

VLT FACILITY OPERATION LICENSE IN PRINCE GEORGE'S COUNTY

Transportation Review

December 6, 2013

Sam Schwartz Engineering D.P.C.

- Nationally recognized Transportation Firm
- Extensive Casino/Gaming Project Experience
- Experienced Staff
 - **Michael F. Monteleone, AICP, PP**
 - 26 Years of Transportation Experience
 - Over 100 Traffic Impact Studies

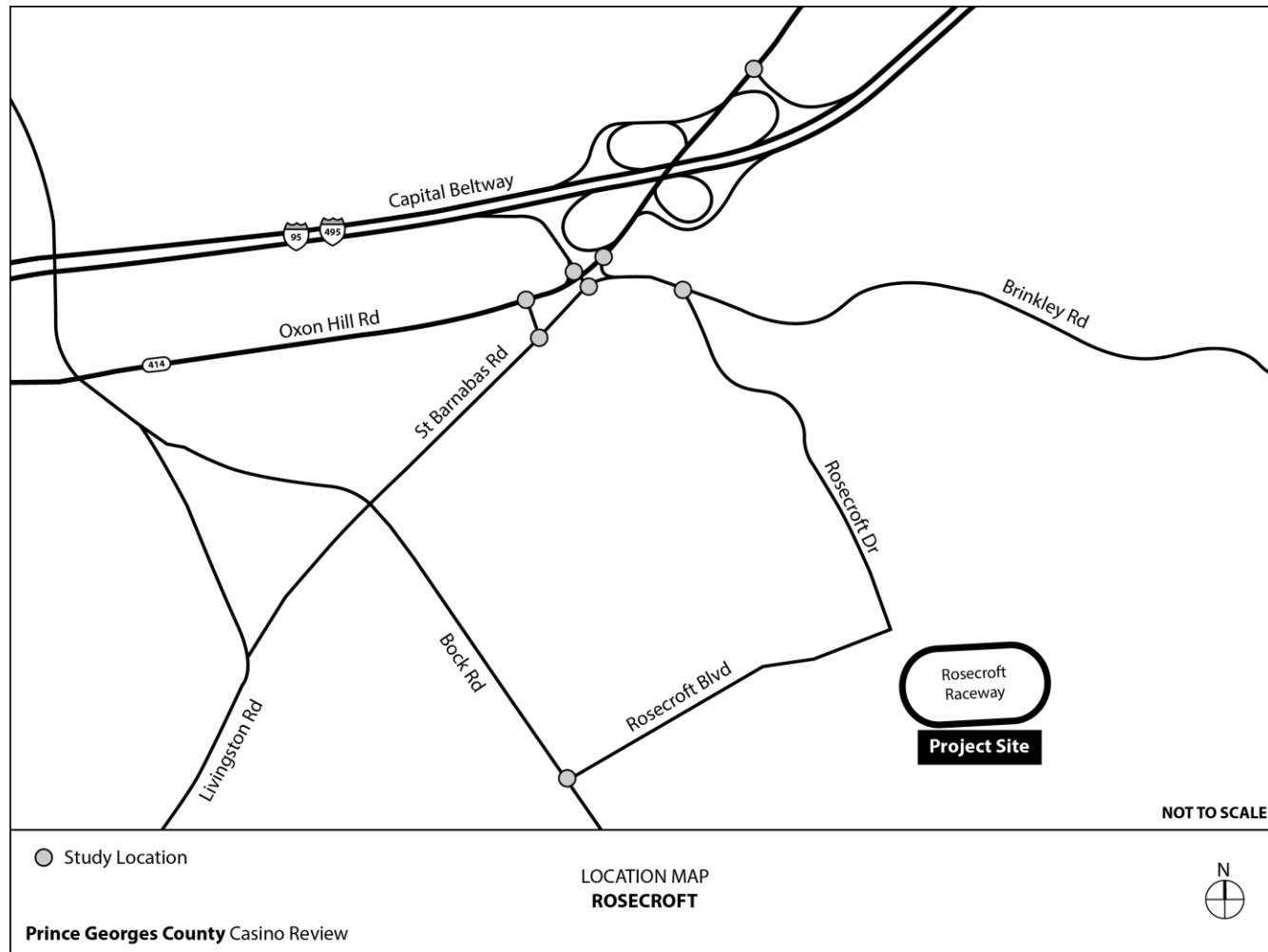
Applicants

- Hollywood Casino Resort at Rosecroft Raceway
Penn National Gaming, Inc. (Penn National)
- Parx Casino
- MGM National Harbor Casino/Hotel (MGM)

Evaluation Overview (By Applicant)

- Location Map
- Projected Conditions
- Background
- Analysis
- Proposed Improvements
- Parking and Internal Access
- Conclusions

Location Map – Penn National



Projected Conditions – Penn National

Proposed Development

- Casino (Franklin County, Ohio)
 - Gaming Positions - 4,120 (1 per slot/8 per table)
 - › Slots - 3,000 machines
 - › Games - 140 tables
 - Hotel - 258 rooms
 - Retail - minimal
 - Food & Beverage (12 Restaurants/6 bars)
- Entertainment - 2,500 seats (ITE)
- Racetrack - 685 seats (ITE)

Projected Conditions – Penn National

Network Assignment

- North (Capital Beltway) - 30%
- South (Capital Beltway) - 40%
- North (Local) - 10%
- South (Local) - 5%
- East (Local) - 10%
- West (Local) - 5%
- **Total - 100%**

Background – Penn National

- Data collected – Spring 2013
- Three time periods
 - Weekday AM (Commuter)
 - Friday Evening (Commuter)
 - Saturday Midday
- Eight intersections
- Traffic growth
 - 2% per year
 - Southern Maryland Recreational Complex
- 2016 Build Year

Analysis – Penn National

- Used Critical Lane Volume (CLV) Methodology
- Six of eight intersections studied affected
- Extensive mitigation required
- Impacts mitigated with all improvements

Proposed Improvements – Penn National

- Mitigation
 - \$26 million – fully funded by applicant
 - Works at concept level
- Outstanding Issues
 - Full cost of the right-of-way acquisitions?
 - Availability of the properties needed for widening?
 - Approvals needed?
 - Brinkley Road and Rosecroft Drive intersection skewed

