an issue. It is, no question
about it. But there is a significant plan to
make sure that it is rectified previous to Wynn
opening or shortly after.

So, again tonight I would like to thank you for your time and congratulate you

1 for a due diligence on chapter 61, but the 2 whole process altogether. This Commission has 3 been nothing but professional and has done 4 their due diligence to make sure that gaming is 5 going to expand in the Commonwealth and is 6 going to be successful for many years to come, 7 generations beyond mine and ours. So, thank you for having me this evening. 8 9 COMMISSIONER ZUNIGA: Thank you, 10 Frank Parker from the school committee. 11 MR. PARKER: Commissioners, good 12 afternoon. Lieutenant Colonel Cameron, Judge 13 Macdonald, we've never met before, Chairman Crosby, Mr. Zuniga, Mr. Stebbins. 14 I'm Frank 15 Parker and I'm chairman of the Everett School 16 Committee. I know you're happy to see me 17 because you've been wondering how Frank has 18 And yes, I did get re-elected. So, I've 19 got the honor and privilege to represent the 20 school department today before you. 21 With that today's hearing is 22 regarding the environmental impact of a five-23 star hotel and casino on the Mystic River. 24 While most of the conversation centers on the

area and its impact on the environment and jobs, my intent today is to point out the environmental impact downstream. Get it, downstream, Mystic River? Okay, it didn't work.

So, in 2014, the Cambridge Health Alliance published a report on their health assessment on the city of Everett. And in this report they stated that one of the environmental social determinants of health was the environment.

They further illustrated this by an illustration of a pyramid in which the social economic factors were the basis of the pyramid but the peak of it, which I want to kind of talk about and pull this all into today, is counseling and education.

So with that I firmly believe that the environmental debate today has a direct impact on the education environment of the classrooms within the Everett public schools. So, let me explain.

Over the past three years, I've outlined the demographics, the diversity, the

overcrowded schools, the growth of the school
population, the growth of the poverty level.

And through all this I reassured you that even
though all sounds dark and gloomy, the Everett
public schools continue to thrive and all is
well.

And I'm happy to report since the last time we met that last December the Department of Elementary and Secondary Education announced that Everett public schools are all at either level I or level II on their five-tier rating systems. We joined Cambridge and Revere as one of the urban school districts to say that. I might add, Cambridge spends an average per pupil what Everett and Revere probably do combined. So, it's quite a fee.

So, as Superintendent Forrester said before the committee, the school committee a couple of weeks ago, our entire system and all of our personnel are united in the ideal of continuous improvement.

So, Everett's classrooms have transformed from the standard deliver teaching model that we knew, blackboards and chalk, to

classrooms that are vibrant, interactive
collaborative workspaces where teachers are the
facilitators of learning and students create
their own meaning and discover what they need
to know through interactive technology and
inclusive teaching practices.

Yet all of this progress that I talk to you about is being threatened because next fiscal year we in Everett are facing a \$3 million loss in operating revenue due to the Commonwealth's changes in what defines a student in poverty. The definition of that is a debate for another venue at another time. It's not for today.

My debate today is this one. Had this frivolous lawsuit not been filed, Wynn would have broke ground in April and cut a \$5 million check to the city of Everett. My colleagues and I, because we've got a great relationship with the Mayor and the city council, could have worked with them to ensure that some of that money could offset the \$3 million loss that we're going to see in the next fiscal year. But that's not going to

happen.

Due in part to the actions of our good neighbors, I'm going to have to cut programs and people, the same people that brought our school system to level I and level II. What a great way of saying thank you, huh?

The mayor is a fervent -- The mayor of Somerville, let me clarify that the mayor of Somerville is a fervent opponent of expanded gaming in Massachusetts.

We need to continue the progress starting and continue through this honorable Commission and move forward. We need to let Wynn when break ground in July. We need that check.

And with that we can start calling back teachers, math, reading coaches, adjustment and guidance counselors, all of those necessary personnel to create the learning environment I described earlier, and continue the educational success of Everett for the benefit of Everett but for the region and for the Commonwealth. Thank you for your time.

COMMISSIONER ZUNIGA: Thank you, Mr.

Parker. We are going to proceed to the members of the public. The first person to sign up was Mr. Vincent Ragucci. Welcome, Sir.

MR. RAGUCCI: Good afternoon

Commissioners. Thank you so much for again
attending another public hearing. We sort of
got away from it for a while you were doing
other things and while we were doing other
things.

So, I want to begin by thanking you because nothing gets by you. That's the way it's supposed to be. That's the way the Commission and the reason the Commission was set up.

