



19

**COMMUNITY
MITIGATION
FUND**

APPENDIX D

2019 Transportation Planning Grant Application

BD-19-1068-1068C-1068L-33629

Please complete the entire application.

☐ **Check if a joint application**

	City of Medford
1.	NAME OF MUNICIPALITY(IES)/GOVERNMENT ENTITY(IES)/DISTRICT(s)
	Energy & Environment Office
2.	DEPARTMENT RECEIVING FUNDS
	Alicia Hunt, Director of Energy & Environment
3.	LEAD APPLICANT - NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)
	85 George P Hassett Dr, Medford, MA 02155
4.	ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)
	781-393-2137, ahunt@medford-ma.gov
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
	Stephanie M. Burke, Mayor
7.	NAME AND TITLE OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)
	85 George P Hassett Dr, Medford, MA 02155
8.	ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)
	781-393-2409, sburke@medford-ma.gov
9.	PHONE #, EMAIL, AND ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)
	Encore Boston Harbor
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.

The proposed construction of Encore Boston Harbor has transportation impacts that have been well-documented in the Environmental Review process. The Secretary of EEA has determined that mitigation is required to offset impacts of this project. Transportation impacts are anticipated to be the most negative impacts of this project on surrounding communities, especially in Medford. Identified impacts include the deterioration of roadway level of service and road capacity. Pedestrian, bicycle, water and public transportation improvements are needed to meet Encore's goals to reduce reliance on vehicular travel and encourage alternative modes of transportation.

2. PROPOSED USE OF TRANSPORTATION PLANNING FUND

This grant will advance a key active transportation project that connects local residents/employees to the Encore Resort via waterfront paths along the Mystic and Malden Rivers. A pedestrian and bicycle underpass at Route 28 was proposed and studied in 2005 as part of the Stations' Landing and Wellington T Station development in Medford. See Figure 1 (Medford_Fig1and2.pdf) for the initial concept design. Continuing the design process will move this project towards implementation. Deliverables include: design and construction documents and permitting. Stakeholders include: City of Medford, DCR, MassDOT, Mystic River Watershed Association (MyRWA) and National Development.

This underpass will mirror the underpass on the Somerville side of the river that currently connects multi-use paths in Somerville with Assembly Row. This underpass will connect multiuse paths in Medford to Station Landing and the Wellington T Station. Encore will be running employee shuttles from Station Landing to the facility, and this would allow employees to safely access these shuttles without having to navigate Wellington Circle or cross Route 28 either on foot or by bicycle. Alternatively, they could choose to continue on the existing and in-process, multi-use path network all the way to the Encore Facility in Everett. See Figure 2 (Medford_Fig1and2.pdf) for a regional overview. At the time of this grants submittal, the portion of the path between this underpass and Encore labeled as "Wellington Greenway" will be heard by the Medford Conservation Commission shortly.

From a regional transportation perspective, this project will close a gap in the Mystic River Greenway Plan, providing a safe, off-road connection for people commuting on transit, on foot and on bicycle. In addition to helping to mitigate the traffic impacts of the casino, it will also help mitigate the impacts of the increasing number of jobs and residents across the river in Assembly Row in Somerville and the growing number of jobs at Station Landing in Medford. Several hotels at Station Landing, one newly built and two in design, are attributable to the construction of Encore Boston Harbor. Figure 2 shows the two growing employments hubs on the river and the active transportation projects that are in design and construction in the vicinity. This project will connect into this network of shared-use paths.

3. PROPOSED MITIGATION (Please attach additional sheets/supplemental materials if necessary.)**a) Please identify the amount of funding requested.**

\$200,000

b) Please identify below the manner in which the funds are proposed to be used.

\$12,750 will be used for MyRWA for project management, community/stakeholder engagement and reporting. The remaining \$187,250 will be used for a design and engineering consultant to produce design and construction documents and carry out permitting.

c) Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment.

See attached Medford_Scope_Quote.pdf which is a scope and cost estimate from Copley Wolff, the designers of the boardwalk underpass at the other side of the Route 28 bridge in Somerville.

d) Please describe how the mitigation request will address the specific impact indicated.

These funds will be used to design a multi-use boardwalk under the Route 28 bridge. The bridge is owned by MassDOT and the land the boardwalk will connect to is owned by MassDOT and DCR and immediately connects on the east side of the bridge to a path network on property owned by National Development commonly known as "Station Landing". This will facilitate employees and potentially locally-based guests of Encore to safely cross Route 28 and avoid navigating Wellington Circle on foot and bicycle, making it more feasible for employees to mode-switch and bicycle rather than drive to the facility. Additionally, the added traffic due to the casino will make Route 28 more hazardous to cross for pedestrians and bicyclists. This underpass will allow people to cross this major road without having to activate a pedestrian crosswalk.

4. 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.

Encore Boston Harbor has stated that it will incentivize employees to bicycle to its facility as part of its transportation mitigation plan. Many studies have shown that when there are protected or separated bicycle lanes, or separate multi-use paths, it strongly increases a mode-shift for commuters from single use vehicles to bicycles. Relevant to this specific project is the effect that this underpass will have on reducing conflicts between pedestrians/cyclists and cars in Wellington Circle, the closest Medford traffic intersection to the casino. This off-road route will allow people on bike and foot to avoid Wellington Circle and better utilize the paths in Macdonald Park and Wellington Greenway.

5. 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.

All funds will be dispersed in compliance with public procurement requirements. It is anticipated that the City will contract with the non-profit organization, Mystic River Watershed Association (MyRWA) to manage the project and will utilize one of its on-call engineering firms to execute this project. MyRWA provides regular (at least monthly) updates to the city via email as well as in-person and phone conversations. The engineering firm invoices the city monthly and is in regular contact with the project manager. The City utilizes proper financial controls to prevent misuse.

6. 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.

This project is identified as a desired connection several regional plans including the Metropolitan Area Planning Council (MAPC) regional greenway network, "Landline", the Mystic Greenways Initiative by the Mystic River Watershed Association and on the 2009 Mystic River Master Plan created by the Massachusetts Department of Conservation and Recreation (DCR). In addition, we have consulted directly and specifically about the scope of this grant application with the DCR and the MAPC, both of which have provided attached letters of support.

7. 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.

As this is a Transportation Planning Grant, the city is not providing matching funds, but is providing time from the Director of Energy and Environment to manage this grant and provide municipal oversight. Other municipal departments that may provide in-kind time as needed include Procurement, Legal, Conservation Commission Staff, Transportation Engineer and Mass in Motion Coordinator.

8. 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.

This transportation planning grant will allow Medford to address issues related to the city's capacity to serve as a "transportation hub" (in Surrounding Host Agreement). "The foregoing will be accomplished through mutually agreed upon promotional materials and improvements (including, without limitation, safety upgrades, improved lighting, fixtures, signage and beautification efforts).

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.

This project is not a part of any scope required to be completed by the licensee or by any Board or Commission in Medford.

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.

Led by MassDOT, the MEPA certificate mandates that this group "assess and development long-term transportation improvements that can support sustainable redevelopment and economic growth in and around Sullivan Square" (page 2 of the MEPA certificate).

d) Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision.

The impact addressed in this application is the increase in traffic by employees and encouraging them to mode-shift to bicycle by providing protected bicycling facilities and reducing conflicts between bicyclists, pedestrians and motor vehicle traffic by locating the road crossing below-grade.

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.

N/A

**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.

Stephane M Boudry

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

2/2/19

Date

CERTIFICATION BY MUNICIPAL PLANNING ENTITY

I hereby certify that the information provided in this application is true and correct to the best of my knowledge and belief, and that I am authorized to sign this application on behalf of the Municipal Planning Entity.

John W. Smith

Mayor, Municipal Planning Entity

Date

11/10/19



SMART GROWTH AND REGIONAL COLLABORATION

February 1, 2019

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

Dear Mr. Ziemba,

On behalf of the Metropolitan Area Planning Council, I am writing in support of the City of Medford's application for the Community Mitigation Fund's Transportation Planning Grant.

This grant application will move forward a key active transportation project that connects local residents/employees to the Encore Report via waterfront paths along the Mystic and Malden Rivers. A pedestrian and bicycle underpass at Route 28 is an idea that was studied in 2005 as part of the Stations' Landing and Wellington Station development in Medford. Continuing the design process for will move this project towards implementation.

From a regional transportation perspective, this project will close a gap in MAPC's LandLine Greenway Network Plan, providing a safe, off-road connection for people on foot and on bicycle. This will also help mitigate the traffic impacts of not only the casino but increasing number of jobs and residents across the river in Assembly Row in Somerville.

We are pleased to support this important active transportation project. Feel free to contact me with any questions at dloutzenheiser@mapc.org. Thank you again for your consideration.

Sincerely,

David Loutzenheiser
Senior Transportation Planner



February 1, 2019

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

Dear Mr. Ziemba,

On behalf of the Massachusetts Department of Conservation and Recreation (DCR), I am writing in support of the City of Medford's application for the Community Mitigation Fund's Transportation Planning Grant.

The proposed link would provide an important connection along the Mystic River, specifically from DCR's Torbert Macdonald Park to Station Landing under the Route 28, mirroring a similar connection on the other side of the river, as envisioned in the 2009 DCR Mystic River Master Plan.

As the owner of Torbert Macdonald Park, we are pleased to support this important project. Feel free to contact me with any questions, and thank you again for your consideration.

Regards,

Jennifer Norwood
Director of External Affairs and Partnerships
Massachusetts Department of Conservation and Recreation
P: 617-626-1164
E: Jennifer.norwood@mass.gov

COMMONWEALTH OF MASSACHUSETTS · EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS

Department of Conservation and Recreation

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Boston MA 02114-2119

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www.mass.gov/orgs/department-of-conservation-recreation



Charles D. Baker

Governor

Karyn E. Polito

Matthew A. Beaton, Secretary, Executive
Office of Energy & Environmental Affairs

Leo Roy, Commissioner
Department of Conservation & Recreation

Highway 28 Pedestrian Underpass
Medford, Massachusetts

1/30/2019

Preliminary Scope for Landscape Architectural Services

This fee proposal is for design services for a pedestrian underpass on the north bank of the Mystic River beneath Highway 28. The underpass will provide an accessible pedestrian connection from Torbert MacDonald Park west of the highway to the open space at Station Landing east of the highway. A preliminary limit of this scope is shown in an attachment. Design services will include a conceptual phase, design development, and construction drawings. Construction administration services are not included in this proposal. "Team" refers to Copley Wolff Landscape Architecture and other engineering and design consultants, including but not limited to civil, environmental, and geotechnical, and marine engineers. "Stakeholders" refers to the City of Medford, National Development, Medford Conservation Commission, Mystic River Watershed Association, Department of Conservation and Recreation, and any other owners and stakeholders identified throughout the course of the project. Attending and preparing presentations for public meetings are not included in this proposal and will be considered an additional service as needed.

