

THE COMMONWEALTH OF MASSACHUSETTS

MASSACHUSETTS GAMING COMMISSION

PUBLIC MEETING #125

Volume I

COMMISSIONERS:

Gayle Cameron

James F. McHugh

Bruce W. Stebbins

Enrique Zuniga

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RE: MOHEGAN SUN MASSACHUSETTS - TRANSPORTATION  
PLAN UPDATE  
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June 20, 2014 10:30 a.m.

HYNES CONVENTION CENTER

900 Boylston Street, Room 311

Boston, Massachusetts

1                   P R O C E E D I N G S:

2

3                   COMMISSIONER MCHUGH: I'd like to  
4 call to order the 125th meeting of the  
5 Massachusetts Gaming Commission. Today's  
6 meeting is a little bit different than our usual  
7 meetings.

8                   We have a single topic today, really  
9 two presentations, one by Mohegan Sun MA, LLC  
10 and the other by Wynn MA, LLC to talk about an  
11 issue that is at issue. Talk about an issue  
12 that we need to evaluate as part of our  
13 evaluation of the applications. Both have filed  
14 for the Category 1 casino in the Region A. That  
15 is the traffic plans and the methods and means  
16 for getting to and from the casinos that  
17 ultimately -- the casino that ultimately will be  
18 licensed.

19                   So, that's our sole topic today.  
20 And we're going to ask both Mohegan Sun and Wynn  
21 to present to us their idea of the traffic  
22 plans. One has to understand that everything  
23 that is said today is somewhat fluid because  
24 there is a permitting process going on that is

1 required by the Massachusetts Environmental  
2 Protection Act. And that has a number of  
3 components. And those components will linger  
4 long after the license award has been made. But  
5 today, we get an overview of what the applicants  
6 have in mind and an opportunity to ask them  
7 questions about it.

8           We are, of course, going to have  
9 public meetings, one in Revere next Tuesday  
10 evening from 4:00 to 8:00, and then the next one  
11 on Wednesday evening from 4:00 to 8:00 in  
12 Everett. Both of those are posted, the location  
13 is available on our website, at which we will be  
14 discussing all aspects of the applications that  
15 both have made.

16           So, this is a preview of an  
17 important part of those applications and  
18 hopefully this will clarify some issues and give  
19 people ideas about things to be inquiring about  
20 when we meet the next week.

21           So, with that as a prologue and  
22 without further ado, I'm going to turn the  
23 proceedings over to our Ombudsman John Ziemba  
24 who has been working closely with the applicants

1 and with our consultants on these issues. And  
2 ask you, Mr. Ziemba, if you would, to take it  
3 from here.

4 MR. ZIEMBA: Great. Thank you,  
5 Commissioner. So, to give you a little bit of  
6 an overview of what's going to happen today,  
7 we've asked each of each applicant teams to come  
8 and present the latest updates on their  
9 transportation plans in the context of their  
10 RFA-2 filings.

11 Pursuant to our regulations 205 CMR  
12 120 and 205 CMR 125, applicants are under an  
13 obligation to provide updates regarding their  
14 MEPA activities, their filings with MEPA to the  
15 Commission. We take note of those in our  
16 evaluations. And also surrounding community  
17 agreements are often executed after the  
18 applications are filed. We also take note of  
19 those as part of our reviews.

20 So, for today each of the applicant  
21 teams will provide the latest information. We  
22 have asked the applicants to provide a  
23 presentation of approximately with all questions  
24 from the Commissioners and our consultants

1 approximately an hour and a half, but there is a  
2 hard stop at two hours for each of the  
3 presentations today.

4           So, the way that it will proceed is  
5 we've asked the applicants to give their initial  
6 presentation. To the degree that Commissioners  
7 or our consultant teams have very specific  
8 questions for clarification during those  
9 presentations, we can ask those questions. But  
10 what we think would be most efficient would be  
11 to allow the applicants to give their  
12 presentations. Thereafter, we can have some  
13 questions from the Commissioners and then we  
14 would have much more specific questions from our  
15 consultant team.

16           We are joined by Rick Moore  
17 from City Point Partners and Jason Sobel from  
18 Green International and they'll help us through  
19 the reviews today.

20           So, one thing I will mention is that  
21 both of the applicants have been told that what  
22 we are trying to do here today is to review the  
23 existing information and plan MEPA related  
24 information. There is still ongoing some  
25 negotiations with the city of Boston. And we

1 wanted to make sure that we were very sensitive  
2 to those negotiations. So, to the degree that  
3 there is any information that has to remain a  
4 part of those negotiations we're not expecting  
5 that to be divulged in today's hearing.

6           So, in that regard I would like to  
7 ask the Mohegan Sun team to join us. We are  
8 being joined by Gary Luderitz, Vice President of  
9 Operations and Development, Jeff Mullan from  
10 Foley Hoag and John Kennedy from VHB. In  
11 addition, Brian Falk representing the city of  
12 Revere is also in attendance if we have any  
13 further questions.

14           But from that point I'll ask them to  
15 begin their presentations.

16           MR. LUDERITZ: Thank you, John.  
17 Good morning, Commissioners, members of the  
18 staff, my name as John Ziembra mentioned is Gary  
19 Luderitz. I'm Vice President for Operations and  
20 Development at Mohegan Sun. And I am the  
21 manager for our project here in Massachusetts.

22           I want to thank you for giving us  
23 this chance to present our overall  
24 transportation plan. We think it's

1 comprehensive. And I hope that that attribute  
2 will be reflected in what you see in our  
3 presentation today.

4           Before I go any further though, I'd  
5 like to introduce my compatriots that are with  
6 me. Frankly, they represent the science and the  
7 knowledge that has driven our work in  
8 transportation. I have to tell you it's a  
9 little scary, I have spent a lot of time with  
10 them over these many months. And I have become  
11 one with the transportation world. I come up to  
12 a stop at an intersection, I'm analyzing  
13 signalization and pedestrian movements. It's  
14 been quite an undertaking.

15           With that let me introduce Jeff  
16 Mullan, the former secretary of transportation  
17 with the Commonwealth. And John Kennedy, John  
18 is a principal with VHB. VHB is our consulting  
19 arm for transportation here in the Boston area.

20           I also would like to acknowledge, as  
21 Mr. Ziembra mentioned from the city of Revere  
22 with us today is Brian Falk. Brian is the  
23 counsel for the city. Also Bob Button and Dan  
24 Murphy, both of whom are with CDM consulting --

1 CDM Smith, sorry, the consulting arm for the  
2 city as well. Of course, those gentlemen are  
3 with us too in case we get into any questions  
4 that may be city related. We are pleased to  
5 have them here with us.

6           So, you've been to our site in  
7 Revere. I think you've seen firsthand the great  
8 location that we have there. We are very proud  
9 of the transportation plan that we put together  
10 to complement that site. We spent really  
11 thousands of hours collectively putting this  
12 plan together.

13           Today, we're going to present it to  
14 you and we're going to get into a pretty  
15 extraordinary level of detail. We're really  
16 going to get into the weeds and try to really  
17 bring this to life and I hope we can accomplish  
18 that.

19           Our presentation is going to have  
20 five parts and we'll go through those parts, but  
21 in spite of Mr. Ziemba's comments, I would urge  
22 you if you feel the need to interrupt us during  
23 the process, please do. If you would like to  
24 have a dialogue about something so you don't



1 forget it, we certainly welcome that dialogue.

2 Thank you.

3           So, our presentation will have five  
4 parts. I'll start by giving some highlights of  
5 the plan in just a moment. Jeff Mullan with  
6 John's support will give us an overall approach,  
7 what we've learned, the details of our  
8 transportation plan. And then I will sum it up  
9 very briefly at the end with a summary overview.

10           There's four principal highlights  
11 that I wanted to mention. As we can see on the  
12 screen, this a truly multi-modal approach. And  
13 we hope we can express that to you. We have  
14 immediate access to the T. And we're going to  
15 talk a lot about that. That's an important  
16 aspect of this.

17           We are spending more than \$45  
18 million in private funding for roadway  
19 improvements that not only will mitigate issues  
20 that the project may bring along but it's going  
21 to solve long-standing regional problems in the  
22 area on the North Shore. And frankly, our plan  
23 is complete and we think it works.

24           Turning to the multi-modal approach,

1 the plan as you'll see as we go through it --  
2 And I won't go through all of these items. We  
3 are going to go through them in detail. --  
4 addresses a number of practical transportation  
5 aspects from pedestrian movements to vehicular  
6 to the T.

7           We are committed to getting patrons  
8 and employees to the resort by virtually every  
9 practical mode of transportation. And we can do  
10 that we think because we've got a superior  
11 location. We've got ideal roadway access. In  
12 today's large urban environment, these large  
13 developments have to have a complete multi-modal  
14 plan and pay close attention to every aspect of  
15 transportation. And we think we've accomplished  
16 that. So, we'll go through the multi-modal  
17 approach.

18           We have immediate access to the T.  
19 This is really the centerpiece of the  
20 transportation plan. It represents the present  
21 as well as the future of a smart transportation  
22 plan, we believe. The Beachmont Station, for  
23 example, it's 150 feet, perhaps that's 50 steps  
24 from the entrance, our main entrance.

1           This next photograph is a before and  
2 after photo. I know, as I said, you've been out  
3 to our site. The lower photo represents a point  
4 of view from the entrance to the Beachmont Blue  
5 Line Station looking back at the site as it  
6 exists today. Then upper photo shows that same  
7 point of view with the site developed.

8           It's really going to be a  
9 magnificent entryway as you step off of that T.  
10 And we've tried to integrate it in a way where  
11 it can touch all of the region simply by  
12 stepping off the T into our site. And of  
13 course, that was also the quality view that you  
14 would see from the neighborhood as well.

15           The third highlight is our roadway  
16 improvements. As I mentioned, more than \$45  
17 million in infrastructure improvements that will  
18 also address long-standing regional impacts. We  
19 are going to perform mitigation at 21 different  
20 locations. And these improvements don't just  
21 offer the impacts as I mentioned from the  
22 project, they'll solve many issues. And we're  
23 going to go through some of those issues and  
24 show you as we go through maybe not all

1 intersections, but a lot of these intersections  
2 why we thought they were important, what the  
3 study showed and how we're going to mitigate  
4 them.

5           This map shows in blue, in the form  
6 of blue dots, and Jeff is going to go through  
7 this in a little bit more detail to make sure  
8 that you're properly oriented, but it shows all  
9 of the 21 locations that we have provided some  
10 mitigation. Each one of these, by the way, is  
11 either a traffic roadway improvement,  
12 operational improvement or address safety  
13 conditions at those sites. In a lot of cases,  
14 we wanted to address pedestrians as well.

15           So, the final highlight, as I  
16 mentioned is that our plan is complete and it  
17 works. We will improve every intersection that  
18 will experience a measurable impact. There is  
19 no reliance on any third parties. We have  
20 committed to pay for each of these solutions.  
21 There is no taxpayer money that's needed.

22           Our guests will step from the T to  
23 our front door. There's no intervening shuttle  
24 buses that will be needed. Visitors both

1 international and national will be able to get  
2 seamlessly to and from Logan Airport from our  
3 site.

