



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

**Appendix D**

**2018 COMMUNITY MITIGATION FUND**  
***2018 Transportation Planning Grant Application***  
**BD-18-1068-1068C-1068L-22137**

***Please complete the entire application.***

☐

**Check if a joint application**

1. **NAME OF MUNICIPALITY(IES)/GOVERNMENT ENTITY(IES)/DISTRICT(s)**
2. **DEPARTMENT RECEIVING FUNDS**
3. **LEAD APPLICANT - NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
4. **ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
5. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
6. **NAME AND CONTACT INFORMATION OF JOINT APPLICANTS - MUNICIPALITIES /GOVERNMENT ENTITIES/DISTRICTS**
7. **NAME AND TITLE OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**
8. **ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**
9. **PHONE #, EMAIL, AND ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**
10. **NAME OF GAMING LICENSEE**

**1. IMPACT DESCRIPTION**

Please describe in detail the transportation related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.

**2. PROPOSED USE OF TRANSPORTATION PLANNING FUND**

- a) Please identify the amount of funding requested.
- b) Please identify below the manner in which the funds are proposed to be used.
- c) Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the transportation impact from the construction or operation of a proposed gaming establishment.
- d) Please describe how the planning request will address the specific transportation impact indicated and is for a demonstrated public purpose and not for the benefit or maintenance of a private party. Please attach additional sheets/supplemental materials if necessary.
- e) For joint grant requests, please state the amount requested for the joint request. Please also state the amount of any Regional Planning Incentive Award requested and provide separate detail on the use of these additional funds.

**3. CONNECTION TO GAMING FACILITY**

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

**4. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

**5. CONSULTATION WITH REGIONAL PLANNING AGENCY (RPA)/NEARBY COMMUNITIES**

Please provide details about the Applicant's consultation with the Regional Planning Agency serving the community and nearby communities to determine the potential for cooperative regional efforts regarding planning activities.

**6. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY**

Please demonstrate that the governmental or other entity will provide significant funding to match or partially match the assistance required from the Community Mitigation Fund. Please provide detail on what your community will contribute to the planning projects such as in-kind services or planning funds.

**7. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS AND MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA”) DECISION**

- a) Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement.
- b) Please provide a demonstration that such mitigation measure is not already required to be completed by the licensee pursuant to any regulatory requirements or pursuant to any agreements between such licensee and applicant.
- c) Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA.
- d) Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision.
- e) If transportation planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.

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

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

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

\_\_\_\_\_  
Signature(s) of Responsible Municipal  
Official(s)/Governmental Entity(ies)

\_\_\_\_\_  
Date

February 1, 2018

**DRAFT**

Ms. Amber Christoffersen  
Greenway Director  
Mystic River Watershed Association  
20 Arlington Street, #306  
Arlington, MA 02476

RE: Nitsch Proposal #12071.1P  
South Medford Connector  
Planning, Civil, Survey Services  
Medford, MA

Dear Amber,

Nitsch Engineering is pleased to submit this DRAFT conceptual price proposal to you (the Client) for professional survey, planning and civil engineering services associated with the South Medford Connector of the Mystic Greenways in Medford, MA. This proposal is being prepared to support the Mystic River Watershed Association (MyRWA) with their Gaming Commission Transportation Planning (GCTP) grant application. The scope and fee presented in this proposal reflects our understanding of the project at this time and has been prepared to support this grant application only. Nitsch Engineering reserves the right to revise this proposal as more information regarding the project becomes available.

We understand that MyRWA, in partnership with the City of Medford (the City), is pursuing GCTP grant funding to support design and permitting of a one-mile shared-use path along the Mystic River in South Medford (Craddock Bridge to Wellington Bridge - Route 16). The long-term goal of this project is to expand the active transportation network along the Mystic River to improve the environment, mobility and health outcomes for local and regional communities.

