



FY 2026 Regional Agency Mitigation Fund Grant Application

Application Instructions:

- I. All applications must be received by the Massachusetts Gaming Commission by January 31st, 2025, at 11:59 p.m. to be considered for funding for the FY 2026 grant round.
- II. Each Agency may only submit ONE application as a Word Document.
- III. Each project must have its own form within the appropriate category. All attachments should directly follow the relevant project form.
- IV. Be sure to fill in all the information requested on the application. Applications that are left incomplete will not be accepted.
- V. All applications must submit a detailed scope of work and timeline for implementation of the project identified in the application.
- VI. All applications must contain appropriate backup materials that support the application.
- VII. The Grant Manager will be responsible for compiling the information for the quarterly reports and the submittal of the quarterly reports.
- VIII. The application must be signed by the agency's CEO or an individual with signatory authority.
- IX. The Regional Agency Grant is broken into three segments. Please only fill out the section relevant to your application.
 - a. Part A – Regional Planning
 - b. Part B – Regional Public Safety
 - c. Part C – Regional Workforce Development
- X. Submit this completed form as well as any relevant attachments to MGCCMF@Massgaming.gov or as a response to the COMMBUYS BID- BD245-1068- 1068C-1068L-109685

For more detailed instructions as well as the full FY 2026 Application Guidelines visit <https://massgaming.com/about/community-mitigation-fund/>

Grant Manager Information:

Applicant: Metropolitan Area Planning Council

Vendor Code: VC6000161316

Name: Travis Pollack

Title: Senior Transportation Planner

Email Address: tpollack@mapc.org

Telephone: 617.933.0793

Address: 60 Temple Place, 6th Floor, Boston, MA 02111

Budget Summary

Use the space below to provide an overview of all projects to be covered by this funding. You may add as many items as is pertinent to your application (you can add rows by right clicking on the row and selecting “add row”). Please provide a category, name, brief description, and amount for each item. Please use the appropriate category below for your agency.

Category	Project Name	Description	Amount
A. Regional Planning	Chelsea Everett Greenway Connector Preliminary Design	Preliminary (first phase) Design of Greenway from end of the Chelsea Greenway shared-use path to Encore Casino and to the Northern Strand Trail in Everett.	\$300,000
B. Regional Public Safety			
C. Workforce Development			
Total Request			\$300,000

Are you requesting a waiver for any program requirement? Yes No

Applicant Certification

- I. If yes, you must fill out a CMF Regional Agency Waiver Form. The waiver form can be found as Appendix F to the RFR on COMMBUYS or online at <https://massgaming.com/about/community-mitigation-fund/forms/>. Applications without a completed waiver form will not be considered for a waiver.

On behalf of the aforementioned applicant, I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this application.

Signature:

January 31, 2025

Date:

Elizabeth (Lizzi) Weyant, Deputy Director

Name and Title of Signatory:

Part A-Regional Planning - The application should include sufficient backup information for the review team to fully understand the project(s). This information could include locus maps, requests for proposals, detailed scopes of work, drawings etc.

Project Name: Chelsea Everett Greenway Connector Preliminary Design	
Please provide below the contact information for the individual managing this aspect of the grant.	
Project Contact	Additional Project Contact <i>(if applicable)</i>
Name: Eric Bourassa	Name: Travis Pollack
Title: Transportation Director	Title: Senior Transportation Planner
Department: MAPC Transportation Dept.	Department: MAPC Transportation Dept.
Email Address: ebourassa@mapc.org	Email Address: tpollack@mapc.org
Telephone: 617.933.0740	Telephone: 617.933.0793
Address: 60 Temple Pl., 6 th floor, Boston, MA 02111	Address: 60 Temple Pl., 6 th floor, Boston, MA 02111
<p>I. Please use the space below to identify the impact of the gaming establishment on your region. You may use the impacts identified in the FY 2025 Guidelines relevant to this category. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact and that the issue is regional in nature (i.e., surveys, data, reports, etc.)</p>	
<p>The area around the Encore Casino in Everett and Chelsea continues to evolve from one dominated by freight, logistics and industrial uses to a more mixed-use area with new retail, housing, and office, and entertainment options. The existing transportation networks, however, have not kept up with this changing landscape, particularly east-west connectors from Chelsea to Everett and the Casino area. Vehicular traffic has increased on the same congested streets and highways, and there is limited safe bicycle and pedestrian access from much of Chelsea to Encore. This safety challenge is particularly difficult during peak morning and afternoon periods and during major events at the Casino, when Routes 16 and 99 are congested, and the only other local east-west connector (Beacham Street) is heavily used by freight vehicles.</p> <p>The screen shot below shows the walking routes recommended by Google Maps. The most direct route takes nearly 50 minutes, and directs people to use Route 16/Revere Beach Parkway and Sweetser Circle. This route has over 50,000 vehicles per day in some locations, and the roadway is rated “Poor” in sidewalk and crosswalk conditions and for safety by the Boston MPO. Transit options are also challenging. Transit from Chelsea to the Casino can at times take over an hour, sometimes with multiple bus connections.</p> <p>This project will help mitigate negative impacts listed in the MGC Guidelines (listed below) by advancing a safe cycling and pedestrian path that will reduce vehicular/bicycle/pedestrian conflicts, as well as reduce traffic congestion, vehicular accidents, and air pollution by shifting</p>	

some auto trips to bicycle and walk trips.