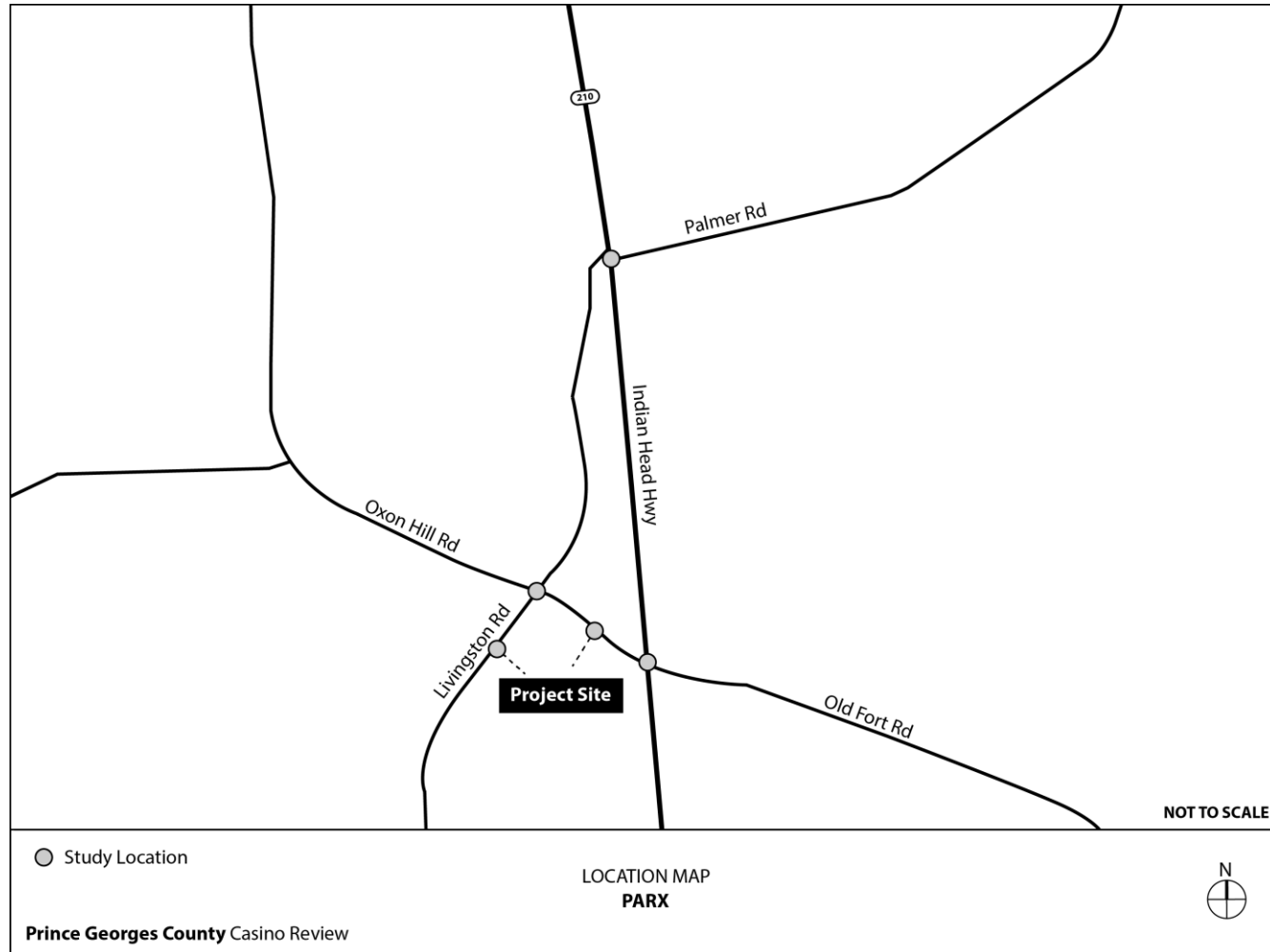
Parking +Internal Access – Penn National

- Parking Spaces (5,132)
 - General Surface - 1,335
 - General Garage - 3,098
 - Valet - NA
 - Handicapped - 97
 - Employee - 490
 - Reserved - 51
 - Racing – 61
- Preliminary layout
 - Internal circulation appears to be appropriate
 - Improvements proposed for Rosecroft Drive

Conclusions – Penn National

- Extensive mitigation required
- Applicant to fund \$26 million in improvements
- Impacts mitigated with all improvements – at concept level
- Full extent of mitigation measures need to be determined – design process

Location Map – Parx Casino



Projected Conditions – Parx Casino

Proposed Development – Phase I

- Casino (Suburban Pennsylvania)
 - Gaming Positions – 4,190 (1 per slot/7 per table)
 - Slots – 3,000 machines
 - Games - 170 tables
 - Retail - minimal
 - Food & Beverage (5 Restaurants/5 bars)

Projected Conditions – Parx Casino

Proposed Development – Phase II

- Casino (Suburban Pennsylvania)
 - Gaming Positions – 5,940 (1 per slot/7 per table)
 - Slots – 4,750 machines
 - Games - 170 tables
 - Entertainment – 2,680 seats
 - Retail - minimal
 - Food & Beverage (5 Restaurants/5 bars)
- Hotel – 250 rooms (ITE)

