



# 23

# COMMUNITY MITIGATION FUND

## 2023 Transportation Construction Grant Application

Bid No. Bid No. BD-23-1068-1068C-1068L-81256

All completed applications must be sent by January 31<sup>st</sup> to be considered for funding for the 2023 Grant Round. Please submit this completed form as well as any relevant attachments to [MGCCMF@Massgaming.gov](mailto:MGCCMF@Massgaming.gov).

For more detailed instructions as well as the 2023 Application Guidelines please visit <https://massgaming.com/about/community-mitigation-fund/>

<b>I. Project Summary</b>
<b>Legal Name of Applicant:</b> City of Malden
<b>Project Name (Please limit to 5 words):</b> Malden Bluebikes Expansion
<b>Amount Requested:</b> \$225,900
<b>Brief Project Description (approx. 50 words):</b> The City of Malden will procure four additional Bluebikes stations and 30 bicycles to expand its existing bikeshare system, encourage a mode shift away from single occupancy vehicles, and help reduce traffic congestion on its roadways.

<b>II. Applicant Contact Information</b>
Please provide below the manager for this grant and any other individuals you would like to be copied on all correspondence.
<b>Grant Manager:</b> John Alessi
<b>Email Address:</b> <a href="mailto:jalessi@cityofmalden.org">jalessi@cityofmalden.org</a>
<b>Telephone Number:</b> 781-324-5720 EXT 5740
<b>Address:</b> 215 Pleasant St, Malden, MA 02148
<b>Contact II:</b>
<b>Role:</b>
<b>Email Address:</b>
<b>Telephone Number:</b>
<b>Address:</b>
<b>Contact III:</b>
<b>Role:</b>
<b>Email Address:</b>
<b>Telephone Number:</b>
<b>Address:</b>

### III. Detailed Project Description & Mitigation

- 1) Please describe in detail the impact that is attributed to the operation of a gaming facility. Please provide documentation 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)

#### **Impact Attributed to Encore Casino**

##### *1. Increased Traffic Congestion*

The City of Malden's roadway system is not equipped to accommodate an increase in single occupancy vehicles (SOV). Malden's high-density layout, narrow roadway space, and existing parking deficit show that there is an existing challenge accommodating vehicles on the public right-of-way. The operation of the Casino and its visitors, workers, and vendors passing through the City has contributed to increased traffic and an overall reduction in level of service on Malden's roadways. It is therefore necessary to explore how the enhancement of alternative modes of transportation, especially bikeshare, can reduce traffic congestion, vehicle reliance, and ensure that Malden may continue to function as a transportation hub for the Casino.

#### **Evidence of Impact**

There are several pieces of information from reports, agreements, and studies that illustrate the negative impact of the Casino on Malden's roadways. One is the Draft Environmental Impact Report (DEIR) Review of the Wynn Resort includes several tables that summarize the increase in vehicle traffic on Malden's roadways and the predicted travel modes by patrons and employees. The attachment *Wynn Casino Draft Environmental Impact Report (DEIR) Evidence* includes excerpts from the DEIR, including Tables 4-15, 4-17, and 4-21 references below.

Table 4-21 (Vehicle Trip Distribution by Corridor) states that two of Malden's most highly trafficked corridors would see increases in vehicle traffic as a result of the Casino's operations. They include 2% of vehicle trips occurring on Route 99 North, and 2% of trips on Main St between Malden and Everett. Although these percentages are low compared to some of the major routes taken by the Casino's patrons and employees, increased roadway volumes on local streets carry a disproportionately higher burden on our transportation system than larger-scale highways like I-93 or Route 1. This suggests that an increase in single-occupancy vehicles on Malden's roadways caused by the Casino, even slightly, is reasonably associated with a negative impact on the city's transportation network.

Supplementing these quantified values from the DEIR is the statement in the City of Malden's Surrounding Community Agreement with Wynn that 'The Parties acknowledge and anticipate that Wellington Circle, although not located in Malden, has a significant impact on traffic flow in Malden.' (Section 7.1). This acknowledgement implies a broader recognition that the major corridors outlined in Table 4-21 of the DEIR have spillover effects onto connected roadways,

such as the Malden streets that connect to Wellington Circle. It is therefore clear that there are negative traffic impacts in Malden that go beyond the corridors listed in Table 4-21.

Table 4-15 (Patrons and Employee *Daily Trips* by Travel Mode) and Table 4-17 (Patrons and Employee *Peak Hour Trips* by Travel Mode) also predicted that at least 20,000 daily single-occupancy-vehicle/taxi trips would take place on Fridays and Saturdays. These estimates were created before the Casino decided to offer free valet and self-parking daily, and it is widely accepted amongst transportation professionals that when parking availability increases, so does the demand for SOV usage. This operational change to parking availability almost certainly increased vehicle trips to the Casino, worsening the already significant impacts caused by the Casino's existence.

It is also worth noting that Tables 4-15 and 4-17 indicate that only around 200 walking/biking trips would be taken by employees. The study found that no patrons were likely to access the Casino by walking or biking at the time it was written. This finding stemmed from the unsafe and uncomfortable condition of the Casino's surrounding bicycle/pedestrian facilities at the time it was written. It's also clear that vehicle parking at the facility has been encouraged more than sustainable modes of transportation. The Casino's operations have played a role in incentivizing single-occupancy-vehicle use for its patrons, resulting in increased vehicle congestion on Malden roadways. This may have changed over the years, though, with the implementation of the Northern Strand Community Trail extension that connects directly to the Casino. Usage counts, as well as data from nearby Bluebike stations, suggest there has been significant bike traffic around the casino in recent years. This suggests that bike trips to the Casino have increased with the advent of new and improved bicycle/pedestrian facilities in the Greater Boston region, and around the Casino specifically.