	Principal	Landscape Architect
I. CONCEPT DEVELOPMENT		
<i>Gather, review and analyze existing information; develop plan alternatives</i>		
Conduct site visit and photodocument site conditions	4	8
Compile data gathered into overall site analysis/feasibility diagram	1	8
Develop connectivity diagram	1	4
Produce concept alternatives based on feasibility analysis (up to 3)	6	21
Project management	8	
Allow (2) meetings with Owner and Stakeholders to review concept alternatives	4	4
Identify and refine a preferred alternative based on input from Stakeholders	2	10
Prepare perspective sketches of preferred alternative	4	20
Draft cost estimate (order-of-magnitude) for preferred alternative	2	6
Meeting to review preferred alternative, sketches, and costs with Stakeholders	2	2
SUBTOTAL HOURS	34	83
HOURLY RATE	\$205	\$110
SUBTOTAL FEE	\$6,970	\$9,130
FEE FOR PHASE	\$16,100	
II. DESIGN DEVELOPMENT		
<i>Refine preferred alternative and coordinate with Team</i>		
Develop preliminary drawings:		
Landscape materials and planting plan	2	12
Working site sections and details	2	24
Grading plan (with Team)	2	24
Planting Plan	2	8
Prepare draft specifications	8	4
Project management	8	
Coordination with Team	16	16
Meet with Owner and Stakeholders to review preliminary drawings	4	4
Revise drawings based on input from Stakeholders	2	12
Revise cost estimate (order-of-magnitude) for preliminary drawings	2	6
SUBTOTAL HOURS	48	110
HOURLY RATE	\$205	\$110
SUBTOTAL FEE	\$9,840	\$12,100
FEE FOR PHASE	\$21,940	

Landscape Architects & Planners



	Principal	Landscape Architect
III. CONSTRUCTION DRAWINGS		
<i>Document refined design for bid and award and coordinate with Team</i>		
Develop drawings for construction:		
Landscape materials plan	2	16
Landscape layout plan	2	16
Site sections and details	6	24
Grading plan (with Team)	6	24
Planting Plan	4	16
Develop specifications	12	16
Project management	8	
Coordination with Team	16	24
Revise drawings and specifications based on input from Stakeholders	2	16
	SUBTOTAL HOURS	58 152
	HOURLY RATE	\$205 \$110
	SUBTOTAL FEE	\$11,890 \$16,720
	FEE FOR PHASE	\$28,610

IV. ENGINEERING SERVICES, BY OTHERS

To be performed concurrently with landscape architectural services

Survey, including wetlands delineation	\$15,000
Engineering Services (Civil, Environmental, Geotechnical, and Marine)	\$100,000
FEE FOR ENGINEERING SERVICES	\$115,000

I. CONCEPT DEVELOPMENT	\$16,100
II. DESIGN DEVELOPMENT	\$21,940
III. CONSTRUCTION DRAWINGS	\$28,610
IV. ENGINEERING SERVICES, BY OTHERS	\$115,000
TOTAL COST OF DESIGN + ENGINEERING SERVICES	\$181,650

V. REIMBURSABLE EXPENSES

ESTIMATED ALLOWANCE

Cost Estimator	\$5,000
Printing	\$500
Travel Expenses	\$100
ESTIMATED EXPENSE ALLOWANCE	\$5,600

GRAND TOTAL \$187,250

WORK NOT INCLUDED:

Community Engagement
 Additional Meetings (meetings are as specified above)
 Public Hearings
 Historic Commission Engagement
 Physical or Virtual Models
 Traffic Engineering Services