Projected Conditions – Parx Casino

Network Assignment

- North/South (Capital Beltway) - 50%
- North (Local) - 10%
- South (Local) - 25%
- East (Local) - 10%
- West (Local) - 5%
- **Total - 100%**

Background – Parx Casino

- Data collected – Spring 2013
- Two time periods
 - Friday Evening (Commuter)
 - Saturday Evening
- Five intersections
- Traffic growth
 - None
- 2016 Build Year

Analysis – Parx Casino

- Used SYNCHRO Methodology
- No Build analysis not provided
- Phase I (No Interchange)
 - Three of five intersections studied affected
 - Extensive mitigation required
 - Impacts mitigated at only one location with proposed improvements
- Phases I and II (With Interchange)
 - Three of five intersections studied affected
 - Extensive mitigation required
 - Impacts mitigated at two locations with proposed improvements

Proposed Improvements – Parx Casino

- Mitigation
 - Initial Development - \$10 million – fully funded by applicant
 - Full Build Out – Applicant to pay up \$100 million in matching government funds
- Outstanding Issues
 - Need Interchanges at two locations in Phase I to work
 - Approvals needed?
 - Right-of-way?
 - Matching government funding?

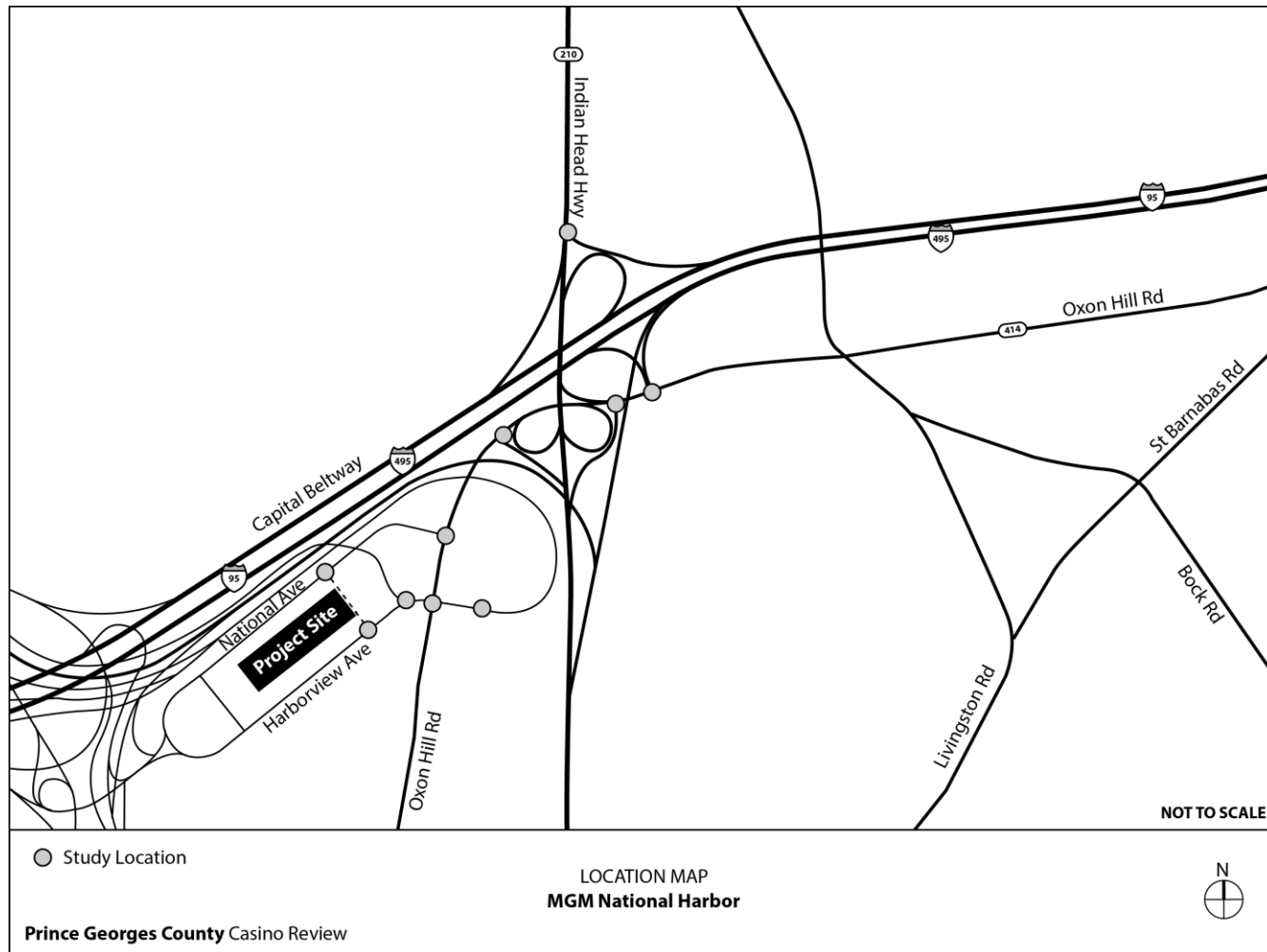
Parking and Internal Access – Parx Casino