4 So, with that, I'd like to hand the  
5 microphone over to Jeff Mullan who is now going  
6 to get truly into the weeds on this issue.

7 MR. MULLAN: Jesse, can you move to  
8 slide 14, please. Just before I begin my  
9 remarks, I'm going to talk about our overall  
10 approach and our detailed plan, I thought I  
11 might take a minute to orient the Commission and  
12 actually focus on this slide.

13 Commissioner Zienga (SIC) mentioned  
14 this. We had a conversation about the fact that  
15 he claims to live on the South Shore and then  
16 revealed the fact that he actually lives in  
17 Jamaica Plain which I told him is Western  
18 Massachusetts. But regardless of that, I'll  
19 just point out where we are here. The Mohegan  
20 site is in the purple.

21 This is the Rose Kennedy Greenway,  
22 the O'Neill Tunnel, the Williams Tunnel, the  
23 airport of course, East Boston, Revere. Most of  
24 our surrounding communities are in here. I just

1 want to properly orient the Commission. Revere  
2 Beach Parkway moves across the region, and of  
3 course up Route 1A up to the North Shore. Is  
4 that helpful?

5 Our overall approach, a couple of  
6 slides about how we began. And I want to give  
7 kudos and credit to John Kennedy and his team at  
8 Vanasse, Hangen and Brustlin who've been with  
9 this project for quite a long time and who have  
10 done a tremendous amount of work in getting us  
11 to the point we are today.

12 We did a public transportation study  
13 and analysis, which as Gary indicated, forms the  
14 centerpiece of what we're proposing to build and  
15 to provide to the Commonwealth. We projected  
16 public transportation by comparing the Mohegan  
17 Sun Resort with other urban casinos in the  
18 United States. Frankly, there aren't many that  
19 have the same kind of characteristics.

20 There is the Horseshoe Casino in  
21 Cleveland, which is built on or near a rapid  
22 transit site. But we also know that Cleveland  
23 doesn't have the same kind of transit ridership  
24 that Boston does. But nevertheless that's a

1 data point that we used. We also looked at  
2 Aqueduct and at the casinos in Philadelphia and  
3 other casinos around the nation that have urban  
4 characteristics.

5 We analyzed the MBTA service within  
6 our own catchment area, what the buses provide,  
7 what the boats provide, what the rapid transit  
8 provides and what the commuter rail provides and  
9 how people get to and from Logan Airport and  
10 around our area.

11 And we analyzed the peculiarities or  
12 the particulars of how people get to work and  
13 use the T for non-work purposes. And I think  
14 those are all three critical parts of our public  
15 transportation ridership.

16 We also looked at the particular  
17 aspects of our site, which as Gary indicated  
18 several times, we've got immediate proximity to  
19 the Blue Line. And we know that the Blue Line  
20 is one of the MBTA's highest performing lines.  
21 It has a fair bit of capacity. It's recently  
22 been expanded and it operates quite well.

23 We looked at the high level of  
24 transit acceptance in the Boston area and the

1 importance of the MBTA, particularly for  
2 employees' commute, but also for tourists and  
3 for others who use and rely on the T. And we  
4 looked at the extensive need for a  
5 transportation demand program on all urban sites  
6 and as required by the Commonwealth. And that  
7 led to our decision to place significant  
8 limitations on employee parking.

9           Lastly, our team has worked very  
10 closely with the Department of Transportation  
11 and the MBTA on the types of assumptions that  
12 went into this and came out of the study. And I  
13 can report to you that there is concurrence with  
14 those assumptions.

15           The second thing we did is a traffic  
16 study. I say we, but VHB did a traffic study.  
17 Now I've read your reports for Springfield and  
18 for Plainridge. And I know and I can report to  
19 you that our traffic study was very similar to  
20 the ones that have been provided to you and have  
21 been analyzed by your expert consultant team.

22           The study and analysis was very  
23 consistent, entirely consistent with what  
24 MassDOT, MEPA and the Department of Conservation



1 and Recreation require. We did data collection  
2 and analysis of existing conditions. This  
3 includes data that we generated on our own that  
4 we studied. And we looked at available data  
5 from public agencies. We did a helicopter  
6 flight of the area to literally count cars  
7 during one particular Friday.

8           We did studies on trip generation  
9 and distribution. And I'll go into the details  
10 of that. And we looked at Mohegan's gravity  
11 model and tried to understand or understand  
12 better about where people are coming from and  
13 their customer shed, if you will.

14           We looked at future traffic growth  
15 and improved developments. Developments that we  
16 know are on the horizon between today and 2022  
17 for the purpose of MEPA, and between today and  
18 2032 for the purpose of Route 1A. So, we are  
19 literally looking out to 2032 with respect to  
20 traffic on Route 1A, and 2032 with respect to  
21 the study area.

22           VHB then created a build and a no-  
23 build transportation network, which is going to  
24 be detailed in our supplemental draft

1 environmental impact report. And then we  
2 developed a mitigation plan that is consistent  
3 with industry standards and we believe that is a  
4 market leader.

5           The next slide is a map of the study  
6 area that was requested by the DOT and confirmed  
7 by MEPA in our earlier filings. The blue dots  
8 represent the 28 intersections that VHB has  
9 studied. This being the Bremen Street area,  
10 Neptune Road, 1A intersection where Bennington  
11 Street runs into Route 1A North. These, of  
12 course, are the tunnels. 1A follows up this  
13 way. We've got Route 60 going through the city  
14 of Revere. It's an important road and we'll  
15 talk about that.

16           Route 1 coming from the North and  
17 the Revere Beach Parkway. And these are some  
18 local intersections nearby the site that we'll  
19 talk about including the importance of Donnelly  
20 Square and the access to our site.

21           The third thing that we did is we  
22 did a tremendous amount of outreach outwards  
23 throughout the region. This outreach began with  
24 the original proponent's proposal and continued

1 when Mohegan Sun became responsible for  
2 advocating and advancing the proposal.

3           This includes weekly meetings with  
4 the city of Revere, dozens of meetings with the  
5 DOT and the T, several public forums in the city  
6 of Revere, presentations to community groups and  
7 all of the things that you would expect and  
8 indeed demand of a development of this  
9 magnitude.

10           That outreach was complemented by  
11 significant amount of work with our surrounding  
12 communities. This is a map showing the  
13 voluntary surrounding communities we executed  
14 with 11 communities. Add to that the city of  
15 Revere and we've got six agreements that we've  
16 signed with the communities that are most  
17 proximate to the site.

18           You'll see in the south that is the  
19 city of Boston. And of course as the Ombudsman  
20 indicated we remain in negotiations with the  
21 city of Boston and are hopeful for an agreement  
22 with the city as well, which would bring our  
23 surrounding community plan to 12 plus the host  
24 community agreement with Revere, so 13

1 agreements.

2           These agreements offer, in my  
3 opinion offer -- in our opinion offer these  
4 communities a seat at the table. And an offer  
5 to share information and to become informed  
6 about the design and construction of the resort  
7 as we proceed.

8           So, what did we learn from all of  
9 that, all of that work. We learned a few  
10 things. We learned our travel demand. We  
11 learned that demand is a 24-hour, seven day a  
12 week operation. We learned that demand is  
13 spread out over the week throughout the day but  
14 that Friday and Saturday are our peak days. You  
15 will not be surprised to hear that. I think  
16 every gaming proponent who has come before you  
17 has reached the same conclusion.

18           We learned that fortunately the peak  
19 traffic comes after the PM commuting peak. So,  
20 we might say in transportation parlance we're  
21 not peaking the peak.

22           And we learned that we have very  
23 limited trips in the AM peak, which is important  
24 for Route 1A since a lot of people have focused

1 on the southbound move from the North Shore into  
2 the Williams and Sumner tunnels.

3           And we learned that employee trips  
4 are spread throughout the day with our staggered  
5 work shifts. We don't have large peaks in our  
6 employee trips in our employee trips. As a  
7 practical matter, our employees don't add a lot  
8 to the overall volume of traffic but  
9 nevertheless are an important component and  
10 something that we've paid a fair bit of  
11 attention to.

12           In terms of our trip distribution  
13 based on that study, we project that at least 30  
14 percent of our employees will use public  
15 transportation. The vast majority of the  
16 remaining employees will use our interceptor  
17 shuttle plan which we detailed in our RFA-2  
18 application and have supplemented to you.

19           We'll get into the details of how  
20 that interceptor shuttle plan works, but that  
21 plan stems from the fact that we've severely  
22 limited parking for employees on the site.  
23 We've got 4500 or so total parking spaces at the  
24 site. And only employees that have physical

1 disabilities or are high-level senior management  
2 employees will be able to park at the site.  
3 That's a transportation demand measure. It's  
4 designed to leverage the T. It's designed to  
5 get our employees out of the cars into multiple  
6 occupancy vehicles.

7           We've also projected that 11 percent  
8 of our patrons will use public transportation.  
9 We hope for more, but that's a projection. We  
10 believe that to be conservative. And because of  
11 the unique geography of our catchment area that  
12 I'll explain in the next slide, we project that  
13 nearly 70 percent of our vehicle trips will come  
14 from the South on Route 1A. Next slide.

15           COMMISSIONER STEBBINS: Do the  
16 patrons using public transportation, is their  
17 peak kind of mirroring the car traffic?

18           MR. MULLAN: Mirroring the car  
19 traffic?

20           COMMISSIONER STEBBINS: Or do you  
21 see them using public transportation at a  
22 different peak time?

23           MR. MULLAN: We think that our  
24 patrons will use the facility throughout the

1 day, but I think the trip distribution will be  
2 very similar. We'll also show you in a couple  
3 of slides how our projected traffic interacts  
4 with the MBTA service demand plans -- service  
5 capacity plans and the MBTA's own ridership  
6 studies.

7 COMMISSIONER STEBBINS: Thank you.

8 MR. MULLAN: So, this is an  
9 interesting slide that we put in. I know it's  
10 difficult to read but this on the left is a  
11 projection of where our employees will come  
12 from. This representing the true North Shore.  
13 This would be the Northwest area. This would be  
14 let's call it West, MetroWest, Jamaica Plain,  
15 etc.

16 COMMISSIONER ZUNIGA: I was going to  
17 remind that it is in the West.

18 MR. MULLAN: And then all the rest  
19 of the folks like myself from the South. These  
20 are where our customers come from. And we've  
21 got percentages of how many we project. And the  
22 reason that's important is we took this customer  
23 shed and built a regional trip network based on  
24 the regional roadways. And the reason we're now

1 saying that 70 percent are coming through 1A is  
2 that these people in the blue, many of them will  
3 get onto 93, into town and through the Callahan  
4 Tunnel to access. So, while they begin their  
5 trip in the North, because of the way Interstate  
6 93 and the O'Neill Tunnel works, we believe that  
7 they'll be using the Callahan to access the site  
8 through Route 1A.

9           Similarly, traffic from the West and  
10 from the South, those patrons will be using the  
11 O'Neill Tunnel. The Central Artery Tunnel  
12 Project was designed to take traffic from the  
13 South and the West through the Williams Tunnel  
14 to the airport and traffic from the North  
15 through the Callahan Tunnel. So, it's a feature  
16 of our regional transportation network that  
17 we've recognized.

