



# 19

**COMMUNITY  
MITIGATION  
FUND**

## APPENDIX H

### ***Transit Project(s) of Regional Significance Grant Application ("TPRS")*** ***BD-19-1068-1068C-1068L- 33629***

*Please complete the entire Application.*

City of Everett, City of Somerville

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

Tony Sousa - Executive Director of Planning and Development  
(Everett)

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

484 Broadway, Room 25, Everett, MA 02149

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

617-394-2245, tony.sousa@ci.everett.ma.us

**4. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

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

**5. NAME AND TITLE OF CONTRACT MANAGER RESPONSIBLE FOR HANDLING OF FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

484 Broadway, Room 25, Everett, MA 02149

**6. ADDRESS OF CONTRACT MANAGER RESPONSIBLE FOR HANDLING OF FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

617-544-6033, jay.monty@ci.everett.ma.us

**7. PHONE # AND EMAIL ADDRESS OF CONTRACT MANAGER ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

Encore Boston Harbor

**8. NAME OF GAMING LICENSEE**



**1. IMPACT DESCRIPTION**

**Please describe in detail the regional impact or potential regional impact that is attributed to the construction or operation of a gaming facility that may be remediated by the proposed transit project of regional significance. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or otherwise may cause the impact.**

The Encore Boston Harbor casino 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 Encore to provide shuttle bus service to and from adjacent MBTA stations and spend an additional \$250,000 to study a pedestrian bridge over the Mystic River that would connect to the Assembly Row station. To date, Encore has completed this study to a 25% design phase, is in progress to complete final design of the bridge and indicated they are willing to commit significant funds to construct the bridge on the condition that access to the MBTA station is granted. Funds from this grant would be used to access and leverage federal dollars for the project through the development and submission of a BUILD grant application as well as advance the design of the head house to 100%. Should this project be completed, it would allow access from the Assembly Row MBTA station and Draw 7 Park in Somerville to the where the western end of a future Mystic River pedestrian Bridge would land, enabling further mitigation of traffic impacts in Everett and Somerville.

**2. PROPOSED MITIGATION (Please attach additional sheets/supplemental materials if necessary.)**

**a) Please describe how you propose to use to expand regional transit connections to the gaming facility using CMF Funds.**

The proposed mitigation for this impact is the construction of a new pedestrian footbridge across the Mystic River, connecting the Encore Boston resort with the MBTA Orange Line Station at Assembly Row. The project is summarized in detail in the Mystic River Pedestrian Bridge Concept Design Report released in February, 2018 by the Department of Conservation and Recreation.

The total cost of this project is approximately \$35 million, of which approximately \$25 million is required for construction of the bridge and an additional \$10 million is required for construction of the head house addition at Assembly Row. We propose to use the \$500,000 from this grant as follows:

- \$100,000 to prepare the application for a federal BUILD grant that would provide matching funds for construction of the Mystic River Pedestrian Bridge and/or headhouse. This would include:
  - Benefit Cost Analysis - \$25K - \$30K
  - Narrative + Application – \$25K - \$30K
  - Ridership Projections (detailed) - \$30K
  - Coordination – Inputting - \$10K - \$15K
- \$400,000 to advance design of the Assembly head house from 60% to 100%

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

The resort and the station are located 1,000 feet from one another, well within the accepted "catchment" area for walk access to rapid transit, but currently inaccessible because they are separated by the Mystic River. Construction of the bridge would provide mitigation by connecting the resort to the station and make the resort transit accessible. The project would include not only construction of the bridge structure itself, but also an expansion of the head house at the Assembly Row station enabling Orange Line passengers to exit the east side of the station to access the pedestrian bridge. This mitigation request will provide the funding necessary to apply for matching federal funds as well as complete design of the project.



**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.

**4. BUDGET & TIMELINE**

**a) Please identify the amount of funding requested.**

\$500,000

**b) 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 the transit project of regional significance.**

The following estimate was provided by the firm AECOM, who is currently providing design services on the pedestrian bridge. The following is an email communication providing a baseline estimate.

There are a few key elements to the grant that need addressing in the application.

1. Benefit Cost Analysis – this would fall under Small Start = under \$100M
2. Narrative – 25 pages to state the technical merits.
  - a. No technical concerns – project can be built
  - b. Benefits to transit
  - c. Ridership projections of usage – key element to compete with other apps
  - d. Risks
3. Positioning Guidance – local support + state congressional
4. Permitting – EA/ENF cleared

For this specific project, rough budget number for the application preparation would be \$100,000 or less:

- Benefit Cost Analysis - \$25K - \$30K
- Narrative + Application – \$25K - \$30K
- Ridership Projections (detailed) - \$30K
- Coordination – Inputting - \$10K - \$15K

The bridge is advancing design to 75% now and the current head house grant should get it to approximately 60% design level. The remaining 40% should be covered under the remaining MGC grant after the BUILD grant application effort.

**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.**

The City of Everett does not have a CMF reserve at this time.

