



FY 2027 Municipal Community Mitigation Fund Grant Application

Application Instructions:

- I. All applications must be received by the Massachusetts Gaming Commission by January 31, 2026, at 11:59 p.m. to be considered for funding for the FY 2027 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 BD-26-1068-1068C-1068L-121911**.

For more detailed instructions as well as the full FY 2027 Application Guidelines visit

<https://massgaming.com/about/community-mitigation-fund/>

Municipal Grant Manager Information (Person for filing all Quarterly Reports, etc.):
Applicant: Town of East Longmeadow
Vendor Code:
Name: Dr. Rebecca Lisi
Title: Deputy Town Manager
Email Address: rebecca.lisi@eastlongmeadowma.gov
Telephone: 413.525.5400 x1115
Address: 60 Center Sq. East Longmeadow MA 01028

Grant Budget Summary

Your community’s FY 2027 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 2027 Allocation:		
Application Totals by Category	# of Projects	Requested Amount
A. Community Planning	1	\$90,300
B. Public Safety		
C. Transportation		
D. Gambling Harm Reduction		
E. Specific Impact		
TOTAL	1	\$90,300.00

(Applicants should indicate administrative costs by project where necessary and under specific impact when the funds will be directed across multiple projects.)

Are you requesting a waiver for any program Requirement?

Yes

No

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.

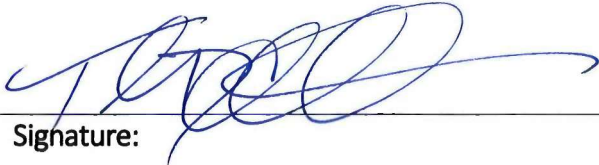
Budget Category Summary

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
A. Community Planning			--
B. Public Safety			--
C. Transportation	Rotary Feasibility Study Phase II- traffic	More detailed analyses of rotary redesign feasibility including traffic flows, through-puts, and data visualizations	\$90,300.000
D. Gambling Harm Reduction			--
E. Specific Impact			--

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: _____

1/30/2026

Date:

Thomas Christensen
Town Manager, East Longmeadow

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: Rotary Feasibility Study—Phase II: Traffic Analyses	
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 (if applicable)
Name: Robert Watchilla	Name: Dr. Rebecca Lisi
Title: Director of Planning	Title: Deputy Town Manager
Department: Planning	Department: Manager’s Office
Email Address: robert.watchilla@eastlongmeadowma.gov	Email Address: rebecca.lisi@eastlongmeadowma.gov
Telephone: 413.525.5400 x1701	Telephone: 413.525.5400 x1115
Address: 60 Center Sq., East Longmeadow 01028	Address: 60 Center Sq., East Longmeadow 01028
<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 2027 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 supports the determination that the operation of the gaming facility causes or is causing the impact (i.e., surveys, data, reports, etc.)</p>	
<p>The MGM Springfield Casino opened its doors in 2018 creating increased traffic/congestion issues for surrounding communities. East Longmeadow has been struggling to keep up with the increased traffic congestion as the outdated infrastructure has unable to fully contain it, which has resulted in an annual increase in motor vehicle related accidents resulting in injury.</p> <p>Since 2018, the total number of crashes involving minor, serious, and fatal injuries increased from 19 in 2017 to 45 in 2025 (MassDOT Crash Data). Similar trends have been identified with motor vehicle collisions with pedestrians and bicyclists, also resulting in injury. Several factors that contributed to this increase in crashes include insufficient multimodal traveling lanes (such as sidewalks and bicycle lanes), lack of pedestrian safety features (blinker lights, raised crosswalks, etc.), dangerous intersections, and lack of speed calming measures. One recent example (November 2024) included an 11 year old student being struck by a motor vehicle in the pedestrian crosswalk adjacent to the Rotary (https://www.westernmassnews.com/2024/11/07/family-seeking-change-after-11-year-old-struck-by-car-east-longmeadow-crosswalk/).</p> <p>In the summer of 2025, the Town fielded a survey to residents asking for input on Traffic and Pedestrian Safety indicated that the Rotary was the most unpopular intersection in East Longmeadow (https://www.eastlongmeadowma.gov/DocumentCenter/View/19250/2025-Traffic-and-Pedestrian-Safety-Survey-Report-12-01-2025). Residents have also stated that more traffic and pedestrian safety features around the Rotary is needed.</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.

The East Longmeadow Rotary, which serves as an intersection for seven arterial roadways, has presented extensive traffic related issues for the past several decades. The intersection itself is deemed a “dangerous intersection” by the Town and includes several merging lanes. The rotary does not allow for easy passage for pedestrian and bicycle traffic (partially remedied by Rapid Flashing Beacons, RFFBs installed with support from FY25 Community Mitigation Funds) and presents a number of persistent vehicular traffic congestion and safety related issues.

