



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 31st 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.

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

I. Project Summary
Legal Name of Applicant: City of Malden
Project Name (Please limit to 5 words): Malden River Works Path
Amount Requested: \$542,442.13
Brief Project Description (approx. 50 words): The Malden River Works Path is an important piece of the future Malden River Greenway, a multi-use path which will allow public access to the Malden River for walking, jogging, and cycling. The future greenway will stretch along both sides of the Malden River and simplify pedestrian travel from Malden Center to the junction with the Mystic River Greenway.

II. Applicant Contact Information
Please provide below the manager for this grant and any other individuals you would like to be copied on all correspondence.
Grant Manager: Emily Granoff
Email Address: egranoff@cityofmalden.org
Telephone Number: 781-324-5720 x 5722
Address: 215 Pleasant Street, Malden MA 02148
Contact II: Deborah Burke
Role: OSPCD Director
Email Address: dburke@cityofmalden.org
Telephone Number: 781-324-5720
Address: 215 Pleasant Street, Malden MA 02148
Contact III:
Role:
Email Address:
Telephone Number:
Address:

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 the increase in single occupancy vehicle (SOV) trips precipitated by the opening of the Casino. 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 Encore Casino and its visitors, workers, and vendors passing through the City has contributed to inefficient 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, particularly multi-use paths, can reduce traffic congestion, vehicle reliance, and ensure that Malden can continue to function as a transportation hub for Encore Casino.

2. Difficulty drawing visitors and customers to the downtown

Workers and visitors to the Casino are travelling blindly through the Malden Center MBTA station as the Casino's 'transportation hub' and ignoring the entertainment, gaming, dining, shopping, and other amenities that downtown Malden has to offer.

Malden Center MBTA Station's designation as a 'transportation hub' for Encore, which is inherently disconnected from the central downtown area, has resulted in Malden being less of a destination itself, and more of a through-way for individuals traveling to the casino. As a result, many of the businesses in downtown Malden struggle to attract new visitors because individuals choose to visit Encore instead of exploring the downtown district.

Further, Malden's Parking Facilities and Pedestrian & Bicycle Safety Study, funded by the City's 2016 Transportation Planning Grant, projected a severe parking shortage in Malden Center based on future development in the downtown and parking needs for visitors and employees of the Encore Casino. A lack of convenient, available parking in our downtown makes our struggling businesses less appealing and accessible, resulting in economic development challenges.

Evidence of Impact

Encore Boston's transportation impacts have been well-documented both in the environmental review process before construction began, and in increased congestion on roads used to access the Casino. Increased congestion leads to the deterioration of roadway

surfaces and road capacity. Encore acknowledged early in the permitting process that alternate methods of transportation to the Casino would be necessary to reduce vehicular travel to the casino and they have shown admirable commitment to meeting this need for alternate travel. There are eight options for transportation to the casino listed on their website, and only one involves direct single occupancy vehicle travel to the casino. Other options include dock access, free shuttle service, and bike racks for those reaching the casino by way of the scenic harbor walk or the Northern Strand Community Trail. The casino can accommodate up to 192 bicycles parked there, a clear indication of the expected need and use.

At the same time, the Casino has implemented 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. Table 4-15 (Patrons and Employee *Daily Trips* by Travel Mode) and Table 4-17 (Patrons and Employee *Peak Hour Trips* by Travel Mode), attached as excerpts from the 2013 Wynn Casino Draft Environmental Impact Report, shows predictions from 2013 that at least 20,000 daily single-occupancy-vehicle/taxi trips would take place on Fridays and Saturdays, a number which has undoubtedly increased since the institution of free valet and self-parking.

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 would be 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 Encore Casino's surrounding bicycle/pedestrian facilities in 2013, when it was written. This is likely attributed to Encore Casino's surrounding bicycle/pedestrian facilities at the time being unsafe, uncomfortable, and disconnected. It's also clear that vehicle parking at the facility has been encouraged more than sustainable modes of transportation. It is therefore probable that the casino's operations, while recognizing the importance of sustainable modes of transportation, have played a role in incentivizing single-occupancy-vehicle use for its patrons, resulting in increased vehicle congestion on Malden roadways.

However, time has proven that when easy, safe, and convenient bicycle facilities are provided, people are eager to use them. While there is no data available on bicycle trips on rider-owned bikes available, data from the three Bluebike stations nearest the Casino shows that 5538 trips started or ended in their vicinity between June and September of 2022. The rate at which cyclists have used the now widely available of Bluebikes, including new stations in Malden, and the newly complete Northern Strand Community Trail shows the latent demand that was not being met by inadequate pedestrian and bicycle facilities in 2013. User counts on the Northern Strand Community Trail dating back to 2019 shows that the path is heavily used by pedestrians and bicyclists; 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 shown in the Trail Counts from the Northern Strand Community Trail attachment.