**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.**

The Cities of Everett and Somerville have been working collaboratively with a number of entities to create a financing plan. In addition to non-CMF funding, we have engaged at the state and federal levels and will pursue a federal BUILD grant in the next available funding cycle, either as municipalities or in partnership with a state entity. The next competitive funding round is expected to open this summer. In the first round of awards, announced in December 2018, \$1.5 billion was allocated to projects across the country, with a cap of \$25 million per project and a \$5 million minimum award for projects located in urban areas. The grant program criteria prioritizes projects that demonstrate a public-private financing component and invest in transportation infrastructure. The amount of funding requested through the BUILD grant will complement funding from Encore Boston Harbor, which has agreed to provide private funding towards the bridge if public funding can also be secured. Details on the BUILD grant funding opportunity will be available shortly.



e) Please include a detailed timetable for the TPRS project, including but not limited to, the timetable for planning, for securing additional funds and the timetable to implement the TPRS.

The exact timetable for this project will become more clear as funding commitments are made. However, an estimated timetable based on ongoing efforts is as follows:

2019

Spring

- Anticipated grant award.

Spring/Summer

- Develop BUILD grant application.

Summer

- BUILD grant application due.

Fall/Winter -

- Encore completes 100% design and permitting of Bridge.
- Cities of Somerville and Everett complete 60% design of Assembly head house with option to complete 100% design based on outcome of this grant application.
- Anticipated BUILD grant award decision
- City of Everett completes design and permitting of Northern Strand Path extension.

2020

Winter

- Secure additional funding based on outcome of BUILD grant. Potential partners to include Encore Boston Harbor, Massachusetts Gaming Commission, MassDOT, MBTA.
- City of Everett releases for bid, construction of the Northern Strand Community Path extension from West Street to Encore Boston Harbor.

Spring/Summer

- Mystic River Pedestrian Bridge and Assembly head house released for construction
- 

2021

Spring

- Northern Strand Path extension completed

Fall

- Mystic River Pedestrian Bridge and assembly head house completed.

**5. MEASUREMENT OF IMPACT**

**Please describe how you propose to measure the impact of your program including indicators proposed to measure results.**

The Cities of Everett and Somerville, jointly with Encore Boston Harbor and the MBTA will be able to measure and monitor the impact of the new bridge and head house through a number of means.

With the extension of the Northern Strand Community Trail scheduled for completion in conjunction with the bridge, the City will have the ability to measure pedestrian and bicycle activity on the trail as it approaches the bridge.

**6. 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 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's internal control structure regarding all grants have been designed to ensure compliance with the federal Office of Management and Budget circulars A-87 "Cost Principles for State, Local, and Indian Tribes", and A-102 "Grants and Cooperative Agreements with State and Local Governments" regardless if the grants are not federal. The control structure ensures all transactions are properly recorded and accounted for, and all transactions are executed in compliance with Laws, regulations, and the provisions of contracts and grant agreements. Some examples of these controls include, but are not limited to: The City's accounting system records all grants and the related grant activity in separate funds, and does not commingle grant activity between grants.

The City utilizes a requisition and purchase order system within the accounting system to ensure expenditures are sufficiently authorized for their intended purpose and adequate funding exists prior to procuring goods or services.

The City individual responsible for the management of the grant will be the only individual allowed to authorize expenditures to the grant, ensuring that only legitimate grant activity is charged to the grant. The City's accounting system automatically controls this process, which is then manually reviewed by the City Auditor's office during the payment processing.

Grant records maintained by the City individual responsible for the management of the grant will be reconciled with the City Auditor's office on a quarterly basis. Any discrepancies identified during this process will be researched and corrected within 15 days from the date identified.



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

**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 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 the Encore Casino. This collaborative 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.

**8. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

**Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.**

The host agreement between the City and Everett and the licensee (Encore) 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.

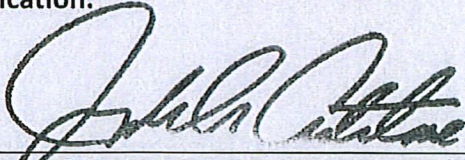
Section 6, subsection C.5 addresses public transportation access and states that the licensee will provide "fixed route shuttle bus service to and from the project and the MBTA Orange Line." It also states that Encore will provide access from "The City/DCR park and pathway system to the project to allow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

It should be noted that construction of a Mystic River pedestrian bridge and access to the Assembly Row Orange Line station via a new head house as described in this application will have a significant a positive impact on transit accessibility to the project site that would far exceed the conditions cited above and mitigate at least some of the need for shuttle bus service to and from the site.



**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.

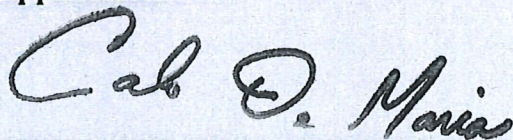


Signature(s) of Responsible Municipal  
Official(s)/Governmental Entity(ies)

1-31-19  
Date

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

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



Signature of Responsible Municipal  
Official/Governmental Entity

Date