

**22****COMMUNITY  
MITIGATION  
FUND****APPENDIX H - TRANSPORTATION CONSTRUCTION GRANT APPLICATION****BD-22-1068-1068C-1068L-68403***Please complete the entire Application.***1. PROJECT INFORMATION****a) NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT AND VENDOR CODE**

City of Medford

**VENDOR CODE:**

VC6000192114

**b) PROJECT NAME (LIMIT 10 WORDS)**

Bluebikes Additional Stations

**c) BRIEF PROJECT DESCRIPTION (LIMIT 50 WORDS)**

This project would add four stations to Medford's new bike share system, connecting the Wellington MBTA station, Mystic River path system, and neighborhoods to the west to the initial six stations in Medford Square and South Medford.

**d) CONTACT PERSON(S)/TITLE (Persons with responsibility for this grant)**

Amy Ingles, Transportation Engineer and Todd Blake, Director of Traffic and Transportation

**e) PHONE # AND EMAIL ADDRESS OF CONTACT PERSON(S)**Amy: 781-475-5979 [aingles@medford-ma.gov](mailto:aingles@medford-ma.gov) ; Todd: 781-475-5983 [tblake@medford-ma.gov](mailto:tblake@medford-ma.gov)**f) MAILING ADDRESS OF CONTACT PERSON(S)**

City Hall – Room 300  
85 George P. Hassett Drive  
Medford, MA 02155

**2. IMPACT DESCRIPTION / CONNECTION TO GAMING FACILITY****a) Please describe in detail the impact that is attributed to the operation of a gaming facility.**

Introducing a new gaming facility, as with any new attraction/destination, generates demand both within the host community and the surrounding communities. The Environmental Review Process has well documented the transportation impacts resulting from the Encore Casino, the most negative of which would be felt by the surrounding communities. These impacts include deterioration of the level of service and capacity of their transportation systems. Given that there is a dedicated shuttle for the Encore Casino that serves the Wellington MBTA Station in Medford, a significant share of the trips generated from Medford, Everett, and Malden will flow through the station area using various modes including walking, bicycling, bus and rail public transportation, rideshare/taxi, and single-occupant vehicle (SOV). As it is a goal of the Medford Climate Action and Adaptation Plan to reduce SOV trips, we want to provide as many viable alternatives as possible and make those options as attractive as possible.

**b) Please provide documentation, specificity or evidence that gives support for the determination that the operation of the gaming facility caused, is causing the impact (i.e. surveys, data, reports).**

Tables 4-15 and 4-17 (in DEIR info document) from the Environmental Impact Report traffic analysis show the predicted mode split regarding how people (patrons and employees) would travel to the casino. The study anticipated that no patrons would walk or bike to the casino. This is because, when the report was written in 2013, support for bicycling in the Boston region as a viable mode of transportation was for the most part a vocal minority. In 2013, the Blue Bikes system was only two years old and thus not a proven technology either locally or in other cities across the country, and certainly not on a regional scale as it is today. It was not yet reasonable to assume that bike share, and biking in general, would be as popular in the Boston region as it is today. Thus to assume that any patrons would use a bike to travel to the casino would have been unfounded. Given that we now know the popularity of bike share in Everett and surrounding communities, we can assume that some percentage of the trips in these two tables would be shifted to bike share. And we can assume that that share would only increase with increased access to bike share around the region.

Table 4-21 (in the DEIR info document) shows the predicted vehicle trip distribution of traffic induced by the casino. Three Medford corridors are included in the table: Route 16, Route 38, and Route 28. These show that there are induced trips coming through Medford.



**c) How do you anticipate your proposed remedy will address the identified impact?**

Bike share works best when there is a dense concentration of stations in areas with significant demand. The six bike share stations that will be installed as the City of Medford launches its new Blue Bikes program are in the densely developed neighborhoods of Medford Square and South Medford, which are directly adjacent to one another. The stations are sited in such a way as to create a connected bike share system joining the two neighborhoods. Demand in these two neighborhoods is largely driven by Tufts University, the soon-to-open MBTA Green Line station, commercial development throughout the area, and proximity to nearby Somerville Blue Bikes stations at Ball Square, Powderhouse Square, and Magoun Square. Extending network coverage eastward to the Wellington MBTA Station area and the neighborhoods between it and Medford Square will strengthen the bike share system as a whole and increase the reach of who can access the Casino using Bluebikes or the Encore shuttle at Wellington Station. A bike share station at Wellington Station would serve people from Everett and Malden as well, as Everett already is a successful Blue Bikes community and Malden will be launching their system concurrent with Medford's.

