



23

COMMUNITY MITIGATION FUND

2023 Transportation Planning Grant Application

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): Spot Pond Brook Greenway Final Design
Amount Requested: \$375,700
Brief Project Description (approx. 50 words): The City of Malden will procure an engineering consultant to prepare the final design of the Spot Pond Brook Greenway. When completed, this project will be a new shared-use path connecting Malden's Oak Grove Neighborhood with the Northern Strand Community Trail and Malden River via Downtown Malden.

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: John Alessi
Email Address: jalessi@cityofmalden.org
Telephone Number: 781-324-5720 EXT 5740
Address: 215 Pleasant St, Malden, MA 02148
Contact II:
Role:
Email Address:
Telephone Number:
Address:
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)

Impacts Attributed to Encore Casino

The City of Malden has witnessed two overarching transportation-related impacts attributed to the operation of Encore Casino: increased traffic congestion and lowered economic activity in the downtown area. To mitigate these two overarching impacts, the City of Malden would like to continue planning for construction of the Spot Pond Brook Greenway.

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 Encore Casino and its visitors, workers, and vendors passing through the City has contributed to inefficient traffic flow and resulted in an overall reduction in level of service. It is therefore necessary to explore how the enhancement of alternative modes of transportation can reduce traffic congestion, vehicle reliance, and ensure that Malden’s roadway network can sustain itself without constant traffic congestion.

2. Decreased Competitiveness for Economic Development

Workers and visitors to the Casino are travelling blindly through Malden Center and ignoring the entertainment, gaming, dining, shopping, and other amenities that the City has to offer. Malden has become less of a destination itself, and more of a cut through for individuals travelling to the casino. This results in businesses downtown struggling to attract new visitors. There is also Malden’s *Parking Facilities and Pedestrian & Bicycle Safety Study*, funded by the City’s 2016 Transportation Planning Grant, that projected a severe parking shortage in Malden Center based on future development 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 issues. The City must therefore expand access to the downtown via sustainable modes of transportation, like walking or biking, in order to spur economic development for our struggling businesses.

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. Excerpts from the DEIR including Tables 4-15, 4-17, and 4-21 are attached to this application.

Table 4-21 (Vehicle Trip Distribution by Corridor) shows that two of Malden's most highly trafficked corridors would see increases in vehicle traffic as a result of Encore Casino's operations. They include 2% of vehicle trips occurring on Route 99 North, and 2% of trips on Main Street between Malden and Everett. Although these percentages are low compared to some of the major routes taken by Encore Casino 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 Encore 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 forecasted that only around 200 walking/biking trips would be taken by employees. The study found that no patrons would access the casino by walking or biking at the time it was written. This finding is likely attributed to Encore Casino's surrounding bicycle and 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 have played a role in incentivizing single-occupancy-vehicle use for its patrons, resulting in increased vehicle congestion on Malden roadways. This state of affairs may have changed over the years, though, with the implementation of the Northern Strand Community Trail extension that connects directly to Encore Casino. Usage counts, as well as data from nearby Bluebikes 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 design a new shared-use path connecting to the regional trail network, 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 design of new shared-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.

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 an engineering consultant to prepare the final design of the Spot Pond Brook Greenway. The project is currently at the 25% design phase, so the next steps are to advance the design and engineering plans and to conduct additional community engagement. The City intends on continuing its work with Pare Corporation to complete this work and help prepare the path for future construction.

Spot Pond Brook Greenway Background

The Spot Pond Brook Greenway (SPBG) will be a new shared-use path connecting Malden's Oak Grove Neighborhood with the Northern Strand Community Trail and Malden River via

Downtown Malden. The 1.1 mile, 11ft wide shared-use path will replace existing sidewalk infrastructure and narrow roadway widths to accommodate the new bicycle and pedestrian facility on the existing right-of-way. The project will also install wayfinding signage on existing roadway facilities to connect the northern terminus of the path at Coytemore Lea Park with the Oak Grove MBTA Station. When completed, the SPBG will be a significant active transportation corridor connecting to the Northern Strand Community Trail with the region's expanding shared-use path network further north.

The goals of the SPBG are to connect people safely to the Northern Strand Community Trail and the Malden River, encourage a mode shift to active transportation, improve connections to MBTA transit, and help bring visitors to Downtown Malden's emerging Gaming District. The City of Malden's existing bicycle and pedestrian infrastructure is disconnected from key destinations and not comfortable for persons of all ages and abilities. This poses a significant barrier to those who would like to walk or bike, and it promotes the status quo of single occupancy vehicle trips.

The SPBG, by contrast, will have many social and environmental benefits. It will increase access to open space and recreation, especially for Malden's most vulnerable Environmental Justice communities, and encourage more short trips made by walking or biking. These will carry significant co-benefits of access to opportunities to exercise and the opportunity to reduce the City's carbon emissions. It will also improve first and last mile connections to public transportation. Finally, it will help revitalize Downtown Malden's economy with more multi-modal access to businesses, employment centers, and transit-oriented development housing. The SPBG is one project with numerous and varied benefits for the City, its residents, and everyone who travels through Malden.

The planning process for the SPBG began in 2019, with the feasibility study for the project concluding in February 2021. The study included three virtual community meetings for the general public on September 30, 2020, December 9, 2020, and January 27, 2021. Once the study was complete, the project entered a conceptual/25% design phase. On October 24, 2022, the 25% design was presented at a hybrid community meeting with widespread support from residents and advocates. The City of Malden would now like to advance the SPBG to final design. This process will include additional meetings to inform designs, meetings with adjacent business owners, pop-up events, and an informative bike ride along the proposed path for interested residents and advocates.

Mitigation Impact

The SPBG will encourage a mode shift away from single-occupancy-vehicles, help reduce traffic congestion, and connect people directly to various destinations and services including downtown Malden and the Casino. Today, the Northern Strand Community Trail cuts through the center of Malden and connects the eastern and western portions of the City. Since 2019, trail counts conducted at Bryant St show that there is high use of the trail. Generally, counts collected between June and August 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 included in the

Trail Counts from the Northern Strand Community Trail Graph attached with this application. These values show that there is high usage of the trail by Malden residents and others passing through the City.

The Northern Strand Community Trail is a shared-use path that provides a convenient and comfortable facility on which residents can walk or bike, but there are still many hurdles to accessing the trail. 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 do not feel safe getting from the starting point of their destination to the Northern Strand. As such, the SPBG will serve as a key connection to the path in some of Malden's most vulnerable Environmental Justice neighborhoods.

By creating a dedicated facility that connects to the Northern Strand, we will encourage non-motorists of all ages and abilities to try out the path, access the Northern Strand, and travel in a more healthy and sustainable way than SOVs. The SPBG will also connect directly to the Malden Center and Oak Grove MBTA stations, which can also fulfill first/last mile connections to public transportation. Overall, the SPBG can be a key determinant in taking people off the roads, reducing traffic congestion, and improving the overall livability of the community.

Since the SPBG will connect directly to the Northern Strand Community Trail, the project also serves as another opportunity for people to access Encore Casino by walking or biking. Recent Bluebikes data reveals that there are a large number of trips being made by biking to Encore Casino, despite the original DEIR report projecting little to no trips being made by this mode. For example, an analysis of trips starting and ending at the three Bluebikes stations surrounding Encore Casino revealed that 5,538 trips took place between June and September 2022. This shows that there is a great deal of interest in biking to and from the casino. Therefore, expanding the shared-use path network in the region with the SPBG could lessen Casino patrons' reliance on SOV, helping to realize a large-scale mode shift to sustainable transportation.

The SPBG will also help revitalize the downtown's economy by bringing more Northern Strand trail users to Malden Center. Today, the Northern Strand has no safe, comfortable, or convenient connection to Downtown Malden. This is particularly concerning given the increase in expected trail users once the Mystic River Footbridge is built connecting Assembly Row to the Northern Strand's current terminus at Encore Casino. The project outlined in this grant request will create an off-road, shared-use path that will pass directly through the heart of Downtown Malden. The facility itself will be accompanied by wayfinding signage that will help encourage trail users to stop in the downtown to dine, shop, and entertain themselves. These newfound visitors to the downtown via the SPBG will be exposed to the opportunities and experiences there and be enticed to become regular patrons of Malden's downtown. It will unlock a new subset of visitors to the downtown who can patronize businesses and play a role in revitalizing the downtown alongside other economic development measures. This link is critical not only towards supporting a mode shift to active transportation, but also allowing those who walk or bike to better access the downtown.

2023 Transportation Planning Grant Application

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

Page 7

4) Please provide details around any consultation with MassDOT, your RTA or MBTA, and or the regional planning agency serving your community as applicable.

MassDOT's Project Review Committee approved the Spot Pond Brook Greenway's Project Initiation (PIF) and Project Need (PNF) forms on December 20, 2022, and the project number is 613088.

With MassDOT approval, the SPBG is being considered on the Boston MPO's Transportation Improvement Program for FFYs 2024-2028. If awarded funding, this would allow the project to be constructed entirely using federal funds.

IV. Scope, Budget, and Timeline	
Applicant: City of Malden	Vendor Code: VC6000192110
Total Grant Amount Requested: \$375,700	Estimated Total Project Cost: \$375,616

Scope of Work
<p>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.</p> <p>The following is a high-level overview of the consulting services that Pare Corporation will perform. The complete project scope and estimate is not included because it is lengthy and highly technical; this documentation is available upon request.</p> <p>Project Overview: The proposed improvements focus on the construction of a shared-use path that will traverse north/south through the City’s downtown, connecting the Northern Strand Community Trail to the Coytemore Lea Park.</p> <p>Specific project components include:</p> <ul style="list-style-type: none"> • Reconstruction of the sidewalk on one side of each roadway to incorporate the shared-use path at curb elevation. • Narrowing of the roadways to accommodate the widened off-road accommodation. • Modification or replacement of drainage structures as needed due to the shifted curb line. • Providing a grass-buffer/landscape area between the path and the roadway to the extent possible. • Constructing ADA/AAB compliant pedestrian curb ramps at all roadway crossings of the path. • Performing utility coordination with the City and the utility owners. • Designing appropriate crossing controls and treatments. • Installation of all necessary signing and pavement markings throughout the project limits, particularly operational signs that meets current MUTCD standards including retroreflectivity. • Providing adequate lighting, as desired by the City. • Upon approval by MassDOT of the 25% design previously submitted to the City, including the Functional Design Report (FDR) and the Design Justification Workbook (DJW), Pare will complete the 75% Highway Design Submission, inclusive of permitting. The project is then expected to proceed to the standard 100% and PS&E Highway Design Submission stages prior to advertising this project for competitive bidding.

2023 Transportation Planning Grant Application

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

Page 9

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.			
Timeline	Description of Purchase/Work	QTY	Budget
Fall 2023 – Summer 2024	Project Development Engineering	1	\$8,953.20
	Environmental	1	\$61,997.72
	Design Exemption Report	1	\$2,728.03
	Design Public Hearing	1	\$8,521.10
	75% Highway Design Submission	1	\$50,632.27
	100% Highway Design Submission	1	\$25,585.93
	Right of Way	1	\$27,848.71
	PS&E Submission	1	\$15,812.98
	Construction Engineering	1	\$21,681.56
	Direct Expenses	1	\$151,854.50
	TOTAL:		\$375,616.00
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?	
<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?

Yes

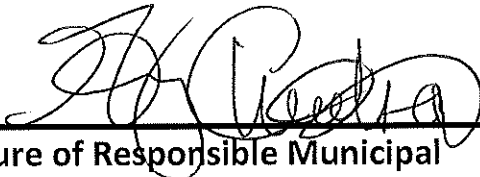
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VII. Please provide a brief description of each attachment.

