

**22****COMMUNITY
MITIGATION
FUND****APPENDIX H - TRANSPORTATION CONSTRUCTION GRANT APPLICATION****BD-22-1068-1068C-1068L-68403*****Please complete the entire Application.*****1. PROJECT INFORMATION****a) NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT AND VENDOR CODE**

TOWN OF WEST SPRINGFIELD

VENDOR CODE: VC6000192038**b) PROJECT NAME (LIMIT 10 WORDS)**

ELM STREET COMPLETE STREETS IMPROVEMENTS

c) BRIEF PROJECT DESCRIPTION (LIMIT 50 WORDS)

Complete Streets Transportation Improvements of Elm Street (Rte 20) from the project limits of the 2021 Park Streets / Park Avenue Complete Streets Project to Garden Street

d) CONTACT PERSON(S)/TITLE (Persons with responsibility for this grant)

Sharon Wilcox, Chief Financial Officer
William Reichelt, Mayor
Connor Knightly, Town Engineer

e) PHONE # AND EMAIL ADDRESS OF CONTACT PERSON(S)

SWilcox@TOWS.ORG , 413-263-3025
WReichelt@TOWS.ORG, 413-263-3041
CKnightly@TOWS.org, 413-263-3249

f) MAILING ADDRESS OF CONTACT PERSON(S)

26 Central Street,
West Springfield, MA 01089

2. IMPACT DESCRIPTION / CONNECTION TO GAMING FACILITY

a) Please describe in detail the impact that is attributed to the operation of a gaming facility.

In 2018 the Town of West Springfield (“The Town”) was awarded a transportation planning grant by the Massachusetts Gaming commission agreeing with the Town’s analysis that the Elm Street (Route 20) corridor was impacted by the new MGM casino and that Complete Streets improvements were needed to mitigate these traffic impacts. Since that award, the Town has hired Vanasse Hangen Brustlin, Inc. (VHB) to design complete streets improvements to address the additional traffic as well as encourage mode shift to other forms of transportation other than passenger vehicles such as transit, walking, and bicycling. Updated and enhanced multi-modal (bicycle and pedestrian) connections Between Westfield Street and the Park Avenue / Park Street Corridor were determined to be needed to connect to the infrastructure on the Springfield side of the bridge leading to the MGM casino.

This project will tie directly into a current Complete Streets project on the Park Ave / Park Street Corridor which is also partly funded by an approved Mass Gaming Commission Transportation Grant.

b) Please provide documentation, specificity or evidence that gives support for the determination that the operation of the gaming facility caused, is causing the impact (i.e. surveys, data, reports).

The Final Environmental Impact Report Certificate required MGM to implement a series of bicycle and pedestrian infrastructure improvements surrounding the site and connecting to the Connecticut Riverwalk and bikeway. See **Appendix A** for the excerpts from the certificate.

The certificate also states that the project site is easily accessible by existing PVTa bus routes. The Pioneer Valley Transit Authority (PVTa) Bus Routes P20 (with stops at Union Station for connecting to “The Loop”) and R10 (with stops at Union Station for connecting to “The Loop” and stops near the casino) traverse the project area between West Springfield and Springfield. See **Appendix B** for route maps.

c) How do you anticipate your proposed remedy will address the identified impact?

This area is closer to the casino than many areas in the City of Springfield and is 2 miles or less from the casino resort. Therefore, this project area is situated to take advantage of alternative modes of transportation (other than passenger vehicles) such as transit, bicycling and walking. It will build off and compliment the Transportation Demand Management (TDM) infrastructure to reduce single occupant vehicle (SOV) trips, other vehicle trips and promote multi-modal transportation. There will be better transitions for bicyclists and pedestrians to and from the North End Rotary leading to the bicycle and pedestrian infrastructure on the Springfield side of the bridge.

In addition to this, the Town of West Springfield is now part of the Valley Bike Share program. Two electric assisted bicycle stations have been installed and are now operational; one is located in front of the Towns Library on Park Street at the southerly limit of this project. The City of Springfield has numerous Valley Bike Stations in the City, one being at the MGM Casino and Union Station. This coupled with other Complete Streets improvements in the project area will significantly encourage multi-modal transportation and provide for safer bicycling and pedestrian opportunities to travel to the casino and/or transit system that connects to the casino.

Included in **Appendix C** is the Transportation Evaluation Criteria form typically used by the Pioneer Valley Metropolitan Planning Organization completed for this project.

3. PROPOSED USE OF TRANSPORTATION CONSTRUCTION FUNDS (Please attach additional sheets/supplemental materials if necessary.)

a) Please describe how you propose to use the Transportation Construction Grant for a transportation construction project related to the gaming facility.

This project is centered on the Elm Street Corridor in West Springfield. The limits of this project are from Park Street to Garden Street. This road is classified as a Minor Arterial and the travel lanes are separated by a terrace. It is one of two routes used by traffic traveling from the south eastern part of West Springfield to Westfield, the other being South Boulevard via Park Street/River Street. The project area is made up of mostly Commercial or Mixed Commercial Use buildings. It hosts two PVTA bus stops, a pharmacy, a USPS office, banks, a grocery, a gas station, apartment buildings, and routes to the West Springfield Library and Coburn Elementary School.

At this time there are only sidewalks and only one pedestrian crossing with an active traffic alert system installed in the limit of this project. There are currently no dedicated bike amenities (paths, lanes, or shared use markings) in this area with the exception of a single bicycle rack on the far side of the Westfield Rd / Elm Street intersection. Northbound traffic on Elm Street is not signal controlled and often poses a conflict with Eastbound traffic from Westfield Street as well as all pedestrian crossings due to minimal traffic calming measures along the corridor.

This project proposes to expand the recently installed multi-use path facilities on the Park Street Commons through the Elm Street corridor. Such an addition will add an incremental portion of the

Towns plan to extend a bike route from the Springfield and Agawam areas to Holyoke; this will be accomplished by connecting the Riverwalk system along the Connecticut River to this project on the remaining portion of Elm St. This will allow cyclists from northern parts of Town to safely travel to the Casino area.

A recent Walk Audit from Walk Boston in partnership with Mass in Motion recommends a road diet along the Union Street corridor to include dedicated bike lane(s) as well as additional pedestrian safeguards along Main Street. This would connect the ongoing Park Ave /Park Street Project to the proposed Elm Street Project and to the imminent Memorial Ave Project, and thus complete a route from the Elm Street Project to the Casino area and mitigate the impacts from the casino for cyclists and pedestrians. Please see **Appendix F** for a copy of this walk audit.

At this time there is no calculated Level of Service of the Elm St / Westfield Street intersection. However, the current signal system is currently incapable of actuated operations and runs on a dedicated pre-timed signal. During off-peak hours this poses minimal issues for traffic, but during peak travel hours this intersection can experience significant delay. This can be troublesome for those who rely on a consistent schedule from the PVTa to travel to and from work. Reports and studies have shown that replacing signalized intersections with roundabouts reduces traffic delay due to free flowing traffic and increases safety for both vehicular and pedestrian traffic by eliminating conflict points and shortening the crossing distance across the road.

These improved conditions will mitigate gaming facility traffic due to increased flow capability and reduced vehicular accidents. In addition to encouraging free flow traffic and reducing wait times, the roundabout also acts as a traffic calming measure. Although signage and enforcement of speed limits are the preferred methods of traffic calming, true speed reduction is only attainable by modifying the geometry of the roadway. The approach of a roundabout, as well as maneuvering into and out of the circular path it follows, necessitates a reduction in speed to safely travel around it as well as yielding right of way to those already circling it. This reduction in speed greatly enhances the safety for pedestrians and cyclists using this corridor and navigating this intersection.

Please see **Appendix E** for the Conceptual Design Report submitted for this project. Included with this report are the proposal from VHB for the final design, MaDOT approval for design funding, and the Conceptual Design Drawings.

b) Please describe how the mitigation request will address the impact indicated.

The connection of the ongoing Park Ave /Park Street Project to the proposed Elm Street Project and to the imminent Memorial Ave Project, would complete a route from the Elm Street Project to the Casino area and mitigate the impacts from the casino for cyclists and pedestrians.

In addition, as noted above, the improved conditions will mitigate gaming facility traffic due to increased flow capability and reduced vehicular accidents. The introduction of a roundabout will reduce speed and enhance the safety for pedestrians and cyclists using this corridor and navigating the Elm Street / Westfield Street intersection.

4. BUDGET & TIMELINE

a) Please identify the amount of funding requested. In determining the funding request, please round up to the nearest hundred dollars.

The Town is requesting \$1,266,600.00 for this project based off of the Designing Consultants Probable Estimate of Cost of \$3,800,000.00. The amount requested represents 1/3 of the estimated project cost. Please see **Appendix D** for the Conceptual Cost Estimate for this project.

b) Please provide a detailed budget for the use of funds.

Please see **Appendix D** for the Conceptual Cost Estimate for this project.

c) Please provide the estimate and percentage of the costs projected to be funded from other federal, state, local, private contributions or unspent CMF Reserves. (Applicants may include contributions from gaming licensees and private contributions.) Please provide a detailed itemized estimate for each type of funding.

Remaining funds for this project will be provided by the Town of West Springfield and, if approved, Complete Streets State Funding through the MaDOT. The amount to be funded from local/state funding is estimated to be \$2,533,400.00 or roughly 66% of the total estimated project cost, and is itemized below:

Source	Amount	Notes
Municipal Capital Street Maintenance (FY 2023)	\$1,133,400	(based on projected Capital Budget)
Municipal Capital Street Maintenance (FY 2024)	\$1,000,000	(based on projected Capital Budget)
Complete Streets (FY 2022)	\$400,000.00	(If approved)
TOTAL	\$2,533,400.00	

Please note the Town has yet to submit for the \$400,000 in available Complete Streets funding. Therefore, the above table demonstrates that there will be funding available this year and next year to cover the additional costs. The Town will allocate (or increase) from these funding sources appropriately once it is under contract and when the exact amounts are known.

d) Please indicate, through a commitment letter or otherwise, how such other funding will be available for the project. In the absence of a final commitment to such funding, please provide detail on any process needed to secure any non-CMF funding.

The Town is committed to improving the safety and ease of transportation of all types for it's residents and travelers. Municipal appropriations will be requested through the Town's Capital Budgeting process and is subject to approval by the City Council. Additionally, Complete Streets funding will be requested from MaDOT through the Complete Streets Program.

Funding Source	Amount	Funding Availability
Fiscal Year 2023 Capital Street Maintenance (Municipal)	\$1,133,400	July 1, 2022
Fiscal Year 2024 Capital Street Maintenance (Municipal)	\$1,000,000	July 1, 2023
Complete Streets funding (MassDOT)	\$400,000	January 1, 2023

e) Please include a detailed timetable for the project, including but not limited to, the timetable for planning, for securing additional funds and the timetable to implement the project. Construction of the project must commence by June 30, 2023.

Planning/Engineering and Construction Timetable

Project Phase	Task(s)	Timetable
Preliminary Design Phase	Remaining preliminary design project meetings Initial Public input meeting	February 2022-March 2022
Notice to Proceed with 50% Design	Development of 50% design documents	April 2022
50% Design	Design development and submittal to Town	May 2022 – June/July 2022
Municipal Review and comment of 50% Design	Internal municipal meetings and design document review	July 2022-August 2022
Public Stakeholder Meeting	Public meeting / plan	August 2022
Development of Final Plans, Specification and Estimate	Responding to municipal comments and development of bidding documents.	September 2022 – October/November 2022
Municipal Procurement Process	Final reviews, Project advertisement, project vendor award and pre-construction meeting	December 2022 – January 2023
Physical Construction of the Project	Construction of the project	March/April 2023 – November 2024

5. MEASUREMENT OF IMPACT

a) Please describe how you propose to measure the impact of your project.

Impact results can be measured by comparing the following items over a 5 year horizon. This time frame was selected to be consistent with accident history analyzed in Transportation Improvement Project Functional Design reports and will give adequate time for demonstrating change.

Accident History – Accidents for a 5 year period before construction begins and after construction is completed. To demonstrate safety impacts.

Transit Usage – Patron boarding's/sightings at transit stops for a 5 year period before construction begins and after construction is completed. To demonstrate transit usage.

Traffic Counts – Measure traffic volumes (including bicycle and pedestrians) collected when design began to counts 5 years after completion of the project.

Valley Bike Share -Tracking of Valley Bike share usage before and a 5 year period after construction is completed. These bicycles have tracking systems built in them.

6. CONSULTATION WITH MASSDOT/ REGIONAL TRANSIT AGENCY (RTA) / REGIONAL PLANNING AGENCY (RPA) AND NEARBY COMMUNITIES

a) Please provide details about the Applicant's consultation with MassDOT, the Regional Transit Agency/MBTA and the Regional Planning Agency serving the community, and nearby communities to determine the potential for cooperative regional efforts regarding transportation construction activities.

The Town has procured Ch. 90 funding from the MaDOT for the Design of this project. Concept plans and reports have been emailed to the MaDOT D2 office on Dec. 17, 2021. The PVPC spoke with Town staff on 1/25/2022 regarding the nature of the project and how it compliments nearby impact area projects; a letter of support was provided on 1/27/2022 (**Appendix H**). Preliminary talks concerning the Project were held with the PVTA via Telephone on 1/27/2022.

7. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS

a) Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement.

The surrounding community agreement did not include the Elm St or Route 20 Street corridors. Only the Memorial Avenue corridor was part of the agreement. See **Appendix I**. The MEPA Certificate dated December 31, 2014, for the final Environmental Impact Report did not include transportation improvements to this project area which is part of a primary travel route to/from the casino.

b) Please explain how this impact was either anticipated or not anticipated in that Agreement.

The original traffic study for the casino primarily focused on processing volumes of passenger vehicles through the study area but didn't focus in detail on unanticipated impacts to other modes of travel such as walking, bicycling and transit. Therefore, additional traffic volumes, operational and multi-modal impacts to the study area resulting from additional casino traffic were not completely addressed in this area.

As part of the MEPA finding, Transportation Demand Management strategies were implemented at and in the vicinity of the casino that will support transit, bicycle and pedestrian modes of transportation. This project will provide a means to support these modes of transportation traveling to the casino so that TDM infrastructure at and immediately surrounding the casino is utilized to the maximum extent practicable.

8. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS

a) Please provide detail regarding the internal controls that will be used to ensure that funds will only be used to address the impact.

All Horizontal Construction Projects administered by the Town's Department of Public Works are procured in accordance with M.G.L c. 30, § 39M.; The Town will use final plans and bidding documents from VHB to award a contract to the lowest responsive bidder in compliance with that law. If awarded this grant, all resulting funds would be dedicated exclusively to costs of the project and paid to said bidder.


A copy of the contract between the Town the Bidder, purchase order, and supplemental records can be provided to the Mass Gaming Commission. The funds will be retained in a grant account, pursuant to G.L. c.44, section 53A, and could only be expended for the purposes stated herein and in the grant.

b) If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

The funds from this grant will only be held by the Town and released to its Contractor. No non-governmental entity will receive, handle, transfer, or otherwise encumber any funds resulting from this grant.

9. CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Date: 1/31/2022

Signature of Responsible Municipal
Official/Governmental Entity

William C. Reichelt

(print name)

Mayor

Title:

APPENDIX A

MEPA EXCERPTS



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Deval L. Patrick
GOVERNOR

Maeve Vallely Bartlett
SECRETARY

Tel: (617) 626-1000
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December 31, 2014

**CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
FINAL ENVIRONMENTAL IMPACT REPORT**

PROJECT NAME : MGM Springfield
PROJECT MUNICIPALITY : Springfield
PROJECT WATERSHED : Connecticut River
EEA NUMBER : 15033
PROJECT PROPONENT : Blue Tarp Redevelopment LLC
DATE NOTICED IN MONITOR : November 24, 2014

As Secretary of Energy and Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) submitted on this project **adequately and properly** complies with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

Project Description

As described in the FEIR, the project consists of a 881,691 gross square foot (sf) mixed-use redevelopment consisting of a casino, a retail and entertainment center, a hotel, apartments, and a daycare center. It is proposed on a 14.5-acre site in downtown Springfield. On November 6, 2014 the Proponent was awarded a Category 1 gaming license pursuant to Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth and M.G.L. Chapter 23K, Section 19, as amended by Section 16 of the Expanded Gaming Act (the Gaming Act), which authorizes the Massachusetts Gaming Commission (MGC) for Region B of the Commonwealth.¹ As required by the Gaming Act, a Host Community Agreement between the

¹ The Act identifies three regions of the state - Region A (Suffolk, Middlesex, Essex, Norfolk and Worcester counties), Region B (Hampshire, Hampden, Franklin and Berkshire counties) and Region C (Bristol, Plymouth, Nantucket, Dukes and Barnstable counties). This project is located in Region B.

Abutter Site Circulation

The FEIR summarized potential traffic circulation impacts associated with the construction and operation of the MGM Springfield project on three abutters: the Colvest Property, Red Rose Pizzeria, and the Bacon & Wilson Property. Specifically, the discontinuation of Howard Street and Bliss Street will alter existing access patterns to these sites. The FEIR described existing access/egress driveways for each site, proposed changes to access/egress (e.g., changes to allowed turning movements, etc.), and comparative travel distance changes due to modified access and egress points.

I received several comments from abutting property owners immediately adjacent to the project site. As a result of the discontinuation of Howard Street and Bliss Street, as well as the construction of new access and egress points for the project, existing operations (e.g., entry and exit points, delivery or trash pick up access, etc.) at these adjacent sites will be altered. I strongly encourage the Proponent to establish a dialogue with each abutter to clarify potential project-related impacts, proposed mitigation measures, and seek to remedy additional impacts to the extent the Proponent is legally obligated to do so. The Proponent should continue to evaluate design or operational measures to ameliorate project-related impacts to abutting properties, including but not limited to, design treatments to reduce the visual impact of the garage, confirmation of the constructability of the garage from entirely within the Proponent's property, mitigation measures to reduce noise, vibration or emissions associated with the proposed central plant, maintenance of safe pedestrian access, and enhanced communication protocols during the construction period. I note the specific concerns expressed by Colvest/East Columbus, LLC regarding potential conflicts with traffic exiting this property's driveway to the through lane onto Union Street due to the addition of the westbound right-turn only lane and the potential for cut-through traffic exiting the project garage onto Howard Street. The Proponent should specifically review these concerns with respective abutters and the City of Springfield prior to finalizing the project's mitigation plan to determine if there are additional opportunities to mitigate potential impacts.

Bicycle and Pedestrian Infrastructure

The FEIR included graphics and a supporting narrative that described existing bicycle and pedestrian infrastructure within the study area, noting width, condition, signage, ADA-compliance, push buttons, bicycle detection capabilities, etc. The Proponent will implement a series of bicycle and pedestrian infrastructure improvements to enhance existing and future operations and to improve the safety of study area roadways and intersections for pedestrians and bicyclists. The Proponent will install way-finding signage at key entry points within Downtown Springfield and along primary MGM Springfield access/egress corridors to facilitate pedestrian and bicycle use. The project will also enhance bicycle and pedestrian access to the Connecticut River Walk and Bikeway by providing improved railroad crossing signage and striping along the at-grade bikeway access point along West Columbus Avenue (opposite State Street) and adding way-finding signage and improved lighting under the I-91 viaduct at State Street and Union Street. Proposed improvements must be reviewed and approved by the City of Springfield. For

those improvements located on NHS-roadways additional review and approval by MassDOT will be required.

Proposed pedestrian improvements include:

- Installation of updated MUTCD-compliant pedestrian signal equipment (i.e., push buttons and signage, countdown signal housings, audible warning devices (where necessary));
- Modification or retrofitting of accessible wheelchair ramps to achieve compliance with ADA standards (i.e., installing tactile warning devices, providing sufficient ramp openings, and providing adequate ramp slope);
- Reconstruction of sidewalks (widening where possible) and providing additional amenities such as benches, pedestrian-level lighting, landscaping, and other streetscape improvements;
- Upgrades to mid-block crossing locations along the site frontage (i.e., new crosswalks, pedestrian flashing signals, refuge islands, etc.); and
- Modification of the existing pedestrian crossing across East Columbus Avenue north of the intersection with State Street to eliminate pedestrian/vehicle conflicts.

The Proponent should review the comments provided by the City of Springfield regarding proposed pedestrian signal equipment, pedestrian crossing phasing, and sight lines, and modify design plans as necessary to ensure proposed mitigation measures adequately enhance the pedestrian environment in the study area. I strongly encourage the Proponent to implement MassDOT's request to provide highway lighting at each crosswalk at the North End Rotary for consistency with the proposed mitigation at the Memorial Bridge Rotary as a pedestrian safety measure.

Proposed bicycle improvements include:

- Installation of bicycle pavement marking and signage (i.e., bicycle lanes, "sharrows" and "share the road" bicycle signage, bicycle boxes, etc.);
- Provision of secure, covered bicycle racks with storage for up to 28 bicycles within the Armory Square block and near major project entryways (State Street and Union Street);
- Provision of approximately 24 secure, weather-protected, long-term bicycle parking (for employees and residents) spaces at designated locations in the MGM Springfield parking garage;
- Installation of way-finding signage at key entry points within Downtown Springfield and along primary MGM Springfield access/egress corridors; and
- Implementation of a bicycle share program with a total of 16 bicycles for use by MGM employees, patrons and residents. This system will include a U-lock to allow users to secure the bicycle at a destination location without an electronic locking system.

