



APPENDIX D – TRANSPORTATION PLANNING GRANT APPLICATION

BD-22-1068-1068C-1068L-68403

Please complete entire the Application

1. PROJECT INFORMATION
a) NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT AND VENDOR CODE
City of Boston - Transportation Department VENDOR CODE: VC6000192075
b) PROJECT NAME (LIMIT 10 WORDS)
Sullivan/Rutherford Transportation Planning
c) BRIEF PROJECT DESCRIPTION (LIMIT 50 WORDS)
Reconfiguration of Sullivan Square/Rutherford Avenue in Charlestown
d) CONTACT PERSON(S)/TITLE (Persons with responsibility for this grant)
William Conroy /Senior Transportation Planner
e) PHONE # AND EMAIL ADDRESS OF CONTACT PERSON(S)
617-635-2318 William.Conroy@boston.gov
f) MAILING ADDRESS OF CONTACT PERSON(S)
William Conroy Boston Transportation Department One City Hall Plaza, Room Boston, MA 02201

2. IMPACT DESCRIPTION/CONNECTION TO GAMING FACILITY

a) Please describe in detail the transportation related impact that is attributed to the operation of a gaming facility.

Prior to the Massachusetts Gaming Commission's decision to award a gaming license authorizing [Wynn] Encore 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 in operation, Boston has re-assessed its prior plan, and is in the process of revamping it. The MEPA filing related to the casino/hotel states that some 70% of the traffic generated is projected to go through Sullivan Square. As such, the City of Boston has revamped the prior plan with the intention to have the final design reasonably accommodate casino/hotel traffic. The City is leading the new 25% design with MassDOT.

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

Please refer to MEPA filing (February 2017 – Status of Project Mediation, sections 5-4 to 5-6) with reference to offsite transportation improvements in Boston.

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

Reconstruction of Sullivan/Rutherford will ease the impact of casino/hotel traffic on the Charlestown neighborhood.

3. PROPOSED USE OF TRANSPORTATION PLANNING FUNDS (Please attach additional sheets/supplemental materials if necessary.)

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

We are requesting \$200,000.

b) Please identify the manner in which the funds are proposed to be used. Please provide a detailed scope, budget, and timetable for the use of funds

In recent discussions with Secretary Tesler at MassDOT, the City has learned that the MBTA is interested in running significant bus service (Silver Line) through Sullivan Square and along Rutherford Ave. MassDOT has asked the City to update project designs to incorporate Center Bus Rapid Transit (BRT) lanes and stations Design.

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Although this is a substantial change to the project, it will further boost transit mobility in the Lower Mystic region, and will be a significant benefit to the residents of Charlestown and East Boston. We are currently meeting internally to develop some design concepts, which we hope to share with the Secretary March 1, 2022.

While this change is significant, we are committed to maintaining key project goals and reflecting the priorities expressed by the community in the final design. These include:

1. Enhancements to open space and the addition of a linear park
2. Better connectivity to the Charlestown neighborhood
3. Traffic planning investments in Charlestown to reduce neighborhood cut-through traffic
4. Safer crossings for pedestrians
5. Increased resiliency, especially in areas prone to flooding
6. Reduction in greenhouse gas emissions and local pollution by encouraging transit use and active transportation

The project's federal funding through the Massachusetts Planning Organization (MPO) is still committed but will be moved out from Federal Fiscal Year 2023 to 2024. While this design change will extend the project's timeline somewhat, we are committed to maintain forward momentum and continuing community engagement in the work.

MassDOT, MBTA and City will hold a Public Meeting once design concepts have been developed and are ready for community feedback.

These grant funds will support Tetra Tech consulting services to accommodate this change in design.

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.