With respect to project funding, we understand that the City has been awarded \$54,500 in the 2017 GCTP grant round and intends to use that funding towards a feasibility and conceptual design phase for the South Medford Connector Trail (referred to as Phase 1 within this proposal). Additional funding is being sought in the 2018 GCTP grant round to advance the project design, obtain permitting approvals, and prepare construction documents. To support the grant application, we have included a scope and fee estimate for these services under Phases 2A-2D.

This letter summarizes our scope, assumptions, schedule, and fee for Phases 1 and 2.

## **SCOPE OF SERVICES**

Nitsch Engineering will provide professional planning and civil engineering services to accomplish the following tasks under the phases noted.

### **PHASE 1: FEASIBILITY STUDY AND CONCEPTUAL DESIGN**

The purpose of Phase 1 is to review the existing site conditions, constraints, opportunities to develop a conceptual trail layout, and associated permitting requirements, and to prepare a conceptual cost estimate. Phase 1 will also identify permitting requirements for the project.

1. Attend a kick-off meeting and a site visit to make visual observations of the site's overall condition, characteristics, and relationship to the surrounding area. The site visit will include a general confirmation of the site information shown on any existing conditions site plans provided by the Client;

## **SCOPE OF SERVICES – continued**

2. Review the Mystic River Reservation Master Plan, existing conditions drawings, and Massachusetts Geographic Information System (MassGIS) information, including LIDAR topographic data, parcel information, and environmental resources that are associated with the project site. This information will be utilized to develop a base map suitable for developing conceptual design alternatives;
3. Develop initial route alignments (one [1] primary and one [1] alternate);
4. Prepare up to two (2) rendered Concept Plans for each alignment alternative;
5. Prepare a conceptual cost estimate for the two (2) route alignment alternatives;
6. Prepare for and attend one (1) meeting with key stakeholders to present the route alignments and select a Preferred Alternative;
7. Refine the selected Preferred Alternative and provide conceptual layout, grading, lighting, and landscaping;
8. Prepare a summary of the written recommendations for the Preferred Alternative including:
  - a. Pathway width and materials (surface treatment, signage, lighting etc.) including consideration for low-impact development methods, sustainability, maintenance, aesthetics, and cost;
  - b. Identification of pedestrian resting and viewing areas and along the path, if desired; and
  - c. Summary of constraints, phasing, and anticipated Federal, State, and Local permitting requirements;
9. Prepare one (1) rendering of the selected Preferred Alternative to be used for Public Information Meetings and posted on the City, State, and MyRWA websites;
10. Refine the conceptual cost estimate for the Preferred Alternative; and
11. Attend up to two (2) meetings with the Client to coordinate Nitsch Engineering's services.

## **PHASE 2: SURVEY AND FINAL DESIGN**

### **PHASE 2A: WETLANDS FLAGGING AND SURVEY**

1. Identify and delineate wetlands resource areas located on or within 100 feet of the proposed site per the Massachusetts Wetlands Protection Act (310 CMR 10.00) (WPA) Regulations and Policies. Bordering Vegetated Wetlands (BVW) will be delineated in the field by numbered survey flagging and in conformance with the Massachusetts Department of Environmental Protection (MassDEP) handbook, "Delineating Bordering Vegetated Wetlands Under the Massachusetts Wetlands Protection Act;"
2. Prepare MassDEP's field data forms and a sketch of wetland resources areas with general locations of flag numbers and/or flag series;
3. Prepare a Wetland Delineation Report that contains a general description of wetland resource areas and important characteristics of the wetland resource areas;