The Proponent should review the comments provided by the City of Springfield regarding bicycle accommodations along the Main Street and Union Street corridors and modify plans as necessary subsequent to consultation with the City to maximize safe bicycle accessibility in the study area. It is unclear in the FEIR how the proposed number of bicycle parking spaces was determined. Given the bicycle mode share goals for the project (notably 4 percent of casino employee trips by bicycle), it appears that additional bicycle parking may be warranted. The Proponent should reevaluate the volume of proposed secure bicycle parking spaces in the final design.

The FEIR provided additional details and graphics depicting proposed pedestrian connections and circulation routes through the MGM Springfield site itself. The FEIR described interior pedestrian connections to the casino/hotel block and Armory Square from the MGM Springfield parking garage, access to the casino/hotel block from adjoining streets and Armory Square, and Armory Square to the casino/hotel block, parking garage, and the Union Street and Main Street sidewalk network and Pioneer Valley Transit Authority (PVTA) bus system. The project includes two main casino entries on Main Street, a hotel entry off State Street, and an entry from Armory Plaza. Office, retail, and restaurant facilities facing the surrounding streets will have entry points from both the casino and the street to allow access without entering the casino. A wide pedestrian walkway is proposed to fully encircle the casino floor to allow for internal connections between the casino, garage, retail, restaurants, Armory Square and adjacent streets without requiring access through the casino. Way-finding signage will be provided throughout the project site and within the parking garage, casino/hotel block and Armory Square to direct patrons to major on-site features (e.g., casino entrances, Armory Square, DaVinci Park, parking garage, bicycle parking, bus drop-off/pick-up, etc.), the surrounding street system (including PVTA bus stops and MGM trolley stops), and area attractions (e.g., Basketball Hall of Fame, Connecticut River Park and Bikeway, Union Station, etc.).

The FEIR also discussed exterior pedestrian connections from the MGM Springfield parking garage (which will offer free parking to surrounding area businesses) to the adjacent street system. The FEIR described walking routes to the State Street/Springfield District Courthouse area, Main Street and Red Rose Pizzeria, and Union Street. Each route presented included travel through the casino block to maximize length of time traveling through covered or weather-protected areas. Alternate routes are also provided along the sidewalk network along Main Street, State Street, Bliss Street, and Union Street.

Public Transportation

The project site is easily accessed by existing PVTA bus routes. The FEIR summarized the proposed service changes, to be undertaken by the PVTA as a result of its Comprehensive Service Analysis completed in June 2014, on bus routes most directly serving the project site and Downtown Springfield. Generally, these changes are either anticipated to have minimal impact on service to the project site, or increase trip frequency. For the two routes proposed for discontinuance (Routes 8 and 13), existing or future crosstown bus service is expected to service similar areas, but may require passenger transfers. As noted in the FEIR, the Proponent has no

expectation that the PVTa would initially provide service outside current operations for patrons or employees.

The project includes consolidating bus stops along Main Street between State Street and Union Street to provide a single bus stop on each side of Main Street. A bus stop will be provided on the southerly side of Main Street just west of Howard Street and on the northerly side of Main Street just east of Peabody Lane. The FEIR included conceptual plans depicting proposed bus stop locations and their relationship to overall improvements on Main Street, including bicycle and pedestrian amenities, on-street parking, and traffic signal improvements. I encourage the Proponent to expand the proposed bus stops from 80 to 150 feet in length to allow for future articulated bus access or to allow more than one bus to stop at a time along these busier routes without impeding traffic flow. Final design, location and approval of bus stop locations will be completed in coordination with the City of Springfield, the PVTa, and other approving entities as necessary. The Proponent has committed to the following:

- Fund the design and construction of bus stops on Main Street;
- Perform maintenance of the amenities installed at these stops, including regular cleaning and snow removal;
- Install a shelter for weather protection and seating at the bus stops;
- Install signage identifying routes and schedules of PVTa bus service;
- Install additional seating, trash barrels and other street furniture as agreed upon in the final design process; and
- Install signage within MGM Springfield to direct transit users to the proposed bus stops.

I encourage the Proponent to provide an enclosed waiting area within the project site to provide a centralized location for transportation information and access to public and private transportation services.

The Proponent will also initiate and fund the **implementation of a Trolley Service/Downtown Circulator**. The FEIR described the preliminary details of this service, to be funded by the Proponent and provided by PVTa under contract. The Proponent and the PVTa should continue to work cooperatively to finalize the terms of an agreement for this mitigation measure. Service will be offered free of charge to employees, patrons, and visitors of MGM and Downtown Springfield. The FEIR included a graphic of a conceptual preferred route and outlined the following proposed routing and hours of operation:

- **MGM will provide funds to PVTa to operate two existing PVTa public trolley-style buses to provide public transportation;**
- Trolleys will operate on up to 20 minute headways at peak times;
- MGM shall reimburse PVTa for costs associated with operating the trolleys on a negotiated basis, with costs generally determined based on PVTa hourly operating expenses based on agreed upon operating hours;
- The trolleys will be owned and operated by PVTa;

- MGM will pay for the cost of retrofitting/accessorizing the trolleys as may be required or desirable for use;
- The trolley will run for approximately six hours per day;
- Trolleys may be made available by request for service outside of regular schedule and off route at a predetermined negotiated rate;
- MGM will continue to negotiate with other Downtown destinations to participate in the initiation of service;
- Hours or days of operation may change even in the initial period by mutual agreement;
- PVTa will work with MGM to allow advertising on the trolleys for MGM Springfield and other area destinations; and
- The exact route and stops will be agreed upon and will be located within the Downtown corridor in the City of Springfield connecting Springfield Union Station, the City's Museums, MGM Springfield and the Basketball Hall of Fame.

The FEIR noted that as currently planned, the Trolley Service/Downtown Circulator agreement will take effect upon the start-up of the trolley operations and would remain in effect for one year. After the first year, the service would be reevaluated, taking into consideration ridership and service, with the terms of the agreement subject to review and potential renewal on a recurring basis.

The FEIR included a comprehensive assessment of potential project-induced demand on future PVTa paratransit and senior dial-a-ride services. These services are provided to older adults (60+) and persons with disabilities. The assessment included a description of existing services (ridership, cost, operational hours, etc.), outlined an estimated demand methodology, and a review of demand based on other paratransit systems serving casinos (MGM Grand Detroit, Rivers Casino Pittsburgh, and Harrah's Joliet). The FEIR included a demand estimate for both ADA paratransit customers and senior services customers. A low and high demand range for ADA paratransit and senior services for the project was estimated using data associated with the River Casino Pittsburgh (ridership) and the MGM Grand Detroit (senior services trip distribution). The projected low end of the range estimated 279 new PVTa ADA paratransit trips and 4,209 new PVTa senior services trips annually. The high end of the range estimated 615 new PVTa ADA paratransit trips and 5,043 new PVTa senior services trips annually. According to the FEIR, PVTa's current fixed operation cost scenario with comingled ADA paratransit trips and senior service trips, new ADA paratransit trips can only be served if an equal number of senior trips are denied.

To avoid the displacement of senior trips, and to continue to allow the PVTa to meet its regulatory obligation to provide ADA paratransit service, MGM will reimburse the PVTa for the cost of providing ADA paratransit trips to the project. Based on the analysis presented in the FEIR, this is estimated to cost between \$7,965 and \$17,558 per year. The FEIR also acknowledges the potential budgetary implications of increased demand for senior dial-a-ride services; a service that the PVTa is not obligated to provide. The FEIR identified potential alternatives that could be explored by the Proponent and the PVTa to develop service alternatives to address potential increases in demand. These include:

- Implement a limit on senior trips to MGM Springfield. This could be done in conjunction with a cashless fare policy for dial-a-ride services, with "tickets" for the MGM site made available in limited supply, and on-site monitoring;
- Divert senior casino trips away from dial-a-ride services and contract with PVRTA's current service provider or other carrier to operate group field trips from various Councils on Aging (COAs) to the casino on specific days;
- Contract with an operator other than PVRTA's current paratransit and dial-a-ride service provider at a lower per-trip rate for senior casino trips; and
- Work with a private inter-city bus carrier to offer casino/transportation packages with seniors.

The Proponent has committed to continue to work with the PVRTA to finalize an agreement codifying the proposed transportation improvement mitigation measures proposed in the FEIR, providing additional detail based upon advancement of project design.

Parking

The FEIR included an analysis of existing and proposed public parking supply and demand for the project and the Downtown Springfield area. Currently, within the project site there are a total of 905 parking spaces: 186-for fee structured parking spaces in the 16 Bliss Street Garage, 673 for-free surface lot parking spaces, and 46 on-street parking spaces (Bliss Street and Howard Street). These spaces will be displaced due to project construction. Additionally, approximately 64 on-street parking spaces along Main Street and State Street along the site frontage may be temporarily closed during the construction period.

The FEIR also evaluated parking availability in the I-91 North and South Garages, located north of the project site, which also serve as a public parking resource for courthouse-related parking and patron/employee parking for other land uses in the South End neighborhood. According to the FEIR, at full capacity the I-91 North Garage can accommodate 1,098 vehicles and the I-91 South Garage can accommodate 670 vehicles. As discussed later in this Certificate, MassDOT's I-91 viaduct replacement project, which will overlap with the MGM Springfield construction period, will include the temporary closure of 450 parking spaces (200 of which are already closed) on the upper decks of these garages throughout the duration of the I-91 viaduct project.

Existing parking demand counts were performed from 11:00 AM to 5:00 PM on a Friday to capture peak parking demand for the courthouse and surrounding businesses (utilization of these lots by these users would be low on Saturdays and Sundays when casino operations would be heavier). Peak parking demand for on-site parking facilities occurs between 11:00 AM and 11:30 AM at 72 percent total occupancy (700 occupied spaces). Peak parking demand for the I-91 South Garage was observed during the same peak period at 430 spaces. As noted above, 200 of the 670 spaces in the I-91 South Garage have already been closed, reducing supply to 470 spaces. The I-91 South Garage available parking supply meets the 11:00 AM to 11:30 AM peak

Springfield parking garage. The Proponent is continuing to work with owners of other public and private parking lots in the area to accommodate any overflow charter bus parking that may occur during events or peak periods. A total of 90 preferential parking spaces, located on the second level of the garage near employee entrances to the casino and Armory Square, will be designated for use by employees and residents participating in carpool or rideshare programs or who use hybrid vehicles. Finally, the Proponent has designated a total of 190 preferred spaces for electric vehicles (EV) spaces, along with approximately 50 charging stations, to be provided along the outside of levels 2, 3 and 4, of the MGM Springfield parking garage near entryways, elevators, and staircases. EV charging stations will also be provided in the valet parking area on the basement level. Signage will be provided directing drivers to EV parking and charging stations.

Transportation Demand Management

The FEIR summarized the components of the TDM program to reduce SOV trips and promote multi-modal transit options by employees and patrons. These measures are listed in the mitigation section of this Certificate.

The Proponent established the following mode share targets, by land use, assuming implementation of the TDM program.

Mode	Casino/Hotel Patrons	Casino/Hotel Employees	Residential	Armory Retail	Armory Office
SOV ^a	85.5%	67.0%	95.0%	95.0%	79.5%
Carpool/Rideshare ^a	N/A ^a	13.0%	0.0%	N/A ^a	15.5%
Public Transit	2.0%	16.0%	4.0%	4.0%	4.0%
Pedestrian/Bicycle	0.5%	4.0%	1.0%	1.0%	1.0%
Taxi	2.0%	-	-	-	-
Charter Bus	10.0%	-	-	-	-

^a For Casino/Hotel Patron and Armory Retail trips, all vehicle trips were assumed to be double-occupant vehicle trips.

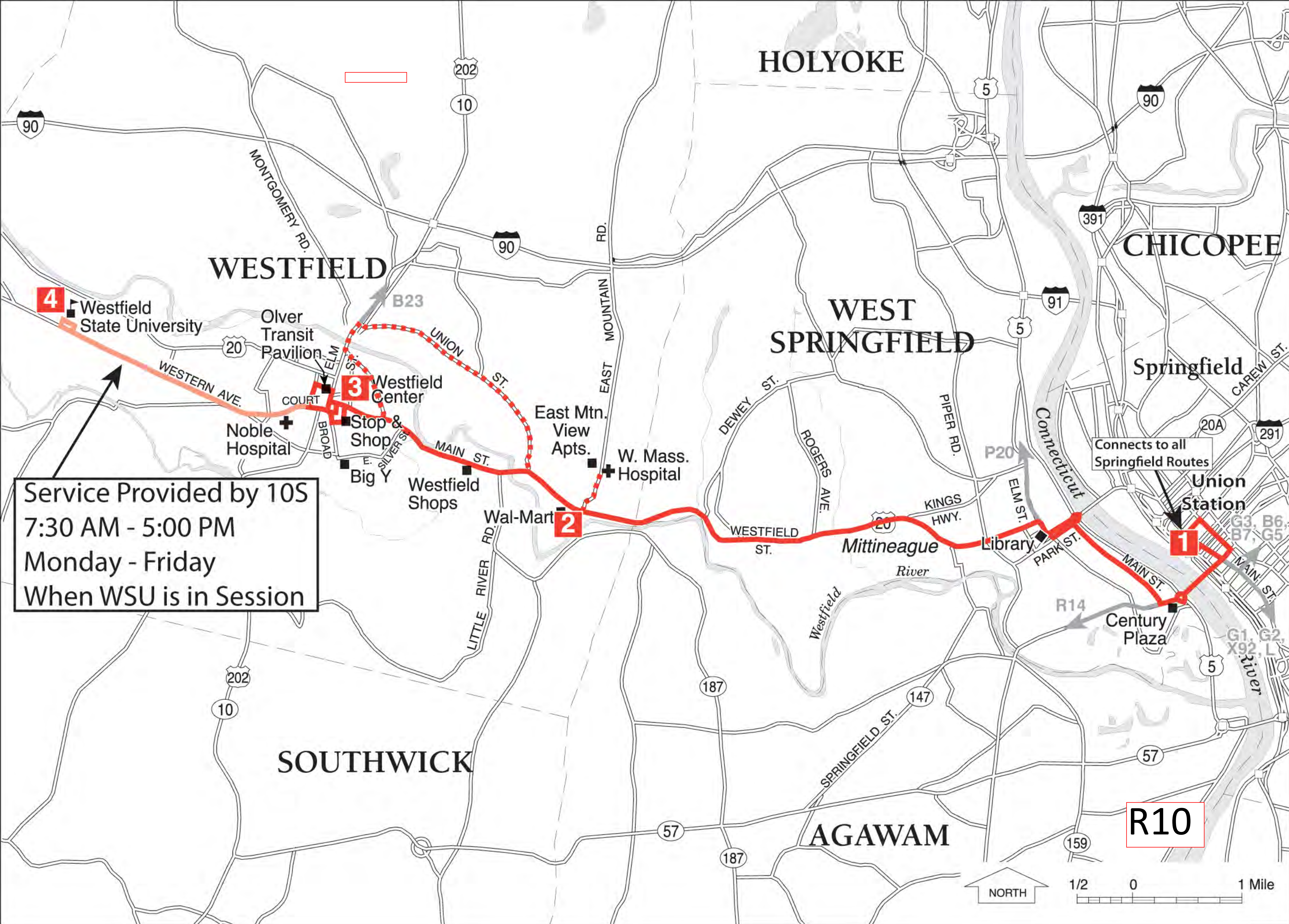
A Transportation Coordinator will be responsible for developing additional TDM measures should the monitoring program identify any unanticipated or unmitigated project-specific impacts. Should the monitoring program identify such impacts, additional improvements will be identified and implemented to mitigate the project-specific impacts.

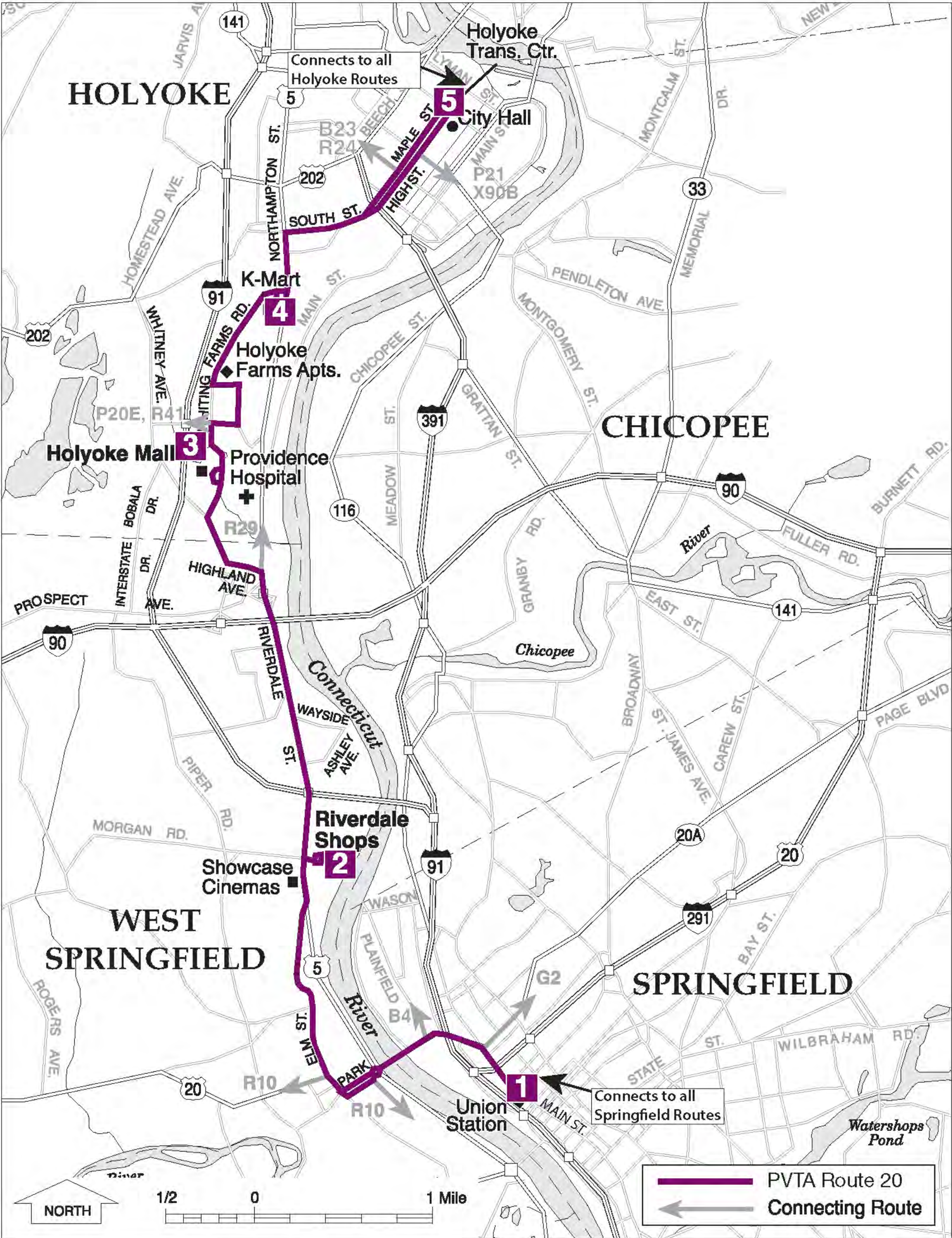
Monitoring

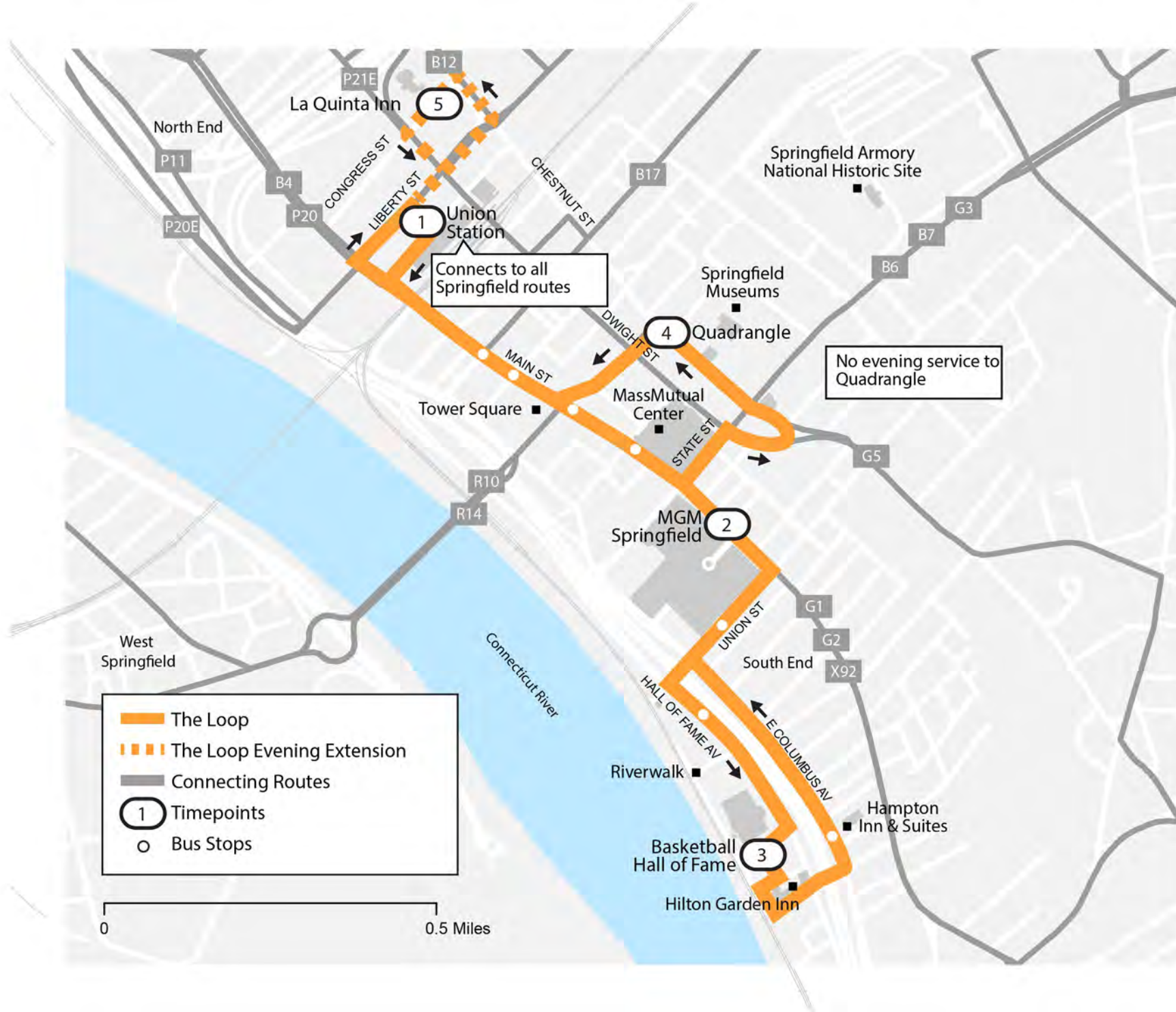
The project general contractor will prepare a Transportation Monitoring Program (TMP) for review and approval by the City and MassDOT. The TMP is intended to monitor traffic operations, parking occupancy, public transportation utilization, and pedestrian/bicycle use throughout the construction period and for a period of five years following completion of the project. The TMP's intent is to monitor project impacts to ensure consistency with the

APPENDIX B

PVTA ROUTE MAPS







APPENDIX C

PIONEER VALLEY METROPOLITAN PLANNING REGION PROJECT TRANSPORTATION EVALUATION CRITERIA

Evaluation Criteria
Pioneer Valley Planning Commission

Community: West Springfield **Project Type:** Intersection Improvement **SID #:** _____

Year Project was initiated: _____ **MassDOT Design Status:** 0%

Cost Estimate: \$ 3,800,000.00 **Year of Cost Estimate:** _____

Is the project located primarily in an urban area? Yes **Roadway Functional Class:** Arterial

ADT: 10737 **Year of ADT:** 2014 **# Lanes:** 2 **Length (miles):** 0.24

Cost/ADT: 353.916364 **Cost/Lane Mile:** 7916667 **Cost/ADT/Lane Mile:** 737.33

MassDOT Project Name: _____ **Insert Name of Project here**

Complete Streets Improvements to Elm Street from Park Street to Garden Street.
Length is approximate 0.24 miles

The scope of the project is the following:

Removal of the existing traffic control system at the intersection of Elm St and Westfield Road and the installation of a roundabout in its place.

