FY 2025 Municipal Community Mitigation Fund Grant Application

Application Instructions:

I. All applications must be received by the Massachusetts Gaming Commission by January 31st, 2024, at 11:59 p.m. to be considered for funding for the FY 2025 grant round.
II. Each Municipality may only submit ONE application as a Word Document.
III. Each project must have its own form within the appropriate category. Forms can be found below as Parts A-E. If there is more than one project in a category, please copy the form. Provide a form and attachments for each project. All attachments should directly follow the relevant project form.
IV. Be sure to fill in all the information requested on the application. Applications that are left incomplete will not be accepted.
V. The application must be signed by the municipal administrator or an individual with signatory authority.
VI. Submit this completed form as well as any relevant attachments to MGCCMF@Massgaming.gov or as a response to the COMMBUYS BID BD24-1068-1068C-1068L-95061

For more detailed instructions as well as the full FY 2025 Application Guidelines visit https://massgaming.com/about/community-mitigation-fund/

Municipal Grant Manager Information:
Applicant: Town of West Springfield
Vendor Code: VC6000192038
Name: Sharon A. Wilcox
Title: Chief Finance Officer
Email Address: swilcox@tows.org
Telephone: (413)263-3025
Address: 26 Central Street, Suite 1 West Springfield, MA 01089

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

Grant Budget Summary

Your community's FY 2025 proposed allocation can be found at https://massgaming.com/about/community-mitigation-fund/. Use the space below to total all requests by category. Please clarify how many discreet projects your community plans to undertake per category.

Total FY 2025 Allocation:		
Application Totals by Category	# of Projects	Requested Amount
A. Community Planning		
B. Transportation	1	$218,500
C. Public Safety	5	$299,800
D. Gambling Harm Reduction		
E. Specific Impact		
TOTAL	6	$518,300

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

II. If yes, you must fill out a CMF Municipal Waiver Form. The Waiver form can be found as Appendix E to the RFR on COMMBUYS or online at https://massgaming.com/about/community-mitigation-fund/forms/. Applications without a completed waiver form will not be considered for a waiver.

Budget Category Summary

Use the below space to provide an overview of all projects to be covered by this funding. You may add as many items as is pertinent to your application (you can add rows by right clicking on the row and selecting "add row"). Please provide a category, name, brief description, and amount for each item.

Category	Project Name	Description	Amount
A. Community Planning		N/A	$0
B. Transportation	Main Street Complete Streets Improvements	Complete Streets planning project for the Main Street Corridor.	$218,500
C. Public Safety	Police, Fire/EMS and Dispatch Support	Continued support for additional staffing added as a result of the MGM Springfield Casino.	$218,322
C. Public Safety	Fire Training	Training related to ladder company operations and truck placement specific to hotel occupancies.	$14,000
C. Public Safety	Police Overtime	Dedicated saturation patrols in the area of the Memorial Bridge and the North End Bridge to reduce impaired driving.	$ 7,245
C. Public Safety	Police Training	Overtime costs for police officer participation in two training sessions.	$41,518
C. Public Safety	Radar Message Sign	Portable radar message sign that will be deployed in the area of the Memorial Bridge and the North End Bridge to assist with traffic enforcement.	$18,715
D. Gambling Harm Reduction		N/A	$0
E. Specific Impact		N/A	$0

Applicant

On behalf of the aforementioned applicant, I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this application.

Signature: _____ Date: 1/31/2024

William C. Reichelt, Mayor
Name and Title of Signatory:

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

Part B- Transportation

Project Name: Main Street Complete Streets Improvements	
Please provide below the contact information for the individual managing this aspect of the grant. If there are multiple people involved in the grants management, please add more lines to accommodate their information.	
Project Contact	**Additional Project Contact** *(if applicable)*
Name: Connor Knightly	Name: Sharon Wilcox
Title: Town Engineer	Title: Chief Financial Officer
Department: Public Works	Department: Finance
Email Address: cknightly@tows.org	Email Address: swilcox@tows.org
Telephone: (413)263-3249	Telephone: (413)263-3025
Address: 26 Central Street, Suite 17 West Springfield, MA 01089	Address: 26 Central Street, Suite 1 West Springfield, MA 01089

I. Please use the space below to identify the impact of the gaming establishment on your municipality. You may use the impacts identified in the FY 2025 Guidelines relevant to this category (Page 10-11). If you are using an impact not identified in the guidelines, please use the space below to identify the impact. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e., surveys, data, reports, etc.)

In the trip distribution summary generated during the development of the MGM Casino Proposal, Route 20 and Route 147 were identified as the two primary routes to access Springfield and the Casino from West Springfield. These routes occupy the North End and Memorial Bridges with ~5% and ~3% generated traffic respectively. Main Street and Union Street traffic to and from both bridges directly impacts residents, businesses, and travelers of the neighborhood encapsulated by these routes. The most direct route to travel North, South, East, and West is by accessing the I-91 / I-291 interchange through these bridges.

Those attempting to commute to Springfield for employment or other reasons are impacted as pedestrians and cyclists must navigate through traffic delayed by vehicles traveling on routes 20 and 147 or those speeding to beat it. Previous construction completed on Park Ave / Park Street and ongoing activity on Memorial Avenue as a result of Community Mitigation Work has resulted in Utility Companies being required to complete replacement projects along this corridor. This has prevented the Town from conducting meaningful maintenance and improvements where pedestrian and cyclists' safety is concerned.

Portions of Main Street average around 4,500 vehicle trips per day, with the direction of travel being split within ~4% in each way. It is also indicated that speeding is an issue. Should residents of this neighborhood attempt to walk, bike, or utilize the PVTA to commute to or patronize the Casino and its surrounding amenities/communities, they are risking interaction with commercial and passenger vehicles attempting to beat traffic due to the increased volume of trips to and from the Casino site.

II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.
While a network of sidewalks exist in this corridor, the amenities for pedestrians, cyclists, and bus commuters are minimal. Along this corridor, there are no bike stations, a single bus shelter in an area with the least density of housing, and crosswalks throughout the corridor are minimally lit without much supplemental signage. This project aims to correct these deficiencies The Main Street Corridor is heavily composed of Multi-Family and Mixed Residential properties. In addition to this, there are multiple restaurants, small businesses, corner stores, a school, park, community center, and a local Boys and Girls Club. This neighborhood is an ideal candidate for amenities that would greatly increase its "walkability" both in terms of inner and inter-neighborhood and municipal travel. Main Street is a relatively flat road, which makes it difficult to incorporate modern traffic calming amenities. Popular structures including "bump-outs", traffic humps, pedestrian refuges, and raised intersections are particularly difficult to design when drainage is insufficient or exists in a way that does not allow horizontal or vertical changes in the curbline of the roadway. This is also true in neighborhoods where the "treebelt" is fully paved for use of store-fronts and sidewalk purposes. West Springfield has solicited a quote from the BETA Group to perform a survey of the corridor, inclusive of the existing drainage of the area, and identify which pedestrian safety improvements are best to be implemented throughout the corridor. In 2022, West Springfield completed a walk audit with Walk Boston to identify potential improvements for the project area. While the audit did indicate that a good majority of the area had sidewalk treatment, there was a lack of safe connectivity between each street segment. Following the Towns Complete Streets guidelines, the walk audit, and considering the ongoing and completed work towards mitigation of traffic where the casino is concerned, the Town intends to develop construction plans with the BETA Group. These plans will be used to connect the multiuse/pedestrian infrastructure of Park Street and Memorial Avenue, and by extension connect to the network of sidewalk / bike paths of the Springfield Riverwalk System, which in turn will help safely bring pedestrians and cyclists to the city center of Springfield. Other improvements will include enhanced highway lighting, school and pedestrian signage, and roadway markings to indicate shared road use with buses and cyclists. These plans will also incorporate the involvement of the Pioneer Valley Transit Authority for its bus route on Main Street. In the past year the Town has worked with the PVTA to redevelop a bus stop with a rider refuge at the intersection of Main and Bridge Street. The PVTA has indicated to the Town a desire to maintain this beneficial working relationship to identify additional locations along the corridor where there is sufficient ridership to justify additional bus shelters where ADA compliance can be maintained. By completing a thorough survey, the Town will also be able to modify the curbline to better accommodate bus pull-ins for rider pickup. Lastly, the Town is maintaining its membership in the Valley Bike program. It was the Towns prior intent to include an additional station somewhere on the Main Street corridor as part of a previous application; that desire persists. Given the expansive network of bike share stations in Springfield, one such location at the MGM Casino, it would be prudent to establish one or two new locations as can be determined by the survey to enhance this network.

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

Proposed MGC Grant Budget

Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.

Description of Purchase/Work	Timeline	QTY	Budget
Main Street Corridor Complete Streets Survey and Plan Development	July 2024 to June 2025	1	$218,500
	TOTAL:		$218,500

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

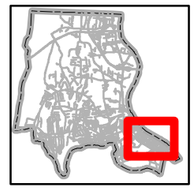
APPENDIX A

PROJECT AREA MAP

MAIN STREET

Legend

Streets Centerline	Buildings
Paved	Deck or Porch
Unpaved	Garage (Detached)
Major Roads	Residential
Local Roads	Commercial
State Highway	Industrial
Interstate Highway	Demolished
Easements	Proposed
Right of Way	Parcels
Public	New Lot Line
Private	Line Removed
Railroad	Pave Edges
Paper Street	Pavement
Old Lot Lines	Wetland
Swmming Pools	Streams
	Rivers



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 accurracy. All maps are projected to the Stateplane grid coordinate system, Zone 4151, Datum NAD83 & Units feet.

This data should not be used for legal description or conveyance purposes.

N

0 295 590 1,180 Feet

1 inch = 614.661242 feet

Town of West Springfield, MA, GIS

2011 Aerial Photo © DigitalGlobe, Inc. All rights Reserved

Created By: jczach *Date: 1/29/2020*

NORTHERLY LIMIT

EASTERLY TERMINUS OF PARK STREET AND PARK AVENUE PROJECT

MAIN STREET

2022 Traffic Data Collection

SOUTHERLY LIMIT

TERMINUS OF MEMORIAL AVENUE (ROUTE 147) DESIGN

WARREN ST
GARDEN ST
SOUTHWORTH ST
RIVERDALE ST
PARK ST
PARK AVE
PARK CT
ELM ST
ELM ST
PROGRESS AVE
UNION ST
BLISS ST
PHELON ST
WESTERN AVE
SYLVAN ST
WINDSOR ST
BOSWORTH ST
BALDWIN ST
NORMAN ST
LOWELL AVE
LOWELL ST
MEMORIAL AVE
BRAMBLE AVE
DIKE AVE
CIRCUIT AVE
BRIDGE ST
NEW BRIDGE ST
MULBERRY ST
BARNARD ST
UNION ST EXT
BRESNAHAN ST
MAIN ST
AGAWAM AVE

APPENDIX B

CASINO RADIUS MAP

Distances from MGM

N

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.

0 2,650 5,300 10,600
Feet

1 inch = 5,894.941229 feet

PROJECT AREA

MGM

1 MILE

2 MILES

Legend

West Springfield

SPRINGFIELD

APPENDIX C

CONSULTANT SOLICITATION AND PROPOSALS

IMPROVING COMMUNITIES TOGETHER

January 26, 2024

Rob Colson, Director of Public Works
Town of West Springfield DPW
26 Central Street – Suite 17
West Springfield, MA 01089-2762

Attn: Connor M. Knightly, Town Engineer

Re: BETA Scope & Fee Proposal - MAIN STREET CORRIDOR SAFETY IMPROVEMENTS

Dear Connor:

BETA Group Inc. is pleased to submit this scope of services to the Town of West Springfield under BETA's On-Call Agreement for the design effort related to the Main Street Improvements.

SCOPE OF SERVICES

MAIN STREET CORRIDOR SAFETY IMPROVEMENTS
(BETWEEN PARK AVENUE AND MEMORIAL AVENUE)
WEST SPRINGFIELD , MA

January 26, 2024

A. PROJECT DESCRIPTION

The project limit is approximately 1.0 miles which starts from Park Avenue to Memorial Avenue (Figure 1) . The Town's intent is for the construction of this project to be programmed through the State Mass Gaming Commission. This section of the roadway is under the Town's jurisdiction, and therefore will have no MassDOT involvement.

In general, the PROJECT will focus on safety improvements with Complete Streets treatments, including certain restoration efforts, minor geometric radius modifications for traffic calming and pedestrian ramp treatment at intersections. Curb extensions will also be considered, coupled with ADA compliant reconstruction of sidewalks and curb ramps along the perimeter roadways. The PROJECT will also include crosswalk improvements, minor drainage adjustments and other miscellaneous work throughout the corridor; however, not anticipated to be continuous throughout the corridor.

B. TECHNICAL APPROACH

B.1 Field Survey/ Base Plan

Given the nature of the work, full survey services are anticipated. The survey effort will include location of the Right of Way, and the following.

BETA GROUP, INC.
315 Norwood Park South, 2nd Floor, Norwood, MA 02062
P: 781.255.1982 | F: 781.255.1974 | W: www.BETA-Inc.com

The total project length is approximately 4,800 Feet. See the attached sketch that shows the limits of required survey. Field Survey will be needed to determine the layout for Main Street.