Bike share is an affordable mobility solution with a proven track record in the Boston area, serving as a first/last-mile connection to public transportation that aligns with the region's greenhouse gas reduction targets. Bike share is a great option for commuters who travel outside of peak commute hours, which is likely true about many casino employees, because it's readily available in off-peak times when transit service is decreased or sometimes non-existent. It also serves former public transit riders who do not yet feel comfortable returning to transit in the continued uncertainty of the COVID-19 pandemic.

**3. PROPOSED USE OF TRANSPORTATION CONSTRUCTION FUNDS (Please attach additional sheets/supplemental materials if necessary.)****a) Please describe how you propose to use the Transportation Construction Grant for a transportation construction project related to the gaming facility.**

The Transportation Construction Grant funding would be used to purchase Blue Bikes bicycles, payment kiosks, and docking stations for four new bike share stations plus the labor to install them. These stations would be installed in the following approximate locations:

- Near the Mystic River Path entrance adjacent to Riverside Avenue at Freedom Way
- Along the Mystic River Path somewhere between MacDonald Park and the Mystic River State Reservation
- At the Wellington MBTA Station
- In the Glenwood neighborhood west of Wellington

Up to three of these locations would require a concrete pad to be constructed to install the docking and kiosk equipment in a way that is secure and stable. The Transportation Construction grant funding would pay for this as well.

The proposed bikeshare station locations are preliminary, but project staff are in consultation with Medford Departments of Public Work, Police Department, and other stakeholders when it comes to final location decisions. It is the intention that most locations will be in the City of Medford right-of-way; however, should a location be in right-of-way controlled by MassDOT, DCR, or the MBTA, staff are



prepared to do the necessary work to obtain a permit. The two stations near the Mystic River Path are likely to require coordination with DCR, as the Path and much of the land nearby is owned by them.

**b) Please describe how the mitigation request will address the impact indicated.**

Extending the bike share network eastward into the Wellington station area will increase the reach of who can access the Casino via Bluebikes or the Encore shuttle at Wellington Station, providing an affordable, convenient, and “green” transportation connection to the Encore casino that would serve casino employees and patrons alike. Medford’s initial bike share stations are proximate to several existing stations in both Somerville and Everett, as well as the initial stations in Malden, increasing these neighboring communities’ access to the Encore Casino.

Bike share is a great option for commuters who travel outside of peak commute hours, which is likely true about many casino employees, because it’s readily available in off-peak times when transit service is decreased or sometimes non-existent. It also serves former public transit riders who do not yet feel comfortable returning to transit in the continued uncertainty of the COVID-19 pandemic. Finally, bike share is a safe and cost-effective option for patrons who wish to consume alcoholic beverages at the casino—they can use it to travel to the casino and then splurge on rideshare to return home.

#### 4. BUDGET & TIMELINE

**a) Please identify the amount of funding requested. In determining the funding request, please round up to the nearest hundred dollars.**

We are requesting \$192,500.

**b) Please provide a detailed budget for the use of funds.**

See attached Budget document.

**c) Please provide the estimate and percentage of the costs projected to be funded from other federal, state, local, private contributions or unspent CMF Reserves. (Applicants may include contributions from gaming licensees and private contributions.) Please provide a detailed itemized estimate for each type of funding.**

N/A because we are asking for 100% of the cost. See attached Waiver Request Letter.

**d) Please indicate, through a commitment letter or otherwise, how such other funding will be available for the project. In the absence of a final commitment to such funding, please provide detail on any process needed to secure any non-CMF funding.**

N/A because we are asking for 100% of the cost. See attached Waiver Request Letter.



**e) Please include a detailed timetable for the project, including but not limited to, the timetable for planning, for securing additional funds and the timetable to implement the project. Construction of the project must commence by June 30, 2023.**

The City will use three to six months to plan for implementation to begin by June 30, 2023. Construction should take three to six months, depending on site conditions.

## **5. MEASUREMENT OF IMPACT**

**a) Please describe how you propose to measure the impact of your project.**

A variety of approaches may be used to measure the performance of Medford's bike share system. Some potential approaches include:

- Survey people arriving to Wellington Station about mode selection.
- Survey users of the Encore Shuttle about mode selection.
- Trips/bike/day

## **6. CONSULTATION WITH MASSDOT/ REGIONAL TRANSIT AGENCY (RTA) / REGIONAL PLANNING AGENCY (RPA) AND NEARBY COMMUNITIES**

**a) Please provide details about the Applicant's consultation with MassDOT, the Regional Transit Agency/MBTA and the Regional Planning Agency serving the community, and nearby communities to determine the potential for cooperative regional efforts regarding transportation construction activities.**

The City of Medford has worked with the Metropolitan Area Planning Council on contract negotiations for our Blue Bikes rollout. We will continue to coordinate with them as needed leading up to and throughout implementation. We also will coordinate with the MBTA on all proposed bike share stations, but especially at the Wellington Station because that is on MBTA property. A combination of email, phone call, and video call will be used to ensure that all parties are on the same page.