- Increased traffic associated with the gaming establishment may cause increased congestion on the major routes leading to/from the gaming establishment.
- Increased traffic associated with the gaming establishment may result in increased vehicular accidents on major routes leading to/from the gaming establishment.
- Increased traffic associated with the gaming establishment may result in increased vehicular/bicycle/pedestrian conflicts.
- Increased traffic associated with the gaming establishment may cause localized increases in air pollution due to congestion.

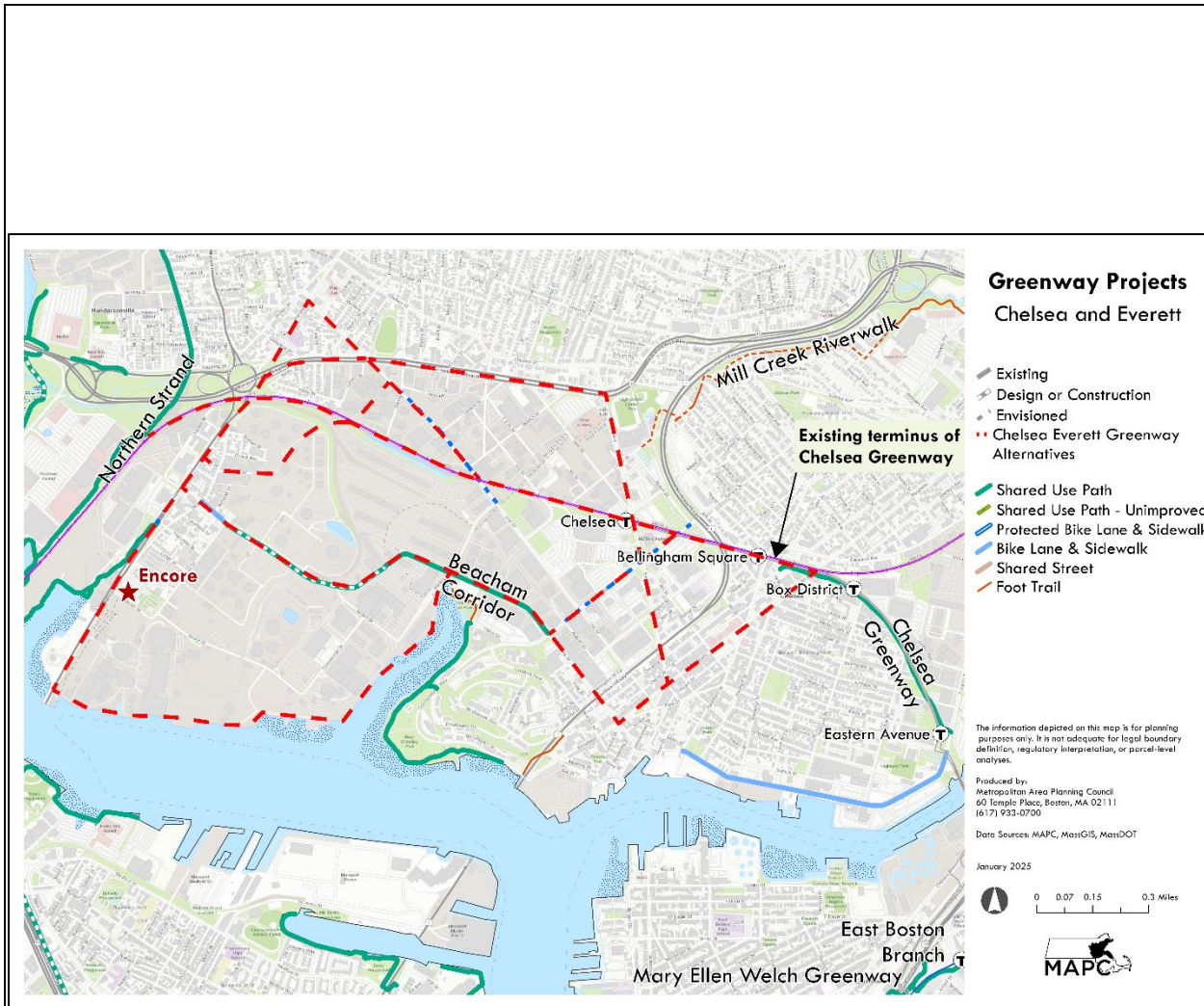
II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

The objective of the project is to begin designing a new shared-use path and greenway that connects the Chelsea Greenway in Chelsea to Encore Casino and to the Northern Strand Trail in Everett. Having safe bicycle and pedestrian connections from Chelsea will help local employees at Encore connect to their jobs without driving and contributing to local traffic congestion. Furthermore, some patrons may access the Casino on foot or cycling if there is a safer connection.

Despite being two miles apart, currently there are no safe east-west connections from the heart of Chelsea to Encore Casino. Anyone without a car who needs to reach the Casino from Chelsea must either take one or more MBTA buses, or walk/bicycle along unsafe conditions on Route 16/Revere Beach Parkway and Sweetser Circle, or use Beacham Street which is heavily travelled by trucks accessing warehouses and other industries in the area.

The Massachusetts Gaming Commission awarded MAPC a grant in July 2024 to evaluate alternatives connecting the Chelsea Greenway and Encore Casino. As of January 2025, MAPC has retained the engineering firm Stantec to assist in greenway planning and alternatives analysis. MAPC also has developed a [project webpage](#) in English, Spanish, and Haitian Creole, conducted the first parts of stakeholder outreach, and identified multiple route alternatives that are being evaluated.

The map below shows the greenway alignments that MAPC and its partners are evaluating in the planning phase, now underway. MAPC anticipates have a preferred alignment for a greenway/shared use path by Fall 2025, along with recommendations on next steps.



