



**Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110**

**Appendix D**

**2018 COMMUNITY MITIGATION FUND  
2018 Transportation Planning Grant Application  
BD-18-1068-1068C-1068L-22137**

*Please complete the entire application.*

☒ Check if a joint application

City of Everett, City of Somerville

**1. NAME OF MUNICIPALITY(IES)/GOVERNMENT ENTITY(IES)/DISTRICT(S)**

City of Somerville, Mayor's Office of Strategic Planning & Community Devt.

**2. DEPARTMENT RECEIVING FUNDS**

Michael F. Glavin - Executive Director

**3. LEAD APPLICANT - NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**

93 Highland Avenue, Somerville MA 02143

**4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**

(617) 625-6600 mglavin@somervillema.gov

**5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**

Jay Monty: Transportation Planner - City of Everett, Massachusetts  
Brad Rawson: Director of Transportation and Infrastructure - City of Somerville, Massachusetts

**6. NAME AND CONTACT INFORMATION OF JOINT APPLICANTS - MUNICIPALITIES /GOVERNMENT ENTITIES/DISTRICTS**

Carlo DeMaria, Mayor, City of Everett  
Joseph A. Curtatone, Mayor, City of Somerville

**7. NAME AND TITLE OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**

93 Highland Avenue, Somerville MA 02143 (617-625-6600)  
484 Broadway, Everett MA 02149 (617-394-2270)

**8. ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**

Mayorcarlo.demaria@ci.everett.ma.us mayor@somervillema.gov

**9. PHONE #, EMAIL, AND ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**

Wynn Boston Harbor

**10. NAME OF GAMING LICENSEE**

**1. IMPACT DESCRIPTION**

**Please describe in detail the transportation related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.**

The Wynn Boston Harbor Resort ("Gaming Facility") will be a significant traffic generator within the Lower Broadway/Sullivan Square area and beyond. Despite being less than ¼ mile from a rapid transit station located at Assembly Row in Somerville, there is no direct walk access between the transit station and the Casino as the Mystic River lies in the way. This fact is detrimental to the hope that a significant share of the transportation mode share could occur on transit but will instead occur on the roads either in private vehicles, ride sharing, or shuttle busses. This fact was recognized when the Massachusetts Gaming Commission required the Licensee to provide shuttle bus service to and from adjacent MBTA stations and provide an additional \$250,000 to the Department of Conservation and Recreation (DCR) to study a pedestrian bridge over the Mystic River connecting to the Assembly Square Orange Line station. That study is currently nearing completion, and will deliver a 25% design. This application seeks grant funding to advance design development of the potential headhouse expansion and support regional efforts to mitigate traffic impacts of the Gaming Facility.



**2. PROPOSED USE OF TRANSPORTATION PLANNING FUND****a) Please identify the amount of funding requested.**

The Cities of Everett and Somerville are jointly requesting \$425,000 (\$200,000 per community + \$25,000 bonus)

**b) Please identify below the manner in which the funds are proposed to be used.**

The funding will be used to advance the design and permitting to expand public access to the existing MBTA Assembly Square Station in Somerville. The proposed station enhancements are being planned in close coordination with planning and design for DCR's Draw Seven Park and the proposed bicycle/pedestrian bridge over the Mystic River. The expansion will provide direct access between Assembly Station and the Draw Seven Park, via a weather protected connecting structure outside the paid zone of the station and a new East Headhouse situated on the Draw Seven Park side of the Orange Line tracks. The project will meet MBTA accessibility standards, and will be thoughtfully designed to be aesthetically sympathetic to the surrounding context. This expansion would provide a direct link for pedestrians and bicycles from the Assembly Row and Assembly Square station to the proposed DCR riverfront trail to the south and the proposed Crossing Bridge between Somerville and Everett. The bridge would provide direct access from the DCR trail system, the Wynn Boston Harbor facility, the new Public Harborwalk, and Route 99 in Everett through the Draw Seven Park to the proposed headhouse at Assembly Station. Together these projects improve regional multimodal transportation network and connectivity to the Mystic River Watershed area.