18           You'll also see on close examination  
19 of these numbers that there are more people  
20 coming to the site through the tunnel than are  
21 departing the site. This is because of the  
22 tolling system that we currently have in place.  
23 That may change and the Commission should be  
24 aware of that. I think these numbers will



1 flatten out once MassDOT moves to two-way  
2 tolling in the tunnels and that's something that  
3 we are also anticipating and well aware of.

4           The third thing we learned is about  
5 our transportation network connections. We  
6 learned that there are intersections that cause  
7 regional congestion that people are well aware  
8 of, such as Boardman Street and 1A that have  
9 caused congestion for many, many years. And  
10 that this is an opportunity to address them.  
11 Another one is Belle Circle, a safety condition  
12 at Copeland Circle, which will be addressed as a  
13 result of the project.

14           We learned that new ridership on the  
15 MBTA system will be generated, which will be  
16 good for the T and good for our project and good  
17 for the environment. We learned that  
18 notwithstanding that ridership that Beachmont  
19 Station and the Blue Line in particular can  
20 accommodate that.

21           Indeed the busiest day for MBTA trip  
22 generation never approaches the Blue Line's peak  
23 load capacity. And in order to demonstrate our  
24 commitment to the MBTA, we are working closely

1 with them on a network of improvements to  
2 Beachmont Station.

3 This next slide shows the proximity  
4 of our site, which is here represented by the  
5 barns at Suffolk Downs. This is Suffolk Downs,  
6 Route 1A. This is Route 145, Revere Beach  
7 Parkway and each of the lines represents an MBTA  
8 bus line. Here is the Blue Line. And as you  
9 can see the MBTA is at our northwest corner.

10 This slide will address Commissioner  
11 Stebbins' question. Maybe I'll take a minute to  
12 explain what this is. This gold line represents  
13 the MBTA's service standards according to what  
14 it refers to as its blue book. The dark blue  
15 indicates inbound volume that is from Wonderland  
16 to Bowdoin depending on the time of day, hours,  
17 volume.

18 The light blue represents the  
19 outbound Bowdoin to Wonderland. What this shows  
20 decision makers is where the capacity is in the  
21 Blue Line. You can see that in the AM peak, if  
22 you will, traffic -- and this is the most  
23 heavily congested piece of the Blue Line. So,  
24 this is between Maverick and Aquarium, again for

1 our conservative analysis. This is not the  
2 condition at Beachmont.

3           So, this represents the maximum  
4 number of people on the Blue Line between  
5 Maverick Station and Aquarium Station today by  
6 hour, dark blue inbound, light blue outbound.  
7 And what you're seeing here is where the  
8 capacity in the MBTA exists.

9           So, what the MBTA service standards  
10 say is that more people can be tolerated in the  
11 AM peak and the PM peak than they can be at  
12 nighttime. The reason why this is important is  
13 here where that capacity standard is exceeded  
14 doesn't mean the train is crowded. It means  
15 it's over capacity as against the service  
16 standard.

17           So, that no one is suggesting that  
18 at 10:00 to 11:00 in the evening the Blue Line  
19 is actually overcrowded, but there are more  
20 people there than the service standard currently  
21 tolerates. So, that might be a crush load.

22           Most of your capacity, of course, is  
23 here. This is where people stand up here. But  
24 of course if you increased your capacity, you

1 wouldn't have a capacity issue. And that's all  
2 about MBTA service standards. This is during  
3 the weekday. That's during the weekday.

4           This next is the same slide on a  
5 Saturday, which shows that not many people use  
6 the MBTA on a Saturday as compared to the  
7 service standards. It's relatively flat. And  
8 Commissioner Stebbins, this is the weekend  
9 condition. We generally don't see the same kind  
10 of peaking conditions you do during the weekday.  
11 In other words, people move around the day --  
12 move around fairly consistently through the day.

13           You can see that there is a little  
14 bit of a Bell curve on the outbound and a slight  
15 on the inbound but nothing compared to the  
16 weekday. So, that's existing.

17           These next two slides will show you  
18 what the future. In the model that VHB built,  
19 they added projected transit ridership from all  
20 of the developments that have been proposed and  
21 the Mohegan Sun plan through 2022. And you can  
22 see that there are a couple of conditions where  
23 under the service standard the capacity will be  
24 exceeded, but as a practical matter the Blue

1 Line will not be overcrowded using the peak  
2 periods as a benchmark. Again inbound,  
3 outbound, AM peak, PM peak.

4 The next slide shows our busiest  
5 day, a Saturday. Imagine a Saturday afternoon  
6 where people are seeking to access the resort.  
7 There's plenty of capacity on the Blue Line  
8 through 2032.

9 Now I want to go through the five  
10 points of our transportation plan consists of  
11 roadway improvements, TDM measures,  
12 transportation demand management measures. I'm  
13 sorry, Commissioner.

14 COMMISSIONER ZUNIGA: Can you come  
15 back a little bit to the previous slide, one  
16 more on the weekdays where you make the  
17 projections. What if the 11 percent that you  
18 project patrons would use turns out to be more,  
19 which would be on the one hand a good thing for  
20 public transportation but how would that have an  
21 effect here and I suspect perhaps the T would  
22 respond by adding capacity?

23 MR. MULLAN: That's a great  
24 question. You've got six-car train sets now.

1 And of course, a few years back the MBTA  
2 extended the platforms to accommodate the six-  
3 car train sets. I don't think that we'll be  
4 looking at additional cars on the trains.

5           What may happen in 2022 is we may  
6 want to or the MBTA may want to or Mohegan Sun  
7 would work with people to increase the headways  
8 to add more -- increase the frequency with which  
9 the cars run. But I don't think that's going to  
10 happen given the capacity and given the fact  
11 that the base is so large.

12           The MBTA accommodates a million  
13 people a day. Even if we increase, dramatically  
14 increase the patron ridership as we hope to do,  
15 one of our goals, and I think I'm hopeful and I  
16 think a lot of people are hopeful that the MBTA  
17 gets more and better ridership as the years go  
18 on.

19           I don't think it's going to have a  
20 measurable impact on the overall capacity of the  
21 Blue Line.

22           MR. LUDERITZ: These graphs show  
23 that there's room, there's significant room over  
24 and above the red that we are impacting the Blue

1 Line. So, we think there's room to grow.

2 MR. MULLAN: So, we have roadway and  
3 safety improvements that I'll walk through, our  
4 TDM plan, our employee and patron shuttles we'll  
5 talk about that. We'll talk about water  
6 transportation as we must for any proposal that  
7 is multi-modal. And then we'll talk about our  
8 commitment to bicycle and pedestrian  
9 accommodations.

10 With respect to the roadway  
11 improvements, I'm going to walk through seven  
12 particular locations of the 21 at which Mohegan  
13 Sun has proposed improvements, everything from  
14 Route 1A to Copeland Circle.

15 But I want the Commission to be  
16 aware and I'll report that there are many, many  
17 other roadway improvements that are proposed,  
18 large and small. But each strategically advance  
19 to either relieve congestion, improve level of  
20 service, time through the intersection, if you  
21 will, or implement an important safety plan.

22 I'll tell you that in particular our  
23 host community, Revere, has been very concerned,  
24 very interested in increasing pedestrian safety

1 at several locations. You'll see that in our  
2 plan. An the same is true for the city of  
3 Boston.

4 Here is a map showing the 21  
5 locations at which we've proposed improvements.  
6 It's the same map that you'll see several times  
7 during this presentation, Copeland Circle, the  
8 intersection of Route 60 and Route 1. This is  
9 16 and 1, Bremen Street again, important  
10 interaction with Day Square in East Boston and  
11 of course traffic from Logan airport, the three  
12 tunnels, Route 1A and our site of course.

13 I am going to talk about Route 1A  
14 now, which is our front door and an important  
15 access point for the resort, as I've indicated.  
16 The improvements are to this section of 1A.  
17 This is Boardman Street, which is an important  
18 access route to the town of Winthrop,  
19 particularly from the North in the morning and  
20 from the South in the afternoon, and vice versa,  
21 people exiting Boardman to access the city of  
22 Boston and points north.

23 Here's a photograph of that same  
24 area. This is Route 1A. These are the oil



1 tanks, the Suffolk Downs oval, the barns. The  
2 Mohegan Sun site is right here. This is Revere  
3 Beach Parkway, which heads off to the beach.  
4 This is Winthrop Avenue. Furlong, our main  
5 entrance is here -- I apologize for shaking.  
6 I'm actually not that nervous. Maybe it was the  
7 coffee or maybe I'm old. I am probably both.

8                   This is Tomasello Drive about which  
9 we've spoken quite a bit. This is Orient  
10 Heights neighborhood. This is Chelsea Creek.  
11 Hold it there for second.

12                   MR. LUDERITZ: If I could just  
13 interject one thing. So it's clear, Revere  
14 Beach Parkway as it veers off to the beach, if  
15 you were to go straight that's where it becomes  
16 or stays as Winthrop Avenue which is the actual  
17 street that runs past our site there in front of  
18 the barns, just for some clarity on that.

19                   MR. MULLAN: You will at various  
20 times hear us refer to Winthrop Avenue and  
21 Revere Beach Parkway almost as the same thing.  
22 And indeed it is the same thing in this  
23 location. But as Gary indicated, Revere Beach  
24 Parkway pulls off this way. Winthrop Avenue

1 continues to Donnelly Square where it intersects  
2 with Bennington Street coming up from East  
3 Boston.

4           This next slide is a photograph of  
5 the critical intersection at Boardman Street and  
6 Route 1A. Here's the traffic coming from the  
7 South heading to points north. This is from the  
8 North heading south. This intersection has been  
9 a regional congestion point for the better part  
10 of 40 years.

11           After the artery was finished, this  
12 became a regional priority. And there have been  
13 several proposals over the years to try to  
14 address it. There has been a police officer  
15 stationed at this intersection for many years to  
16 pull traffic through depending upon the time of  
17 day. It is an important intersection for the  
18 region. It is an important intersection for the  
19 city of Boston and for the town of Winthrop.  
20 And our plan finally will address that.

21           These next few slides I'll go  
22 through quickly because I'm going to ask John  
23 Kennedy to go through a computer-generated video  
24 of this. But we've got two main options for 1A.

1 This is what we call option 8N. Beginning in  
2 the South, Logan airport is here. This is  
3 slightly distorted. I apologize for that.  
4 Logan airport is here.

5 This is the site where Jim Karam is  
6 constructing a hotel, the intersection of 1A and  
7 Boardman Street. Chelsea Creek is here.  
8 There's certain other developments on McClellan  
9 Highway here.

10 This plan shows in the red where the  
11 new pavement would be and in the green where new  
12 landscaping improvements would be. And what  
13 this plan features is a flyover of Boardman  
14 Street in the northbound direction right here.  
15 John will show that in a video and it will be  
16 much clearer to you.

17 But the next few slides show you how  
18 the flyover continues through to Tomasello  
19 Drive, which is the main entrance to Suffolk  
20 Downs and then onto Furlong with a series of  
21 improvements that indeed go nearly to Route 145.  
22 That's option 8A (SIC). It's what we call our  
23 northbound flyover. This plan, 8N has been  
24 developed so that in the event of a potential

1 southbound flyover in the future, one can be  
2 built, but one is not being proposed. And  
3 indeed one is not needed.

