



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

Appendix C

**2018 COMMUNITY MITIGATION FUND
Specific Impact Grant Application
BD-18-1068-1068C-1068L-22137**

Please complete entire Application

City of Everett

1. **NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT**
Carlo DeMaria, Mayor
2. **NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**
484 Broadway, Everett, MA 02149
3. **ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**
617-394-2270, mayor@ci.everett.ma.us
4. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**
Tony Sousa, Executive Director of Planning and Development
5. **NAME AND TITLE OF CONTRACT MANAGER RESPONSIBLE FOR HANDLING OF FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**
484 Broadway, Everett, MA 02149
6. **ADDRESS OF CONTRACT MANAGER RESPONSIBLE FOR HANDLING OF FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**
617-394-2245, tony.sousa@ci.everett.ma.us
7. **PHONE # AND EMAIL ADDRESS OF CONTRACT MANAGER ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**
Wynn Boston Harbor
8. **NAME OF GAMING LICENSEE**

1. IMPACT DESCRIPTION

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

Traffic congestion on lower Broadway in Everett near the Wynn Boston Harbor site is increasing as construction-related activities, such as the installation of utilities, require lane closures that result in severe traffic bottlenecks. These bottlenecks create traffic congestion on Broadway and Alford Street as far north as Rte. 16 and as far south as Bunker Hill Community College in Charlestown. This not only has an impact on personal vehicular traffic, but it also severely constrains transit service which connects Everett residents to rapid transit at Sullivan Square. Buses that are delayed in traffic are unable to make as many trips on their routes as scheduled, thus reducing capacity on a corridor that already operates above capacity during most hours of the day. During the period of construction on Broadway and Route 16, it is understood by all that there will be unavoidable negative impacts to traffic flow while certain lanes are closed and/or detoured to allow construction of the new roadway.

2. PROPOSED MITIGATION

- 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 mitigating the impact from the construction of a proposed gaming establishment.
- d) Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

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- a. The City of Everett is requesting \$400,000 in funding.
- b. We propose with this mitigation funding to operate a pilot shuttle service, between downtown Everett and the new Chelsea Silver Line station, that would be operated as a contracted service by the City and provide access to a competitive alternative to the existing preferred route to downtown Boston. We estimate that approximately \$300,000 of the mitigation funding would be put towards the operating costs of a service, with the remaining \$100,000 used for planning, logistics and operations management of the service. Estimated operating costs for a bus service are approximately \$100 per hour, yielding roughly 3,000 hours of operations, or 12 hours per weekday for one year. This further breaks down to approximately 20-25 round trips per day between Everett Square and the Mystic Mall Silver Line station. This number of trips could allow 20 minute headways during peak travel periods and hourly service during the mid-day and off peak hours.
- c. The cost per hour of operating an MBTA bus is approximately \$180; however, charter bus services in the region average about half the cost per hour. We believe we could achieve a reasonable rate per hour through a competitive procurement process. We have just recently engaged the firms Stantec and Nelson Nygaard for an Everett Transportation Improvement and Management Plan, which has the following goals:
 - Develop proactive strategy to implement/fast-track transportation improvements and concepts
 - Establish a mechanism for supporting new local transportation services and advocating for Everett at the regional level
 - Address larger (both city-wide and sub-regional) growth challenges with expanded transportation capacity
 - Serve Everett residents and provide access to jobs and services
 - Support zoning and development initiatives
 - Be a local, regional, and national leader

As part of this larger planning process, we will work with the consultants on this proposal specifically to refine cost estimates for the service, with goal being to maximize the number of trips offered to residents.

- d. The operation of this shuttle service will be designed to offer an alternative connection, via supplementary contracted transit, to the MBTA. By creating a quicker means of accessing the MBTA transit system than taking a bus down Broadway to the Sullivan Square MBTA station, we believe that we will be able to divert some Everett drivers who currently contribute to lower Broadway vehicular congestion, from car to shuttle. Additionally, current transit users who travel by bus down Broadway to access the MBTA subway system would have a time-saving alternative, as the shuttle route would not traverse such congested roadways. The MBTA bus routes which serve Everett are considered "feeder" routes in that they "feed" local passengers to the core of the MBTA rapid transit system at access points. When the City and MassDOT conducted the Everett Transit Action Plan in 2015 and 2016, it confirmed that most of these riders are destined for the job centers in downtown Boston. Today, this transfer from local bus to the Orange line is the only means to access downtown Boston; however, in spring of 2018, the MBTA will inaugurate Silver Line BRT service from Chelsea to South station. Furthermore, Everett residents, were they able to access the new Silver Line, would have another means to access downtown Boston, thus relieving the capacity constraints on both the Broadway bus routes and the Orange Line.

3. CONNECTION TO GAMING FACILITY

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

The construction of the Wynn Boston Harbor facility has yielded increased traffic congestion on lower Broadway, for reasons that range from roadway improvements that necessitate lane closures to construction and employee traffic (there are currently 1,250 construction workers onsite daily, the majority of whom drive to work).

Traffic congestion occurs when vehicular demand reaches roadway capacity. These funds are for a new pilot service that seeks to take cars off of lower Broadway, decreasing vehicular demand and lessening the existing congestion by shifting mode share. The mode share shift is incentivized by creating an attractive alternative for Everett drivers through an efficient connection to a new local MBTA transit option (Silver Line).

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 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 comingle 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.

5. 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

Please see below.