This project aligns with the goals of the Boston Metropolitan Planning Organization, expressed through the latest criteria they developed for the regional Transportation Improvement Program (TIP). The relevant criteria and an explanation of how this project aligns with them are shown in the table in the TIP info document.

MassDOT shares these goals with the Boston MPO and the City of Medford. This is demonstrated in the letter of support that they have offered for this project.



## 7. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS

**a) Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement.**

Page 1: And whereas, Wynn desires to mitigate any adverse impacts from the development and operation of the Project through the means described herein in accordance with the Act, and Medford desires to mitigate any anticipated adverse impacts from the development and operation of the Project through the means described herein, and to work proactively with Wynn to capitalize on the unique nature of Medford's community resources.

Page 1 - 2: The Parties recognize and agree that the City of Medford is uniquely situated to play an important role as a "transportation hub" for the Project. This shall include but not be limited to:

- Shuttle from Wellington Station to the Casino
- Parking at Wellington Station
- Safety, lighting, streetscapes, etc
- Promoting Medford as a transportation hub

It says, "not limited to...", so we can add bike share to the mix as yet another way to enhance Medford as a transportation hub.

**b) Please explain how this impact was either anticipated or not anticipated in that Agreement.**

Bike share specifically, and bicycle access in general, is not explicitly called out in the Agreement as a potential transportation option that requires investment. Given that support for bicycling in Medford and the Boston region as a mode of transportation when the agreement was written and signed (April 2014), was for the most part a vocal minority, it is not surprising that bike share was not included in the Agreement. In 2014, the Blue Bikes system was only three years old and thus not a proven technology either locally or in other cities across the country, and certainly not on a regional scale as it is today. It was not yet reasonable to assume that bike share would be successful in the Boston region to the point where Medford and other surrounding communities would want to join the system. Indeed, it is now 2022—8 years later—and Medford is only just now in the process of its Blue Bikes launch.

## 8. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS

**a) Please provide detail regarding the internal controls that will be used to ensure that funds will only be used to address the impact.**

The City of Medford staff in charge of internal accounting and purchasing will follow all relevant, standard procedures to ensure Gaming Commission grant funds are targeted to this project using a specific account set up for the project. City grants are set up in our general ledger system through program codes. Each grant that the City receives is created in our general ledger system with its individual program code unique to the grant. Next, coinciding account numbers are created for any of the purchases outlined under the grant agreement (i.e., payroll, fringe benefits, supplies, equipment). Once

the grant is created in our general ledger, a budget is then allocated to the program to ensure financial tracking and benchmarking are transparent.

b) If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

n/a

**9. CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

Breanna Lurgo-Koehn

Date: 1/28/22

Signature of Responsible Municipal  
Official/Governmental Entity

Breanna Lurgo-Koehn

(print name)

Mayor

Title:

January 31, 2022

Joe Delaney, Chief  
Division of Community Affairs  
Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

Subject: Community Mitigation Fund waiver request

Dear Mr. Delaney:

The City of Medford is launching its bike share program in 2022 with at least six stations and as many as 13, depending on other grant applications and private sponsorships under negotiation. The program will be an expansion of the existing Bluebikes network which now spans 11 communities with over 400 stations among them. The initial Bluebikes stations in Medford will be in and around Medford Square, South Medford, the Glenwood neighborhood, and Tufts University.

We are applying for a Community Mitigation Fund (CMF) Transportation Construction grant to connect our initial network to the Encore Boston Harbor Casino via the Encore Shuttle at the Wellington MBTA station and shift some of the automobile traffic induced by the casino to bike share trips. To make a robust connection that closes this gap, we need to install four bike share stations, as bike share systems are most effective when there is a high density of stations within a 3-to-5-minute walking distance of each other<sup>i</sup>.