- *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 Maps* - Maps showing the route of the Spot Pond Brook Greenway connecting to the Northern Strand Community Trail and Encore Casino
- *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
 - Bike to the Sea – Jonah Chiarenza, Executive Director
- *Waiver Letter* - Request to waive the funding cap for the City of Malden’s applications under the Transportation Planning category: Broadway 25% Design and Spot Pond Brook Greenway Final Design.

VIII. Applicant Certification

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Signature of Responsible Municipal
Official/Governmental Entity

01/20/2023

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	<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

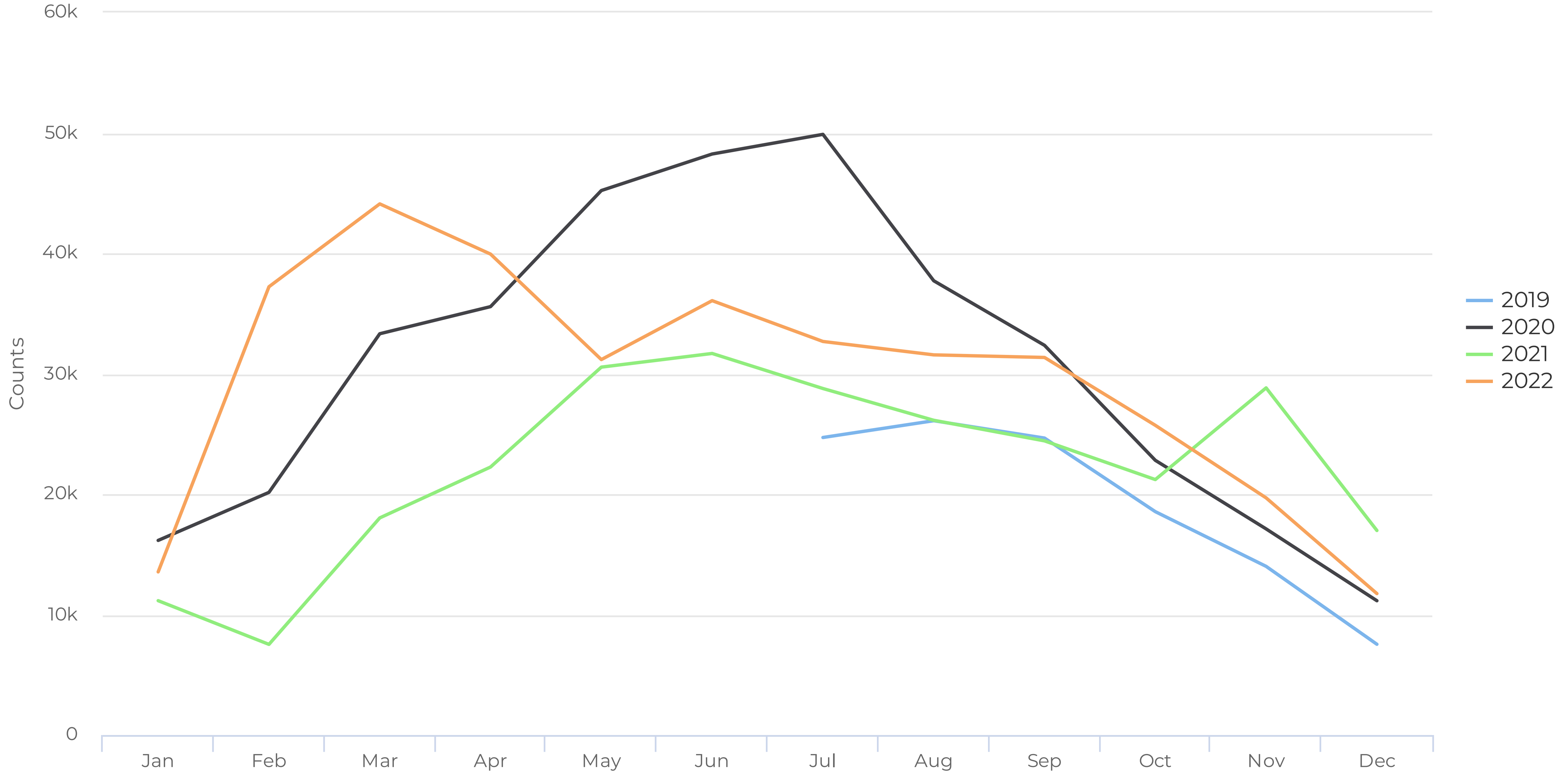
Table 4-21, Vehicle Trip Distribution by Travel Corridor