Section 6 of the Host Community Agreement entered into by the City of Everett and Wynn Resorts details transportation improvements to be undertaken by Wynn as the project is constructed. Most of the improvements in the agreement support the operational phase of the casino. Additionally, the city has grown significantly since the execution of the HCA five years ago, with increasing residential density and new commercial development. Because Broadway is a primary route into the City of Boston for both Everett residents, and non-residents commuting from the north who wish to bypass I-93, we are seeing increasing traffic congestion on this roadway that we did not fully anticipate 5 years ago. Other factors, such as non-related utility work, all increases traffic congestion.

Section 6. Transportation Improvements

Wynn agrees to be responsible for all of the Project's known transportation infrastructure impacts, including road construction necessitated by the Project. To that end, Wynn has retained Vanasse & Associates, Inc. of Andover, Massachusetts (VAI) to study the impacts that will be caused by the construction and operation of the Project, with a particular emphasis on potential effects on traffic patterns. Wynn has provided that study to the City and, to the extent required, will pay for VAI to hold public meetings at which VAI will explain its findings to Everett residents.

Based on the findings of VAI's initial assessment of the Project as they relate to access to the Project site and off-site transportation infrastructure needs, the following transportation-related improvements have been identified within the City and will (unless otherwise agreed upon by the parties based upon, for example, revised assessments and/or recommendations by their respective traffic experts or requirements of state transportation officials) be designed and constructed by Wynn subject to design approval by the City and receipt of all necessary rights, permits and approvals as may be necessary to the complete the identified improvement measures:

A. **Project Access**

1. Access to the Project site will be provided by way of a new driveway that will intersect Broadway proximate to Horizon Way. The driveway will be designed and constructed as a signature entrance to the Project site consisting of a four (4) lane boulevard (two (2) lanes entering and two (2) lanes exiting) with a marque sign, period lighting, sidewalks and bicycle accommodations.
2. Broadway will be widened approaching the primary Project site driveway to accommodate separate left and right-turn lanes to enter the Project, bicycle lanes and sidewalks, while maintaining two (2) through travel lanes per direction.
3. The primary Project site driveway will be placed under traffic signal control and will be interconnected and coordinated with the adjacent traffic signals along the Broadway Street corridor. The traffic signal system will include accommodations for pedestrians and bicyclists.
4. A below grade connection beneath the MBTA Commuter Rail tracks will be developed and will include pedestrian and bicycle connections to the Project site, allowing for an extension of access to the linear park system along the

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Mystic River and as may be expanded as a riverwalk along the Project waterfront.

B. Off-Site Improvements

Broadway

Subject to the availability of right-of-way, Wynn will reconstruct Broadway between Route 16 and the primary Project driveway in the context of a "Complete Streets" design to provide a four (4) lane roadway (two (2) travel lanes per direction) with additional turning lanes provided at major intersections, sidewalks along both sides, bicycle lanes and street trees where space permits. Existing traffic signals along the corridor will be reconstructed to include ornamental (period) poles, mast arms, lighting and appurtenances, and will include pedestrian and bicycle accommodations.

Route 16 at Santilli Highway and Mystic View Road (a.k.a. Santilli Circle)

As an interim improvement, Wynn will upgrade signs and pavement markings at and within the intersection to improve motorist guidance and safety, and to meet current design standards. In addition, the existing coordinated traffic signal system that comprises the Circle will be upgraded and retimed to accommodate existing and projected future traffic volumes and patterns. Additional geometric enhancements will be provided to improve traffic flow and reduce vehicle queuing, and would include: installation of a traffic control signal at the intersection of Santilli Circle with Mystic View Road and widening of Santilli Highway and Route 99 to provide two (2) approach lands to the Circle.

In addition, in order to accommodate both access to the Project site and to address both current and projected future operational deficiencies at the intersection, Wynn will advance the replacement of the intersection with a grade separated, single-point, urban diamond interchange pursuant to the concept plan (or similar) developed in conjunction with the City of Everett's study of Santilli Circle.

Route 16 at Broadway and Main Street

As an interim improvement, Wynn will upgrade signs and pavement marking at and within the intersection to improve motorist guidance and safety, and to meet current design standards. Additional geometric enhancements may be provided to allow for the addition of travel lanes on the approaches to the intersection in order to reduce vehicle queuing and motorist delays. Specifically, Wynn will: widen the Main Street and Broadway approaches to accommodate two (2) travel lands approaching the Circle; widen and restripe the Route 16 connector to provide two (2) approach lanes; and reconfigure the circulating area within the Circle to function as a two (2) lane modern roundabout.

Lower Broadway Truck Route

In an effort to reduce truck traffic along the segment of Broadway between Beacham Street and the Boston City Line, Wynn will improve Robin Street and Dexter Street, as well impacted portions of Beacham Street, to facilitate truck access to the commercial/industrial areas to the east of Broadway. These improvements would include rehabilitation of the pavement structure and surface, and improving corner radii to facilitate truck turning movements.

C. Public Transportation Access

The Project site is ideally situated to take advantage of available public transportation resources in the area including subway service on the MBTA Orange

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Line, MBTA bus service, and water shuttle service to Logan International Airport, Long Wharf, North Station, South Boston, the Boston Convention and Exhibition Center and other existing and planned future service points. To that end, Wynn shall provide the following public transportation enhancements as a part of the Project (unless otherwise agreed upon by the parties based upon, for example, revised assessments and/or recommendations by their respective traffic experts or requirements of state transportation officials):

1. Fixed-route shuttle bus service to and from the Project and the MBTA Orange Line stations at Wellington Station and at Sullivan Square. This service may be expanded to include service to Logan International Airport, North Station, South Station and other major transportation hubs, and will be coordinated with the City and the MBTA.

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.

Carlos De Maria

Signature of Responsible Municipal
Official/Governmental Entity

2/1/17

Date