Chelsea Everett Greenway alternatives under evaluation as of January 2025.

MAPC is requesting \$300,000 from the Gaming Commission for preliminary design services of the preferred alignment.

MAPC will procure and manage an engineering consultant to start design of the Chelsea Everett Greenway and to develop a walking and cycling facility that can increase access to the Encore Casino for employees and patrons from Chelsea and points east of the Casino. MAPC will document this preliminary design on the project website, along with next steps needed to advance the greenway into final design and construction.

MAPC will lead and undertake this preliminary design phase with four tasks:

Task 1: Project Administration, including overseeing preliminary design, coordination with partners, and site visits.

Task 2: Design Options, including identifying design options such as the width of the greenway/shared-use path, neighborhood connections, evaluating right-of-way needed and possible environmental permits required, and working with project partners.

Task 3: Engagement, which includes meetings with stakeholders, a [project website](#) in multiple languages, other engagement, as well as meetings with community-based organizations.

Task 4: Preliminary Design Plans, including early design plans of the greenway and cost estimates.

The typical process for getting a project from concept to implementation includes four general phases:

- Planning (underway via MGC FY25 Grant)
- Design (Preliminary Design, Plan Design, and Final Design)
- Plan Specifications and Estimates (“construction plans”)
- Construction and project opening

With Planning anticipated to be done by Fall 2025, the next phase will be greenway design to determine the location, width, and design elements of the greenway. This phase will also include determining whether environmental permits and easements may be required. The design phase also allows for more comprehensive construction costs to be developed, and includes review and feedback from the community throughout the design.

Project design typically has three elements: Preliminary Design (developing plans to up to 30% detail); Plan Design (70%), and Final Design (100%). *MAPC is requesting Community Mitigation Funds in this application to begin Preliminary Design of the greenway.*

During the Preliminary Design phase, MAPC will work with Everett, Chelsea, and others on identifying funding for later design phases. MAPC also anticipates that the greenway construction will be funded through a combination of Gaming Commission, state, federal, and municipal sources, as well as developer mitigation as parcels along the greenway in Chelsea and Everett redevelop.

The graphic below illustrates the basic project steps from planning to greenway opening. The timeframe for surveying, design, and construction will depend on several factors, including the level of new right-of-way or easements needed, environmental permitting, and if the greenway is constructed in tandem with other infrastructure projects.

MAPC and its partners may also determine whether to construct the greenway in phases. For example, if a portion of the greenway alignment is to be built along the future Silver Line busway, construction of the greenway might be done at the same time as the Silver Line

construction. MAPC and its partners may also decide to create a near-term shared-use path along municipal streets (with fewer easements needed), with a longer-term plan to construct a wider greenway on a different alignment (such as MassDOT roadway or rail rights-of-way) when other transportation projects are constructed. MAPC will keep the Gaming Commission and other stakeholders informed of these decisions as design moves forward.



More detail on the scope of work is attached to this grant application.

MAPC has been working with the cities of Chelsea and Everett throughout this project, and will continue this partnership into design. Letters of support from Chelsea and Everett are also attached to this grant application.

Proposed MGC Grant Budget

Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.

Description of Purchase/Work	Timeline	QTY	Budget
Task 1. Project Administration	Jul. 2025-Jun. 2026		\$17,580
Task 2. Design Options	Sept. 2025-Feb. 2026		\$115,040
Task 3. Engagement	Jul. 2025-Jun. 2026		\$39,970
Task 4. Preliminary Design	Feb. 2026-Jun. 2026		\$127,410
	TOTAL:		\$300,000

Part B - Regional Public Safety- The application should include sufficient backup information for the review team to fully understand the project(s). This information could include locus maps, catalog cuts of proposed equipment purchases, quotes, training course syllabus, etc.-

Project Name:			
Please provide below the contact information for the individual managing this aspect of the grant.			
Project Contact		Additional Project Contact <i>(if applicable)</i>	
Name:		Name:	
Title:		Title:	
Department:		Department:	
Email Address:		Email Address:	
Telephone:		Telephone:	
Address:		Address:	
<p>I. Please use the space below to identify the impact of the gaming establishment on your region. You may use the impacts identified in the FY 2025 Guidelines relevant to this category. 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., casino related crime statistics, other relevant data, reports, etc.)</p>			
<p>II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.</p>			
<p>Proposed MGC Grant Budget</p>			
<p>Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.</p>			
Description of Purchase/Work	Timeline	QTY	Budget
	TOTAL:		

Part C - Workforce Development- The application should include sufficient backup information for the review team to fully understand the project(s). This information could include other relevant workforce statistics and economic models.

Project Name:			
Please provide below the contact information for the individual managing this aspect of the grant.			
Project Contact		Additional Project Contact <i>(if applicable)</i>	
Name:		Name:	
Title:		Title:	
Department:		Department:	
Email Address:		Email Address:	
Telephone:		Telephone:	
Address:		Address:	
<p>I. Please use the space below to identify the impact of the gaming establishment on your region. Please demonstrate the significance of the workforce need faced by the region, related to the operation of a gaming establishment. You may use the impacts identified in the FY 2025 Guidelines relevant to this category. Please provide documentation or evidence that supports the determination that the operation of the gaming facility caused or is causing the impact (i.e., surveys, data, reports, etc.).</p>			
<p>II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion. Please describe the deliverables, including the number of individuals to be served, number of hours, projected outcomes, location of program, cities and towns served.</p>			
Proposed MGC Grant Budget			
Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.			
Description of Purchase/Work	Timeline	QTY	Budget
	TOTAL:		



APPENDIX F – RFR BD25-1068-1068C-1068L-107735 REGIONAL AGENCY BLOCK GRANT FY 2026 WAIVER FORM

Applicants may request a waiver of a condition set forth in the Application for the Commission’s consideration. All requests for waivers or variances shall be submitted with the Application. The Commission may in its discretion waive or grant a variance from any provision or requirement contained in the FY 2026 Guidelines.

