

**22****COMMUNITY
MITIGATION
FUND****APPENDIX D – TRANSPORTATION PLANNING GRANT APPLICATION****BD-22-1068-1068C-1068L-68403****Please complete entire the Application**

1. PROJECT INFORMATION	
a) NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT AND VENDOR CODE	
City of Medford	VENDOR CODE: VC6000192114
b) PROJECT NAME (LIMIT 10 WORDS)	
Wellington Rail Trail Feasibility Study	
c) BRIEF PROJECT DESCRIPTION (LIMIT 50 WORDS)	
This project will study the feasibility of utilizing a believed-to-be inactive freight rail right-of-way to construct a multi-use trail that would improve connectivity in the Wellington/Glenwood neighborhood by creating a safe path of travel that is fully separated from motor vehicle traffic.	
d) CONTACT PERSON(S)/TITLE (Persons with responsibility for this grant)	
Tim McGivern, City Engineer Todd Blake, Director of Traffic and Transportation Amy Ingles, Transportation Engineer	
e) PHONE # AND EMAIL ADDRESS OF CONTACT PERSON(S)	
Tim McGivern – tmcgivern@medford-ma.gov 781-393-2476 Todd Blake – tblake@medford-ma.gov 781-475-5983 Amy Ingles – aingles@medford-ma.gov 781-475-5979	
f) MAILING ADDRESS OF CONTACT PERSON(S)	
City Hall – Room 308 85 George P. Hassett Drive Medford, MA 02155	

2. IMPACT DESCRIPTION/CONNECTION TO GAMING FACILITY**a) Please describe in detail the transportation related impact that is attributed to the operation of a gaming facility.**

The Environmental Review Process has well documented transportation impacts resulting from the Encore Casino and concluded that mitigation is required to offset the impacts. These transportation impacts are expected to be felt the most in surrounding communities through increased demand on the transportation system. Pedestrian, bicycle, and public transportation improvements are needed to meet Wynn's goals to reduce reliance on motor vehicle travel and encourage modes with lower environmental impact.

While these improvements are anticipated, they are not clearly defined. The magnitude of impact that will be felt throughout the region and the multijurisdictional control over interconnected parts of the transportation system will require a model transportation planning process and implementation strategy.

As one of these surrounding communities, Medford will need to be able to analyze how the changes brought about by the Encore Casino will impact transportation operations throughout the city. We will need to be creative in the use of existing structures that may be underutilized and identify new ways to encourage sustainable modes of transportation.

Due to its proximity, it is reasonable to assume that there will be some draw from the Wellington/Glenwood neighborhood to the Casino, both in terms of patrons and employees. Future bike connections that the City is planning will draw users from other neighborhoods as well, including South Medford, Medford Square, and North Medford.

b) Please provide documentation, specificity 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)

Tables 4-15 and 4-17 from the Draft Environmental Impact Report (DEIR info document) traffic impact analysis show the predicted number of daily and peak hour trips per mode in the Build Condition for both patrons and employees. The study anticipated that no patrons would walk or bike to the casino. This is because, when the report was written in 2013, support for bicycling in the Boston region as a viable mode of transportation was for the most part a vocal minority. This is not the case anymore, as bicycling has become much more popular in the Boston area since then. This is demonstrated in the growth of the Bluebikes system, which has grown from 60 stations when first established to over 400 stations currently. In fact, the City of Medford is launching its Bluebikes network in 2022. This commitment to active transportation will help drive greater investment in bicycle infrastructure in the city. In today's transportation climate, it is very reasonable to assume that people, both patrons and employees, will want to travel to the Encore Casino by bike. It is then incumbent upon the Gaming Commission to assist surrounding communities in building out their bike networks. The level of connectivity that this rail trail provides will only increase over time as City of Medford continues to implement new bicycle infrastructure projects from its Bicycle Master Plan and through the MassDOT Complete Streets program.

c) How do you anticipate your proposed remedy will address the identified impact.