However, this increase in bike trips has not yet been large enough to offset the increase in vehicle trips to the casino—that would require a substantial mode shift which will only happen as the result of significant investments that have yet to be made.

2) *(If applicable)* Please explain how this impact was not anticipated in the Applicant's Host or Surrounding Community Agreement.

None of the funds listed in the Surrounding Community Agreement are adequate or appropriate for this project's scope of work. The \$225,000 transitional roads payment is listed in the Surrounding Communities Agreement (SCA) as being for roadway improvements. The proposed project seeks to expand access to multi-modal transportation by expanding the bike share network in Malden, a goal which works parallel to roadway reconstruction needs but which is different in significant ways. The City of Malden believes the roadway improvement funds are not adequate to address immediate roadway infrastructure needs in addition to supporting the proposed bikeshare expansion costs.

The \$250,000 payment for public safety impacts is not substantially relevant to the proposed project; while getting single occupancy vehicles off the road has second-order impacts that improve roadway safety for all modes, this fund is already oversubscribed addressing more immediate existing public safety hazards.

The final \$325,000 fund is similarly not a suitable source for this project because that fund is obligated to addressing the significant ongoing impacts to Malden's roadways, including repaving roads that lead to the Casino because of the increase wear and tear they have experienced in recent years. The proposed progressive solution will ultimately lead to a reduction in that wear and tear, but this kind of long-range solution will require outside funding to institute as we continue to cope with the immediate impacts of traffic to and from the Casino.

3) Please describe what the Applicant is proposing and how the mitigation request will address the impact indicated.

**Funding Proposal**

The City of Malden requests funds to procure four new Bluebikes stations and 30 bicycles to encourage a mode shift away from single-occupancy vehicle trips, following the model of Medford's successful grant application to expand their Bluebikes network last year. The funds requested in this application will cover the capital costs for new bikes, payment kiosks, and docking stations, as well as the labor to install them. The attachment *Malden Bluebikes Expansion Map* shows the four existing station locations, the four to be implemented as part of this grant request, and surrounding communities' stations.

Although the specific locations for the station sites have not been finalized, it is likely that asphalt pads will need to be constructed if existing right-of-way cannot accommodate the stations. This work can be performed in-house or with an external contractor. The requested funds include the estimated cost to purchase materials to build the asphalt pads and the labor to install them.

**Mitigation Impact**

The overall purpose of expanding the Bluebikes system in Malden is to encourage a mode shift away from single-occupancy-vehicles and reduce traffic congestion. The City of Malden currently has three Bluebikes stations and plans to install one more in Spring 2023. This grant request will expand the system to have eight total stations in different neighborhoods across the City, providing another travel alternative to driving. This will take more vehicles off the road, reduce traffic congestion, and create a more efficient transportation system.

In addition to increased bikeshare connectivity throughout the City of Malden, the Bluebikes stations will expand travel options for accessing the Casino. Nearly all the existing and proposed locations would be within a half mile of the Northern Strand Community Trail,

which users can take directly to the Casino. Residents who do not own bikes, or who don't want to worry about leaving their bikes outside the Casino, will be able to use the bikeshare stations around the trail to travel quickly and easily access it. This will include potential Casino patrons and employees. Since Bluebikes stations are affordable and available 24/7, 365 days a year, this is a reliable transportation option for those working at the Casino who don't have access to a car or for those who would prefer to bike.

Bluebikes' ridership data also shows that there is new demand to bike to and from the Casino, indicating that the request in this application would be effective in mitigating the Casino's impact. Table I includes ridership data from the three Bluebikes stations surrounding the Casino. The station names are called 1) Encore, 2) Broadway at Lynde St, and 3) Broadway at Beacham St. It is probable that the Casino's patrons and employees use any of these stations to access the facility because the availability of bikes and docks at stations fluctuates, meaning a rider may need to rely on any of these three stations to access the Casino. This data is available directly from Bluebikes.

*Table 1 – Bluebikes Trips Starting and Ending at Stations in Proximity to Encore Casino*

Station Name	June 22'	July 22'	August 22'	September 22'	Totals
Encore	396	521	534	540	1991
Broadway at Lynde St	406	337	368	459	1570
Broadway at Beacham St	417	471	522	567	1977
Totals	1219	1329	1424	1566	5538

Table 1 indicates that between June and September 2022 there were 5,538 bicycle trips starting and ending at the three stations closest to the Casino, demonstrating an existing demand for bikeshare trips to and from the Casino. It's important to note that the ridership data includes August and September 2022 when the Bluebikes system was available at no-cost to riders during the MBTA's Orange Line Shutdown. These two months witnessed an increase in ridership compared to June and July of 2022. This finding suggests that when bikeshare is made more accessible to users, individuals are more likely to use it.

This is further bolstered by user counts collected on the Northern Strand Community Trail since 2019. This data shows that the path is heavily used by pedestrians and bicyclists. Generally, counts collected between June and August since 2019 range from 25,000 to 50,000 monthly users, and even in the winter months there are still above 10,000 monthly users. This data is attached in the *Trail Counts from the Northern Strand Community Trail* graph attached with this application. When compared to the DEIR, which projected little or no bicycle and walking trips, it is clear that when easy, safe, and convenient bicycle and pedestrian facilities are provided they are quickly and thoroughly adopted.