10 foot multi use path in the existing terrace allowace bicyclists and pedestrians safe travel along Elm Street with a high level of comfort. This will expand an existing network of multi-use path infrastructure.

Roadway milling, resurfacing and line markings on Elm Street.

Section	Name	Score
1	SYSTEM PRESERVATION, MODERNIZATION AND EFFICIENCY	8
2	LIVABILITY	9
3	MOBILITY	3.5
4	SMART GROWTH AND ECONOMIC DEVELOPMENT	5
5	SAFETY AND SECURITY	7
6	ENVIRONMENT AND CLIMATE CHANGE	5
7	QUALITY OF LIFE	4.5
8	ENVIRONMENTAL JUSTICE	2.5
Grand Total		44.5
Cost/Point		\$ 85,393.26

Transportation Project Evaluation Criteria
Pioneer Valley Planning Commission
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1	SYSTEM PRESERVATION, MODERNIZATION AND EFFICIENCY				SID #	0
	Maximum Points for this Subsection:				19	8
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Improves substandard pavement	OCI rating less than 48.5 (arterial) or 47.5 (Collector): Poor, and pavement improvements are included in the project – 8 points OCI rating between 48.5 and 69.5 (arterial) or 47.5 and 68.5 (collector): Fair, and pavement improvements are included in the project – 4 points OCI rating greater than 69.5 (arterial) or 68.5 (collector): Good or better – 1 point OCI rating greater than 85 or the project is an intersection improvement or off-road bicycle facility – 0 points	Select one only	Various segments of this corridor have been paved some as early as 2004 (SB from Southworth to Park St) and some as late as 2014 (NB from Park St to Morningside)	8	1
b	Improves intersection operations (signal equipment upgrades, adaptive signal controls and coordination with adjacent signals, roundabout, geometric improvements, adds turn lanes, improves alignment, improves sight distance.)	Meets or addresses criteria to a high degree - improves multiple locations– 6 points Meets or addresses criteria to a medium degree - improves at least one locations with multiple upgrades – 4 points Meets or addresses criteria to a low degree - improves one location – 2 points Does not meet or address criteria – 0 points	Select one only	This project will eliminate a signalized intersection and will improve traffic movement by allowing free, continuous traffic flow.	6	6
c	In a Congestion Management Process Identified Area	CMP data indicates project improves a corridor of Severe congestion– 5 points CMP data indicates project improves a corridor of Serious congestion – 3 points CMP data indicates project improves a corridor of Moderate congestion – 1 points CMP data indicates project improves a corridor of Minimal congestion or corridor is not currently monitored – 0 points	Select one only	Based on most recent regional CMP data	5	1

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2 LIVABILITY		SID # 0				
Maximum Points for this Subsection:					12	9
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Design is consistent with complete streets policies. Complete Streets are designed and operated to enable safe access for all motorists, pedestrians, cyclists, and transit users. Applicant must provide supporting documentation that project is consistent with a locally adopted complete	Project is a “complete street” consistent with a locally adopted complete streets policy – 1 point Project provides bicycle facilities or accommodations – 1 point Project provides pedestrian facilities – 1 point Does not provide any complete streets components – 0 points	Select all criteria that apply to project.	Provide plans illustrating facilities provided. MassDOT Project Development and Design Guide FHWA Livability in Transportation Guidebook	3	3
b	Provides multi-modal access to a downtown, village center or employment center.	Provides continuous bicycle access (i.e. bike lanes or bike path) to a downtown or center – 1 point Provides pedestrian access to a downtown or center – 1 point Does not provide multimodal access – 0 points	Select all criteria that apply to project.	Project proponent must provide plans illustrating facilities provided and information on the downtown or village district..	2	2
c	Reduces auto dependency	Project completes a known gap in the bicycle or pedestrian network – 0.5 point Project provides for a new bicycle facility – 0.5 point Project provides for a new pedestrian facility – 0.5 point Project implements a transportation demand management (TDM) strategy – 0.5 point Does not provide any of the above measures – 0 points	Select all criteria that apply to project.	Project proponent must provide plans illustrating facilities provided. ----- Project connects to newly constructed Multi-use path on the Park Street Commons	2	1
d	Project serves a targeted development site (Priority Development Area identified in Valley Vision, rail station area, Chapter 40R or 43D or 43E District)	Project mostly serves a targeted development site – 1 points Project partly serves a targeted development site – 0.5 point Project supports local zoning or other regulations that are supportive of smart growth – 0.5 point Project provides for bicycle or pedestrian access to or within a targeted development site – 0.5 point	Select all criteria that apply to project.	Project proponent must provide map of project location, and identify project location in relation to identified targeted development site. Information on special districts should also be provided.	2	1
e	Completes off-road bike and pedestrian network (copy of the most recent regional bicycle/trail map is attached.)	Project provides an important link or component of the region’s off-road bicycle and pedestrian network – 3 points Project includes an off-road bike and pedestrian component as part of a road project or a community adopted bicycle sharing program – 2 points Project provides a connection to a regional bikeway/walkway – 1 point	Select one only	Based on Regional Bicycle/Trail Map (provided) or the Regional Bike Linkages Map (proposed pending adoption)	3	2

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3 MOBILITY		SID # 0				
Maximum Points for this Subsection:					17	3.5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Improves Efficiency, Reliability and Attractiveness of Public Transit	Project increases fixed route bus transit service efficiency and attractiveness through design or ITS technology – 1 point ----- Project provides new or improved linkages to adjacent existing or planned public transit stations/stops – 0.5 point ----- Project prioritizes signals for transit vehicles – 1 points ----- Project provides for a dedicated busway – 1 points ----- Project provides for bus bump out – 0.5 point	Select all criteria that apply to project.	Identify affected bus service, design features, and/or ITS components ----- See Attached PVRTA route map	4	1
b	Improves existing peak hour level of service (LOS)	Source data indicates project improves a location that operates at LOS F in an urban area or LOS E in a rural area – 6 points ----- Source data indicates project improves a location that operates at LOS E in an urban area or LOS D in a rural area – 5 points ----- Source data indicates project improves a location that operates at LOS D in an urban area or LOS C in a rural area – 3 points	Select one only	Attach Functional Design Report or recent planning study.	6	0
c	Reduces traffic congestion without adding unnecessary turn lanes.	Reduces congestion to a high degree – project significantly improves traffic flow for a location in the Regional Bottlenecks Report or Regional Congestion Management Process – 7 points ----- Reduces congestion to a medium degree – project improves vehicle storage, installs exclusive turn lanes as warranted, improves access management at more than two locations– 5 points ----- Reduces congestion to a low degree – provides modest improvements such as signal retiming, lane striping, upgraded detection, turn restrictions, or access management upgrades at a single location – 2.5 points ----- Does not reduce congestion – 0 points	Select one only	Attach Functional Design Report or recent planning study.	7	2.5

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4	SMART GROWTH AND ECONOMIC DEVELOPMENT				SID #	0
	Maximum Points for this Subsection:				10	5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Encourages Development around Existing or Enhanced Infrastructure.	Public water and sanitary sewer lines serve the project area. - 2 points For rural areas, project is within a 1/4 mile radius of a village center. - 2 points The community will invest in the expansion of existing public water and sanitary sewer lines or install new infrastructure to compliment the project. - 2 points Or Public water and sanitary sewer lines are within close proximity (within 150 feet) of the project ROW – 1 point For rural areas, project is within a ½ mile radius of a village center – 1 point Public water and sanitary sewer lines do not serve the project area. – 0 points	Select only one	Provide a site map illustrating the project and any related public water or sewer lines or village center. ----- Public Water and Sewer lines run through the project area	2	2
b	Prioritizes Transportation Investments that Support Land Use and Economic Development Goals	Project is identified in the most recently adopted Comprehensive Economic Development Strategy (CEDS) for the region – 0.5 points Project serves an area that is targeted as a Priority Development Area (PDA) in Valley Vision Map – 0.5 points Project serves an area that is targeted as a Priority Protection Area (PPA) in Valley Vision Map - (-1 points)	Select if applicable	The Town has a Valley Bike Share station within walking distance of the project location.	1	0.5
c	Provides service to a Transit Oriented District (TOD), Traditional Neighborhood District (TND), and Cluster or Open Space Development District	Project serves an area that is identified in an existing or planned transit oriented development, traditional neighborhood development, cluster or open space development district in an adopted plan	Select if applicable	Submit plan excerpts referencing the appropriate district.	0.5	0
d	Support Mixed-Use Downtowns and Village Centers	Project serves an existing or planned mixed use downtown or village center	Select if applicable	Identify the downtown	0.5	0.5
e	Improves intermodal accommodations/connections to transit (project enhances access, amenities, or service to an existing transit intermodal center or pulse point.)	Meets or addresses criteria to a high degree – project enhances service for three or more transit routes– 4 points Meets or addresses criteria to a medium degree – project results in multiple upgrades for one or two transit routes – 2 points Meets or addresses criteria to a low degree - project enhances service for a single transit route – 1 points Does not meet or address criteria– 0 points	Select one only	Include most recent PVTA route ridership data.----- ----- See attached PVTA Map	4	2
f	Reduces Congestion on Freight Routes	Project will reduce congestion on roadways with more than 5% trucks per day – 1 point	Select all criteria that apply to project.	Attach Truck Count	2	0

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4	SMART GROWTH AND ECONOMIC DEVELOPMENT					SID #	0
	Maximum Points for this Subsection:					10	5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score	
		Project implements a strategy identified in the State or Regional Freight Plan – 1 point					

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5	SAFETY AND SECURITY				SID #	0
	Maximum Points for this Subsection:				16	7
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Reduces Number and Severity of Collisions	Project includes ITS elements that will reduce crashes or adds/improves guardrails.	Select if applicable	Identify specific ITS components	1	0
		A roadway safety audit has been completed for the project.		Submit RSA report	2	0
		Project addresses a safety problem as identified in the PVPC “Top 100” High Crash Intersections Report, Top 25 High Crash Roadway Segments or is identified as a High Bicycle or Pedestrian Crash Cluster by MassDOT - 4 points	Select one (if applicable)	Submit report excerpts. Documented crashes per Million Entering Vehicles/Million Vehicle Miles	4	0
		The location has a history of lane departure crashes and the project will remove hazardous objects such as utility poles and trees from the roadside – 4 points				
		The location has a history of lane departure crashes and the project will install rumble strips, improve visibility through enhanced edge lines, or enhance pavement to improve skid resistance – 2 points				
The location has a crash rate greater than the state or district average. – 2 points						
b	Promotes Safe and Accessible Pedestrian and Bicycle Environment	Project includes bike safety improvements – 2 points	Select if applicable	Identify the safety improvements ----- Off road shared use path proposed	5	5
		Project includes pedestrian safety improvements – 2 points				
		Project provides bike amenities, such as bike racks or lockers, off-road bike lanes, connections to bike paths, or bike-sharing infrastructure – 1 point				
c	Improves Emergency Response	Project is identified as an existing or planned priority emergency response route by one or more Local Public Agencies and is projected to decrease response times for EMS, fire, and police agencies – 2 points	Select all criteria that apply to project.	Attach EMS plan excerpts or other documents ----- Town hall abuts the project area	4	2
		Project improves an evacuation route to, or in proximity to, an emergency support location – 2 points				

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6	ENVIRONMENT AND CLIMATE CHANGE				SID # 0	
	Maximum Points for this Subsection:				12	5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Preserves Floodplains and Wetlands (310 CMR)	Project is not located in a floodplain.	Select all criteria that apply to project.	Submit floodplain map.	0.5	0
		Project is not located in an existing wetland			0.5	0.5
b	Promotes Green Infrastructure and Low Impact Development to Reduce Stormwater Impacts	Project involves use of green infrastructure or low impact development (LID) best management practices (BMPs) to reduce stormwater impacts. Eligible BMPs include: rain gardens, green streets, tree box filters, bioretention areas, sheet flow runoff, permeable pavement, vegetated swales, engineered soils for expanded root growth, and measures to improve infiltration	Select if applicable	Identify best management practices	2	2
c	Reduces Impervious Surfaces	Project reduces impervious surface area, or reduces stormwater runoff discharge rate and volume, from pre-existing conditions.	Select if applicable	Identify design features	0.5	0
d	Protects or Enhances Environmental Assets	Project will improve high priority regional environmental assets or enhance protection of Priority Protection Areas (PPAs) identified in Valley Vision.	Select if applicable	Identify affected assets from map	0.5	0
e	Supports Brownfields Redevelopment	Project serves a brownfield redevelopment site. Or Project helps to implement an adopted brownfield redevelopment plan	Select one only, if applicable	Supply map	0.5	0
f	Improves Air Quality Major improvements include projects that demonstrate significant reduction in single occupant vehicles. Minor improvements include reductions in vehicle idling.	Project includes major elements improving air quality – 1 point ----- Project includes minor elements improving air quality – 0.5 point ----- Project has no significant air quality impact – 0 points ----- Project has negative air quality impacts – (-1) points	Select if applicable	Show CMAQ Analysis (PVPC). The level of improvement based on CMAQ analysis shall be considered in determining major and minor improvements.	1	0.5
g	Reduces CO2 Emissions	Project significantly reduces CO2 emissions – 1 point ----- Project modestly reduces CO2 emissions – 0.5 point ----- Project has no significant CO2 emissions impact – 0 points	Select one only.	Provide information documenting CO2 reduction strategy, for example, purchase of fuel efficient or electric vehicles or LED traffic lights or solar panels or wind generators. Provide Greenhouse Gas Analysis (PVPC)	1	0.5

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6	ENVIRONMENT AND CLIMATE CHANGE					SID #	0
	Maximum Points for this Subsection:					12	5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score	
		Project increases CO2 emissions impacts – (-1) points					
h	Promotes Mode Shift	Project will provide significant reduction in single occupancy vehicle trips through a shift to another transportation mode (i.e. bicycling)	Select if applicable	Identify how project will accomplish mode shift.	1	1	
i	Improves Fish and Wildlife Passage	Project includes stream crossing or culvert improvements designed to improve fish and wildlife passage, in accordance with Massachusetts River and Stream Crossing standards MA Stream Crossings Handbook	Select if applicable	Identify design features in accordance with Massachusetts River and Stream Crossing Standards.	1	0	
j	Supports Green Communities	Project is located in an approved Green Community, in accordance with the MA Green Communities Act	Select if applicable	See MA Green Communities map Link to MA Green Communities Map	0.5	0.5	
k	Improves Storm Resilience	Project addresses a flooding problem or increases resilience of the transportation system to floods – 1 point ----- Project improves storm flows by enlarging culverts or stream crossings, where there is demonstrated likelihood of extreme weather damage, while improving fish and wildlife passage – 2 points Or The Project incorporates stormwater BMPs or implements improvements that meet National Pollutant Discharge Elimination System (NPDES) requirements – 2 points	Select all criteria that apply to project.	Document BMPs	3	0	

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7	QUALITY OF LIFE				SID #	0
	Maximum Points for this Subsection:				11	4.5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Enhances or and Preserves Greenways and Blueways	Project is adjacent to, AND incorporates enhanced public access or trails or protection related to a designated National Scenic River (Westfield River), National Blueway (Connecticut River), the Baystate Greenway, a National Scenic Trail, a National Recreation Trail, or regional greenway as identified in the Pioneer Valley Greenways Plan	Select if applicable	Identify the designated greenway or blueway, and the public access or land to be protected	1	0
b	Improves Access to Parks and Open Space	Project improves the public’s direct access to identified municipal or state parks and/or open space	Select if applicable	Identify the park, and/or open space	1	1
c	Improves Access to Jobs	Project will serve an existing or planned area identified as a major employment center in the Comprehensive Economic Development Strategy (CEDS) for the region. 2013 CEDS	Select if applicable	Identify the major employment center MGM - bikeshare	2	2
d	Preserves Historical and Cultural Resources	Project itself involves preservation of property designated as a National Historic site or in National Historic District, or is a Historical or Cultural resource as defined by state, local, or federal inventories.	Select if applicable	Identify property and source of listing.	0.5	0
e	Preserve Prime Agricultural Land	Project will not decrease the amount of adjacent farmland in active agricultural production ----- Project makes financial contribution to farmland preservation fund to mitigate impacts to active farmland	Select if applicable	Utilize aerial photos to identify lands in active agricultural production	0.5	0
f	Provide Safe and Reliable Access to Education	Project includes design elements to improve safety and/or access (regardless of mode) to an existing or planned educational facility (sidewalks, traffic calming measures, crosswalk signals) ----- Project helps to implement an accepted Safe Route to School or the recommendations of a Safe Route to School study Safe Routes to Schools	Select if applicable	Identify the educational facility and the design elements	0.5	0.5
g	Support Designated Scenic Byways	Project implements a recommendation of a Corridor Management Plan for a designated National or State Scenic Byway Link to MA Scenic Byways Map	Select if applicable	Identify the recommendation and Corridor Management Plan	0.5	0
h	Implements ITS strategies other than traffic signal operations	Project includes ITS equipment (e.g. variable message signs) – 2 points ----- No proposed ITS equipment – 0 points	Select one only	Improves traffic flow as identified by an identified ITS strategy for the municipality or state	2	0
i	Improve Network Wayfinding/Retro-reflectivity	Project includes improved wayfinding signage – 1 point ----- Project upgrades existing signs to meet current retro-reflectivity standards – 1 point	Select only one		1	1

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7	QUALITY OF LIFE				SID #	0
	Maximum Points for this Subsection:				11	4.5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
j	Health Impact Assessment	A health impact assessment was completed for the project per MassDOT guidelines - 1 point	Select one if applicable	Attach completed analysis	1	0
k	Length of Time Project has been in queue for TIP funding	< 3 years - 0 points ----- 3 - 5 years - 0.5 points ----- > 5 years - 1 point	Select Only One	Length of time calculated from date of the first TEC review for the project	1	0