This rail trail project would fill a gap in Medford's bicycle/pedestrian network between the parts of the Wellington neighborhood that are separated by both the Fellsway and the MBTA Orange Line train tracks. The rail trail connection would not require bicyclists and pedestrians to cross the high volume, high speed Fellsway because the abandoned rail right-of-way goes underneath the highway. The rail right-of-way also goes over the MBTA Orange Line tracks where it would then tie into the existing bike lanes on Rivers Edge Drive, creating the need for a crossing to access the Freerange Market grocery store and Rivers Edge apartment buildings. This bicycle/pedestrian connection will create easy, safe, and comfortable access to the Wellington Station Encore Shuttle from several dense residential Medford neighborhoods to the west. It will also tie into the existing bike network via bike lanes in Medford and the Malden River Path network in Everett, creating a contiguous route of high-quality bicycle infrastructure from Medford to the Encore Casino. This connectivity is shown in the attached Rail Trail Connectivity graphic.

3. PROPOSED USE OF TRANSPORTATION PLANNING FUNDS (Please attach additional sheets/supplemental materials if necessary.)**a) Please identify the amount of funding requested. In determining the funding request, please round up to the nearest hundred dollars.**

\$70,000

b) Please identify the manner in which the funds are proposed to be used. Please provide a detailed scope, budget, and timetable for the use of funds

The feasibility study will include reviewing the existing site conditions, constraints, and opportunities; developing a conceptual alignment and cross-section; identifying necessary permitting requirements and landowner agreements; and preparing a conceptual cost estimate. Specific tasks will include:

- Kickoff meeting and site visit (August 2022) - \$2,000
- Review any available existing conditions drawings/documents, MassGIS data, previous studies or reports, etc. (September – October 2022) - \$11,750
- Identify ownership of rail right-of-way and adjacent property holders (September – October 2022) - \$11,750
- Determine permitting needs and required documentation (November 2022) - \$11,750
- Develop initial route alignments (up to 5) and create high-level conceptual designs for each (December 2022 – January 2023) - \$11,750
- Prepare cost estimates for top 2 concepts, as determined by City staff (February 2023) - \$8,000
- Hold a public meeting to present the concepts and identify a preferred alternative (March 2023) - \$3,000
- Refine preferred alternative and develop detailed conceptual design (April – May 2023) - \$8,000
- Update cost estimate as needed (May 2023) - \$2,000

Exact budget and timeline are subject to change, and the cost of each task is a preliminary estimate.

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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.

The City of Medford staff in charge of internal accounting and purchasing will follow all relevant, standard procedures to ensure Gaming Commission grant funds are targeted to this project using a specific account set up for the project. City grants are set up in our general ledger system through program codes. Each grant that the City receives is created in our general ledger system with its individual program code unique to the grant. Next, coinciding account numbers are created for any of the purchases outlined under the grant agreement (i.e., payroll, fringe benefits, supplies, equipment). Once the grant is created in our general ledger, a budget is then allocated to the program to ensure financial tracking and benchmarking are transparent.

d) Please describe how the mitigation request will address the impact indicated. Please attach additional sheets/supplemental materials if necessary.

This bicycle/pedestrian connection will create easy, safe, and comfortable access to the Wellington Station Encore Shuttle from several dense residential Medford neighborhoods to the west. It will also tie into the existing bike network via bike lanes in Medford and the Malden River Path network in Everett, creating a direct and contiguous route of high-quality bicycle infrastructure from Medford to the Encore Casino. Creating this connection will help reduce the use of single occupancy vehicles and help the City and the State reach their emissions reduction goals. It will also make it easier for prospective and current Casino employees to get to and from work in a healthy and affordable way.

e) How will you provide the data for reporting? How will you measure the effectiveness of the proposed project in mitigating the impacts?