- Compile right-of-way information. Research will include MassDOT, Town of West Springfield and County Engineering office records for roadway layout lines. It is anticipated that formal, public layouts exist for the listed roadways. Property owners and parcel lines will be obtained from assessor files and plans, complete perimeter of parcels is not required.
- Collect underground utility information from the Town, state agencies and private companies.
- Establish control for the project. Survey will be tied into layout and property monuments, where they are visible.
- Establish existing topography for the project limits based on North American Vertical Datum of 1988 (NAVD88) and provide coordinates based on North American Datum of 1983 (NAD83) in English Units. Benchmarks shall be established every 500 feet throughout the project limits and shall be shown on the survey plan. Benchmark type shall be at the discretion of the surveyor.
- Compile detailed field survey to locate existing physical surface features within and adjacent to the project limits. Detailed coverage will include: edge of pavement, curbing, walks, building corners and entrances including sill elevations into each building within 10 feet of the layout, building overhangs, driveways, utility castings, utility poles, overhead utility wires, utility markings (if present), walls, fences, trees, shrubs, hedges, bushes, landscaped areas, signs, pavement markings, traffic signal equipment and handholes, and house numbers.
- Topographical survey coverage will extend up to 5 feet beyond the roadway layout or up to the face of buildings or walls, shrub lines or other vertical elements, when they are within 10 feet of the layout.
- Survey project limits include approximately 100 feet limits at all the intersecting side Streets:
- Cross section data will be obtained at 50-foot intervals to the extent of the topographic survey. In addition, elevations will be taken at key points, such as significant break points across the roadway, driveway openings, centerline grades at drives, as well as pipe and rim elevations at drainage and sewer structures. Observations at drainage and sewer structures shall include pipe size, flow direction and material.
- Perform office calculations and electronically plot survey information. The work will include the development of a surface (TIN).
- Prepare a Base Plan at a scale of 1”=20’. Record information obtained from utility owners, as well as roadway layout and abutting property parcel lines will be compiled on the base plan.
- Establish Random Control for the PROJECT and set temporary benchmarks and control points for use during construction.
- BETA will visit site and review the completed survey Baseplan and will verify existing conditions.

B.2 Preliminary Design

B.2.1 Develop Roadway Design including roadway cross section layout. These include geometric reconfigurations / curb extensions at the perimeter intersections. The planned roadway rehabilitation approach does not anticipate full depth pavement construction on but mostly mill and overlay. Roadway pavement grading schemes will be reviewed. Recommendations for the locations of crosswalks will be made.

B.2.2 Identify Modifications to collection facilities for storm-water runoff to meet the proposed design. The planned effort anticipates that current drainage system(s) within the PROJECT are adequate and that major system improvements are not required. Effort will consist of the repositioning of catch basins and/or provision of additional basins and pipe to meet with the proposed roadway grading such as at curb extensions.

B.2.3 Landscape / Streetscape Designs. Efforts are anticipated to primarily consist of tree / shrub / flower plantings, placement of granite pavements at monument locations, the layout of a perimeter walkway and the restoration of the turf surface.

The effort will also include the advancement of the traffic calming island treatments on the perimeter roadways.

B.2.4 Prepare Draft Preliminary Plans for the PROJECT to reflect the proposed design for submittal and review with the Town's Project Team.

B.2.5 Prepare Engineer's Estimate of probable construction cost based on major items of work.

B.2.6 Finalize / Submit the Preliminary Plan incorporating comments and input of the Town's Project Team.

B.3 Environmental Coordination

B.3.1 Coordinate with the respective local Commission to update them on the PROJECT and present the Preliminary Plan. It is anticipated that no formal application process will be required. No other permit requirements are anticipated.

B.3 Public Outreach

B.3.1 Prepare Graphic illustrations with primary focus on safety improvements and develop a rendering of the project proposed improvement plan. These materials will be used to present the PROJECT to stakeholders and the public.

B.3.2 Attend Public Meeting or other forms of community involvement to present the PROJECT and receive public input. Estimate one forum.

B.4 100% Design

B.4.1 Incorporate the Town's comments into the Construction Plans and advance designs to a 100% level. This will include Roadway, Drainage, Grading & Tie and Landscape Plans. Make final materials selection and develop final construction details, as required.

B.4.2 Profiles and Cross Sections are not anticipated project-wide; however, they will be prepared in locations where reconstruction requires re-grading or grading verification and/or stormwater and drainage verification.

B.4.3 Prepare Special Provisions in accordance with MassDOT's Standard Specifications.

B.4.4 Develop Construction Traffic Management Plan using standard overall phasing guidelines for construction implementation.

B.4.5 Perform Itemized Quantity take-off and prepare estimate of probable construction cost. Engineer's cost estimates will be based on recent available Weighted Average Bid Prices published by MassDOT.

B.4.6 Compile 100% Design Package including Plans, Special Provisions, and Quantity Take Off. Submit to the Town for review and comment.

B.5 Project Progress Meetings

B.5.1 Attend Project Meetings with the Town's Project Team. Up to 3 remove meetings are anticipated.

B.5.2 Attend Working Meetings with Stakeholders during the design development process to discuss PROJECT. One meeting is anticipated.

B.6 Prepare PS&E Contract Documents

.6.1 Address/Incorporate received Final Design Comments from the Town to the extent possible. The effort anticipates the packaging of the project documents into two separate construction contracts.

B.6.2 Coordinate Contract Documents with the Town. It is anticipated that the Town will prepare the Contract Bid Package; however, the Engineer will coordinate the Final Plans, Special Provisions and Estimate of Probable Construction Costs with the Town. Bid Phase Assistance will be provided as an additional service.

FEE BUDGET

The Fee for services under ATTACHMENT A is **$216,500.** A general breakdown of these efforts follows:

Labor	
Preliminary Design	$ 30,000
Environmental	$ 8,000
Final Design / Submission	$ 52,000
PS &E Contract Document	$ 15,000
Progress / Public Meetings (8 mtgs)	$ 10,000
Sub-Total	$ 115,000
Expenses	
Field Survey Allowance	$ 95,500
Pavement Cores/Sieve Analysis	$ 6,000
Printing	$ 1,000
Miscellaneous (Travel ..etc.)	$ 1,000
Sub-Total	$ 103,500
TOTAL	**$ 218,500**

Note: It is anticipated that the Town will provide police details for survey and boring/cores as needed at no cost to ENGINEER.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

Kien Ho, PE, PTOE
Senior Vice President

cc: Dan McCormack, PE, Senior Associate
Job No: 24.M3225

APPENDIX D

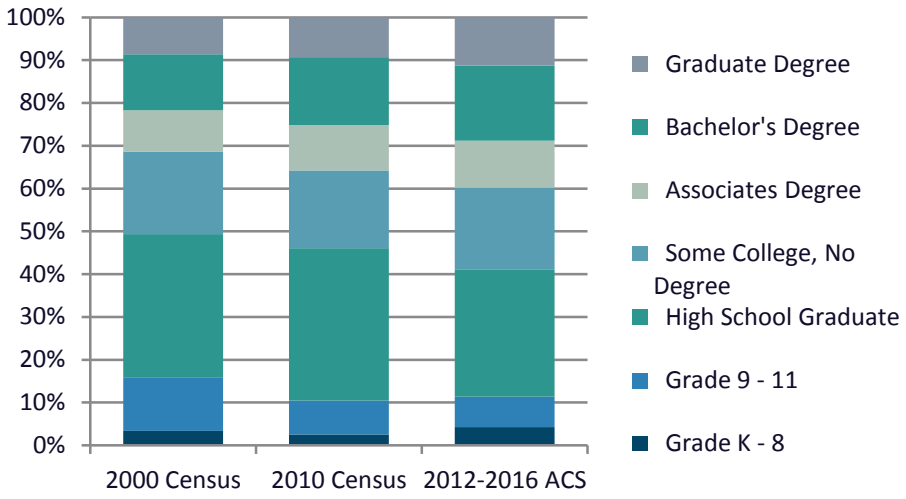
WEST SPRINGFIELD HOUSING PLAN EXCERPT

West Springfield Housing Production Plan

DECEMBER 2018

Produced by the West Springfield Housing Plan Advisory Committee with assistance from the Pioneer Valley Planning Commission.

FIGURE 2-10: EDUCATION ATTAINMENT OF WEST SPRINGFIELD'S RESIDENTS (OVER 25 YEARS OF AGE)



Source: US Census Bureau 2000 Census, 2010 Census and 2012-2016 American Community Survey

According to the Bureau of Labor Statistics, the unemployment rate in West Springfield during March of 2018 was 4.5% this is down considerably from the 11% peak in January of 2010. The US Congressional Budget Office considers a fully employed economy (formally known as the non-accelerating inflation rate of unemployment-NAIRU) to be an economy with an unemployment rate of 4.6%. According to this metric, West Springfield's population would be considered to be at full employment. The unemployment rate, however, fails to capture those who are working a part-time job because they can't find full-time employment or those that have dropped out of the labor market all together. The largest percentage of West Springfield residents are employed by the following industries: (1.) Educational services, health care and social services-27.1%, (2.) Retail Trade-13.7%, and (3.) Manufacturing-11.4%.

It's estimated that 2,249 people live and work in West Springfield, while 10,910 individuals live in West Springfield and commute out of West Springfield to work. Almost 90% of those commuting to work travel in an automobile, while smaller percentages walk, bike or rely on public transportation. It's important to note though that 83.7% of workers that reside in renter-occupied housing units use public transportation to commute to work. Due to this reliance, it may make the most sense to locate future affordable rental housing in close proximity to transit lines.

APPENDIX E

AGE AND DEMENTIA FRIENDLY EXCERPTS

AGE & DEMENTIA FRIENDLY WEST SPRINGFIELD

Abstract

Draft Community Assessment Plan for Age & Dementia Friendly West Springfield

Age Friendly West Springfield Committee

Smart growth is a term for a planned system of community growth that balances economic development with environmental protection and social wellbeing. The goal of smart growth management is to create a unique sense of place (i.e., community character) by:

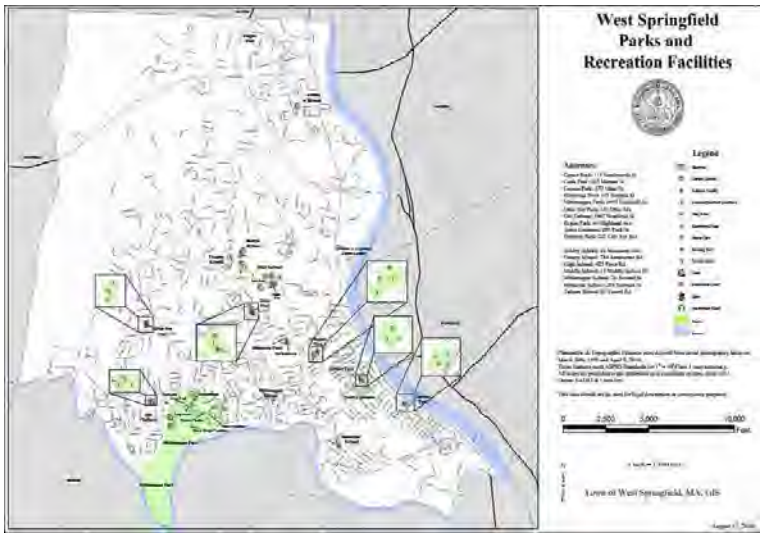


Figure 9 - Parks & Recreation Facilities

- Expanding the range of transportation, employment, and housing choices;
- Equitably distributing the costs and benefits of development;
- Preserving and enhancing natural and cultural resources;
- Encouraging people to live within walking distance to where they work, shop;
- Minimizing impervious surfaces;
- Encouraging walkable communities;
- Designing new buildings to fit within neighborhood character;
- Re-using brownfields and existing structures; and,
- Reducing light pollution.

The Commonwealth of Massachusetts has developed the following set of ten "Sustainable Development Principles," which taken into consideration pair well with the philosophy of the Age Friendly movement:

1. Concentrate development and mix uses
2. Advance equity
3. Make efficient decisions
4. Protect land and ecosystems
5. Use natural resources wisely
6. Expand housing opportunities
7. Provide transportation choices
8. Increase job and business opportunities
9. Promote clean energy
10. Plan regionally

individuals and a cultural tolerance. Immigrants continue to join the West Springfield community and often, being first-generation Americans, they do not speak English which is the language spoken at most public gatherings. As a result, social participation tends to be divided among ethnic groups. West Springfield is a community with many languages spoken. At the present time there are more than 30 languages spoken! Because there are so many languages spoken language barriers do exist.

Transportation Domain

As one ages transportation issues become increasingly more difficult and ever more important. Persons with mobility limitations of any age also have difficulty with safe and accessible transportation. This past fall the Council on Aging conducted a comprehensive review of the available transportation options in and around the West Springfield area. This outcome of this review revealed older adults who were no longer able to drive had available options that promoted autonomy and independence. The review included public, private and alternative transportation services. However, the review also noted transportation options were in some cases expensive so residents without financial resources are impacted more.

th more drivers, pedestrians and cyclists it is imperative cities and towns seek to keep roadways, walkways and bike paths safe for all. The adoption of Complete Streets Policies in West Springfield safeguards projects and designs are planned, designed and implemented to ensure safe and comfortable multimodal transportation (auto, bike, pedestrian, etc.).

The Council on Aging operates an eight-passenger handicapped accessible van for travel in and around West Springfield for nominal costs; fifty cents one way in Town each way and a dollar out of Town each way. The service is accessible, affordable, and efficient; providing older residents autonomy, independence, self-sufficiency and ability to fully participate in their community.

The Pioneer Valley Transit Authority operates both fixed route bus service in Town as well as Americans with Disability Act (ADA) Service provides a shared-ride, door-to-door van transportation for individuals with disabilities that prevent them from riding the city bus service. PVTA provides paratransit service throughout the Pioneer Valley within 3 /4 mile of a bus route.

Several survey respondents stated while private companies do provide transportation services in and around West Springfield, these services can be expensive for low income households.

Respect and Social Inclusion Domain

Age Friendly communities must be welcoming to all. West Springfield values and respects all our citizens. With over 30 languages spoken in our community we strive for inclusivity in all we do as a community; community participation is promoted at every level of government, boards, commissions and committees.