- Parking Spaces (5,311)
 - General Surface - 300
 - General Garage - 5,011
- Preliminary layout
 - Multiple access driveways
 - Internal circulation
 - Appears to be tight
 - Address as detailed designs are prepared

Conclusions – Parx Casino

- Area currently challenged in terms of roadway capacity
- Background traffic growth not included – understated?
- No Build Condition analysis not conducted
- Casino vehicle rates - weekday PM is higher than Saturday peak hour?
- Assignment to south on MD 210 too high?
- Extensive mitigation required
- Phase I (no interchanges) – both MD 210 intersections cannot be mitigated
- Phases I and II need both MD 212 interchanges
- Right-of-way
- Government matching funds for interchanges?

Location Map – MGM



Projected Conditions – MGM

Proposed Development

- Casino (Maryland State Highway Administration)
 - Gaming Positions - 4,580 (1 per slot/7 per table)
 - › Slots - 3,600 machines
 - › Games - 140 tables
 - Retail – Nine leased outlets
 - Food & Beverage (14 Restaurants/4 bars)
- Entertainment – 1,000 seats (Derived)
- Hotel - 300 rooms (ITE)

Projected Conditions – MGM

Network Assignment

- North (Capital Beltway) - 46%
- South (Capital Beltway) - 38%
- North (Local) - 0%
- South (Local) - 6%
- East (Local) - 1%
- West (Local) - 1%
- Internal – 8%
- **Total - 100%**

Background – MGM

- Data collected – Spring 2013
- Three time periods
 - Weekday AM (Commuter)
 - Friday Evening
 - Saturday Evening
- Ten intersections and seven ramps
- Traffic growth
 - 0.35% per year
 - Salubria/Tanger Outlet Mall Study - 16 dev. sites
- 2016 and 2036 Build Years

Analysis – MGM

- Used Critical Lane Volume (CLV) Methodology
- One location out of 17 studied were affected
- Minimal mitigation required
- Impacts mitigated with improvements

Proposed Improvements – MGM

- Mitigation
 - \$3.67 million – fully funded by applicant
 - Works at concept level
- Outstanding Issues
 - Approvals needed?

Parking and Internal Access – MGM

- Parking Spaces (4,992)
 - General Surface - 0
 - General Garage – 3,516
 - Valet - 649
 - Handicapped - 65
 - Employee - 752
 - Reserved – 10
- Preliminary layout
 - Internal circulation appears to be appropriate
 - Applicant to pay for site access improvements

Conclusions – MGM

- Existing roadway infrastructure in place
- Minimal mitigation required - one location
- Applicant to fund on-site and off-site improvements
- The nine leased retail outlets could generate “destination” trips beyond the casino