I'd like to tell you just a quick story. One day his Honor, the Mayor from Everett, and Mr. Wynn were standing on a polluted lot in our city. An agreement was made. And when Mr. Wynn makes an agreement, he honors that agreement to the 10th degree.

There were problems. Everybody knew that there were problems. The land was polluted. All of the things that most of you have already heard, so I'm not going to bore

you with it. But Mr. Wynn began to not only
pump his money into getting things resolved,
but you folks know better than anyone here the
amount and the volumes of books that were
presented to you to cover every point of the
law that had to be covered in order to satisfy
a license.

Now we've gone beyond it. The license is issued. And there are other issues. So, what does Mr. Wynn do, he turns around and takes out his wallet and looks and he says 1.75B is not going to cut it. We need 2B. We are committed to do this. We are going to do this.

So, he has put a team together of people. He didn't steal all of these people from any of his other casinos. They are well-trained people brought in to set up a corporation barring none for another five-star resort of which the casino is a piece.

Through remediation, through the approvals, you've listened to it all. I'm not going to stand here and go on and on and on.

What we're going to do is make a quick

1 presentation, go back to the city of Everett 2 and do more planning so that we can get the 3 roads, the paths and everything else that's 4 involved to make this an outstanding facility. 5 It's going to generate tax money, 6 tax money to the city of Everett, to the Commonwealth of Massachusetts. That's what it's about. We have to get this done and 8 approved and forget about the things that are 9 10 the past that people want to continue to talk 11 about. Thank you so much. 12 COMMISSIONER ZUNIGA: Thank you, Mr. 13 Ragucci. Mr. Richard Eliseo. As a reminder, please, everybody when you come in state your 14 15 name for the record and begin your comments. 16 MR. ELISEO: Good evening, 17 Commission. Thank you very much. My name is 18 Richard Eliseo. And I've been a resident of 19 the city of Everett for some 34 years. 20 before you and I thank you. 21 I also thank our Mayor of the city 22 of Everett who had a vision and brought this 23 vision forward with a person called Mr. Wynn. 24 He also embraced the whole community to get

1 involved with this vision. Along with Mr. 2 Wynn, he brought a team, an A team. A team 3 that has developed and has complied and done 4 everything that is asked for from this Commission and will do so as we go on. 5 6 We just hope as citizens of the city 7 of Everett we've waited a long time. The city has waited a long time. Everybody has 8 developed around us. Every major city around 9 10 us has had some type of development. It's now 11 Everett's time. 12 Please will you take this into 13 consideration of all that's going to be done. 14 It's not only our community that's going to 15 benefit. It's going to benefit Boston. 16 going to benefit Somerville. It's going to benefit Medford, everybody that surrounds us. 17 18 Let's all enjoy this and embrace this. 19 you very much. 20 COMMISSIONER ZUNIGA: Thank you, 21 Sir. Louise Zawodny, sorry if I butcher your 22 last names. 23 MS. ZAWODNY: Hi. My name is Louise 24 Zawodny and I'm an Everett resident. It's my

understanding that tonight's hearing is the 185th hearing of the Mass. Gaming Commission.

COMMISSIONER ZUNIGA: That's correct.

MS. ZAWODNY: I want to thank all of you for all of your professionalism and mostly for your resilience.

My comments now are being directed to the Wynn Section 61 draft Findings mitigation plan. For the past three years, Wynn Resorts has been fully engaged with all appropriate federal, state and local agencies including the MassDOT, Massport, Mass DEP, MWRA, MBTA, DCR, the Mass. Gaming Commission, etc., etc., etc. as well as numerous MGC hearings and public presentations.

During this timeframe, Wynn has

finalized host and surrounding community and
neighboring community agreements, presented indepth construction renderings, presented
transportation and infrastructure improvements
mitigation, funded the lower Mystic River
working group, implemented the Monsanto site
remediation, brought the general contractor on

board, created the idea of linking Wynn Resorts
to water shuttles thereby reducing traffic
concerns and providing public access to the
Mystic River by pedestrians, bicyclists,
families and the general public. Wynn is also
a participant both in the short-term and longterm traffic mitigation discussions.

Wynn has also proposed alternate modes of transportation for visitors to their facility such as water shuttles, and alternate transportation means for their employees. But that is just to name a few. The mitigation dollar amounts involved are well documented in the written Section 61 draft filing reports. They are too mind boggling for me to even consider commenting on.

The Wynn Harbor project will be the largest privately paid development in the history of Massachusetts, 100 percent paid by private funds, zero public funds. I think I'll repeat that 100 percent paid with private funds, zero public funds. All of this while having an old blighted, contaminated, hazardous Monsanto site cleaned and replaced now with

Wynn Boston Harbor that will be employing 4000 construction workers and 4000 permanent workers.