Transportation Action Plan			
Strategies	**Lead**	**Action Steps**	**Year**
Implement complete streets policies when completing road improvements	DPW	Dept. of Public Works reviews projects to make sure it meets the spirit of the complete streets policy.	Ongoing
Implement and enforce traffic calming measures.	Mayor, DPW, Traffic Safety Committee, Town Council	Traffic calming measures involve multiple departments.	Ongoing
Increase walkability in the Union and Main Street corridor of West Springfield.	DPW	Systematically fund pedestrian walkability improvements through multi-year processes.	Ongoing
Study available local transportation companies.	Council on Aging	Held meeting with local transportation companies to find out about their services and specialties. Compiled list of local resources to share with constituents when needed/necessary Outcome: Positive feedback provided. Received sufficient information to create an internal resource directory for local Transportation Services.	2019
Educate and inform consumers about on-demand transportation options.	Council on Aging, Library	Offer technical assistance with resources/software applications (local taxi services, local hospital transportation services, Uber, Lyft, etc.)	Ongoing
Sidewalks, public parking around public buildings are maintained to reduce trip hazards, encourage walking.	DPW, Planning, Mayor's Office	Town Municipal Lot repaved with upgraded crosswalks. Outcome: Improved walkability at Municipal Town Hall, Police Dept. and School Depart.	2019

APPENDIX F

BICYCLING-WALKING AND TRANSIT MAPS

Cyclist Distances
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.

0 395 790 1,580 Feet

1 inch = 876.537786 feet

N

2.2 Miles - 12 Minutes

812 Residents

2,370 Residents

1.8 Miles - 12 Minutes

1.2 Miles - 8 Minutes

RESIDENTIAL

INDUSTRIAL / RAILYARD
& BUSINESS

MGM

(R)

US ROUTE 5

US-5 RAMP

Riverdale Street

Avondale

Warren Street

Garden Street

Southworth Street

Van Deene Avenue

Park Street

Bridge Street

New Bridge Street

Mulberry Street

L Street

Union Street Extension

Memorial Avenue

Windsor Street

Bosworth Street

Baldwin Street

Norman Street

Allston Avenue

Heywood Avenue

York Street

Colony Road

Legend

pvta_stops

CYCLIST ROUTES
TO MAIN STREET
& BUS ROUTE

Walking Distances
Main Street to MGM
N
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.
0 395 790 1,580
Feet
1 inch = 876.537786 feet
812 Residents
2,370 Residents
1.9 Miles - 39 Minutes
1.5 Miles - 30 Minutes
0.8 Miles - 17 Minutes
RESIDENTIAL
INDUSTRIAL / RAILYARD
& BUSINESS
MGM
US-5 RAMP
US ROUTE 5
Riverdale Street
Avondale
Warren Street
Garden Street
Southworth Street
Van Deene Avenue
Park
Street
(R)
New Bridge Street
Mulberry Street
L Street
Windsor Street
Bosworth Street
Baldwin Street
Norman Street
Allston Avenue
Heywood Avenue
York Street
Colony Road
Memorial Avenue
Union Street Extension
Legend
pvta_stops
PEDESTIAN ROUTES
TO MAIN STREET
& BUS ROUTE
PROSPECT
BIRNIE
90
91
MORGAN
DEWEY
WESTFIELD
PIPER
RIVER
DAY

PVTA Routes
Main Street to MGM

N

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.

0 395 790 1,580 Feet

1 inch = 876.537786 feet

UNION STATION

812 Residents

2,370 Residents

MGM

Avondale Avenue
Fox Street
Riverdale Street
Warren Street
Garden Street
Southworth Street
Elm Street
Park Street
Park Avenue
Van Deene Ave
US ROUTE 5
US-5 RAMP
Bridge Street
New Bridge Street
Mulberry Street
L Street
Union Street Ext
Day
Windsor Street
Bosworth Street
Baldwin Street
Norman Street
Allston Avenue
Heywood Avenue
York Street

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

APPENDIX G

PVPC LETTER OF SUPPORT

Catalyst for Regional Progress
PVPC
Kimberly H. Robinson, MUP
Executive Director

January 28, 2020

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

RE: Letter of Support for the Town of West Springfield's application to the Massachusetts Gaming Commission for a Transportation Planning Grant.

Dear Mayor Reichelt:

The Pioneer Planning Commission (PVPC) supports the 2020 Transportation Planning Grant Application by the Town of West Springfield to improve Main Street from its intersections with Park Avenue and Park Street to its intersection with Bresnahan Street. Specifically, this project will allow the Town to implement "Complete Streets" elements along Main Street to increase safety and enhance the use of the roadway for all modes of travel.

The PVPC has worked closely in the past with the Town to study transportation concerns in this area as part of Phase II of the Merrick and Memorial Neighborhood Study. This study specifically identified Main Street as a beneficial location for "Complete Streets" elements. This section of Main Street was also identified by both the West Springfield Police Department and residents as an area of concern for pedestrian safety. As a result, the advancement of this project would enhance the livability and quality of life for the people that live and work in this neighborhood.

Sincerely,

Gary M. Roux
Principal Planner

APPENDIX H

MERRICK MEMORIAL STUDIES AND COMPLETE STREETS PRIORITIZATION PLAN EXCERPTS

Merrick-Memorial Neighborhood

Redevelopment Plan

West Springfield, Massachusetts

Prepared for:

Pioneer Valley Planning Commission
West Springfield, Massachusetts

Prepared by:

Vanasse Hangen Brustlin, Inc.

In association with:

Basile Baumann Prost & Associates, Inc.
Hatch Mott MacDonald, Inc
Reebie Associates

December 1, 2004

This document was developed through the assistance of the:
Federal Highway Administration,
Federal Transit Administration,
Massachusetts Executive Office of Transportation, *and*
MassHighway

Figure 2-17 - Existing Transportation Problems

CHAPTER 4

COMPLETE STREETS

A. OVERVIEW

"Complete Streets" is an approach to configuring local roadways that better balances the needs of all people who use a street — motor vehicle drivers, public transit riders, pedestrians, bicyclists, people with disabilities, shoppers, school children, and others. A "Complete Street" enhances the livability of the community in which it is located by improving public safety, increasing the amount of usable public space, and making it easier for people to share the street — as opposed to conventional street configurations that are typically designed primarily to accommodate motor vehicles. This balanced approach to more fully utilizing the public right-of-way helps enhance the quality of life of residents, workers and children. It also creates a more welcoming environment for local businesses.

Complete Streets should ideally be designed to reflect the needs and unique characteristics of the area and users they serve. While a complete street may share certain elements with other streets, they may be utilized in different ways. Some typical elements that are characteristic of a "Complete Street" include:

- Marked travel lanes
- Sidewalks
- Enhanced pedestrian crossings
- Raised Medians
- Landscaping
- Street Lighting, Furniture and other amenities
- Transit Shelters
- Traffic Calming measures
- Bicycle Lanes

In the study area, PVPC identified Main Street, Union Street, Baldwin Street and a section of Memorial Avenue as good candidate locations for a complete street assessment. All four roadways provide a continuous connection to major arterial streets and serve a variety of land uses. The following factors were considered as part of this assessment:

- The existing traffic volume, breakdown of traffic and travel speed
- The existing land uses served by the street
- The existing pavement width
- Utilization of existing on street parking
- Suitability for bicycling
- Pedestrian infrastructure, sidewalk width and condition
- Existing street lighting, landscaping, and other amenities

B. MAIN STREET

Main Street in West Springfield is a two-way thoroughfare that runs southeasterly from Park Street approximately 1.1 mile to Memorial Avenue. Main Street is the transportation backbone of the Merrick Neighborhood, with a diversity of land uses that include single- and multi-family homes, storefront businesses, civic institutions, a school and a cemetery. It is parallel to Union Street, which has more industrial land uses along its western edge and closer in proximity to the CSX intermodal terminal and the Merrick Industrial Area.

Main Street functions as a collector roadway that serves this mix of residential and small business uses. Sidewalks are provided along both sides of Main Street for the majority of its length. On-street parking is permitted along both sides of Main Street. Most parking spaces are not marked. Speed limits are not posted, but the street is a thickly settled area and therefore is subject to a 30 mph speed limit required by Massachusetts State Law.

Main Street averages 7,000 to 8,000 vehicles per day on an average weekday (in both directions). It is served by PVTA Route R10, with buses every 30 to 60 minutes to downtown Springfield and Westfield State University, depending on time of day.

The curb to curb pavement width along Main Street varies from 35 to 50 feet. Most locations have in excess of 40 feet of available pavement width as shown in Figure 2-1 below. This allows for a wide travel lane in both directions that encourages higher travel speeds. The wide street width also is prohibitive to pedestrians attempting to cross Main Street.

Figure 4-1 - Main Street Pavement Widths (in feet)

Source: PVPC field observation and measurement 2013

The 2012 Revitalization Plan for the Merrick neighborhood had specific recommendations for Main Street that related to Complete Streets :

- On-street parking with better pavement markings to improve pedestrian safety near crosswalks.
- Curb extensions and bump-outs (see Figure 4-4) to calm traffic and improve the ability of pedestrians to cross the street by narrowing street widths at intersections.
- Streetscape improvements, including new trees, pedestrian-scale lighting, benches, decorative pavement and other aesthetic improvements to enhance street appearance.
- Creation of a Southern Gateway at the intersection of Main Street and Memorial Avenue, including the elimination of unnecessary pavement and streetscape improvements to encourage walking.
- A cross section configuration for Main Street (see Figure 4-2) that is consistent with a Complete Streets approach.

Figure 4-2 - Sample Main Street Roadway Cross Section

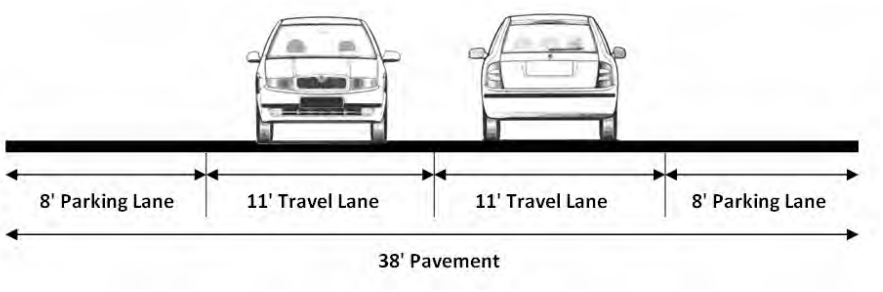


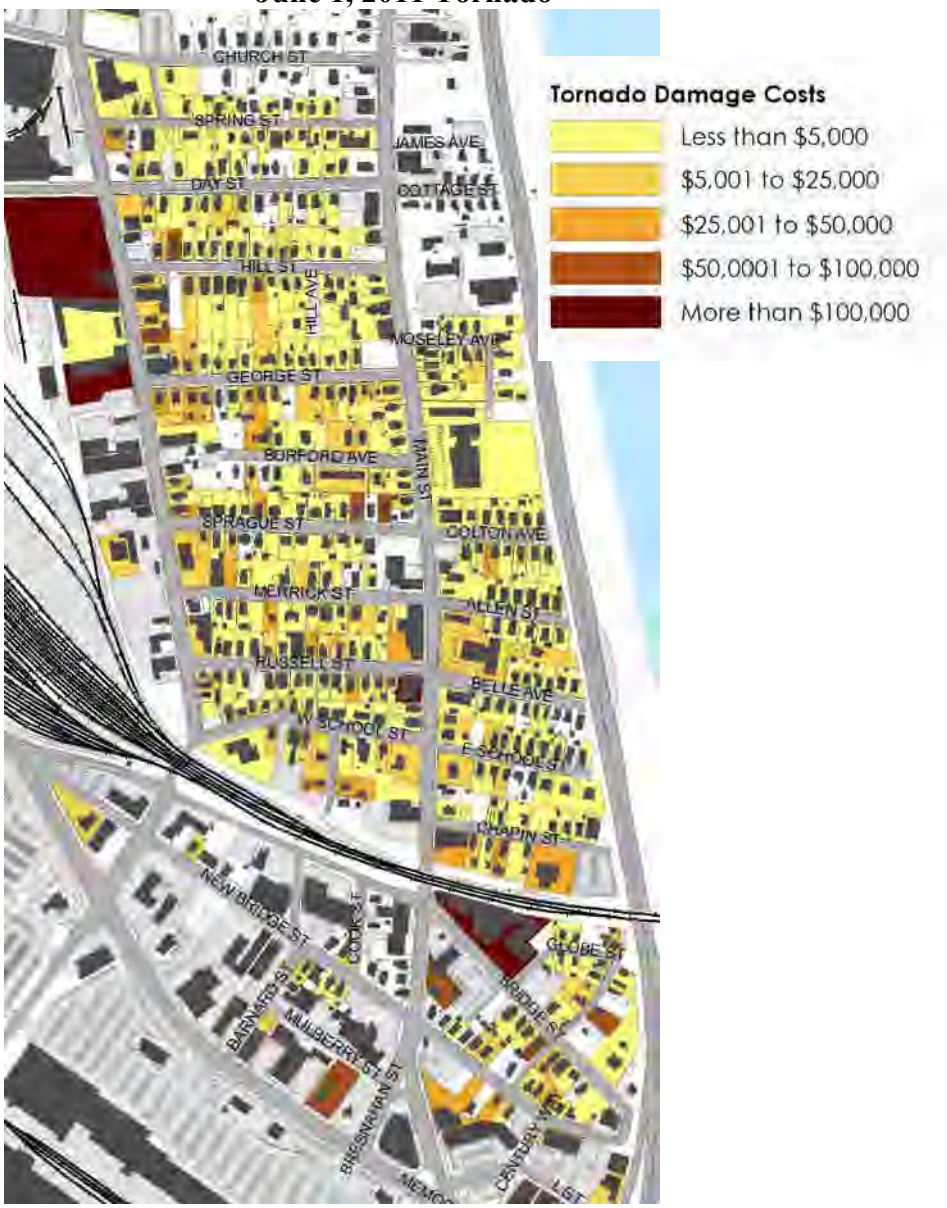
Figure 4-3 shows the cross section view on Main Street before improvement. Figure 4-4 shows the improved cross section with enhanced safety features for pedestrians and motorists, as well as aesthetics for neighborhood. Shark teeth before the crosswalk are introduced as well as "bump outs" on both sides of the street. Parking spaces are clearly marked to avoid any confusion and allow for efficient use of the parking lanes. A bike rack on the north side of Main Street is shown to be a part of the "bump out" which will provide a place for bicyclists to store their bikes.