4           The next option is optional 11.  
5 It's a service option. It's a design that comes  
6 out of some national safety work that's been  
7 done by the Federal Highway Administration and  
8 is based on a type of design that they're  
9 pushing in their Everyday Counts program. It  
10 involves elimination of the crossing at Boardman  
11 and forcing traffic to go south through a new  
12 jug handle and then head to Boardman Street. It  
13 offers some safety improvement and some level of  
14 service improvements at the intersection that  
15 John will show.

16           The next two slides show the same  
17 areas as I showed on 8N. As you can see,  
18 there's less pavement, less need for additional  
19 right-of-way and there are significant number of  
20 traffic and safety improvements that are built  
21 into this option.

22           The last slide will show you right  
23 through, just as we did with the flyover option,  
24 right through to Furlong or just past Furlong as

1 we did for the northbound.

2 I'd now like to ask John Kennedy, a  
3 principle at Vanasse, Hangen and Brustlin to  
4 step the Commission through three presentations.  
5 One showing the existing traffic on Route 1A.  
6 One showing the proposed traffic based upon the  
7 northbound flyover. And one showing the  
8 proposed traffic based on the service option.  
9 John.

10 MR. KENNEDY: Thank you, Jeff. This  
11 is using a tool called VISSIM. It is a modeling  
12 tool which can be calibrated to match existing  
13 conditions. To establish those existing  
14 conditions, we literally parked a helicopter  
15 near Logan airport at 4500 feet for an hour and  
16 a half monitoring traffic and backups in the  
17 corridor from just coming out of the tunnels all  
18 of the way up to Route 60 in the Revere street  
19 area.

20 We found that there were about 250  
21 vehicles that were sitting in the queue that  
22 could not be served extending back as far as  
23 Neptune Road. They are part the basis of this  
24 with an average travel time of 12 minutes from

1 Neptune Road up toward Belle Circle on a Friday  
2 evening peak.

3 COMMISSIONER ZUNIGA: Mr. Kennedy,  
4 can you orient us to where is Neptune Road? I  
5 know Belle Circle is way up past.

6 MR. KENNEDY: I'll have to step you  
7 through because it's not showing at this point  
8 on this display, but the tanks are here.  
9 Boardman Street is there. I had too much coffee  
10 this morning too. I'm sorry.

11 This is Route 145 Revere Beach  
12 Parkway, Winthrop Avenue up toward Belle Circle.  
13 I think as we get going with the video, you'll  
14 see the entire area. It will start at Boardman  
15 Street. Boardman Street is the focal point of  
16 our intersection.

17 This is a Friday afternoon peak.  
18 And the signals have been green for a while,  
19 because you see traffic moving very well through  
20 the corridor. But then the hotel site, the  
21 Marriott Courtyard coming back toward Neptune  
22 Road right about there. Traffic is stopped on a  
23 Friday evening back that far and sometimes it's  
24 even farther. But a lot of that is due to the

1 exit at Neptune Road. Very slow travel time  
2 coming up the corridor.

3           There are breaks in traffic because  
4 those vehicles are moving when the signals turn  
5 green and everybody is catching up because it  
6 takes two or three signal cycles to get through.  
7 So, traffic pulses through. Southbound you'll  
8 notice is fine.

9           We are coming up on Boardman Street  
10 now. And you can see a backup on Boardman  
11 Street. This is the afternoon peak, which is  
12 less than the morning peak. The red bars mean  
13 traffic is stopped. Traffic is now moving up  
14 toward Waldemar Avenue, Tomasello Drive, the jug  
15 handle that provides access to the tank farms.

16           Continuing to move up the corridor  
17 and you're going to see traffic stopped at a  
18 point in through here because of the conditions  
19 at Belle Circle. This is Furlong Drive, the  
20 proposed site access. The exit to Winthrop  
21 Avenue, Route 145 over Revere Beach Parkway and  
22 then the backups associated with Belle Circle.

23           We're just going to turn in reverse.  
24 You'll see a different series of backups because

1 we're a little bit more into the hour. Some  
2 backups would have cleared, some would not have  
3 and are building again. Again, Winthrop Avenue,  
4 Revere Beach Parkway, there is a loop onto the  
5 highway to go from northbound back to  
6 southbound.

7           Railroad Avenue, which serves a  
8 series of local developments, Furlong Drive  
9 again, on your left. Again, you'll see  
10 southbound continues to flow very well during  
11 the afternoon peak. Southbound is not the  
12 problem in the afternoon. It's the problem  
13 during the morning.

14           Again, a slug of traffic was just  
15 released from Boardman Street. That was the  
16 movement. We're back into red signals at the  
17 intersection of Boardman Street, which is now  
18 starting to move. Then the backups are building  
19 on Route 1A northbound or the Burbank Highway.

20           Again, we're into the area where  
21 traffic was moving on a green signal so they are  
22 infilling. This is where that traffic started  
23 from. That's today.

24           There are 2200 vehicles heading



1 northbound crossing Boardman Street today on  
2 Route 1A northbound and we're getting that kind  
3 of backup. The demand to cross Boardman Street  
4 today is 2450.

5           What you're going to see in option 8  
6 north and 11 is the addition of that 2450 that  
7 wants to get through, another 250 associated  
8 with general background growth and known  
9 developments in the area -- I'm sorry this is  
10 option 11. - and then site related traffic added  
11 in on a Friday evening.

12           So, there is about 45 to 50 percent  
13 more traffic northbound. Again, we're going to  
14 hold Neptune Road here. There is no backup that  
15 goes back to Neptune Road. This is option 11.  
16 The service option that goes along with Federal  
17 Highways Everyday Counts initiative. We are  
18 coming back up toward the hotel right here.  
19 Again, no backup.

20           There is a break. U-turns are being  
21 made at this location. The concept here that's  
22 talked about in this initiative is simply  
23 referred to as Michigan lefts. There are no  
24 direct left turns to intersections. Vehicles

1 pass through the intersection to make a U-turn  
2 and then come back and turn right. That's what  
3 we've done at the lower location.

4           Just passing the jug handle, notice  
5 three lanes per direction. Part of the plan is  
6 to generate three lanes per direction in this  
7 case. We dropped some of the traffic at this  
8 point into the site and we're still dealing with  
9 demand coming into Belle Circle, but we've added  
10 the 250 vehicles that were able to get through  
11 Boardman Street plus general background growth,  
12 made some changes to Belle Circle where we're  
13 widening, changing the phasing, extending the  
14 amount of time that vehicles can actually move  
15 northbound toward Route 60.

16           Headed southbound, coming back in,  
17 crossing Winthrop Avenue, three lanes per  
18 direction. So, the movement coming in from  
19 Route 145 is a free movement now. It's not  
20 merging with the existing two lanes, down to  
21 two. Passing Furlong Drive. Again, things are  
22 continuing to move well.

23           At that point at Furlong Drive,  
24 we've added traffic exiting from the site.

1 We've got more demand in this corridor than we  
2 have under existing conditions. Passing the jug  
3 handle, and again -- Can we back up for just one  
4 second? No, we can't back up. -- I think part  
5 of the Everyday Counts initiative is this idea  
6 of eliminating direct left turns from the main  
7 roadway.

8           Anybody headed to Boardman Street on  
9 the east side, the Hertz pickup area and the  
10 Avis Rental Car place is actually going to  
11 existing Tomasello Drive where they're going to  
12 be allowed to turn around and come back and then  
13 may make a right turn into Boardman Street.

14           We have done a lot of timing, travel  
15 time estimates with this program on option 11  
16 and have found that we're able to, even with 50  
17 percent more traffic, we're able to reduce the  
18 travel time from Neptune Road through Belle  
19 Circle by about three minutes, even with the  
20 extra traffic with these modifications.

21           This is the year 2032. MassDOT  
22 because of the expenditure being made here and  
23 the amount of work being done asked that we go  
24 to a 20-year design horizon versus the standard

1 10-year design horizon. And we continue to meet  
2 with MassDOT.

3           There are two plans being carried  
4 into the supplemental draft EIR that's being  
5 filed. These two of them, option 11, which the  
6 service option and option 8 north which is the  
7 overpass. This is the overpass option.

8           This requires some taking on the  
9 east side of the Route 1A corridor, wall  
10 construction. This is the -- The overpass was  
11 just shown. Again, we're going to be back to  
12 Neptune Road. You'll see the same basic  
13 conditions that the queue is gone moving up the  
14 corridor, and again, about 45 or 50 percent more  
15 traffic than is getting through that Boardman  
16 Street intersection today. Neptune Road --  
17 That's actually Bennington Street.

18           Coming up on the hotel site, just  
19 beyond the hotel site, we start to split traffic  
20 up and over Boardman Street and take service  
21 traffic at grade down to get to Boardman Street  
22 to reverse direction and even get to Waldemar  
23 Road. Coming up on Waldemar, we've got a  
24 collective distributor system. Traffic is able

1 to peel off to get to the existing Suffolk Downs  
2 area, and continue on toward Furlong Drive,  
3 which will be the main entrance to the casino.

4 We still have to maintain access in  
5 this case to Suffolk Downs as a separate entity.  
6 Again, coming up on Furlong Drive, signal  
7 controlled median break, two left-turn lanes and  
8 a single right turn lane and then into Belle  
9 Circle.

10 The travel time during the afternoon  
11 peak between option 11 and option 8 north is  
12 about 25 seconds. Option 8 north will get  
13 traffic up through Belle Circle 25 seconds  
14 quicker than optional 11 does. There are  
15 different measurement points in what we're  
16 doing.

17 Southbound, again, you can see the  
18 backup that's now running into Belle Circle. We  
19 put more traffic through Boardman Street rather  
20 than metering traffic back at Boardman Street  
21 and at adjacent locations, we're now allowing a  
22 lot of traffic to come up toward the Belle  
23 Circle area a little bit quicker, which is why  
24 there were greater backups at Belle Circle in

1 this plan.

2           The jug handle again, conditions  
3 approaching here, right in, right out at  
4 Tomasello, right in, right out at Waldemar, the  
5 overpass itself. Three lanes are being added on  
6 Route 1A southbound. When we modeled  
7 southbound, we found that the option 11  
8 condition southbound in the morning is actually  
9 much improved over option 8N of the northbound  
10 flyover only.

11           There are about 300 vehicles  
12 southbound on Route 1A today that are sitting in  
13 a queue almost back to Belle Circle that are not  
14 being processed during that morning peak hour.  
15 The addition of the third lane helps, but the  
16 action that is being taken to take care of  
17 things on Boardman Street hurts, because instead  
18 of running Boardman Street together both sides,  
19 they're going to be split because we are  
20 allowing two left turns out of Boardman Street.  
21 And that's an action that's being taken by the  
22 Karam development that Jeff mentioned in terms  
23 of a mitigation.

24           So, things improve but they don't

1 improve to the greatest extent that the option  
2 11 opportunity gives us. Option 11, I believe,  
3 saves about two and a half to three minutes of  
4 travel time during the morning peak hour  
5 southbound into the city. And that's it.

6 MR. MULLAN: Clear?

7 COMMISSIONER ZUNIGA: Are you able  
8 to discuss whether you have a preferred  
9 alternative or is that part of both permitting  
10 and negotiations with the city at this point?