We believe that the provision of the CMF Transportation Construction grant that limits the grant award to 1/3 of the total project cost is incompatible with our project. Therefore, we are requesting a waiver of this provision. Because it requires four stations to adequately connect the initial Medford bike share network to the Casino and thus fully address the Casino's impact of induced traffic through/from our City, we believe that it is within reason to request that a CMF Transportation Construction grant be used to fund the entire project cost, which is well under the \$1,500,000 award cap. The total project cost to purchase and install all four stations is less than \$200,000. Attached to this letter is a pricing sheet that shows the costs of the Bluebikes docking equipment and bicycles, which comprise the vast majority of the total project cost. In addition, as this project is only a fraction of the larger bike share system that the City of Medford is rolling out this year, the new bike share system could be thought of as a single project of which the four stations requested through the CMF grant are approximately equal to a 33% part (4 stations out of 12 total). We did not fill out the application this way, however, in the interest of simplicity.

Thank you for considering our project and our request!

Sincerely,

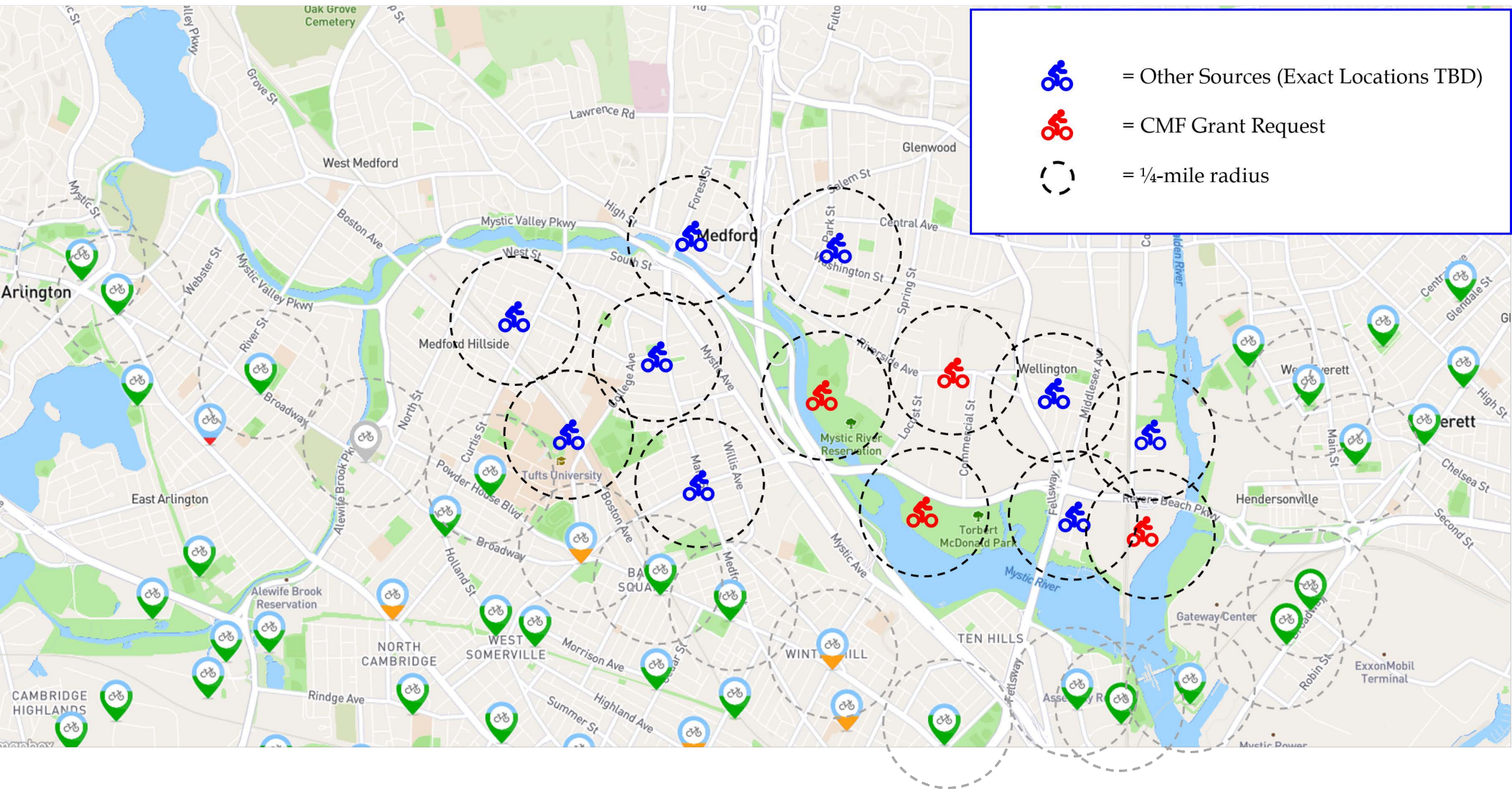
Todd Blake, Director of Traffic & Transportation, City of Medford