Applicant: Metropolitan Area Planning Council
Program Manager: Eric Bourassa, Transportation Director
Email: ebourassa@mapc.org
Telephone: 617.933.0740
Address: 60 Temple Place, 6th Floor, Boston, MA 02111

<p>I. Programmatic Requirement Variance Request: <i>A regional agency may request a waiver from any application requirement. Regional Agency waivers will be evaluated on a case-by-case basis and applicants will be notified of the Commission’s decision.</i></p>
<p>Basis of Waiver Request:</p> <p>MAPC requests an additional \$50,000 for a total request of \$300,000 in Massachusetts Gaming Commission community mitigation funds. MAPC anticipates using \$250,000 for preliminary design of the preferred greenway, and \$50,000 for grant administration and community engagement during the preliminary design phase.</p> <p>As noted in the grant application, the details of the preliminary design scope will depend on the alignment of the preferred alternative, the length of the greenway project that can be advanced and will move into preliminary design, and what easements and environmental permits might be required. Having additional funding will allow MAPC and its municipal partners to have more flexibility to scope the preliminary design of the greenway, while also engaging stakeholder around the Casino and in Chelsea and Everett.</p> <p>If additional funding is not available, MAPC will revise the scope of the preliminary design to reflect the funding awarded.</p>

Chelsea to Everett
Greenway Connector
Preliminary Design
Scope of Work
& Letters of Support



MAPC Project Scoping Document for Massachusetts Gaming Commission Community Mitigation Fund Grant Application

Chelsea-Everett Greenway Connector Preliminary Design Scope of Work

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1. Impacts of Gaming Establishment

The area around the Encore Casino in Everett and Chelsea continues to evolve from one dominated by freight, logistics and industrial uses to a more mixed-use area with new retail, housing, and office, and entertainment options. The existing transportation networks, however, have not kept up with this changing landscape, particularly east-west connectors from Chelsea to Everett and the Casino area. Vehicular traffic has increased on the same congested streets and highways, and there is limited safe bicycle and pedestrian access from much of Chelsea to Encore. This safety challenge is particularly difficult during peak morning and afternoon periods and during major events at the Casino, when Routes 16 and 99 are congested, and the only other local east-west connector (Beacham Street) is heavily used by freight vehicles.

The screen shot below shows the walking routes recommended by Google Maps. The most direct route takes nearly 50 minutes, and directs people to use Route 16/Revere Beach Parkway and Sweetser Circle. This route has over 50,000 vehicles per day in some locations, and the [roadway is rated “Poor” in sidewalk and crosswalk conditions and for safety by the Boston MPO](#). Transit options are also challenging. Transit from Chelsea to the Casino can at times take over an hour, sometimes with multiple bus connections.



Screen shot of Google map recommendation for walking from the Silver Line in Chelsea to Encore Casino, showing a 48-minute walk.

This project will help mitigate negative impacts listed in the MGC Guidelines (listed below) by advancing a safe cycling and pedestrian path that will reduce vehicular/bicycle/pedestrian conflicts, as well as reduce traffic congestion, vehicular accidents, and air pollution by shifting some auto trips to bicycle and walk trips.

- Increased traffic associated with the gaming establishment may cause increased congestion on the major routes leading to/from the gaming establishment.
- Increased traffic associated with the gaming establishment may result in increased vehicular accidents on major routes leading to/from the gaming establishment.
- Increased traffic associated with the gaming establishment may result in increased vehicular/bicycle/pedestrian conflicts.
- Increased traffic associated with the gaming establishment may cause localized increases in air pollution due to congestion.

2. Project Summary

The objective of the project is to begin designing a new shared-use path and greenway that connects the Chelsea Greenway in Chelsea to Encore Casino and to the Northern Strand Trail in Everett. Having safe bicycle and pedestrian connections from Chelsea will help local employees at Encore connect to their jobs without driving and contributing to local traffic congestion. Furthermore, some patrons may access the Casino on foot or cycling if there is a safer connection.

Despite being two miles apart, currently there are no safe east-west connections from the heart of Chelsea to Encore Casino. Anyone without a car who needs to reach the Casino from Chelsea must either take one or more MBTA buses, or walk/bicycle along unsafe conditions on Route

16/Revere Beach Parkway and Sweetser Circle, or use Beacham Street which is heavily travelled by trucks accessing warehouses and other industries in the area.

The Massachusetts Gaming Commission awarded MAPC a grant in July 2024 to evaluate alternatives connecting the Chelsea Greenway and Encore Casino. MAPC has retained Stantec to assist in greenway planning and alternatives analysis. MAPC also has developed a [project webpage](#) in English, Spanish, and Haitian Creole, conducted the first phase of stakeholder outreach, and identified multiple route alternatives that are being evaluated. MAPC anticipates having a preferred alignment for a greenway/shared use path by the Fall of 2025.

MAPC is requesting \$300,000 from the Gaming Commission for preliminary design services of the preferred alignment.