Tetra Tech Inc Proposed Design Budget

Total Limiting Fee, Tetra Tech	3,950,238
Direct Expense, Tetra Tech, Inc.	1,177,650
Special Engineering, Tetra Tech, Inc.....	323,934
Direct Expense, Sub-Consultants	3,924,678*
TOTAL OBLIGATION	9,376,500

*Breakdown of Sub-Consultant Direct Expenses:

Surveying (Allowance)	114,999
Jacobs Engineering	1,921,060
City Point Partners	470,890
BRR - Landscape Architecture	942,805
AECOMM (Right-of-Way)	474,924

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d) Please describe how the mitigation request will address the impact indicated. Please attach additional sheets/supplemental materials if necessary.

The City of Boston's prior plan for all surface streets was abandoned out of necessity, once the casino/hotel project was approved for construction in Everett.

e) How will you provide the data for reporting? How will you measure the effectiveness of the proposed project in mitigating the impacts?

As a planning project, the City of Boston will obtain and analyze data provided by Tetra Tech to assess the effectiveness of the project design on mitigating traffic impact to the Charlestown and East Boston neighborhoods.

f) 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.

N/A

4. CONSULTATION WITH MASSDOT/REGIONAL PLANNING AGENCY (RPA)/NEARBY COMMUNITIES

a) Please provide details about the Applicant's consultation with MassDOT to determine the potential for cooperative regional efforts regarding planning activities.

Reference 4b

b) 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 of Boston is a member of the Lower Mystic Regional Working Group, led by MassDOT. This group also includes the cities of Everett and Somerville, the Metropolitan Area Planning Council, and others in an effort to find more ways of improving transportation in the areas surrounding Sullivan Square and the casino/hotel. A study was released in 2019, entitled "Planning for Improved Transportation and Mobility in the Sullivan Square Area". The study documents ongoing transportation initiatives in the area, and identifies future projects.

In 2022, the cities of Boston and Everett intend to engage in regional planning to complete the formation of the Lower Mystic Traffic Management Association.

5. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY

a) 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.

The Sullivan/Rutherford project design budget is \$11 million. Costs are shared with the state funding 80% and the city funding 20%. The City of Boston is contributing \$2.2 million towards the design of this project.

b) Please provide detail on what your community will contribute to the planning projects such as in-kind services or additional planning funds.

See 5a.

6. 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.

Terms and Conditions

1. Stipulations of Known Impacts

1.1 The Parties [Boston and Wynn] intend that this Section 1 shall be deemed the “stipulations of known impacts” that are required to be included in this Agreement pursuant to Section 15(9) of Chapter 23K.

1.2 The Parties acknowledge and agree that the Project will result in additional vehicular traffic that may burden the transportation infrastructure in Boston, particularly the Sullivan Square area in the neighborhood of Charlestown. Wynn’s mitigation under the Massachusetts Environmental Policy Act (“MEPA”) and its payments to Boston under this Agreement will mitigate any transportation impacts of the Project. Boston acknowledges and agrees that such mitigation will adequately mitigate such impacts.

1.3 The Project may also have an impact on Boston’s municipal services and require additional expenditures by Boston in order to provide such services. Wynn’s payments to Boston under this Agreement will provide Boston with adequate resources to mitigate any such impacts. Boston acknowledges that such payments adequately mitigate all such impacts.

8. Obligations of the Parties

8.5 Boston, in coordination with Wynn and the City of Everett, shall exercise best efforts to petition the Massachusetts Gaming Commission for monies made available under the [Massachusetts Gaming] Act, including, but not limited to, those monies in the Community Mitigation Fund and the Transportation

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Infrastructure Fund. For the avoidance of any doubt, any monies successfully obtained pursuant to this section 8.5 shall not alter Wynn's obligation to the City under this 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.

See 6a

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.