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8	ENVIRONMENTAL JUSTICE				SID #	0
	Maximum Points for this Subsection:				3	2.5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Reduce and Limit Disproportionate Impacts on EJ Communities	Project is located within one or more identified Environmental Justice (EJ) Areas, has no adverse impacts projected, and will reduce travel time to work	Select if applicable	Identify project on EJ map	0.5	0.5
b	Reduce and Limit Disproportionate Impacts on Title VI Communities	Project is located within one or more identified Title VI Areas, has no adverse impacts projected, and will reduce travel time to work	Select if applicable	Identify project on Title VI map	0.5	0
c	Improve Transit or pedestrian connections for EJ Populations	Project is located within half-mile buffer of, or affects, an environmental justice area and will provide new transit or pedestrian access – 1 points	Select one only.	Identify project on EJ map	1	1
		Project is located within half-mile buffer of, or affects, an environmental justice area and will provide improved transit or pedestrian access – 0.5 points				
		Project provides no improvement in transit or pedestrian access or is not in an environmental justice area – 0 points				
d	Improve Transit or pedestrian connections for Title VI Populations	Project is located within half-mile buffer of, or affects, a Title VI area and will provide new transit or pedestrian access – 1 points	Select one only.	Identify project on Title VI map	1	1
		Project is located within half-mile buffer of, or affects, a Title VI area and will provide improved transit or pedestrian access – 0.5 points				
		Project provides no improvement in transit or pedestrian access or is not in a Title VI area – 0 points				
e	Reduce Burdens on EJ Areas	Project creates a burden or negative impact in identified EJ Area	Select if applicable	Identify project on EJ map	-5	0
f	Reduce Burdens on Title VI Areas	Project creates a burden or negative impact in identified Title VI Area	Select if applicable	Identify project on Title VI map	-5	0

STREET CENTERLINE

STORM

STORM CB

STORM DMH

STORM JUNCTION

STORM OUTFALL

STORM GM ARROW

STORM GRAVITY MAIN

STORM CULVERT

SEWER

SEWER FEATURE

SEWER FITTING

SEWER GRAVITY MAIN ARROW

SEWER GRAVITY MAIN ACTIVE

SEWER SMH ACTIVE

WATER

WATER MAIN

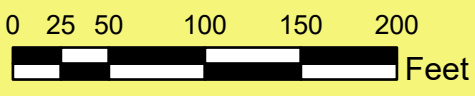
WATER LATERAL

WATER VALVE

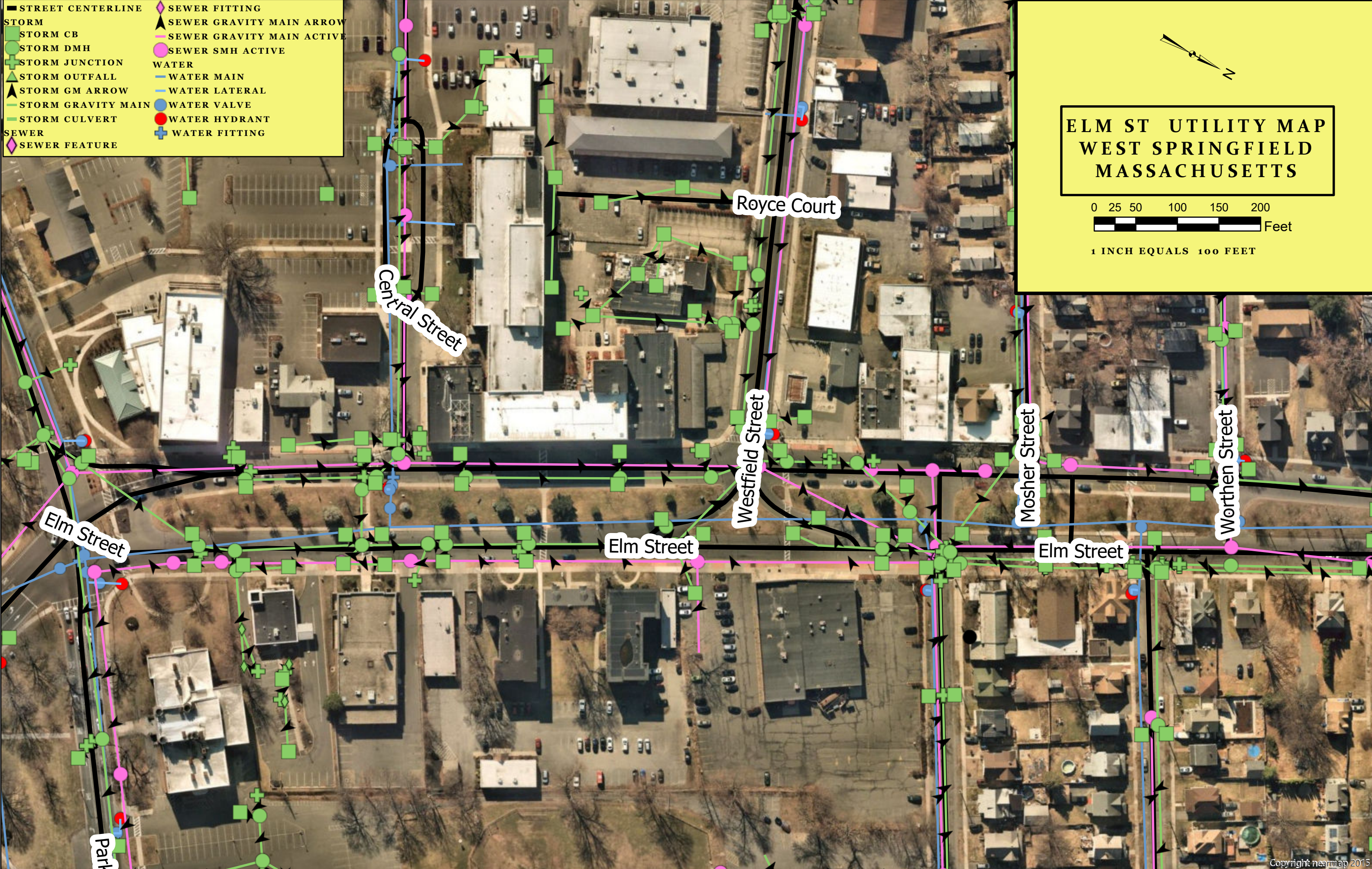
WATER HYDRANT

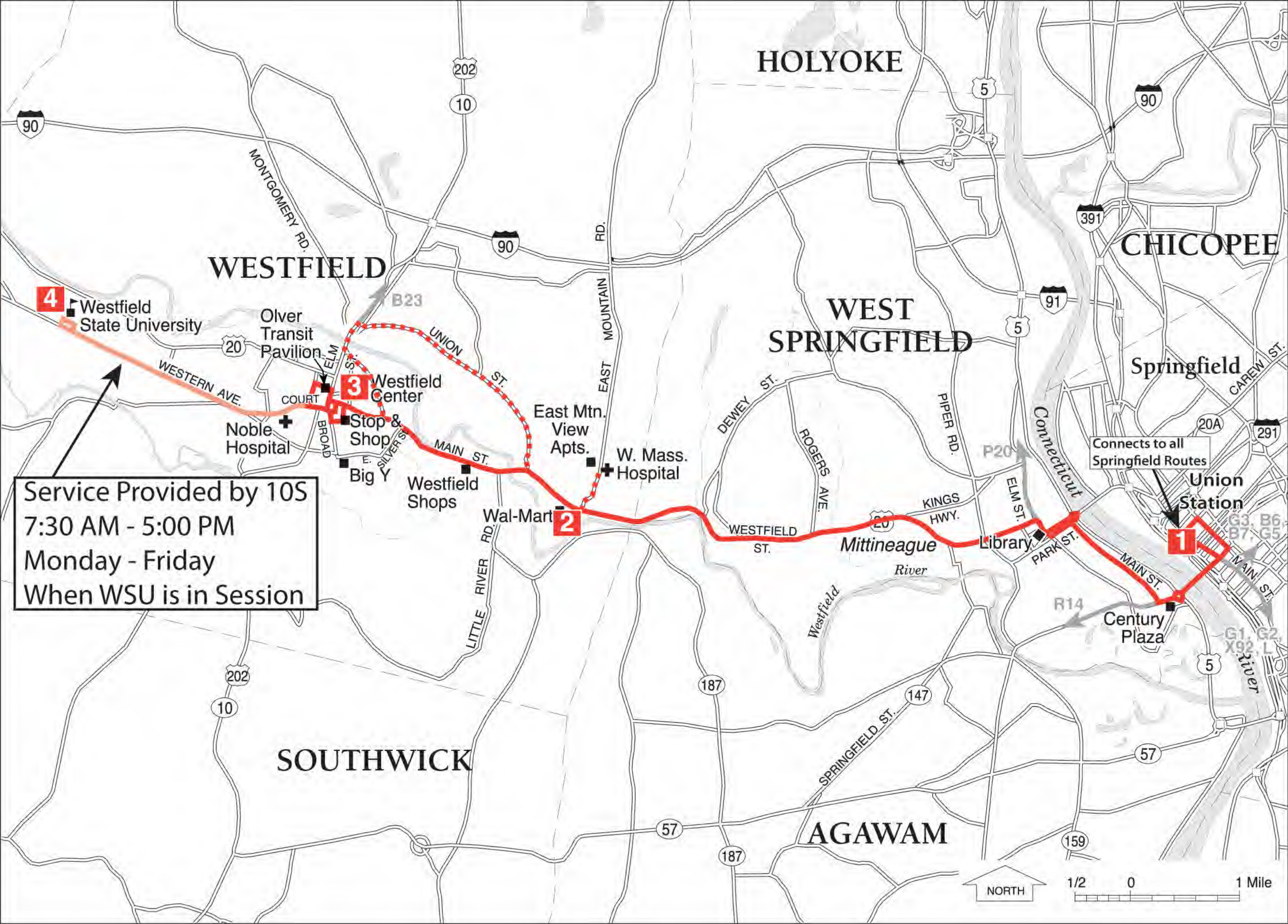
WATER FITTING

ELM ST UTILITY MAP
WEST SPRINGFIELD
MASSACHUSETTS



1 INCH EQUALS 100 FEET





HOLYOKE

CHICOPEE

WESTFIELD

WEST
SPRINGFIELD

Springfield

Service Provided by 10S
7:30 AM - 5:00 PM
Monday - Friday
When WSU is in Session

SOUTHWICK

AGAWAM

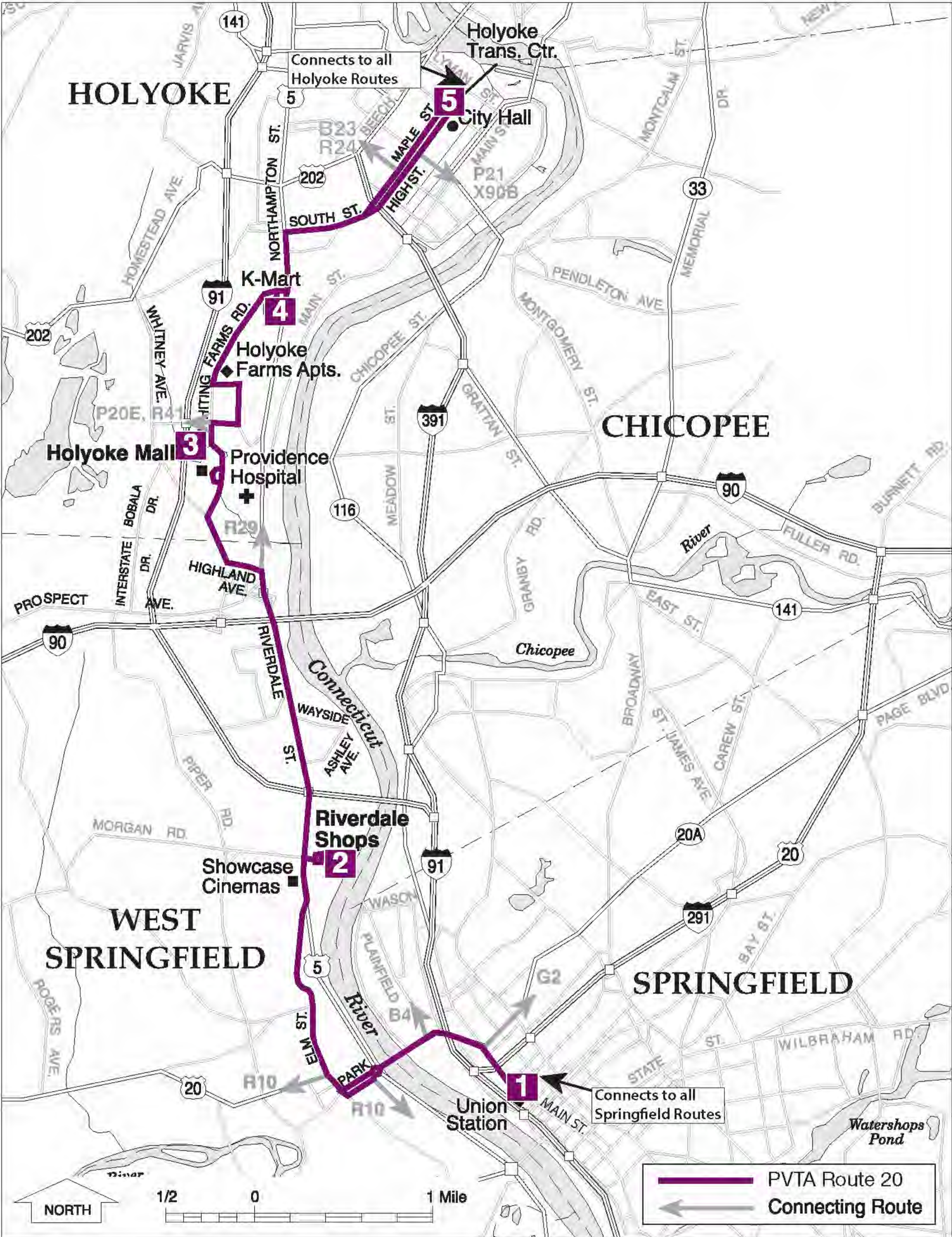
Connects to all
Springfield Routes

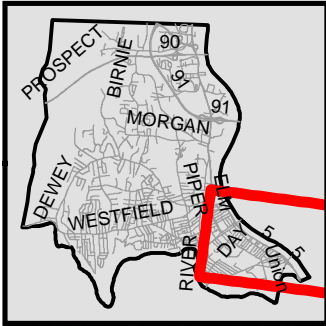
Union
Station

Century
Plaza

NORTH

1/2 0 1 Mile





PVTA Routes
Main Street to MGM

Town-wide Aerial Photography taken in 2014.

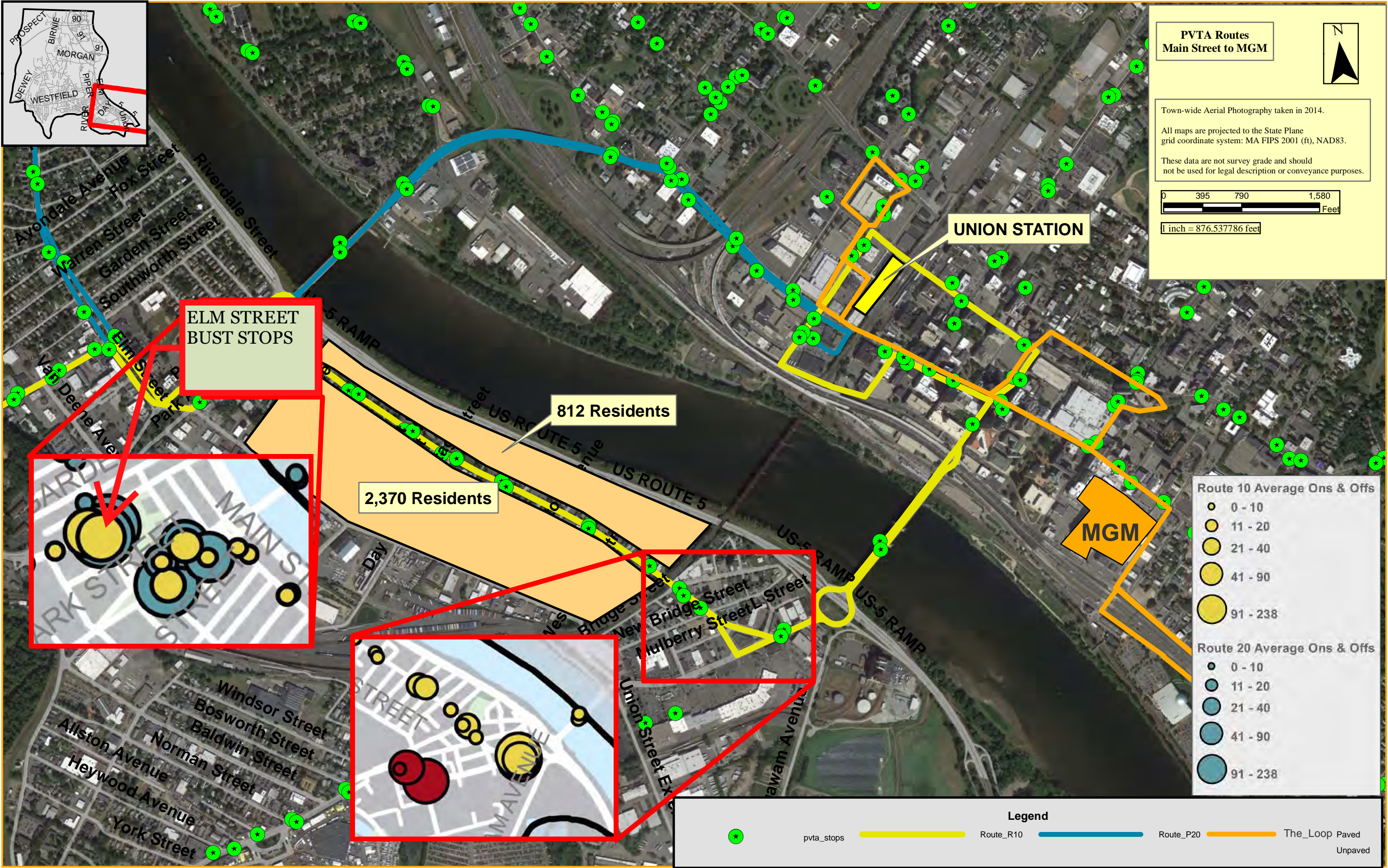
All maps are projected to the State Plane
grid coordinate system: MA FIPS 2001 (ft), NAD83.

These data are not survey grade and should
not be used for legal description or conveyance purposes.

03957901,580

Feet

1 inch = 876.537786 feet



ELM STREET
BUST STOPS

812 Residents

2,370 Residents

UNION STATION

MGM

- Route 10 Average Ons & Offs
- 0 - 10
 - 11 - 20
 - 21 - 40
 - 41 - 90
 - 91 - 238
- Route 20 Average Ons & Offs
- 0 - 10
 - 11 - 20
 - 21 - 40
 - 41 - 90
 - 91 - 238

Legend

pvta_stops

Route_R10

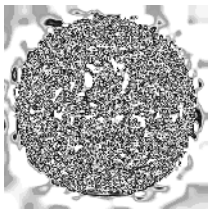
Route_P20

The_Loop Paved

Unpaved

WEST SPRINGFIELD
OPEN SPACE AND
RECREATION PLAN

Park Equity -
Environmental
Justice Populations



- Legend**
- Streets
 - Environmental Justice 2010 Populations**
 - EJ Criteria, by Block Group**
 - Minority
 - Income
 - English isolation
 - Minority and Income
 - Minority and English isolation
 - Income and English isolation
 - Minority, Income and English isolation
 - More than 1/2 Mile from a Municipal Park
 - Open Space
 - West Springfield
 - Major Stream
 - Major Pond
 - Town Boundaries

Map Sources:
This map is produced by the GIS Coordinator for the City of West Springfield. Planimetric & Topographic Features were derived from aerial photography taken on March 30th, 1998 and April 3, 2010. These features meet ASPRS Standards for 1" = 40' Class 1 map accuracy. All maps are projected to the Stateplane grid coordinate system, Zone 4151, Datum NAD83 & Units feet.
Other map sources include MassGIS and ESRI ArcGIS Online Services.
This data should not be used for legal description or conveyance purposes.



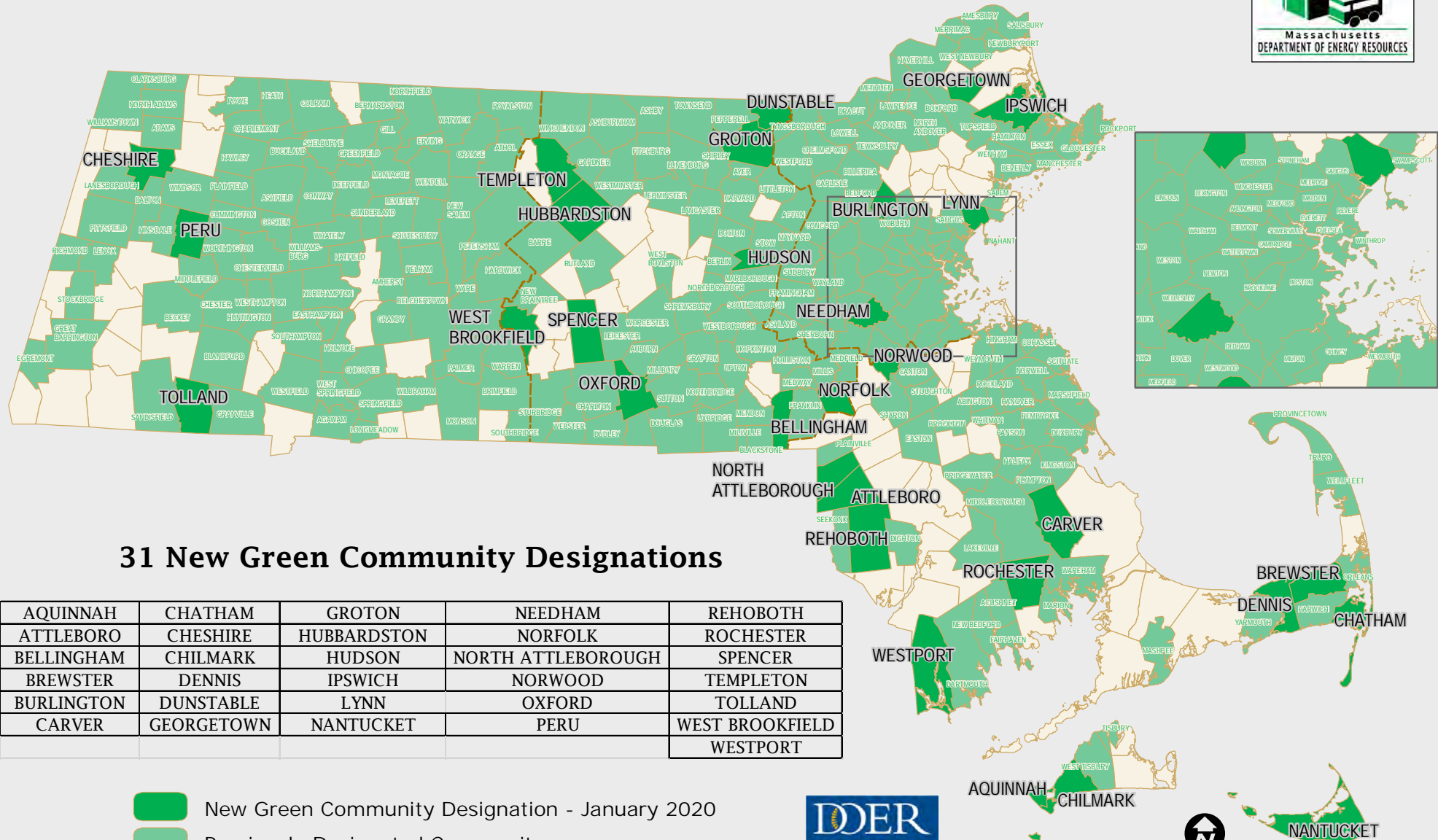
0 1,250 2,500 5,000
Feet

Town of West Springfield, MA, GIS

Created By: Stephanie Straitiff

Date: 4/28/2015

GREEN COMMUNITY DESIGNATIONS REACH TWO HUNDRED SEVENTY-ONE



J.Pfister, 1-21-20

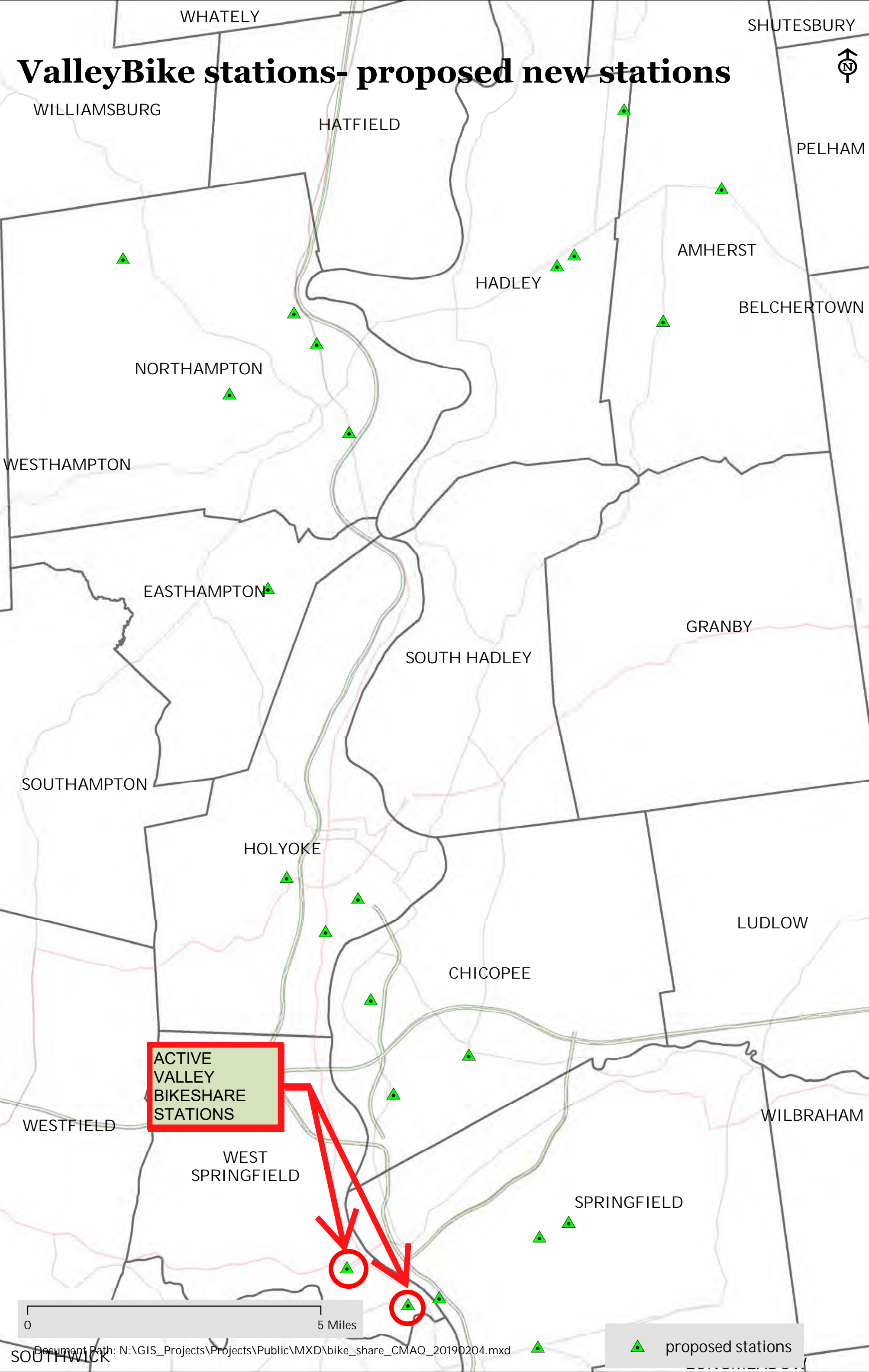


20

NOT TO SCALE

Miles

ValleyBike stations- proposed new stations



ACTIVE
VALLEY
BIKESHARE
STATIONS

▲ proposed stations

APPENDIX D

CONCEPTUAL COST ESTIMATE



One Federal Street
Bldg. 103-3N
Springfield, MA
01105-1121
413-241-5877

7/6/2021

Conceptual Construction Cost Estimate - Roundabout
Route 20 - Elm Street / Westfield Street
Length = 1,250 feet = 0.24miles
West Springfield, Massachusetts

<u>Description</u>	<u>Unit Price</u>	<u>Quantity</u>	<u>Total Cost</u>
Full Depth Pavement Construction - for Raised CrossWalks	\$108.00 /SY	120 SY	\$12,960.00
Full Depth Pavement Construction	\$100.00 /SY	5,900 SY	\$590,000.00
Unclassified and Grass Median (Road Diet)	\$85.00 /SY	2,900 SY	\$246,500.00
Mill and Overlay	\$31.00 /SY	2,700 SY	\$83,700.00
Shared Use HMA Path	\$93.00 /SY	1,180 SY	\$109,740.00
Stamped Mountable Conc.	\$280.00 /SY	650 SY	\$182,000.00
Cement Concrete Walk	\$145.00 /SY	1,200 SY	\$174,000.00
Stamped Cement Concrete	\$200.00 /SY	375 SY	\$75,000.00
Loam & Seed	\$10.00 /SY	3,000 SY	\$30,000.00
Granite Curb	\$70.00 /FT	2,275 FT	\$159,250.00
Granite Curb R&R	\$30.00 /FT	975 FT	\$29,250.00
Drainage Modifications (Existing Upgrades)	\$200,000.00 /LS	1 LS	\$200,000.00
Hot Mix Asphalt Drive	\$78.00 /SY	150 SY	\$11,700.00
Standard Street Lighting	\$350,000.00 /LS	1 LS	\$350,000.00
Landscaping and Streetscape Amenities	\$150,000.00 /LS	1 LS	\$150,000.00
Rectangular Rapid Flashing Beacons (RRFB)	\$30,000.00 /EA	1 EA	\$30,000.00
Signing & P/vmt Markings	\$50,000.00 /LS	1 LS	\$50,000.00
Adjust RRFB's	\$5,000.00 /LS	2 LS	\$10,000.00
Sub Total:			\$1,891,140.00
Contingency For Unknowns Improvements on Concept (15%)			\$283,671.00
			\$2,174,811.00
Traffic Management (4%)			\$108,740.55
Mobilization (3%)			\$65,244.33
Police and Flaggers (4%)			\$86,992.44
MassDOT Construction Contingency (10%)			\$217,481.10
Construction Item Contingency (10%)			\$217,481.10
Utility Relocation (50% reimbursement estimate, Allowance/ TBD)			\$100,000.00
Sub Total:			\$2,970,750.52
Construction Cost Escalation 4% per year for 6-years (2027 TIP)			\$788,196.61
			\$3,758,947.13
SAY:			\$3,800,000

Note:

Contingency carried for unknowns.

APPENDIX E

CONCEPTUAL DESIGN REPORT AND PLAN



To: Town of West Springfield
Department of Public Works

Date: July 20, 2021

Memorandum

Project #: 14611.01

From: VHB

Re: Elm Street (Route 20) Improvements
West Springfield, MA

The following memorandum has been prepared for the Town of West Springfield Department of Public Works to summarize the concepts VHB has prepared for Elm Street (Route 20) from Garden Street easterly to Park Street. This memorandum also provides a discussion on the possible drainage improvements from Westfield Street (Route 20) to Southworth Street via Elm Street. This memorandum includes two concepts, one of which is a short-term improvement which main design feature includes a separated bike lane along Elm Street from Garden Street easterly to Park Street. The second concept is a long-term improvement that provides a roundabout at the intersection of Westfield Street (Route 20) and Elm Street (Route 20).

Conceptual Short-Term Improvement

As mentioned above, VHB has generated a concept, attached, which includes a separated bike lane from Elm Street (Route 20) from Garden Street easterly to Park Street. The bike lane is design to be constructed within the grassed area that separates the Elm Street one-way couplet in the east and west directions. The separated bike lane's alignment is charted to avoid as many trees as possible within the wide median islands. The concept avoids any work within the Elm Street roadway with the exception of bump-outs and new pedestrian curb ramps. Additional features included in the concept are:

- Reconstruction of the Traffic Signal at Westfield Street (Route 20) and Elm Street (Route 20) including minor geometric improvements such as bumpouts and new pedestrian curb ramps;
- Implementing raised crosswalks at the existing RRFB's east of Garden Street;
- Extension of the island between the Elm Street and the northbound movement from Westfield Street (Route 20);
- An RRFB on the westbound section of Elm Street east of Southworth Street; and
- A proposed RRFB between Westfield Street (Route 20) and Central Street on the eastbound leg of Elm Street (Route 20).

An order of magnitude cost estimate is provided for this conceptual design which is approximately \$990,000.00. In addition, an add-alt to the concept which includes replacing the sidewalk adjacent to the proposed separated bike lane and new curbing at an order of magnitude cost of \$150,000.00. The concept and costs estimates are included at the end of this document.

Conceptual Long-Term Improvement

When reviewing the overall area within the project limits, VHB looked at the possibility of another way of reconfiguring this area which could have significant safety improvements. A second concept is provided that removes the existing signal at the intersection of Westfield Street (Route 20) and Elm Street (Route 20) and replaces it with a roundabout. The Right-of-Way width here allows for the placement of a roundabout without having significant impacts on adjacent properties. One of the concerns with replacing the signal with a roundabout was the potential impacts on existing parking in the area. The current concept provides no net loss in parking spaces. Additional features included in the concept are:

- Numerous landscaping opportunities;
- Potential space for outdoor dining and other uses;
- Implementing raised crosswalks at the existing RRFB's east of Garden Street; and
- Reduction of pedestrian crossings within the project limits.

An order of magnitude cost estimate is provided for this design which is approximately \$3,800,000.00. This cost is configured to be based on utilizing funding from the State Transportation Improvement Plan and is escalated to the year 2027 which is based on the next year funding is available. The concept and costs estimates are included at the end of this document.

Drainage

The following has been prepared for the Town of West Springfield Department of Public Work's review with respect to potential drainage improvements from Westfield Street (Route 20) to Southworth Street via Elm Street. This section provides an overview of the previous design prepared by VHB in 2010 for the MassDOT Westfield Street Improvement Project (#604737) and identifies action items for next steps in determining improvements to the Town's stormwater/drainage system within this area. VHB would be happy to schedule a call to discuss next steps and how it might fit into the overall improvement plan for Elm Street. To note, both order of magnitude cost estimates provided for the short term and long term improvements to Elm Street (Route 20) only include minor drainage cost adjustments and do not include any possible connections or drainage discussed further along in this memorandum.

Previous Studies in the Area

In December 2010, VHB submitted a memorandum (the previous study) to the West Springfield Department of Public Works titled *Drainage Technical Memorandum – Westfield Street (Route 20)*. The memorandum summarized the results of a hydraulic analysis of the existing drainage system and identified potential improvements to the existing drainage system in Westfield Street that could be incorporated into MassDOT's Route 20 (Westfield Street) Corridor Improvements Project. The recommended improvements were intended to address flooding in a parking area on the west side of Van Deene Avenue and to replace undersized pipes. As indicated in the figure on the following page, this previous study terminated at the intersection of Westfield Street (Route 20) and Elm Street (Route 20). The previous study states that "The Town should also evaluate the need to replace the drain line from the Westfield Street/Elm Street intersection to the outlet at the river."

Existing System Layout on Elm Street (Route 20)

The attached figure was generated based on GIS information provided by the Town and a previous field survey. The existing drainage system on Elm Street also receives flow from Central Street, Mosher Street, Park Street, and areas to the southeast. This system appears to split the flow between trunklines running down Southworth Street and Garden Street, both of which eventually discharge into the Connecticut River.

To the northwest of Southworth Street, the Elm Street the trunkline continuing northwest down Elm Street receives additional flow from Garden Street and areas to the northwest.

Elm Street (Route 20) Drainage Improvements

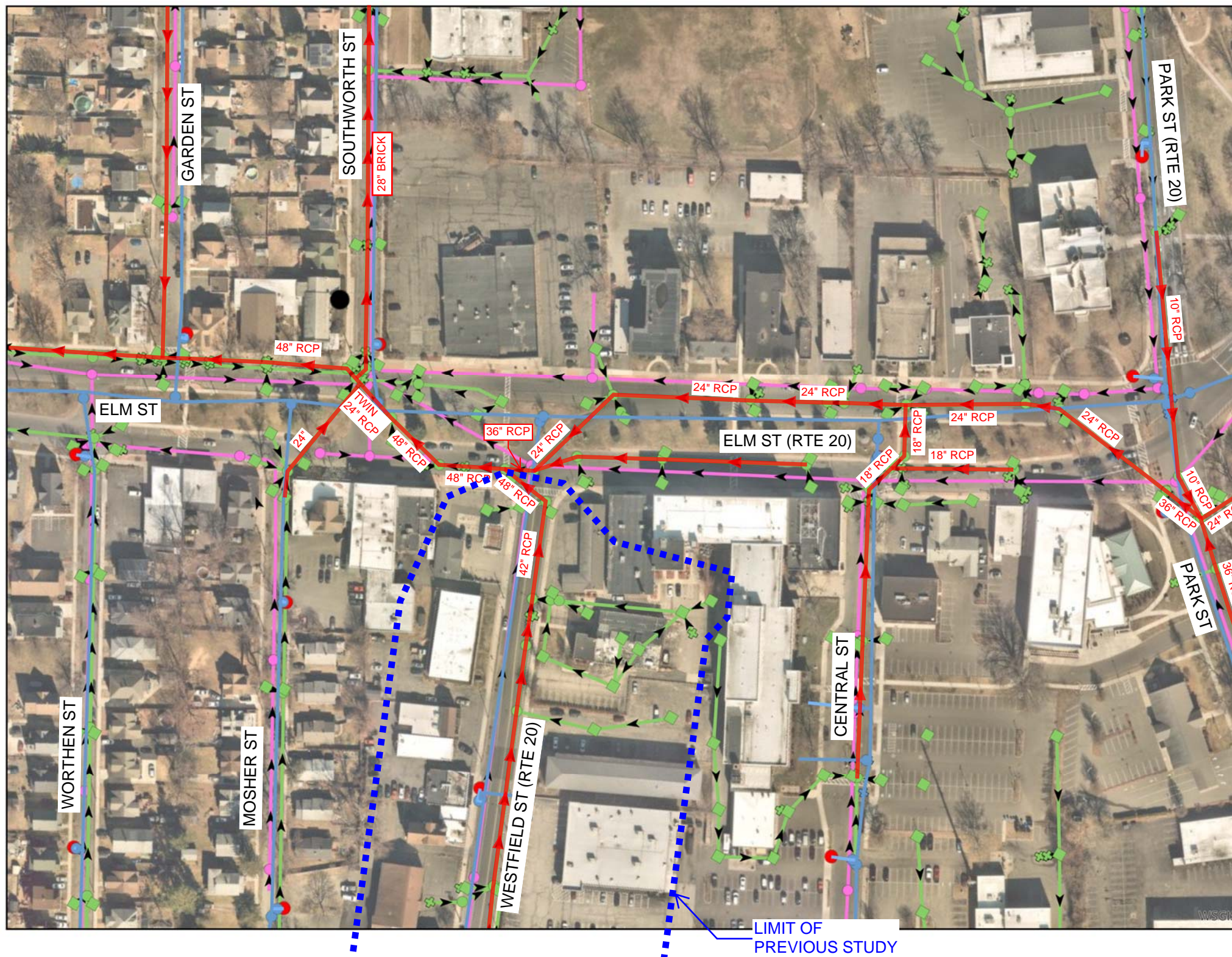
The Town of West Springfield has requested that VHB investigate whether the conclusions and recommendations from the previous study apply to the potential drainage improvements for the Elm Street (Route 20) roadway improvements project.

The proposed Elm Street (Route 20) project is located immediately downstream of the previous study area. As the previous study and associated model did not include this project area, a hydraulic analysis of the Elm Street system, including pipe capacity and hydraulic grade line analyses, has not yet been performed. As a result, the previous study cannot be utilized to develop recommendations for drainage improvements on Elm Street (Route 20).

If the Town wishes to incorporate drainage improvements into a future project, VHB recommends that the previous model be expanded to include downstream portions of the municipal closed-drainage system. Additional field survey would be required to obtain existing structure locations, including rim elevations, invert elevations, and pipe sizes for the downstream system including the discharge location(s) at the Connecticut River.