This project will be deemed successful if the report helps the City obtain funding for full design and construction. Also, the City may develop a bicycle and pedestrian counting program where certain locations are counted with some set regularity. This project area could be one of the locations once the trail is built.

f) 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.

n/a

4. CONSULTATION WITH MASSDOT/REGIONAL PLANNING AGENCY (RPA)/NEARBY COMMUNITIES

a) Please provide details about the Applicant's consultation with MassDOT to determine the potential for cooperative regional efforts regarding planning activities.

MassDOT strives to reduce single occupant vehicle usage as well as vehicle miles traveled throughout the state by prioritizing bicyclist and pedestrian safety and access. This project is well-aligned with those goals.

The City of Medford will also need to coordinate with MassDOT, DCR, and possibly railroad entities as part of this project because the right-of-way under study interacts with land held by these entities.

b) 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 aligns with the goals of the Boston Metropolitan Planning Organization, expressed through the latest criteria they developed for the regional Transportation Improvement Program (TIP). The relevant criteria and an explanation of how this project aligns with them are shown in the table in the TIP info document.

5. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY

a) 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.

The City of Medford will provide matching in the form of in-kind planning and administrative services. City staff within both the Traffic & Transportation Division in the Engineering Department and the Department of Planning, Development & Sustainability will guide and manage the feasibility study, coordinate with partner agencies, manage consultant project team, and lead the public involvement efforts. City administrative staff will handle internal accounting and purchasing.

b) Please provide detail on what your community will contribute to the planning projects such as in-kind services or additional planning funds.

The City of Medford will provide matching in the form of in-kind planning and administrative services. City staff within both the Traffic & Transportation Division in the Engineering Department and the Department of Planning, Development & Sustainability will guide and manage the feasibility study, coordinate with partner agencies, manage consultant project team, and lead the public involvement efforts. City administrative staff will handle internal accounting and purchasing.

6. 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.

It is clear that the agreement acknowledges that the Wellington Circle intersections are a major traffic problem and thus a danger to vulnerable road users, as evidenced by the following excerpt:

“6.2. The Parties acknowledge and agree that a comprehensive traffic solution for Wellington Circle, which is already severely impacted as a result of other developments, including, without limitation, Stations Landing and Assembly Row, is highly advisable and beneficial to Medford and other neighboring communities. In recognition thereof and contingent upon the receipt by Wynn of an unconditional, non-appealable License, the Parties agree as follows... 6.2.D. Pending completion of the study and design, Wynn will fund and undertake interim improvements to Wellington Circle, as more particularly set forth in its proposed traffic plan.”

Since the rail trail will allow pedestrians and bicyclists to avoid traveling through the Wellington Circle intersections, this project can be considered an interim improvement while the larger redesign is being carried out.

Page 1 - 2: The Parties recognize and agree that the City of Medford is uniquely situated to play an important role as a "transportation hub" for the Project. This shall include but not be limited to:

- Shuttle from Wellington Station to the Casino
- Parking at Wellington Station
- Safety, lighting, streetscapes, etc
- Promoting Medford as a transportation hub

It says, “not limited to...”, so we can add bike share to the mix as yet another way to enhance Medford as a transportation hub.

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.

The Wellington Rail Trail feasibility study has never been specifically made the responsibility of the Massachusetts Gaming Commission or any other party, to our knowledge.

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.

The Lower Mystic Regional Working Group (LMRWG) created by the MEPA certificate is studying the idea of a bike/ped bridge over the Malden River connecting the path systems of Everett and Medford. If this project is built, it would further connect the two cities’ bike networks, including the Wellington Rail Trail (from LMRWG Spring 2019 update).

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

The MEPA certificate acknowledges that some impacts of the Casino won't be specifically identified in the initial impact analysis and that some may show up over time. The primary impact of increased traffic volumes is congestion. This congestion can be minimized by supporting access to other modes of transportation such as biking. The Greater Boston bike network has grown considerably since the MEPA certificate was issued (2018), especially in certain areas such as Everett and Medford. It may not have been obvious to predict a needed connection in the vicinity of the Wellington Rail Trail back in 2018, but since the network has grown it is now apparent that one is needed.

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.