The Proponent will prepare a summary of all comments received and responses to those comments. A copy of this response summary will be sent to all those who submitted comments, and copies will also be placed in the information repositories and the MassDEP site file. The Proponent will also send a notice of availability of the response summary to the mailing list. The final combined Phase III and Phase IV report will then be submitted to MassDEP, the site mailing list and public officials will be notified, and copies of the report will be made available through the information repositories and the Proponent's website. - 2017 MEPA Notice of Project Change, page 2-2

The SSFEIR included an updated project description and associated plans. The SSFEIR included an updated Transportation Impact Analysis (TIA), revised mitigation based on additional analysis and comment letters, and provided conceptual plans for proposed improvements. The SSFEIR included a separate chapter summarizing proposed mitigation measures and included draft Section 61 Findings for each State Agency that will issue permits for the project.

- 2017 MEPA SSFEIR Certificate, page 11

EEA# 15060 S SFEIR Certificate August 28, 2015, pages 14 - 15

Traffic and Transportation

In addition to other issues identified in the SSFEIR Scope, MassDOT requested the SSFEIR to establish a process for integrating the City of Boston's long-term plans for Sullivan Square and Rutherford A venue and the impacts of casino-related traffic. ... MassDOT initiated the planning process and convened a group of stakeholders on June 1, 2015. A second meeting was held after the SSFEIR was filed with the MEPA Office. MassDOT indicated that the meeting was productive as it provided an opportunity for MassDOT to understand concerns with respect to interim and long-term mitigation.

...

As part of the SSFEIR, the Proponent has updated the analysis and the mitigation plan at Sullivan Square to address comments provided by the City of Boston. The comments centered primarily on the redistribution of traffic and the lack of an AM peak hour analysis. The results of the new analysis are not significantly different from those presented in the SFEIR and continue to indicate that the Sullivan Square area would experience worsening LOS and increased delay in both the No-Build and Build conditions due to projected growth and casino impacts, respectively. With the proposed mitigation in place, the SSFEIR analysis demonstrates that traffic operations would generally return to close to No Build conditions (LOS E and F) with moderate reduction of delay, in the Build conditions.

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

The SFEIR Certificate states "Mode share goals were reviewed and approved by MassDOT with the understanding that actual trip generation and travel patterns will be tracked through the [Transportation Monitoring Program]. If monitoring demonstrates that proposed mitigation is not effective in accommodating the future traffic volumes at key area intersections impacting the state highway system, the Proponent will be responsible for identifying and implementing additional improvements at these locations. These may include improvements to roadway infrastructure and design, adjustments to traffic signal timing and phasing modifications, optimization of the coordinated/interconnected signal system, and/or further refinement of the [Transportation Demand Management] program to improve its effectiveness.

- MAPC letter referencing EEA #15060

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.

N/A

7. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS

a) Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address this transportation impact.

Boston Administrative Information Systems (BAIS) is made up of Oracle/Peoplesoft modules that support both the human capital management and financial management of the City. These systems allow the City to maintain internal controls, and allowable cost controls, for all associated business processes.

A budget authorized by the Grant Award is set up in BAIS Financials/Budget. The budget is entered online by the Department that is awarded the grant and is assigned a distinct Project/Grant number. The Project/Grant is then work-flowed for approval by the central Grants Monitoring Unit in the Auditing Department. Only those accounts authorized by the Grant Award are allowed to be established.

Financial management system process for tracking expenditures:

The BAIS Financial System offers multiple queries to track expenditures. The system allows the sponsoring department access to queries that will summarize the budgeted amount, obligated amount and total expenditures by account, for a particular Project/Grant.

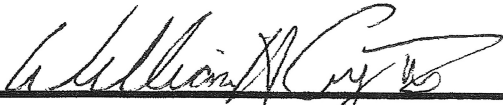
b) Will any non-governmental entity receive funds? If so, please describe. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

Tetra Tech is lead consultant for the first phase of the reconstruction of Rutherford Avenue from Sullivan Square to City Square. Detailed time and expense invoices are submitted on a quarterly basis for review and disbursement under the 25% contract with the City of Boston.

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

1. 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.



Date: 1/28/2022

Signature of Responsible Municipal
Official/Governmental Entity

William Conroy

(print name)

Senior Transportation Planner

Title: