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## Meeting Minutes

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**Date:** June 20, 2014

**Time:** 10:30 am

**Place:** Hynes Convention Center  
Room 311  
800 Boylston Street  
Boston, MA

**Present:** Commissioner James F. McHugh  
Commissioner Gayle Cameron  
Commissioner Bruce Stebbins  
Commissioner Enrique Zuniga

**Absent:** Chairman Stephen P. Crosby (recused from Region A matters)

**Call to Order:**

Commissioner McHugh opened the 125<sup>th</sup> public meeting.

Commissioner McHugh introduced the purpose of the meeting today which is to discuss the traffic plans and the methods and means to get to the projects proposed by Mohegan Sun Massachusetts LLC and Wynn MA LLC. Commissioner McHugh explained that each of the applicants will present their plan. The Commissioners will then ask any questions they have of the applicants. After the Commissioners ask their questions, the consultants assisting the Commission in its review of the RFA 2 applications will be able to ask questions. Commissioner McHugh stated that the traffic plans are fluid and are part of the MEPA and permitting processes and thus subject to change as the applicants proceed through that process.

Commissioner McHugh asked Ombudsman Ziemba to provide an overview of the presentations and to introduce the speakers for each applicant.

Ombudsman Ziemba stated that each applicant will present an overview of its traffic plan pursuant to 205 CMR 120 and 125. Each applicant has 90 minutes but no longer than 2 hours in which to make its presentation. After each presentation the Commissioners and the consultants will be able to ask questions. Mr. Ziemba introduced the consultants.

They are Rick Moore from City Point Partners and Jason Sobel from Green International Affiliates.

### **Presentation by Mohegan Sun Massachusetts LLC (MSM)**

MSM was represented by Gary Luderitz, Vice President, Operations, Mohegan Sun; Jeff Mullan, Esq., Foley Hoag; and John Kennedy, VHB. The City of Revere was represented by Brian Falk, Esq. Mirick O'Connell; and Bob Button and Dan Murphy from CDM Smith.

Please refer to the PowerPoint presentation included with these minutes for the actual presentation. The presentation included 5 parts. Gary Luderitz presented the Overview and Highlights sections. Jeff Mullan and John Kennedy presented the remainder of the presentation.

John Kennedy presented VISSIM. VISSIM is a modeling tool which takes existing conditions and overlays models showing the change in existing conditions once the proposed improvements are in place. Mr. Kennedy presented several options using VISSIM to increase capacity and to mitigate traffic issues on route 1A.

Commissioner Zuniga asked if MSM had a preferred option out of the options shown. Mr. Mullan responded that MA DOT will most likely choose the option that will be implemented.

Commissioner Cameron asked whether all the mitigation plans would be completed before the opening of the project. Mr. Mullan responded that the mitigation plans can be completed before opening but that MSM has not yet committed to that. This will be part of MSM's final MEPA filing. Mr. Mullan said that the route 1A mitigation plans will be completed prior to opening.

Commissioner Cameron asked whether the projected opening date has been changed. Mr. Mullan stated that the projected opening date is dependent upon the licensing process and the weather but is still expected to occur 30 months after the award of a license.

Commissioner Zuniga asked whether the \$45 million in funding proposed by MSM included the most costly route 1A option. Mr. Mullan stated that the mitigation will probably cost more than \$45 million depending on the final options chosen.

Commissioner Zuniga stated that making cuts in the median is not as easy as it seems and asked how MA DOT viewed them in MSM's proposal. Mr. Mullan deferred to Mr. Kennedy who stated that several of the median breaks proposed in MSM's plan are already part of the North Shore Transportation Study in which Mass Highway, MA DOT and DCR were involved.

Commissioner Stebbins asked if the non-route 1A improvements were part of any other studies or plans. Mr. Mullan responded that several areas have been studied over the years as part of other projects in the area.

Commissioner Stebbins further stated that the Host Community Agreement with the City of Revere discusses improvements and asked who decides what those improvements are. Mr. Mullan stated that MA DOT will decide since they own the roadways being improved.

Commissioner Stebbins asked if MSM was committed to the total costs of the improvements if the costs exceeded the amount stated. Mr. Mullan stated that MSM was committed to mitigation and isn't proposing to cap its monetary exposure.

Commissioner McHugh asked about MSM's inclusion of public transportation in its mitigation plan, noting that the T does not run during certain early morning hours or after 1:00 AM. Mr. Mullan stated that MSM supports extended T service and has discussed possible extended headway service with the T.

Commissioner Zuniga stated that MA DOT may go to two way tolling and asked if that occurred, what impact would that have on MSM's traffic plan. Mr. Mullan responded that if MA DOT calls for two way tolling it will be electronic tolling in the Callahan, Sumner and Williams tunnels. MSM's traffic counts are based on one way tolling in the Callahan tunnel. MSM believes that two way tolling may cause traffic counts to flatten out but will not measurably impact traffic count. Mr. Kennedy responded that there would not be much change in the Williams tunnel and that it would impact the Callahan and Sumner tunnels more. MSM will continue to evaluate this scenario.

Mr. Moore asked MSM whether it was concerned that MSM's traffic plan was moving traffic up into Bell Circle. Mr. Kennedy responded that it may impact times in the lower end of Bell Circle.

Mr. Moore asked MSM whether MSM had discussed its improvements on the Revere Beach Parkway with the Historical Commission. Mr. Mullan advised that they had those discussions but did not expect any statement from the Historical Commission until the permitting process. No significant issues have been raised so far. DCR is supportive of MSM's plans. The median break and small addition of pavement included in the proposed improvements should not have a significant impact on the historic nature of the parkway.

Mr. Moore asked whether MSM had identified the location of the off-site parking included in its proposed plan. Mr. Mullan stated that the third party operator of the service would identify those locations. There will likely be a need for approximately 750 spaces based upon MSM's projection that 30% of its employees will use the T to get to work. The third party operator will use available capacity where possible. The location will also depend on where employees live. MSM does not expect to have to build new parking facilities.

Mr. Moore asked how MSM will operate its proposed parking garage in the event of a 100 year flood event. Mr. Mullan explained that they are accommodating this as part of the design and that no equipment will be located in the potential flood area.

Mr. Sobel asked MSM whether the improvements to Furlong Drive will accommodate all of the traffic anticipated and how will the three access points be distributed. Mr. Mullan explained that not all the traffic will come via Furlong Drive. It will be split between various access points with 80% of the traffic coming via route 1A and 20% coming via Winthrop Avenue to Tomasello Avenue.

Mr. Moore asked when MSM was scheduled to make its MEPA filing. Mr. Mullan responded that it anticipated that it would make its MEPA filing within the next few weeks, with its FEIR filing after that.

### **Meeting Recessed**

Commissioner McHugh recessed the meeting at 12:15 pm and announced the meeting would reconvene in approximately 1 hour.

### **Meeting Reconvened**

The meeting was reconvened by Commissioner McHugh at 1:25 pm. Ombudsman Ziembra reiterated the time requirements and introduced the team from Wynn MA LLC.

### **Presentation by Wynn MA LLC. (Wynn)**

Wynn was represented by Robert DeSalvio, Senior Vice President of Wynn Development; Chris Gordon, Dirigo Group; and Keri Pyke, Howard/Stein Hudson. Please refer to the PowerPoint presentation included with these minutes for the actual presentation.

Mr. DeSalvio discussed the important of the traffic plan. He stated that people decide which casino to visit based on how easy it is to get to and from the casino. Mr. DeSalvio presented the overview of the transportation plan. It includes a \$50 million privately funded mitigation plan.

Mr. Gordon presented the overall transportation plan. He stated that Wynn commits to the mitigation described whatever the final cost.

Ms. Pyke presented the roadway improvement plans. She stated that all improvements will be completed before the opening of the project.

Commissioner McHugh asked whether the underpass for Rutherford Avenue will remain. Mr. Gordon and Ms. Pyke stated that it would remain. Wynn's plan will work with whatever is finally done with Sullivan Square.

Commissioner McHugh asked whether a water shuttle between Assembly Square and the project location is feasible. Mr. Gordon stated that it was and it was studied but it was not efficient and was not included in Wynn's plan.

Mr. DeSalvio provided a summary wrap up of the plan and stated that Wynn planned to file its FEIR on June 30.

Commissioner Cameron stated that the original opening was estimated to be 33-36 months from the award of the license and asked whether that date will change. Mr. DeSalvio stated that the 33-36 month timeframe will not change but could float based upon the award date.

Commissioner Cameron asked how Wynn was dealing with the various cities, towns and MA DOT as part of the permitting process. Mr. Gordon stated that about 19 permits were needed and that discussions were started with all of the cities and towns. The land necessary for the improvements has been secured.

Commissioner Zuniga referred to slide 25 of the Wynn presentation and stated that it showed a reduction in traffic. Mr. Gordon explained that the reduction shown was based upon a reduction in single passenger cars and that this reduction includes more patrons than employees.