Figure 4-3 - Sample Cross Section Before the "Bump Out" Concept

Figure 4-4 - Sample Cross Section "Bump Out" Concept

Tornado recovery in this area has been slow and requires additional support. While progress has been made toward restoring and repairing the Merrick neighborhood during the last three years, the area has not fully recovered.

Figure 4-5 - Locations and Costs of Damage to Property in Merrick Neighborhood from June 1, 2011 Tornado



Source: City of West Springfield

One of the most visible aspects of the slow recovery is the fact that the recently planted replacement trees do not yet provide any canopy, and it will likely be 10 or more years before they do so. The lack of tree canopy results in increased roadway noise, and a less attractive streetscape to attract new residents and businesses. It also accentuates the straightness of the Main Street, which studies have shown can lead to increased motor vehicle speeds.

Traffic volumes along Main Street are also less than in previous years. This results in less demand for service oriented business that support the neighborhood.

Table 4-1 - Daily Traffic Volumes on Main Street (Number of Vehicles)

	2003	2007	2009	2012
Main Street south of Park Avenue	8,719	8,121	7,819	7,829
Main Street South of Bridge Street	6,649		8,389	7,441

Source: PVPC and MassDOT Traffic Counts

Public safety remains a concern on Main Street, primarily because of motor vehicle speeding and poor sight lines at crosswalks. While a large percentage of vehicles were observed traveling at or below the 30 mph speed limit, more than 30% of all traffic violates the speed limit. These higher travel speeds reduce safety on a roadway that has a high level of pedestrian activity.

Table 4-2 - Vehicle Travel Speeds (mph) on Main Street South of Bridge Street

	1-15	16-20	21-25	26-30	31-35	36-40	41-45	>45
Total Vehicles	2,599	514	1,895	4,321	3,640	1,071	172	35
Percent	18.2%	3.6%	13.3%	30.3%	25.5%	7.5%	1.2%	0.2%

Source: PVPC field observation July 2013

PVPC windshield observations found that during peak hours, many pedestrians, including children, crowd sidewalk and boulevard areas while waiting for school buses or rides. The neighborhood is still mindful of the accident on July 12, 2013 when a six-year old boy was killed by a moving car as he ran across Main Street near 184 Main Street.

A proposed Complete Streets program would reconfigure and mark on-street parking spaces to increase sight lines at crosswalks. The recommended curb bump-outs at crosswalks would narrow the street and physically prevent parking in pedestrian sight-line areas. Both these measures will help reduce traffic speeds to the legal limit and give pedestrians greater visibility and sense of safety when they cross the road.

The public process for the 2012 Revitalization Plan identified a strong community desire for more public space, as well as accessibility to it. Complete Streets could help address this priority by increasing green strips along sidewalks, including curb bump-outs and installing street furniture, such as benches and signage.

Complete Streets could also improve walking, bicycling and vehicular connections to the major civic and community buildings along Main Street. These include:

- Playground at Main and Church Street
- Open space at 474 Main Street
- Lutheran Social Services at 593 Main Street
- West Springfield Boys and Girls Club at 615 Main Street
- Institution at 751 Main Street
- City Office of Community Development at 774 Main Street

Main Street has a greater residential density than Union Street, which has principally industrial land uses on its west side. Therefore, a Complete Streets program on Main Street would bring the benefits of improved public infrastructure in closer proximity to a greater number of neighborhood residents. It would also improve the quality of small-scale but frequently used public spaces and amenities while connecting residential uses with commercial/retail establishments.

1. Recommended Elements of the Complete Streets Program for Main Street

PVPC's assessment of existing conditions on Main Street has included pavement widths, locations of crosswalks, sidewalk condition, location of traffic controls, traffic volumes, traffic speeds and other factors. Based on these existing conditions, PVPC has developed a recommended Complete Streets program that is tailored to Main Street and includes the following elements.

Table 4-3 - Recommended Complete Streets Program for Main Street

Element	Description	Benefit
Lane re-striping	Pavement markings to narrow travel lanes to approximately 11-ft width.	Discourage speeding and provide more room for cyclists and on-street parking.
Mark on-street parking spaces	Pavement markings to outline curbside on-street parking spaces measuring ~18 ft long and 8 ft wide.	Encourages more efficient use of on-street parking and improves sight lines at crosswalks.
Bicycle "Sharrow" pavement markings	MCTUD-compliant "share the lane" pavement symbols every 300 ft to show area where bicycles are welcome to travel (not a formal bike lane).	Creates area and awareness for bicycle travelers, improves safety for riders and motor vehicle drivers, addresses street width constraints of Main Street.
Bus shelters	High quality bus shelters at PVTA bus stops that are most heavily used on the street.	Creates a more attractive street environment, encourages bus use, provides amenity for transit customers.
Crosswalk curb extensions/ bump-outs, "refuge" islands	Curb extensions 6 to 8 ft from each side of the street to narrow the road and distance pedestrians must cross; create physical barrier to parking in front of cross walks.	Creates "safe" territory for pedestrians, lowers traffic speeds, improves sight lines, adds more green space and potential stormwater infiltration areas.
Decorative street lighting	Individual pole-mounted decorative LED lighting to replace existing utility-pole mounted high-pressure sodium fixtures.	Adds charm, general appeal to enhance commercial and residential desirability. Reduces energy use up to 50%.
In-ground plantings	In-ground planter boxes measuring 3 to 4 feet wide and 8 to 12 feet long containing grasses, flowering native perennials and other low-maintenance vegetation.	Increases aesthetic appeal. Creates buffer between sidewalk and street. Increases stormwater infiltration area.
Above-ground planters	Decorative planters placed in bump-outs and refuge islands to help buffer the sidewalk from the street.	Increases aesthetic appeal in areas where in-ground planters are not feasible. Helps identify intersections and crosswalks.
Modernize traffic control signage	Traffic control signs that meeting reflectivity standards to show speed limits, pedestrian crosswalks, and other common elements	Improves safety and speed limit compliance.
Neighborhood gateway sign	Distinctive large-scale sign or art installation at gateway areas.	Provides neighborhood identity.
Street furniture	Benches, shelters, public art, and other items to enhance the quality of the public right-of-way.	Provides amenities for non-motor vehicle uses. Encourages greater use of public space for non-motorized vehicle use and storage.

Figure 2-7 - Crosswalk Locations on Main Street and Union Street

Figure 2-10 - Parking Restrictions

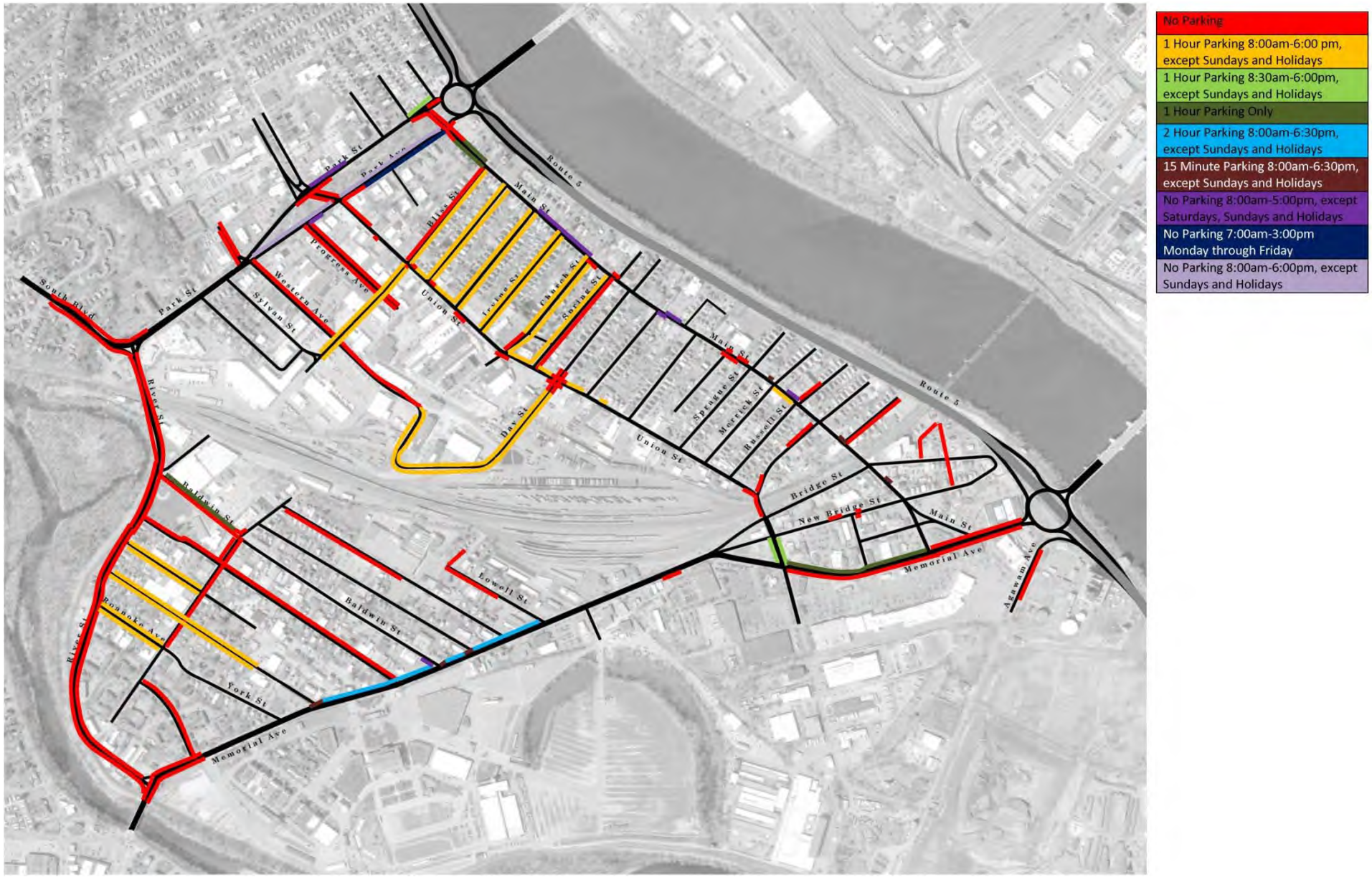


Figure 2-17 - Existing Transportation Problems

Table 7-2 - Main Street Recommendations

	Recommendation	Responsible Party	Priority	Cost	Annual Maintenance
	General Recommendations				
	• Upgrade street lighting	City of West Springfield	Long Term	High	No
	Transportation Recommendations				
6	• Consider intersection and roadway improvements at the intersection of Memorial Avenue with Main Street and Bresnahan Street. This includes traffic signal improvements, new pedestrian amenities and intersection realignment to improve safety and enhance traffic flow.	City of West Springfield	Short Term	Medium	No
7	• Complete Streets Treatment - Mark on-street parking spaces - Repaint pavement markings to provide 11 ft travel lanes - Construct pedestrian bump-outs at pedestrian crosswalks - Paint bicycle "sharrows" - Enhance bus stops	West Springfield DPW	Short Term	Low	Yes
8	• Upgrade traffic control equipment at the intersection of Park Avenue with Main Street	West Springfield DPW	Short Term	Medium	Yes
	• Consider upgrading the geometry of key side street intersections to restrict parking and improve pedestrian visibility and safety	West Springfield DPW	Short Term	Medium	Yes
9	• Transit stops at 218 Memorial (WB nearside) and at Shopping Center entrance driveway (EB nearside)	City, property owner(s)	Immediate	Low	Yes
	Redevelopment Recommendations				
	• Create new parcel opposite Haufbrau House parking lot at existing city-owned roadway triangle	Redevelopment Authority, private developer(s)	Short-term	TBD	Yes
	• Multi-story redevelopment of 218 Memorial consistent with proposed rezoning code	Redevelopment Authority, private developer(s)	Long-term	TBD	Yes
	• Extend proposed “Trad. Neighborhood Frontage Type” to residential parcels on north side of New Bridge St east of Main St.	Planning Board, City Council	Immediate	n/a	n/a
10	• Public art treatments: CSX bridge, Main/Memorial island	CSX, Community Development	Long Term	TBD	Yes
	• Demo 974 Main St. (Standard Plating Co) to create additional parking	Community Development	Immediate	TBD	Yes

Table 7-3 - Union Street Recommendations

	Recommendation	Responsible Party	Priority	Cost	Annual Maintenance
	General Recommendations				
	• Upgrade street lighting	City of West Springfield	Long Term	High	No
	Transportation Recommendations				
11	• Continue to work with CSX and MassDOT to advance reconstruction of the Union Street railroad underpass	West Springfield DPW	Short Term	High	No
12	• Construct and exclusive right turn lane on Union Street at its intersection with Day Street to improve truck access/egress	West Springfield DPW	Immediate	Medium	No
13	• Study the feasibility of upgrading traffic equipment and signal timings at the intersection of Union Street with Memorial Avenue	West Springfield DPW	Short Term	Medium	Yes
14	• Upgrade signal control equipment and timings at the intersection of Park Street/Park Avenue with Union Street/Elm Street. Consider implementing time of day specific timing plans to reduce congestion. Upgrade pedestrian amenities. Increase visibility and prominence of green left turn lanes (Flashing yellow arrow). Consider conducting a roadway safety audit in cooperation with MassDOT.	West Springfield DPW/MassDOT	Immediate	High	Yes
15	• Consider repainting pavement markings along Union Street to provide 11 foot travel lanes with 9 foot parking lanes where practical	West Springfield DPW	Immediate	Low	Yes
16	• Work with property owners to improve sight distance and intersection controls along Union Street Extension at its intersection with Big Y and Big Lots driveways	West Springfield DPW/Property Owners	Immediate	Low	Yes
	• Mark on-street parking spaces	West Springfield DPW	Short Term	Low	Yes
	• Look for opportunities to consolidate site access drives along Union Street	City of West Springfield	Immediate	Low	No

Figure 7-1 - Summary of Recommendations

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.