And finally giving public access to a six-acre waterfront park area and waterfront access that will be enjoyed for generations to come. Access to the mighty Mystic will finally be a reality. I respectfully ask you to consider approving Wynn Boston Harbor's Section 61 draft findings and move this project forward.

Wynn has identified, addressed and mitigated all conditions relative to Section 61 appropriately in-depth and in good faith with thoughtfulness and thoroughness. As a sign, this project will provide additional revenue to the Commonwealth, which is why the goals of the enactment of the Massachusetts gaming legislation.

I also understand the MGC will retain mitigation jurisdiction well after approval is granted for the Region A license to monitor any future mitigation needs. So, it's time to move the Wynn Harbor project located in

Everett, Massachusetts forward. Thank you very much.

3 COMMISSIONER ZUNIGA: Thank you,

4 | Ma'am. Terry Baldwin-Williams.

MS. BALDWIN-WILLIAMS: Chairman
Crosby and Commissioners, ladies and gentlemen,
my name is Terry Baldwin-Williams. I'm a
citizen of Everett and I'm proud to say I am
living the dream.

I am an employee of Wynn Design and Development in Everett, but please understand I'm not here today because of my job. I'm here out of my concern as a resident of Everett. I became interested in the Wynn project over three years ago when one of my neighbors to whom I shall be eternally grateful drafted me into the grassroots movement to bring the fivestar resort and casino to our hometown.

I immediately recognized that the development would be life-changing for the local community. And yes, I do include Somerville in that word as well as Malden, Medford, Chelsea, Revere, Boston and others.

I've worked tirelessly with other Everett

residents campaigning to make the Wynn project a reality.

I wasn't looking for a job. I was working for a firm I loved, one I had been with for over 17 years. I volunteered with the Everett United group as a way to help my fellow Everett residents to have the opportunity to become employed in an industry new to the area, one that offers new skills and new careers to those who are unemployed and underemployed.

Who wouldn't want to see 4000 construction workers have jobs building this gorgeous edifice? Who wouldn't want to see another 4000 individuals begin new careers in hospitality, gaming, money handling, security, transportation, facilities management and so many other opportunities that this project offers.

Well, I and two others of the 20 permanent employees hired by the Wynn organization thus far are from Everett. We also have coworkers from Medford, Charlestown, Wakefield and several other local cities and towns. Almost every single Wynn employee lives

within a 16-mile radius of Everett. Ask anyone of them if they are living the dream as well.

And let's not forget the contractors we've already put to work cleaning out the Everett site. They've got hazardous waste remediation companies, surveyors, security companies, traffic experts, consultants, designers as well as the construction company staffers who are already putting in full days planning for this project.

This project is remediating the ground, the harbor, the river and the traffic problems which have plagued the area for decades all with private funds, not public funds, private funds. Who else would do this for our community?

All the while meeting or exceeding every requirement of Chapter 91 section 61.

All I really want to communicate here today is that this project has already improved my life. Its long-term successes will ultimately benefit everyone in this room. Thank you.

COMMISSIONER ZUNIGA: Thank you,

Ma'am. I'm going to start calling a couple of

1 people at a time to minimize transition time. 2 So, Bob Rowley and then Stephen Spinetto. 3 Hello everybody, I'm MR. ROWLEY: 4 Bob Rowley. I'm a resident of Malden but I was a resident of Everett over 40 something years 5 6 And I live two blocks from Everett now. ago. I've lived here in the area all my 61 years. Anyways, I would like to thank the 8 9 Commission for listening to all of us and the 10 Mayor and everybody else, all the dignitaries, 11 thank you. 12 So, I am a past resident of Everett, 13 now living in the neighboring town of Malden 14 like I said about three streets in from the 15 river and also three streets from Malden, two 16 or three streets. My wife Robin and I have lived in the area all of our lives. 17 We view 18 the building of the Wynn hotel and the 19 beautification of the entire area as one of the 20 best things to happen in our lifetime. 21 I wish that the political 22 stonewalling that has happened in the past that 23 is coming from a local city, I guess the mayor

of Somerville, would stop because I am

1 convinced that the Wynn hotel in Everett is 2 going to be a great thing for the whole region. 3 It's going to eliminate a toxic and dangerous 4 area and replace it with a beautiful majestic 5 development that will both enhance the area and 6 add beauty and charm along with the much-needed 7 jobs for the residents of the area and an economic boost for all. 8 9 So, my message and plea is short and 10 sweet. Most things have already been said by 11 everybody else. So, I threw most of my papers 12 away. Please stop all of the political 13 bickering over this and let's get on with this wonderful and much-needed project to get going. 14 15 Thank you, very much. Thank you, 16 COMMISSIONER ZUNIGA: 17 Sir. Mr. Spinetto and then afterwards Edward 18 Lucas. 19 MR. SPINETTO: Hi. Thank you 20 Commissioners for having us here today. One of 21 the things I want to address first of all is I

Most of the residents in my

want to say I'm a little disappointed in the

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timing of this.

community are working or couldn't get here at a 5:00 time. So, it has a big impact on us. The only folks that could come are those that can flex their schedule around. We didn't have a bus to bring us here from Charlestown like the Everett folks. So, we feel a little bit at a disadvantage.

