



# 19

**COMMUNITY  
MITIGATION  
FUND**

## APPENDIX D

### **2019 Transportation Planning Grant Application**

**BD-19-1068-1068C-1068L-33629**

*Please complete the entire application.*

☒

Check if a joint application

	City of Everett, City of Somerville
1.	<b>NAME OF MUNICIPALITY(IES)/GOVERNMENT ENTITY(IES)/DISTRICT(s)</b> Everett Department of Planning and Development
2.	<b>DEPARTMENT RECEIVING FUNDS</b> Tony Sousa -Director of Planning and Development (Everett)
3.	<b>LEAD APPLICANT - NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)</b> 484 Broadway, Room 25, Everett, MA 02149
4.	<b>ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)</b> 617-394-2245, tony.sousa@ci.everett.ma.us
5.	<b>PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)</b> Jay Monty: Transportation Planner - City of Everett, Massachusetts Brad Rawson: Director of Transportation and Infrastructure - City of Somerville, Massachusetts
6.	<b>NAME AND CONTACT INFORMATION OF JOINT APPLICANTS - MUNICIPALITIES /GOVERNMENT ENTITIES/DISTRICTS</b> Carlo DeMaria, Mayor - City of Everett Joseph A. Curtatone, Mayor - City of Somerville
7.	<b>NAME AND TITLE OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)</b> 484 Broadway, Room 25, Everett, MA 02149 93 Highland Avenue, Somerville MA 02143 (617-625-6600)
8.	<b>ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)</b> <a href="mailto:Mayorcarlo.demaria@ci.everett.ma.us">Mayorcarlo.demaria@ci.everett.ma.us</a> (617-394-2270) <a href="mailto:mayor@somervillema.gov">mayor@somervillema.gov</a> (617-625-6600)
9.	<b>PHONE #, EMAIL, AND ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)</b> Encore Boston Harbor
10.	<b>NAME OF GAMING LICENSEE</b>



## **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 Encore Boston Harbor Resort ("Gaming Facility") will be a significant traffic generator within the Lower Broadway/Sullivan Square area and beyond. A critical piece of MEPA permitting process for the Gaming Facility was the ability to provide adequate mobility to and from the casino resort in a travel corridor that is chronically congested with single occupancy vehicles and lacks any type of rapid transit options. Since the issuing of the MEPA certificate for the Gaming Facility in Everett, the level of anticipated development along the Broadway corridor has increased as Encore has purchased numerous underutilized parcels of land along the corridor for complimentary redevelopment. This development, not included in the original MEPA certificate, would generate a significant number of trips along the Broadway corridor, including Sullivan Square and its arterial roadways in Somerville.

In addition, the corridor's importance as link in the regional transit network has been emphasized in major MassDOT initiatives such as the "Everett Transit Action Plan" and the "Lower Mystic Regional Working Group". These planning studies use the official MassDOT/CTPS/MAPC transportation model, and projected a doubling of demand for transit service in Everett in the next 25 years. The Lower Mystic process concluded that the only effective mitigation for traffic related to the Gaming Facility and other planned developments was a significant investment in mass transit options.

## **2. PROPOSED USE OF TRANSPORTATION PLANNING FUND**

Funding from this grant would be used to advance planning and design of the MBTA Silver Line bus rapid transit service from its current terminus in Chelsea, through Everett, Sullivan Square and Washington Street in Somerville, and terminating at appropriate MBTA Red Line and/or MBTA Green Line intermodal facilities.

**3. PROPOSED MITIGATION (Please attach additional sheets/supplemental materials if necessary.)****a) Please identify the amount of funding requested.**

\$425,000

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

Grant funds will be used to advance conceptual engineering design of the Silver Line BRT corridor from the current Chelsea terminus, through Everett along the MBTA Commuter Rail right-of-way to Sullivan Square and then through Somerville to a point near Lechmere MBTA station. The designs will use, to the extent possible, any previous work performed by Encore, CTPS, MassDOT etc. as part of the Lower Mystic Working Group. Given that existing conceptual work has been performed on the Everett portion of the corridor, it is anticipated that the Everett portion will be designed to a more advanced level than the Somerville portion of the corridor. We anticipate being able to complete at 10% level of engineering design on the Everett corridor, and concept level design on the Somerville corridor where some further analysis of route alternatives may still be necessary.

**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 mitigating the impact from the construction of a proposed gaming establishment.**

Encore has advanced some conceptual plans of the Silver Line busway from the existing Chelsea Silver Line station, along the MBTA Commuter Rail right-of-way to approximately Beacham Street in Everett. While these plans have not been made public, we anticipate that they will be made available as a reference for developing the final scope of work for the project. In the current absence of these plans, it has been difficult to develop a proposed scope of work, however we anticipate working with Encore in the near future to better understand the level of design that has taken place to date and develop a full scope of work prior to this grant being awarded.