#### **SCOPE OF SERVICES – continued**

4. Perform property research at City offices, the County Registry of Deeds, and the Massachusetts Land Court for record data on the locus property, abutting properties, and easements;
5. Perform a retracement property line survey within the Survey Limits as shown on the attached Survey Limits Sketch;
6. Perform office calculations to determine the property lines, and easements of record;
7. Perform survey locations to verify existing site horizontal and/or vertical control as provided by the Client. If none exist, or should the Client prefer, we will perform Global Positioning Systems (GPS) observations to establish Massachusetts State Plane (NAD 83) horizontal coordinates and NAVD 1988 vertical datum for the project site, and set two (2) benchmarks onsite;
8. Perform a topographic and location survey of the proposed trail and surrounding area. The topographic information will be collected in a manner suitable to prepare 1-foot contours for bicycle and foot path site design purposes and will include the location of observable surface improvements within the survey limits such as edge of pavement, pavement markings, curbing, sidewalks, driveway entrances, walls, fences, visible surface utilities, utility poles, overhead wires, shutoffs, valves, call boxes, signs, landscape areas, and wetland resource area flags;
9. Perform research at the gas, water, sewer, telephone, electric, cable television, and steam utility companies/departments to obtain record data on utilities in the adjacent streets and services to the property. The American Society of Civil Engineers (ASCE) has defined four (4) quality levels for depicting underground utility lines (see document CI/ASCE 38-02). Each level contains the information from the lower levels, eg Level C includes Level D, Level A, includes Levels B, C, & D. A summary of the Quality Levels are as follows; Quality Level A – locations based on actual excavation and verification; Quality Level B – locations based on surface geophysical methods and remote sensing techniques; Quality Level C – locations based on visible above-ground utility features; Quality Level D – locations based on existing records and/or oral recollections. **The survey will show utilities to Quality Level C;** and
10. Prepare an AutoCAD drawing (.DWG), in Release 2016 or compatible version and at a scale of 1 inch = 20 feet, utilizing Nitsch Engineering file format and drafting standards.

#### **PHASE 2B: PRELIMINARY DESIGN PLANS**

Nitsch Engineering will prepare Preliminary Design Documents advancing the Preferred Alternative selected during Phase 1. The Preliminary Design Plans will be used to file for permitting approval.

1. Performing up to six (6) soil test pits to support the pavement and drainage design;
2. Design the stormwater management improvements as required to meet regulatory requirements. As a shared-use path, the project is required to meet the Stormwater Management Standards to the maximum extent practicable;



### **SCOPE OF SERVICES – continued**

3. Prepare the Preliminary Design Plans for the approved trail alignment, including:
  - a. Title Sheet
  - b. Erosion and Sediment Control Plans
  - c. Typical Sections
  - d. Trail Alignment Plans (including layout, material, and drainage design)
  - e. Profiles (if required)
  - f. Sign and Pavement Marking Plans
  - g. Landscape and Lighting Plans
  - h. Construction Details
4. Prepare draft Technical Specifications for the sitework associated with Nitsch Engineering's design elements;
5. Prepare a Preliminary Engineering Cost Estimate;
6. Attend up to two (2) meetings with the Client and the Client's consultants to coordinate Nitsch Engineering's services; and
7. Attend one (1) community meeting to present the Preliminary Design Plans.

### **PHASE 2C: PERMITTING**

#### **Task 1: Notice of Intent**

*PREFACE: The Massachusetts Wetlands Protection Act (MGL c.131 § 40) (WPA) and implementing regulations (310 CMR 10.00) is a State statute administered locally by Conservation Commissions. The WPA requires the preparation of a NOI for work within a wetland resource area, work within 100 feet of certain resource areas and/or within 200 feet of a perennial stream. The general performance standards for work or activities occurring within each wetland resource are identified in the WPA. The NOI is typically submitted at the end of the 100% Design Development Phase once the project improvements have been fully developed. The approval process can take 30 days or more after the original submission, depending on the Conservation Commissions concerns and/or actions.*

Nitsch Engineering will provide the following services to submit the NOI to the City Conservation Commission under 310 CMR 10.00 for the project:

1. Meet informally with Conservation Commission or its agent to discuss the proposed project and filing requirements;
2. Prepare a Stormwater Management Memorandum;
3. Obtain an abutters list from the City for the public hearing mailing associated with the NOI filing with the City Conservation Commission;

#### **SCOPE OF SERVICES – continued**

4. Prepare and submit applicable draft NOI submission documentation to the Client for review and comment prior to finalizing and submitting the NOI documentation to the Conservation Commission. The documentation will include the NOI Forms, Stormwater Memo, and supporting documentation, including forms, plans, calculations, locus map, floodplain map, Natural Heritage map, wetland delineation report, etc., for the services within the jurisdiction of the WPA and its regulations. Nitsch Engineering assumes that there will be only one (1) NOI submitted to the Conservation Commission for the project;
5. Notify abutters per State and local requirements;
6. Submit the NOI application to the City Conservation Commission and MassDEP;
7. Attend up to two (2) public hearings;
8. Prepare one (1) response to comments letter to address comments by peer reviewer and/or Conservation Commission; and
9. Revise and resubmit the submission one (1) time based on public hearing and peer review comments.

#### **Task 2: MassDOT Access Permit**

We anticipate that the project will require an Access Permit from Massachusetts Department of Transportation (MassDOT) for the proposed work within the MassDOT right-of-way. Nitsch Engineering will provide the following services to submit the Application for the Permit to Access State Highway to MassDOT:

1. Prepare and submit applicable draft Access Permit submission documentation to the Client for review and comment prior to finalizing and submitting the application to the MassDOT. The documentation will include the application forms and required plans and documentation;
2. Submit the Access Permit application to MassDOT;
3. Attend one (1) meeting with MassDOT (if required);
4. Prepare one (1) response to comments letter to address comments by MassDOT; and
5. Revise and resubmit submission one (1) time based on MassDOT comments.

#### **Task 3: City of Medford Coordination**

At this time Nitsch Engineering does not anticipate having to seek approvals, such as a Special Permit, from other regulatory Boards within the City, such as the Community Development Board. However, given the significance of the project we anticipate attending one (1) meeting with the Community Development Board to discuss the project with them.

## **SCOPE OF SERVICES – continued**

### **PHASE 2D: FINAL DESIGN PLANS**

Nitsch Engineering will perform the following tasks to prepare Final Design Plans:

1. Finalize the drawings listed in the Preliminary Design Documents Phase based on feedback received during the permitting process;
2. Finalize the Technical Specifications for the sitework associated with Nitsch Engineering's design elements;
3. Submit Nitsch Engineering's finalized drawings and specifications at the 100% Construction Document stages of completion;
4. Attend up to two (2) meetings with the Client and the Client's consultants to coordinate Nitsch Engineering's services; and
5. Attend one (1) community meeting to present the Preliminary Design Plans.

### **WORK NOT INCLUDED IN THE SCOPE OF SERVICES**

Services not set forth above and not listed in the Scope of Services of this proposal are specifically excluded from the scope of Nitsch Engineering's services. Nitsch Engineering assumes no responsibility to perform any services not specifically listed in the Scope of Services.

1. Performing any type of hazardous waste site evaluation.
2. Preparing Massachusetts Environmental Policy Act (MEPA) submittals or permit applications, other than a NOI as noted. If the Feasibility Study determines that other permits are required, they can be provided as an Additional Service.
3. Designing structural site elements, including bridges, culverts, retaining walls, and boardwalks. If it is determined that structural design is required during Phase 1, it can be provided as an Additional Service.
4. Preparing earthwork cut/fill volume calculations.
5. Preparing Earthwork Specifications. Earthwork, Support of Excavation, and Dewatering Construction Documents will be prepared by the project's Geotechnical Engineer.
6. Preparing specifications outside of the Division 31-33 Technical Specifications performed under Phase 2D.
7. Preparing early construction packages.
8. Performing Construction Phase services.
9. Performing design of structural elements such as retaining walls or stairs. Structural design of site design elements can be performed as Additional Services by Nitsch Engineering.

**WORK NOT INCLUDED IN THE SCOPE OF SERVICES – continued**

10. Attending meetings not specifically described including any additional regulatory hearings.
11. Performing any additional edits or modifications to plans in addition to those described above required for regulatory approvals.
12. Design of any compensatory flood storage.

**ASSUMPTIONS**

1. This proposal is being prepared to support the MyRWA with their Gaming Commission Transportation Planning (GCTP) grant application. The scope and fee presented may be revised as more information regarding the project becomes available.
2. Filing fees and other associated costs will be paid by the Client.
3. Any revisions requested by the Client or other approving authorities after submission of final drawings will be considered Additional Services.
4. Bridges and/or boardwalks will not be required to construct the trail;
5. The proposed path is located within regulatory floodplain. Therefore, the project will require no net filling of the regulatory floodplain. In the event that the construction of the path cannot avoid filling the floodplain, additional design work may be required.
6. All existing utilities, including drainage infrastructure, will be protected and maintained during construction. Relocation, redesign, and/or replacement of existing utilities, if required, can be provided as an Additional Service.
7. Nitsch Engineering will utilize in our design the record locations of underground structures and utilities that are indicated on plans provided by utility companies/departments that are not observable on the ground surface during the survey, and on locations of underground utilities that are marked on the ground by others. Nitsch Engineering does not guarantee the validity or completeness of the record or marked utility locations.
8. The Client will indemnify and hold harmless Nitsch Engineering and its officers, agents, and employees with regard to errors or omissions within documents prepared by others from which information was obtained, in whole or in part, and incorporated into documents prepared by Nitsch Engineering.
9. Printing of plans and specifications for presentations to the Owner, the City, or for bidding purposes will be performed by the Client.

## **TIME AND MANNER**

Nitsch Engineering is prepared to begin work immediately upon receipt of this executed proposal.

Nitsch Engineering anticipates substantial completion of Phase 1 services consistent with the project schedule. Timing of completion of Phase 2 can be determined once funding is secured. The completion of field tasks will be subject to weather conditions affecting the required field work and circumstances beyond Nitsch Engineering's reasonable control.

## **COMPENSATION**

Compensation for the services provided will be in accordance with Nitsch Engineering's Standard Contract Terms as attached. The lump-sum labor costs for these services are as follows:

Phase 1 – Feasibility Study & Conceptual Design	<u>\$ 55,500.00</u>
T O T A L	\$ 55,000.00
Phase 2A – Wetlands Flagging & Survey	\$ 50,000.00
Phase 2B – Preliminary Design Plans	63,000.00
Phase 2C - Permitting	21,000.00
Phase 2D – Final Design Plans	<u>52,000.00</u>
T O T A L	\$186,000.00

Labor costs will not be incurred by Nitsch Engineering beyond these lump-sum costs without verbal approval from the Client.

All expenses (i.e., prints, postage, delivery service, mileage, regulations, etc.) are to be considered over and above the lump-sum labor costs. The ESTIMATED cost for these expenses is \$1,000.

## **ADDITIONAL SERVICES**

Nitsch Engineering will be compensated for services requested by the Client that exceed the "SCOPE OF SERVICES" outlined herein. Charges for Additional Services will be billed in accordance with the attached Standard Contract Terms or the Standard Contract Terms in effect at the time the services are provided. Additional Services will not be accomplished unless Nitsch Engineering has verbal approval from the Client.

## **METHOD OF PAYMENT**

Costs incurred on this project will be billed monthly on a percentage complete of lump-sum basis as outlined in the attached Standard Contract Terms. Payment will be due 10 days after receipt of the invoice.

A retainer will not be required for this contract.

## **TERMINATION**

Nitsch Engineering reserves the right to revise this proposal should the signed copy not be received by March 2, 2018. This agreement may be terminated by either party upon seven (7) days' written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. If this agreement is terminated by the Client, Nitsch Engineering will be paid for services rendered on the basis of services performed.