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

This impact was anticipated in Malden's Surrounding Community Agreement, but opportunities to address the impact have arisen since the signing of that agreement which were not anticipated at the time. Although the Surrounding Community Agreement acknowledges general traffic impacts to Malden's roadways, there is no mitigation related to creating a mode shift away from SOVs.

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 network of multi-use paths that stretch from downtown Malden to the Encore Casino, 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 construction of new multi-use paths.

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.

The proposed project will yield significant benefits to Malden and surrounding communities, and would not have been possible or even conceivable without significant work over the last four years by the City, community activists, and the Mystic River Watershed Association. However, because this solution was not considered at the time of the agreement and was therefore not budgeted for.

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

Funding proposal

This proposal is to fund a portion of the Malden River Greenway, which will eventually stretch from where the Malden River is daylighted along Commercial Street in Malden down to the junction of the Malden and Mystic Rivers. This path will provide an additional potential avenue of travel for cyclists and pedestrians from Malden Center, a transportation hub for the Casino, to the Casino itself. There has been significant adoption of the Northern Strand Community Trail to access the Casino and the Gaming Commission's own decision to fund additional alternate paths like the Wellington Greenway confirms the need for alternate pathways. Creating not just a single path but a network both provides more opportunities and flexibility for pedestrians and cyclists and better prepares each individual path to handle the significant number of users who currently or imminently chose non-vehicular travel.

This trail is part of a larger Malden River Works Park project, which will turn the eastern third of the City's Department of Public Works Yard on the Malden River into a climate resilient public park. The project as a whole includes the paths described in this application, a new community boathouse and accessible dock, a flexible lawn area, over 100 new trees, and a berm to protect the DPW from riverine flooding, and improvements to the DPW building itself. The total cost of the project is currently estimated at \$11,000,000.

The scope of this proposal is limited to the two paths from Commercial Street to the park, on both the north and south sides of the property, and the Malden River Greenway which will run along the Malden River. It also includes associated demolition and disposal, stormwater management infrastructure to reduce flooding on the property during extreme weather events, earthworks to create the graded and flat areas needed for the multi-use paths, paving, landscaping, and lighting to support the use of the paths in the evenings. The outline of the project area is shown in the attached Project Map.

The Malden River Greenway will eventually stretch up and down the length of the Malden River, on both the east and west banks. Portions of the path have already been completed including the portions at River's Edge in Medford and other private properties in on the river such as those owned by Combined Properties. This is an essential link in the Malden River Greenway and the only municipally-owned land in Malden fronting the river. Malden is eager to create this portion of the path to advance the completion of the larger project.

Mitigation Impact

The Malden River Greenway will have the dual benefits of creating new opportunities for pedestrian and cyclist transportation from downtown Malden and points north to the Casino, and creating an attractive opportunity to move from Wellington circle north to Malden Center.

1. *Transportation mitigation*

The Malden River Greenway will encourage a mode shift away from single-occupancy-vehicles, help reduce traffic congestion, and connect people directly to various destinations and services. Existing pedestrian facilities on the City's roadways have ADA-accessibility issues, crosswalks can be dangerous with potential conflicts with vehicles, and bicycle facilities are not yet built out throughout the City. This creates a barrier to those who may want to walk or bike, but don't feel safe or comfortable doing so.

The Malden River Greenway will create a new option for people to access the Encore Casino from downtown Malden, one that brings them alongside the Malden River and creates a pleasant and relaxing experience. Creating multiple routes and options for cyclists and pedestrians will expand accessibility and promote a mode shift away from single occupancy vehicles a lasting change.

Further, the path will provide the co-benefit of reducing SOV trips on roadways between Malden and the Casino including where the trips are not directly between Malden Center and the Casino. This will help reduce the usage of these roads, making them easier and more pleasant to traverse for the Encore shuttles and remaining SOV trips to the Casino.

2. *Economic mitigation*

Among the many reasons the State and Federal government have been promoting and advancing the completion of waterfront walking paths is the fact that people enjoy them and want to use them. Taking a walk along a river is much more pleasant and attractive than taking a walk on an old industrial corridor with inconsistent tree cover. The area around Wellington Circle, including the portion of Commercial Street located in Medford, contains a significant amount of housing and therefore a large population of potential customers. Having an attractive and comfortable way to travel from this population center to downtown Malden both creates a draw that Malden businesses could dearly use, and circumvents issues of limited parking in the downtown by inviting potential customers to travel on foot or bike.