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<sup>i</sup> NACTO Bike Share Station Siting Guide, 2016



# Possible Medford BlueBike Locations



	Component	Value (per item)	Number	Cost	Details
<b>A</b>	11-dock Blue Bikes station	\$26,989.20	3	\$80,967.60	2 Mystic River Path locations and 1 Glenwood location
<b>B</b>	19-dock Blue Bikes station	\$36,693.00	1	\$36,693.00	Wellington Station location
<b>C</b>	Blue Bikes	\$1,161.00	30	\$34,830.00	
<b>D</b>	Labor	\$2,500.00	4	\$10,000.00	for station installation
<b>E</b>	Concrete pad	\$10,000	3	\$30,000	
<b>F</b>					
<b>Grand Total</b>				\$	192,490.60



Goal Area	Criteria	How it aligns with this project
Transportation Equity	Maximizing the share of equity populations in the project area (within one-half mile of the project)	All the proposed stations are located within a Minority Environmental Justice community, and some are adjacent to Income Environmental Justice communities.
Safety	Focusing on enhancing safety on various types of transportation such as subways, buses, bicycles, and sidewalks by reducing the focus on criteria that measure safety solely for vehicles	The Blue Bikes system is very safe because the bikes are all well-maintained and easy to ride. The bright blue color helps with visibility on the road. Each bike has pedal-powered front and rear lights for night riding.
Sustainability	Considering existing levels of harmful air pollutants in a project area	Bike share helps induce mode shift from automobiles, thus reducing emissions of pollutants and greenhouse gases.
	Increasing access to parks and open space	Two of the proposed stations are adjacent to parkland along the Mystic River, including Medford Dog Park, Tobert MacDonald Park, and the Mystic River State Reservation
Resiliency	Improving access to hospitals, fire stations, police stations, emergency shelters, schools, community centers, and long-term care facilities	The Medford Blue Bike system will provide access to Medford Square, Glenwood, and Wellington—three dense neighborhoods with many destinations including hospitals, schools, police and fire stations, and community centers.
Transit	Increase the focus on creating bicycle and pedestrian connections to transit	Bike share is an affordable, on-demand transportation option that is faster than walking.
Bicycle and Pedestrian Networks	Creating new bicycle and pedestrian connections to key destinations such as transit stations, schools, shops, restaurants, and parks	The Medford Blue Bike system will provide access to Medford Square, Glenwood, and Wellington—three dense neighborhoods with many destinations including transit stations, schools, shops, restaurants, and parks.
	Adding bike share stations	(No explanation needed)
Economic Opportunity and Support	Increase the focus on projects that support access to areas with existing high densities of jobs and residents	The Medford Blue Bike system will provide access to Medford Square, Glenwood, and Wellington—three neighborhoods dense residential and commercial development, as well as transit access to other job centers via the MBTA Orange Line.





## EXHIBIT C: PRICING SHEET

If bulk prices are available to the City for its purchases or when bundled with purchases from other PMs, such prices are indicated below.

### I. CAPITAL EQUIPMENT & REPLACEMENT

1. **Capital Equipment Cost Table.** The City may purchase new Stations or Bicycles at the prices set forth in the table immediately below.

TABLE 1: NEW EQUIPMENT			
Item	Unit Price	Annual System-Wide Quantity Needed for Bulk Price	Bulk Price
<i>Complete Station (not including bicycles)</i>			
Complete Station with 9 docks	\$26,604.72	25	\$24,186.60
Complete Station with 11 docks	\$29,688.12	25	\$26,989.20
Complete Station with 14 docks	\$33,026.40	25	\$30,024.00
Complete Station with 15 docks	\$34,606.44	25	\$31,460.40
Complete Station with 18 docks	\$38,782.26	25	\$35,256.60
Complete Station with 19 docks	\$40,362.30	25	\$36,693.00
Complete Station with 25 docks	\$48,987.18	25	\$44,533.80
Platform for kiosk and cable(s)	\$434.16	50	\$388.80
Dock with associated cable(s)	\$1,215.00	300	\$1,069.20
Map frame (static display)	\$2,268.00	50	\$2,052.00
Map frame (solar-powered lighting, static display)	\$3,240.00	25	\$2,916.00
Solar-powered kiosk (basic)	\$10,038.60	25	\$9,126.00
Solar-powered kiosk with printer	\$10,632.60	25	\$9,666.00
Solar-powered kiosk with customer key dispenser	\$10,839.96	25	\$9,855.00
<i>Bicycle</i>			
Bicycle (Motivate)	\$1,213.92	1,000	\$1,161.00

2. **Replacement Equipment Cost Table.** The City may request Motivate to purchase, at the City's expense, replacement parts and upgrades to the Capital Equipment at the following prices and in furtherance of the City's obligations set forth in Exhibit B (Scope of Work), Article II, Section 4.3.

