



FY 2026 Municipal Community 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 municipality may only submit **ONE** application as a Word Document.
- III. Each project must have its own form within the appropriate category. Forms can be found below as Parts A-E. If there is more than one project in a category, please copy the form. 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 for all projects identified in the application.
- VI. All applications must contain appropriate backup materials that support the application.
- VII. The Municipal Grant Manager will be the person responsible for compiling the information for the quarterly reports. The application must be signed by the municipal administrator or an individual with signatory authority. Submit this completed form as well as any relevant attachments to MGCCMF@Massgaming.gov or as a response to the COMMBUYS BID BD25-1068- 1068C-1068L-109685

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

Municipal Grant Manager Information:
Applicant: City of Chicopee
Vendor Code: VC6000192086
Name: Lee M. Pouliot, AICP, ASLA
Title: Director, Planning & Development
Email Address: lpouliot@chicopeema.gov
Telephone: 413-594-1516
Address: 274 Front Street, 4 th Floor Annex, Chicopee, MA 01013

**Grant Budget
Summary**

Your community’s FY 2026 proposed allocation can be found at <https://massgaming.com/about/community-mitigation-fund/>. Use the space below to total all requests by category. Please clarify how many discreet projects your community plans to undertake per category.

Total FY 2026 Allocation:		
Application Totals by Category	# of Projects	Requested Amount
A. Community Planning		
B. Public Safety	1	\$75,000.00
C. Transportation	2	\$266,100.00
D. Gambling Harm Reduction		
E. Specific Impact		
TOTAL		\$341,100.00

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

- II. If yes, you must fill out a CMF Municipal Waiver Form. The waiver form can be found as Appendix E 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.

**Budget Category
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.

Category	Project Name	Description	Amount
B. Public Safety	Mitigating Adverse MGM-Related Public Safety Events	Using technology and upgrading associated infrastructure to mitigate the increases in criminal activity and public safety events related to the presence of the Springfield MGM Casino.	\$75,000.00

C. Transportation	Chicopee Center Streetscapes Phase 2	Complete Streets and Vision Zero Streetscape Design services for ongoing Chicopee Center Streetscapes Project Phase II, Design & Development to bring plans from 25% to 75% completion.	\$183,704.00
C. Transportation	ValleyBike Bikeshare	Operation and administration of the City's participation in the regional ValleyBike Bikeshare Program to support quasi-public transportation with alternative micromobility.	\$82,396.00

Applicant Certification

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:

 Date: 1/30/25

John L. Vieau, Mayor

 Name and Title of Signatory:

Part B- Transportation 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, etc.

Project Name: Chicopee Center Streetscapes Phase 2	
Please provide below the contact information for the individual managing this aspect of the grant. If there are multiple people involved in the grants management, please add more lines to accommodate their information.	
Project Contact:	Additional Project Contact <i>(if applicable)</i>
Name: Patrick Collins	Name: Nick Kiser
Title: Assistant Planner	Title: Associate Planner
Department: Planning & Development	Department: Planning & Development
Email Address: pcollins@chicopeema.gov	Email Address: nkiser@chicopeema.gov
Telephone: 413-594-1482	Telephone: 413-594-1485
Address: 274 Front St., 4 th Floor Annex, Chicopee, MA 01013	Address: 274 Front St., 4 th Floor Annex, Chicopee, MA 01013
I. Please use the space below to identify the impact of the gaming establishment on your municipality. You may use the impacts identified in the FY 2026 Guidelines relevant to this category. If you are using an impact not identified in the guidelines, please use the space below to identify the impact. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility causes or is causing the impact (i.e., surveys, data, reports, etc.)	
<p>The following impacts were identified when choosing this Project for funding:</p> <ul style="list-style-type: none"> ▪ 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 visitation to the gaming establishment area may place a strain on public transit services. <p>The Chicopee Center Streetscapes Project, with funding from the FY 2021 & 2025 Community Mitigation Fund, was approved on the basis that the road network in the Project area is directly impacted by the traffic and tourism generated by the MGM Springfield (Attachment B-1). Specifically, the project area was identified by the Massachusetts Gaming Commission as contributing to a 4% increase in traffic volume on the main road (Center Street identified as “Main Street” in Attachment B-2) and up to 14% using the accompanying freeway arterials (I-391 & I-91). These potential increases put an extra strain on an already lacking roadway network that needs to be redesigned to accommodate everyday traffic, without the additional volume resulting from the local entertainment complex.</p> <p>Chicopee has been noted as having a disproportionate amount of vehicle related accidents for a city of its size, density, and within its region. The City is in the early stages of its Safe & Complete Streets and Roads For All Project, with funding from the Federal Highway Administration’s FY24 SS4A, to develop an action plan to mitigate the situation. One of the many active sites for multimodal conflicts is in the study area (Attachment B-3), with redesign of through-traffic promising to mitigate traffic-related incidents. Systematically, redesigning this interchange will exist in a positive feedback</p>	

relationship with the study area identified for the SS4A program and serve as a data point for more beneficial implementations of streetscape redesign.

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.

During Phase 1 of the Project, the Planning Department and its Consultant identified several key elements that, when redesigned, will aid in the mitigation of these impacts. Specifically, the Center St. – I-391 – Hampden St. – West St. – Abbey St. – South St. interchange has been identified as unsafe and impractical from a Vision Zero and Complete Streets perspective. One proposed solution is to implement a roundabout that will accommodate multimodal traffic, safely (Attachment B-4). Funding would continue to go toward the surveying, engineering & design services required to transform this key gateway. The FY 2024 allotment is being used to produce 25% design plans, with this funding request focusing on bringing these plans to 75% development. The consulting team is expected to use the allotted funding to conduct the required surveying, engineering & design services, according to scope.

The resulting conceptual design plans from Phase 1 will continue to advance to comprehensive design services as part of Phase 2, with Phase 2 engineering plans anticipated to include the following:

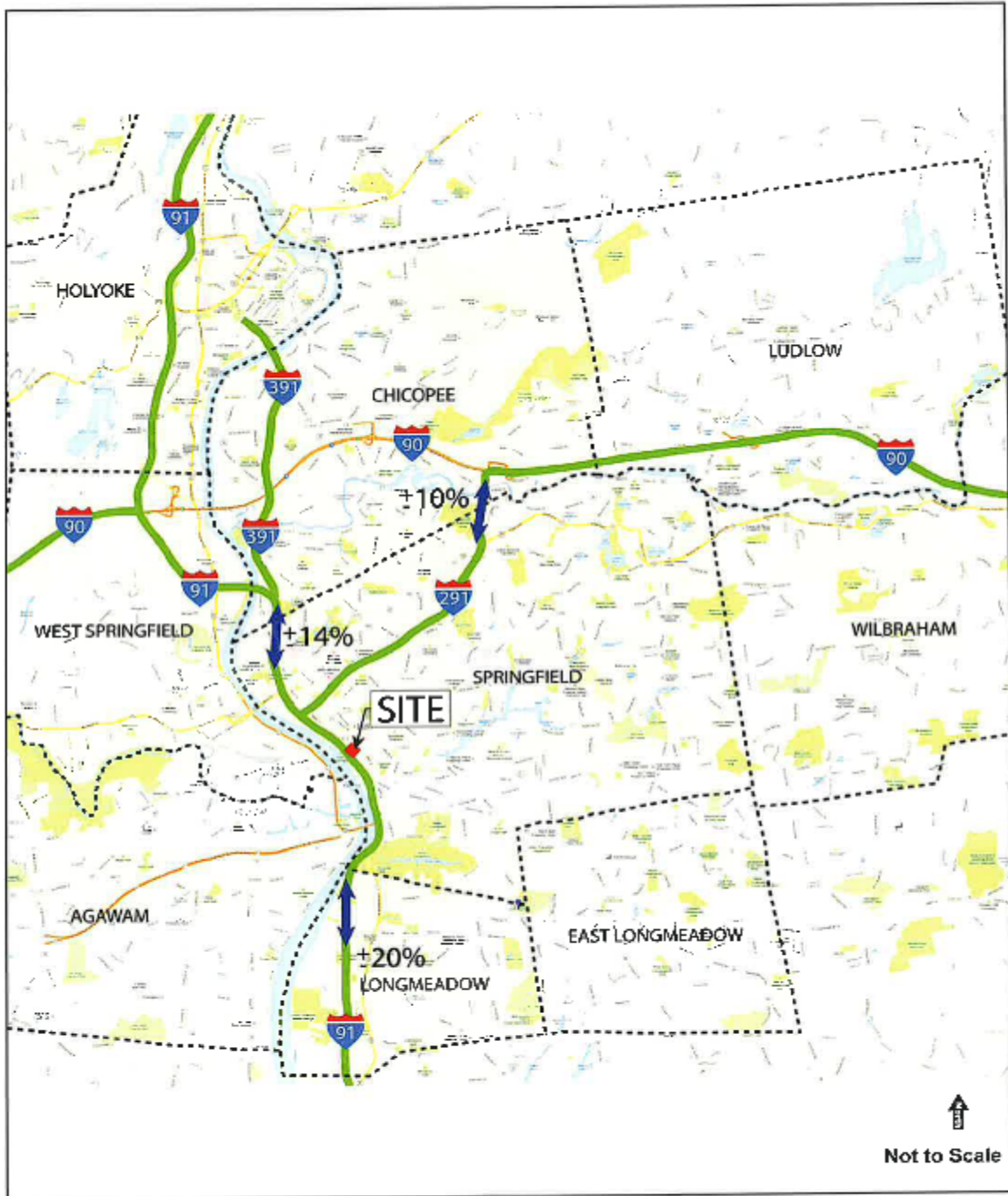
- Converting streets from one-way to two-way travel, with a Complete Streets design approach to enhance walking, bicycling, and bus stops for people of all ages and abilities.
- Reclaiming excessive asphalt focused on vehicular travel to create a walkable business district through pedestrian and streetscape improvements, including improved sidewalks, street crossings, street trees/shade and lighting.
- Improving safety through strategic roadway design elements to reduce vehicular travel speeds and to enhance pedestrian and bicycle travel throughout the corridors and at intersections.
- Designing for sustainability and resilience through green infrastructure and stormwater management.
- Improve pedestrian access to existing buildings and sidewalks with alterations that will remove existing barriers.

An additional topographical field survey will need to be collected to augment existing base mapping. Preliminary construction plans will be developed at a scale of 1"= 20' and prepared in accordance with City of Chicopee standards and Chapter 18 of the Massachusetts Highway Department Project Development and Design Guide, 2006 Edition. The scope of work to carry the design of this project from conceptual level through preliminary design will include survey, construction and right-of-way plans, and preliminary Opinion of Probable Construction Cost (OPCC).

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 – Roadway Surveying, Engineering & Design 75%	Winter 2025 - Summer 2026	1	\$183,704.00
	TOTAL:		\$183,704.00



MGM Springfield Springfield, Massachusetts



Figure 6.2-9
Total Site-Generated Trip Distribution - Freeway Corridors

Table 6.2-9 Trip Distribution Summary

Routes	Percentage from Route / Community				
	Casino / Hotel Patron	Casino / Hotel Employee & Armory Square Office	Armory Retail	Apartment	Total
Route 5 - Longmeadow	1.0%	3.9%	5.0%	0.6%	2.8%
Route 83 - East Longmeadow	3.9%	5.7%	7.2%	5.6%	5.4%
South End Bridge - Agawam	5.0%	5.0%	8.0%	3.2%	6.1%
Memorial Bridge - West Springfield	2.5%	4.0%	4.0%	3.7%	3.3%
North End Bridge - West Springfield	3.5%	5.0%	6.0%	6.3%	4.7%
Main Street - Chicopee	3.7%	5.5%	3.8%	5.5%	4.0%
Liberty St / St. James Ave - Chicopee	0.4%	0.8%	0.7%	0.7%	0.6%
Boston Road (Route 20) - Wilbraham	0.8%	4.0%	0.7%	1.5%	1.1%
Wilbraham St - Wilbraham	0.9%	0.9%	1.5%	0.2%	1.1%
Route 21 - Ludlow	0.6%	2.0%	1.2%	0.9%	1.0%
Route 141 - Holyoke	1.5%	1.9%	1.3%	0.5%	1.4%
Route 202 West - Holyoke	1.6%	0.8%	0.3%	1.0%	1.0%
Route 202/16 - Holyoke	3.5%	3.6%	1.6%	3.6%	2.8%
I-91 North*	22.0%	12.0%	6.0%	6.1%	14.3%
I-91 South	30.0%	2.0%	13.0%	0.0%	19.6%
I-291 Northeast	15.3%	7.3%	5.3%	1.1%	10.1%
City of Springfield	10.5%	41.9%	37.7%	64.7%	26.0%
Total*	100.0%	100.0%	100.0%	100.0%	100.0%

*Note that all routes through Holyoke will also use I-91 North. Therefore, the percentages shown for I-91 North also include traffic from Holyoke.

Chicopee Center Streetscapes Project

Study Area



Project Roads

- Center Street (Main St.)
- Cabot St
- West St.
- Exchange St.
- South St.
- Springfield St.
- Front St.
- Abbey St.

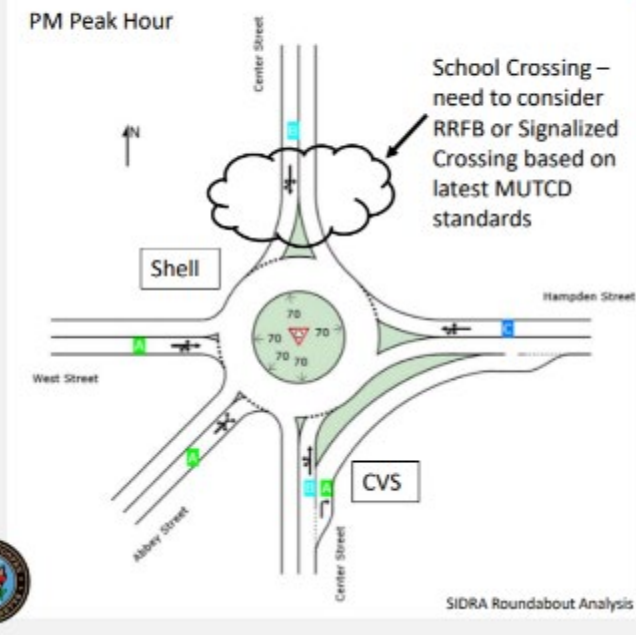
Intersections (North to South)

- Front - Center - Exchange - Springfield Intersection
- Center - Cabot Intersection
- I 390 - Center - Hampden - South - West - Abbey Intersection



Attachment B 3

Evaluation of Two-Way Streets



Center Street at Hampden Street/ West Street

- > Roundabout feasibility being evaluated
- > Potential property impacts
- > Operational analysis indicates single-lane roundabout
- > LOS B overall in AM and PM Peak Hours

Potential Next Steps:

- > Advance conceptual development
- > Advance evaluation of school crossing design options/needs
- > Evaluate potential traffic signal and pedestrian improvements without a roundabout



Project Name: ValleyBike Bikeshare	
Please provide below the contact information for the individual managing this aspect of the grant. If there are multiple people involved in the grants management, please add more lines to accommodate their information.	
Project Contact:	Additional Project Contact <i>(if applicable)</i>
Name: Patrick Collins	Name: Nick Kiser
Title: Assistant Planner	Title: Associate Planner
Department: Planning & Development	Department: Planning & Development
Email Address: pcollins@chicopeema.gov	Email Address: nkiser@chicopeema.gov
Telephone: 413-594-1482	Telephone: 413-594-1485
Address: 274 Front St., 4 th Floor Annex, Chicopee, MA 01013	Address: 274 Front St., 4 th Floor Annex, Chicopee, MA 01013
I. Please use the space below to identify the impact of the gaming establishment on your municipality. You may use the impacts identified in the FY 2026 Guidelines relevant to this category. If you are using an impact not identified in the guidelines, please use the space below to identify the impact. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility causes or is causing the impact (i.e., surveys, data, reports, etc.)	
<p>The following impacts were identified when choosing this Project for funding:</p> <ul style="list-style-type: none"> ▪ Increased traffic associated with the gaming establishment may result in increased vehicular/bicycle/pedestrian conflicts. ▪ Increased visitation to the gaming establishment area may place a strain on public transit services. <p>ValleyBike began in 2018 as a cohort of communities in the Pioneer Valley region working together to develop regional Bikeshare connectivity. With the City of Northampton working as the lead community, the number of participating communities continued to grow as more interest in the benefits of connectivity grew. The City of Chicopee became a member community of this cohort in 2019, which resulted in the purchase and operation of one hundred (100) e-bikes and three (3) stations, positioned at notable activity hubs around the City, with the City’s first operational season occurring in 2021. To date, the number of cohort communities has risen to ten (10) municipalities and the University of Massachusetts-Amherst.</p> <p>The regional bikeshare program, provides a bridge over a transportation gap resulting from a cascade effect on motorized vehicular traffic volume in the community. Ridership data from the first two (3) years of operation provide insight into the program’s critical usage in moving patrons throughout the region to include the offsetting of the impacts inflicted upon the public transportation network. Additionally, the augmentation of the bikeshare program creates and increases local connectivity for employees of the Casino and the businesses involved in its economic network. Unfortunately, the original vendor contracted to operate the program filed for bankruptcy in FY 2023, leaving the invested municipalities with the equipment and a need to cover operational costs. As a result, the region suffered the loss of one operational season; but with the successful contracting with a new operator, Drop Mobility, the first four (4) months of relaunch produced a collective 18,360 trips (August – December 2024) (official reporting pending extending time for further data collection). Funding the City of Chicopee’s operational costs will help to offset the challenges ahead as the next operational season begins.</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.