Elm Street



Water

- Water Main
- Water Lateral
- Water Valve
- Water Hydrant
- Water Fitting

Storm

- Storm CB
- Storm DMH
- Storm Pump Station
- Storm Pressure Main
- Storm Feature
- Storm Junction
- Storm Outfall
- Storm GM Arrow
- Storm Gravity Main
- Storm Culvert

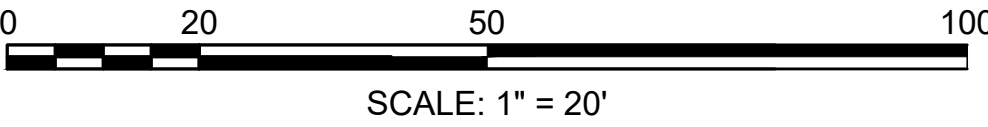
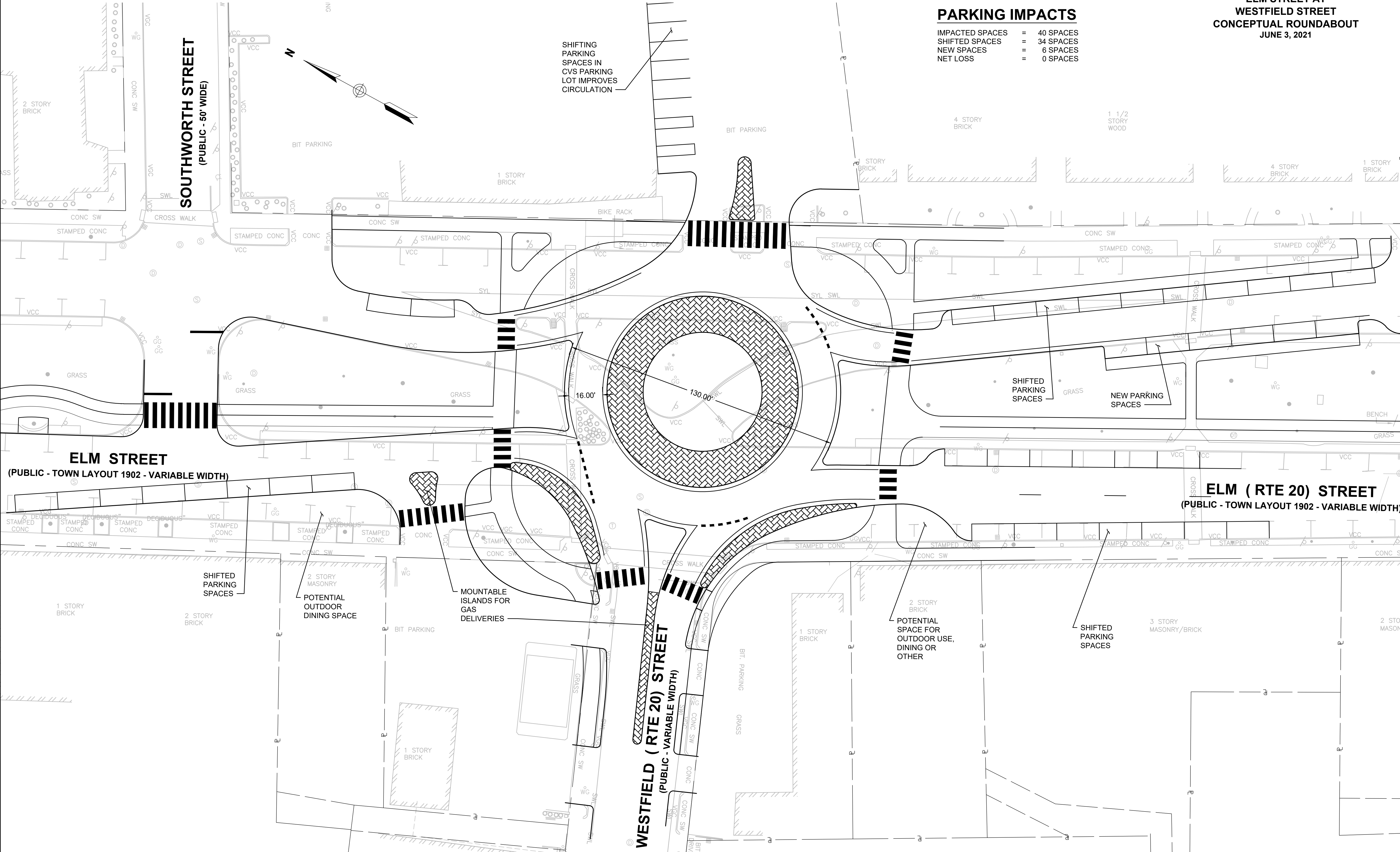
Sewer

- Sewer SMH Active
- Sewer Feature
- Sewer Fitting
- Sewer Gravity Main Arrow
- Sump Pump
- Sewer Pump Station
- Sewer Gravity Main Active
- Sewer Pressure Main

WEST SPRINGFIELD
ELM STREET AT
WESTFIELD STREET
CONCEPTUAL ROUNDABOUT
JUNE 3, 2021

PARKING IMPACTS

IMPACTED SPACES	=	40 SPACES
SHIFTED SPACES	=	34 SPACES
NEW SPACES	=	6 SPACES
NET LOSS	=	0 SPACES



WEST SPRINGFIELD
ELM STREET AT
WESTFIELD STREET
CONCEPTUAL ROUNDABOUT
JUNE 3, 2021

PARKING IMPACTS

IMPACTED SPACES	=	40 SPACES
SHIFTED SPACES	=	34 SPACES
NEW SPACES	=	6 SPACES
NET LOSS	=	0 SPACES

SHIFTING
PARKING
SPACES IN
CVS PARKING
LOT IMPROVES
CIRCULATION

SHIFTED
PARKING
SPACES

NEW PARKING
SPACES

SOUTHWORTH STREET
(PUBLIC - 50' WIDE)

ELM STREET
(PUBLIC - TOWN LAYOUT 1902 - VARIABLE WIDTH)

ELM (RTE 20) STREET
(PUBLIC - TOWN LAYOUT 1902 - VARIABLE WIDTH)

WESTFIELD (RTE 20) STREET
(PUBLIC - VARIABLE WIDTH)

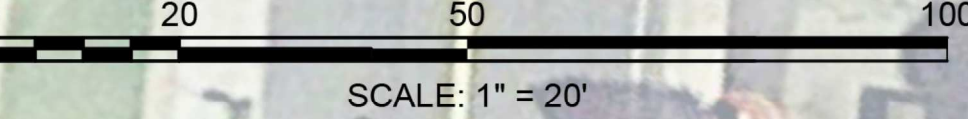
SHIFTED
PARKING
SPACES

POTENTIAL
OUTDOOR
DINING SPACE

MOUNTABLE
ISLANDS FOR
GAS
DELIVERIES

POTENTIAL
SPACE FOR
OUTDOOR USE,
DINING OR
OTHER

SHIFTED
PARKING
SPACES





One Federal Street
Bldg. 103-3N
Springfield, MA
01105-1121
413-241-5877

7/6/2021

Conceptual Construction Cost Estimate - Roundabout
Route 20 - Elm Street / Westfield Street
Length = 1,250 feet = 0.24miles
West Springfield, Massachusetts

<u>Description</u>	<u>Unit Price</u>	<u>Quantity</u>	<u>Total Cost</u>
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Full Depth Pavement Construction	\$100.00 /SY	5,900 SY	\$590,000.00
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Cement Concrete Walk	\$145.00 /SY	1,200 SY	\$174,000.00
Stamped Cement Concrete	\$200.00 /SY	375 SY	\$75,000.00
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Granite Curb R&R	\$30.00 /FT	975 FT	\$29,250.00
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Rectangular Rapid Flashing Beacons (RRFB)	\$30,000.00 /EA	1 EA	\$30,000.00
Signing & P/vmt Markings	\$50,000.00 /LS	1 LS	\$50,000.00
Adjust RRFB's	\$5,000.00 /LS	2 LS	\$10,000.00
Sub Total:			\$1,891,140.00
Contingency For Unknowns Improvements on Concept (15%)			\$283,671.00
			\$2,174,811.00
Traffic Management (4%)			\$108,740.55
Mobilization (3%)			\$65,244.33
Police and Flaggers (4%)			\$86,992.44
MassDOT Construction Contingency (10%)			\$217,481.10
Construction Item Contingency (10%)			\$217,481.10
Utility Relocation (50% reimbursement estimate, Allowance/ TBD)			\$100,000.00
Sub Total:			\$2,970,750.52
Construction Cost Escalation 4% per year for 6-years (2027 TIP)			\$788,196.61
			\$3,758,947.13
SAY:			\$3,800,000

Note:

Contingency carried for unknowns.

**AMENDMENT
FOR PROFESSIONAL SERVICES
BETWEEN
VANASSE HANGEN BRUSTLIN, INC.
AND
TOWN OF WEST SPRINGFIELD
ELM STREET ROUNDABOUT AND SHARED USE PATH
ROADWAY AND INTERSECTION IMPROVEMENT PROJECT**

**VHB CONTRACT NO. 14611.01
DECEMBER 3, 2021**

This Amendment includes details of the services to be performed, timing of the services, and compensation. Upon execution, this Amendment will become part of the Agreement dated March 9, 2021. As such, this Amendment is subject to all terms and conditions and provisions therein as part of our On-call agreement, (dated May 16, 2018) which are the general terms of the engagement between the Town of West Springfield, hereinafter called the "Town", and VHB (or Engineer). The on-call contract number for VHB with the Town is #19-401-012.

PROJECT DESCRIPTION

At the request of the Town of West Springfield (the "Town"), VHB is providing this scope and fee for professional engineering services to design a roundabout at the intersection of Elm Street and Westfield Street (Route 20), including a multi-use shared use path, drainage improvements, and sidewalk improvements. The project starts around Park Avenue and extends to Worthen Street. This project is approximately 1,300-linear feet and is an important connection between the intersection of Park Street/ Park Avenue (planned for construction in the summer 2021), Westfield Street (Route 20), and Southworth Street (access to Coburn School currently under construction).

This project will consist of replacing the existing traffic signal at the intersection of Elm Street and Westfield Street (Route 20) with a new modern roundabout. The design will also consist of constructing a multi-use shared use path between Worthen Street and Park Street, provide drainage improvements between Westfield Street and Southworth Street, sidewalk improvements to accommodate outside dining and other business uses, all while maintaining (or adding) as much on-street parking as and if possible. The project will transition into a design that is already completed for the Park Street/ Park Avenue intersection improvement project, prepared by GPI. CAD plans from GPI could be needed to transition to those improvements. In addition, the project will transition to the future restriping plan prepared by the Town for Elm Street north of Southworth Street. The project length is as follows:

- 1,325 linear feet on Elm Street from just north of Worthen street to Park street (Route 20) where the Town is planning to construct intersection improvements at the traffic signal (construction anticipated in 2022). VHB is planning to tie into the design that has been prepared for this intersection.
- 175 linear feet down Westfield Street (Route 20).
- 160 linear feet down Southworth Street.

- 5 to 25 linear feet into private driveways.
- 20 to 50 linear feet down all other side streets.
- The limit of work is anticipated to include the restriping of the CVS parking lot to the east of the building's edge. Pavement rehabilitation of the parking lot is not anticipated.
- The limit of work on the Spices of Asia property will include a conceptual parking configuration within the boundaries of that parcel (on partial survey) that could tie into the municipal lot behind this property. This parking lot will not be reconstructed as part of this project and the limit of work will be limited to the driveway aprons. The placement of the driveways will be coordinated with the Town.

TOWN-FURNISHED INFORMATION

It is understood that VHB will perform services under the sole direction of the Town. In the performance of these services, VHB will coordinate its efforts with those of other project team members, as required. The Town will provide VHB with project-related technical data including, but not limited to, the following:

- Any relevant data that supports existing conditions, utilities, pavement, property owners and boundaries, etc.
- Water and sewer information or reports and any other improvement plans that may be available within the project limits.
- All information that was collected and prepared by Tighe & Bond for the drainage within the project limits, including but not limited to, plans, GIS, reports, calculations, proposed improvements/ pipe sizes, etc.
- The Town will coordinate with private properties for access to perform supplemental survey services as noted above and described below. VHB will advise on survey schedule once we are provided with a notice to proceed.

VHB will be entitled to rely on the accuracy of information provided by the Town and shall have no liability for utilizing such data that contains errors or omissions while completing these services.

SERVICES NOT INCLUDED

The scope of services for this Agreement is inclusive only of those tasks herein specified. Should work be required in other areas, VHB will prepare an appropriate Amendment, at the Town's request, that contains the scope of services, fee and schedule required to complete additional work items. The following services are not anticipated and, therefore, not included in this Agreement:

- Evaluation of existing culverts and drainage structures.
- Water and/or sanitary sewer design.
- Coordination on the location of irrigation systems of any kind.
- Environmental permitting of any kind.
- In accordance with Land Court procedures, preparation of final right-of-way plans, layout plans, taking plans, and descriptions involving the alteration of Land Court parcels.

- Investigation, identification testing, or analysis of hazardous waste or material.
- Programmatic Section 4(f) Evaluation or preparation of an individual Programmatic Section 4(f). It is anticipated that there will be no impacts to parkland or infrastructure of historical significance.
- Parking studies or counts, including but not limited to, utilization counts and parking demands for on- or off-street lots.
- Structural design related to underground vaults if any are encountered during the design or construction process.
- Video of existing drainage, sewer, or water lines.
- Retaining wall or other structural designs.
- Variances with the Architectural Access Board (AAB) or local accessibility boards.
- As-Built plans.
- The preparation of temporary easement plans. Two permanent easements are anticipated to be needed to construct the project, in addition to 3 rights of entries. Rights of entries are anticipated to be used instead of temporary easements since they are easier to coordinate. Should temporary easement plans be needed, an Amendment with A-Plus could be needed.
- Coordination with MassDOT on design and permitting.
- Full- or part-time construction inspections.

SCOPE OF SERVICES

Task 1: Supplemental Survey & Easement Plan (VHB sub-consultant)

Additional survey is required based on conversations with the Town and the roundabout being the preferred design, so the project limits fall outside of the original survey prepared by A-Plus survey. The budget for this task is included in expenses. The following areas are being included as supplemental survey efforts that will be added to the existing base plan.

- Elm Street, from the existing northern limits extending to Worthen Street; approximately 1,325 feet added to the existing survey.
- 173 Elm Street, Shell gas station property – up to building limits and including the gas pumps, surface structures, and utilities.
- 50 Elm Street, Spices of Asia – up to building limits at 11 Central Street.
- 152 Elm Street, CVS – parking lot south of the building and capture the drive-thru limits.
- Southworth Street - approximately 175-feet down the street for drainage improvements, which are anticipated to tie into the two existing catch basins.

A-Plus survey will also be retained to prepare up to two proposed easement plans. One for 173 Elm Street (Shell) and another for 152 Elm Street (CVS), which will be suitable for recording at the Registry of Deeds using the surveyed base plan. A written description for each easement will also be included. It is assumed that the Town of West Springfield will retain rights-of-entry for any survey of field work required on private property during construction. A-Plus survey's budget for this effort is included as part of this Task

1 and will be invoiced to the Town as an expense to the project (at cost). It is noted that this project is not anticipated to include the construction of improvements on 50 Elm Street (Spices of Asia) and the survey will be used to develop a conceptual parking lot plan that the Town can be used to evaluate expanding the municipal parking lot located at 11 Central Street. The costs for the additional survey at Spices of Asia and the survey down Southworth Street is called out separately in this proposal. Should the Town decide to not capture the existing conditions in these areas, the costs and scope can be easily removed.

Task 2: Drainage Assessment (Allowance)

Since the Tighe & Bond drainage study has not yet been completed, an allowance is provided for the drainage assessment for the area between Westfield Street, Elm Street and Southworth Street. More specifically, the allowance is dependent on the information that is provided to VHB from the Town via Tighe & Bond. Once the study is completed VHB can confirm that the allowance carried is sufficient. VHB will not invoice the Town if the allowance is not all needed. The final design report is needed to verify the hours below, which were used to determine a budget for this task.

- Tighe & Bond Study Review (8 hours)
- Fieldwork and Observations (60 hours)
- Drainage Analysis and Calculations (60 hours)
- Drainage Design (24 hours)
- Design Memorandum (24 hours)

The product from this assessment will include a plan showing the improved drainage system for an estimated 500-feet. Once this plan is reviewed with the Town, it will be incorporated into the design plans for the overall project, see tasks below. The limits down Southworth Street will be no more than 175-feet, but only as long as survey is collected from Task 1 for the supplemental project limits. If additional survey or design is needed following the review of the Tighe & Bond study, VHB will advise the Town and prepare an Amendment as needed.

Task 3: Preliminary Design

The following efforts are included in this task and are described below: Plan Development (Preliminary), Construction Cost Estimate (Preliminary), Traffic Assessment Memo, Pavement Design Memo, Utility Coordination Meeting (1), Public Outreach (1), and Meetings with DPW (2).

VHB will prepare preliminary design plans using MassDOT and Town design standards (if directed). The preliminary plans will include the following:

- Cover Sheet;
- Typical Sections;
- Existing and Proposed Profiles;
- Preliminary Construction Plans; and
- Typical Details.

A construction cost estimate will be prepared to a MassDOT format that can be used for budgeting and planning purposes. Allowances and lump sum items could be used in preparing this estimate, which will be confirmed and estimated in greater detail during final design and following any comments from the Town of key stakeholders.

A traffic assessment will be prepared for the roundabout which will use the SIDRA analysis software program for the weekday morning and evening peak periods. VHB will develop truck turning movements and fastest path diagrams. A memorandum will be provided to the Town for review which will include a table providing the proposed results of the assessment. Information presented in the memo will include items such as vehicle queue lengths and level-of-service (LOS). Design criteria will be summarized to advise the Town on the design parameters. Figures and other graphics will be used as necessary to depict this assessment. The traffic analysis will be conducted using the traffic counts provided by the Town.

VHB will conduct pavement testing and develop a pavement design for the roundabout. Actions proposed in this effort are the following:

- Mark out locations for pavement cores, as needed, and obtain the necessary DIG-SAFE permits and approvals.
- Conduct up to pavement (6) pavement cores and (2) two test pits. It assumed that a street opening permit from the Town is not needed and any associated fees will be waived. If any permits or fees are needed, an Amendment to this Agreement could be needed.
- Test the pavement and soil samples in an AASHTO certified materials testing laboratory using the American Society of Testing and Materials (ASTM) layer sampling techniques.
- Analyze the results and make recommendations for repaving, reclamation, or full depth reconstruction of the roadway.
- Develop a proposed pavement design based on the testing and traffic data provided by the Town.

VHB will use MassDOT pavement design methods for the pavement section and prepare recommendations. Recommended alternatives will be evaluated based on construction cost, considerations of life cycle cost, maintenance, and rehabilitation or reconstruction options for each pavement area for a proposed twenty-year period.

A utility coordination meeting will be scheduled, held, and attended by two VHB personnel. The meeting will be held in the field and all utilities within the project area will be invited to the meeting. VHB will coordinate this meeting with input from the Town.

VHB will provide two sketches showing the permanent easements needed for the properties discussed in Task 1. This will allow the Town to coordinate with the two owners that are anticipated to be permanently impacted. The areas of the easements will be approximate until Final Design and the associated easement plans are prepared by A-Plus, see Task 4. The goal of providing these sketches is to allow the Town to contact the property owners prior to the Public Outreach meeting to discuss the long-term impacts. In addition, we anticipate that three (3) rights-of-entry will be required to construct the project. VHB will advise on these locations by way of using the existing design plans. This information will be pointed out during this design phase so the Town can coordinate accordingly with the property owners. If additional rights-of-entry are needed, VHB will advise the Town of its findings during this design stage.

Public Outreach is included as part of this task, VHB will attend a virtual public information meeting. It is assumed the Town will set up the Public Information Meeting including any notifications. VHB will also meet once with the Department of Public Works (DPW) to discuss and review the preliminary plans prior to the public meeting, two VHB staff will be in attendance. This concept review meeting could be at DPW or in the field. A color rendering for the project limits will be prepared (updating the previously prepared rendering) once the preliminary plan has been reviewed and approved by DPW. VHB will also be available for one additional meeting to discuss any concerns with stakeholders. The Town will need to coordinate the time and place for all meetings. If the Town wants to hold the public outreach meeting before preliminary engineering is completed, VHB will discuss the timing of this meeting as additional design is needed to dial in the impacts associated with the currently prepared concept.

Task 4: Final Design

The following efforts are included and described below: Response to Comments, Plan Development (Final), Development of Special Provisions (MassDOT format), Construction Cost Estimate (Final), Meetings with DPW (2), and Right-of-Way Plan Coordination.

VHB will respond to the comments provided by the Town and any key stakeholders or public following the preliminary design plan submission, DPW review, and any previous meetings. Based on comments received, VHB will finalize the construction plans prepared as part of the Preliminary Design and will create the following plans needed to bid the project:

- Final Construction Plans;
- Landscape Plans;
- Street Lighting (prepared by VHB's lighting sub);
- Construction staging for the roundabout and traffic management plans;
- Utility plans will be combined with the street lighting plans;
- Intersection Grading and Alignment Plans; and
- Critical cross sections as deemed necessary to construct the project.

VHB will also prepare Special Provisions in accordance with MassDOT procedures based on the departments Standard Specifications. We will also update the preliminary design construction cost estimate, so the Town is aware of where the project stands with respect to budget. These items will be used to develop bid tabs for bidding the project.

As part of this task VHB will be available for two meetings with the Town. Two VHB staff will be in attendance.

Once the plans have been reviewed and approved by the Town, VHB will coordinate with A-Plus survey to prepare up to two permanent easement plans that are currently anticipated for this project. The cost for preparing the easement plans by A-Plus is included as an expense and is described in Task 1. Task 1 also describes the two parcels that are anticipated to need an easement. It is noted that the Town's Legal Counsel will need to review plans and written easement descriptions developed to confirm they meet Town Standards, and the Town will coordinate with the property owners on securing to construct the project. VHB will coordinate with A-Plus to get the appropriate plans and mylars that can be used by the

Town in filing at the Registry of Deeds. In addition, VHB will work with the Town to finalize the three rights-of-entry forms needed to gain access from private properties to construct the project. VHB will provide a description of the work and a snapshot from the construction plans for inclusion in these forms. The Town will be responsible for reviewing and coordinating with the property owners to secure the right-of-entry prior to construction. Should there be additional rights-of-entries or the Town decides to take temporary easements. An Amendment could be required with at least A-Plus survey for developing additional plans that are recordable at the registry of deeds.

Task 5: Bid Documents & Construction Phase Services

The following efforts are included and described below: Plan Revisions/ Address Town Comments (as agreed upon with VHB), Bid Documents, Pre-Construction Coordination and Part-Time Construction Phase Services. VHB has not included construction inspection, review of pay requisitions, or part-time/ full-time construction observations; however, we can provide a proposal for this work if the Town desires.

VHB will make necessary revisions to the final design prepared in Task 4 above and then we will develop the Bid Documents. However, it is expected that the Town will prepare the full bid package using information provided by VHB and it is anticipated that the Town will coordinate the bidding process, including advertisement and issuance of plans, addendums, and award. VHB will provide the following:

- Bid tabs using the items in the final construction cost estimate;
- Final design plans; and
- Special Provisions to the Standard Specifications.

VHB will assist the Town when bidding the project and we will review questions (if any) from contractors and advise the Town on the most appropriate response. Following the bidding process, VHB will review bids received and provide a review of the bids and provide a recommendation for award.

For construction, VHB will attend a Pre-Construction meeting and it is anticipated that up to two VHB staff will be in attendance. In addition, VHB will provide Part-Time Construction Phase Services, however, this does not include full- or part-time construction inspections. The following provides a more detailed description of the construction phase services that VHB will provide. Upon the completion of the Final Design, VHB will coordinate with the Town to confirm that the budget allotted for part-time construction phase services is still reasonable.