TABLE 2: REPLACEMENT EQUIPMENT & OPTIONAL UPGRADES			
Item	Unit Price	Annual System-Wide Quantity Needed for Bulk Price	Bulk Price
<i>Plates</i>			
Single slab	\$297.00	50	\$270.00
Dual dock slab	\$702.00	50	\$664.20
Quad dock slab (4 positions)	\$1,026.00	50	\$858.60
180 slab	\$707.40	10	\$626.40
90 slab (1 position)	\$405.00	50	\$340.20
45 degree angle slab (3 positions)	\$918.00	50	\$783.00
Dual ramp 8 dock slab	\$1,134.00	100	\$1,026.00
Dual ramp quad dock slab	\$837.00	50	\$702.00
Dual ramp single slab	\$540.00	50	\$486.00
End plate (2 per station)	\$91.80	50	\$75.60
Alignment pins (2 between 2 slabs)	\$70.20	50	\$48.60
<i>Bridging</i>			
12' Bridging Piece	\$372.31	N/A	N/A
Bridging straight connector	\$3.26	N/A	N/A
Bridging end cap (left)	\$64.38	N/A	N/A
Bridging end cap (right)	\$64.38	N/A	N/A
Bridging 90 degree elbow	\$74.61	N/A	N/A
Bridging elbow connector	\$4.08	N/A	N/A
20' cable for use in bridging	\$127.56	N/A	N/A
<i>Cables</i>			
Dock to dock cable	\$137.16	300	\$118.80
Cable - ECO5 to TAG ID	\$8.45	25	\$7.34
Cable - ECO5 to PowerCore2X	\$38.01	25	\$33.05
Cable - ECO5 to TBKR	\$28.20	25	\$24.52
Cable - ECO5 to PowerCore2X ICv2 (present if no PayPass)	\$19.13	25	\$16.63
Cable - ECO5 to PowerCore2X door sensor cable	\$41.23	25	\$35.86



Cable - Battery to Powercore2 without extension	\$29.69	25	\$25.81
Cable - BKD CAN to Powercore2-IC	\$19.13	25	\$16.63
Cable - ECO5-BX2 to IDTech Reader Cable (No PAYPASS)	\$8.82	25	\$7.67
<i>Station Parts</i>			
ID Board rev A	\$26.33	25	\$22.90
Nfc Antenna	\$33.78	25	\$29.38
Bluetooth antenna, stubby 2.4GHz w/ right-angled SMA male connector	\$10.56	25	\$9.18
GSM Antenna w/ 10' cable	\$76.51	25	\$66.53
Bike key dispenser Kit	\$917.22	25	\$797.58
Magstripe Reader	\$130.41	25	\$113.40
Powercore2 Assy	\$687.95	25	\$598.21
Eco5BX2_LCD7"_assy	\$1,148.85	25	\$999.00
Terminal Key	\$24.84	25	\$21.60
Printer Kit	\$589.95	25	\$513.00
NFC Reader Kit (VivoPay III)	\$279.45	25	\$243.00
Solar Panel 38W for Bonfire BX Terminals (V1 to V3)	\$351.00	25	\$286.20
Solar panel connector for Bonfire Solar Panel	\$12.96	25	\$3.24
BKD Assy	\$917.22	50	\$797.58
ATPower Board	\$270.00	100	\$210.60
BDCW (board replacement for new docks)	\$205.20	300	\$129.60
Terminal Lock	\$135.00	100	\$54.00
Terminal Lock Cam	\$81.00	100	\$4.32
Solar Panel 80 W (backlit ad panels)	\$550.80	50	\$480.60
Two-way solar hat kit (bonfire)	\$988.20	150	\$799.20
Composite terminal door (bonfire)	\$1,215.00	25	\$1,074.60
Lower panel (bonfire)	\$988.20	25	\$810.00
Sponsor Panel assembly (bonfire)	\$664.20	25	\$540.00
NYC terminal	\$15,503.40	N/A	N/A
NYC Terminal Right/Left Door Assy	\$2,295.00	10	\$1,690.20
Connector ring coupling CPC	\$3.46	250	\$2.97