Anyway, the other issue is I hear a number of our elected officials regard this as a private development. Yes, it is different. It is a private development as Wynn is a private company. But unlike the developments in Somerville, which my neighborhood of Charlestown has no say for at all, this is really a public-private partnership however you look at it. Otherwise, you guys wouldn't be here. So, it is a public-private. The state is to benefit from this. It's in it with both feet.

So, it has a different obligation which you accounted for. That's why you're here and you're doing your job on that and requiring all of these studies and stuff.

That's why it's different. That's why all of

these studies have been. It's not private development in the normal sense.

In talking about that one of the things I'd like to see addressed further is the sale of the MBTA land to Wynn. I'm not sure it's necessarily needed any longer that sale is needed any longer with the agreements that Boston has made.

However, I would like to know what the impact of that would be on the future of the urban ring. That urban ring, the plans for that I know they're on hold because of the funding and the MBTA, but will that sale make it impossible to proceed further if they do get funding for it.

And that would impact Everett dramatically because the urban ring would actually eventually provide some transportation options to Everett and other neighborhoods in the North Shore.

The air quality doesn't seem to be addressed properly. What exactly is the impacts on this? We currently now have 250,000 cars a day drive through our neighborhood of

Charlestown. That's a quarter of a million
vehicles a day right through our one square
mile town. With just the Wynn development, the
Wynn Everett development by the way, the Wynn
Everett development and the Assembly Mall that
together adds another 50,000 cars into our
community.

So, we have 300,000. That's unsustainable. And you should see and understand with that number of vehicles driving through our community why we would be a little upset. How does that impact on our air quality because we do have, to be honest with you, pretty bad air quality.

The traffic studies, there doesn't seem to be a long-term plan. I'd like to know what the plan would be for an all surface option. How that affects how the impact of that would be if the neighborhood, which is I'm telling you very strongly be pushing for an all surface no tunnel option.

That is something the neighborhood wants. That is something we worked for for 15 years. We would like to keep that option open.

How does that affect? Is that the beep? 1 2 COMMISSIONER ZUNIGA: That is, yes. 3 MR. SPINETTO: One more thing. 4 guess that's really it. So, I hope you can 5 work with that. Thank you. 6 COMMISSIONER ZUNIGA: Thank you, 7 Sir. Just for the record we will be here until 7:00. We won't adjourn before 7:00. And if 8 9 there's more speakers we will be here until 10 everybody has had a chance to speak, just for your information. Mr. Lucas, Edward Lucas and 11 12 then after that Lynn Levesque. 13 MR. LUCAS: Good afternoon, I rise 14 to support the Wynn development, the five-star 15 resort. I know you hear the word casino, 16 casino but to me that's part of it, five-star 17 resort Wynn development. 18 What can I say that ain't been said 19 that everybody hasn't covered already. 20 right there right, right across. I can just 21 take my blind and go bang and I can see where it is. You know what I mean? 22 23 This is going to tremendously 24 improve the neighborhood. I walk by there,

drive by there for 40 years. Me and my wife have been living on Thorndike Street for 40 years and we raised our two kids there who are now older and no longer live at home.

Just like when you talk about the waterfront and open up the waterfront and connecting the cities that's going to be great for me to take my granddaughter there. Me and my wife and my granddaughter go there instead of walking by and seeing tires and the kitchen sink and God knows whatever else is in there. You know what I mean?

This is the opportunity of a lifetime, you know. We seen like Assembly Row went up, the Hood Industrial Park, Partners Healthcare, when they put the -- I don't want to go back in time. You know what I mean? But when they put the sludge treatment right there, we had no say.