MAPC will procure and manage an engineering consultant to start design of the Chelsea Everett Greenway and to develop a walking and cycling facility that can increase access to the Encore Casino for employees and patrons from Chelsea and points east of the Casino. MAPC will document this preliminary design on the project website, along with next steps needed to advance the greenway into final design and construction.

MAPC will lead and undertake this preliminary design phase with four tasks:

Task 1: Project Administration, including overseeing preliminary design, coordination with partners, and site visits.

Task 2: Design Options, including identifying design options such as the width of the greenway/shared-use path, neighborhood connections, determining right-of-way needed and possible environmental permits required, and working with project partners.

Task 3: Engagement, which includes meetings with stakeholders, a [project website](#) in multiple languages, other engagement, as well as meetings with community-based organizations.

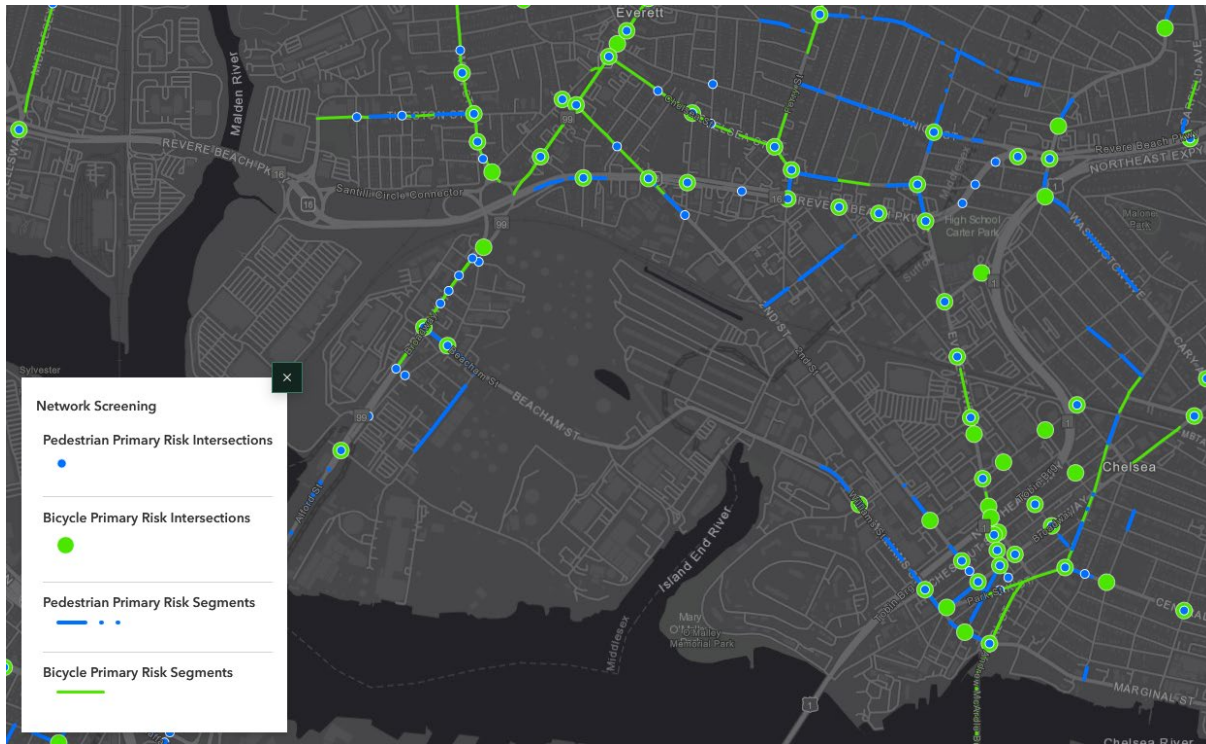
Task 4: Preliminary Design Plans, including early design plans of the greenway and cost estimates.

The details in the scope of the design phase will depend on the preferred alignment selected during planning phase. The scope will be developed further after completion of Planning phase of the project.

3. Project Area Description and Context

The project area is from the current end of the Greenway east of Route 1 near Chestnut Street in Chelsea to the Casino and the Malden River (see map). Both Everett and Chelsea have Environmental Justice communities of historically marginalized populations, including majority non-white and lower-income, with some neighborhoods also having a majority of households where English is not spoken.¹ At least one in five households in these communities do not have access to a vehicle. The volume of vehicular traffic on major Chelsea-Everett connections is unsafe and unhealthy for those walking and cycling, with 46,000-50,000 vehicles per day on Route 16, and 23,500 vehicles per day on Route 99. MassDOT has identified parts of Chelsea and Everett in the greenway study area as primary safety risks for people walking and cycling (see screen shots below of Vulnerable Roadway Users assessment from MassDOT).