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.

The City of Malden has consulted with MAPC, the Metropolitan Area Planning Council at length throughout different stages of the project and they are extremely supportive. MAPC awarded the Malden River Works project an Advancing Climate Resiliency grant in 2020 for \$52,250.00, funds which helped the project reach 25% design.

Consultation with MassDOT resulted in the agency's enthusiastic support of the project; while they have no specific interest or permitting requirements for the project, they strongly

support the expansion of the Malden River Greenway and its connection to other trail investments in the MDOT capital plans.

IV. Scope, Budget, and Timeline

Applicant: City of Malden

Vendor Code: 6000192110

Total Grant Amount Requested: \$542,442.13

Estimated Total Project Cost: \$1,084,884.25

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.

The scope of this project includes the extension of the Malden River Greenway Path at 356 Commercial Street and accessible pathways connecting the Malden River Greenway Path back to Commercial Street, and all associated demolition and disposal, filling and grading, path drainage and requisite infrastructure, paving, lighting, and landscaping.

Demolition and Disposal: \$58,900

This cost includes the removal of invasive plant species, protection of tree species to remain, demolition of existing pavement and site structures, and preparation of the area for construction activity and logistics. Demolition and disposal of existing site elements is necessary for clearing the site of obstructions to the extension of the Malden River Greenway Path and subsidiary accessible paths that connect back to Commercial Street.

Earthwork: \$198,500

This cost includes the earthwork activities to achieve new grades as indicated in the design for the park, and construction of a direct contact barrier or environmental cap. The earthwork is a key aspect in achieving the project's goal for climate resilience by elevating the grade of the Malden River Greenway Path and other park features above future flood levels while maintaining accessibility.

Drainage Infrastructure: \$53,300

This cost includes materials to install new drainage infrastructure associated with new pathways and site paving. New drainage infrastructure is necessary for the management of storm water runoff from

newly paved pathways, and the responsible management and treatment of water captured on site before it outfalls into the Malden River.

Paving: \$68,700

This cost includes all materials necessary to install the extension to the Malden River Greenway Path and accessible pathways connecting back to Commercial Street.

Lighting: \$164,100

The cost includes pole mounted lights along the pathways and all requisite infrastructure for installation, access, and maintenance such as pull boxes and conduit. Service outlets are also included for public use. Site lighting is necessary for safely illuminating the new Malden River Greenway Path network and associated signage.

Landscape: \$297,300

This cost includes materials for new site plantings, soils, and irrigation necessary to restore a healthy plant community after the construction of new paths. The proposed landscaping provides shade along the Malden River Greenway Path network, an aesthetic and environmental buffer between the paths, Commercial Street, and the adjacent DPW yard.

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
January- June 2023	Produce 90% design documents		Already funded through State MVP grant

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December 2023	Complete permitting		Already funded through MA ARPA earmark	
April 2024	Complete construction bidding and contract negotiation		Already funded through MA ARPA earmark	
June 2024	Groundbreaking			
June 2024-June 2025	Site Demo and Erosion Control		\$58,900.00	
	Site Mobilization/Demobilization		\$10,500.00	
	Invasive Plant Management		\$2,310.00	
	Tree Protection		\$1,160.00	
	Tree Removal		\$4,260.00	
	Construction Access		\$420.00	
	Temporary Construction Fence		\$3,090.00	
	Silt Fence		\$1,460.00	
	Cleaning and Maintenance		\$1,150.00	
	Sawcut Existing Pavement		\$300.00	
	Remove and Dispose Existing Site Elements		\$34,250.00	
	EARTHWORK			\$198,500.00
	Imported Fill			\$19,425.00
	Fine Grading and Compacting			\$9,750.00
	Remove and Dispose of Excess Material			\$169,325.00
	DRAINAGE INFRASTRUCTURE			\$53,300.00
	Manholes			\$16,170.00
	Outlet Control Structure			\$3,050.00
	Catch Basin			\$2,480.00
	Frame and Cover			\$2,320.00
	Frame and Grate			\$380.00
	Drain Basin			\$500.00
	Yard Drain			\$2,100.00
	Yard Drain Grate			\$480.00
	PVC			\$3,620.00
	HDPE			\$19,050.00
	Outfall Headwalls			\$3,150.00
	PAVING			\$68,700.00
	Dense Grade Subbase			\$20,620.00
Hot Mix Asphalt			\$35,800.00	
Concrete Sidewalk			\$320.00	
18" Granite Curb			\$9,800.00	
Edging			\$2,160.00	