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



Project Map - Spot Pond Brook Greenway Greenway in Malden



CITY OF
MALDEN, MA

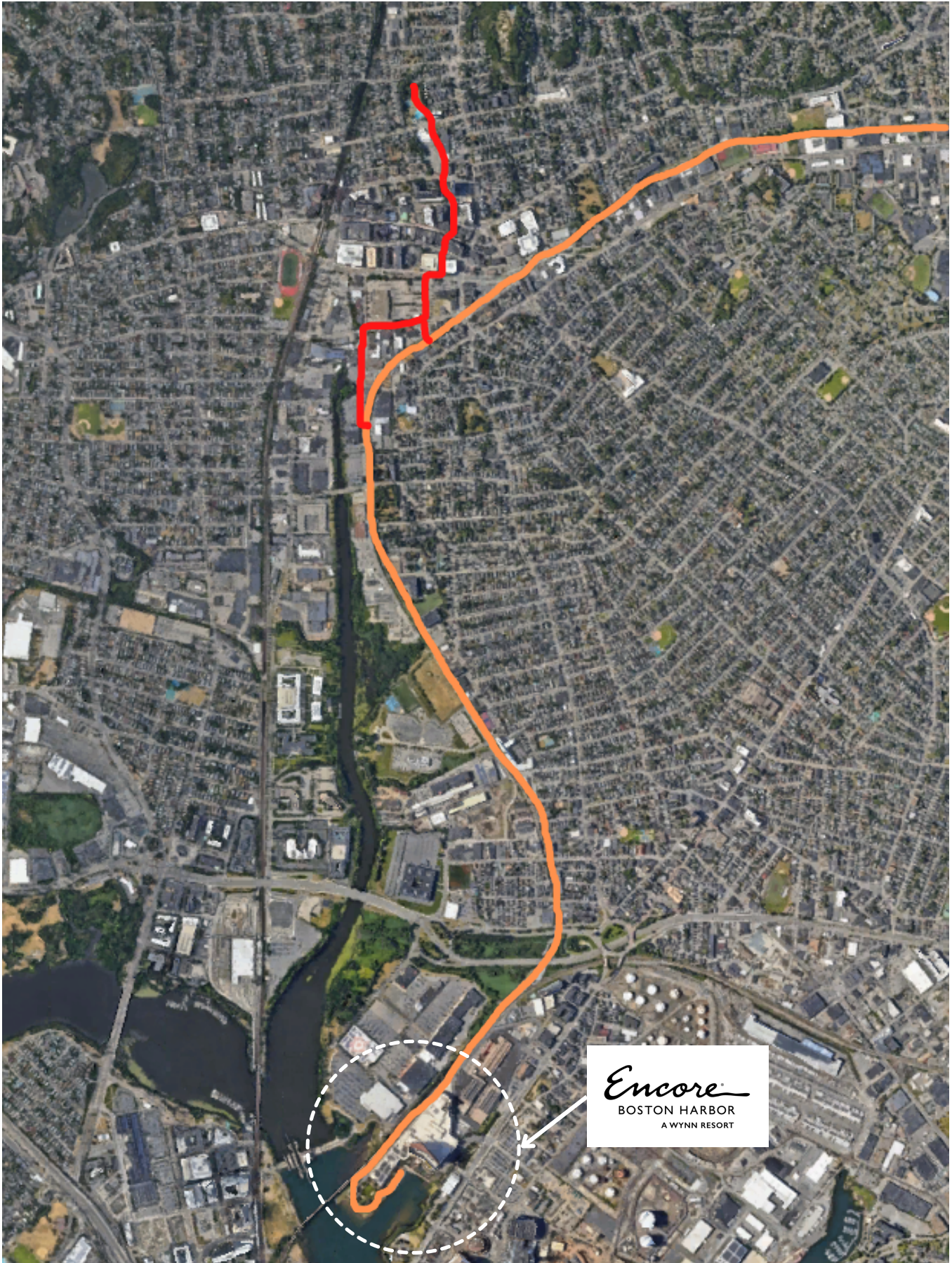
Shadley Associates
Landscape Architects / Site Planning Consultants
1730 Massachusetts Ave. • P 781.652.8809
Framingham, MA 01740 • F 781.862.687
www.shadleyassociates.com

