



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 Boston

1. **NAME OF MUNICIPALITY(IES)/GOVERNMENT ENTITY(IES)/DISTRICT(s)**
Boston Transportation Department
2. **DEPARTMENT RECEIVING FUNDS**
James E. Gillooly, Deputy Commissioner
3. **LEAD APPLICANT - NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
One City Hall Square, Room 721, Boston, MA 02201
4. **ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
617-635-3843 James.Gillooly@Boston.Gov
5. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
N/A
6. **NAME AND CONTACT INFORMATION OF JOINT APPLICANTS - MUNICIPALITIES /GOVERNMENT ENTITIES/DISTRICTS**
Gina N. Fiandaca, Commissioner, Boston Transportation Department
7. **NAME AND TITLE OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**
One City Hall Plaza, Room 721, Boston, MA 02201
8. **ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**
617-635-3669 Gina.Fiandaca@Boston.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.

Prior to the Gaming Commission's decision to award a gaming license authorizing Wynn Boston Harbor to locate a casino/hotel along Broadway in Everett, the City of Boston had a concept plan in place for the reconstruction of Sullivan Square/Rutherford Avenue. Now that the casino/hotel is a certainty, the City has reassessed its prior plan and is in the process of revamping it. As provided by the MEPA documentation related to the casino/hotel, some 70% of the traffic generated by the casino/hotel is expected to go through Sullivan Square. As such, the City is revamping the prior plan with the intention of having the final design reasonably accommodate the casino/hotel traffic.

2. PROPOSED USE OF TRANSPORTATION PLANNING FUND

- a) Please identify the amount of funding requested.**
- b) Please identify below the manner in which the funds are proposed to be used.**
- 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.**
- 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.**
- 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.**

- a) The City of Boston requests \$200,000 in funding.
- b) The funds will be used to cover a portion of the roughly \$15 million total design cost
- c) Attached find a copy of the current contract the City has with Tetra Tech covering through 25% design in the amount of \$3,949,254. A follow-on contract will be executed this spring providing for the completion of the design.
- d) The City has determined that the prior "all surface" plan needed to be replaced by the current plan which incorporates underpasses. This will allow a substantial number of trips through Sullivan Square and along Rutherford to reach the casino/hotel without severely congesting City streets.

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.

The best evidence that the design funds are being used to address the impacts of the gaming facility is that the City made the fundamental decision that the project now requires underpasses. We have abandoned the earlier plan for all surface streets based on our acceptance of the fact that the casino/hotel was for real and that our earlier plan would not handle the new volumes of traffic being introduced by the gaming facility

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.

All funds expended under the Tetra Tech contracts will be related to the design of the Sullivan Square/Rutherford Avenue Project. Funds will only be paid out to Tetra Tech upon their documentation of appropriate costs that they have incurred in providing work under the scope of their contract with BTB.

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.

The City is a member of the Lower Mystic Regional Working Group. This group also includes Everett, Somerville, MAPC and others in an effort to find more ways of improving transportation with the area around Sullivan Square and the casino/hotel.

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 City of Boston will be responsible for all design costs not covered by other parties. The current estimate for the full design is \$15 Million. At present, the City is receiving 80% Federal reimbursement during the 25 % design phase which is estimated to cost a total of \$3.95 Million. If that Federal reimbursement rate continues through the entire design, the City's cost would remain to 20% of the total or \$3 million. The City's actual design cost share could well be significantly higher to the extent that the 80% Federal reimbursement does not continue through to final design. The current request for \$200,000, added to last year's award of \$250,000 would reduce the City's \$3 million share to \$2,550,000. But the City's share would net to a much higher amount if the Federal reimbursement doesn't remain 80% after the 25% design phase.

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

The City made clear repeatedly in its comments to MEPA during the review of the casino/hotel project that it had a plan for the reconstruction of Sullivan Square/Rutherford Avenue that would not support the presence of the Wynn Boston Harbor casino/hotel. Upon the award of a license to Wynn, we directed our consultant to reexamine the assumptions that has lead us to the "surface streets" design and it was concluded that the design needed to be replaced by a design that included vital underpasses.

Under our surrounding community agreement, Wynn is making some Interim improvements referred to as the "Mitigation Improvements". They also have a commitment to fund \$25 Million into the Sullivan Square Infrastructure Project Fund over a ten year period starting a year after they open. But this obligation is conditioned on there being a design to accomodate the traffic impacts of the calno/hotel. This condition seems to presume that they are not required to pay any portion of the design costs.

**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)**



Date