This estimated cost for Chicopee is expected to range from \$20,000 - \$40,000. This expenditure will cover Chicopee's expenses to relaunch the system for the next two (2) years of operation (See Attachment B-5).

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 – Operating costs Years 3 & 4	FY 2026 – FY 2028	2	\$72,650.00
Task 2 – Administration costs Years 3 & 4	FY 2026 – FY 2028	2	\$9,746.00
	TOTAL:		\$82,396.00

other contracts and vendors hired using CMAQ, the funding identified in this MOU, and other potential funding sources. The Lead Community has the right to transfer its Lead Community to another municipal, Joint Powers Entity, or regional not-for profit entity, subject to input and majority vote from the MOU parties, if that entity agrees to take on all of its responsibilities and obligations under this MOU, with the sole reason for a no vote being that the criteria in this sentence are not met.

b. Role of all MOU parties and signatories

(1) Each Party agrees to commit to participating in *ValleyBike* as herein provided until December 1, 2026, to accepting ownership of bicycle share station and bicycle equipment designated for and agreed to by that community, to coordinating with other municipal or university agencies (including but not limited to building, public works, police, fire, and risk manager) with the understanding that the equipment is owned by that Party accepting the equipment, subject to the terms of this MOU and the contracts that it references.

(2) Subject to the annual appropriation of adequate funding, each party agrees to pay to the City of Northampton annually and upon execution by signature of this MOU:

- their respective administrative fee share (see table below) of \$60,750 in annual funding for each fiscal year 2024 to 2026 with caveats noted below to the Lead Community to fund necessary Program Administrator staff time, direct costs, and consultants (but not to include member municipality/university direct costs of staff, station design, capital costs, electricity, etc.). Springfield, and any other Party with approval of the Lead Community, may make its payments in the following fiscal year of the table below, provided that all payments are due and paid on or before July 31st immediately following the fiscal year set forth in the table (below). Annual funding responsibilities for each municipality and funding entity will be adjusted on an FY basis (or immediately for new municipalities) as new municipalities join and/or stations within existing municipalities are created. It is based upon a formula of total number of jurisdictions, and stations per jurisdiction. The 2024 FY payments are:

Municipality and UMass-Amherst	Annual Amount Due FY2024 through FY2026
Amherst	\$ 6,148
Chicopee	\$ 4,873
Easthampton	\$ 5,510
Holyoke	\$ 7,712
Northampton	\$ 9,891
South Hadley	\$ 4,873
Springfield	\$10,610
West Springfield	\$ 4,554
University of Massachusetts-Amherst	\$ 5,829
TOTAL	\$60,750

- their respective share of Vendor’s operating costs as shown in the table below based on percentage of total system stations, and as identified in the Vendor contract signed by Lead Community with Drop Mobility.

Municipality	% of System (approx.)	Year 1 (assuming up to 500 Bikes - \$1,200/bike/yr)	Years 2 & 3* (assuming up to 750 bikes - \$1,200/bike/year)
Springfield	27%	\$157,800	\$236,400
Northampton	24%	\$145,600	\$217,900
Holyoke	15.5%	\$91,000	\$136,400
Amherst	9%	\$54,500	\$82,000
UMass	8%	\$48,500	\$72,800
Easthampton	6.5%	\$36,200	\$54,500
Chicopee	3.5%	\$24,250	\$36,325
South Hadley	3.5%	\$24,250	\$36,325
West Springfield	2.5%	\$18,200	\$27,275

★ Does NOT account for any incoming revenues from memberships, sponsorships or publicly allocated funding for operations that would reduce these obligations. Except when particular sponsors stipulate specific allocation arrangements for their sponsorships, any revenues (sponsorships, memberships, funding etc.) will be deducted from the total contractual obligation, with remaining contractual obligation divided according to percentages above.

(3) Each party is responsible for the local coordination and implementation of bicycle share elements within its respective jurisdiction including:

- Choosing and/or advising the vendors on kiosk and bike share station sites. The Vendor, Program Administrator, and host municipality or other entity must agree to each bike share station site prior to locating any station or kiosk.
- For each new bike share station, the host municipality or entity shall ensure that:
 - The station is on public property, public ways, or other land controlled by a public use easement or right-of-way agreement extending at least to the end of this MOU.
 - The concrete station pad and electric supply, and all on-going electric costs are provided for and paid by that host, comply with the Vendor's specifications, are built in accordance with applicable prevailing wage and public procurement and bidding requirements, and have all necessary permits.
- Engaging local stakeholders, promoting, and marketing *ValleyBike*, in coordination with the Vendor.
- Assisting the Vendor and the Program Administrator in identifying and soliciting local sponsors and grants to financially support and expand the system, promote and engage the community to promote *ValleyBike* membership.

c. Role of Pioneer Valley Planning Commission ("PVPC")

PVPC will serve the following roles:

- (1) For as long as there is available funding in the Pioneer Valley Metropolitan Planning Organizations Unified Planning Works Program, PVPC will provide advice and recommendations and serve on the advisory committee and will provide the annual reports to MassDOT in compliance with CMAQ reporting requirements. The Lead Community/Program Administrator shall do this work if PVPC does not receive funding.
- (2) The Lead Community may hire PVPC as a Vendor to *ValleyBike* when funding is available for that work. A separate scope of services shall be developed for any such work.
- (3) PVPC may also serve as a vendor/consultant to help guide and manage *ValleyBike* if funding is available and it is formally requested by the lead community and the *ValleyBike* advisory group.



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



January 30, 2024

Lee M. Pouliot, AICP, ASLA
City of Chicopee
Director, Department of Planning & Development
274 Front Street – 4th Floor City Hall Annex
Chicopee, MA 01013

Dear Mr. Pouliot,

I am writing in support of the City's efforts to advance a Complete Streets and Vision Zero design of Chicopee Center. I understand the City of Chicopee is submitting an application for the Massachusetts Gaming Commission's FY 2025 Community Mitigation Fund to advance surveying, engineering and design services for Phase 2 of Chicopee Center Streetscapes Project.