If Nitsch Engineering is authorized to commence and/or continue providing its services on the project, either verbally or in writing, prior to the full execution of a written contract, such authorization will be deemed an acceptance of this proposal, and such services will be provided and compensated for in accordance with the terms and conditions contained herein as though this proposal were fully executed by the Client.

Thank you for requesting this proposal. We look forward to working with you on this project. Should the conditions in this proposal and the enclosed Standard Contract Terms meet with your approval, please sign the Client Authorization section on the following page and return this proposal and the Standard Contract Terms to us for our files.

If you have any questions, please call.

Very truly yours,

**Nitsch Engineering, Inc.**



Brian Creamer, SITES AP, LEED Green Associate  
Planner

SDT/BFC/mma

Enclosures: Standard Contract Terms  
Survey Limits Sketch

Approved by:



Scott D. Turner, PE, AICP, LEED AP ND  
Vice President, Director of Planning

#### **CLIENT AUTHORIZATION**

This proposal and Standard Contract Terms are hereby accepted by the Client as evidenced by the execution hereof, and such a person so executing the same on behalf of the Client does hereby warrant full authority to act for, in the name of, and on behalf of the Client.

Such acceptance provides full authorization for Nitsch Engineering to proceed with providing the Scope of Services under the terms and conditions stated herein.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name and Title





**Figure 1: Project Location**  
Mystic Greenways - South Medford Connector  
Medford, MA

Data Source: MassGIS, FEMA  
Nitsch Project # 12071.1P

**Legend**

Town Boundary

**Flood Zone Hazard Areas**

**Flood Zone Designations**

- A: 1% Chane of Annual Flooding, no BFE
- AE: 1% Annual Chance of Flooding, with BFE
- AE: Regulatory Floodway
- X: 0.2% Annual Chance of Flooding
- X: Area of Minimal Flood Hazard

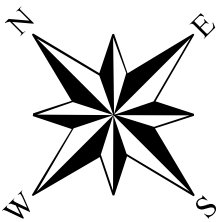
**MassDOT Major Roads**

**Administrative Type**

- Interstate
- State Route

0 250 500 1,000  
Feet

Scale: 1" = 200'





# Survey Limit Sketch

South Medford Connector Survey Limit Sketch

Legend

 Medford

 Untitled Polygon





**SOUTH MEDFORD CONNECTOR**

<b>BUDGET OVERVIEW</b>		<b>Phase I (currently funded)</b>	<b>Phase II (2018 Application)</b>
<b>Project Management</b>			
	MyRWA Greenway Director: draft/manage consultant scope, collaborate with City of Medford and DCR	\$ 4,500	\$ 12,600
<b>Design and Engineering Consultant</b>			
	Nitsch Engineering: see attached scope and map	\$ 55,500	\$ 186,000
<b>Total</b>		<b>\$ 60,000</b>	<b>\$ 198,600</b>



SMART GROWTH AND REGIONAL COLLABORATION

January 30, 2018

John Ziemba  
Massachusetts Gaming Commission  
Commission's Office of the Ombudsman  
101 Federal Street, 12th Floor  
Boston, MA 02110.

Dear Mr. Ziemba,

As the Metropolitan Area Planning Council, we are writing in support of the City of Medford's application for the Community Mitigation Fund's Transportation Planning Grant.

One key project of this grant proposal is to provide initial engineering and feasibility for a missing path along the Mystic River in South Medford. This 1-mile path segment will fill a critical gap in the Mystic Greenway network and increase transit-use, walking and biking, ultimately reducing vehicular traffic in the area.

This project will help to complete perhaps the longest remaining gap in the trail system along the Mystic River and is a key part of MAPC's LandLine Greenway Network Plan.

MAPC is excited to support this project - (list benefits/outcomes as it relates to your organization).

Please feel free to contact me with any questions. Thank you again for your consideration.  
Best Regards,

Eric Bourassa

Director of Transportation