- Pre-Bid Services. VHB will review and respond to inquiries as directed by the Town from potential contractors related to the bid documents. 12 hours has been budgeted for this effort.
- Pre-Construction Conference. VHB will attend one (1) Pre-Construction Conference that is coordinated by the Town to address contractor questions and to assist the contractor in understanding the drawings and specifications.
- Shop Drawings. VHB will review and approve shop drawings associated with the project for construction materials and equipment that the contractor is required to submit. VHB may require input from the Town on various shop drawings during this process. 24 hours has been budgeted for this effort.
- Requests for Information (RFI)/ Field Visits. VHB will respond to RFI from the Contractor to clarify design intent, drawings, and specifications as required. VHB will assist the Town in interpreting the

contract documents and will conduct field visits to the project site during construction to provide clarification on design intent and assistance in addressing unforeseen conditions and/or similar matters, as requested by the Town. 54 hours has been budgeted for this effort.

- Punchlist. VHB will conduct one field walk at the end of the project and prepare a punch list for the Town's review and distribution to the Contractor. If additional field walks are needed, an Amendment to this scope could be required. It has been assumed that the "as-built" plans will be provided by Contractor. Up to two VHB staff will be in attendance at this meeting. 12 hours has been budgeted for this effort.
- Limitation of Responsibilities. VHB will not supervise or have control over site safety and the Contractor's safety precautions or programs in connection with the work, nor for the Contractors' work, construction ways, means, methods, techniques, sequences or procedures selected by the Contractors in connection with the Work. VHB will not be responsible for the acts or omissions of any Contractor, or of any subcontractor or supplier, or any of the Contractor(s), or subcontractor's or supplier's agents or employees, or any other persons (except VHB's own employees and agents) at the site or otherwise furnishing or performing any of the Contractor(s)'s work.

It is also noted that since VHB is performing part-time observations, we will need input from the Town on certain aspects of the construction phase services including but not limited to approving pay req and/ or change orders. VHB has budgeted 24 hours for this task. VHB will be entitled to rely on the accuracy of information provided by the City and shall have no liability for utilizing such data that contains errors or omissions while completing these services.

COMPENSATION SUMMARY

VHB will perform the above Scope of Services on a lump sum basis. VHB's labor Maximum Limit for this Scope of Services is \$237,150. VHB will invoice monthly on a percent complete basis up to the not to exceed labor limit. In addition to the labor compensation, VHB will invoice direct expenses made specifically for the project which will include sub-consultant services as well as police details, printing and copies, mileage, postage, and materials for field work. This will be invoiced to the Town at cost. An allowance of \$36,500 has been included to cover these expenses as outlined in the table below.

It is noted that currently there is approximately \$9,000 remaining in our current contract and there is a contract summary at the end of this section shows the Amendment amount with this applied/ deducted. Finally, a workhour fee summary sheet has been attached as the last page to this Amendment, which summarizes hours, rates and task fees uses the billing rates and staff from our on-call contract (#19-401-012) with the Town.

TASK/ TASK DESCRIPTION	MAXIMUM LABOR FEES
1.0 Supplemental Survey & Easement Plans (VHB sub-consultant)	See below
2.0 Drainage Assessment (allowance)	\$ 24,980
3.0 Preliminary Design	\$ 69,170
4.0 Final Design	\$ 108,920
5.0 Bid Documents & Construction Phase Services	\$ 34,080
TOTAL UPSET LIMIT FOR VHB LABOR:	\$ 237,150
TOTAL ESTIMATED EXPENSES, SUBS AND ALLOWANCES:	\$ 36,500
Supplemental Survey (VHB sub A-Plus):	\$ 15,000
Supplemental Survey (VHB sub A-Plus) – Spices of Asia:	\$ 2,500
Supplemental Survey (VHB sub A-Plus)– Southworth Street:	\$ 2,500
Permanent Easement Plans and Written Descriptions (VHB sub A-Plus):	\$ 3,000
Streetlighting (VHB sub-TBD) (Allowance):	\$ 7,000
Police Details (Pavement and Survey) (Allowance):	\$ 2,500
VHB Expenses (printing, mileage, materials, etc.) (Allowance):	\$ 4,000
TOTAL LABOR, EXPENSES, SUBS AND ALLOWANCES (AMENDMENT 1):	\$ 273,650
CONTRACT SUMMARY	
Original Contract (dated March 11, 2021):	\$ 31,500
Billed through to Date (November 27, 2021):	(\$ 22,500)
ORIGINAL CONTRACT BALANCE:	\$ 9,000
Total Amendment 1 (from above):	\$ 273,650
AMENDMENT 1 VALUE:	\$ 264,650

1. The total fee for services rendered in Tasks 1.0 through Task 5.0 will be invoiced monthly as a percentage of completion. Task 1 budget will be established using the A-Plus sub fees once the Town reviews and approves this Amendment and the survey limits.
2. VHB will not exceed the total estimated fee or estimated direct costs as stated herein without the written approval of the Town.
3. All schedules set forth in Part I of this Amendment begin upon receipt of the signed Agreement.

PERIODS OF SERVICE

1. VHB will work with the Town to establish a schedule to complete the work outlined above. It is our understanding that the Town wants to bid this project as soon as possible. The schedule will be dependent on the notice to proceed date, weather conditions for field work, the scheduling of meetings by the Town, and reviews by the Town on the design submissions. In addition, the schedule will depend on the results of the Tighe & Bond drainage study and results. VHB will prepare a schedule for the Town's review that includes the tasks above. VHB anticipates that Tasks 1.0 through 4.0 could be completed in 4 to 8 months depending on the NTP.

**APPROVED FOR
VANASSE HANGEN BRUSTLIN, INC.**

(VHB)

By: 
Justin Dufresne

Title: Managing Director, Worcester

Date: 12/6/2021

**APPROVED FOR
TOWN OF WEST SPRINGFIELD
(TOWN)**

By: _____


Title: _____

Date: _____

AGREEMENT REVIEW

Reviewer/ Project Manager Initials: **MJC/ VRK**

WORKHOUR FEE SUMMARY SHEET

Elm Street Roundabout and Shared Use Path Roadway and Intersection Improvement Project									
	Staff	Principal	Project Manager	Project Engineer	Assistant Engineer	Technician	Date Prepared:		
	Hourly Rate	\$225.00	\$200.00	\$160.00	\$140.00	\$100.00	12/3/2021		
Task #	Task Description	PIC	PM	PE	AE	T	Hours		TASK FEE
1	Supplemental Survey & Easement Plan (VHB Sub)	See expenses.							
2	Drainage Assessment (Allowance)	4	8	48	80	36	176	Sub-Total	\$24,980.00
	Review			8			8	\$1,280.00	
	Drainage Analysis and Calcs.		2	14	24	20	60	\$8,000.00	
	Field Work		2	14	28	16	60	\$8,160.00	
	Design	2	2	4	16		24	\$3,730.00	
	Memo	2	2	8	12		24	\$3,810.00	
3	Preliminary Design	26	54	126	194	52	452	Sub-Total	\$69,170.00
	Meetings and Coordination	2	4				6	\$1,250.00	
	Plan Development	2	22	88	128		240	\$36,850.00	
	Construction Cost Estimate		2	10	12		24	\$3,680.00	
	QA/QC	12	2				14	\$3,100.00	
	Traffic Assessment and Memo	2	4	16		20	42	\$5,810.00	
	Pavement Design		6		30	32	68	\$8,600.00	
	Public Outreach	8	8	12	12		40	\$7,000.00	
	Utility Coordination		6		12		18	\$2,880.00	
4	Final Design	32	76	184	352	78	692	Sub-Total	\$108,920.00
	Meetings and Coordination	4	4	4			12	\$2,340.00	
	Response to Comments		4	6	8		18	\$2,880.00	
	Plan Development	10	36	120	276	40	482	\$71,290.00	
	Design Memo	2	12	16		4	34	\$5,810.00	
	Construction Cost Estimate		2	8	24		34	\$5,040.00	
	Specifications		2		28		30	\$4,320.00	
	Landscape Design		6	18		34	58	\$7,480.00	
	QA/QC	12	4	8			24	\$4,780.00	
	Right-of-Way Plan Coordination	4	6	4	16		30	\$4,980.00	
5	Bid Documents & Construction Phase Services	8	46	66	68	30	218	Sub-Total	\$34,080.00
	Plan Revisions (Address Comments)	4	8	24	30	18	84	\$12,340.00	
	Bid Documents	2	6	16			24	\$4,210.00	
	Pre-Construction Meeting, Award, Bid Review		4	4		12	20	\$2,640.00	
	Shop Drawings	2	4	8	10		24	\$3,930.00	
	Field Observations / RFI's		12	14	28		54	\$8,560.00	
	Punchlist		12				12	\$2,400.00	
VHB Labor Totals		70	184	424	694	196	1538		\$237,150.00
								Supplemental Survey (VHB sub A-Plus)	\$15,000.00
								Supplemental Survey (VHB sub A-Plus) - Spices of Asia	\$2,500.00
								Supplemental Survey (VHB sub A-plus) - Southworth Street	\$2,500.00
								Easement Plans and Written Descriptions	\$3,000.00
								Streetlighting (VHB sub TBD) - Allowance	\$7,000.00
								VHB Expense Allowance (police details)	\$2,500.00
								VHB Expense Allowance (mileage, materials, printing, copies, etc.)	\$4,000.00
								Expenses and Allowance Total	\$36,500.00
								Total Contract	\$273,650.00
								Balance Budget (Original Contract)	\$9,000.00
								Total Amendment 1 (Less Current Contract Balance)	\$264,650.00



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



January 19, 2022

SUBJECT: State Aid
West Springfield

Mr. Robert J. Colson
Director of Public Works
Town Hall
26 Central Street
West Springfield, MA 01089

Dear Sir:

We are returning an **approved** copy of your Chapter 90 Project Request Form, to provide a reimbursement for **engineering services** and related work (except a construction of new mains and structures for private utilities), associated with the **Elm Street - Corridor Redesign Project**, as submitted.

Upon receipt of proper documentation of expenses, we will reimburse the Town for 100% of the cost, of this work, from your Chapter 90 balances.

Sincerely,

Patricia A. Leavenworth, P.E.
Acting District Highway Director

SS/
C- file
Encl.

State Aid Program - Project Request

Project Name: Chapter 90 - West Springfield - Elm Street

Application Date: 1/7/2022

Applicant Information

Municipality	WEST SPRINGFIELD
District	District 2

Municipal Contact

Name	Connor Michael Knightly
Title	Town Engineer
Email	cknightly@tows.org
Phone	(413)263-3249
Address	26 Central St, Suite 17
Zip Code	01089

Grant Type

Grant Type	Chapter 90
Project Type	Consultantservices

Nature of Request

Scope of Work	In 2018 West Springfield through community mitigation grant funds provided by the Mass Gaming Commission executed an agreement through an on call contract with an engineering consultant to generate a base map and develop short and long term improvements to the Elm St Corridor following the opening of the MGM Casino in Springfield MA. The project was unable to be completed by the original consultant the remainder of the project was assumed by Engineering Consultant VANASSE HANGEN BRUSTLIN INC (VHB)
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	<p>VHB produced two potential Complete Streets compliant options for the Elm St Corridor; a traditional redesign of the Elm St and Westfield Street intersection centered around a multi-use path, and a roundabout at the same location incorporating the Town's wide ROW to also include a multi-use path. After meetings with direct abutting business and property owners, the Town has opted to pursue the Roundabout option to increase the safety and flow of vehicular and pedestrian traffic in this section of West Springfield. An additional goal of this project would be to improve stormwater facilities between Westfield St and Southworth St through Elm Street.</p> <p>Anticipated Chapter 90 funded Services to be provided include; Supplemental Survey to expand the existing base map, Drainage Assessment for stormwater improvement design; Preliminary Project Design Final Project Design Bid Documents and Construction Phase Services.</p> <p>Proposal from VHB will be attached with this submission.</p>
Desired Start of Construction Date	03/23/2023

Preliminary Estimate

Project proponent must attach a detailed project estimate to support the project cost. Do not exceed MassDOT Allowances for Contingency, Construction Eng. Oversight, Mobilization, Police.

For construction projects, the MassDOT Construction Project Estimator (CPE) can be used for this purpose.

Total Estimated Cost	\$269,650.00
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Attach Preliminary Estimate:

[CH 90 Preliminary Estimate For DESIGN rev 2.pdf](#)

CHAPTER 90 Details

Contract No.	N/A
Bridge No.	N/A
Length	0
Width	0
Typical section details	
Surface	N/A
Base course	N/A
Foundation	N/A
Shoulders/Sidewalk	N/A

Work to be done

☐

Force Account

☐

Advertised Contract

☒

Other

On-Call Eng. Consultant Serv. Contract

- It is recognized that the purpose of this information is to assist the MassDOT Highway Division in approving the Chapter 90 Project Request Form. Accordingly, the information provided here is intended to be complete and correct with no intentional errors or material omissions. Any action taken by MassDOT Highway Division on the basis of this information shall not legally or financially obligate MassDOT Highway Division to support or defend the municipality, and the municipality shall save harmless MassDOT Highway Division for any action.
- The design, engineering, construction, and future performance of the project, including maintenance, is the responsibility of the Municipality. The proposed work will conform to recognized engineering and construction methods. I/We hereby certify under penalty of perjury the following: that the project is on a public way, and any necessary takings have been made; that all materials will comply with approved established specifications; that all weights and quantities will be accurate; that equipment rental rates are those established by MassDOT Highway or the advertised low bid; that all documentation will be checked for accuracy, and will be endorsed in accordance with municipal procedures for accountability.

☒


Confirm you have read and agree to the terms above

Upload Signed Request Form: Municipality must attach a signed copy of this project request with the submission. A copy of the project request may be generated by using the print icon above.

[Chapter 90 - West Springfield - Elm Street.pdf](#)

WORKHOUR FEE SUMMARY SHEET

Elm Street Roundabout and Shared Use Path Roadway and Intersection Improvement Project

		Staff	Principal	Project Manager	Project Engineer	Assistant Engineer	Technician	Date Prepared:		
		Hourly Rate	\$225.00	\$200.00	\$160.00	\$140.00	\$100.00	12/3/2021		
										
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									Easement Plans and Written Descriptions	\$3,000.00
									Streetlighting (VHB sub TBD) - Allowance	\$7,000.00
									VHB Expense Allowance (police details)	\$2,500.00
									VHB Expense Allowance (mileage, materials, printing, copies, etc.)	\$4,866.60
									Expenses and Allowance Total	\$36,500.00
									Total Contract	\$273,650.00
									Balance Budget (Original Contract)	\$9,000.00
									Total Amendment 1 (Less Current Contract Balance)	\$264,650.00

CERTIFICATION

Signed:

DPW Dr

Robert Colson

Highway Official's Title

4/2/2022
Date

CFU *

Sharon Amulca

11/11/2022

Accounting Official's Title

Date

Nayor \$

1/4/22
Date

[Signature]
Duly Authorized Municipal Officials

Date

Municipal (Others)

Date

Municipal (Others)

Reviewed By:

Signed:

Stefan Szulc

Digitally signed by Stefan Szulc
Date: 2022.01.19 12:27:41
-05'00'

01/19/2022

State Aid Engineer

Date

**Road Classification
Verified:**



Approved for: \$

269,650.00

@100%

**Patricia A.
Leavenworth**

Digitally signed by Patricia A.
Leavenworth
Date: 2022.01.24 13:25:57 -05'00'

01/24/2022

Acting District Highway Director

Date

APPENDIX F

2021 Main St / Union Street Walk Audit



**West Springfield Walk Audit Report
Main Street and Union Street
West Springfield, MA**

January 7, 2022

With funding from the Massachusetts Department of Public Health Mass in Motion Program

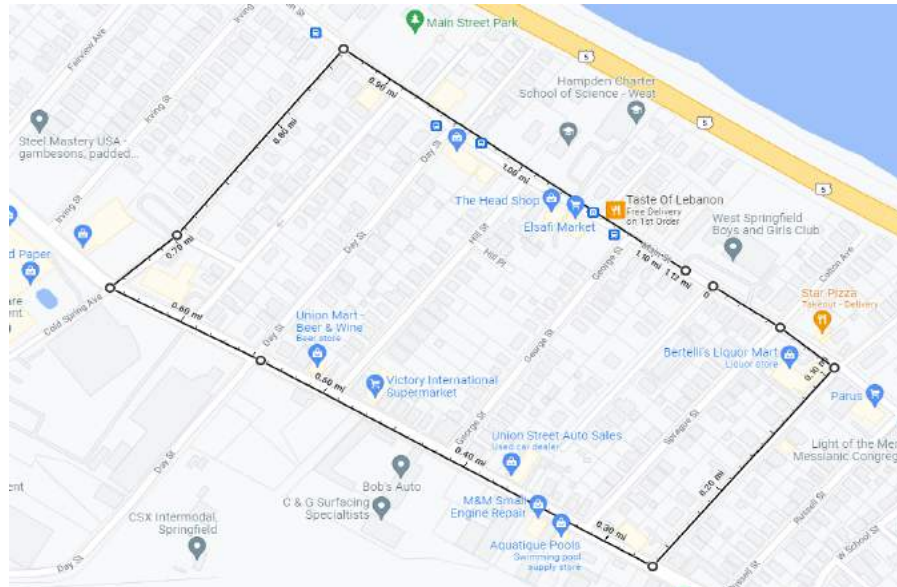
Purpose of the Walk Audit

WalkBoston was asked to lead a walk audit by Becky Basch, Senior Planner at the Pioneer Valley Planning Commission and the Mass in Motion Coordinator for West Springfield, focused on the areas surrounding Main Street and Union Street which is a densely populated residential area with many key destinations. The Town of West Springfield, and this residential area, is home to a diverse population with many languages and cultures represented. This diversity was an important context to consider throughout the walk audit process.

The purpose for this walk audit was to follow up on a Park Access Project completed through the Mass in Motion program in 2019, that found that the Merrick neighborhood has the highest density of residential development and the smallest amount of park land available to residents in the immediate areas. As the Town has plans to make improvements on Main Street in 2022, the Department of Public Works is open to including recommendations from the Walk Audit in its plans. The Town is also planning to make improvements on Union Street in the next few years and is looking to improve connections for bicycle users to current projects on Memorial Ave and Park Drive.

The walk audit included portions of Main Street and Union Street that are home to popular markets, a food pantry, a charter school, Ascentria Care Alliance, and Main Street Playground. The recommendations provided in this report are broken down into both short- and long-term recommendations, which can provide temporary traffic calming measures and improved pedestrian infrastructure while more long-term interventions are planned.

Study Area



Walk Audit Route

The study area for this walk audit already has a good foundational infrastructure network of sidewalks, curb cuts, and a fair amount of pedestrian crossings. However, there are still some problem areas which were brought up during the walk audit process. Pedestrian safety throughout the area, speeding vehicular traffic, idling cars in front of markets, and accidents involving cars pulling out of parking areas were all concerns brought up during the walk audit.

Main Street and Union Street serve as connector streets to Park Street, Park Avenue, and Memorial Avenue. Maintaining and improving these connections for the current pedestrian traffic and to encourage more walking in the area was also a focus of this walk audit. In looking to encourage more walking and non-vehicular travel, destinations and activities become important — participants in the walk audit discussed exploring opportunities to convert vacant lots in the area into community gardens.

Walk audit participants gathered in person on Monday, November 15, 2021 at 1:30 pm in the parking lot of the West Springfield Boys & Girls Club to first briefly discuss the purpose of the walk audit, the breadth of walkability and what it can mean, how WalkBoston approaches our work, and how the process would unfold. Participants included staff from the Town's Department of Public Works, Conservation, and Health Department, as well as representatives from Ascentria Care Alliance and the Town's Tree Committee, and an owner of an Asian market on Union Street joined the audit when the group walked by his store. The weather was overcast, with occasional sun, and windy with temperatures in the mid 40s.

Key Recommendations

Implement traffic calming measures on Main Street and Union Street

Main Street is a heavily trafficked road with fast moving traffic at various points throughout the day. The Hampden Charter School of Science as well as various school bus drop off stops are located on Main Street along with many small restaurants, corner stores, and other key destinations; the traffic calming recommendations below would increase pedestrian safety as residents in the area navigate to and from school, local stores, and other destinations.

Somewhat similarly, Union Street hosts key destinations such as Victory Supermarket, Shangri-la Grocery, Ascentria Care Alliance, and various other corner stores on one side and auto shops, other businesses, and industry on the other. Implementing temporary and, subsequently, permanent traffic calming on these roads will support a safer environment for all road users.



Walk Audit Participants on Main Street alongside a School Zone warning sign.

Short-term recommendations

- Pilot narrower travel lanes on Main Street by utilizing temporary street furniture such as flex posts, bollards, and paint to mirror curb bump outs, extended sidewalks, etc.
- Install pedestrian bollards at pedestrian crossings throughout Main Street, especially at key intersections near the Boys & Girls Club, schools, bus drop off areas, and corner stores.
- Identify potential residential streets or intersections that can serve as pilots for a creative placemaking program. Creative placemaking utilizes public art and murals, often painted directly on the road, to help serve as a traffic calming tool; artwork can be designed in collaboration with residents who then have the opportunity to bring the artwork to life through painting it themselves.



Example of artistic traffic calming/ creative placemaking in Allston, MA (Courtesy: Neighborways Design)

Long-term recommendations

- Develop an implementation plan to convert temporary traffic calming to more permanent installations; temporary curb bump outs with flex posts or bollards can be converted to paved concrete bump outs and extended sidewalks.
- Install speed feedback signs on both Main Street and Union Street or either street, to help reduce traffic speeds.