As the MassDOT Complete Streets Engineer, I applaud the City's efforts to advance design of municipal streets consistent with the Commonwealth's goals and vision for Complete Streets. The Phase 1 concepts to connect through a complete and comprehensive transportation network that explores a roundabout gateway treatment as a transitioning feature to calm traffic between I-391 to Chicopee Center; convert streets from one-way to two-way and prioritize people walking; provide separated bicycle lanes; and improve safety through strategic roadway design elements, are all consistent with the Commonwealth's goals to provide safe and accessible transportation options for all travel modes – walking, biking, transit and vehicles – for people of all ages and abilities. I look forward to this opportunity for the City to enhance their transportation system and create a sense of place in Chicopee Center that has a human scale.

Please keep me informed of the project's progress and any other means that I can be of assistance for the successful implementation of this vision. I can be reached at francisco.j.lovera@dot.state.ma.us or 617-519-3212.

Sincerely,

Francisco Lovera

Francisco Lovera, P.E.,
MassDOT Complete Streets Engineer

cc: Nick Kiser, Associate Planner, City of Chicopee

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TTY: 857-368-0655
mass.gov/massdot

Part C- 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: Mitigating Adverse MGM-Related Public Safety Events	
Please provide below the contact information for the individual managing this aspect of the grant.	
Project Contact:	Additional Project Contact (if applicable)
Name: Eric Watson	Name:
Title: Deputy Chief	Title:
Department: Police Department	Department:
Email Address: ewatson@chicopeepolice.com	Email Address:
Telephone: 413-377-4028	Telephone:
Address: 110 Church St., Chicopee, MA 01020	Address:
<p>I. Please use the space below to identify the impact of the gaming establishment on your municipality. You may use the impacts identified in the FY 2026 Guidelines relevant to this category. If you are using an impact not identified in the guidelines, please use the space below to identify the impact. 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., surveys, data, reports, etc.)</p>	
<p>The following impacts were identified when choosing this project for funding:</p> <ul style="list-style-type: none"> ▪ Increased visitation and employment due to the casino will likely increase the interaction between public safety personnel and casino patrons and employees. ▪ It is recognized by law enforcement and the casino industry that casinos and other hospitality related businesses may attract certain types of crime including but not limited to human trafficking, money laundering, and drug trafficking. Other crimes that may be attributable to casinos include increased assaults, fraud, and property crimes. ▪ The presence of casinos has been demonstrated to cause an increase in cases of operating under the influence. ▪ Increases in traffic can cause increases in congestion, accidents, and vehicular/bicycle/pedestrian conflicts. ▪ The influx of visitors to a casino can result in an increase in calls for service and put pressure on local emergency services. <p>The presence of the MGM Casino in Springfield, MA has impacted the City of Chicopee in many ways including increased calls for service, increased traffic, traffic accidents, incidents of operators operating under the influence of alcohol and various other crimes. Emergency response teams in Chicopee face increased demands due to calls related to traffic accidents and other incidents associated with casino visitors. Several examples of the impacts are as follows:</p> <ul style="list-style-type: none"> ▪ A victim was sexually assaulted at the MGM casino and was later in contact with the Chicopee Police (in Chicopee) due to their suicidal thoughts/threats. ▪ A victim reported to the Chicopee Police that they were drugged at the MGM casino. 	

- A theft was reported to the Chicopee Police by a victim who had checks and a credit card stolen. A check and the credit card belonging to the victim were used fraudulently at the MGM casino.
- A domestic dispute began at the MGM casino. The disputing parties left the casino and were later the cause of a call for service and an arrest by the Chicopee Police.
- A victim became intoxicated at the MGM casino and was driven home by a subject they met at the casino. The subject dropped the victim off at home and then stole their vehicle.
- A victim had \$60,000 stolen from them in Chicopee and proceeded to spend the money at the MGM casino.
- A subject arrested for operating under the influence of alcohol admitted that their last drink was at the MGM casino.
- A search of Chicopee Police records revealed 56 mentions of the MGM casino between 2022 and 2024.

Since the opening of the MGM casino, the City of Chicopee has seen a dramatic increase in incidents involving intoxicated motor vehicle operators. According to the report entitled “Assessing the Influence of Gambling on Public Safety in Massachusetts Cities and Towns”, which focused on data from 2013-2022, Chicopee showed a 70% increase in arrests and summonses for drunk driving and a 35% increase in calls for service involving traffic collisions resulting in a later offense for drunk driving. It was noted in the report titled “Assessment of the Casinos’ Impacts on Operating Under the Influence (OUI) and OUI Involved Traffic Collisions”, by Christopher Bruce, that “Even when located closer to populated areas, casinos offer additional risks of drunk driving, as studies have shown that problem gambling and problem drinking often go hand-in-hand. Research has shown a strong link between the expansion of casino gambling in the United States and increases in alcohol-related traffic fatalities.”

In the analysis of the 18 months following the opening of MGM Springfield, as well as in the FY 2026 Community Mitigation Fund Guidelines, the increase in traffic within the Chicopee city limits is documented. The “Trip Distribution Summary” for the MGM Springfield casino indicates Main Street - Chicopee to be 4%, Liberty St. / St. James Ave. - Chicopee to be 0.6% and Rt. 291 Northeast to be 10.1%. Additionally, several routes through Chicopee have been identified as “Travel Routes Likely to be Affected by MGM Springfield”. These routes include Rt. 116, Rt. 33, Burnett Rd., and the Rt. 291 exit in Chicopee.

Furthermore, according to the afore-mentioned reports, data from 2013-2022 pointed to an increase in the number of shoplifting incidents in the City, which rose to a “relatively high rate” when compared to state projections. To help in mitigating these events, the Chicopee Police Department looks to utilize awarded funding to cover 82% of the overall purchase and installation of the equipment, estimated to be \$91,291.71 (See Attachments C-2 & C-3).

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.

In response to the above-mentioned public safety impacts identified by the Massachusetts Gaming Commission and the Chicopee Police Department, the Chicopee Police Department is proposing to purchase and install surveillance cameras and license plate readers (LPR), along with the necessary upgrades to associated infrastructure.