Based on this data and the continued success of the Bluebikes system throughout Greater Boston, Malden is confident that expanding bikeshare in the City will strongly contribute to a

mode shift for both trips around Malden and trips from Malden to the Casino. This will help to mitigate the impact of increased traffic congestion caused by SOV trips in Malden.

4) For all Transportation Construction Applications, the applicant should consult with MassDOT and the appropriate regional planning agency to obtain input on the project and identify opportunities for regional efforts. The results of this consultation should be included in this section of the application.

Throughout the Boston region there are over 400 Bluebikes stations across 13 municipalities. The City of Malden regularly takes part in coordination meetings hosted by MAPC and with representatives from all these communities to discuss opportunities, challenges, and ways to expand the regional Bluebikes system. In 2022, Malden worked with the City of Medford to jointly deploy the first three stations in each of our communities. Bringing Bluebikes to our communities builds upon the existing regional network, which includes Somerville, Everett, Revere, and Chelsea. All these communities have had success with their Bluebikes stations and Malden is confident that expanding its system here will not only benefit the City, but our neighbors as well.

The City of Malden has consulted with MAPC and MassDOT regarding this request and they are both highly supportive. A letter of support from MassDOT is included with this application.

**IV. Scope, Budget, and Timeline**

**Applicant:** City of Malden

**Vendor Code:** VC6000192110

**Total Grant Amount Requested:** \$225,900

**Estimated Total Project Cost:** \$225,824

**Scope of Work**

Please include below a breakdown of the proposed work. The project scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

**Overview**

The City of Malden will purchase, install, and operate 4 Bluebikes bike share stations with a total of 30 bikes, which will be added to the Malden network in Fall 2023. Every effort will be made to install the stations on municipal sidewalks, plazas, or other city-owned spaces; however, coordination with and permission from state agencies may be necessary if a desirable location happens to be on state property. The location of these stations will be determined by a collaborative site suitability analysis and informed by community

stakeholders, Bluebikes staff, and municipal staff. Potential sites will be assessed based on proximity to dense employment centers, residential neighborhoods, commercial centers, high-traffic bicycle/pedestrian facilities, parks and recreation attractions, and key public transit nodes. The public engagement approach will be centered on informing the public of the accessibility and mobility benefits of bike sharing and soliciting input on the system’s station locations. Engagement may include public meetings, meetings with local neighborhood or business groups, discussions with abutters, online solicitations for station requests/feedback, and meetings with local elected officials, depending on the complexity of the location and the needs of the municipality.

Management of this bike-share program will occur through the efforts of key personnel at the City, facilitation by the Metropolitan Area Planning Council (MAPC), and coordination with Lyft (the operator of Bluebikes). The extent of Lyft’s involvement will include delivery of stations, bikes, and other materials and operation and maintenance of the stations/bikes once installed. Lyft may support the city in station siting, if needed. The City of Malden will own the stations and bikes and would be responsible for disposition of bikes and stations with Lyft’s operational support. Malden City staff will execute the community and stakeholder outreach and engagement, station siting, procurement and capital purchase of all the Bluebikes equipment, and installation of the stations and kiosks. The project will be managed by the City’s Transportation Planner, John Alessi. Table 2 outlines the proposed station locations, a description, and their connectivity to transit nodes and activity hubs.

Table 2: Station Locations

Station #	Location	Description
1	Devir Park	This location is in East Malden with dense residential housing. Devir Park includes access to baseball fields, a soccer field, tennis courts, and basketball courts. It is also in proximity to separated bike lanes on the DCR Fellsway, less than ½ mile from the Northern Strand Community Trail, and less than a mile from an existing Bluebikes station at Malden Center MBTA station.
2	Salemwood School	This is a central location in Malden outside of the Salemwood School. It creates access to the K-8 school, the Northern Strand Community Trail about 500ft away, and Maplewood Square.
3	Oak Grove	This location is near the Oak Grove MBTA station and provide direct access to the Orange Line, Commuter Rail, and other stations in Downtown Malden.
4	Ferryway School	This location is in South Malden and provides easy connections to many of Everett’s existing Bluebikes stations. It also provides a direct connection to the Ferryway School and is less than a mile to the Northern Strand Community Trail.

**Project Timeline**

The City of Malden is planning to launch the four new stations in Fall 2023. The following schedule assumes that this grant contract will be executed by September 1, 2023.

- July - August 2023: Malden staff conducts site assessments and public engagement activities to finalize station locations
- September - October 2023: Malden staff purchases Bluebikes docks, kiosks, and bikes; readies all stations sites (e.g. pouring asphalt pads), and obtains any necessary State agency permissions if any stations are to be on State property. Lyft installs stations.
- Fall 2023: Service begins

**Project Budget**

The proposed budget is included in the next section. Since the specific site locations have not been determined yet, it is unknown whether or not asphalt pads are needed to accommodate the stations. This may or may not be the case once the City settles on specific sites. While the prices for the Bluebikes equipment are guaranteed through the duration of the City’s contract with Lyft, the cost of installing concrete pads is subject to change based on the normal fluctuation of material costs. Equipment costs are show in the attachment *Excerpt from City of Malden’s Bluebikes Contract with Lyft*. This application includes estimates for the cost of these asphalt pads’ materials and labor.