APPENDIX J

2022 Main St
Traffic Data Collection
&
Casino Trip Distribution

Town of West Springfield
Department of Public Works
26 Central Street, Suite 17
West Springfield, MA 01089
(413)263-3242

SPEED DATA ANALYSIS

Location

Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period

Start	End
5/26/2022 3:24 PM	5/31/2022 4:13 PM

Vehicles Analyzed

23,171

Total Enforceable Violations

4,438

% Enforceable Violations

19%

Enforcement Rating

MEDIUM

Speed Limit

30

Average Speed

33

Fastest Speed

76

85th Percentile Speed

39

Town of West Springfield
Department of Public Works
26 Central Street, Suite 17
West Springfield, MA 01089
(413)263-3242

Combined Lanes 5/26/2022 to 5/31/2022

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/26/2022						15:52	661	16:35	236	0.70
5/27/2022	11:00	431	11:43	145	0.74	15:41	584	16:25	158	0.92
5/28/2022	10:53	380	11:02	104	0.91	12:11	367	12:18	105	0.87
5/29/2022	09:56	276	10:37	84	0.82	14:44	352	14:44	105	0.84
5/30/2022	11:00	281	11:34	89	0.79	12:16	355	12:20	102	0.87
5/31/2022	10:58	399	11:40	122	0.82	12:00	92	12:00	92	0.25

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
29 - 38	13,538	58.42648%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	20.5	23.5	25.6	27.3	28.5	29.6	30.4	31.2	32	32.6	33.4	34.2	35	35.8	36.7	37.7	38.9	40.6	43.3	75.6

Vehicles Traveling Greater Than 15.0 MPH

Total Volume	23,171
Total Greater Than 15.0	22,926
Percent Greater Than 15.0	98.9%

Mean, Median, and Mode Averages

Mean:	32.6
Median (50th %):	32.6
Mode:	32.1

Classification Statistics

Unclassed	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
92	275	17379	4149	172	1048	13	0	42	1	0	0	0	0
0.4%	1.2%	75.0%	17.9%	0.7%	4.5%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Town of West Springfield
Department of Public Works
26 Central Street, Suite 17
West Springfield, MA 01089
(413)263-3242

Axle Statistics

# Axles	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Count	22963	136	69	2	1	0	0	0	0	0	0	0	0	0	0
Avg. WB	114.2	210.5	280.0	561.0	307.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Axles Per Vehicle: 2.0123

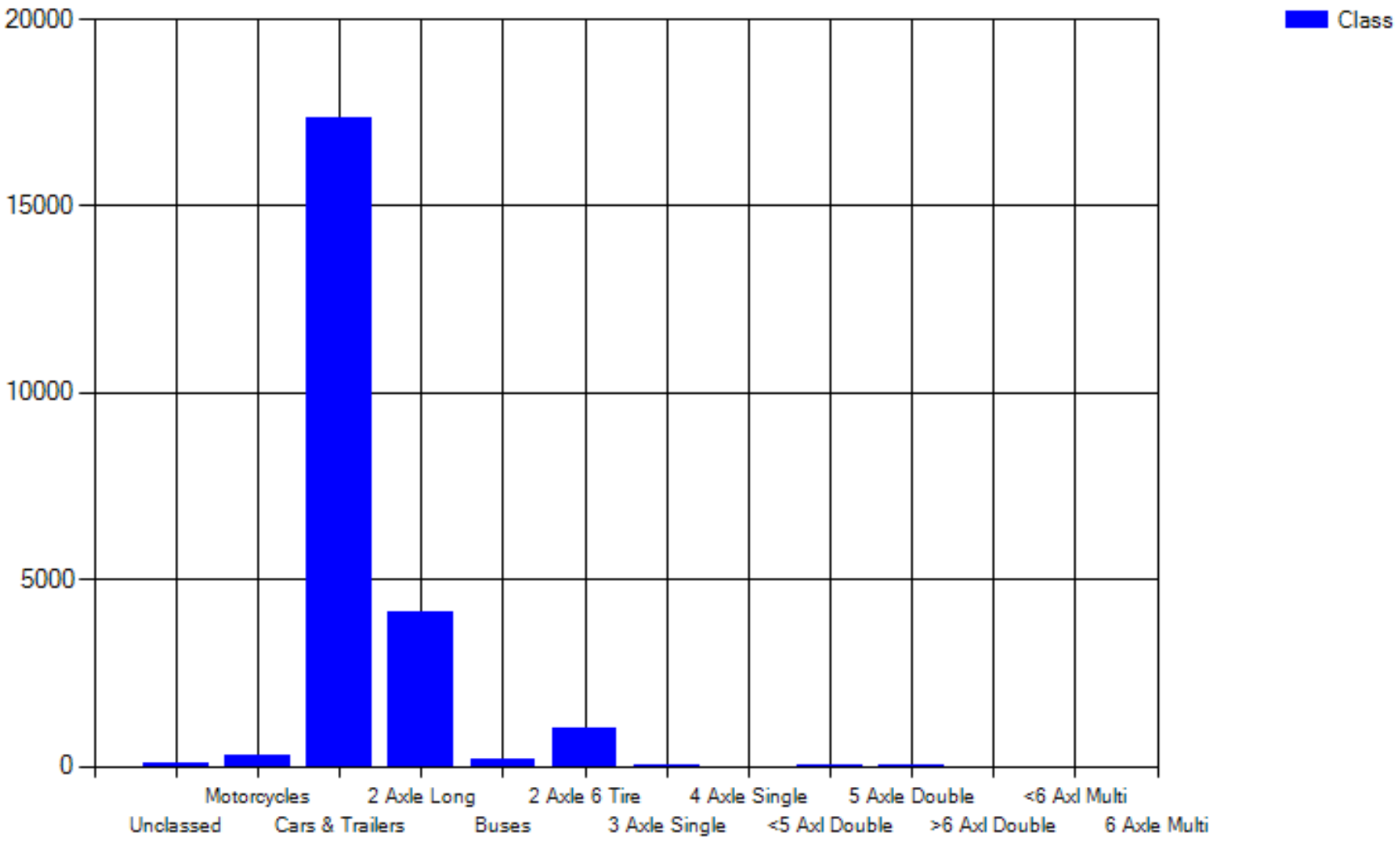
AADT

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/26/2022	A to B, None Specified (partial day adjusted)	2,400		1.00		1.00		2,400		1.00		2,400
5/26/2022	B to A, None Specified (partial day adjusted)	2,565		1.00		1.00		2,565		1.00		2,565
5/26/2022	Day Total	4,965						4,965				4,965
5/27/2022	A to B, None Specified	2,881		1.00		1.00		2,881		1.00		2,881
5/27/2022	B to A, None Specified	3,178		1.00		1.00		3,178		1.00		3,178
5/27/2022	Day Total	6,059						6,059				6,059
5/28/2022	A to B, None Specified	2,346		1.00		1.00		2,346		1.00		2,346
5/28/2022	B to A, None Specified	2,174		1.00		1.00		2,174		1.00		2,174
5/28/2022	Day Total	4,520						4,520				4,520
5/29/2022	A to B, None Specified	2,108		1.00		1.00		2,108		1.00		2,108
5/29/2022	B to A, None Specified	1,972		1.00		1.00		1,972		1.00		1,972
5/29/2022	Day Total	4,080						4,080				4,080
5/30/2022	A to B, None Specified	2,054		1.00		1.00		2,054		1.00		2,054
5/30/2022	B to A, None Specified	1,870		1.00		1.00		1,870		1.00		1,870
5/30/2022	Day Total	3,924						3,924				3,924
5/31/2022	A to B, None Specified (partial day adjusted)	1,736		1.00		1.00		1,736		1.00		1,736
5/31/2022	B to A, None Specified (partial day adjusted)	1,759		1.00		1.00		1,759		1.00		1,759
5/31/2022	Day Total	3,495						3,495				3,495
Total		27043						27043				27043
Average		4507						4507				4507

Town of West Springfield
Department of Public Works
26 Central Street, Suite 17
West Springfield, MA 01089
(413)263-3242

UNION UNDRPS

Class by Volume



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CLASS DATA ANALYSIS

Location

Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period

Start	End
5/26/2022	5/31/2022
12:00 AM	4:13 PM

Vehicles Analyzed

23,171

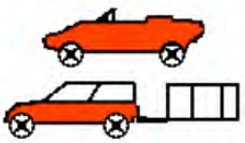
Unclassed

Unclassed
Volume: 92
Pct of Total: 0.4%
Average Speed: 25 MPH
Length: 12' 10"

Class 1

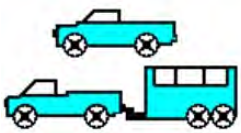
Motorcycles
Volume: 275
Pct of Total: 1.2%
Average Speed: 23 MPH
Length: 6' 6"

Class 2



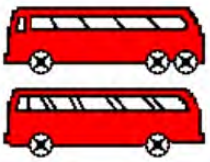
Cars Trailers
Volume: 17,379
Pct of Total: 75.0%
Average Speed: 32 MPH
Length: 11' 0"

Class 3



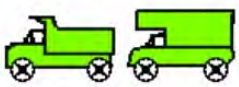
2 Axle Long
Volume: 4,149
Pct of Total: 17.9%
Average Speed: 35 MPH
Length: 12' 8"

Class 4



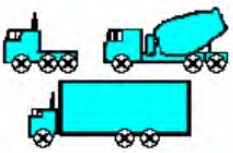
Buses
Volume: 172
Pct of Total: 0.7%
Average Speed: 29 MPH
Length: 24' 8"

Class 5



2 Axle 6 Tire
Volume: 1,048
Pct of Total: 4.5%
Average Speed: 33 MPH
Length: 15' 6"

Class 6



3 Axle Single
Volume: 13
Pct of Total: 0.1%
Average Speed: 25 MPH
Length: 16' 2"

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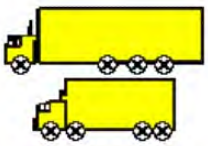
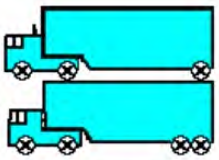
CLASS DATA ANALYSIS

Class 7



4 Axle Single
Volume: 0
Pct of Total: 0.0%
Average Speed: 0 MPH
Length: 0' 0"

Class 8



<5 Axl Double
Volume: 42
Pct of Total: 0.2%
Average Speed: 31 MPH
Length: 36' 4"

Class 9

5 Axle Double
Volume: 1
Pct of Total: 0.0%
Average Speed: 31 MPH
Length: 64' 6"

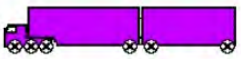
Class 10

>6 Axl Double
Volume: 0
Pct of Total: 0.0%
Average Speed: 0 MPH
Length: 0' 0"

Class 11

<6 Axl Multi
Volume: 0
Pct of Total: 0.0%
Average Speed: 0 MPH
Length: 0' 0"

Class 12



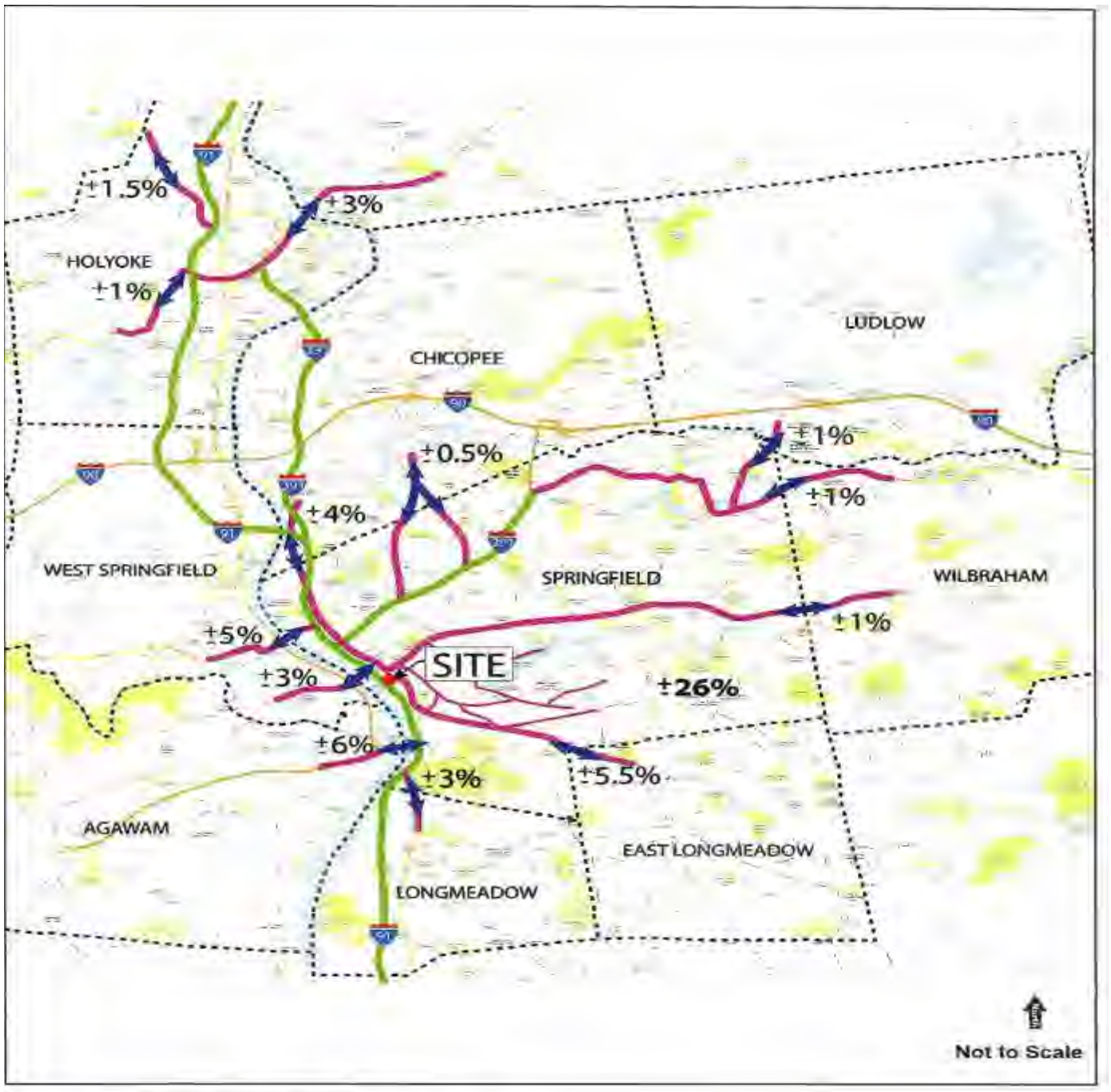
6 Axle Multi
Volume: 0
Pct of Total: 0.0%
Average Speed: 0 MPH
Length: 0' 0"