In 2025, the Town contracted the services of Jeff Speck (Speck-Dempsey) to produce two Rotary Conceptual Redesigns (one of which is forthcoming, funded by FY26 Community Mitigation Funds). Having two design concepts in hand, the Town must now determine the feasibility of the designs from both a traffic and engineering perspective, using traffic data and modeling. Rotary Feasibility Phase 1 (funded by FY26 Community Mitigation Funds, in progress) is focused on the collection of traffic data (turning movement counts, Streetlight origin/destination data) and the processing of the traffic data to prepare it for the modeling software.

The goal of this project is to do a further traffic feasibility analyses with an emphasis on traffic modeling, visualizations, cost estimation, and community engagement for the two Speck-Dempsey design alternatives. The end result of this Phase II feasibility study will be to determine if the conceptual redesigns can translate to feasible traffic engineering, how much Rotary redesign implementation would cost, a map of logistical next steps, and identify available funding sources at the state and federal level for “shovel-ready” projects.

Bowman Consulting Group, Ltd. has drafted a scope and quote that breaks down the Phase II feasibility study into discrete tasks and costs \$90,000 in total (see attached).

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
traffic modeling, concept graphics, community engagement, and recommendations on next steps	July 1, 2026- June 30, 2027	1	\$90,300
	TOTAL:		

Bowman

January 29, 2026

Robert Watchilla, AICP
Director of Planning
Town of East Longmeadow
60 Center Square
East Longmeadow, MA 01028

RE: **Proposal for Rotary Feasibility Study Phase 2
Town of East Longmeadow, Planning and Community Development Department**

Dear Mr. Watchilla:

Bowman is pleased to submit this proposal for Phase 2 of the traffic analysis and planning services to advance a feasibility study and identify strategies for re-designing East Longmeadow's seven leg rotary that intersects Center Square to improve traffic safety and congestion. The advancement of the study would provide the Town with traffic modeling, concept graphics, additional community engagement, and recommendations on next steps to further advance existing concept alternatives developed by the Town under a previous project.

This scope of work has been developed through conversation with Town staff and is based on the understanding that two alternatives for improvement of the rotary have already been developed.

Bowman's proposal for the advancement of the feasibility study has been broken up into five tasks that include Traffic Modeling, Concept Graphics, Cost Estimation, Roadmap for Next Steps, and Community Engagement. Should additional services be needed from Bowman, an addendum to this proposal would be prepared. The tasks to be undertaken as part of this proposal are described below.

Task 1: Traffic Modeling (Microsimulation)

Bowman will perform planning-level microsimulation traffic modeling using VISSIM to evaluate two conceptual build alternatives for the re-design of the existing seven-leg rotary at Center Square in the Town of East Longmeadow. The study area includes the intersection of Pleasant Street, Somers Road, Prospect Street, Maple Street, North Main Street, and Elm Street.

Task 1.1 – Data Review and Peak Hour Selection

- Review Phase 1 traffic volume and origin-destination data.
- Identify and confirm the single overall weekday peak hour to be analyzed based on Phase 1 data. Modeling of additional time periods would require an addendum to this proposal.
- Confirm analysis year, traffic assignment and traffic demand assumptions in consultation with the Town.

Task 1.2 – VISSIM Network Development

- Develop a planning-level VISSIM microsimulation framework for the Center Square study area as a basis for developing alternative models.
- Code roadway network, approaches, and traffic demand inputs, including setting up network geometry, basic traffic control logic, and demand assignment.
- Establish baseline modeling parameters and input and output framework applicable to both build alternatives.

Task 1.3 – Build Alternatives Modeling

- Implement conceptual geometry and traffic control for the two build alternatives provided by the Town:
 - Single-lane roundabout alternative
 - Traffic signalization alternative
- Simulate operations for each alternative for the single selected peak hour only.
- Extract operational performance measures for each alternative, including:
 - Average vehicle delay
 - Average and maximum queue lengths
- Calibration to field data and additional sensitivity testing for sub alternatives is not included.

Task 1.4 – Results Analysis and Comparison

- Summarize and compare operational performance results for the two build alternatives.
- Prepare graphical exhibits illustrating delay and queue performance.

Task 1.5 – Model Visualization and Deliverables

- Develop VISSIM model visualizations for each alternative, including:
 - A two-minute video export focused on the roundabout operations
 - Representative screenshots illustrating traffic operations and queuing
- Prepare materials suitable for inclusion in project documentation and stakeholder discussions.