If it is a goal to mitigate traffic impacts caused by the Casino over time, it is reasonable to assume that those impacts, and thereby their mitigation needs, will change over time. A safe bicycling connection via the Wellington Rail Trail will support increased demand for biking in Medford and reduce vehicle trips from Medford to the Casino.

7. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS

a) Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address this transportation impact.

The City of Medford staff in charge of internal accounting and purchasing will follow all relevant, standard procedures to ensure Gaming Commission grant funds are targeted to this project using a specific account set up for the project. City grants are set up in our general ledger system through program codes. Each grant that the City receives is created in our general ledger system with its individual program code unique to the grant. Next, coinciding account numbers are created for any of the purchases outlined under the grant agreement (i.e., payroll, fringe benefits, supplies, equipment). Once the grant is created in our general ledger, a budget is then allocated to the program to ensure financial tracking and benchmarking are transparent.

b) Will any non-governmental entity receive funds? If so, please describe. 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.

No CMF grant funding will be received by a non-governmental entity. While the rail corridor under study may pass through areas that are controlled by non-governmental entities, thus requiring coordination with these entities, no funds from the CMF will be appropriated to them. All work as part of this project is to be contracted through the City directly or via a subcontractor within a City contract.

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

8. 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.

Breanna Lugo-Koehn

Signature of Responsible Municipal
Official/Governmental Entity

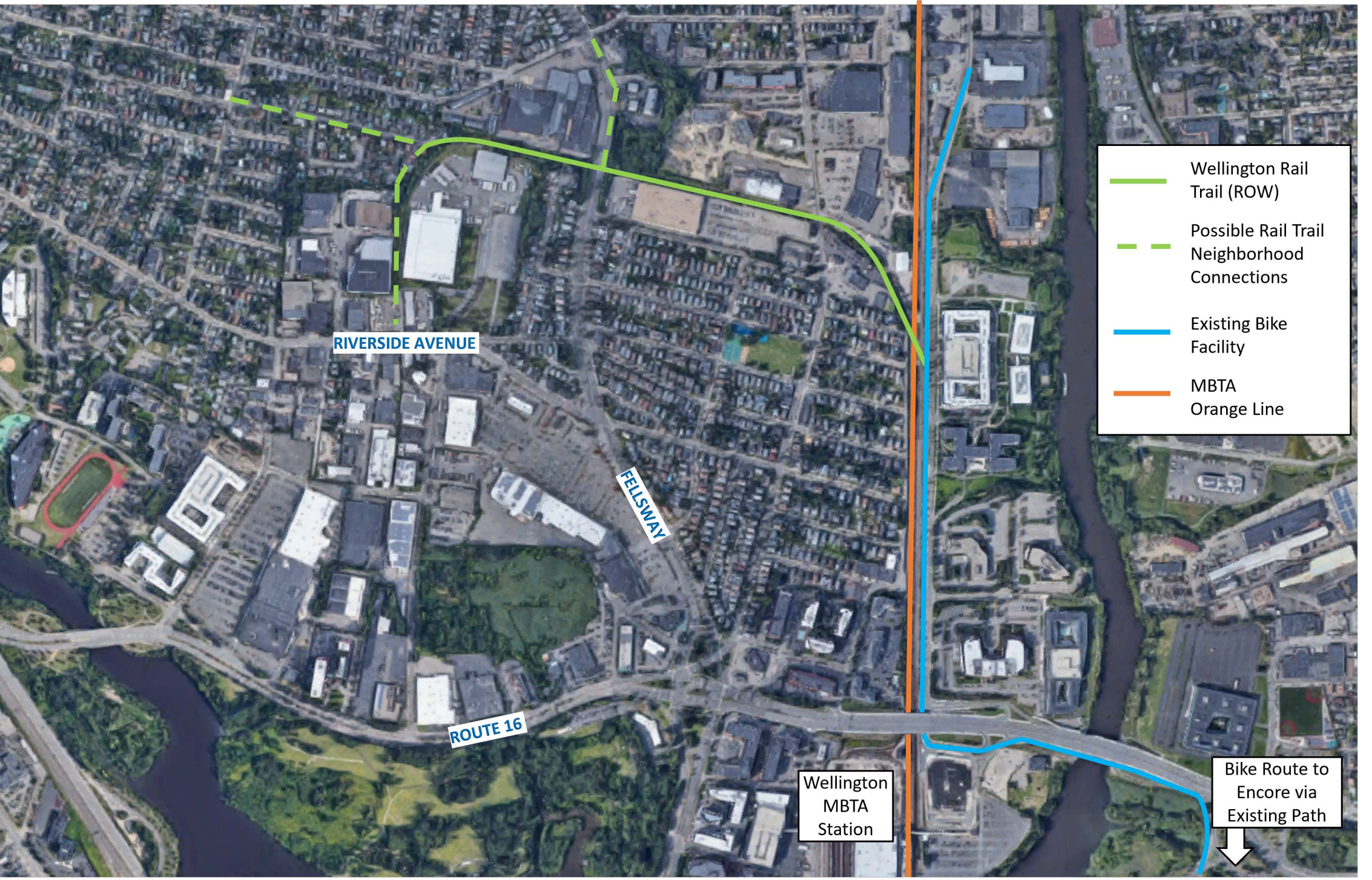
Date: 1/28/22

Breanna Lugo-Koehn

(print name)

Mayor

Title:



RIVERSIDE AVENUE

FELLSWAY

ROUTE 16

Wellington
MBTA
Station

- Wellington Rail Trail (ROW)
- Possible Rail Trail Neighborhood Connections
- Existing Bike Facility
- MBTA Orange Line

Bike Route to Encore via Existing Path

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%

Goal Area	Criteria	How it aligns with this project
Transportation Equity	Maximizing the share of equity populations in the project area (within one-half mile of the project)	Most of the area within easy biking distance of the project are considered Minority Environmental Justice communities and one is an Income Environmental Justice community.