Commissioner Stebbins asked whether there was an agreement with the MBTA to cycle Wynn buses through MBTA stations. Mr. Gordon stated that Wynn was working with the MBTA on those stations controlled by the MBTA. Otherwise they are working with private property owners.

Commissioner Stebbins referred to slide 27 which showed a change in the Friday peak hour traffic. Mr. Gordon explained that the slide showed the actual peak hour for the area. The Wynn peak hour would be later in the evening.

Commissioner Stebbins stated that 63% of the patrons come through Sullivan Square and 73% exit through Sullivan Square and asked how does this work. Ms. Pyke explained that the traffic is coming from 93 north through Somerville. Some may come through route 16 but it is anticipated that most traffic will decide to come further south on 93 before exiting.

Commissioner McHugh asked whether the proposed upgrades work whether Rutherford Avenue is an underpass or a surface road Mr. DeSalvio stated that Wynn wanted to make sure that its changes worked with any future changes to Rutherford Avenue.

Commissioner McHugh referred to slide 25 which showed that tour buses accounted for 10% of patrons and stated that he thought that the RFA 2 application showed no reliance on tour buses. Mr. DeSalvio stated that there was no change in the model but believed that there were opportunities to get people out of their cars and onto buses, especially after Wynn reviewed comments it received on its DEIR.

Mr. Moore asked whether the increase in water transportation was based upon the marketing plan. Mr. DeSalvio stated that Wynn thinks this is a great method to provide access to the property. Ms. Pyke stated that Wynn looked at whether they could find

people in Boston who would want to get on a water shuttle and come to the property. The tourism market would support this type of transportation.

Mr. Moore asked if Wynn does not get its preferred access route to the property would access work through the existing road. Mr. Gordon said that he thinks using the existing road would work. Wynn prefers the proposed access, but if it cannot obtain that, it will control how and when certain types of vehicles use the existing access road.

Mr. Moore asked whether Wynn talked to MA DOT about Santilli Circle. Mr. Gordon stated that there is a meeting with MA DOT scheduled soon and that MA DOT is aware of Wynn's plan and would have to approve it.

Mr. Moore asked whether the plan for Santilli Circle could delay any filings. Mr. Gordon said no and that MA DOT had suggested that Wynn consider the proposed plan. Ms. Pyke stated that they will include all the options considered in the appendix to the FEIR to show how those options work or don't work.

Mr. Moore asked whether the FEIR will show the surface option in the first phase and whether the traffic analysis for the second phase will be included as part of the FEIR. Mr. Gordon stated that the analysis for the second phase was included in the DEIR and he believed that it would be included in the FEIR. Ms. Pyke confirmed that this information would be included in the FEIR.

Mr. Sobel stated that there was some discussion in the DEIR about periods when on-site parking would be over capacity and he asked how that would be addressed. Mr. Gordon explained that the FEIR would show increased parking in response to comments received on this issue. Mr. Moore asked whether the increased parking would be enlarged surface parking. Ms. Pyke responded that it would include enlarged surface parking and that this would allow Zip Car and electric charging stations in the garage. Mr. DeSalvio explained that the increased parking would be below the retail space and that this would provide three different locations from which the property could be accessed from the parking areas. Mr. Moore then asked whether this meant that valet parking during over capacity situations was off the table and Mr. DeSalvio stated yes.

Mr. Sobel asked whether any analysis was done on the number of times the project would cause the draw bridge over the Mystic River to be raised. Mr. Gordon said that there was a lot of discussion on this issue and that data on this issue does not exist. No concerns have been raised.

Mr. Moore asked whether analysis regarding accommodating off site public transportation would be included in the FEIR. Mr. Gordon said that if the accommodation was on public property the analysis may not be included; however whatever the DEIR required will be provided.

Mr. Moore asked whether NEPA review will be required as part of the project. Mr. Gordon stated that Wynn was working on that. The Army Corp of Engineers will be the

point on that issue. Wynn will apply for whatever permits the Army Corp requires and will update the FEIR as needed.

Commissioner McHugh asked for a vote to adjourn the meeting. A motion was made to adjourn; the motion was seconded and carried unanimously. The meeting was adjourned at 3:06 pm.

### **List of Documents and Other Items Used at the Meeting**

1. Massachusetts Gaming Commission June 18, 2014 Notice of Meeting and Agenda
2. PowerPoint presentation by Mohegan Sun Massachusetts LLC
3. PowerPoint presentation by Wynn MA LLC

/s/ Catherine Blue  
Catherine Blue  
Assistant Secretary