KEY:

RED - Spot Pond Brook Greenway Route

ORANGE - Connecting to the Northern Strand Community Trail

Project Map - Spot Pond Brook Greenway Connection to Encore Casino via the Northern Strand Community Trail



KEY:

RED - Spot Pond Brook Greenway Route

ORANGE - Connecting to the Northern Strand Community Trail





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 Malden's application to the Gaming Commission to fund construction of the Spot Pond Brook Greenway. This will be a significant shared-use path that will connect Malden's Oak Grove Neighborhood with the Northern Strand Community Trail and the Malden River via Downtown Malden.

Accessing the Northern Strand Community Trail by walking or biking can be unsafe, inconvenient, or uncomfortable. The Spot Pond Brook Greenway will address all these issues and create a continuous, dedicated path on which pedestrians and bicyclists can access the region's greater shared-use path network. This is also a unique opportunity to bring non-motorized visitors to Downtown Malden's emerging Gaming District. By connecting trail users safely and comfortably to the downtown, the Spot Pond Brook Greenway will play a key role in supporting Malden's economic revitalization.

This greenway will provide a boost to our downtown as it continues to recover from the pandemic, by creating easier and safer connections for people to access it. Those connections will extend on to the Northern Strand Community Trail and the Casino, supporting our ongoing goal of shifting traffic to the Casino out of single-occupancy vehicles and onto bikes instead.

Thank you for your consideration of this application, and please reach out with any questions.

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,

As Malden's legislative delegation, we are pleased to support the Spot Pond Brook Greenway and encourage the Gaming Commission to fully fund Malden's application for construction funding. The Spot Pond Brook Greenway is a much-needed multimodal connection to the Northern Strand Trail via Downtown Malden. This Northern Strand Trail, in turn, connects to the Casino, expanding easy and safe access for pedestrians and cyclists to the Casino.

Currently, accessing the Northern Strand Trail is unsafe, inconvenient, and uncomfortable for riders and walkers. This route is an opportunity to provide a safer way to access Malden's revitalizing downtown, including the city's innovative Gaming District. The Spot Pond Brook Greenway also provides a non-motorized means of accessing the great locations already along the Northern Strand Trail, including the Encore Casino. Malden is continuing to invest in projects that build climate resiliency for the city, and this project would provide a clean means of transportation and recreation that runs entirely through Environmental Justice communities.

While the Spot Pond Brook Greenway will provide a critical linkage for Malden residents looking for a safe and efficient way to get around, there are additional regional benefits. The Spot Pond Brook Greenway is a particularly critical portion of the Mystic Highlands Greenway, a multimodal trail network being championed by MAPC, the Office of Senator Lewis, and transit advocates throughout Greater Boston. We are hopeful that this will also provide connections to the Northern Strand Community Trail expansions in Lynn and Everett, and the planned Mystic River Footbridge in Everett and Somerville.

Please reach out to Sarah Zeiberg in Senator Lewis's office at Sarah.Zeiberg@masenate.gov if you have any questions or if we can provide any further information.