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	LIGHTING		\$164,100.00
	Pole Mounted Light		\$90,100.00
	Pull Boxes		\$12,000.00
	Conduit		\$60,800.00
	Service Outlets		\$1,200.00
	LANDSCAPE		\$297,300.00
	Shade Trees		\$24,570.00
	Smaller Trees		\$36,270.00
	Sapling Trees		\$2,300.00
	Large Shrubs		\$4,250.00
	Small Shrubs		\$34,000.00
	Vine Shrubs		\$9,200.00
	Plugs		\$10,700.00
	Flowering Bulbs		\$350.00
	Live Stakes		\$6,600.00
	Seed		\$2,460.00
	Planting Soils		\$143,410.00
	Biofiltration Soils		\$6,450.00
	Mulch		\$4,650.00
	Tree Stakes		\$1,540.00
	Design Build Irrigation System		\$10,550.00
June 2025	Construction Complete; park open to the public		
	SUBTOTAL		\$840,800.00
	10% GENERAL CONDITIONS		\$84,080.00
	OPINION OF PROBABLE CONSTRUCTION COSTS		\$924,880.00
	15% CONTINGENCY		\$138,732.00
	OPINION OF TOTAL PROBABLE CONSTRUCTION COSTS		\$1,063,612.00
	4% ARCH. & ENG. FEES		\$21,272.25
	TOTAL CONSTRUCTION COST		\$1,084,884.25

Funding Source	Description of Purchase/Work	QTY	
In Kind Services			
Federal	Secured federal earmark for construction of paths and the larger park project.	\$1,334,610	
	Application submitted to the National Parks Service’s Outdoor Recreation Legacy Partnership Program to partially fund construction of the riverside park, boathouse, and dock.	\$2,553,600	
	Application submitted to the National Parks Service’s Land and Water Conservation Fund program to partially fund construction of the southern path from the park to Commercial Street, and connected stormwater infrastructure.	\$654,187.20	
State	Secured state Municipal Vulnerability Preparedness Program grant to complete 90% design.	\$200,550.00	
	Secured state earmark for completing design and bid process.	\$150,000	
	Applying to Massachusetts Gaming Commission for 50% of path costs.	\$542,442.13	
Local Match			

V. Regional Incentive Award	
Are you applying for a Regional Incentive Award?	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> 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 www.massgaming.com/about/community-mitigation-fund/forms/
Are you applying for a waiver?

<u> X </u> Yes	<u> </u> No
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VII. _ Please provide a brief description of each attachment.

- *Wynn Casino Draft Environmental Impact Report (DEIR) Evidence* – 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
- *Trail Counts from the Northern Strand Community Trail* – Graph showing the monthly trail counts on the Northern Strand Community Trail from July 2019 – December 2022. Trail counts were collected using an automated counter technology located near the Bryant St crossing in Malden.
- *Project Map* - Map showing the portion of the Malden River Greenway constructed by this project
- *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
- *Commitment letters* – confirmation of funding from:
 - State earmark funding, as shown in an excerpt of Massachusetts General Law
 - Federal earmarked funding, as confirmed in an email from Senator Warren’s office
 - State MVP grant, per letter from Governor Baker
- *Waiver Letter*

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	-
Out	<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
Out	<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
Out	<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	-
Out	<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
Out	<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
Out	<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	690		7	-	237	-
Total	1,422		14	-	489	-
Employees						
In	108		-	12	90	8
Out	151		-	12	126	11
Total	259		-	24	216	19
Total						
In	840	12	7	12	342	8
Out	841	12	7	12	363	11
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	822		8	-	283	-
Total	1,688		16	-	632	-
Employees						
In	130		-	12	109	10
Out	159		-	12	133	12
Total	289		-	24	242	22
Total						
In	966	12	8	12	408	10
Out	981	12	8	12	416	12
Total	1,977	24	16	24	824	22