11 MR. MULLAN: It's a state highway.

12 COMMISSIONER ZUNIGA: I'm sorry?

13 MR. MULLAN: It's a state highway.  
14 Route 1A is a state highway. So, the  
15 environmental documentation will not have a  
16 preferred alternative. It will simply lay out  
17 the facts and it will lay out a series of  
18 evaluative criteria for MassDOT to make a  
19 decision on which alternative it likes. We  
20 think the data shows that the at-grade  
21 alternative operates quite well and indeed has  
22 some safety features that are attractive.

23 COMMISSIONER ZUNIGA: I'm sorry.

24 Which one, Mr. Mullan?

1 MR. MULLAN: The service option.

2 COMMISSIONER ZUNIGA: The service  
3 option 11?

4 MR. MULLAN: Yes, but that's not  
5 Mohegan's decision to make. Either option  
6 solves the traffic condition for sure. And that  
7 to Commissioner McHugh's point that's a good  
8 example of where we need to be respectful and  
9 mindful of the fact that we remain at a  
10 permitting process and there are some things  
11 that remain uncertain.

12 But one thing we do know is that we  
13 have got a plan that will solve the 1A traffic  
14 conditions. There are other issues that are  
15 part of the city of Boston discussion that also  
16 bear on those. But the 1A decision I think will  
17 largely be a MassDOT decision.

18 COMMISSIONER CAMERON: Question, Mr.  
19 Mullan, so, you're down to two options it sounds  
20 like with your discussions with DOT; is that  
21 correct?

22 MR. MULLAN: That's correct.

23 COMMISSIONER CAMERON: There was a  
24 third option that is not any longer on the



1 table.

2 MR. MULLAN: There were seven or  
3 eight options at one point. And the  
4 Environmental Policy Act unit asked us to work  
5 to get done to as few options as possible. And  
6 we are now down to two. And two will be  
7 presented back to MEPA in the supplemental  
8 filing.

9 MR. KENNEDY: There is a third shown  
10 in the document. That would be the addition of  
11 the southbound flyover by others that would  
12 basically -- it shows land takings, it shows  
13 overall impacts but it has not been modeled to  
14 this degree.

15 COMMISSIONER CAMERON: Thank you.

16 MR. MULLAN: So, I'm a little bit  
17 mindful of time. And I don't want to run over  
18 the time. So, we may accelerate this and move  
19 through this maybe even slightly quicker as much  
20 as we could do this all day.

21 There are six more locations we'd  
22 like to show you. This is Route 1 and 16. Let  
23 me just quickly tell you what's happening here  
24 from a regional perspective. This is traffic

1 coming on Route 1A.

2           If you are from the North and you're  
3 destined for Logan airport, there's a sign on 1A  
4 -- on Route 1 southbound directing Logan airport  
5 traffic to Route 60 through Revere. This causes  
6 congestion in Revere. The reason for that is  
7 there is an unsafe condition here for patrons or  
8 for travelers to exit Route 1 at the Revere  
9 Beach Parkway to access 1A. We've got a plan  
10 that addresses that. The same is true the other  
11 way and I'll address that in a second.

12           Regionally, this is a significant  
13 impact or a significant location that was  
14 identified in a study the North Shore  
15 Transportation Planning Study that was done by  
16 Central Transportation Planning staff for the  
17 Massachusetts Highway Department in 2003.  
18 Here's a photograph of that intersection.

19           This is Route 1. This is the Revere  
20 Beach Parkway. What this is showing is that  
21 traffic -- The site is here or several miles  
22 away but here. Travelers will be coming through  
23 the Revere Beach Parkway and wanting to get to  
24 Route 1 cannot make that move. So, people will

1 be forced to go through Route 60, which is  
2 something that Revere doesn't want nor does  
3 Chelsea nor frankly does anybody else who will  
4 be impacted by that.

5           What our plan does is it introduces  
6 a new ramp here to permit people for the first  
7 time to access Revere Beach Parkway from the  
8 East to the North. Here we've got two options  
9 and the only difference is a slightly different  
10 treatment of the median.

11           The way this works will be for  
12 traffic coming from the East to the West wanting  
13 to go to the North will go here through this  
14 break in the median and access the northbound  
15 barrel of Route 1 that way.

16           Similarly, traffic from the South  
17 wanting to go east on the Parkway come here  
18 through that median break and go westbound --  
19 eastbound, I'm sorry.

20           So, this is an example of a fairly  
21 elegant, low-cost but important solution that  
22 helps the region. It also helps Mohegan Sun and  
23 is a significant improvement. We also have  
24 committed to studying this intersection at the

1 request of the city of Revere in our host  
2 community agreement. That's 1 and 16.

3           The next location are some  
4 improvements to Winthrop Avenue, Revere Beach  
5 Parkway at Harris Street. That is at this  
6 location which is nearby 1A and is an important  
7 local road and also important for Mohegan as it  
8 pulls traffic through the Parkway from the West  
9 to the East.

10           Here's a photograph of that. Harris  
11 Street is here. This is Revere Beach Parkway.  
12 The MBTA commuter line is here, MBTA bridge.  
13 Parkway traffic moves this way. This is an  
14 example where Winthrop Avenue continues to  
15 downtown Revere this way. Parkway traffic moves  
16 here and here. Our plans for this and our  
17 desires are to accommodate more people on the  
18 Parkway headed to the resort by adding a lane.

19           And the way we do that is to add  
20 more pavement into the middle. This has been  
21 worked very closely with both the city of Revere  
22 and DCR. And it accomplishes an important  
23 objective for all of the parties. The two  
24 differences that we've got in the two different

1 plans are the treatment of Harris Street, with  
2 this plan showing a one-way location and the  
3 prior plan showing a two-way location.

4           The next I'd like to talk to you  
5 about our site access plans, which we remain in  
6 conversation with the city of Boston. So, I'll  
7 caveat that right now. But I'll show you our  
8 two main entrances are here and here Furlong and  
9 Winthrop Avenue. Our site is here. This is a  
10 photograph showing our site down at the bottom  
11 of the picture. We moved it this way so that  
12 you could see very clearly how we are going to  
13 access through Furlong and then how we're going  
14 to access through Winthrop Avenue. Those are  
15 our main entrances.

16           Here's Furlong, Route 1A is here.  
17 This plan calls for the addition of a turnout  
18 lane on Furlong. Furlong is a public way in the  
19 city of Revere and it moves through here, on  
20 which we have easement rights which will be used  
21 to access the site. The way it works, exiting  
22 traffic will -- there are two lanes to exit  
23 through a new median break in 1A to go back  
24 towards Boston. And one exit to go further

1 north. All traffic will be entering this way  
2 and exiting the site this way.

3           The next slide is an important  
4 intersection for the city of Revere. It's  
5 complicated by the meeting of several important  
6 roads North Shore Road, Tomasello Drive. And  
7 this is our secondary access to the site, Revere  
8 Beach Parkway is here. This largely consists of  
9 safety improvements and the accommodation of two  
10 through lanes on the Parkway at the request of  
11 the Department of Conservation and Recreation.  
12 These improvements have been proposed worked  
13 very closely with the city of Revere.

14           Those two sites and how they lay out  
15 on what Mohegan has proposed, those two  
16 entrances works this way. Patrons will enter  
17 here through a main area here to go to this area  
18 of the resort or up to the main porte cochere  
19 here. Similarly, they'll do that.

20           We also have access. We are  
21 accommodating access from Suffolk Downs through  
22 Tomasello Drive in Boston because we must since  
23 patrons come through Tomasello into the shopping  
24 center and frankly go through to Winthrop Avenue

1 and into Beachmont and points north to the  
2 beach. That's how the access points work with  
3 the site.

4           This next is Donnelly Square, which  
5 is an important safety and beautification  
6 proposal, which we've agreed to in our host  
7 community agreement and could be called our  
8 transportation hub. The importance of Donnelly  
9 Square to Mohegan can't be understated. This  
10 photograph, which looks upside down but really  
11 isn't upside down shows the barns, Suffolk Downs  
12 barns here.

13           This is Beachmont Station, which a  
14 significant entryway. The MBTA commuter lot is  
15 here. This is Donnelly Square. Mohegan has  
16 proposed as shown in this next slide a series of  
17 improvements aimed at -- This is a slightly  
18 different perspective. Here's the site. This  
19 is the MBTA station right here. This is  
20 Donnelly Square.

21           This shows pavement improvements and  
22 improved conditions for the MBTA bus stops and  
23 beautification improvements here to make a  
24 welcoming entry for people departing the MBTA

1 into what you've seen previously as the main  
2 front door, the main pedestrian entrance of the  
3 resort. This is a significant front entrance  
4 beautification program that we are working very  
5 closely with the city and the Beachmont  
6 community.

7 MR. LUDERITZ: Let me just add to  
8 that that we have spent a lot of time with the  
9 Beachmont Improvement Committee, which is the  
10 neighborhood here to make sure they've had  
11 maximum input as to how this lays out. And they  
12 have been very supportive and have offered a lot  
13 of good suggestions for it.

14 MR. MULLAN: The next slide is Belle  
15 Circle, notorious Belle Circle, Mahoney Circle  
16 at the intersection of several state highways.  
17 John spoke about it a lot on the video. We've  
18 got a plan that -- There's a photograph here of  
19 Belle Circle. We've got a plan that largely is  
20 designed to accommodate 1A traffic wanting to go  
21 here points north to Revere Beach, and also  
22 accommodate traffic through the circle resulting  
23 in safety and pedestrian and traffic  
24 improvements.



1           The next slide will show you how we  
2 similarly to what we're doing at Harris, adding  
3 pavement, introducing this new lane and then  
4 introducing improvements here as well as  
5 sidewalk and safety improvements. Revere High  
6 School is in the neighborhood. And as I  
7 indicated earlier, a fair bit of what we're  
8 doing with the city of Revere is making these  
9 intersections safer and more inviting to  
10 pedestrians.

11           The next location is Copeland  
12 Circle, another important regional location  
13 which is here at the intersection of Route 1 and  
14 Route 60. It has been the site of some 200  
15 accidents within the last reporting period and  
16 is thought to be one of the more dangerous  
17 intersections on the North Shore.

18           This is a photograph of the circle.  
19 Route 1 passes through in this location. These  
20 are the old ramps, interstate ramps that were  
21 abandoned as part of the highway project in the  
22 past. And what our proposal does is it  
23 introduces traffic signalization and additional  
24 pavement to try to ease the traffic and conduct

1 safety improvements in each of these locations  
2 to try to create a safer intersection and  
3 throughput area for the city and for the DOT.

4           The next slide shows, this is a  
5 summary of our roadway improvements. This shows  
6 our 21 locations that we are proposing  
7 improvements with the green showing where our  
8 level of service or safety or operational  
9 improvement is superior to what --- over the  
10 existing condition. And the white showing where  
11 it remains the same.

12           Now you'll note that there are some  
13 options that being carried because as has been  
14 indicated previously, we remain in a permitting  
15 condition but we are confident that each of  
16 these intersections we've got a solution for  
17 that it improves either the level of service or  
18 safety at each of the locations at which a  
19 solution has been proposed.