**c) Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the transportation impact from the construction or operation of a proposed gaming establishment.**

Anticipated work tasks proposed for grant funds:

- Using the recently completed Preliminary Design Report for the Assembly Station Headhouse Expansion, prepare formal 30% Design Submittal documents - plans, specifications, and construction cost estimates using MBTA project standards and submission protocols.
- Submit 30% Design documents to MBTA for review. Present the 30% design at an MBTA Project Development Group meeting with relevant departments and other stakeholders.
- Respond to MBTA 30% Design review comments and obtain approval to advance the design to a 60% level.
- Prepare Project Management Plan, Public Involvement Plan and Project Controls/Reporting for the 60% Design effort.
- Develop the Design to 60% and prepare Submittal documents - plans, specifications, and construction cost estimate/schedule to MBTA standards.
- Submit 60% Design documents to MBTA for review. Present the 60% design at a PDG meeting with relevant departments at MBTA.
- Respond to MBTA 60% Design review and obtain approval to advance the design to a 90% level.

The funding request is \$425,000 and allocated as follows:

- Architecture & Engineering:	\$345,000
- Property Documentation:	\$25,000
- Interagency coordination:	\$15,000
- Cost Estimate & Schedule:	\$10,000
- Public Participation & Outreach:	\$20,000
- Expenses	\$10,000



- d) Please describe how the planning request will address the specific transportation impact indicated and is for a demonstrated public purpose and not for the benefit or maintenance of a private party. Please attach additional sheets/supplemental materials if necessary.

The new headhouse will be publicly owned and maintained, and will help mitigate increased vehicular traffic attributable to the Gaming Facility by providing a transit connection between the MBTA Orange Line and Assembly Square to the Everett side of the Mystic River, and the DCR trail system. The headhouse will also reduce the Gaming Facility's transportation impact by allowing employees and customers of the Boston Harbor Resort to utilize public transit and not roadways. In addition, the project will provide transit access to the redeveloped DCR Draw Seven Park and encourage public access to the Mystic River waterfront.

- e) For joint grant requests, please state the amount requested for the joint request. Please also state the amount of any Regional Planning Incentive Award requested and provide separate detail on the use of these additional funds.

The amount of this joint request is a total of \$425,000 which includes \$25,000 requested from the Regional Planning Incentive Award. The funds provided from the Regional Planning Incentive Award have been rolled into the scope of work provided in Section 2c of this application to be used to further the engineering and permitting efforts of this project. The City of Somerville will serve as fiscal agent for these grant funds.

### **3. CONNECTION TO GAMING FACILITY**

Please provide specificity/evidence that the requested funds will be used to address, issues or impacts directly related to the gaming facility.

As demonstrated in the following sections of this application, a common theme that arose during the permitting and licensing process of the Gaming Facility was the lack of direct access to rapid transit. Numerous conditions attempted to mitigate this including shuttle bus service to nearby MBTA stations, connections to the regional walking and biking network, ferry service to downtown Boston and the study of a Mystic River pedestrian bridge. A proposed Mystic River pedestrian/bicycle bridge would establish a direct connection whereby employees and patrons could easily walk from rapid transit to the Gaming Facility, a distance of approximately  $\frac{1}{4}$  mile. Due to the configuration of the existing Orange Line and commuter rail tracks, this direct connection requires vertical circulation over the tracks in the form of a new headhouse. Without the proposed bridge and headhouse expansion, the possibility of direct transit access cannot be realized and transit mode share will be lower than hoped for.

**4. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

**Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.**

The City of Somerville will submit copies of supporting documentation, including any and all contracts, invoices and purchase orders related to this work. This work will be monitored by the City's Purchasing and Finance departments in order to guarantee the appropriate use of funds and full compliance with all state and local regulations. Misuse of funds will result in contract termination and legal action if required.



### **5. CONSULTATION WITH REGIONAL PLANNING AGENCY (RPA)/NEARBY COMMUNITIES**

**Please provide details about the Applicant's consultation with the Regional Planning Agency serving the community and nearby communities to determine the potential for cooperative regional efforts regarding planning activities.**

During the past two years, the cities of Boston, Somerville and Everett have been engaged in the Lower Mystic Working Group along with MassDOT, the MBTA, MAPC, the Massachusetts Gaming Commission, the Attorney General's Office and Wynn Boston Harbor. This regional working group has spent considerable time and energy identifying and analyzing solutions to solving access and mobility issues around Sullivan Square and the lower basin of the Mystic River. It is anticipated that the construction of a Mystic River pedestrian bridge with connection to the MBTA station at Assembly Row will be a key recommendation of the working group. Additionally, other studies including the Everett Transit Action Plan (MassDOT 2016), Lower Broadway Master Plan (City of Everett 2013), MassDOT Bike Master Plan, and others have all recommended or are anticipated to recommend a new Mystic River pedestrian bridge with connection to the Assembly Row Orange Line station. An expanded headhouse at Assembly station is required to achieve this goal.