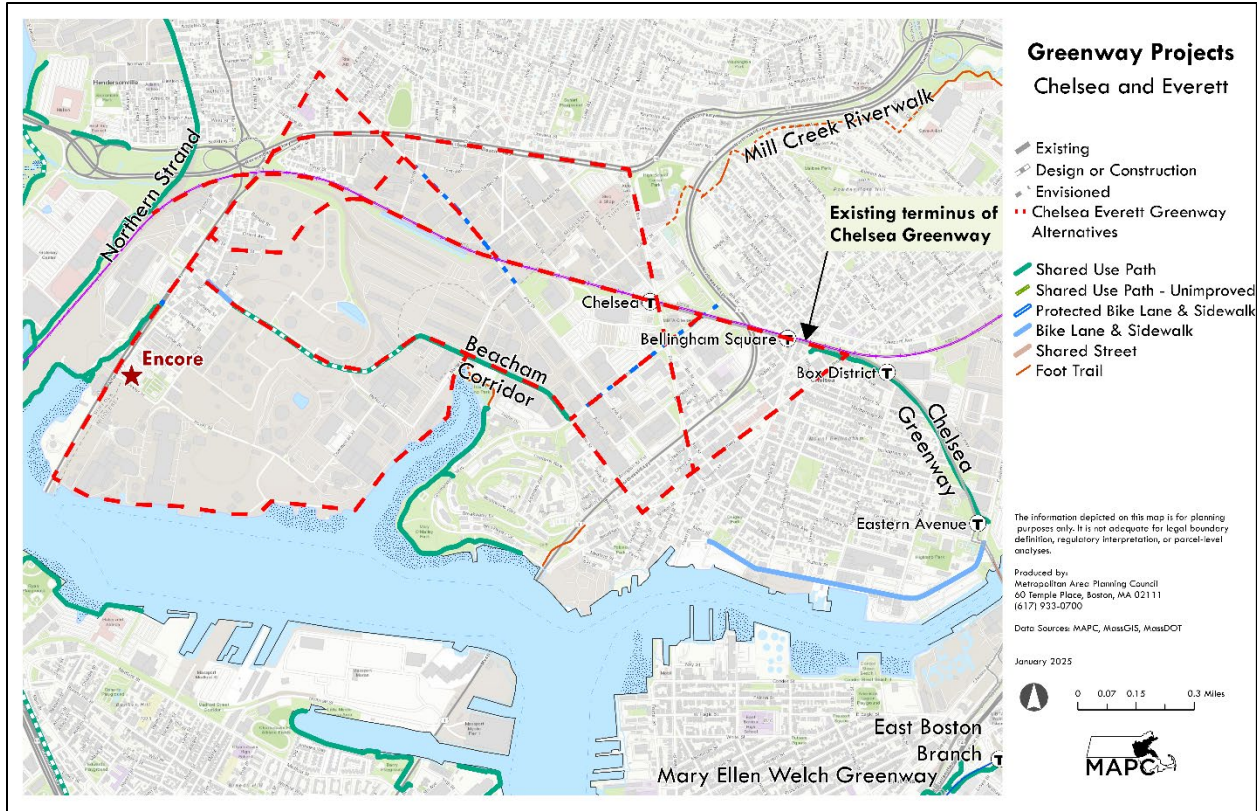
¹ <https://www.mass.gov/info-details/massgis-data-2020-environmental-justice-populations>



Screen shot of MassDOT's Vulnerable Roadway Users assessment in region, showing primary risk streets and intersections for walking and cycling, including Revere Beach Parkway, Broadway, and Everett Street.

The area also has poor existing transit options, with Casino employees and others in Chelsea needing to ride over an hour on one or more buses to reach the Casino. In some cases, walking one or two miles may be faster than transit. With a safer, separated bicycle route, the trip could be made in under 30 minutes.

The Massachusetts Gaming Commission awarded MAPC a grant in July 2024 to evaluate alternatives connecting the Chelsea Greenway and Encore Casino. As of January 2025, MAPC has retained the engineering firm Stantec to assist and has developed a project webpage, conducted stakeholder outreach, and identified multiple route alternatives that are being evaluated. These alternative routes and the project study area are shown in the map below. MAPC anticipates have a preferred alignment for a greenway/shared use path by the end of June 2025.



Chelsea Everett Greenway alternatives under evaluation as of January 2025.

The typical process for advancing a project from concept to implementation includes four general phases:

- Planning (underway via MGC FY25 Grant)
- Design (Preliminary Design, Plan Design, and Final Design; includes surveying once preferred design alignment selected)
- Plan Specifications and Estimates (“construction plans”)
- Construction and project opening