20           The second leg of our transportation  
21 plan surrounds the other side of transportation.  
22 We just spoke a lot about supply. This is  
23 demand. We try to moderate demand, try to  
24 influence demand by driving more people to

1 multiple occupancy vehicles, the MBTA, etc.  
2 through a targeted and significant approach  
3 called Transportation Demand Management.

4           That begins with working with the  
5 MBTA and integrating the MBTA into our design.  
6 Indeed Mohegan has taken steps to revise and to  
7 develop the design of its facility to open up to  
8 the MBTA as you've seen in several different  
9 slides.

10           We've dramatically limited our on-  
11 site employee parking. We propose targeted  
12 subsidies for Charlie cards for our employees.  
13 We propose marketing for the MBTA to our  
14 patrons. We've committed -- Mohegan is  
15 committed to hiring a transportation coordinator  
16 and to requiring all of its tenants and indeed  
17 itself to join the Transportation Management  
18 Association, which is a part of every  
19 Transportation Demand Management plan undertaken  
20 in the Commonwealth.

21           The third part of our program is a  
22 detailed shuttle program. The first shuttle  
23 program is an innovative employee HOV shuttle,  
24 which is responding to the fact that we've got

1 restricted on-site parking for employees. We  
2 call this an interceptor program, because we  
3 propose to intercept employee at remote  
4 locations, put them on a shuttle and get them to  
5 work.

6           We are working with an experienced  
7 operator whose specialty is to work with  
8 employees and work with employers in getting  
9 people to work. It will be a performance-based,  
10 dynamic program based upon demand. And it will  
11 be operated by an experienced third-party  
12 operator.

13           We also have patron shuttles as we  
14 detailed in our RFA-2 application. We've got a  
15 jitney shuttle to Logan. We've got patron  
16 shuttles to all of the highlights in Boston, the  
17 Back Bay, the theater and Seaport district.  
18 We're working on an arrangement with the  
19 Department of Conservation and Recreation on a  
20 shuttle to Revere Beach to take advantage of all  
21 that the beach has to offer.

22           We've also got shuttles to local  
23 commercial areas such as Maverick Square, which  
24 also happens to be an important business area.

1 It's an MBTA stop. And it is the site of the  
2 future water shuttle, which is an important  
3 feature of our plan. And we also have committed  
4 to exploring other shuttles in the future at  
5 locations such as Harvard Square, Salem, etc.,  
6 which contributed to our surrounding community  
7 strategy and it's one of the reasons why we've  
8 reached out to Salem and Cambridge to make sure  
9 that they were at the table as we develop these  
10 plans.

11           The fourth part of our plan is  
12 targeted support for water transportation.  
13 We've got \$100,000 annually dedicated for the  
14 Winthrop water shuttle. We've got support and  
15 we're talking with the city of Boston about  
16 supporting the proposal to develop a water  
17 shuttle from Seaport to Maverick at Lewis Wharf  
18 in East Boston, Lewis Street in East Boston.

19           We've worked on a partnership with  
20 DCR to link the Revere reservation with the  
21 Boston Harbor Islands and make some connections  
22 between our important DCR assets. And as we've  
23 committed in our RFA-2 application we've got a  
24 plan or a proposal to develop a Native American

1 Heritage education program to the islands.

2           So, while we're paying attention to  
3 water transportation as we must given our  
4 location, we're doing this in a targeted way and  
5 in a way that we believe is feasible. We did  
6 look at direct water transportation for this  
7 location as I indicated earlier. We are on the  
8 creek is across 1A.

9           We deemed it to be infeasible for  
10 several reasons. One is competing traffic with  
11 the tanker ships. Another are the fact that it  
12 simply takes a long time to come on a boat in  
13 the harbor given that it varies depending upon  
14 where people begin their trips. They don't  
15 begin their trip at the dock. They begin their  
16 trips at Faneuil Hall or at the Statehouse or at  
17 the Hynes Convention Center. And it takes quite  
18 a while.

19           And the third point is the weather.  
20 We think that the weather will be a significant  
21 deterrent to actual water transportation. But  
22 nevertheless, it's an important part of our  
23 plan. And it's one that we feature and we want  
24 to talk to you about today.

1           The fifth part is a commitment to  
2 bicycle and pedestrian accommodations. We are  
3 committed to developing bicycle accommodation on  
4 Saratoga and Bennington and on Winthrop Avenue.  
5 The Saratoga and Bennington connection as shown  
6 in the next slide will complete a beach to beach  
7 connection that began many years ago in East  
8 Boston with the development of Piers Park  
9 through the old CSX right-of-way terminating  
10 here.

11           There are bicycle accommodations  
12 planned by others here in red. And Mohegan Sun  
13 plans to pick it up here at Constitution Beach  
14 to complete a seamless bicycle connection  
15 between Constitution Beach and Revere Beach.  
16 That will permit all of East Boston and Revere  
17 to enjoy these two, three, four important  
18 recreational amenities by bicycle.

19           We've also committed to hubway  
20 accommodation should that program be extended to  
21 Revere. We've committed to bicycle parking  
22 spaces. We've committed to showers for our  
23 employees who choose to move by bicycle. And  
24 we've committed to bicycle accommodations on

1 Winthrop Avenue to and through the site.

2           Those are the primary features of  
3 our transportation plan. We believe they  
4 address every conceivable type of  
5 transportation, and we're very proud of it. I'd  
6 like to now ask Gary Luderitz to summarize our  
7 presentation and be prepared for questions.

8           MR. LUDERITZ: So, my summary quite  
9 frank will be very quick. And as I stated in  
10 the beginning, as your visit showed to our site  
11 in Revere, we've got a very superior location.  
12 We've got a development that really takes  
13 advantage of transit. We're very proud of that.  
14 We think it's the centerpiece to our traffic and  
15 transportation solutions.

16           We've got regional traffic solutions  
17 that also solve long-standing problems, again,  
18 all of which is privately funded. We've got a  
19 thoughtful support process for every practical  
20 mode of transit. We've got a cooperative  
21 approach that we've taken in getting feedback  
22 from our surrounding communities and our  
23 neighborhoods. We've got a workable plan. I  
24 think maybe most important it's workable plan



1 upon which the Commission can rely.

2           So, that summarizes our presentation  
3 today. I know there were not a lot of questions  
4 during but I think we have a little bit of time  
5 left perhaps. And we're happy to answer any  
6 questions that you might have and would  
7 encourage you to do so, if you wish.

8           COMMISSIONER MCHUGH: Thank you.

9 That was very helpful. Commissioners,  
10 questions?

11           COMMISSIONER CAMERON: I had a  
12 question about the mitigation plans which are  
13 extensive. All of those would be completed  
14 before an opening?

15           MR. MULLAN: There's an extensive  
16 list of when they must be done in the Revere  
17 Host community agreement. We think they all can  
18 be done. We've not yet committed in the Revere  
19 Host community agreement to doing that. We  
20 expect that that will be one of the outcomes of  
21 the MEPA process.

22           I will say that one of the reasons  
23 why I provide the answer that way is that not  
24 all mitigation is the same. So, we've got 21

1 locations. And something we do at Day Square  
2 for example might be less important than the  
3 Route 1A improvements. But we certainly are  
4 planning on completing the Route 1A improvements  
5 before we open the casino.

6 COMMISSIONER CAMERON: So, you are  
7 committing to those mitigation plans that would  
8 improve 1A. The others --

9 MR. MULLAN: We're not saying one  
10 way or the other because I don't know what the  
11 permitting - what the outcome of the permitting  
12 process will be. I'm saying that that is a  
13 likely outcome, but it's not yet been committed  
14 to.

15 MR. LUDERITZ: Notwithstanding the  
16 issues we may have with permitting, which we  
17 don't expect any that would roadblock us in the  
18 process, but we would expect to finish these  
19 when the resort opens.

20 MR. MULLAN: The city of Revere  
21 might want to speak to that, Commissioner.

22 COMMISSIONER CAMERON: Thank you.

23 MR. FALK: Good morning, Brian Falk  
24 from Mirick, O'Connell, counsel for the city of

1 Revere. Every transportation mitigation that  
2 was discussed under the host community agreement  
3 must be completed prior to opening with the  
4 exception of the Route 1A improvements. All  
5 others under the HCA must be done prior to  
6 opening.

7 COMMISSIONER CAMERON: With the  
8 exception of 1A.

9 MR. FALK: Route 1A improvements,  
10 understanding that at the time we entered the  
11 host community agreement and currently we've got  
12 two options, and ultimately it's up to MassDOT  
13 to determine which one is done and the order in  
14 which it's done.

15 COMMISSIONER CAMERON: That's with  
16 regard to the host community agreement. But Mr.  
17 Mullan, you just said that they would be -- one  
18 option or the other would be completed. I  
19 believe that's what you just said.

20 MR. MULLAN: I did.

21 COMMISSIONER CAMERON: So, you're  
22 looking at it from two different aspects.

23 MR. MULLAN: Correct. And also  
24 mindful of the fact that there are -- some of

1 our improvements are also in the city of Boston  
2 and may not specifically be addressed like  
3 Curtis Avenue or Bennington Street and Saratoga  
4 with respect to particular with the host  
5 community agreement in Revere. So, I'm mindful  
6 of that as well. But we do expect that the  
7 improvements will indeed be completed within  
8 that schedule.

9 COMMISSIONER CAMERON: You had  
10 projected opening in your application. Has that  
11 changed at all? Are those projections still  
12 solid?

13 MR. MULLAN: It's somewhat dependent  
14 upon the licensing process of course and the  
15 weather conditions. But the schedule for  
16 construction of the resort is 30 months. And we  
17 are pretty confident of that. It's moved only  
18 due to the fact that we are now projecting a  
19 later start date to accommodate the licensing  
20 process.

21 COMMISSIONER CAMERON: Okay. Thank  
22 you.

23 COMMISSIONER MCHUGH: Other  
24 questions from the Commissioners?

1                   COMMISSIONER ZUNIGA: The figure  
2 that you mentioned early in your presentation of  
3 \$45 million in private funding for all of these  
4 improvements, I gather they would be the more  
5 costly option 11 or 8N; is that a fair statement  
6 or is that the likelier?

7                   MR. MULLAN: They're estimates. I  
8 think we'll find that the infrastructure  
9 improvements that we propose will cost more than  
10 \$45 million as a practical matter. There are  
11 cost differentials between 8N and 11. We are  
12 not yet confident which direction it will go in.  
13 But we are confident that regardless of the  
14 option, we'll exceed that number with respect to  
15 the amount of infrastructure that's provided as  
16 a result of the resort.

17                   COMMISSIONER ZUNIGA: Okay. We also  
18 as Mr. Luderitz mentioned, we're also becoming  
19 very familiar with, more familiar with traffic  
20 terms and issues than we probably expected at  
21 the beginning of this process. And with our  
22 Category 2 license, the topic about median cut  
23 has become perhaps for other reasons not as easy  
24 as it sounded initially.

1           In your presentation, you also  
2 mentioned a number of median cuts in order to  
3 give way for those improvements. Can you just  
4 speak in general as to how MassDOT is going to  
5 likely review and analyze -- I know it's ongoing  
6 and fluid but I'd be interested in your thoughts  
7 relative to this dynamic.

8           MR. MULLAN: John's been doing most  
9 of the conversations with the Department. I  
10 might ask him to address that and answer that  
11 question.