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

Increased transit capacity between Logan Airport, Everett, Somerville and Cambridge is crucial to supporting new travel demand associated with the Gaming Facility as well as other anticipated development in the areas near Sullivan Square. In addition to the casino resort itself, Encore has purchased numerous underutilized parcels of land along Broadway in the vicinity of the Gaming Facility for complimentary re-development. This development will have significant impacts on trip generation in the corridor that was not covered under the existing MEPA certificate. It is the City's strong desire that the trips generated by this additional development be offset through investments in mass transit rather than automobile infrastructure. Planning now for transit investments such as the Silver Line will help achieve this goal.

**4. 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.**

The Silver Line extension would directly serve the Gaming Facility, with a station at the site. It would provide access along two corridors which were identified in the EIR documents as being primary routes for employees and patrons. Employees and patrons coming to the casino resort from Logan Airport, South Boston and points east would benefit from a seamless Silver Line transfer to MBTA commuter rail service at Chelsea, MBTA Blue Line service at Airport Station, and MBTA Red Line and Commuter Rail as well as Amtrak northeast regional service at South Station. The extended Silver Line would provide reliable inter-modal transfers at Sullivan Station, connecting patrons and employees of the Gaming Facility to MBTA Orange Line service, as well as to ten MBTA bus lines.

## **5. 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'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.



**6. 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 Encore Boston Harbor. 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. The extension of the MBTA Silver Line to Everett and Somerville is a key recommendation of the working group. Additionally, other studies including the Everett Transit Action Plan (MassDOT 2016), Focus 40 (MassDOT 2018), Lower Broadway Master Plan (City of Everett 2013), Commercial Triangle Master Plan, and others have all recommended construction of the Silver Line Extension.

**7. 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. In addition, the City of Everett has committed \$100,000 from its Capital Improvement Plan to advance the study and design of the portion of the proposed Silver Line along Second Street from the MBTA Commuter Rail right-of-way to Revere Beach Parkway. The City of Somerville has programmed \$200,000 of capital funds to install new traffic signal equipment on Washington Street that uses MBTA-standard Transit Signal Priority (TSP).

**8. 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.**

Part "C" of Section 6 of the Host Community Agreement between Encore and the City of Everett details the commitment to public transportation access along Broadway and to the casino site. This includes fixed-route shuttle bus service serving the Casino and MBTA Orange Line Stations as well as Logan Airport and other regional transportation hubs. In addition, new MBTA bus stop facilities are to be constructed at the project site along Broadway. The intensity of transit services provided by both the Casino and the MBTA are significant and future plans outlined in the Everett Transit Action Plan and includes extension of the Silver Line Bus Rapid Transit line from Chelsea through Everett, Sullivan Square and beyond.

The Silver Line extension would also support the recommendations of the Lower Mystic Regional Working Group which is tasked with developing further traffic and transit mitigation plans for Sullivan Square. These anticipated recommendations include extension of the MBTA Silver Line busway from Chelsea to Sullivan Square and the Washington Street / Inner Belt area of Somerville.

**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.**

There is no specific reference to the Silver Line in any of the licensing documents and decisions issued to the Encore Casino. Encore has advanced early stage conceptual design of the Silver Line busway from Everett Ave in Chelsea to the casino site of their own volition, with full understanding of the need for additional transit access to their site and to support future development in the Broadway corridor.



**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.**

In the SSFEIR Certificate issued by MEPA to Wynn LLC on August 28th, 2015, Secretary of Energy and Environmental Affairs, Matthew Beaton wrote "I have concluded that the practical, rational and effective approach to addressing broader regional transportation impacts for this project is through enhanced transportation planning processes.... I am requiring enhanced public participation during permitting and development of the Section 61 Findings by MassDOT and the establishment of a Regional Working Group." The Lower Mystic Regional Working Group carried out this task and at its conclusion in 2018, recommended that the extension of the MBTA Silver Line from Chelsea to Sullivan square and Somerville should be a priority project that would address the regional impacts of the Encore Casino as well as other projected developments near Sullivan Square.

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

The MEPA decision recognized that not all of the regional impacts of the casino could be anticipated at the time of decision. The formation of the Lower Mystic Regional Working Group was intended to identify how such regional impacts could be addressed, with the understanding that the casino, while not wholly responsible for the impact, was at least partly responsible for it. The Silver Line is a regional project which will address not only impacts from the casino, but from other anticipated regional development.

**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.**

**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.



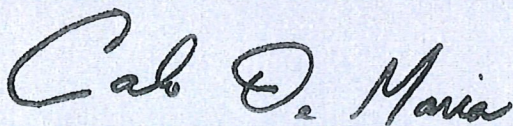
Signature of Responsible Municipal  
Official/Governmental Entity

Date

1-31-19

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