The proposed project addresses identified public safety impacts associated with increased regional visitation and crime due to the proximity to the MGM Springfield casino, as highlighted in the Massachusetts Gaming Commission's reporting. Given Chicopee's proximity to Springfield and its major routes connecting to the casino, implementing surveillance and LPR technology will enhance the Department's capacity to effectively manage and mitigate these challenges by streamlining investigations, improving traffic safety, and reducing impaired driving.

The proposed camera locations (See Attachment C-1) within Chicopee are:

- 621 Center St.
- 169 St. James Ave.
- East St. at Carew St.
- East Main St. at Carew St.
- Fuller Rd. at the North end of the Veterans Bridge (Rt. 291 Exit)

These locations have been strategically identified based on the Massachusetts Gaming Commission's research regarding the increase of traffic along these routes, heavily traveled routes leading to and from these identified routes, and ingress/egress between Chicopee and Springfield. These locations are also strategically located in areas that have poor-to-no surveillance coverage within the existing public safety camera network.

When a crime is committed or a public safety emergency is reported, time is of the essence. The Chicopee Police Department has had great success utilizing the existing public safety camera network, including LPR cameras. These surveillance capabilities allow for immediate review of an incident, which is essential for a quick resolution to an emergency or crime.

The Chicopee Police Department is in the process of opening a Real-Time Information Center, staffed with Investigative Analysts, who will be available to monitor camera feeds in real-time, which can result in the rapid identification of emergency situations before they are even reported to the Police Department. This endeavor will dramatically improve the effectiveness of the proposed cameras as well as the existing public safety surveillance system.

This project directly aligns with the goals of the Community Mitigation Fund to address casino-related public safety impacts. The increased traffic and crime in the Chicopee/Springfield region have necessitated advanced technological solutions to maintain safety and order. By implementing these measures, the Chicopee Police Department aims to:

- Reduce crime rates and improve traffic law enforcement.
- Ensure the safety of residents and visitors.

- Create a deterrent effect against potential criminal activities, including operating under the influence of alcohol.
- Reduction in traffic violations and vehicular accidents.
- Increase in successful identification and apprehension of criminal suspects.
- Improved detection & response times and efficiency in public safety operations.
- Using advanced technology to reduce the burden of increased call volume and investigations imposed on patrol officers and detectives.

Surveillance and LPR cameras have proven to be an effective tool in improving traffic safety by reducing violations, deterring unsafe driving, as well as assisting in accident prevention and investigation. These technologies provide a cost-effective and scalable solution for managing traffic risks and enhancing public safety. They offer an effective approach to mitigating the impacts associated with the MGM Springfield casino, as outlined herein.

Scope of Work:

Purchase and installation of multi-sensor, PTZ and license plate cameras at each of the proposed locations:

- 621 Center St. (1 multi-sensor camera, 1 PTZ camera and 2 license plate cameras)
- 169 St. James Ave. (1 multi-sensor camera, 1 PTZ camera and 1 license plate camera)
- East St. at Carew St. (1 multi-sensor camera, 1 PTZ camera and 2 license plate cameras)
- East Main St. at Carew St. (1 multi-sensor camera, 1 PTZ camera and 2 license plate cameras)
- Fuller Rd. at the North end of the Veterans Bridge (Rt. 291 Exit) (1 multi-sensor camera, 1 PTZ camera and 3 license plate cameras)

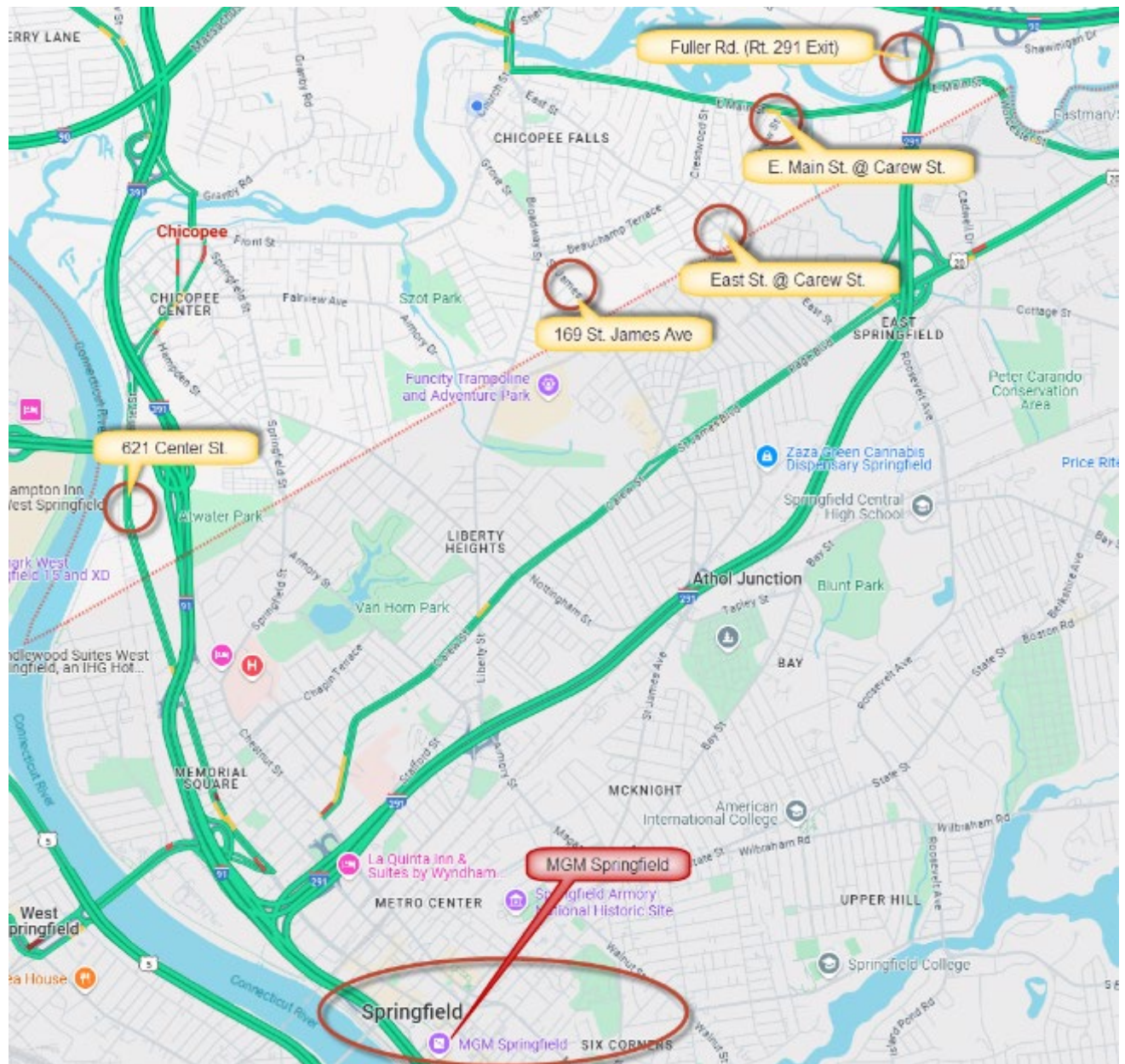
Extension and connection of fiber and power infrastructure by Crossroads Fiber / Chicopee Electric Light Department.