All of these beautiful things are coming up around us but we seem to get all the industrial, almost like a byproduct of everything that's been surrounding us. This is a chance. The state's going to benefit, every

1 community and us neighbors to everybody, you 2 know what I mean? So, I strongly support this 3 project. Thank you. 4 COMMISSIONER ZUNIGA: Thank you, 5 Sir. Ms. Levesque and then after that Charles 6 DePerri. MS. LEVESQUE: Hi. Thank you very much Commissioners for having us here tonight 8 9 and thank you for pronouncing my name 10 correctly. That's great. I'm a resident of Charlestown. 11 Τ 12 live right off of Rutherford Avenue. So, I'm 13 very concerned about the Wynn casino since one of the things that is very clear is that 14 15 Charlestown is going to bear over 60 percent of 16 the pollution and environmental impacts of the 17 traffic. So, we are obviously very concerned. 18 I think that my concerns fall into 19 five areas. The first is the project's tower. 20 Nowhere in your document or in the consultant's 21 document is there anything about the height of the tower. I think that it needs to be 22 23 documented that and limited to that 400 feet 24

because that's not in the documentation right

now.

The second thing is it needs to be clear that Wynn's tower will not meet all of the specifications of the 100 percent LEED certification because its light, the logo at the top will be lit 24/7 and that is not allowed under LEED certification.

We need to make sure that the podium lights are not viewed by any home in Charlestown. Wynn has indicated that that is the case, but they need to be required to meet that commitment. We need to see a lighting plan for the building and for the resort. I think the consultants mentioned that at the last meeting before you. And we need to see that lighting plan as part of Wynn's license agreement to consult with the community, not just to tell us what it's going to be.

We need a lot more monitoring, which I didn't see in any of the documentation. We need to see a monitoring of the pollution levels before the construction and after construction. And have monitoring levels on a regular basis not only for pollution levels but

also for public health issues around addiction.

Charlestown has a very high level of opioid addiction and other addictions. And we need to make sure that those levels don't go up because there is a link between gambling addiction and other forms of addiction.

Sullivan Square is obviously a major concern. I second the recommendations of the AG that Wynn be required to provide their fair share of the long-term solution. And that the proposed mitigation of \$25 million should not be viewed as an upward limit of their contribution.

They also have indicated that their plans, their short-term plans will work with our long-term plans for Charlestown. We need to have a requirement that their short-term changes to Sullivan Square will work with or will be re-engineered to work with the city of Boston's plans for Rutherford Avenue.

The last has to do, I think I've got everything, the last has to do with the Alford Street Bridge. At minimum, they should be prohibited from raising and lowering the Alford

- 1 Street Bridge during rush-hour traffic because
- 2 that has a major impact on Route 99 traffic.
- 3 | Thank you very much.
- 4 COMMISSIONER ZUNIGA: Thank you Ms.
- 5 | Levesque. Mr. DePerri and then after that Bob
- 6 DeSalvio.
- 7 MR. DEPERRI: Good evening,
- 8 | Commissioners, Charles DePerri from Everett,
- 9 lifelong resident. It's been four years, four
- 10 | long years so far.
- 11 And four years ago city hall got a
- 12 | phone call. And it was a phone call to the
- 13 | mayor. And it was Mr. Wynn. And he says
- 14 | Carlo, I'd like to build a five-star resort on
- 15 | the Monsanto chemical site. There was a pause
- 16 while the Mayor picked himself up off the
- 17 | floor. It's been a long time.
- 18 Then they got together I guess and
- 19 they met on the site and everything went well.
- 20 And Everett United was born. That's a group of
- 21 us all over here. Give yourself a hand.
- The big problem seems to be Sullivan
- 23 | Square. Who caused the problem of Sullivan
- 24 | Square? Years ago, there used to be a bridge

1 that went from Rutherford Ave. right into 2 Somerville. Boston did nothing about it. 3 Charlestown did nothing about it. Instead of 4 building another bridge and repairing it, they 5 tore it down. So, I think that somebody can 6 fix that problem in Sullivan Square. And guess 7 who it is, it's Steve Wynn. Thank you. COMMISSIONER ZUNIGA: 8 Thank you, You thought you were just signing up. 9 10 Okay. Thank you for that. That may be the 11 case for the next one, Mr. Jonathan 12 Silverstein. All right. Mr. Fred Salvucci. 13 MR. SALVUCCI: Hi, my name is Fred 14 Salvucci. Thank you Chairman Crosby and 15 committee for the opportunity to speak. I live 16 in Brighton. My wife comes from Everett. have a lot of relatives there. I know the site 17 18 very well. 19 Over 55 years ago, I worked on 20 traffic analysis of the Rutherford Avenue 21 tunnel near the Prison Point Bridge. 22 recommended against it. I was overruled and 23 the underpass got built. And I applaud the

people where Charlestown's long-term resolve to

fix that big mistake.

I know Steve Crosby. I like Steve Crosby. We worked together about maybe 45 years ago when Steve was instrumental in convincing then Commissioner Sears of the agency called the MDC at the time to cancel plans for Leverett Circle Bridge that would have locked in the old elevated connections to the Tobin Bridge that ruined City Square along with the elevated for the past 100 years.