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



BIKE TO THE SEA, INC

51 Pleasant Street #15,
Malden MA 02148
781-397-6893



January 26th 2023

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

Dear Mr. Delaney,

Bike to the Sea has been a supporter of the Spot Pond Brook Greenway since its inception in 2019. It will provide a much-needed multimodal connection between downtown Malden and the Northern Strand Trail, which stretches from the City of Lynn to the Casino. Budgeted DCR projects will soon expand the reach of the trail all the way to Nahant Beach via the Lynnway, and to Somerville via the Mystic River Bridge.

Currently, pedestrians and cyclists face challenging conditions accessing the Northern Strand Trail from downtown Malden and points north. This is due to conflicts with high traffic speeds and volumes along several corridors and large intersections that lack high quality pedestrian and bicycle facilities. This limits access to the Northern Strand Trail for “all ages and abilities” travelers and recreational users, which impacts the trail’s utility as an active transportation route for travelers accessing Malden, the Orange Line, the Casino, and other destinations throughout the corridor. The Spot Pond Brook Greenway will address all of these problems by providing a safe and comfortable connection between the Northern Strand and points north.

The Spot Pond Brook Greenway will also provide far-reaching regional benefits. The future Mystic Highlands Greenway, which designates the Spot Pond Brook Greenway as the route between Malden and Melrose, will stretch all the way to Stoneham. Bike to the Sea has partnered with the Metropolitan Area Planning Council, State Senator Jason Lewis’ office, and local municipal governments to advance this regional planning effort to create a multimodal corridor linking Northern Strand Trail to community downtowns, transit hubs, and recreational destinations along the route. As such, the Spot Pond Brook Greenway is a critical link for residents of communities from Everett to Stoneham to access the Northern Strand, along with Spot Pond / Middlesex Fells, Lake Quannapowitt, the Mystic and Malden Rivers, and other destinations along the route.

We hope you will support this application and the many local and regional benefits it will provide.

Sincerely,

Jonah Chiarenza
Executive Director
Bike to the Sea, Inc.

Cc:

Mayor Gary Christenson
Mayor Paul Brodeur



23

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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:	Spot Pond Brook Greenway Final Design & Broadway 25% Design		
Type of Grant:	Transportation Planning		
Name and Title of Contact:	John Alessi, Transportation Planner		
Email Address:	jalessi@cityofmalden.org	Telephone:	781-324-5720 EXT 5740

Waiver Request:

The City of Malden requests that the Gaming Commission waive the funding cap for its applications to the Transportation Planning category. These include our requests to fund Spot Pond Brook Greenway's Final Design and the Broadway Corridor's 25% Design. The rationale for this waiver is that the City lacks financial resources to complete these planning projects, and funding requested in our applications can be reasonably described as 'seed money,' where a relatively small investment on the part of the Gaming Commission can enable the City to seek millions of dollars in federal construction funding to make the projects a reality.

Gateway cities like Malden are often underserved when it comes to long-term planning and design work. Often the needs of the immediate moment are pressing enough that there is neither money nor staff capacity to do the kind of advanced planning projects which can take years to design, let alone construct. 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 capacity to complete these projects without outside funding to complete design work.

The proposed projects, if funded, will also enable the City to better pursue more competitive grant funding. This includes the significant funding available to projects on the Boston MPO's Transportation Improvement Program (TIP) or other new federal grant programs from the Bipartisan Infrastructure Law. Spot Pond Brook Greenway is currently being reviewed by the Boston MPO for the TIP, and once Broadway reaches a 25% design the City can formally submit it for consideration as well. Advancing the design of both these projects, with financial assistance from the Gaming Commission, will create a clear pathway for these projects to be at a construction-ready phase. These



23


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investments will therefore help the City mitigate the negative transportation and economic related impacts attributed to the operation of the Casino.

Thank you for your consideration of these applications and waiver request.

Signed by: _____

Title: _____


Mayor