Timeline: This project will begin as soon as funds become available and will be completed as soon as the equipment is obtained, and installation can be scheduled.

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
Purchase and installation of surveillance cameras and license plate recognition cameras by BCM Controls Corporation. (See attachment C-2).	6 months	5 locations	\$70,601.71
Installation of power and fiber network infrastructure by Chicopee Electric Light Department. (See attachment C-3).	6 months	5 locations	\$20,690.00
	TOTAL:		\$91,291.71



Attachment C 1: Proposed Installation Locations



Scope of Work
Statement of Understanding

The Chicopee Police Department has requested the addition of ten (10) video surveillance cameras installed across five (5) street intersections in Chicopee, MA.

Solution

BCM Controls will supply, run cable to, install and program ten (10) IP cameras located at the following street intersections in Chicopee, MA as discussed during our visit to Chicopee PD:

621 Center Street

- Two (2) Axis Q1800 license plate cameras + pole mounts
- One (1) Axis P3738 quad-lens camera + pole mount
- One (1) Axis Q6318 PTZ camera + pole mount
- One (1) Axis network switch

169 St. James Avenue

- One (1) Axis Q1800 license plate camera + pole mount
- One (1) Axis P3738 quad-lens camera + pole mount
- One (1) Axis Q6318 PTZ camera + pole mount
- One (1) Axis network switch

East Street & Carew Street Intersection

- Two (2) Axis Q1800 license plate cameras + pole mounts
- One (1) Axis P3738 quad-lens camera + pole mount
- One (1) Axis Q6318 PTZ camera + pole mount
- One (1) Axis network switch

East Main Street & Carew Street Intersection

- Two (2) Axis Q1800 license plate cameras + pole mounts
- One (1) Axis P3738 quad-lens camera + pole mount
- One (1) Axis Q6318 PTZ camera + pole mount
- One (1) Axis network switch

Fuller Road at Veteran's Bridge (north side - Rt. 291 off-ramp)

- Three (3) Axis Q1800 license plate cameras + pole mounts
- One (1) Axis P3738 quad-lens camera + pole mount
- One (1) Axis Q6318 PTZ camera + pole mount
- One (1) Axis network switch

Please note:

- BCM will require remote access to Chicopee PD's VMS (Milestone) in order to program new cameras. BCM will also need corresponding police detail (supplied by CPD) during installation (mutually communicated and confirmed during our meeting). Existing, spare Milestone device licenses will be used per discussion - if additional licensing is necessary, BCM will provide a change order to supply the required licenses to CPD.

Equipment

Qty	Product Details
621 Center Street	
2	Axis Q1800 License Plate Camera
2	Axis Q1800 Pole Mount
1	Axis Q6318 PTZ Camera
1	Axis Q6318 Pole Mount
1	Axis Q6318 Pole Mount Extension
1	Axis PTZ RJ45 Cable - Outdoor
1	Axis P3738 Quad-lens Camera
1	Axis P3738 Pole Mount
1	Axis Industrial 8-port PoE++ Switch
169 St. James Avenue	
1	Axis Q1800 License Plate Camera
1	Axis Q1800 Pole Mount
1	Axis Q6318 PTZ Camera
1	Axis Q6318 Pole Mount
1	Axis Q6318 Pole Mount Extension
1	Axis PTZ RJ45 Cable - Outdoor
1	Axis P3738 Quad-lens Camera
1	Axis P3738 Pole Mount
1	Axis Industrial 8-port PoE++ Switch
East Street & Carew Street Intersection	
2	Axis Q1800 License Plate Camera
2	Axis Q1800 Pole Mount
1	Axis Q6318 PTZ Camera
1	Axis Q6318 Pole Mount
1	Axis Q6318 Pole Mount Extension
1	Axis PTZ RJ45 Cable - Outdoor
1	Axis P3738 Quad-lens Camera

Equipment

Qty	Product Details
1	Axis P3738 Pole Mount
1	Axis Industrial 8-port PoE++ Switch
East Main Street & Carew Street Intersection	
2	Axis Q1800 License Plate Camera
2	Axis Q1800 Pole Mount
1	Axis Q6318 PTZ Camera
1	Axis Q6318 Pole Mount
1	Axis Q6318 Pole Mount Extension
1	Axis PTZ RJ45 Cable - Outdoor
1	Axis P3738 Quad-lens Camera
1	Axis P3738 Pole Mount
1	Axis Outdoor PoE Switch (60W)
Fuller Road at Veteran's Bridge (291 off-ramp)	
3	Axis Q1800 License Plate Camera
3	Axis Q1800 Pole Mount
1	Axis Q6318 PTZ Camera
1	Axis Q6318 Pole Mount
1	Axis Q6318 Pole Mount Extension
1	Axis PTZ RJ45 Cable - Outdoor
1	Axis P3738 Quad-lens Camera
1	Axis P3738 Pole Mount
1	Axis Outdoor PoE Switch (60W)
Bucket Truck Rental, Cabinets, Data Storage, Misc.	
3	Axis Pre-Assembled Surveillance Cabinet (Outdoor)
25	Axis MicroSD Card (256GB)
1	Bucket Truck Rental
1	Misc. Installation Materials and Accessories
Subtotal:	
\$57,968.91	