<i>Dock Spare Kit</i>			
Main Body	\$267.53	50	\$232.63
Left side panel	\$71.67	50	\$62.32
Right side panel	\$71.67	50	\$62.32
Locking plate v2	\$14.41	50	\$12.53
Cassette Assembly CW MK2	\$955.48	50	\$830.84
Front bumper plugs	\$0.99	50	\$0.86
CW Cassette Gasket	\$1.74	50	\$1.51
Lateral Gaskets	\$1.24	50	\$1.08
<i>Bicycle Core Replacement Parts</i>			
Motivate Frame	\$177.69	N/A	N/A
Motivate Fork	\$117.55	N/A	N/A
Motivate Stem Clamp	\$26.47	N/A	N/A
Motivate Bike Repainting	\$326.16	N/A	N/A
<i>Miscellaneous</i>			
Platform hole cover	\$135.00	50	\$108.00
Hoods for Docks	\$57.08	N/A	N/A
Covers for Kiosks	\$146.77	N/A	N/A
Ph8 Eco4 Adapter assembly	\$243.00	250	\$162.00
LTE Adapter Assembly (R&D)	\$291.60	300	\$194.40
LCD assy Kit	\$1,566.00	250	\$1,026.00
5.7 LCD Graphical Display	\$513.00	250	\$253.80
5.7 in Touchscreen Projected	\$270.00	250	\$151.20
Touchscreen Controller 6.5" Serial	\$232.20	250	\$135.00
BDCv2 rev J and UP (board replacement for old docks)	\$210.60	300	\$135.00
BDCv2 rev J and UP (board replacement for old docks)	\$210.60	300	\$135.00
Island Controller Board (for legacy terminals)	\$264.60	100	\$162.00

3. **Changes in Unit Prices.** Unit prices for Capital Equipment set forth in Tables 1 and 2 above shall not increase for the Term of this Agreement.

### III. ADDITIONAL SERVICES

1. **Additional Services Cost Table.** The City may, from time to time, request Motivate to perform Additional Services. Unless otherwise agreed between the Parties, the fees for the Additional Services set forth in Table 4 below shall

be at the rates set forth opposite each service.

<b>TABLE 3: ADDITIONAL SERVICES</b>		
<b>Service</b>	<b>Unit</b>	<b>Price</b>
Station Relocation requiring crane and/or flatbed truck	Per Station, up to two (2) Stations owned by the City	\$0.00
	Per Station, over allowed amount	\$2000.00
Station Relocation not requiring crane or flatbed truck	Per Station	\$500.00
Station Reconfiguration	Per Station	\$500.00
New Station installation	Per Station	\$2500.00
Specially-wrapped Bicycles	Per Bicycle for first 5	\$1200.00
	Per Bicycle for 6 through 20	\$900.00
	Per Bicycle thereafter	\$700.00
Sanding and repainting of Map Frame Base Plates or single-Dock Base Plates	Per Map Frame Base Plate or single-Dock Base Plate	\$75.00
Repainting of Quad Dock Base Plates	Per Quad Dock Base Plate	\$285.00
Additional snow removal	Per Station	\$250.00
PSA production	Per printed poster	\$75.00
PSA installation and/or removal	Per Station visit	\$25.00
Special Station layout designs: bridging	Per design	\$1000.00
Special Station layout designs: solar panels	Per design	\$1000.00
Special Station layout designs: hard-wired Stations	Per design	\$1500.00
Translation services for written collateral	Per word (250-word minimum)	\$0.20
Additional language support for customer service	Per minute (for calls) / per email	\$1.00 / \$2.50
Station siting and permitting	Per Station	\$2000.00
Additional reporting	Per hour (data analyst time)	\$85.00
	Per hour (management time)	\$150.00
License assignment	Per license assignment	\$300.00

2. **Other Additional Services.** If the City requests Motivate to perform Additional Services not described in Table 4 above, Motivate may, upon such request, provide to the City a proposed fee for such services, and shall commence performance only upon acceptance by the City of the proposed fee.