### **6. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY**

**Please demonstrate that the governmental or other entity will provide significant funding to match or partially match the assistance required from the Community Mitigation Fund. Please provide detail on what your community will contribute to the planning projects such as in-kind services or planning funds.**

The Cities of Everett and Somerville will partially match the assistance provided by the gaming commission by providing staff time, meeting space and other coordination and administrative time that will be required for a project of this magnitude.



## **7. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS AND MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA") DECISION**

### **a) Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement.**

The host agreement between the City and Everett and the Licensee contains several specific clauses that address the intent to provide additional access to public transportation and the regional bicycle network.

Section 6, subsection C.1 states that the Licensee shall provide "fixed route shuttle bus service to and from the project and the MBTA Orange Line."

Section 6, subsection A.4 states that "a below grade connection beneath the MBTA Commuter Rail tracks will be developed and will include pedestrian and bicycle accommodations to the project site, allowing for an extension of access to the linear park system along the Mystic River and as may be expanded as a Riverwalk along the project waterfront."

Section 6, subsection C.5 addresses public transportation access and states that the Licensee will provide "fixed route shuttle bus service to and from the project and the MBTA Orange Line." It also states that the Licensee will provide access from the City/DCR park and pathway system to the project to allow pedestrian and bicycle access to and from the Wellington Station on the MBTA Orange Line.

The surrounding community agreement between the City of Somerville and the Licensee calls for the Licensee to provide a \$250,000 annual payment for transportation impacts, although the SCA specifies that the purpose is to enable the City to fund staffing and other public safety initiatives related to increased pedestrian and vehicular traffic.

The City of Somerville has executed a Cooperation Agreement with the Licensee that commits the parties to collaboration around transportation planning, and the City looks forward to partnering with the Licensee and all other regional parties to advance the planning and design for this proposed regionally-significant infrastructure improvement.

### **b) Please provide a demonstration that such mitigation measure is not already required to be completed by the licensee pursuant to any regulatory requirements or pursuant to any agreements between such licensee and applicant.**

As noted above, one of the primary goals of advancing the pedestrian bridge over the Mystic River was to create access to rapid transit at Assembly Square. The Licensee has funded its required study of the bridge and has further advanced conceptual design of both the bridge and the headhouse. The need for the new head house was identified during the study process for the bridge when it was determined that the most feasible location for the bridge would require a new access point to the Assembly Square MBTA station in order to achieve a reasonable walking distance between the Gaming Facility and the MBTA Orange Line.

### **c) Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA.**

Section 4.4.4 in the Final Environmental Impact Report issued on June 30, 2014 details the commitment by the Licensee to improving bicycle accommodations along Lower Broadway and the Mystic River. These commitments were re-iterated in section 2.2.3.2 of the Supplemental Final Environmental Impact Report issued on February 17, 2015.

Page 4-22 of the Second Supplemental Final Environmental Impact Report details a further \$250,000 commitment from the Licensee to study a bridge connection for pedestrians and non-motorized vehicles over the Mystic River from Gaming Facility site to DCR's Draw 7 Park and the Assembly Square Orange Line station. Such a connection would be advantageous for the Lower Broadway area and enable a reduction in vehicle trips to the Gaming Facility by creating a more direct connection to mass transit. It also creates the opportunity to extend the Northern Strand path to a terminus on the west side of the Mystic River with trail connections to Charlestown and downtown Boston.

**d) Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision.**

The need for the new head house at Assembly Square could not have been determined at the time of the MEPA decision as it was at that time unknown whether a pedestrian bridge over the Mystic River at the desired location was feasible.

**e) If transportation planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.**

As described above, study of the Mystic River pedestrian bridge was required under MEPA to further explore the feasibility of providing direct transit access to the gaming facility. While the new headhouse at Assembly Square was not specifically identified under MEPA, its necessity was determined during the study of the bridge in order to ensure that the walking distance from the station to the Gaming Facility was within the accepted range of a site considered to be transit accessible.

**No Community is eligible for more than one  
Transportation Regional Planning Incentive Award.**



**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

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

Signature(s) of Responsible Municipal  
Official(s)/Governmental Entity(ies) *City of Somerville* Date *2/1/2018*

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

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

Signature(s) of Responsible Municipal  
Official(s)/Governmental Entity(ies) *Carlo De Maria Jr* Date *2/1/2018*