Class 13

>6 Axl Multi
Volume: 0
Pct of Total: 0.0%
Average Speed: 0 MPH
Length: 0' 0"

MGM Springfield Trip Distribution Freeway

MGM Springfield Trip Distribution -Surface Roads



MGM Springfield Springfield, Massachusetts

TEC

Figure 6.2-8
Total Site-Generated Trip Distribution – Surface Roads

MGM Springfield Trip Distribution -Surface Roads

Trip Distribution Summary

The resulting trip distribution by land use for the proposed development is summarized in Table 6.2-9. The site-generated traffic volume networks for each land use are presented in Appendix B-12. The regional scale distribution of trips is shown in Figures 6.2-8 and 6.2-9 for the local roadways and freeway corridors, respectively. The regional scale site-generated trip increases is shown in Figures 6.2-10 and 6.2-11 for local roadways and freeway corridors, respectively. The resulting site-generated traffic volume networks for Friday evening and Saturday midday peak hours are shown in Figures 6.2-12 through 6.2-15.

Table 6.2-9 Trip Distribution Summary

Routes	Percentage from Route / Community				
	Casino / Hotel Patron	Casino / Hotel Employee & Armory Square Office	Armory Retail	Auxiliaries	Total
Route 5 - Longmeadow	1.0%	3.9%	5.0%	0.6%	2.8%
Route 83 - East Longmeadow	3.9%	5.7%	7.2%	5.6%	5.4%
South End Bridge - Agawam	3.0%	5.0%	8.0%	3.2%	6.1%
Memorial Bridge - West Springfield	2.5%	4.0%	4.0%	3.7%	3.3%
North End Bridge - West Springfield	3.5%	5.0%	6.0%	6.3%	4.7%
Main Street - Chicopee	3.7%	5.5%	3.8%	5.5%	4.0%
Liberty St / St. James Ave - Chicopee	0.4%	0.8%	0.7%	0.7%	0.6%
Boston Road (Route 20) - Wilbraham	0.8%	4.0%	0.7%	1.5%	1.1%
Wilbraham St - Wilbraham	0.9%	0.9%	1.5%	0.2%	1.1%
Route 21 - Ludlow	0.6%	2.0%	1.2%	0.9%	1.0%
Route 141 - Holyoke	1.5%	1.9%	1.3%	1.5%	1.4%
Route 202 West - Holyoke	1.0%	3.5%	0.3%	1.0%	1.0%
Route 202/10 - Holyoke	1.5%	3.0%	1.4%	1.0%	2.8%
I-91 North*	12.0%	12.0%	6.0%	6.1%	14.3%
I-91 South	30.0%	2.0%	13.0%	0.0%	19.6%
I-291 Northeast	15.3%	7.3%	5.1%	1.1%	10.1%
City of Springfield	10.5%	41.9%	33.7%	64.7%	26.0%
Total*	100.0%	100.0%	100.0%	100.0%	100.0%

*Those cars or routes through Holyoke will also use I-91 North. Therefore, the percentages shown for I-91 North also include traffic from Holyoke.

Appendix K

Main and Union Street

Walk Audit

walkBoston®

Mass in Motion©

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

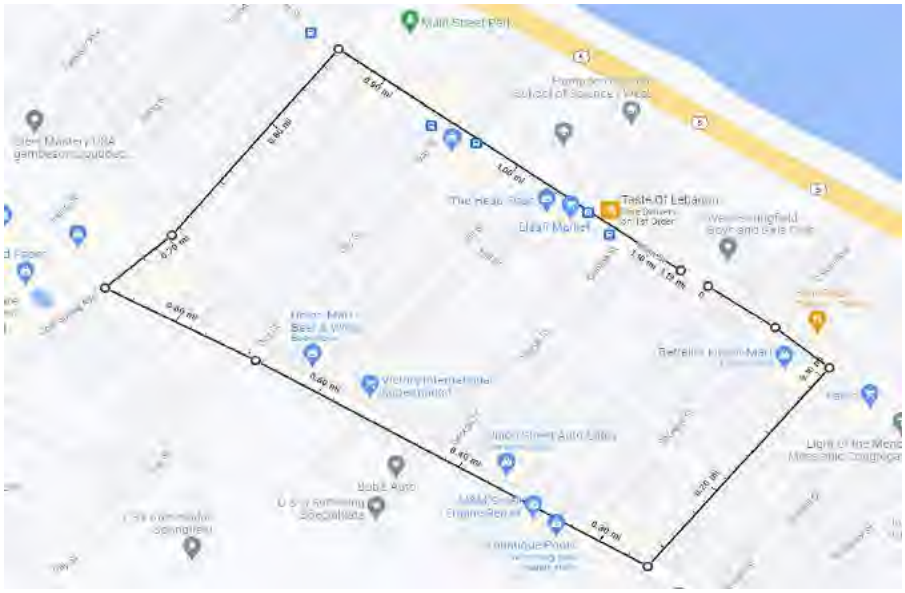
Purpose of the Walk Audit

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.

<u>Short-term recommendations</u>

- 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

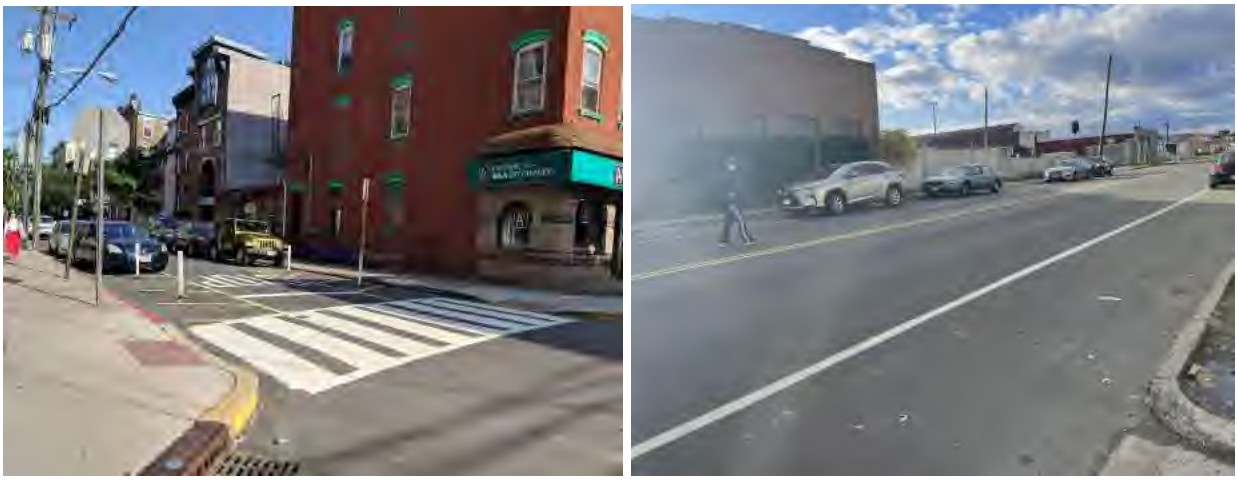
In looking to encourage more walking, there are various safety measures that can and should be implemented throughout the study area. While Main Street already has a fair amount of pedestrian crossings, limited sightlines are a concern. On Union Street, while those walking are not crossing as frequently, 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 occured 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 daylit 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)

<u>Short-term recommendations</u>

- 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.

<u>Long-term recommendations</u>

- 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

Part C- Public Safety (1)

Project Name: Police, Fire/EMS and Dispatch Support	
Please provide below the contact information for the individual managing this aspect of the grant	
Project Contact	**Additional Project Contact** *(if applicable)*
Name: Sharon A. Wilcox	Name:
Title: Chief Financial Officer	Title:
Department: Finance	Department:
Email Address: swilcox@tows.org	Email Address:
Telephone: (413)263-3025	Telephone:
Address: 26 Central Street, Suite 1 West Springfield, MA 01089	Address:

I. Please use the space below to identify the impact of the gaming establishment on your municipality. You may use the impacts identified in the FY 2025 Guidelines relevant to this category (Page 12-13). If you are using an impact not identified in the guidelines, please use the space below to identify the impact. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e., surveys, data, reports, etc.)

As identified in the guidelines, increases in traffic can cause increases in congestion, accidents and vehicular/bicycle/pedestrian conflicts. Additionally, it is recognized by law enforcement and the casino industry that casinos and other hospitality related businesses may attract certain type of crime including but not limited to human trafficking, money laundering and drug trafficking. The impact contributes to added pressure on police, fire/EMS and dispatch services.

II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

Additional public safety staffing were added to the police and fire department rosters as a result of the opening of MGM Springfield. Staffing comparison from the FY 2017 Operating budget (pre MGM Springfield) to the FY 2024 Operating Budget (post MGM Springfield) is below:

Additional Staffing added
Casino Opening August 2018
Budgeted Staffing changes began FY 2018

	FY 2017 Budget	**FY 2024 Budget**	**Staffing Change**
Firefighters/EMT	48	56	8
Police Patrolmen	60	68	8
Police Dispatchers	5	8	3

Grant funding will ensure West Springfield is able to maintain the increased staffing levels necessitated by the additional calls for service that have resulted from the opening of MGM Springfield.

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

A one year look back study of the impacts of the MGM Casino was completed by Civic Economics in November of 2020 and concludes that the additional public safety costs incurred by the Town of West Springfield are an adverse fiscal impact under the terms of the Surrounding Community Agreement. (See **EXHIBIT PS1-1** attached).

The Surrounding Community Agreement between MGM Springfield and The Town of West Springfield provides for $375,000 annually in recognition that West Springfield will experience significant adverse impacts as a result of the Project. Among the impacts anticipated were public safety, inclusive of crime, motor vehicle accidents and ambulance calls as well as traffic and maintenance related issues to infrastructure resulting from increased usage. Additionally, the SCA requires West Springfield to exercise good faith efforts to secure state funding for any remaining Net Adverse Impact Amounts through the Community Mitigation Fund. The relevant excerpt from the SCA is included as **EXHIBIT PS1-2**. The one year look-back study completed by Civic Economics, dated 11/6/2020 (**EXHIBIT PS1-1**) concludes on pages 4 and 14 that the additional public safety costs incurred by the Town are an adverse fiscal impact under the terms of the Surrounding Community Agreement.

While the SCA considered the impacts as noted above, it was difficult to precisely anticipate the exact increases in public safety calls the Town would experience as a result of the facility or to determine the appropriate increases in staffing. Moreover, the "baseball style" arbitration process adopted by the Commission necessitated the Town to be conservative in submitting its best and final offer prior to the arbitration with MGM, and the Town hoped that the one year look back study process would allow it to recover increased expenses that exceed the SCA payments.

While the one year look-back study validates the increased public safety costs incurred by the Town of West Springfield, the Town and MGM have not reached agreement on any revisions to the SCA. This is in large part due to two interrelated factors: (1) the fact that MGM has not completed the look back study with respect to traffic related impact (Civic Economics was not tasked with analyzing such impacts); and (2) the effects of the COVID-19 pandemic. In any event, as previously noted, the Town is obligated to seek Community Mitigation Fund grants before looking to MGM for additional payments.

Increased public safety costs provide for additional staffing necessary to respond to increased police, fire and EMS calls. Maintaining appropriate staffing levels lends to quicker response time and continues to provide West Springfield businesses and residents the quality of life afforded to the community prior to the opening of the MGM Casino.

West Springfield has committed to the employment of additional public safety personnel to handle the increased need for dispatch, patrolmen and EMS services. The requested funding will decrease (but not eliminate) the burden on the municipal operating budget, which exceeds the funding received under our SCA with MGM Springfield.

Funding will be used for salary related costs of the additional public safety personnel. The funding will be accounted for in a separate grant fund and payroll costs will be charged to the grant fund. Grant funds will be used for FY 2025 costs (7/1/2024 to 6/30/2025). Specifically:

a. 8 additional Firefighter/EMS Personnel
b. 8 additional Police Patrolmen
c. 3 additional Dispatchers

Additional Detail is included in **EXHIBIT PS1-3**.

Proposed MGC Grant Budget Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.			
Description of Purchase/Work	**Timeline**	**QTY**	**Budget**
Personnel Costs – Additional Firefighters/EMS Staff	7/1/2024 to 6/30/2025	8	$396,408.86
Personnel Costs – Additional Police Patrolmen	7/1/2024 to 6/30/2025	8	$376,514.24
Personnel Costs – Additional Dispatchers	7/1/2024 to 6/30/2025	3	$106,738.56
Less: MGM SCA Annual Mitigation			(375,000.00)
Less: Local Share			(286,339.66)
	TOTAL:		218,322.00

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

EXHIBIT PS1-1
Relevant Excerpts

MGM SPRINGFIELD SURROUNDING COMMUNITY IMPACTS

ONE YEAR LOOK BACK STUDY 2020

FINAL REPORT

WEST SPRINGFIELD

NOVEMBER 6, 2020

CIVIC ECONOMICS
CREATIVITY · OPPORTUNITY · PROSPERITY

INTRODUCTION

Civic Economics is pleased to present the Town of West Springfield and MGM Springfield with this **Final Report** of our findings for the One Year Look Back Study described below.