Task 1 Assumptions and Exclusions

- The analysis will be limited to one peak hour only, selected based on Phase 1 data.
- Only two build alternatives provided by the Town will be modeled.
- Existing conditions and future no-build conditions will not be modeled or evaluated.
- The analysis will be conducted for one analysis year only.
- Traffic demand will be based on Phase 1 data collection.
- The VISSIM modeling effort is intended for planning- and conceptual-level evaluation only and does not represent design-level analysis.
- No additional alternatives, time periods, sensitivity analyses, field calibration, or iterative design refinements are included.
- Safety analysis, crash modeling, pedestrian/bicycle operations, and multimodal performance measures are excluded.

Traffic Modeling Task	Cost
Task 1.1 – Data Review and Peak Hour Selection	\$2,500
Task 1.2 – VISSIM Network Development	\$7,500
Task 1.3 – Build Alternatives Modeling	\$27,500
Task 1.4 – Results Analysis and Comparison	\$5,000
Task 1.5 – Model Visualization and Deliverables	\$7,500
Total	\$50,000

Task 2: Concept Visualization and Graphics

Bowman will develop visual materials to support understanding and comparison of the two rotary concepts. This will include schematic design development of each alternative using available aerials and GIS basemapping, focusing on approximate horizontal geometry and pedestrian crossings. Meeting-ready graphics will be produced for public engagement.

- Schematic design development of alternatives based on available aerial imagery and GIS parcel map, including approximate horizontal geometry of roadway and pedestrian crossings. Assumes 2 concepts alternatives provided by Town.
- Colored, meeting-ready graphics for public engagement.

Concept Visualization Task	Cost
Schematic design development	\$14,000
Colored plan view graphics for public meeting	\$3,000
Total	\$17,000

Task 3: Planning Level Cost Estimates

Bowman will prepare planning-level Opinions of Probable Construction Cost (OPCC) for the two alternatives using the latest MassDOT weighted-average bid pricing. We will also identify potential utility and right-of-way constraints using publicly available datasets to inform the Town’s understanding of cost drivers and implementation considerations.

- Develop planning-level Opinion of Probable Construction Costs (OPCC) based on latest MassDOT weighted-average pricing protocols
- Note utility/ROW constraints using publicly available datasets

Cost Estimation Task	Cost
Total	\$8,000

Task 4: Implementation and Funding Roadmap

Bowman will develop an implementation and funding roadmap that identifies viable funding pathways and outlines the recommended steps to advance the project from concept through design and into construction. This task will also summarize key environmental and permitting considerations and provide a high-level project timeline to support Town planning and budgeting needs.

- Identify potential funding pathways (TIP, HSIP, MassWorks).
- Prepare recommended steps to go from concept to design to construction
- Outline environmental and permitting considerations
- Provide timeline for Town planning and for budgetary purposes

Roadmap Task	Cost
Total	3,000

Task 5: Community Engagement and Public Meeting

Bowman will collaborate with the Town of East Longmeadow to host a public meeting focused on sharing the results of the detailed traffic analysis for the two Speck-developed alternatives for the East Longmeadow Rotary. This meeting will help residents, businesses, and other stakeholders understand how each alternative performs and provide structured opportunities for the community to give feedback that will directly inform the evaluation of the alternatives.

Bowman will prepare clear, accessible materials that communicate the findings of the traffic modeling through graphics, summary metrics, and visual aids appropriate for a public-facing setting. In addition, Bowman will continue to update the project StoryMap created during Phase 1 with meeting materials, summaries, and engagement outcomes to maintain transparency and provide a central hub for project information. Bowman will provide:

- Summaries of traffic modeling results
- Preparation and delivery of a clear, public-facing presentation summarizing findings
- Updated 2D graphics and visualizations for both alternatives
- Ongoing StoryMap updates with meeting materials and findings
- Coordination of meeting logistics and setup with Town staff
- Up to 12 poster boards and standard meeting materials
- Up to four Bowman staff to present results and support engagement
- Collection and documentation of public input to inform evaluation of alternatives

Engagement Task	Cost
Prepare presentation	\$4,000
Host in-person or virtual meeting	\$4,000
Collect feedback and prepare summary report	\$2,000
StoryMap updates	\$2,000
Total	\$12,000

Bowman

Fee

Bowman will perform the tasks, as outlined above for a lump sum fee \$90,000 inclusive of out-of-pocket expenses.

We appreciate the opportunity to provide this proposal and look forward to reviewing it with you in greater detail. Should you have any questions, please contact me (413) 875-8990.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'Paul Furgal', with a stylized flourish at the end.

Paul Furgal, PE, PTOE
Branch Manager, Westfield Office