Highway 28 Pedestrian Underpass

Approximate preliminary project boundary



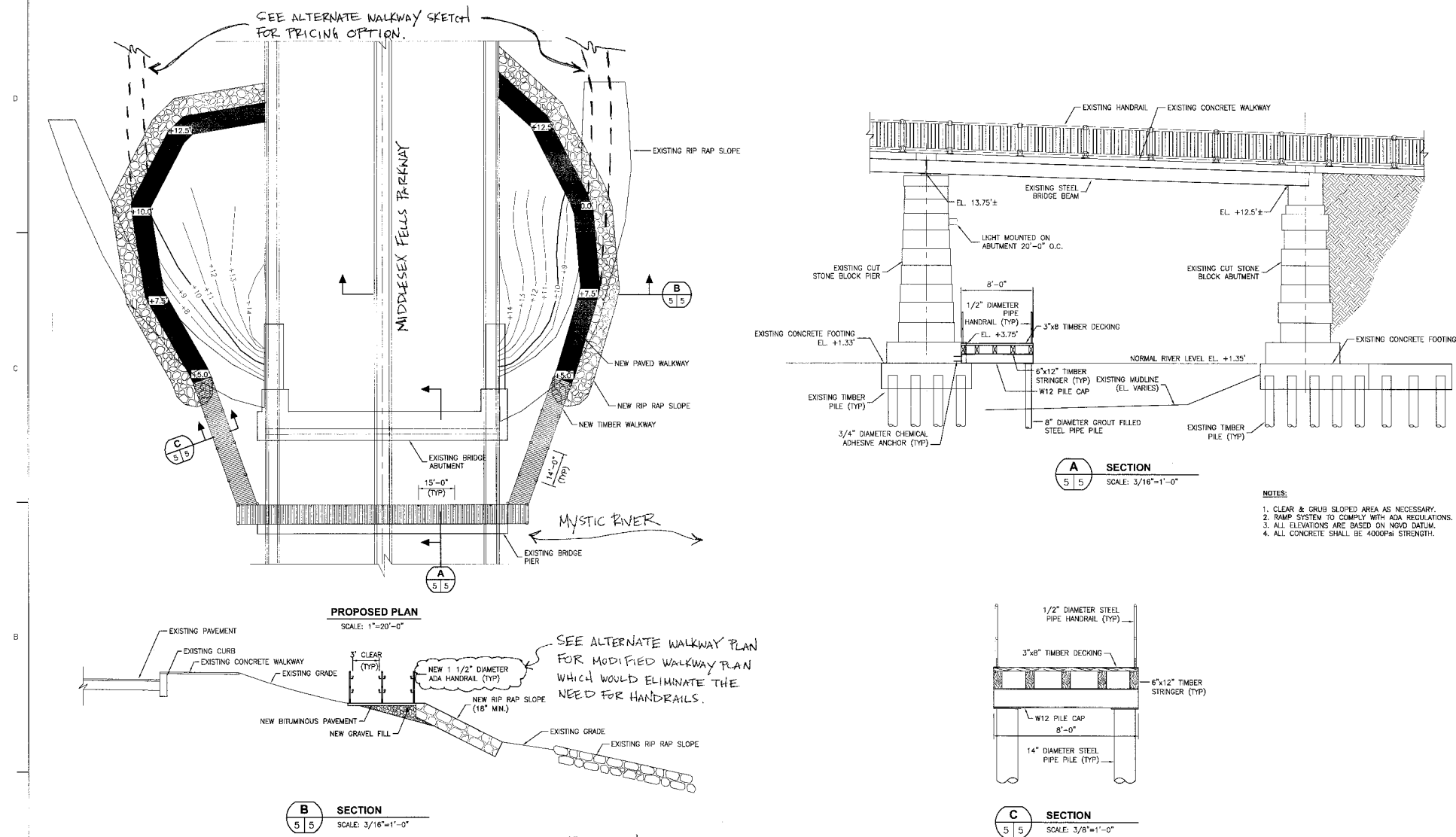
TORBERT
MACDONALD
PARK

4 ACRES

STATIONS
LANDING

MYSTIC RIVER

FIGURE 1



PRICING NOTES:

- 1) PLEASE BREAK-OUT COSTS FOR ALL
"LANDSIDE" WORK (GRADING, SIDEWALKS ETC...)
SEPARATE FROM "MARINE" WORK (PILES, TIMBER WALKS, ETC...)
- 2) PROVIDE ALTERNATE PRICE FOR ALTERNATE
WALKWAY LOCATION PER VHS SKETCH DATED 11-10-05.

WELLINGTON/ROUTE 28 UNDERPASS, MEDFORD

FIGURE 2