As provided in your Surrounding Community Agreement, a Draft Report was provided to all parties on September 21, 2020. That initiated a 30-day period in which the Town and MGM could review the draft and provide comments and supporting materials to Civic Economics. Only West Springfield and Ludlow chose to provide comments.

Upon delivery of these final reports, MGM and each surrounding community will begin a formal negotiation process outlined in the Surrounding Community Agreements, to be followed by an arbitration process if necessary.

As described in the Surrounding Community Agreement, “major adverse impact amounts” are “any impact mitigation cost in excess of $500,000. Further, that agreement provides for the first $100,000 in adverse impact as an annual payment without consideration of the findings of this study. Transportation studies for all surrounding communities are being conducted by a separate, specialized firm; thus Civic Economics cannot evaluate whether those adverse impact amounts have been reached in total.

Both the Town and MGM Springfield provided comments and supporting materials in response to the Draft Report, and we have carefully reviewed those materials, discussed below. The Draft Report is attached to this report for reference.

Looking ahead, Civic Economics is scheduled to return to the region in 2024 to produce the Five Year Look Back Studies for all seven participating surrounding communities. We anticipate that the accumulation of data over a longer period of time will open new avenues for quantifying impacts, both positive and adverse, within the classes of impact described in the Surrounding Community Agreement.

COMMENTS AND SUPPORTING MATERIALS RECEIVED

During the comment period following delivery of the Draft Report, Civic Economics engaged in phone conversations with both Seth Stratton, Vice President and Legal Counsel for MGM Springfield, and Jonathan Silverstein on behalf of the Town of West Springfield.

Both also provided written comments, the text of which is attached to this report. Comments are relevant only to the *Crime Rates and Public Safety* and *Impacts to Community from Traffic Levels* portions of the Draft, raising no objections to other sections.

MGM commented first, copying counsel for the Town, and raised two broad points, addressed below. The Town followed with comments, stating that it "does not object to or request revision of any portion of your draft report" and "concurs generally with the findings and conclusions set forth in the draft report" and addressing the points raised by MGM.

TRAFFIC RELATED PUBLIC SAFETY COSTS IN YEAR ONE

MGM ITEM I: Receipt of grant funding through the Massachusetts Gaming Commission (MGC) pursuant to the Gaming Act does not "indicate an understanding that the projects would be necessitated by increased traffic related to MGM Springfield" and inferring from such awards that full costs of such projects "represents the sort of adverse impact contemplated in the Surrounding Community Agreement" is unfounded.

MGM disputes the finding that there is $965,960 in adverse impact related to Year One public safety costs associated with traffic concerns in proximity to the casino.

In the Draft Report discussion of traffic impacts, Civic Economics emphasized that other consultants are responsible for addressing the specific impacts associated with MGM-related traffic. However, we also discussed the Town's argument that traffic mitigation grants provided by the Massachusetts Gaming Commission (MGC) for specific road segments in West Springfield effectively recognized that traffic increases in those locations would be at least in part driven by MGM.

MGM points out that the Town expressly agreed not to cite the company's prior support of those grant applications in any future dispute among the parties, specifically including this Look Back study process. We can assure all concerned that the Town did not violate that agreement; MGM's role in the grant application process was never raised in discussions with Civic Economics.

That leaves the question of whether we were correct in drawing a connection between the MGC grants and year one public safety expenditures incurred by the Town in preparing for anticipated traffic increases. The Town provided an excerpt of the relevant MGC grant guidelines, highlighting that causation is the first of several listed " f actors used by the Commission to evaluate grant applications." However, it goes on to state that these factors "may include by not be limited to" the listed factors. MGM and the Town, both represented by counsel, have provided contrary views of whether grant approval establishes that a causal connection between traffic impacts and the casino was made.

Civic Economics is not a law firm. Just as we defer to a separate consultant for traffic analyses beyond our expertise, we will also decline to offer a recommended resolution to this disagreement about the significance of the MGC grant.

That said, we do not agree with MGM's suggestion that the Look Back Study could only consider public safety costs driven by traffic if the MGC grant is definitively tied to causation. The Town of West Springfield proactively sought grant assistance from MGC and FEMA for road segments most likely to be impacted by casino traffic, and MGM itself provided $655,000 for design and permitting costs associated with Memorial Avenue.

In the Draft Report, we noted that the MGC's crime report found an increase in auto accidents in West Springfield. We further noted that increased traffic was expected in West Springfield. "If that traffic results in increased public safety costs, the Town argues that those costs (both already expended and ongoing), should also be treated as adverse impacts from the casino. We accept that premise, and further analyze the Town's supporting documentation under the heading of *Crime Rates and Public Safety* below.[1]"

So, it remains our position that public safety expenditures associated with anticipated traffic increases from the casino are appropriately considered in this study regardless of the details of MGC's grant application process.

IMPACT COST CALCULATIONS

MGM ITEM II: The scope of the lookback study under the SCA is limited to determining what the Year One adverse impact is. With respect to "Ongoing Public Safety Costs", the Study goes beyond the scope of the SCA.

Discussion under this heading in MGM's comments addresses two points. The first relates to our finding on Year One public safety expenditures; the second relates to the question of ongoing expenditures.

Year One Expenditures

MGM disputes Civic Economics' attribution of 100% of West Springfield's documented public safety expenditures to Year One adverse impacts. MGM correctly notes we found these expenditure increases "substantially overshot the mark" relative to the percentage increase in call volume actually experienced in Year One, noting that MGM "repeatedly told the Town that it was significantly overestimating potential impact." The Town responded that it believes Civic Economics appropriately considered those impacts and costs.

We would note that increased traffic, increased calls for public safety assistance, and the expenditures associated with those calls do not necessarily increase in linear lockstep. We found that the increase in Town expenditures were roughly double the increase in call volume, but wrote that "it appears to Civic Economics that the Town took reasonable precautions in staffing up public safety positions in advance of the opening."

[1] MGM Springfield Surrounding Community Impacts One Year Look Back Study, West Springfield, page 8

It is relevant that MGM was, during the same time period, significantly overestimating potential revenue (by roughly 1/3) at the casino, likely also overestimating visitation as well. Revenue and visitation do not rise and fall in linear lockstep either, but it is reasonable to believe that MGM's forecasts led surrounding communities to prepare for more substantial traffic increases than materialized.

So it remains our position that West Springfield's public safety expenditures in Year One are quantifiable and are reasonably attributable to the opening of MGM Springfield.

Ongoing Expenditures

Civic Economics was retained to conduct these studies for seven municipalities, six of which signed Surrounding Community Agreements (SCA) that are similar in all but the financial details. When these agreements were being developed, though, MGM and the Town of West Springfield entered into an arbitration process to choose which of two proposed SCAs would be utilized. The arbitrator chose the one submitted by West Springfield. As a result, the scope of this study is defined with different terms than the other six.

The other SCAs included language specifically calling for the Look Back Studies to quantify "substantial and ongoing impacts;" this one does not. As we discussed orally after the Draft Report, it was unclear to us whether that omission changed our responsibilities in preparing this report. So, Civic Economics did undertake to estimate ongoing public safety costs associated with traffic in West Springfield.

If those estimates are irrelevant to this Year One study, as the parties seem to agree, we will simply note the need to review them again during preparation of the Year Five study. Thus, Item #3 in our Conclusion on page 20 may be disregarded in considering Year One adverse impacts.

CONCLUSION

Civic Economics appreciates the helpful and thoughtful comments provided by both MGM and the Town.

Based on the data available to support this analysis and in light of the comments received, Civic Economics can make the following findings regarding adverse fiscal impacts in West Springfield:

1. The opening of MGM Springfield introduced a number of dining options in close proximity to West Springfield. Based on a review of meals tax revenues over a period of five years, Civic Economics finds that the Town has likely incurred adverse fiscal impacts of **$36,990.**
2. The Town incurred substantial costs in increased staffing costs for public safety in the lead up to the opening of MGM Springfield and during the first year of operations. While these increases appear to have overestimated casino-driven demand, they were reasonable at the time and based on projections for visitation that MGM has not met. For that period, we believe the Town incurred costs of **$965,960** and that those costs should be treated as adverse fiscal impacts under the terms of the Surrounding Community Agreement.

3. The Town is now incurring substantial and ongoing costs in maintaining that increased staffing. Those costs will be reviewed and quantified in the Five Year Look Back Study.
4. We find no quantifiable adverse impacts as defined in the Surrounding Community Agreement in other categories.

Civic Economics does not here attempt to recommend a specific payment amount because a separate transportation analysis may quantify additional adverse impacts. MGM Springfield provides West Springfield with an Annual Mitigation Payment of $375,000 which is intended to offset any identified adverse impacts prior to calculating any additional payments due.

For further information about this report or to discuss preparations for the Five Year Look Back Study, please contact:

Dan Houston, Civic Economics
dhouston@civiceconomics.com
512-587-7964

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IMPACTS TO COMMUNITY FROM TRAFFIC LEVELS

A separate study by a specialist engineering firm is handling transportation and traffic matters. Our interest is this area of impact is limited to public safety costs incurred in addressing traffic issues associated with the casino.

The Town did provide Civic Economics with a short list of transportation and public safety projects that the Massachusetts Gaming Commission funded in anticipation of casino related traffic changes. Transportation related grants covered design and implementation of changes to Memorial Avenue, Elm Street, and Park Street. An additional small grant funded a feasibility study for a police facility related to these transportation issues.

Representatives of the Town have argued to Civic Economics that these grants effectively recognize that traffic increases at these locations are at least in part driven by the MGM Springfield facility, and that additional costs the Town has incurred should thus be compensated.

TRANSPORTATION PROJECTS APPROVED FOR FUNDING BY MGC		
PROJECT	**MGC + MGM FUNDING**	**UNREIMBURSED TOWN COSTS**
Memorial/Union	$912,500	$202,080
Elm	$150,000	$49,996
Route 20	$200,000	$24,785
Complete Streets Route 20	$1,000,000	$2,161,000
Totals	*$2,262,500*	*$2,437,861*

Civic Economics will defer to the separate transportation study associated with this Surrounding Community Agreement as to the reimbursement of these expenses and the impact that project completion will have on traffic issues in West Springfield. However, we do note that these grants from MGC and MGM indicate an understanding that the projects would be necessitated by increased traffic related to MGM Springfield. If that traffic results in increased public safety costs, the Town argues that those costs (both already expended and ongoing), should also be treated as adverse impacts from the casino. We accept that premise, and further analyze the Town's supporting documentation under the heading of *Crime Rates and Public Safety* below.

CRIME RATES AND PUBLIC SAFETY

The fear that crime associated with the MGM Springfield casino will spill over into the surrounding communities is common to all seven communities to some degree. The benefit of a look back study is that this can be measured over time and the changes can be analyzed without excessive speculation.

Crime Rates

The Massachusetts Gaming Commission retained the services of Christopher Bruce to track changes in criminal activity in host cities and surrounding communities for all Massachusetts casinos. The Bruce report, made available to us in March, covers the first year of operation at MGM Springfield.

Mr. Bruce finds no consistent pattern of increased crime in West Springfield that he attributes to the presence of MGM Springfield. He does, however, identify two related public safety concerns: suspicious activity calls related to panhandling and increased auto crashes, both of which may be attributable to the presence of MGM Springfield. The maps below illustrate the geographic locations of these increases.

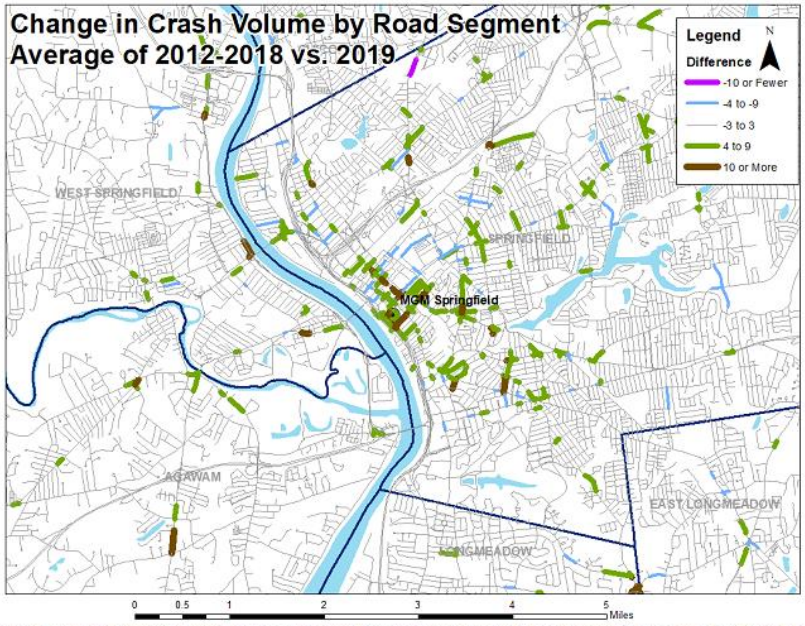


Figure 7: Analysis of changes in crashes by road segment shows a definite MGM influence in Springfield and on feeder roads from other communities.