Because of Steve's actions at that time, the ground was laid for the project invented in Charlestown later call the Cana (PHONETIC) project that tore out those elevated ramps, replaced it with an underground roadway and allowed City Square to function as a real park for the first time in over a century. I'm sure you all know that park. It's a beautiful addition. I'm sure that Steve feels proud of that.

The risk here is that good work gets undone by a thoughtless approach to Sullivan Square. The whole purpose of environmental law is to look before you leap. There is not now

1 in place a way to deal with the traffic in 2 Sullivan Square. It's all well and good to say 3 that Mr. Wynn will pay for it. I don't believe 4 he will pay -- I don't believe he signs blank 5 checks. 6 Nobody knows if there's a solution. 7 Nobody knows how much it will cost. Everybody who drives through the existing tunnel knows 8 that it's a wreck. It's almost as old as me 9 10 and it's in even worse shape than me. So, if 11 the underpass is going to be rebuilt, it's 12 going to take a tremendous amount of money. 13 It's below the water table. The salt is

So, that's a big, big problem that does not have a known solution. Let's hope there is one. That's the purpose of the committee that has been set up to study the regional issues.

intruding. You can see it all winter with the

ice intruding in. Every time I went to Everett

I was dodging ice puddles.

I represent Somerville along with an employee of Somerville on that committee. I know Mayor Curtatone. I like him and I respect

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him.

He was and is an opponent of casino gambling, but I've heard him say to me in representing him at those meetings that that fight was lost. The referendum passed. This is about traffic and transportation and environment and air quality. It's not do we like gambling or don't we. And I want that to be clear on the record.

as a Commission could do immediately that would improve things dramatically and that is to require the plan to return the driveway to the casino to the location in Boston where it was a year and a half ago. The driveway was moved to avoid jurisdiction of the city of Boston when the city of Boston was committed to litigation to kill the casino.

The mayor of Boston has made his peace with Mr. Wynn. He is no longer in court. They've settled that. But moving the driveway has very damaging effects in and of itself and it's unnecessary, because the original proposal included the current drive and it ought to

1 stay.

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2 The problem with the relocated 3 driveway is it strangles the MBTA heavy 4 maintenance facility, the only heavy 5 maintenance facility the MBTA has. 6 facility is going to be overused for the next six years at least, probably a decade. line vehicles, the Orange line vehicles are a 8 9 They should have been replaced in 1995. wreck. 10 They weren't.

The Green line vehicles are a disaster. They're all going to take extraordinary maintenance and that facility is key to that. It's reckless to damage that facility by surrounding it with driveways and changing the access to it. And it's totally unnecessary to the purpose of the casino.

I understand that almost -Everybody I've heard from Everett wants to see
this casino go forward. It can go forward with
the old driveway with no damage to the casino,
without damaging the heavy maintenance
facility. And without blocking two very
important possibilities that should be studied

in this regional study, one the urban ring that the gentleman I presume from Charlestown referred to which would provide dramatically improved bus service in Everett and Chelsea.

The state is now building a piece of that in Chelsea that will get to Logan Airport station on the Blue line and proceed into South Boston to provide access to those jobs. It's absurd.

I know the first thing people think of when they get off a plane at Logan is take me to Market Basket. I have to get there right away. With all due respect to Market Basket, it's absurd for that urban ring service to not proceed through Chelsea, provide service in Everett, have a stop at the casino and proceed at least to Sullivan Square and probably to Lechmere and to Kendall.

That has been in planning for a decade. It was suspended for cost reasons.

The thing here is not trying to get Wynn to pay for everything. That's not fair. I'm not in favor of Wynn should pay for everything under the sun. These are public projects. But he

1 should not be allowed to block the space. Ιf 2 you don't have space, you can't build the 3 busway for urban ring. 4 COMMISSIONER ZUNIGA: Mr. Salvucci, 5 I'm going to ask you to wrap it up. 6 MR. SALVUCCI: I'll wrap it up. One other very significant piece, the possibility 7 of putting diesel multiple unit rail service 8 9 onto the track from North Station stopping at 10 Sullivan Square, stopping at the casino, 11 stopping in Everett, stopping in Chelsea and 12 proceeding to Revere and Lynn. That's a very 13 important initiative. It is probably blocked if that 14 15 driveway is moved. So, I would urge you do no 16 harm. It is not the Secretary of Transportation or the Secretary of 17 18 Environmental Affair who is going to sign those 19 statements that all possible planning has been 20 entered. It's you the Commission that has to 21 sign that. 22 The current statement is not true. 23 Moving the driveway back is certainly included 24 in a reasonable definition of all possible

1 planning.