Implement more pedestrian safety measures throughout Main Street and Union Street

In looking to encourage more walking, there are various safety measures that can and should be implemented throughout the study area. While Main Street already has a fair amount of pedestrian crossings, limited sightlines are a concern. On Union Street, while those walking are not crossing as frequently, pedestrian desire lines still exist to navigate from one side of Union Street to the other.

There is one pedestrian crossing at the intersection of Union Street, Church Street, and Cold Spring Avenue, however it is an extremely long crossing and the geometry of the intersection lends itself to extremely limited sightlines and fast moving traffic. During the walk audit process, it was clear that an accident had recently occurred at the intersection as there was windshield glass on the street. Many traffic calming measures also increase pedestrian safety — some priority should be given to measures which simultaneously help slow traffic speeds and protect pedestrians.



Intersection of Union St, Church St, and Cold Spring Ave, with a very long pedestrian crossing that has limited sightlines for vehicles traveling on Union Street.

Short-term recommendations

- Install pedestrian-activated Rectangular Rapid Flashing Beacons (RRFB) at all existing crosswalks on Main Street. In addition, ensure that existing signage that indicates a pedestrian crossing is in close proximity to the crossing itself.
- Daylight pedestrian crossings throughout Main Street by removing 1-2 parking spaces around pedestrian crossings, sometimes utilizing flex posts or bollards.
- Identify locations for public benches, where sidewalk width allows, to accommodate various pedestrian needs. It is also important to ensure that the design for any public benches or street furniture is not hostile, i.e. arm rests in the middle of benches or angled benches.
- Install additional trash receptacles around the area, consider Big Belly Solar Compactors if budget allows.



(Left) An example of a daylight intersection which increases visibility of pedestrians for drivers. (Right) A pedestrian crosses to get to Victory Supermarket, indicating a desire line from the parking lane on the other side of the street.

Long-term recommendations

- Install curb bump-outs at pedestrian crossings to increase visibility at existing crossings on Main Street.
- Install pedestrian crossings at key intersections on Union Street. These crossings should look to utilize pedestrian-activated Rectangular Rapid Flashing Beacons (RRFB), bump outs, a continental stripe pattern to enhance visibility, and/or daylighting to ensure safety.
- Consider removing or altering the pedestrian crossing at the intersection of Union Street, Church Street, and Cold Spring Avenue. The crossing can be altered with a pedestrian refuge to reduce the length of crossing and or warning signs for approaching vehicles.

Implement a road diet on Union Street by converting the East side parking lane to a separated and protected bike lane. The parking lane(s) on Union Street are not heavily utilized, throughout the walk audit only a handful of vehicles were seen using the parking lanes and many of them are patrons of the various supermarkets and corner stores on Union Street, some of which already have their own dedicated parking lots. There is a potential to have businesses share parking in the area, with flexible hour usage. In order to effectively implement a road diet, time of day considerations will need to be important to account for when on street parking is the most utilized.



(Left) A car quickly parks to get to Victory Supermarket, taking up some space in the travel lane. (Right) Walk Audit participants cross along Union Street where there is a dedicated parking lot for Victory Supermarket.

Short-term recommendations

- Pilot a protected bike lane through quick build materials such as cones and flex posts. Ensure road users are aware of the pilot through signage and outreach.

Long-term recommendations

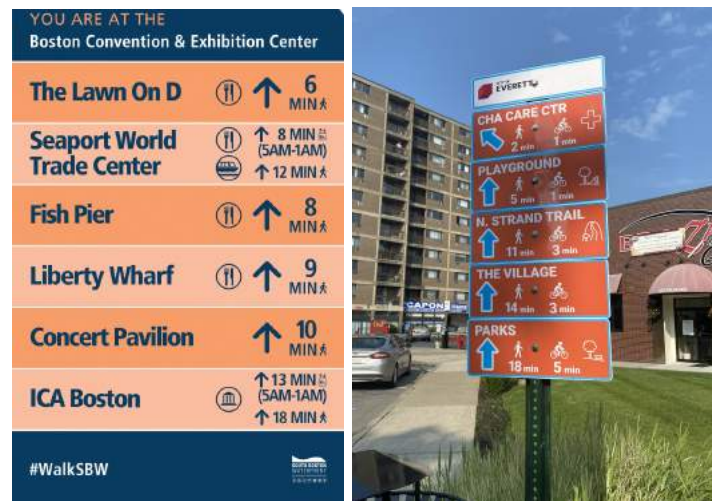
- Undergo any necessary engineering studies and planning processes for a road diet. Look to examples from neighboring communities and communities across the Commonwealth in building a protected bike lane. Ensuring an adequate buffer between cyclists, vehicles, and pedestrians improves safety for all road users.



Example of separated and protected bike lane in Somerville, MA

Explore opportunities for community placemaking through projects such as a wayfinding signage program to encourage walking to nearby key destinations and community gardens or micro forests.

Throughout Main and Union Street are important destinations and services that residents utilize, such as Ascentria Care Alliance, a local food pantry, Main Street Park, the Boy & Girls Club, and the Farmer's Market. Wayfinding signage which highlights walk time instead of distance can encourage more walking to destinations that are closer than they might seem. As the Town also explores vacant lots to convert to community gardens, these spaces can be highlighted on signage as well.



Example of wayfinding signage with walk times from South Boston Waterfront (Left) and Everett (Right)

Short-term recommendations

- Conduct outreach to residents to learn more about the destinations they visit in and around the area, what amenities they might not know about, and how they currently get around.
- Explore wayfinding signage that takes into consideration the various languages spoken in the Town.

Long-term recommendations

- Begin to identify locations to highlight on wayfinding signage through community input and identify funding sources for the program (consider MassDOT Shared Streets & Spaces Program).

Appendix A: Walk Audit Participants

Becky Basch	Pioneer Valley Planning Commission
Rob Colson	Town of West Springfield - DPW
Lauren Kennedy	Town of West Springfield - Health Department
Mark Noonan	Town of West Springfield - Conservation
Yazan Al Juboori	Town of West Springfield - DPW
Connor Knightly	Town of West Springfield - DPW
Katie Metzger	Ascentria Care Alliance
Erica Letson	Ascentria Care Alliance
Pat Garbacik	Town Tree Committee
Betsy Johnson	WalkBike Springfield, WalkBoston
Miranda Briseño	WalkBoston
Stacey Beuttell	WalkBoston

Appendix B: Funding Opportunities

This document provides a brief overview of funding opportunities for walking improvement infrastructure projects in Massachusetts.

MassDOT Funding Opportunities

Complete Streets Funding Program

- About: The MassDOT Complete Streets Funding Program provides technical assistance and construction funding to eligible municipalities. Eligible municipalities must pass a Complete Streets Policy and develop a Prioritization Plan.
- Amount: Up to \$400,000 in construction funding to implement Complete Streets elements in municipal projects and up to \$50,000 in technical assistance funding in order to develop a Prioritization Plan.
- Limitations: only locally owned roads can be included in the Prioritization Plan. This is a 3 step process that requires adoption of a town-wide policy and creation of a detailed prioritization plan, though funds for consultant support are available.
- Link: <https://www.mass.gov/complete-streets-funding-program>

State Transportation Improvement Program (STIP)

- About: The State Transportation Improvement Program (STIP) is a list of projects prepared yearly by The Office of Transportation Planning. This is a 5-year rolling capital plan. The list includes projects such as: sidewalks, bicycle paths, bridges, roadways, transit investments.
- Amount: wide variability
- Limitations: Long project wait times & limited awards given due to typical project scale
- Partners: Regional Planning Agencies, MassDOT District Office
- Link: <https://www.mass.gov/service-details/state-transportation-improvement-program-stip>

Capital Investment Plan (CIP)

- About: Programs state and federal funds to pay for long-term improvements to the transportation system. The CIP is usually a five-year plan that is updated annually. However, as a result of the lingering impacts related to COVID, this year's CIP is focused on 2022 investments. The 2022 CIP focuses on maintaining the safety and reliability of our transportation network and investments that are currently underway or are planned to start in 2022.
- Amount: wide variability
- Limitations: long project wait times & limited awards given due to typical project scale
- Partners: Regional Planning Agencies, MassDOT District Office

- Link: <https://www.mass.gov/service-details/capital-investment-plan-cip>

Chapter 90

- About: reimburses cities and towns for expenditures on road-related construction projects and pedestrian facilities. Localities have the flexibility to use Chapter 90 funds for the construction and maintenance of sidewalks, curb ramps, shared use paths, street lighting, right-of-way acquisition, landscaping, and design work.
- Amount: wide variability
- Limitations: This is a reimbursement program
- Link: <https://www.mass.gov/chapter-90-program>

Community Compact

- About: The Community Compact is a voluntary, mutual agreement entered into between the Baker-Polito Administration and individual cities and towns of the Commonwealth. In a Community Compact, a community will agree to implement at least one best practice that they select from across a variety of areas. The community's chosen best practice(s) will be reviewed between the Commonwealth and the municipality to ensure that the best practice(s) chosen are unique to the municipality and reflect needed areas of improvement.
- Amount: ?
- Limitations: Must select from a list of Best Practices. Age-Friendly Communities is a listed strategy, and working on walking is an eligible project goal.
- Link: <https://www.mass.gov/best-practices-program>

Community Preservation Act Funding

- About: The Community Preservation Act (CPA) is a smart growth tool that helps communities preserve open space and historic sites, create affordable housing, and develop outdoor recreational facilities. Communities have used these funds to develop better walking conditions near senior housing, or to make recreational spaces more age-inclusive.
- Amount: ?
- Limitations: Must be able to tie walking improvement projects to the goals of the CPA.
- Link: <https://www.communitypreservation.org/about>

Safe Routes to School: Infrastructure Funding Program

- About: This component of the SRTS Program facilitates bicycle and pedestrian infrastructure improvements to benefit students who walk, bicycle, or use a wheeled

mobility device to get to school. Infrastructure projects seek to improve safety, access, and mobility for students in kindergarten through eighth grade, while also encouraging more students to walk and bicycle to school. The SRTS Program facilitates such improvements by providing funding for infrastructure projects.

- Amount: \$100,000-1,000,000
- Limitations: To be eligible for SRTS Program's infrastructure funding, schools must build a partnership with the SRTS Program's non-infrastructure program that involves education, encouragement, enforcement, and evaluation activities. Applicants must be a partner for at least six months prior to applying.
- Link:
<https://www.mass.gov/doc/infrastructure-application-guidance-document/download>

Safe Routes to School: Signs and Lines Grant Program

- About: The SRTS Signs and Lines Program will provide design services and construction funding to a selected municipality for a low-cost infrastructure project around a public elementary or middle school. The goal of these projects is to eliminate small barriers that students encounter when walking, bicycling, or using a wheeled mobility device to get to school. Examples of a Signs and Lines Project could include the purchase and installation of new signage or pavement markings.
- Amount: Up to \$6000
- Limitations: Must be a SRTS partner school. This is a reimbursement-based funding program; MassDOT reimburses the municipality for eligible spending after the project is complete.
- Link:
<https://www.mass.gov/info-details/safe-routes-to-school-engineering#srts-infrastructure-project-funding-program>

MassDOT Shared Streets & Spaces Program Funding

- About: The Shared Streets and Spaces Program was established in June 2020. The program provided grants for quick-build improvements to sidewalks, curbs, streets, on-street parking spaces, and off-street parking lots in support of public health, safe mobility, and renewed commerce. This program is pending renewal, but the success of the program makes this a likely prospect.
- Amount: from \$5,000 to \$300,000
- Limitations: Unsure if this funding program will continue
- Link:
<https://www.mass.gov/service-details/program-overview-shared-winter-streets-and-spaces-grant-program>

Department of Conservation and Recreation (DCR) Funding

MassTrails Grants

- About: MassTrails provides matching grants to communities, public entities and non-profit organizations to design, create, and maintain the diverse network of trails, trail systems, and trails experiences used and enjoyed by Massachusetts residents and visitors. Applications are accepted annually for a variety of well-planned trail projects benefiting communities across the state.
- Amount: Grant amounts are dependent on the project and its needs, but generally range from \$5,000 to \$100,000 with grants of up to \$300,000 awarded to projects demonstrating critical network connections of regional significance.
- Limitations: Eligible grant activities include project development, design, engineering, permitting, construction, and maintenance of recreational trails, shared use pathways, and the amenities that support trails. MassTrails grants are REIMBURSABLE, meaning grantees must first pay for expenditures themselves and then submit for reimbursement using the required documentation. MassTrails grants are MATCHING grants and require that proponents provide a minimum of 20% of the total project cost. Projects with higher match commitments will be given greater consideration.
- Link:
<https://www.mass.gov/guides/masstrails-grants#-masstrails-grant-program-overview->

MassDevelopment Commonwealth Places

- About: MassDevelopment's "Commonwealth Places" is a competitive opportunity to advance locally driven placemaking in downtown and neighborhood commercial districts in eligible communities throughout Massachusetts. Placemaking is a collaborative process through which people in communities work together to improve public spaces and maximize their shared value. The process facilitates creative patterns of use, and leverages the local physical, cultural, and social assets that define a place and support its ongoing evolution.
- Amount: \$250-\$50,000, depending on grant category
- Limitation: Local match requirements for some grant categories. Rural projects must show direct connection to economic development.
- Link:
<https://www.massdevelopment.com/what-we-offer/real-estate-services/commonwealth-places/>

Executive Office of Housing and Community Development Massachusetts Downtown Initiative (MDI)

- DHCD's Massachusetts Downtown Initiative (MDI) offers a range of services and assistance to communities seeking help on how to revitalize their downtowns. Planning and design funding, technical assistance. Capital funding is not provided.
<https://www.mass.gov/service-details/massachusetts-downtown-initiative-mdi>

Local Funding Opportunities

Municipal budgeting strategies:

- Include new sidewalk construction in municipal budget (can come from Chapter 90 funding)
- Include sidewalk repair and replacement in municipal budget (can come from Chapter 90 funding)
- Include snow and ice removal in municipal budget
- Include crosswalk re-striping in municipal budget
- Funds received from fines for handicap parking violations can be spent on accessibility improvements (eg curb ramps, sidewalk repair, etc.):
<https://malegislature.gov/laws/generallaws/parti/titlevii/chapter40/section22g>

Other local funding sources:

- Regional Transit Authority discretionary funds - can be used for purchasing benches, shelters, and making improvements around bus stops (crosswalks, sidewalks, curb ramps)

Private Funding Opportunities

- AARP Community Challenge Grant
 - Link: <https://www.aarp.org/livable-communities/community-challenge/>
- Local sponsorship programs to purchase benches
- TNC fees from Uber & Lyft
- Community Mitigation Fund from MassGaming Commission
 - <https://massgaming.com/about/community-mitigation-fund/>
 - Transportation Planning and Transportation Construction Grants

APPENDIX G

UNUSED APPEDIX

APPENDIX H

PVPC LETTER OF SUPPORT PVTA PROJECT COMMUNICATION MASSDOT PROJECT COMMUNICATION



Kimberly H. Robinson, MUP
Executive Director

January 27, 2022

Mayor William C. Reichelt
26 Central Street
West Springfield, Massachusetts 01089

Reference: Letter of Support for West Springfield's 2022 Community Mitigation Fund Application

Dear Mayor Reichelt:

The Pioneer Valley Planning Commission (PVPC) is in support of the 2022 Community Mitigation Fund application by the Town of West Springfield to improve the intersection of Elm Street with Westfield Street. We believe the proposed roundabout for this intersection will improve safety while also improving access for all modes of travel.

Elm Street and Westfield Street both operate as major transportation corridors that carry a high volume of traffic in the vicinity of the project. The project will improve access for both residents and businesses in the downtown area and expands on the recent improvements at the nearby intersection of Elm Street with Park Street, Park Avenue and Union Street.

Sincerely,

Kimberly H. Robinson, MUP
Executive Director

Elm and Westfield St

1 message

Connor Knightly <cknightly@townofwestspringfield.org>

Fri, Dec 17, 2021 at 2:26 PM

To: laura.Hanson@dot.state.ma.us

Cc: Robert Colson <rcolson@townofwestspringfield.org>

Laura,

Thanks for taking the time to speak with me earlier today. Please find attached the documentation and conceptual designs of the Elm Street Corridor and intersection with Westfield St. Please let me know if you require any further information.

Sincerely,

-Connor

.
.

--

Connor M. Knightly

Town Engineer

Town of West Springfield DPW

26 Central Street - Suite 17

West Springfield, MA 01089-2762

413-263-3249

2 attachments



20210707 - Rte20-Elm Street West Springfield.pdf

5291K



14611.01-HD(PR)-RNDBT.pdf

262K

APPENDIX I

**SURROUNDING COMMUNITY
AGREEMENT EXCERPTS**

SURROUNDING COMMUNITY AGREEMENT

This surrounding community agreement (this "Agreement") is entered into this ____ day of _____, 2014 (the "Effective Date") by and between Blue Tarp reDevelopment, LLC ("MGM"), a Massachusetts limited liability company, with an office address of 1441 Main Street, Suite 1137, Springfield, MA, owner and developer of the MGM Springfield project in Springfield, Massachusetts and West Springfield, Massachusetts (the "Community", the "Town" or "West Springfield"), a municipality in the Commonwealth of Massachusetts (MGM and the Community hereinafter collectively the "Parties" or individually a "Party").

RECITALS

WHEREAS MGM is an affiliate of MGM Resorts International (NYSE: MGM) ("MGM Resorts").

WHEREAS, the MGM Springfield project is a destination casino resort planned for downtown Springfield, Massachusetts expected to cost approximately \$800 million and include 1,000,000 square feet (the "Project"). When constructed, it is anticipated to be the largest private development in Western Massachusetts history. The Project is anticipated to have 250 hotel guest rooms, a 125,000 square foot casino, 54 market rate apartments, a 15-lane bowling alley, a 12-screen luxury movie theatre, an outdoor park and seasonal skating rink, and dozens of shops and restaurants, in addition to large open outdoor public spaces.

WHEREAS, the Project is anticipated to employ 2,000 construction workers and, upon completion, 3,000 permanent workers.

WHEREAS, MGM has submitted RFA-1 and RFA-2 applications under Chapter 23k (the "Gaming Act") to the Massachusetts Gaming Commission (the "Commission"), seeking approval to proceed with an application for issuance of the sole Western Massachusetts gaming license (the "Gaming License").

WHEREAS, the Gaming Act provides a mechanism by which communities, other than the host community, that are proximate to the Project and are expected to be significantly and adversely impacted by the Project, have an opportunity to mitigate such adverse impacts on their respective communities through designation as a "Surrounding Community".

WHEREAS, pursuant to 205 CMR 125.00 (the "Surrounding Community Regulation"), MGM has designated West Springfield as a Surrounding Community, thereby recognizing that the West Springfield will experience significant adverse impacts as a result of the Project...

AGREEMENT

NOW THEREFORE, for valuable consideration, the sufficiency and receipt of which are hereby acknowledged by the Parties, and in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:

1. Upfront Payment of \$665,000 for a Community Grant plus Reimbursement of Consulting and Legal Fees. Within thirty (30) days of the Commission's award of the Gaming License to MGM, MGM shall pay to the Community Six Hundred and Sixty-Five Thousand Dollars (\$665,000.00), representing the design and permitting costs (but not the construction costs) for reconstruction of Memorial Avenue in West Springfield. In addition, within thirty (30) days of the effective date of this agreement, MGM shall reimburse the Town for the actual expenses incurred by the Town for the payment of any consultants or legal advisors, whether internal or external (collectively, its "Advisors" or "the Community's Advisors") providing services related to or in any way arising from the Community's review of the Project ("Project Review"), including without limitation participation in the arbitration proceeding giving rise to this agreement. MGM's payment for Project Review fees shall be reduced by the amount of any previous grants to the Town for this purpose.

2. Guaranteed Minimum Annual Payments. The Parties agree that, commencing with the opening of the Project to the public (i.e., the date on which MGM begins to collect revenue under the terms of the Gaming License) (the "Grand Opening") and for each year following the Grand Opening through the expiration of MGM's initial gaming license and any extensions thereof (the "Term"), MGM shall pay to the Community: (i) Three Hundred and Seventy-Five Thousand Dollars annually (\$375,000.00) (the "Annual Mitigation Payment"); and (ii) a total of Seven Hundred and Fifty Thousand Dollars (\$750,000.00) in annual payments pursuant to the schedule further detailed below which are acknowledged to be reimbursement of expenses for participation in the Look Back Studies, as defined below (the "Annual Study Cost Reimbursement"). The Annual Study Cost Reimbursement shall be paid as follows: (i) Fifty Thousand Dollars (\$50,000.00) in the first year following the Grand Opening; (ii) One Hundred Thousand Dollars (\$100,000.00) in the second year following the Grand Opening; (iii) Fifty Thousand Dollars (\$50,000.00) in each of the third through fifth years following the Grand Opening; (iv) One Hundred Thousand Dollars (\$100,000.00) in the sixth year following the Grand Opening; and (v) Fifty Thousand Dollars (\$50,000.00) in the seventh through thirteenth years following the Grand Opening. The Parties acknowledge that the Community shall be free to direct the Annual Mitigation Payment and Annual Study Cost Reimbursement (together, the "Annual Payments") to any uses it deems appropriate and shall not be restricted to use the funds for any purpose set forth herein. The Annual Payments shall be made within ninety (90) days of the Grand Opening, and on each twelve month anniversary, as long as such payments are due hereunder, and shall be adjusted annually by the CPI Adjustment Factor applied to host community impact fee payments, as defined in §1(gg) of and as set forth in Exhibit A to the Host Community Agreement between MGM and the City of Springfield.