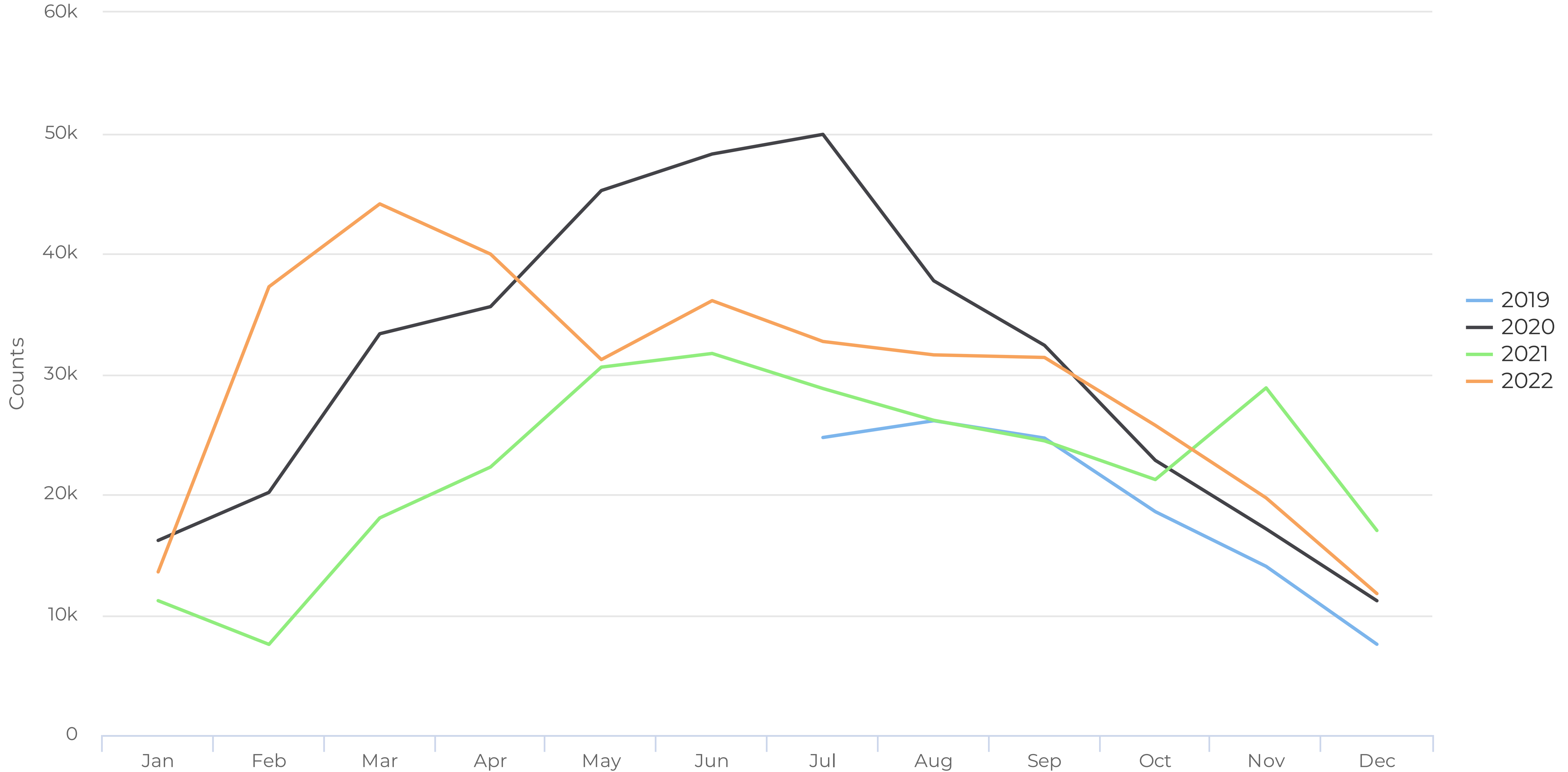
Table 4-21, Vehicle Trip Distribution by Travel Corridor

Travel Corridor	Patron Percent	Employee Percent	Composite Percent
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%