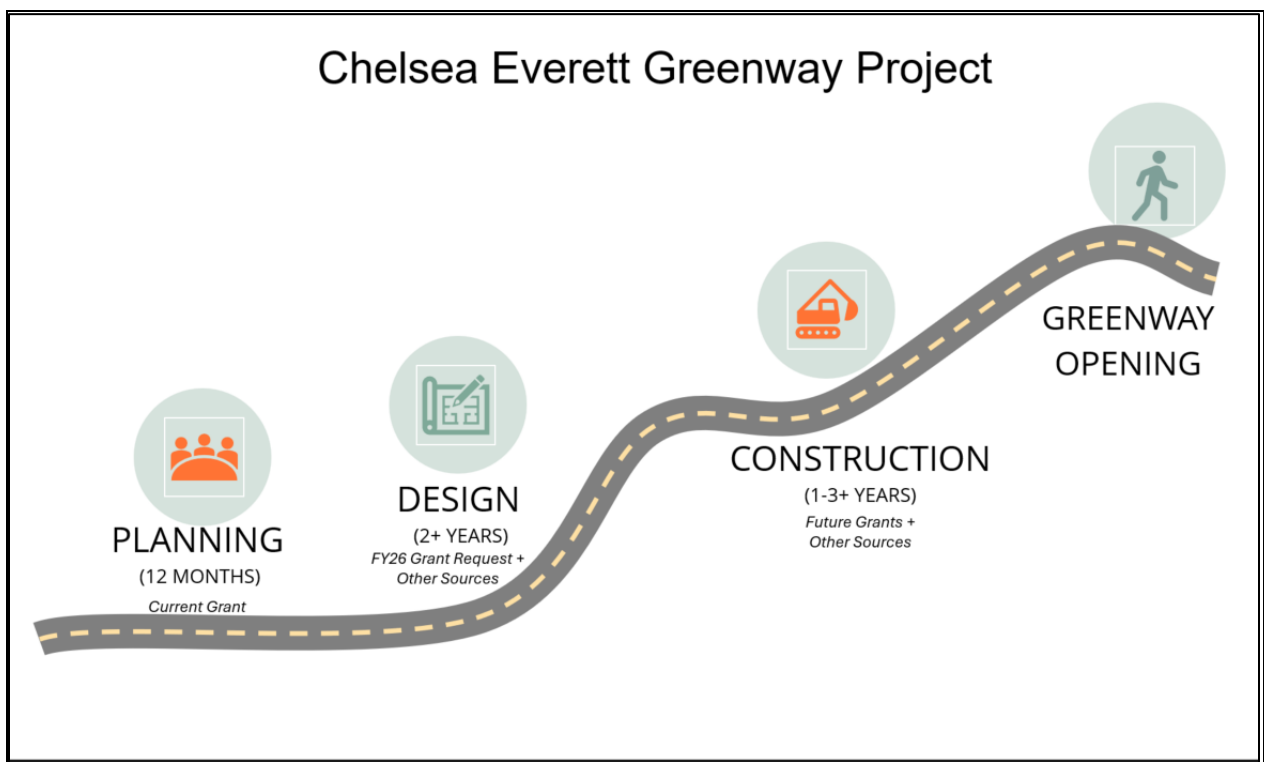
With Planning anticipated to be done in the Fall 2025, the next phase will be greenway design to determine the location, width, and design elements of the greenway. This phase will also include evaluating whether environmental permits and easements may be required. The design phase also allows for more comprehensive construction costs to be developed, and includes review and feedback from the community throughout the design.

Project design typically has three elements: Preliminary Design (developing plans to up to 30% detail); Plan Design (70%), and Final Design (100%). MAPC is requesting \$300,000 in Community Mitigation Funds in this application to begin Preliminary Design of the greenway.

During the Preliminary Design phase, MAPC will work with Everett, Chelsea, and others on identifying funding for later design phases. MAPC also anticipates that the greenway construction will be funded through a combination of Gaming Commission, state, federal, and municipal sources, as well as developer mitigation as parcels along the greenway in Chelsea and Everett redevelop.

The graphic below illustrates the basic project steps from planning to greenway opening. The timeframe for surveying, design, and construction will depend on several factors, including the level of new right-of-way or easements needed, environmental permitting.

MAPC and its partners may also determine whether to construct the greenway in phases. For example, if a portion of the greenway alignment is to be built along the future Silver Line busway, construction of the greenway might be done at the same time as the Silver Line construction. MAPC and its partners may also decide to create a near-term shared-use path along municipal streets (with fewer easements needed), with a longer-term plan to construct a wider greenway on a different alignment (such as MassDOT roadway or rail rights-of-way) when other transportation projects are constructed. MAPC will keep the Gaming Commission and other stakeholders informed of these decisions as design moves forward.



4. Anticipated Outcomes

The anticipated outcome from this project will be preliminary design plans and cost estimates for a safer bicycle and pedestrian network from the end of the Chelsea Greenway east of Route 1 in Chelsea to Broadway in Everett and on to the Northern Strand Trail.

The design phase of this project will include community engagement on the elements of the greenway. This design efforts may include connecting with representatives from Encore Casino to get their feedback on the design, as well as surveying Casino employees and visitors and Chelsea and Everett communities on design options for the greenway.

Designing the greenway will also open the opportunity for the municipalities and others to reserve the right-of-way and secure local, state, and federal funding for final design construction of the greenway. This trail and sidewalks will create an important missing link from the Northern Strand Community Path and the Chelsea Greenway and other regional trails.

5. Project Work Plan

MAPC developed this scope of work based upon the planning completed to-date and a review of nearby trail projects under design. MAPC will continue to work with the cities of Chelsea and Everett as the project moves from planning to design. Both municipalities have been key partners in the planning phase, and MAPC will continue these partnerships through the design phases. MAPC anticipates administering the design phase and leading the community engagement, with assistance from Chelsea and Everett. MAPC will lead Task 1 (Project Administration) and Task 3 (Engagement). MAPC plans to procure a consultant to lead the design and cost estimating (Tasks 2 and 4).

The tasks in the work plan below will be revised to reflect the preferred alignment and other outcomes of the Planning phase of the project.

Task 1. Project Administration

Administration and Coordination – MAPC will administer the grant, including quarterly reporting and invoicing. MAPC will oversee the preliminary design by the consultant, and hold regular meetings with the municipal partners (Chelsea and Everett).

Consultant Procurement – MAPC will procure a consultant to undertake preliminary engineering and design. MAPC will develop a scope of work and provide a consultant team with assistance from staff from the cities of Chelsea and Everett. The consultant will lead the efforts in Tasks 2 and 4 below.

Task 2. Design Options

Schematic Options – MAPC, the design consultant, and municipal partners will determine design options such as the width of the greenway/shared-use path and locations for greenway connections. The options will be dependent upon factors such as environmental and rights-of-way constraints, and federal and state design guidelines. The team will evaluate the design options and select preferred options. The design options under consideration will be shown on the project webpage. Community feedback from Task 3 may be included in the evaluation of the design options.

Easements/Permit Needs – The consultant will determine what easements or other rights-of-way and possible environmental permits are required. Information from this subtask will help shape the schematic options.