**Table 4-15, Patrons and Employee Daily Trips by Travel Mode**

Trip Type/ Direction	Autos/ Taxis	Transit Shuttles	Tour Buses	Employee Shuttles	Transit	Walk/ Bicycle
	Vehicle trips	Vehicle trips	Vehicle trips	Vehicle trips	Person trips	Person trips
<i>Friday</i>						
Patrons In	8,756	Both patrons and employee will use transit shuttles.	83	-	3,017	-
Out	<u>8,756</u>		<u>83</u>	-	<u>3,017</u>	-
Total	17,512		166	-	6,033	-
Employees In	1,361	↓	-	288	1,153	105
Out	<u>1,361</u>		-	<u>288</u>	<u>1,153</u>	<u>105</u>
Total	2,722		-	576	2,306	210
Total In	10,117	288	83	288	4,169	105
Out	<u>10,117</u>	<u>288</u>	<u>83</u>	<u>288</u>	<u>4,169</u>	<u>105</u>
Total	20,234	576	166	576	8,338	210
<i>Saturday</i>						
Patrons In	10,415	Both patrons and employee will use transit shuttles.	97	-	3,594	-
Out	<u>10,415</u>		<u>97</u>	-	<u>3,594</u>	-
Total	20,830		194	-	7,188	-
Employees In	1,640	↓	-	288	1,387	126
Out	<u>1,640</u>		-	<u>288</u>	<u>1,387</u>	<u>126</u>
Total	3,280		-	576	2,778	252
Total In	12,055	288	97	288	4,982	126
Out	<u>12,055</u>	<u>288</u>	<u>97</u>	<u>288</u>	<u>4,982</u>	<u>126</u>
Total	24,110	576	194	576	9,964	252

**Table 4-17, Patrons and Employee Peak Hour Trips by Travel Mode**

Trip Type/ Direction	Autos/ Taxis	Transit Shuttles	Tour Buses	Employee Shuttles	Transit	Walk/ Bicycle
	Vehicle trips	Vehicle trips	Vehicle trips	Vehicle trips	Person trips	Person trips
<i>Friday</i>						
Patrons		Both patrons and employee will use transit shuttles. ↓				
In	732		7	-	252	-
Out	<u>690</u>		<u>7</u>	-	<u>237</u>	-
Total	1,422		14	-	489	-
Employees						
In	108		-	12	90	8
Out	<u>151</u>		-	<u>12</u>	<u>126</u>	<u>11</u>
Total	259		-	24	216	19
Total						
In	840	12	7	12	342	8
Out	<u>841</u>	<u>12</u>	<u>7</u>	<u>12</u>	<u>363</u>	<u>11</u>
Total	1,681	24	14	24	705	19
<i>Saturday</i>						
Patrons		Both patrons and employee will use transit shuttles. ↓				
In	866		8	-	299	-
Out	<u>822</u>		<u>8</u>	-	<u>283</u>	-
Total	1,688		16	-	632	-
Employees						
In	130		-	12	109	10
Out	<u>159</u>		-	<u>12</u>	<u>133</u>	<u>12</u>
Total	289		-	24	242	22
Total						
In	966	12	8	12	408	10
Out	<u>981</u>	<u>12</u>	<u>8</u>	<u>12</u>	<u>416</u>	<u>12</u>
Total	1,977	24	16	24	824	22

**Table 4-21, Vehicle Trip Distribution by Travel Corridor**

<b>Travel Corridor</b>	<b>Patron Percent</b>	<b>Employee Percent</b>	<b>Composite Percent</b>
I-93 North	15%	12%	15%
Route 16 West	5%	3%	5%
Route 38 West	1%	1%	1%
Broadway West	1%	1%	1%
Washington Street West	4%	3%	4%
I-93 South	38%	29%	37%
Rutherford Avenue	15%	9%	14%
Beacham Street East	2%	4%	2%
Route 16 East	3%	6%	3%
Route 1 North	9%	7%	9%
Route 99 North	2%	5%	2%
Main St (Everett Malden)	2%	3%	2%
Route 28 North	1%	1%	1%
Other Local	2%	16%	4%
Total	100%	100%	100%





Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Jamey Tesler, Secretary & CEO



January 31, 2022

Joe Delaney, Chief  
Division of Community Affairs  
Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

Subject: Letter of Support for Medford Application

Dear Mr. Delaney:

MassDOT supports the City of Medford's application for funding through the Massachusetts Gaming Commission Community Mitigation Fund Grant Program to expand community biking and bike sharing options.

Expanding opportunities for people to be able to bike and access transit is central to creating a sustainable transportation system and meeting the state's climate, mobility, and equity goals. Bike share is an important part of the solution. Bike share also improves people's access to public transportation by serving as the first- and last-mile connections they need to make their trips.

Bike sharing ridership continues to grow as services have been added to new communities as tracked by the state's mobility dashboard. We are excited to support the City of Medford's work to add stations to increase access to biking and provide residents with a reliable and flexible transportation option to get around the region.

The City of Medford has a positive track record of working with the State and implementing successful projects. Recent examples include Shared Streets and Spaces Funding Program projects that created new outdoor dining areas, piloted the City's first bus lane, and implemented several shared streets around the City.

MassDOT is supportive of the City of Medford's application. Please reach out with any questions or to discuss further.

Sincerely,

*Jacqueline DeWolfe*

Jacqueline DeWolfe, Director of Sustainable Mobility  
Massachusetts Department of Transportation