12           MR. KENNEDY: I think we've got  
13 several median breaks that are proposed. Two  
14 are at the Route 1 and Route 16 interchange.  
15 Those were both median breaks that were proposed  
16 as part of the CTPS study for the short-range  
17 and intermediate range plan for improvements to  
18 provide that access. So, we're carrying on  
19 that.

20           COMMISSIONER ZUNIGA: I'm sorry.  
21 Who's study?

22           MR. KENNEDY: This is a study by the  
23 Central Transportation Planning staff in 2000 as  
24 part of the North Shore Transportation study

1 that had MassDOT or Mass Highway at the time on  
2 participation in that program. And it was the  
3 plan that was put forward.

4 We are piggybacking on that. There  
5 is a very significant safety improvement that's  
6 realized with those ramps, because the movements  
7 that we're providing are now there today by many  
8 vehicles. They simply turn right off of the  
9 ramp and head to the Webster Street and make a  
10 U-turn and come back, which is causing some very  
11 serious backups in the Route 16 corridor. So  
12 again, these would be improvements. DOT has  
13 seen them. They're on board with them. DCR has  
14 seen them, and they're on board with them also.

15 The other median break we're  
16 proposing is at Furlong Drive. And DOT is also  
17 on board with that as part of all of the  
18 modeling that we've done, the analysis that's  
19 been completed and the like.

20 There is an existing median break at  
21 Suffolk Downs today, Tomasello Drive. In one  
22 case, in option 8 that's being closed. In  
23 option 11, it's being signalized. So again,  
24 we're really talking about the two median breaks

1 in the Route 1 and 16 interchange, one at  
2 Furlong Drive.

3           The secondary, actually the fourth  
4 break is as part of the U-turn plan south of  
5 Boardman Street. Again, this is part of that  
6 Everyday Counts initiative where signals will  
7 operate in two phases, not to get technical,  
8 very efficient. It's the most efficient traffic  
9 signal that you can have. It simply operates  
10 with a main street and a side street or a  
11 turning movement. And it works very well.

12           So, those are the median breaks that  
13 we are proposing in this case. That's it.

14           COMMISSIONER MCHUGH: Other  
15 questions?

16           COMMISSIONER STEBBINS: Some of the  
17 other improvements, the non-1A improvements I'll  
18 call them, are those identified in any other  
19 previous traffic plans as reviewed by MassDOT or  
20 the old Mass Highway? You mentioned that 2000  
21 plan, but in particular I guess I think it's  
22 junction 60 and Route 1, are those identified or  
23 were those, I guess, a culmination of your  
24 efforts to identify those problem locations



1 based on history but also where you see your  
2 patrons coming from?

3 MR. MULLAN: Copeland, Belle Circle,  
4 1 and 16 are all significant regional locations  
5 at which improvements have been proposed from  
6 time to time over many years. One and 16 in  
7 particular were studied as a result as a part of  
8 the North Shore Transportation Improvement  
9 study, about which John just mentioned, as one  
10 option of several options that were advanced  
11 none of which have been done to date. Boardman  
12 Street and 1A has been proposed to be completed  
13 as I indicated for the better part of 30 years.

14 Those I would say, each of those  
15 locations have seen proposals from time to time  
16 for many years. The improvements at Furlong and  
17 at Winthrop Avenue and Tomasello not as much  
18 because those I think are more particular for  
19 the site. I think that's how I would break that  
20 down.

21 COMMISSIONER STEBBINS: I wouldn't  
22 expect a huge amount of your patron traffic is  
23 going to come from the water access that you  
24 talked about, but how far away is the Winthrop

1 dock or ferry service?

2 MR. MULLAN: In terms of time?

3 COMMISSIONER STEBBINS: Distance.

4 MR. MULLAN: It's a few miles.

5 Moving people by water has been an important  
6 initiative in the town of Winthrop for a while.  
7 And that was thought to be a helpful way to  
8 mitigate the impact of that town by the resort  
9 and a long-standing community objective, which  
10 is why we supported it.

11 It could be that ultimately we run a  
12 patron shuttle to that dock for some type of  
13 recreational opportunity while visitors and  
14 patrons enjoy the resort. We are not that far  
15 along. But we're not proposing that particular  
16 location to be relieve or to move a lot of  
17 patron employees.

18 I think the Seaport dock that was  
19 proposed a couple of years ago and continues to  
20 be worked on between World Trade Center and  
21 Maverick offers an opportunity for patrons in  
22 the Seaport to get on a boat to get to the Blue  
23 Line to get to the resort or to Wonderland.

24 It's much more of a regional

1 improvement, and that's why we're supporting  
2 that. We will point out that it's hard to move  
3 a lot of people quickly sometimes in the harbor  
4 given some of the constraints. We've shied away  
5 from doing that given the constraints of our  
6 site as I indicated.

7           COMMISSIONER STEBBINS: I had one  
8 other question. In your host community  
9 agreement with Revere, this is focused on the  
10 improvements on 1A, you talk about -- And I  
11 didn't jot the full context of it down, but  
12 maybe you can help me out. -- equal or superior  
13 improvement. Who is the judge? Is it MassDOT  
14 as to whether there's a superior improvement  
15 above what you're suggesting?

16           MR. MULLAN: Certainly, MassDOT owns  
17 the facility. Ultimately, we'll make the  
18 decision in cooperation with the permitting  
19 agencies. I think we'll see their decision in  
20 their section 61 findings as part of the MEPA  
21 analysis. We've guided that decision a little  
22 bit or to a fair extent with the analysis that's  
23 been done. And you'll see the alternative  
24 analysis laid out in detail in the environmental

1 document.

2 COMMISSIONER STEBBINS: And the  
3 ballpark figure I think is consistent. You talk  
4 about approximately \$25 million set aside for  
5 the 1A improvements. Is there any chance the  
6 price tag goes a little bit higher and is the  
7 applicant committed to bumping up the budget if  
8 they have to?

9 MR. MULLAN: The applicant is  
10 committed to the mitigation. The applicant is  
11 committed to the results that are displayed by  
12 the mitigation not to the numbers.

13 These numbers are the best that the  
14 engineering team can do at this conceptual  
15 level. It's part of the answer I gave to  
16 Commissioner Zuniga, we have every confidence  
17 that this will cost more than the \$45 million,  
18 partly due to the nature, just the nature of the  
19 project concept.

20 But Mohegan is not proposing to cap  
21 its exposure at that amount. What Mohegan is  
22 proposing to do is to perform work at 21  
23 intersections that have been studied in detail  
24 within the study area, each of which offers an

1 improvement in one way or the other and a  
2 solution and to get those done before the resort  
3 opens. That's what we're talking about.

4 COMMISSIONER STEBBINS: Thank you.

5 MR. MULLAN: You're welcome.

6 COMMISSIONER MCHUGH: I just had one  
7 question about the Mass transportation. The T  
8 is typically shut down between about 12:30 and  
9 5:00 AM and it runs on a reduced schedule on  
10 weekends and holidays when interest in attending  
11 the casinos may be at its peak. Have you talked  
12 with the T about those issues?

13 MR. MULLAN: Sure. I would say  
14 Mohegan is a strong supporter of the Governor  
15 and Mayor's proposal to extend late-night  
16 service as an initial point. The reason for our  
17 shuttle is to make sure that we respect the fact  
18 we've got a 24/7 operation. And we've talked,  
19 actually talked a lot about Massport because  
20 they run in a similar type of operation where  
21 people are departing from Braintree or  
22 Framingham or Anderson Station in the North at  
23 3:00 and 4:00 AM.

24 As to the weekends, whether or not

1 it's realistic to add service and increase the  
2 headways at the MBTA on the weekends is  
3 something that we've talked less about. But I  
4 also think that the nature of the type of travel  
5 on the weekends doesn't really call for that  
6 right now.

7 I will say that should we see a  
8 dramatic increase in patrons who want to use our  
9 resort via the MBTA that's certainly a  
10 conversation we can have but it's not one that's  
11 anticipated right now.

12 COMMISSIONER MCHUGH: What is it  
13 about the nature of the weekend travel that  
14 doesn't lend itself to the T?

15 MR. MULLAN: No, no. They do want  
16 to use the T, but not the same kind of headway  
17 or scheduled demands. So, you're running five-  
18 minute service in the AM peak on Monday through  
19 Friday and perhaps 15-minute headways on the  
20 weekends.

21 I thought the question is whether or  
22 not we'd be looking to advocate for increased  
23 headways on the weekends to match the AM or PM  
24 peak. And I just think the way the patron

1 travels during the weekend probably doesn't  
2 demand that right now. That's all, just  
3 realistically.

4 COMMISSIONER MCHUGH: Right. Thank  
5 you.

6 COMMISSIONER ZUNIGA: In your  
7 presentation, you mentioned that MassDOT may go  
8 to a two-way tolling, which seems hard to fathom  
9 but nonetheless they might come up with that  
10 scenario.

11 If they do, I'm curious kind of  
12 where would that take place but more importantly  
13 what would that do to your projections and your  
14 improvement plans or trip generation, etc.?

15 MR. MULLAN: It's two questions.  
16 I'm going to ask John to answer the second part.  
17 MassDOT's plans to move to all electronic  
18 tolling for tolling in the Sumner and Callahan  
19 in two ways and the Williams electronically.

20 So, the conversation that is going  
21 on and the procurement that's going on now to  
22 convert the current tolling system to a cashless  
23 program is going to feature that. So, we know  
24 that. And we're anticipating that in this plan.

1           The modeling that we did was done  
2 based on traffic counts, actual traffic counts  
3 with the one-way tolling condition. MassDOT  
4 tolls westbound in the Williams and doesn't toll  
5 the Callahan at all.

6           In terms of the future, it will  
7 probably result in flattening out the  
8 dimensions. So, you're going to see less  
9 diversion of traffic since people won't be  
10 seeking to avoid a toll. That's one theory.  
11 It's something that we plan for, we're  
12 anticipating, but we don't expect a measurable  
13 impact on the traffic numbers.

14           John, if you have something you want  
15 to add to that?

16           MR. KENNEDY: I think the  
17 application of two-way tolls in the Sumner  
18 Callahan would actually have a greater impact in  
19 terms of our trip distribution pattern. We  
20 don't see much of a change coming using the Ted  
21 because where that traffic is coming from and  
22 its accessibility to the Sumner and Callahan  
23 area.

24           We're projecting about a seven to 11



1 percent difference in use of the tunnels with  
2 more traffic leaving the site using the Route 16  
3 corridor more entering through the tunnels, the  
4 Sumner and Callahan complex. That might balance  
5 to more of a 10 to 12 percent each direction,  
6 and a 10 to 12 percent each use of the Mystic  
7 Valley Parkway/Route 16 corridor.

8           And I think that's one of the things  
9 that we're going to evaluate as we go forward.  
10 The plan does appear to be going forward at this  
11 point. So, the automatic electronic toll  
12 collection program is going forward.

13           COMMISSIONER MCHUGH: All right. I  
14 think we wanted to offer our consultants an  
15 opportunity to ask any questions that may have  
16 been unanswered to this point.

17           MR. MOORE: Just a few. On the  
18 Route 1A analysis, you spoke a lot about Belle  
19 Circle. And it appears that there's modest  
20 improvements to Belle Circle.