**Proposed MGC Grant Budget**

Please use the following table to outline the budget of your project. Include any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation as an attachment. In determining the funding request, please round up to the nearest hundred dollars.

Please provide the estimate and percentage of the costs projected to be funded from other federal, state, local or private contributions (Applicants may include contributions from gaming licensees).

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.

Timeline	Description of Purchase/Work	QTY	Budget
	Complete Station with 14 docks (\$30,024 per station)	4	\$120,096.00
	Bicycles (\$1,161 per bike)	48	\$55,728.00
	Station Installation (\$2,500 per station)	4	\$10,000.00
	Asphalt Pad Materials & Installation Estimate (\$10,000 per station)	4	\$40,000.00
	<b>TOTAL:</b>		<b>\$225,824.00</b>



Funding Source	Description of Purchase/Work	QTY	
In Kind Services			
Federal			
State			
Local Match			

V. Regional Incentive Award	
Are you applying for a Regional Incentive Award?	
___ Yes	__X__ No

Partner Community Contact-
Name:
Role:
Email Address:
Telephone Number:
Address:

VI. Waiver	
If you are applying for a waiver, please submit the Waiver Form with your application. The form can be found at <a href="http://www.massgaming.com/about/community-mitigation-fund/forms/">www.massgaming.com/about/community-mitigation-fund/forms/</a>	
Are you applying for a waiver?	
__X__ Yes	___ No

VII. _ Please provide a brief description of each attachment.
<ul style="list-style-type: none"> <li>• <i>Wynn Casino Draft Environmental Impact Report (DEIR) Evidence</i> – Includes Table 4-15: Patrons and Employee Daily Trips by Travel Mode, Table 4-17: Patrons and Employees Peak Hour Trips by Travel Mode, and Table 4-21: Vehicle Trip Distribution by Travel Corridor</li> <li>• <i>Malden Bluebikes Expansion Map</i> – Shows the four existing station locations, the four to be implemented as part of this grant request, and surrounding communities’ stations</li> <li>• <i>Excerpt from City of Malden’s Bluebikes Contract with Lyft</i> – Includes the bulk prices for Bluebikes stations, bicycles, and station installations for the Proposed MGC Grant Budget</li> <li>• <i>Trail Counts from the Northern Strand Community Trail</i> – Graph showing the monthly trail counts on the Northern Strand Community Trail from July 2019 – December 2022. Trail</li> </ul>

counts were collected using an automated counter technology located near the Bryant St crossing in Malden.

- *Letters of Support*
  - City of Malden - Gary Christenson, Mayor of Malden
  - Malden Legislative Delegation – State Representative Paul Donato, State Senator Jason Lewis, State Representative Steven Ultrino, State Representative Kate Lipper-Garabedian
  - MassDOT – Hayes Morrison, Chief of Mobility
- *Waiver application*

**VIII. Applicant Certificate**

On behalf of the aforementioned applicant/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.



01/30/2023

Signature of Responsible Municipal  
Official/Governmental Entity

Date:

Gary Christenson

(print name)

Mayor of Malden

Title:

# Wynn Casino Draft Environmental Impact Report (DEIR) Evidence

**Table 4-15, Patrons and Employee Daily Trips by Travel Mode**

Trip Type/ Direction	Autos/ Taxis	Transit Shuttles	Tour Buses	Employee Shuttles	Transit	Walk/ Bicycle
	Vehicle trips	Vehicle trips	Vehicle trips	Vehicle trips	Person trips	Person trips
<i>Friday</i>						
Patrons In	8,756	Both patrons and employee will use transit shuttles.	83	-	3,017	-
<u>Out</u>	<u>8,756</u>		<u>83</u>	-	<u>3,017</u>	-
Total	17,512		166	-	6,033	-
Employees In	1,361	↓	-	288	1,153	105
<u>Out</u>	<u>1,361</u>		-	<u>288</u>	<u>1,153</u>	<u>105</u>
Total	2,722		-	576	2,306	210
Total In	10,117	288	83	288	4,169	105
<u>Out</u>	<u>10,117</u>	<u>288</u>	<u>83</u>	<u>288</u>	<u>4,169</u>	<u>105</u>
Total	20,234	576	166	576	8,338	210
<i>Saturday</i>						
Patrons In	10,415	Both patrons and employee will use transit shuttles.	97	-	3,594	-
<u>Out</u>	<u>10,415</u>		<u>97</u>	-	<u>3,594</u>	-
Total	20,830		194	-	7,188	-
Employees In	1,640	↓	-	288	1,387	126
<u>Out</u>	<u>1,640</u>		-	<u>288</u>	<u>1,387</u>	<u>126</u>
Total	3,280		-	576	2,778	252
Total In	12,055	288	97	288	4,982	126
<u>Out</u>	<u>12,055</u>	<u>288</u>	<u>97</u>	<u>288</u>	<u>4,982</u>	<u>126</u>
Total	24,110	576	194	576	9,964	252

