

Wynn RESORTS[®]

Building and Site Design

- We agree to the condition in its entirety
- The process of reconsideration is underway
- We agree to participate in a materials review

Boston / Charlestown Relationship

- It is in our best interests to find a solution to Boston
- We preferred a Surrounding Community Agreement solution; yet understand the political process prevents that
- Post-decision, we commit to leading a collaborative partnership with Boston

Sullivan Square Traffic Reduction Plan

Transportation Strategies:

- Complete Water Transportation Program
- Shuttle bus connections to subway and commuter stations
- Premium Park and Ride system
- No employee shift changes during peak traffic hours
- Off-site parking for all employees
- Enhanced pedestrian and bicycle access

Transportation Demand Management: Patrons

- Incentives for public transportation and water shuttle use
- Charlie Cards sold on-site at gift shop
- Ten parking spots dedicated to car-sharing program
- All employees trained to inform guests regarding public transit access to the resort and local attractions
- Concierge to advise guests on public transportation use for accessing local attractions
- Resort advertisements will include information regarding non automobile routes to the resort
- Brochures including public transportation information placed with local tourist destination concierge desks
- Public transportation information posted on website
- Social media used to promote public transportation use
- Coordination with MOTT and CVB to promote public transportation use

Transportation Demand Management: Employees

- Off-site parking with shuttle access to the Resort
- Subsidized Charlie Cards provided to employees, Charlie Cards available on-site
- Guaranteed Ride Home program
- Public transportation information posted in employee newsletters and back-of-house areas
- Employees rewarded for public transportation use with internal incentives
- Dedicated Neighborhood Shuttle bus for neighborhoods with a dense population of employees
- On-site Hubway bicycle sharing station
- Bicycle commuter facilities on-site
- Coordination with MassRIDES to support and incentivize employee use of alternate transit modes

Sullivan Square and Boston Mitigation

	BAFO	MGC	Response to Conditions
Upfront Payment	\$1,000,000	\$1,000,000	\$2,750,000
Total of Annual Payments	\$24,000,000	\$39,000,000	\$31,500,000
Sullivan Sq. Long-Term Solution	\$15,000,000	\$10 - \$20 MM	\$22,500,000
MEPA/Sullivan Sq. Mitigation	\$6,000,000	\$6,000,000	\$6,000,000
TOTAL	\$46,000,000	\$56 - 66 MM	\$62,750,000
Traffic Reduction Payment	\$0	TBD	\$0
GRAND TOTAL	\$46,000,000	\$56 - 66 MM	\$62,750,000

Sullivan Square and Boston Mitigation

	BAFO	MGC	Response to Conditions	Response to Comments
Upfront Payment	\$1,000,000	\$1,000,000	\$2,750,000	\$1,000,000
Total of Annual Payments	\$24,000,000	\$39,000,000	\$31,500,000	\$24,000,000
Sullivan Sq. Long-Term Solution	\$15,000,000	\$10 - \$20 MM	\$22,500,000	\$25,000,000
MEPA/Sullivan Sq. Mitigation	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
TOTAL	\$46,000,000	\$56 - 66 MM	\$62,750,000	\$56,000,000
Traffic Reduction Payment	\$0	TBD	\$0	\$20,000,000 *
GRAND TOTAL	\$46,000,000	\$56 - 66 MM	\$62,750,000	\$76,000,000

* Cap

Boston / Sullivan Square Summary

- Significantly increase mitigation payment
- Look-back condition consistent with our Surrounding Community Agreements
- Inclusion of the MGC and Boston in our Traffic Demand Management Plan reporting
- Payment mechanism

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