21           Are you concerned that you may just  
22 be moving the traffic problem up to Belle Circle  
23 and those times you indicated from Neptune to  
24 Belle is that to Belle Circle or through Bell

1 Circle?

2 MR. KENNEDY: It's actually through  
3 the south leg of Belle Circle, the south circle  
4 itself proceeding through. About half of the  
5 traffic in the 1A corridor splits to continue on  
6 Route 1A North. And the balance goes on Route  
7 60.

8 And I think what we're trying to  
9 address is an operational issue on the portion  
10 of the traffic that's actually headed toward  
11 Route 60 that blocks access to the right turn  
12 lanes. The way things are being set, it  
13 diminishes the capacity at the beginning of the  
14 green cycle or the green phase northbound on  
15 Route 1A. When we put more traffic in those  
16 lanes, we're able to release more traffic on a  
17 cycle by cycle basis.

18 It also gives us the opportunity to  
19 continue traffic northbound on 1A headed to  
20 Route 60 for a longer time because the movement  
21 continuing on 1A is not going to impede that  
22 flow by giving it more storage. So, we're able  
23 to make operational improvements, signal  
24 operational improvements within the circle and

1 increase the capacity of that movement that's  
2 continuing on 1A, which reduces the queues on  
3 the approach.

4 MR. MOORE: There are some  
5 Historical Commission issues on the Parkway.  
6 Have you talked about those?

7 MR. MULLAN: Yes.

8 MR. MOORE: A little bit more  
9 detail?

10 MR. MULLAN: The medians aren't a  
11 contributing element to the historic nature of  
12 the Parkway. So, we talked to Mass. Historic.  
13 And Rick, I know that you've dealt with Mass.  
14 Historic quite a bit.

15 We are not expecting to get a  
16 definitive statement from Mass. Historic until  
17 we make our permit applications, but we know  
18 that the improvements that are proposed for the  
19 Parkway, there have been no significant issues  
20 raised with the Mass. Historic. I think what's  
21 really helped us is the fact that DCR is in  
22 support of the improvements.

23 And we're taking care to respect the  
24 historic nature of the overpass. Actually, that

1 overpass at 1 and 16 is historic. But it's not  
2 being affected by the roadway improvements.  
3 We're really talking about a median break and  
4 the addition of a small amount of pavement,  
5 neither of which is a contributing element to  
6 the historic character of the Parkway.

7 MR. MOORE: Thank you. On your main  
8 driveway, Furlong Drive, is the diagram you  
9 showed is that what you considered to be your  
10 final solution or is that an interim solution or  
11 where do you stand on that?

12 MR. MULLAN: That's the current  
13 solution. And that's the result of a lot of  
14 work that's gone in with the DOT and with the  
15 city of Revere.

16 That is what we will be presenting  
17 in our environmental review. As to whether it's  
18 final, as I indicated, we're talking with the  
19 city of Boston as well about how to handle  
20 traffic that must come through the site via  
21 Tomasello to accommodate East Boston people,  
22 people cutting through the site from 1A to 145.  
23 And patrons who come through the site to the  
24 Stop and Shop and Target plazas. So, it could

1 be that we may find some modifications to that  
2 based on that conversation, but it's too early  
3 to judge that.

4 We do know that what we've proposed  
5 accommodates 100 percent of the traffic that  
6 comes into the site.

7 MR. MOORE: So, you'd be comfortable  
8 if that was your final solution?

9 MR. MULLAN: Correct.

10 MR. MOORE: Can I just shift to  
11 parking for a second. On the off-site parking,  
12 have you identified locations and have any  
13 agreements with anyone in terms of satisfying  
14 the employee parking?

15 MR. MULLAN: We expect our operator  
16 to do that. With respect to identifying the  
17 locations, we've probably got a need for about  
18 750 parking spaces maximum based on the number  
19 of employees that work at the site, the number  
20 of employees that we know won't be able to  
21 access the MBTA. That's based on a conservative  
22 estimate of 30 percent using the T.

23 We'd like to get that number up and  
24 I know MassDOT would like us to get that number

1 up. But we won't know that until we hire these  
2 people, we know where they live and we know how  
3 they want to commute. We're going to try to  
4 drive people to the T through the subsidization  
5 of Charlie passes. It couldn't be more  
6 convenient given its location. I think it's  
7 obvious that we need to do that.

8           But we don't propose that any of  
9 those 750 maximum space would result in a built  
10 structure. We'd like to try to use available  
11 parking capacity where we can. And we're going  
12 to rely on our third-party operator to identify  
13 the best locations based on where our employees  
14 are, where they're coming from and how they want  
15 to get to the resort. And also have some of the  
16 pickup location at key transit hubs such as Lynn  
17 commuter rail and Anderson, for example.

18           MR. MOORE: But you said you don't  
19 expect to have to build new facilities?

20           MR. MULLAN: I wouldn't expect that.  
21 It wouldn't be a lot different, Rick, than the  
22 commitments made by the Turnpike as part of the  
23 artery to establish parking at places at like  
24 Wyman Gordon and Grafton, for example. I mean

1 that's the kind of thing that we're thinking  
2 about.

3 MR. MOORE: In your existing garage,  
4 it's our understanding that because it's in a  
5 floodplain it will flood in extreme events. How  
6 does the facility operate during those  
7 conditions?

8 MR. MULLAN: A little bit beyond my  
9 area of expertise, I'm sorry. I think we're  
10 talking an extreme condition, but it is true  
11 that we're in a floodplain and we're  
12 accommodating that with the design.

13 MR. LUDERITZ: Certainly, I'm not  
14 the site engineer that can best answer that but  
15 I can say that that is a 100-year scenario that  
16 we have planned for under the new MEPA  
17 regulations. And we are not putting any  
18 operational equipment in that area that would in  
19 any way inhibit our ability to run the property.

20 So, I would expect the property to  
21 be certainly operating in an emergency mode but  
22 not in a mode that shuts us down if we were to  
23 experience that kind of flooding.

24 MR. MOORE: Thank you. Jason, do

1 you have any?

2 MR. SOBEL: I have one follow-up  
3 question. In response to one of Rick's question  
4 about Furlong Drive, you just stated that the  
5 improvements to Furlong Drive would be able to  
6 accommodate 100 percent of the traffic.

7 Can you talk about how you expect  
8 traffic to be distributed among the three  
9 entrance points?

10 MR. MULLAN: What I meant to say is  
11 that the access plans -- I thought what I said  
12 was the access plan, meaning the combination of  
13 Furlong and Winthrop will accommodate 100  
14 percent of the traffic. We're not expecting  
15 that all of the traffic come through Furlong in  
16 any event. So, we've got some people are going  
17 to be coming down Revere Beach Parkway/Winthrop  
18 Avenue to get to the site.

19 Is your question the distribution of  
20 the traffic vis-à-vis Furlong and Winthrop?

21 MR. SOBEL: Those two as well as  
22 just the vehicular access, there is also the  
23 Tomasello/Route 1A access in the city of Boston.

24 MR. MULLAN: Looking for the split?



1 MR. SOBEL: Correct.

2 MR. MULLAN: John, do you have an  
3 idea on the split?

4 MR. KENNEDY: The analysis that has  
5 been assumed that there will be no entering  
6 movement or no exiting movement at Tomasello.  
7 That all vehicles approaching the site will  
8 either use Furlong or will use Revere Beach  
9 Parkway/Winthrop Avenue.

10 It's about an 80 percent/20 percent  
11 split with about 80 percent of the demand using  
12 the Route 1A corridor via Furlong and the 20  
13 percent using the North Shore Road and the  
14 Revere Beach Parkway/Winthrop Avenue corridor at  
15 Tomasello.

16 MR. MOORE: Just one other follow-up  
17 question on the MEPA filing schedule. Do you  
18 have expected time when you'll be filing your  
19 supplemental?

20 MR. LUDERITZ: We're expecting to  
21 file sometime within the next several weeks.  
22 While I don't have a specific date that I would  
23 give you today, it's near completion and nearly  
24 ready to file. And we'll want to make sure it's

1 the right submission when we do. So, probably  
2 several weeks away.

3 MR. MOORE: Are you anticipating  
4 then filing a final EIR after that?

5 MR. LUDERITZ: We are anticipating  
6 that, yes. And we think we'll have a filing  
7 that will justify that.

8 MR. MOORE: We have no more  
9 questions.

10 COMMISSIONER MCHUGH: Anything  
11 further from the Commissioners?

12 COMMISSIONER STEBBINS: Just one  
13 final question. You allude to your plans,  
14 essentially you're constructing a rotary in  
15 front of the access point to the parking garage  
16 and the porte cochere of the building. I guess  
17 why that option over a signalization with all of  
18 that traffic coming into that one access?

19 MR. MULLAN: John? It's an on-site  
20 improvement.

21 MR. KENNEDY: It's an on-site  
22 improvement that we recommended to the site  
23 engineers and the architects. We feel it is a  
24 very -- it is the correct solution for what is

1 there given the number of approaches and the  
2 recognition of the porte cochere and the desire  
3 where traffic is coming from and where it's  
4 going to. We think that it will work very well  
5 as it's designed.

6 COMMISSIONER STEBBINS: Thank you.

7 COMMISSIONER MCHUGH: All right. I  
8 think we're finished our questions. Is there  
9 any final word that you'd like to offer?

10 MR. LUDERITZ: I certainly  
11 appreciate your kind attention. I know it was a  
12 long presentation and there's probably many more  
13 details that we could get into with it, but  
14 thank you for your attention today and we  
15 appreciate it.

16 COMMISSIONER MCHUGH: Thank you for  
17 explaining it to us. These are important issues  
18 and obviously involve a lot of detail. But  
19 numbers of people are watching and these are  
20 critical issues. So, thank you for helping us  
21 understand.

22 We'll now be in recess. It is  
23 12:15. And in our publicity with respect to  
24 this meeting we said that the next presentation

1 will begin at 1:30. So, we will be in recess  
2 from now until 1:30.

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4 (A recess was taken)

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1 ATTACHMENTS:

- 2 1. Massachusetts Gaming Commission June 20,  
3 2014 Notice of Meeting and Agenda

4

5 GUEST SPEAKERS:

6 MOHEGAN SUN MASSACHUSETTS:

7 Gary Luderitz, Mohegan Sun

8 Jeffrey Mullan, Foley Hoag, LLP

9 John Kennedy, Vanasse, Hangen, Brustlin, Inc.

10

11 Brian Falk, City of Revere, Mirick O'Connell

12

13 MASSACHUSETTS GAMING COMMISSION STAFF:

14 John Ziemba, Ombudsman

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I, Laurie J. Jordan, an Approved Court Reporter, do hereby certify that the foregoing is a true and accurate transcript from the record of the proceedings.

I, Laurie J. Jordan, further certify that the foregoing is in compliance with the Administrative Office of the Trial Court Directive on Transcript Format.

I, Laurie J. Jordan, further certify I neither am counsel for, related to, nor employed by any of the parties to the action in which this hearing was taken and further that I am not financially nor otherwise interested in the outcome of this action.

Proceedings recorded by Verbatim means, and transcript produced from computer.

WITNESS MY HAND this 22nd day of June, 2014.

LAURIE J. JORDAN                      My Commission expires:  
Notary Public                              May 11, 2018