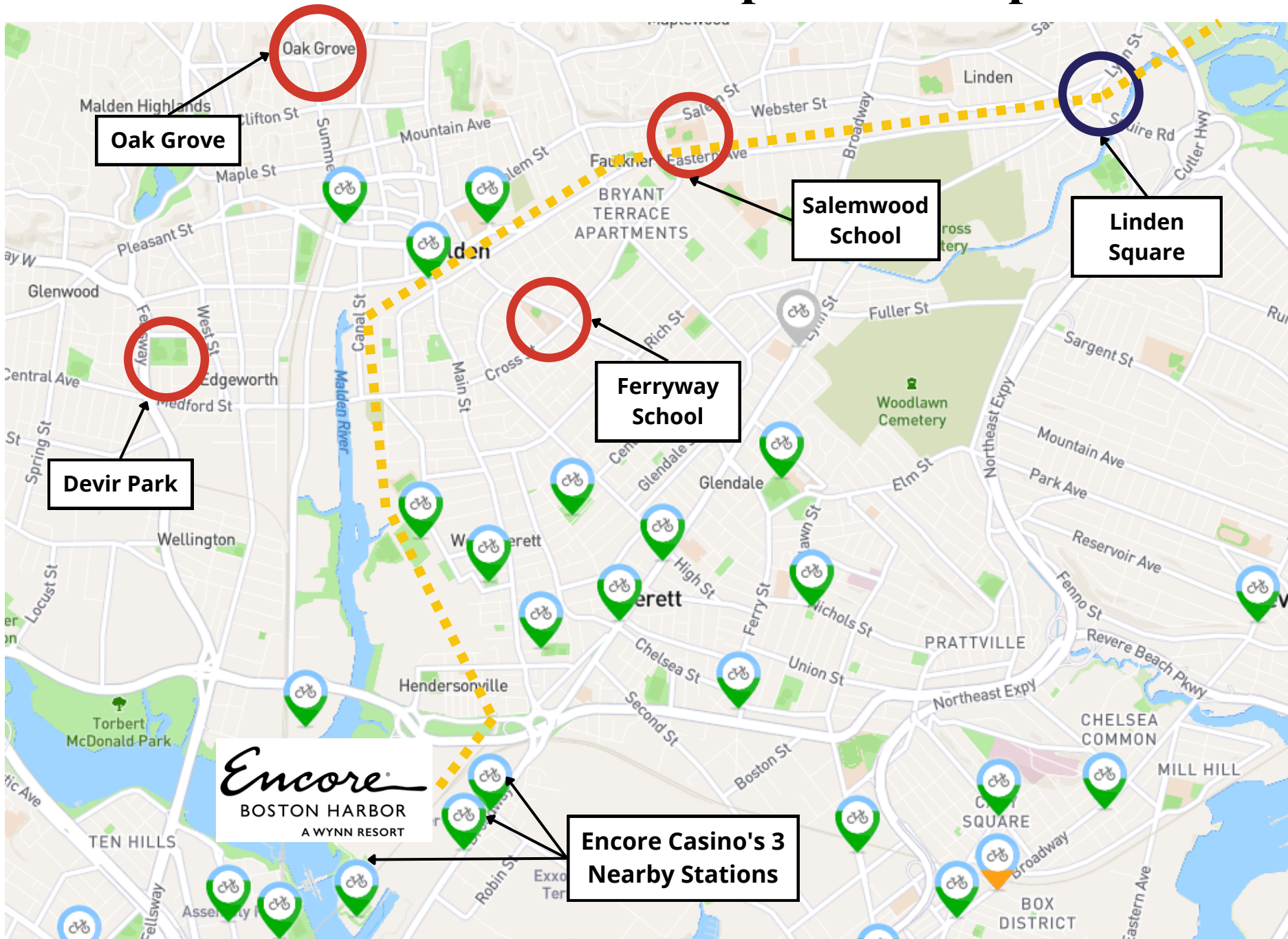
**Table 4-17, Patrons and Employee Peak Hour Trips by Travel Mode**

Trip Type/ Direction	Autos/ Taxis	Transit Shuttles	Tour Buses	Employee Shuttles	Transit	Walk/ Bicycle
	Vehicle trips	Vehicle trips	Vehicle trips	Vehicle trips	Person trips	Person trips
<i>Friday</i>						
Patrons		Both patrons and employee will use transit shuttles. ↓				
In	732		7	-	252	-
Out	<u>690</u>		<u>7</u>	-	<u>237</u>	-
Total	1,422		14	-	489	-
Employees						
In	108		-	12	90	8
Out	<u>151</u>		-	<u>12</u>	<u>126</u>	<u>11</u>
Total	259		-	24	216	19
Total						
In	840	12	7	12	342	8
Out	<u>841</u>	<u>12</u>	<u>7</u>	<u>12</u>	<u>363</u>	<u>11</u>
Total	1,681	24	14	24	705	19
<i>Saturday</i>						
Patrons		Both patrons and employee will use transit shuttles. ↓				
In	866		8	-	299	-
Out	<u>822</u>		<u>8</u>	-	<u>283</u>	-
Total	1,688		16	-	632	-
Employees						
In	130		-	12	109	10
Out	<u>159</u>		-	<u>12</u>	<u>133</u>	<u>12</u>
Total	289		-	24	242	22
Total						
In	966	12	8	12	408	10
Out	<u>981</u>	<u>12</u>	<u>8</u>	<u>12</u>	<u>416</u>	<u>12</u>
Total	1,977	24	16	24	824	22


**Table 4-21, Vehicle Trip Distribution by Travel Corridor**

<b>Travel Corridor</b>	<b>Patron Percent</b>	<b>Employee Percent</b>	<b>Composite Percent</b>
I-93 North	15%	12%	15%
Route 16 West	5%	3%	5%
Route 38 West	1%	1%	1%
Broadway West	1%	1%	1%
Washington Street West	4%	3%	4%
I-93 South	38%	29%	37%
Rutherford Avenue	15%	9%	14%
Beacham Street East	2%	4%	2%
Route 16 East	3%	6%	3%
Route 1 North	9%	7%	9%
Route 99 North	2%	5%	2%
Main St (Everett Malden)	2%	3%	2%
Route 28 North	1%	1%	1%
Other Local	2%	16%	4%
Total	100%	100%	100%


# Malden Bluebikes Expansion Map




City of Malden  
John Alessi, Transportation Planner

 Proposed Station Location (MGC Grant)

 New 2023 Location

 Northern Strand Community Trail

 Existing Stations

# Excerpt from City of Malden’s Bluebikes Contract with Lyft

## EXHIBIT C: PRICING SHEET

If bulk prices are available to the City for its purchases or when bundled with purchases from other PMs, such prices are indicated below.