Safety	Focusing on enhancing safety on various types of transportation such as subways, buses, bicycles, and sidewalks by reducing the focus on criteria that measure safety solely for vehicles	Rail trails are the gold standard for bicycle and pedestrian safety, as they do not typically run adjacent to a roadway and have minimal at-grade road crossings, resulting in only occasional interactions between trail users and motor vehicles.
Sustainability	Considering existing levels of harmful air pollutants in a project area	Trails help induce mode shift away from automobiles, thus reducing emissions of pollutants and greenhouse gases.
	Increasing access to parks and open space	This rail trail connects into the existing bike network that provides access to Everett's waterfront greenspace.
Resiliency	Improving access to hospitals, fire stations, police stations, emergency shelters, schools, community centers, and long-term care facilities	This rail trail connects into the existing bike network that provides access to Medford Square, Glenwood, and Wellington—three dense neighborhoods with many destinations including hospitals, schools, police and fire stations, and community centers.
Transit	Increase the focus on creating bicycle and pedestrian connections to transit	Bicycling and walking are an affordable and health transportation options that can easily be combined with public transit to access various parts of the region. This rail trail will provide access to the Wellington MBTA Orange Line station via the existing bike network.
Bicycle and Pedestrian Networks	Creating new bicycle and pedestrian connections to key destinations such as transit stations, schools, shops, restaurants, and parks	This rail trail will provide access to Medford Square, Glenwood, and Wellington—three dense neighborhoods with many destinations including transit stations, schools, shops, restaurants, and parks.

	Closing a gap in the bicycle or pedestrian network	This rail trail will fill a gap in Medford's bicycle/pedestrian network between the parts of the Wellington neighborhood that are separated by both the Fellsway and the MBTA Orange Line train tracks.
Economic Opportunity and Support	Increase the focus on projects that support access to areas with existing high densities of jobs and residents	This rail trail will provide access to Medford Square, Glenwood, and Wellington---three neighborhoods dense residential and commercial development, as well as transit access to other job centers via the MBTA Orange Line.