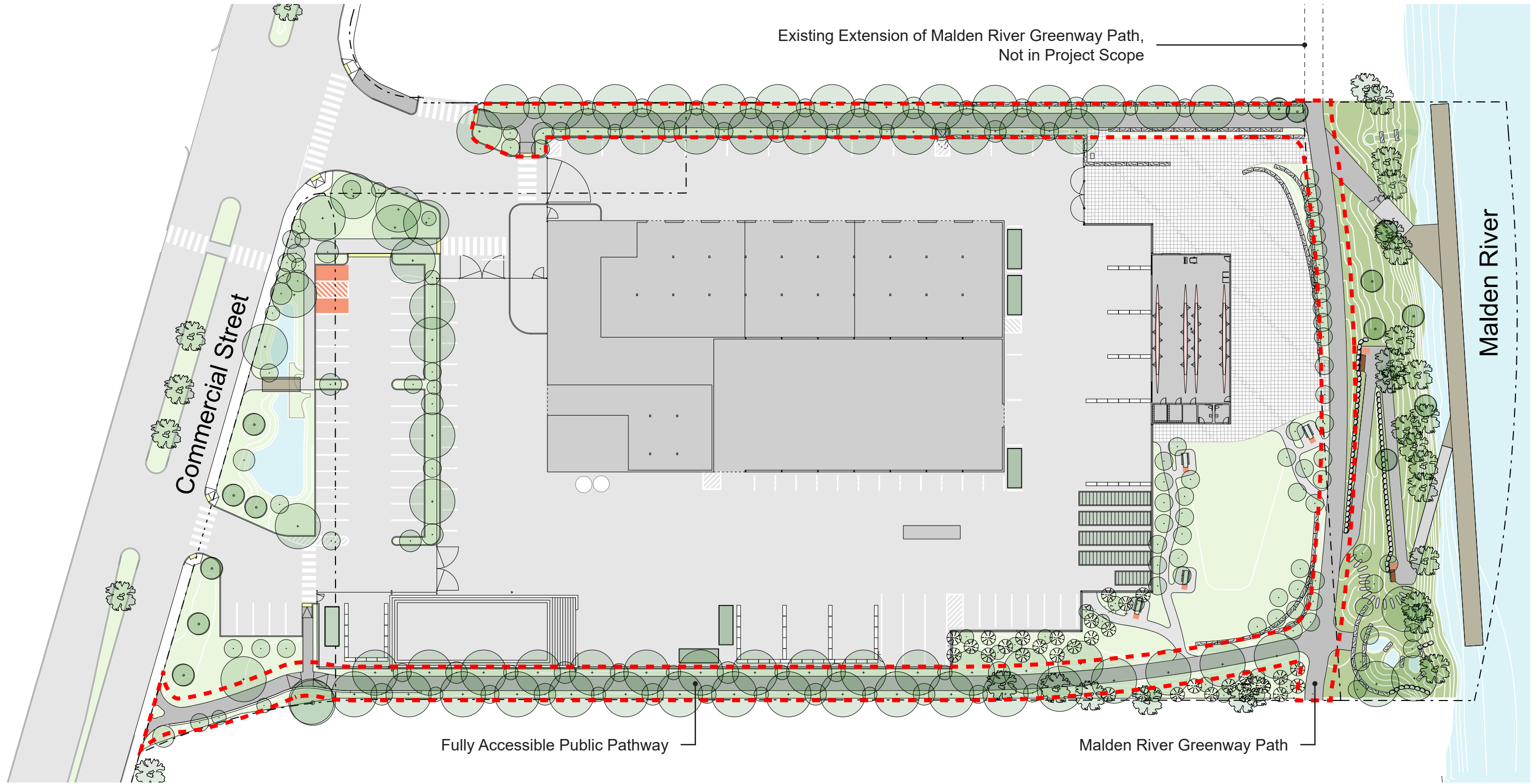
Monthly comparison by year

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

Malden, MA- Northern Strand Counter



MALDEN RIVER WORKS: Scope of Park Improvements



LEGEND

■ ■ ■ ■ Area Included in Scope of Park Improvements



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,

Thank you for your consideration of the City of Malden's application to the Gaming Commission for the portion of the Malden River Greenway on municipal property. Creating this new riverfront path is a priority for me, particularly given the overwhelming community support this project has enjoyed.

This new path will be an essential early step in creating public access to the length of the Malden River, and creating an easy, safe, and pleasant pedestrian connection from Malden Center down to Wellington station and from there to the Casino. It will simultaneously reduce the vulnerability of the Department of Public Works (DPW) operations to flooding from heavy precipitation events and combat Urban Heat Island effects in the neighborhood, which has little greenspace.

The DPW site located at 356 Commercial Street is vulnerable to impacts from flooding from heavy rainfall events including nor'easters and localized intense precipitation events. The site will become increasingly vulnerable to flooding by 2050 due to rising sea levels, and by the same time that area of Malden will regularly experience extreme temperatures due to urban heat island effects. The City will lead by example on climate resilience and social equity with this project, compounding the benefits of a multimodal trail connecting frequent destination points.

Thank you for your consideration of this critical climate resilience project that will serve as a prototype for building a more resilient waterfront along the Malden River. If you have any questions, please do not hesitate to contact me.

Sincerely,

GARY CHRISTENSON
Mayor, City of Malden



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

January 24th 2023

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

Dear Mr. Delaney,

The Malden Legislative Delegation enthusiastically supports the City of Malden's application to the Gaming Commission for funding to construct the portion of the Malden River Greenway which will be located behind the City's Department of Public Works yard.

This path will be part of a larger project to create the Malden River Works Park, which has centered on bringing together a new coalition of community leaders of color, environmental advocates, and government stakeholders to build a climate resilient waterfront park on the banks of the Malden River. This foundation of community commitment and trust will serve as the basis for building long-term climate resilience and establishing the park as a community recreation hub for years to come.