### I. CAPITAL EQUIPMENT & REPLACEMENT

1. **Capital Equipment Cost Table.** The City may purchase new Stations or Bicycles at the prices set forth in the table immediately below.

**TABLE 1:  
NEW EQUIPMENT**

<b>Item</b>	<b>Unit Price</b>	<b>Annual System-Wide Quantity Needed for Bulk Price</b>	<b>Bulk Price</b>
<i>Complete Station (not including bicycles)</i>			
Complete Station with 9 docks	\$26,604.72	25	\$24,186.60
Complete Station with 11 docks	\$29,688.12	25	\$26,989.20
Complete Station with 14 docks	\$33,026.40	25	\$30,024.00
Complete Station with 15 docks	\$34,606.44	25	\$31,460.40
Complete Station with 18 docks	\$38,782.26	25	\$35,256.60
Complete Station with 19 docks	\$40,362.30	25	\$36,693.00
Complete Station with 25 docks	\$48,987.18	25	\$44,533.80
Platform for kiosk and cable(s)	\$434.16	50	\$388.80
Dock with associated cable(s)	\$1,215.00	300	\$1,069.20
Map frame (static display)	\$2,268.00	50	\$2,052.00
Solar-powered kiosk (basic)	\$10,038.60	25	\$9,126.00
<i>Bicycle</i>			
Bicycle (Lyft)	\$1,213.92	1,000	\$1,161.00

2. **Replacement Equipment Cost Table.** The City may request Lyft to purchase, at the City’s expense, replacement parts and upgrades to the Capital Equipment at the following prices and in furtherance of the City’s obligations set forth in Exhibit B (Scope of Work), Article II, Section 4.3.

**TABLE 2:  
REPLACEMENT EQUIPMENT & OPTIONAL UPGRADES**

<b>Item</b>	<b>Unit Price</b>	<b>Annual System-Wide</b>	<b>Bulk Price</b>
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location away from Rental Sites;

- 1.5. Onboard lock for mid-trip stops; and
- 1.6. Bicycles with electric assist.

**III. ADDITIONAL SERVICES**

1. **Additional Services Cost Table.** The City may, from time to time, request Lyft to perform Additional Services. Unless otherwise agreed between the Parties, the fees for the Additional Services set forth in Table 4 below shall be at the rates set forth opposite each service.