Schematic Design – Based upon the schematic options, easement and permitting analysis, and input from Task 3, MAPC, municipalities, and the design consultant will determine the preferred design options for the greenway. The consultant will document the preferred design option that will be used in Task 4.

Task 3. Engagement

Engagement Plan – MAPC will develop an engagement plan to guide the efforts in Task 3.

Engagement – MAPC will lead engagement efforts described in the Engagement Plan, including meetings with stakeholders, continuing to post information on the project website in multiple languages, as well as other engagement. Staff from the cities of Chelsea and Everett will assist

the engagement, such as reaching out to stakeholders and sharing out engagement announcements, participating in meetings, and providing feedback on engagement documents. The consultant team will provide materials for engagement. When necessary, the consultant will also participate in engagement events/meetings.

Task 4. Preliminary Design Plans

Preliminary Design – Based upon the outcomes of Tasks 1, 2, and 3, the consultant team will complete preliminary design plans of the preferred greenway alignment. Design will include renderings of future greenway.

Cost Estimates – The consultant will provide cost estimates based upon the design completed in this Task.

Technical Memo – The consultant will provide technical memorandum on assumptions and other elements of the preliminary design and cost estimates, as well as next steps to finalize project design and build the greenway. This may include recommendations or options to construct the greenway in phases or segments.

6. Budget

MAPC is requesting \$300,000 in MGC funds for this project. Approximately \$50,000 will primarily fund MAPC staff time for administering the project, selecting and overseeing the consultant, and leading the public engagement. Approximately \$250,000 will be for a consultant team to refine the design options, assist in engagement, undertake the preliminary design, and complete construction cost estimates. A breakdown of the estimated costs by Tasks is below. Costs include both labor and direct costs.

The tasks and the budgets below will be revised to reflect the preferred alignment and other outcomes of the Planning phase of the project. The tasks and costs may also be refined as the scope of work is refined during procurement of the consultant team.

	MAPC Staff Time & Directs	Consultant Team	Total
Task 1. Project Administration Administration and coordination, consultant procurement, coordination meetings and calls	\$17,580		\$17,580
Task 2. Design Options Schematic options, MEPA/easement/ permitting determinations, schematic designs, meetings and presentations to project partners	\$5,940	\$109,900	\$115,040
Task 3. Engagement Engagement Plan, community engagement, events, public surveys, online engagement	\$19,070	\$20,900	\$39,970
Task 4. Preliminary Design Preliminary designs, cost estimates, review meeting; technical memo, cross sections, renderings	\$6,710	\$120,700	\$127,410
	\$49,000	\$251,000	\$300,000



City of Everett
Department of Transportation and Mobility
484 Broadway, Room 25
Everett, Massachusetts 02149
(P) 617-544-6033 (F) 617-394-5002

Jay Monty, Executive Director

Joe Delaney
Chief of Community Affairs
Massachusetts Gaming Commission
101 Federal Street
Boston, MA 02110

Re: Support Letter – Chelsea to Everett Greenway Connector

Dear Joe,

On behalf of Mayor DeMaria, I would like to offer the City of Everett's support of MAPC's 2025 Community Mitigation Fund grant application to advance the design of a Chelsea to Everett Greenway. As you well know, the City of Everett, in partnership with MGC and others, spent considerable resources expanding the multi-use trail network in Everett. We view this as critical to meeting Everett's long-term goals of sustainability and reduced vehicle dependency. The Chelsea Everett Greenway represents the next major challenge and opportunity in developing this trail network. As Everett plans for, and experiences rapid growth east of Rte. 99, it is critical that this area become linked to the Northern Strand Trail and the rest of the regional trail network to the west and south.

The goal of a Chelsea to Everett Greenway is also consistent with planning efforts in Chelsea and East Boston where those communities are planning to link the East Boston Greenway and Chelsea Greenway. The culmination of this eventual build-out will link Everett and the entertainment district to destinations such as Logan Airport, Revere Beach, East Boston as well as important transit hubs in Chelsea and Boston.

We hope you will give this project positive consideration as the City of Everett commits to supporting MAPC and our neighboring communities in this endeavor.

Sincerely,

Jay Monty

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CITY OF CHELSEA, MA
Executive Department

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Fidel Maltez
City Manager
fmaltez@chelseama.gov

January 28, 2025

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

Dear Commissioners,

I am writing to you in strong support of the Metropolitan Area Planning Council's (MAPC) application for a Regional Agency Grant from the Massachusetts Gaming Commission's Community Mitigation Fund. The funding from this grant will allow MAPC provide engineering feasibility and preliminary engineering design of the expansion of the Chelsea Greenway to the Encore Casino and onward to the Northern Strand Trail to Lynn. This expansion may also include the future crossing of the Mystic River to Draw Seven Park in Somerville and Assembly Row.

Completing this important link in the regional bicycle and pedestrian transportation network will have real benefits for Chelsea residents, employees, and visitors. The future completion of this segment will complement other regional efforts and provide connections from the Casino through Chelsea to East Boston and Revere.

On behalf of the City of Chelsea and its residents, I enthusiastically support this application. The study of alternatives and the selection of a preferred solution for this critical regional connection for non-vehicular travel to help the commonwealth meet its climate goals and mitigate traffic to everyone's benefit. Beyond the study, we look forward to partnering with the Massachusetts Gaming Commission, MAPC, and the City of Everett in the future implementation of the preferred solution.

Thank you for the work that the Massachusetts Gaming Commission does and I ask that you give this application all due consideration.

Sincerely,

Fidel Maltez
City Manager