Secondly, I want to endorse the statement by the Attorney General that I think that the regional study results to be meaningful have to be actionable. And I don't think -- While I think as stated Wynn should pay a fair proportion, there's going to be a lot of other money that is not fairly attributed to Wynn.

It could be attributed to you, the Gaming Commission, because a lot of revenue is going to come out of this. If the cost of making Sullivan Square function to everyone's benefit is some additional money to build an improved at-grade solution which would be acceptable in Charlestown that's going to cost money. And you could provide some of that money.

COMMISSIONER ZUNIGA: I would ask you to conclude your remarks.

MR. SALVUCCI: I would urge your immediate decision on moving the driveway back. That's totally makeable with no delay whatsoever.

1 COMMISSIONER ZUNIGA: That point is 2 well taken, Sir. 3 MR. SALVUCCI: Thank you very much 4 COMMISSIONER ZUNIGA: Thank you. 5 Ms. Peggy Hammond. 6 MS. HAMMOND: Good evening, 7 Commissioners. I'm a resident of Charlestown. And I will try to be short and not cover the 8 9 issues that my neighbors have raised. 10 I am sure you all read the Globe 11 today and saw the article about the evasion of 12 due process that one of the former owners of 13 the Everett land is employing. And this is a preview of maybe what we will have to deal with 14 15 in the future. 16 This is the underbelly of the casino I am old enough to remember Atlantic 17 culture. 18 City and the wonderful promises and the pie-in-19 the-sky throwing money at issues that happened. 20 And if any of you have been in Atlantic City 21 recently, it's really a grim and dreary place. As a mother, I have to say that there are many 22 23 downsides to the casino culture. 24 Also in view of the T and the added

1 cars, Boston has the oldest T system in the 2 country. And it's a single line system. don't have a local track and an express track 3 4 to bring cars around disabled trains. you add more trains, all that means is that you 5 6 get a bigger backup. What I see, having traveled the world, having been all over Europe is really 8 9 lack of comprehensive planning. And I think 10 Boston has to get up to speed. We had the 11 first T system in the country but it's still 12 running the way it was 100 years ago. It's not 13 adequate to handle the extra traffic that this casino will bring. 14 Thank you very much. 15 COMMISSIONER ZUNIGA: Thank you 16 Ma'am. Lucinda Ward, maybe Witt. 17 MS. WITT: Thank you for letting me 18 Can you hear me? My name is Lucinda 19 Witt. And I live in Charlestown and I use 20 Sullivan Square every day, several times a day. 21 I drive to Cambridge. I go to Home Depot, Stop

and Shop, Costco. These are places you can't

get to easily other than by car if you live

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where I live.

1 So, I've spent a great deal of time 2 since 2001 using the square, using the circle. 3 And every time I enter, it's a scary, scary 4 thing. So, I'm looking forward -- I haven't 5 seen your plan. I am looking forward to this 6 mitigation. And I'm really excited and 7 hopeful. But my big concern is and sort of a 8 9 question, what happens if it's inadequate and 10 now we have a problem. It's in Boston. Who is 11 going to be responsible for the re-mitigation 12 design and who's going to pay for it if we need 13 one? 14 Is that fair to ask? I know we're 15 not supposed to ask a question, but I'm trying 16 to put it as a concern at the same time. 17 COMMISSIONER ZUNIGA: You've asked 18 your question. It is not a question-and-19 answer. You can ask the questions. We don't 20 have to answer them. 21 MS. WITT: I am bringing it up as a 22 concern --23 COMMISSIONER ZUNIGA: Yes, duly 24 noted.

1 MS. WITT: -- that I would like to 2 have addressed. Is that what I should do? 3 not a public speaker. 4 COMMISSIONE ZUNIGA: You just did. It's all in the record. You can also submit 5 6 your questions and whatever else in writing. 7 MS. WITT: Is there anything in the plan? You can't answer that either because I 8 9 can't ask a question. 10 COMMISSIONER ZUNIGA: I'm not 11 prepared to answer. 12 MS. WITT: I know. We're kind of 13 limited, but that's okay. Thank you for 14 letting me say that. 15 COMMISSIONER ZUNIGA: Thank you. Ms. Ann Kelleher. 16 17 Thank you for having MS. KELLEHER: 18 this meeting. My name is Ann Kelleher and I'm 19 a resident of Charlestown. 20 As I was reviewing the gaming 21 license law, I came across Chapter 23K the law, 22 § 46 in regards to contributions of money or 23 value by applicants for gaming license to 24 municipal, county or state officeholder,

candidates for public office or groups organized in support of such candidates.