**TABLE 3:  
ADDITIONAL SERVICES**

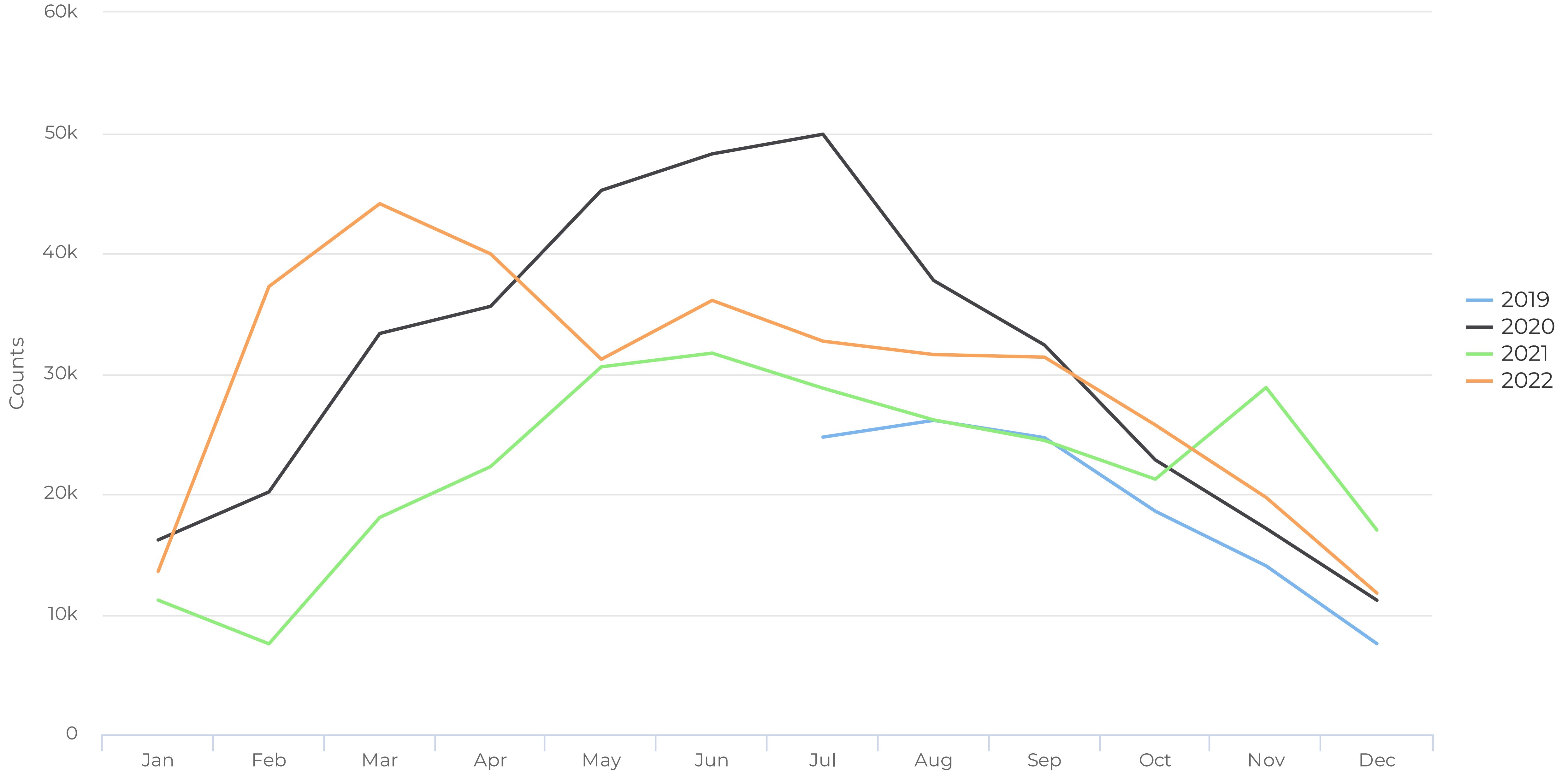
<b>Service</b>	<b>Unit</b>	<b>Price</b>
Station Relocation requiring crane and/or flatbed truck	Per Station, up to two (2) Stations owned by the City	\$0.00
	Per Station, over allowed amount	\$2000.00
Station Relocation not requiring crane or flatbed truck	Per Station	\$500.00
Station Reconfiguration	Per Station	\$500.00
New Station installation	Per Station	\$2500.00
Specially-wrapped Bicycles	Per Bicycle for first 5	\$1200.00
	Per Bicycle for 6 through 20	\$900.00
	Per Bicycle thereafter	\$700.00
Sanding and repainting of Map Frame Base Plates or single-Dock Base Plates	Per Map Frame Base Plate or single-Dock Base Plate	\$75.00
Repainting of Quad Dock Base Plates	Per Quad Dock Base Plate	\$285.00
Additional snow removal	Per Station	\$250.00
PSA production	Per printed poster	\$75.00
PSA installation and/or removal	Per Station visit	\$25.00
Special Station layout designs: bridging	Per design	\$1000.00
Special Station layout designs: solar panels	Per design	\$1000.00
Special Station layout designs: hard-wired Stations	Per design	\$1500.00
Translation services for written collateral	Per word (250-word minimum)	\$0.20

# Trail Counts from the Northern Strand Community Trail

## Monthly comparison by year

July 1, 2019 12:00 AM → December 31, 2022 5:28 PM

Malden, MA- Northern Strand Counter





[www.cityofmalden.org](http://www.cityofmalden.org)

**Gary Christenson, Mayor**

January 24th, 2023

Joseph E. Delaney  
Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

Dear Mr. Delaney,

I write today in strong support of the City of Malden's grant application to expand the number of Bluebike stations and bikes in our City. We installed our first station in 2022 and they have been a massive hit with Malden residents; in just the first 3 months over 1,071 trips started or ended at our new Malden Bluebike stations.

Traffic in the Greater Boston area has recently been determined to be the second worst in the United States, and fourth worst on a global scale. We know that we can reduce trips in single-occupancy vehicles by increasing opportunities for multi-modal transportation because this is a strategy that works all over the world; if we give people the opportunity to have a more pleasant trip, get some exercise, and not have to worry about bumper to bumper traffic or parking their car, people jump for the opportunity. Installing these Bluebike stations will enable us to provide more options and start really mitigating the traffic impacts caused by both the Casino's location nearby and their decision to make parking your car there simple and cheap.

Moreover, as an environmental justice community we feel that Malden must do everything in our power to provide equitable access to low-cost, convenient methods of transportation. These Bluebike stations do exactly that, all while helping us meet our climate goals to decrease emissions.

Thank you for your consideration of this application. With any questions, please contact John Alessi in the Office of Strategic Planning and Community Development.

Sincerely,

**GARY CHRISTENSON**  
Mayor, City of Malden



COMMONWEALTH OF MASSACHUSETTS  
THE GENERAL COURT  
STATE HOUSE, BOSTON, MA 02133

Joseph E. Delaney  
Chief of Community Affairs  
Massachusetts Gaming Commission  
101 Federal St, 12<sup>th</sup> Floor  
Boston, MA 02110

January 24, 2023

Dear Mr. Delaney,

As Malden's state legislative delegation, we are pleased to support the City of Malden's grant application to expand the number of Bluebikes stations and bikes in the City.

This expansion will play an important role in the regional Bluebikes network, which in turn plays an important role in our ability to meet statewide climate and mode shift goals. The Bluebikes system needs to increase the density of stations in the region, especially in environmental justice areas. Malden's application is critical towards guaranteeing the connectivity of Bluebikes in communities north of Boston, including Medford, Everett, Somerville, and Revere, all of which have significant environmental justice communities.

Bluebikes help alleviate congestion and pollution, rather than adding to it. The Bluebikes system has a minimal impact on the local and global environment, with reduced pollution and runoff, drastically reduced GHG emissions, and reduces the need to set aside land for roadways and parking.