Assumptions & Clarifications

General:

- All work will be performed in compliance with MHEC MC14-E05.
- Prevailing Wages will be utilized as applicable.
- Client will provide all required dedicated 120-volt power receptacles.
- Client will provide or is responsible to provide Fire Alarm interface/disconnects at panel/door locations when required by National Electrical Code (NEC) or the Authority Having Jurisdiction (AHJ)
- Work will be performed during normal business hours, Monday – Friday 8am to 5pm.
- Customer to provide all network infrastructure to interface client computers to the system within the LAN or from outside the LAN.
- Remote support and System Management involves unattended remote software to be loaded on solution servers and workstations which allows BCM engineers to perform maintenance and support.
- Concealed conditions may impact the cost of this project. Customer will be briefed and asked to authorize any additional costs.
- Lighting that may be required as needed is to be provided by others.
- Changing conditions affecting performance of wireless devices is not covered under our warranty.
- If using existing conduit, price is based on having a functioning pull string available provided by customer.
- If wiring is done by others, pricing is based on wire being pulled to the device locations, labeled and completed prior to BCM providing onsite labor.
- Client to provide all aerial lifts if required. If none is available, BCM Controls will provide and the cost of the lift will be billed back to the client.
- All electrical permits, as applicable, will be billed back to customer.
- Conduit and installation of these items is not included in this quotation unless otherwise noted.

Payment Terms

Taxes not Included

- **Massachusetts Sales Taxes are not included.**
- Payment terms are Net30, Progress Billed and comply with MHEC MC14-E05.
- Credit card payments are accepted; subject to an additional convenience fee of 3%.

Privileged Information Statement

The information contained in this document and the solution proposed by BCM Controls (BCM) is proprietary and confidential to BCM. These materials can be used solely for the purpose of evaluating a possible transaction between BCM and its existing and prospective customers. No recipient of these materials may use them for their own commercial advantage. The recipient of these materials must hold them in confidence and shall not distribute them, in whole or in part, to any other individual or entity in any form without the prior written consent of BCM.

Quote Summary	Amount
Equipment	\$57,968.91
Non Construction - Labor	\$7,821.00
Construction - Labor	\$4,811.80
Total:	\$70,601.71

We reserve the right to cancel orders arising from pricing or other errors.

Acceptance
BCM Controls Corporation

Chicopee Police Department

Brad Fickelsen
Signature / Name
01/29/2025
Date

Eric Watson
Signature / Name Initials
Date



2025 Chicopee Police Department Camera Proposal

1. St James & Woodlawn (Existing camera @P16 St. James)

This camera is already mounted, and connectivity and power unknown. 1F drop and BIDI optic to be used. I propose bringing this camera feed back to the OTE at P12 St James St, and utilizing the FTTx plant to bring the fiber feed to the vicinity of Beauchamp/Broadway where we would connect to the existing camera network.

I suggest using a wireless bridge from the FTTx plant to the existing camera facilities at this intersection. Placement of the proposed wireless bridge gear will need to be around P23 or 24 Broadway, as this is the nearest fiber splice enclosure that can take us back to P16.

Materials:	\$300
Line Crew Labor:	\$800
Telecom Labor:	\$640
Vehicle Expenses:	\$1040
Total	\$2780

2. East St. & Carew St (Proposed P60 East St.)

Camera location proposed on P60 East St. This will be the 1st location in the daisy chain back to Baskin DPW. Bidi optics and 1 SFP (1F out to Carew & E.Main) required for connectivity. Proposed leveraging existing FTTx plant (144F cable) to bring connectivity back to CO2 Baskin and ultimately the DPW. 1F drop to be run from intersection back to P58 splice enclosure.

Materials:	\$300
Line Crew Labor:	\$800
Telecom Labor:	\$320
Vehicle Expenses:	\$760
Total	\$2180

3. Carew & East Main St. (Proposed new pole set between traffic control box & Carew Light)

Propose leveraging FTTx network to bring connectivity back to Baskin DPW where the camera feed will terminate. This will be the 2nd location in the daisy chain back to Baskin DPW. Bidi optics and 2 SFP (1 in and 1 out) required for connectivity.

Materials:	\$300
New Pole Set:	\$3100
Line Crew Labor:	\$800
Vehicle Expenses:	\$760
Total	\$4960

1. American Legion Bridge – North Side @ Fuller Rd. (Proposed P62 Fuller Rd.)

Camera location proposed on P62 Fuller. This will be the 3rd location in the daisy chain back to Baskin DPW. Bidi optics and 2 SFP (1F in and 1F out) required for connectivity. Proposed leveraging existing FTTx plant (144F cable) to bring connectivity back to CO2 Baskin and ultimately the DPW.

Fiber will be terminated back to (new) splice enclosure at P59

Materials:	\$800
Line Crew Labor:	\$800
Telecom Labor:	\$640
Vehicle Expenses:	\$1660
Total	\$3900

2. Center St near Bullseye Bar (Proposed P56 Center St.)

Camera Location proposed on P56 Center St. Propose leveraging FTTx network to bring connectivity back to Fire Station #3 on Cabot St. where the camera feed will terminate. 1F drop and BIDI optic to be used.

Materials:	\$800
Line Crew Labor:	\$680
Telecom Labor:	\$720
Vehicle Expenses:	\$1070
Total	\$3270

Further CEL engineering time will be required for all sites, and I have made assumptions below. Additionally some sites will require a police detail and those have been assumed as well.

Telecom Engineering:	\$1100
Police Detail:	\$2500

Project Total for ALL sites proposed above: \$20,690

Attachment C 3, b