No applicant for a gaming license nor any holding, intermediary or subsidiary company therefore nor any officer, director or key gambling employee or principal employee of an applicant for a gaming license or of any holding, intermediary or subsidiary company therefore nor any person or agent on behalf of any such applicant company or person shall directly or indirectly pay or contribute any money or anything of value to an individual who holds a municipal, county or state office.

Any candidate for nomination or election to any public office in the Commonwealth including a municipal office, any group, political party, committee or association organized in support of any candidate or political party provided however that the provisions of this section shall not prohibit an individual who is a candidate for public office from contributing to the candidate's own campaign.

Is the gaming license aware that

1 this clause has been followed since inception 2 going back a couple of years ago even before the license was granted? 3 I'm aware of 4 contributions given to candidates before we 5 started this whole process at the Boston 6 Convention Center. And I'm hoping that the Gaming Commission does due diligence and makes sure 8 that the law is followed and adhered to. And I 9 10 thank you. 11 COMMISSIONER ZUNIGA: Thank you, Ms. 12 Kelleher. That's everybody we have signed up. 13 Is there anybody who would like to speak at 14 this point who has not signed up? 15 Seeing none, I'm going to suggest 16 that we recess for some time. As I mentioned, 17 we posted that this hearing was going to be 18 here until 7:00 at a minimum. So, we will 19 recess slightly before then to come back and 20 close it and see if there are any more 21 speakers, maybe at ten to seven. We will be in 22 recess. 23 24 (A recess was taken)

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                COMMISSIONER ZUNIGA: We are back
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     live. We are back from recess. We are back
 3
     live. We have not had anybody else sign up to
 4
     speak.
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                I'm going to make one more call
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     publicly for anybody who might be in the room
 7
     who would wish to address the Commission at
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     this public hearing. Seeing nobody, I'm going
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     to suggest that we close this public hearing.
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     Do I have a motion to adjourn?
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                COMMISSIONER MACDONALD: I move that
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     we adjourn the meeting.
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                COMMISSIONER CAMERON: Second.
                COMMISSIONER ZUNIGA: All those in
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     favor, aye.
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                COMMISSIONER MACDONALD:
                                         Aye.
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                COMMISSIONER CAMERON:
                                       Aye.
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                COMMISSIONER ZUNIGA:
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                COMMISSIONER STEBBINS:
                                        Aye.
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                COMMISSIONER ZUNIGA: The ayes have
21
     it unanimously. And we are adjourned.
                                              Thank
22
     you very much.
23
24
                (Hearing adjourned at 7:00 p.m.)
```

Page 74 1 **ATTACHMENTS:** Massachusetts Gaming Commission March 2 3 29, 2016 Notice of Hearing and Agenda 4 2. Public Comments 5 6 7 8 **GUEST SPEAKERS:** 9 The Honorable Carlo DeMaria, Mayor of Everett 10 Mike Mangan, Everett City Councilor 11 Jay Monty, Everett Transportation Planner 12 Rep. Joseph W. McGonagle, Jr. Senator Sal DiDomenico 13 14 Richard Johnston, MA Attorney General's Office 15 Michael McLaughlin, Everett City Councilor 16 Frank Parker, Everett School Committee 17 Vincent Ragucci 18 Richard Eliseo 19 Louise Zawodny Terry Baldwin-Williams 20 21 Bob Rowley 22 Stephen Spinetto 23 Edward Lucas 24 Lynne Levesque

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		Page 75
1	GUEST SPEAKERS:	
2	Charles DePerri	
3	Fred Salvucci	
4	Peggy Hammond	
5	Lucinda Witt	
6	Ann Kelleher	
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	Page 76		
1	CERTIFICATE		
2			
3	I, Laurie J. Jordan, an Approved Court		
4	Reporter, do hereby certify that the foregoing		
5	is a true and accurate transcript from the		
6	record of the proceedings.		
7			
8	I, Laurie J. Jordan, further certify that the		
9	foregoing is in compliance with the		
10	Administrative Office of the Trial Court		
11	Directive on Transcript Format.		
12	I, Laurie J. Jordan, further certify I neither		
13	am counsel for, related to, nor employed by any		
14	of the parties to the action in which this		
15	hearing was taken and further that I am not		
16	financially nor otherwise interested in the		
17	outcome of this action.		
18	Proceedings recorded by Verbatim means, and		
19	transcript produced from computer.		
20	WITNESS MY HAND this 1st day of April,		
21	2016.		
22	amus Jonaan		
23	LAURIE J. JORDAN My Commission expires:		
24	Notary Public May 11, 2018		