We believe that constructing this portion of the Malden River Greenway is an ideal fit for the Gaming Commission's transportation construction grant criteria. This new riverfront greenway will create connectivity directly from Malden Center to Wellington, and from there to the Encore Casino. We have been impressed by the leadership team's commitment to engaging and empowering community members throughout the visioning and design process. As a Delegation, we can speak to the high degree of coordination between the public and multiple levels of government to create and improve recreational opportunities in the City of Malden. When Senator Lewis' office reconvened the Malden River Forum in December, we were proud to feature the Malden River Works Park as a prime example of an exciting project that we hope to see completed soon.

We stand ready and eager to support this project, and we urge the Gaming Commission to join us by funding the grant application for the Malden River Works Park. With questions, please don't hesitate to be in contact with Sarah Zeiberg, District Director in Senator Lewis' office, available at 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
33rd Middlesex

Handwritten signature of Paul Donato in black ink.

Paul Donato
State Representative
35th Middlesex

Handwritten signature of Kate Lipper-Garabedian in black ink.

Kate Lipper-Garabedian
State Representative
32nd Middlesex

Emily Granoff

From: Huntoon, Allyson (Warren) <Allyson_Huntoon@warren.senate.gov>
Sent: Friday, December 23, 2022 12:01 PM
To: Emily Granoff
Cc: Horsman, Liam (Markey); Thomas, Benjamin (Markey)
Subject: Congratulations from Senators Warren and Markey!

Dear Emily,

Thank you for submitting an FY2023 Congressionally Directed Spending (CDS) request to the Offices of Senators Elizabeth Warren and Edward J. Markey.

I write to share exciting news! Your request for City of Malden for the Malden River Works Park Project received \$1,334,610 in the omnibus spending bill, the Consolidated Appropriations Act, 2023 (H.R. 2617).

Please note that the timing for final votes on the legislation are still fluid, but we are hopeful it will be signed into law by President Joe Biden in the coming days.

Once the package becomes law, the release of funds will be dependent on the respective federal agencies. In general, once a final spending bill passes, the Senate and House Appropriations Committees provide relevant federal agencies with a list of projects funded as CDS requests, including your contact information as the recipient. Agencies are then required to produce an application for all awarded recipients that must be completed by your organization. After the application is completed and has been sent back to the federal agency, it will initiate the funding disbursement process. Please note that this is not an immediate process and that the distribution of funds could take several months.

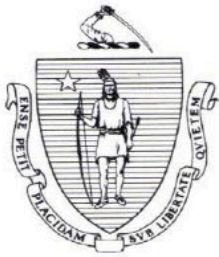
Senators Warren and Markey recognize how important this project is for your organization and for Massachusetts, and we are proud to have helped secure this critical federal funding. Please feel free to contact me if you have additional questions.

Happy Holidays!

Best,
Allyson

Allyson Huntoon | Regional Director for Greater Boston and MetroWest
Office of U.S. Senator Elizabeth Warren
Phone: 617.565.3170 | Fax: 617.227.1875
Pronouns: She/Her

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OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
STATE HOUSE • BOSTON, MA 02133
(617) 725-4000

CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

July 18, 2022

Evan Spetrini
215 Pleasant Street
Malden, MA 02148

Dear Evan:

Congratulations! I am pleased to notify you that the City of Malden has been awarded a Municipal Vulnerability Preparedness (MVP) program Action Grant in the amount of \$200,550 to complete the project entitled "Malden River Works for Waterfront Equity and Resilience." We want to thank you for your commitment to implementing priority climate change adaptation actions identified through your MVP planning process, or similar climate change vulnerability assessment and action planning process. We want to commend the City's outstanding application to our grant program and look forward to partnering with you on this important project.

You will be receiving further instructions from the Executive Office of Energy and Environmental Affairs MVP Program in the coming days. In the meantime, please feel free to contact Kara Runsten (kara.runsten@mass.gov) if you have any questions.

Governor Charles D. Baker

Lt. Governor Karyn E. Polito

Handwritten signature of Charles D. Baker in blue ink.

Handwritten signature of Karyn E. Polito in blue ink.

Massachusetts General Law Acts (2021)

Chapter 102

AN ACT RELATIVE TO IMMEDIATE COVID-19 RECOVERY NEEDS.