The Bluebikes system is a critical part of the region's public transportation system. The continued expansion of Bluebikes into Malden will ensure that more people have access to healthy, sustainable modes of transportation in our region.

If you have any questions regarding this letter, please feel free to reach out to Sarah Zeiberg in Senator Lewis' Office at [sarah.zeiberg@masenate.gov](mailto:sarah.zeiberg@masenate.gov)

Yours sincerely,

Handwritten signature of Jason Lewis in blue ink.

Jason Lewis  
State Senator  
5th Middlesex

Handwritten signature of Steven Ultrino in black ink.

Steven Ultrino  
State Representative  
33<sup>rd</sup> Middlesex

Handwritten signature of Paul Donato in black ink.

Paul Donato  
State Representative  
35<sup>th</sup> Middlesex

Handwritten signature of Kate Lipper-Garabedian in black ink.

Kate Lipper-Garabedian  
State Representative  
32<sup>nd</sup> Middlesex



Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Gina Fiandaca, Secretary & CEO



January 31, 2023

Joe Delaney, Chief  
Division of Community Affairs  
Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

Subject: Letter of Support for Malden Application

Dear Mr. Delaney:

MassDOT supports the City of Malden's application for funding through the Massachusetts Gaming Commission Community Mitigation Fund Grant Program to expand community biking and bike sharing options.

Expanding opportunities for people to be able to bike and access transit is central to creating a sustainable transportation system and meeting the state's climate, mobility, and equity goals. Bike share is an important part of the solution. Bike share also improves people's access to public transportation by serving as the first- and last-mile connections they need to make their trips. Bike sharing ridership continues to grow as services have been added to new communities as tracked by the state's mobility dashboard. We are excited to support the City of Malden's work to add stations to increase access to biking and provide residents with a reliable and flexible transportation option to get around the region.

The City of Malden has a positive track record of working with the State and implementing successful projects. Recent examples include Shared Streets and Spaces Funding Program projects that created new outdoor dining areas and piloted the City's first bus lane.

MassDOT is supportive of the City of Malden's application. Please reach out with any questions or to discuss further.

Sincerely,

Hayes Morrison

Hayes Morrison (Jan 23, 2023 11:04 EST)

Hayes Morrison  
Director of Mobility Operations



23

COMMUNITY  
MITIGATION  
FUND

**Appendix D**  
**WAIVER REQUEST FORM**  
**BD-23-1068-1068C-1068L-81256**

Any project which proposes to exceed the funding limit for a category or requires a variance from any other provision contained in the Guidelines must submit a waiver request with its application. The Waiver Request Form must set forth the specific provision of the Guidelines to which a waiver or variance is sought and shall state the basis for the proposed waiver or variance. The Waiver should be signed by a municipal official or other government official that has the authority to enter into a contract on behalf of that community or governmental entity.

<b>Name of Applicant:</b>	City of Malden		
<b>Project Name:</b>	Bluebikes Expansion		
<b>Type of Grant:</b>	Transportation Construction		
<b>Name and Title of Contact:</b>	John Alessi, Transportation Planner		
<b>Email Address:</b>	<a href="mailto:Jalessi@cityofmalden.org">Jalessi@cityofmalden.org</a>	<b>Telephone:</b>	781-324-5720 EXT 5740

<b>Waiver Request:</b>
<p>The City of Malden requests that the Gaming Commission waive the 1/3 funding cap for its Bluebikes Expansion application under the Transportation Construction category. We believe this provision obstructs the potential benefits of the project, which are directly in line with the Gaming Commission's objectives.</p> <p>Malden is working to expand our bike share program with four new stations, supplementing the three existing stations and new one scheduled for installation later this year. The new stations will be located in the Oak Grove neighborhood, at the Salemwood and Ferryway Schools, and at Devir Park. We are applying for a Transportation Construction grant to further connect our bikeshare network to the Casino via the Northern Strand Community Trail, hopefully shifting current traffic in single-occupancy vehicles onto the path using Bluebikes. To make this connection robust and convenient to use, we need to install these four additional Bluebikes stations. Bike share programs are most effective when they are widely networked, making them convenient to both starting and ending points of planned trips.</p> <p>Gateway cities like Malden are often underserved when it comes capital investments. Often the needs of the immediate moment are pressing enough that there is neither money nor staff capacity to carry out projects like this. Malden brings in the least revenue per capita of any gateway city, and after accounting for State-required education spending, Malden also has the lowest amount left per resident to pay for all other City services as compared to other gateway cities. Simply put, Malden does not have the same capacity as other municipalities to purchase new capital infrastructure like Bluebikes and needs to seek funding assistance from other sources.</p> <p>We believe the Community Mitigation Fund's provision limiting Transportation Construction grants to 1/3 of the total project cost will hinder the feasibility of this project and the overall effort to expand bikeshare in Malden. The City has already invested capital funding into its first four stations. We have</p>



23

COMMUNITY  
MITIGATION  
FUND

also committed to covering the annual operational costs for all eight stations, which amounts to roughly \$40,000 per year. The City of Malden believes the long-term investment we are making in operational costs, as well as the funds we have already invested in our first four stations, are an appropriate reason to waive the 1/3 funding cap.

We hope the Gaming Commission will consider the substantial investments Malden has made to support its bikeshare network outside of the project scope included in this application. Thank you for your consideration of this application and waiver request.

**Signed by:** Gary Christenson

**Title:** Mayor