Whereas, The deferred operation of this act would tend to defeat its purposes, which are forthwith to direct the expenditure of certain federal funds and to make certain changes in law, each of which is immediately necessary to carry out those appropriations or to accomplish other important public purposes, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

SECTION 1. To provide for supplementing certain items in the general appropriation act and other appropriation acts for fiscal year 2022, the sums set forth in section 2 are hereby appropriated from the Transitional Escrow Fund established in section 16 of chapter 76 of the acts of 2021 unless specifically designated otherwise in this act or in those appropriations acts, for the several purposes and subject to the conditions specified in this act, and subject to the laws regulating the disbursement of public funds for the fiscal year in which the sums are disbursed. These sums shall be in addition to

any amounts previously appropriated and made available for the purposes of those items. The sums set forth in section 2 shall be made available until June 30, 2022.

SECTION 2.

EXECUTIVE OFFICE FOR ADMINISTRATION AND FINANCE
Department of Revenue

1201-0122.. \$213,000

EXECUTIVE OFFICE OF HEALTH AND HUMAN SERVICES
Office of the Secretary of Health and Human Services

1599-6903..... \$39,400,000

4000-0300..... \$300,000

4003-0122..... \$20,000,000

EXECUTIVE OFFICE OF PUBLIC SAFETY AND SECURITY
Municipal Police Training Committee

8200-0200..... \$500,000

SECTION 2A. The sums set forth in this section are hereby appropriated from the federal COVID-19 response fund established in section 2JJJJ of chapter 29 of the General Laws and the Transitional Escrow Fund established in section 16 of chapter 76 of the acts of 2021 for the several purposes and subject to the conditions specified in this act, and subject to the laws regulating the disbursement of public funds for the fiscal year in which the sums are disbursed. These sums shall be in addition to any amounts previously appropriated and made available for the purposes of those items. These sums set forth in this section shall be made

...

further, that not less than \$150,000 shall be expended for Michael Jay Walsh LLC to support the research and development of a study on a thermal heating transition for the commonwealth; provided further, that not less than \$12,000,000 shall be expended by the department of environmental protection for the comprehensive cleanup and environmental remediation at the former site of the General Chemical facility, department of environmental protection site number 3-0019174; provided further, that such cleanup shall include remediation of the site and cleanup to prevent chemical migration or discharges into groundwater or Massachusetts Water Resource Authority aqueducts; provided further that not less than \$350,000 shall be expended for resiliency improvements in the Riverfront district of the city of Revere in accordance with the Riverfront Master Plan; provided further, that not less than \$70,000 shall be made available for the town of Southborough for the purposes of repairing a collapsed culvert on Northboro Road; *provided further, that not less than \$150,000 shall be expended to the city of Malden for the Malden River Works project for environmental remediation and climate resilience along the Malden River;* provided further, that not less than \$85,000 shall be expended to the city of Malden for the replacement of inefficient street lighting with energy efficient alternatives; provided further, that not less than \$100,000 shall be expended to the city of Peabody for the cleanup of the Proctor and Goldthwaite brook and the North river; provided further, that not less than \$150,000 shall be expended to the town of Scituate for the design and engineering of the Scituate harbor resiliency plan; provided further, that notwithstanding any general or special law to the contrary, not less than \$1,000,000 shall

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.

Name of Applicant:	City of Malden		
Project Name:	Malden River Works Path		
Type of Grant:	Transportation Construction		
Name and Title of Contact:	Emily Granoff, Grant Writer		
Email Address:	egranoff@cityofmalden.org	Telephone:	781-324-5720 EXT 5722

Waiver Request:

The City of Malden requests that the Gaming Commission waive the 1/3 funding cap for its Malden River Works Path application under the Transportation Construction category. The path is only a small portion of the cost of the Malden River Works portion as a whole, so this investment will be matched twenty times over considering the total project. Current funding projections suggest that the City will be able to cover 50% of the cost of the paths with other grant funding, but other sources of funding pursued for this project are needed to address other areas of the project.

This project has had a complex design and permitting process funded entirely through grants, totaling over \$1.2M from conceptual plans to the completion of the construction bid and contracting phase. Construction of the park is estimated to total roughly \$11M. Given the significant funding needed, and the benefits the path portions of the park would yield for those traveling to and from the Casino, Malden is hopeful that the Commission will see fit to slightly raise the cap on the portion of the project they will fund.

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 piece together enough different funding sources to reach the needed total. The City of Malden believes that the significant investments already made in the design of the paths, as well as the size and complexity of the project as a whole, are appropriate reasons to waive the 1/3 funding cap.

We hope the Gaming Commission will consider the substantial investments Malden has made to make this park a reality, and the City's material support for the completion of other portions of the Malden River Greenway, when making their determination. Thank you for your consideration of this application and waiver request.



Signed by: Gary Christenson

Title: Mayor