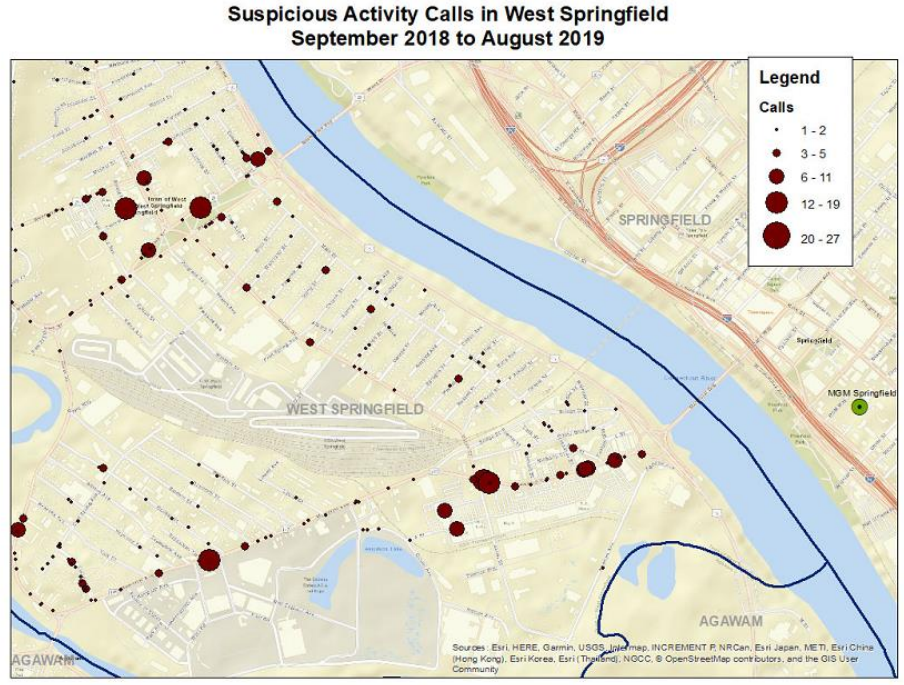


Figure 13: "Suspicious Activity" calls for 2018-2019 show an increase at locations just over the bridges from MGM Springfield.

We will leave to the transportation study the issue of infrastructure costs associated with these issues. From a public safety perspective, though, these increases may create costs for West Springfield in two ways:

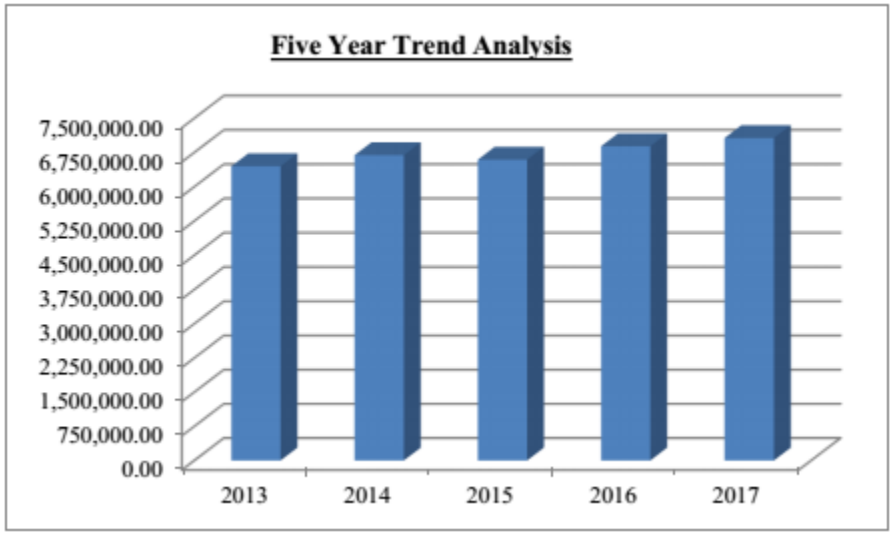
1. Discrete expenditures intended to reduce the incidence of either of these issues, particularly in locations most associated with casino traffic. If such expenditures have been made and can be accounted for, we will incorporate them into this study.
2. "Substantial and ongoing" impacts the Town faces in dealing with suspicious activity and crashes in locations associated with casino traffic are another matter. The job of Civic Economics in that case is to note these costs and leave it to the Town and MGM to resolve in determining the Net Adverse Impact Amount.

Public Safety Expenditures

The 2015 baseline study contained budget budgets figures related to police, fire, and ambulance services. Civic Economics has reviewed more recent municipal budgets for West Springfield and cannot replicate the combinations of line items the town used in compiling that material.

We have reviewed the five-year trend figures provided in the 2019 town budget for police and fire:

From the 2017 West Springfield Budget, POLICE:



From the 2019 West Springfield Budget, FIRE:

Civic Economics presented this data to the Town of West Springfield in August, requesting that the Town provide any further information that might help us evaluate public safety costs relevant to this study. The following pages address their submission in response to that request.

Public Safety Costs in West Springfield: Incurred and Ongoing

The Town of West Springfield has provided Civic Economics with documentation to support the claim that the Town has incurred substantial expenses in addressing public safety concerns related to the operation of MGM Springfield and that the Town will continue to incur these costs in the coming years.

Increases in traffic and related public service calls in West Springfield were inevitable with the opening of MGM Springfield, and they are clearly documented in publicly available data. In anticipation of these increases, the Town undertook staffing upgrades including:

- Eight firefighter/EMT positions, increasing staffing to 56 (+ 16.7%)
- Four police patrol positions, increasing staffing to 64 (+6.7%)
- Four police dispatcher positions, increasing staffing to 9 (+80%)

The Town timed this increase in staffing for spring 2018, in advance of the opening of MGM Springfield. The eight firefighter/EMS positions enabled the Town to operate a third ambulance.

To help support this expansion, the Town was able to secure a SAFER Grant from the Federal Emergency Management Agency. This grant paid 75% of the cost of the positions in 2018 and 2019 and 30% in 2020. The Town also applied to the Massachusetts Gaming Commission for a one-time Specific Impact Grant of $200,000, which was granted for fiscal year 2021.

The Town provided documentation of these costs and offsets, but the data provided (a) mixed figures for calendar and fiscal years and (b) did not correlate directly with the time period specified in the Surrounding Community Agreement. Thus, Civic Economics created a month-by-month analysis to re-allocate costs and offsets to produce fiscal year totals for 2018-2024, focusing on the portions of those years before or after the August anniversary of MGM Springfield.

TOWN OF WEST SPRINGFIELD: PUBLIC SAFETY HIRING AND COSTS, 2018-2014

	Firefighters/EMS		Police Patrolmen		Police Dispatchers		
	Hires	Cost	Hires	Cost	Hires	Cost	Total Costs
FY 2018	8	$ 275,277	4	$ 128,473	4	$ 86,813	$ 490,564
FY 2019	8	660,666	4	308,336	4	208,351	1,177,353
FY 2020	8	660,666	4	308,336	4	208,351	1,177,353
FY 2021	8	660,666	4	308,336	4	208,351	1,177,353
FY 2022	8	660,666	4	308,336	4	208,351	1,177,353
FY 2023	8	660,666	4	308,336	4	208,351	1,177,353
FY 2024	8	110,111	4	51,389	4	34,725	196,226

NOTES: Town FY is July 1 to June 30; for this analysis, the figures include the time period of Feb 2018 through July 2023. This includes the initial hiring and begin of the SAFER Grant through the 5 year opening of the MGM facility.

SOURCES: Town of West Springfield

The Town also provided data for call volume in FY 2017 and 2020, demonstrating the expected increase in activity since the opening of MGM Springfield. However, the increase in staffing for dispatch positions and, to a lesser extent firefighter/EMS positions, substantially outstrips the increase in call volume the Town has actually experienced since the opening.

WEST SPRINGFIELD: HIRING INCREASES VS. CALL INCREASES, 2017-2020

			Increases in			
Staffing	FY 2017	FY 2020	Hiring	Calls	Proportionate Hiring	Difference
Firefighters/EMS	48	56	16.7%	6.1%	2.9	5.1
Patrolmen	60	64	6.7%	7.0%	4.2	-0.2
Dispatchers	5	9	80.0%	7.0%	0.4	3.6

Civic Economics evaluated these expenses for two separate time periods: (a) expenses incurred leading up to and during the first year after opening MGM Springfield and (b) substantial ongoing expenses the Town will incur before the five-year look back study occurs. Of course, these expenses must be directly related to adverse impacts from the operation of MGM Springfield.

Year One Costs: As to expenses incurred leading into and through the first year of operation, it appears to Civic Economics that the Town took reasonable precautions in staffing up specific public safety positions in advance of the opening. The Town overshot the mark, but far better to over-prepare than to find a public safety system overwhelmed in the first year of a new reality. Importantly, with West Springfield providing essential access to the MGM site, it is in MGM's interest, too, that West Springfield was well prepared for anticipated increases in traffic and calls. And finally, the Town did all MGM might ask in seeking and securing external funds, not just from the MGC but from the federal government, as well.

With that in mind, then, Civic Economics believes that the Town's spending over and above grant funding represents the sort of adverse impact contemplated in the Surrounding Community Agreement. For fiscal years 2018 and 2019, that spending totals $965,960.

Ongoing Costs: As demonstrated above, the Town of West Springfield entered the casino era with enhanced staffing that exceeded the demand increases actually experienced. The increase in patrolmen positions is close to the actual increase in calls. However, enhanced staffing for firefighter/EMS and dispatcher positions substantially overshot the mark if the sole purpose of the staffing was to meet the increased demand spurred by MGM Springfield. After the first year of operations, our analysis suggests that increased call activity accounts for roughly half of the total cost of enhanced staffing. The table below calculates actual costs, grant offsets, and the proportion of remaining costs that should be allocated to MGM.

Civic Economics believes the Town will experience substantial and ongoing costs for public service staffing that can be attributed to operations at MGM Springfield. Based on the limited data provided for this analysis, Civic Economics believes these costs will exceed $2 million through the fifth year of casino operation.

WEST SPRINGFIELD: ANNUAL PUBLIC SAFETY COSTS, OFFSETS, AND ADVERSE IMPACT

Fiscal Year	Enhanced	SAFER GRANT Covered	SAFER GRANT Grant	MGC Grant	Town Costs	MGM Allocation	Adverse
FY 2018	$ 490,564	75%	$ 206,458		$ 284,106	100.0%	$ 284,106
FY 2019	1,177,353	75%	495,499		681,854	100.0%	681,854
FY 2020	1,177,353	56%	371,625		805,729	53.9%	429,187
FY 2021	1,177,353	18%	115,617	$ 200,000	861,737	49.7%	428,466
FY 2022	1,177,353	0%	0		1,177,353	49.7%	585,394
FY 2023	1,177,353	0%	0		1,177,353	49.7%	585,394
FY 2024	196,226	0%	0		196,226	49.7%	97,566

SOURCES: Town of West Springfield

EXHIBIT PS1-2
Excerpt from Surrounding Community Agreement

7. Payment of Net Adverse Impact Amounts.

(a) Priority of Reimbursement Obligations. The Parties hereby agree that the Community shall look exclusively to the Annual Mitigation Payment for satisfaction of the first Three Hundred and Seventy-Five Thousand Dollars ($375,000.00) of the Net Adverse Impact Amounts. The Parties further agree that the Community shall next exercise good faith efforts to secure state funding for any remaining Net Adverse Impact Amounts through the Community Mitigation Fund established by M.G.L. c. 23k, §61, as applicable (the "State Mitigation Fund"). To the extent that any Net Adverse Impact Amounts remain unfunded after application of the Annual Mitigation Payment and any funding received from the State Mitigation Fund, MGM agrees to pay the balance to the Community as set forth below. To the extent that the Community receives funding from one of the State Mitigation Fund after MGM has paid any Net Adverse Impact Amount beyond the Annual Mitigation Payment, MGM shall be entitled to a credit toward any future Net Adverse Impact Amount payment obligations in excess of its Annual Mitigation Payment obligation.

(b) Payment of Year One Net Adverse Impact Amount. MGM shall pay the unfunded Year One Net Adverse Impact Amount, if any, in excess of the Annual Mitigation Payment and any funding the Community has received from the State Mitigation Fund, within thirty (30) days of the determination of said amount pursuant to Section 6 above and, to the extent that such amount is deemed to be an annual obligation, shall continue to make such payment annually thereafter until the determination of the Year Five Net Adverse Impact Amount. The Parties further acknowledge that if the 1st Year Look Back Study demonstrates a net positive impact, or the Year One Net Adverse Impact Amount is determined to be less than the Annual Mitigation Payment plus any funding the Community has received from the State Mitigation Fund, MGM shall have no further monetary obligations to the Community beyond the Annual Payments during the period up to the determination of the Year Five Net Adverse Impact Amount.

(c) Payment of Year Five Net Adverse Impact Amount. MGM shall pay the unfunded Year Five Net Adverse Impact Amount, if any, in excess of the Annual Mitigation Payment and any funding the Community has received from the State Mitigation Fund, within thirty (30) days of the determination of said amount pursuant to Section 6 above and, to the extent that such amount is deemed to be an annual obligation, shall continue to make such payment annually thereafter through the remainder of the Term. The Parties, further acknowledge that if the 5th Year Look Back Study demonstrates a net positive impact, or the Year Five Net Adverse Impact Amount is determined to be less than the Annual Mitigation Payment plus any funding the Community has received from the State Mitigation Fund, MGM shall have no further monetary obligations to the Community beyond the Annual Payments, except in the event this agreement is reopened in accordance with 205 CMR 127.

EXHIBIT PS1-3

Public Safety Specific Impact Cost
Increased Public Safety Personnel

FY 2025 Estimated Costs

	Total Cost	Casino Impact*	Casino Impact Costs
Police Patrolmen	757,573.92	49.70%	376,514.24
Police Dispatchers	214,765.71	49.70%	106,738.56
Firefighter/EMS	797,603.34	49.70%	396,408.86
Total Personnel			879,661.66
FY 2025 Annual Mitigation Payment SCA with MGM Springfield			(375,000.00) **
FY 2025 MA Gaming Public Safety Grant			(218,322.00) requested
Additional Costs - West Springfield			286,339.66

*As per 1 Year Look-Back Study Draft Report page 14 as attached and incorporated within the Final Report (EXHIBIT PS1-3)

** The full SCA payment is indicated to offset public safety costs only for the purposes of this grant application. The Town notes that the Civic Economics report also concludes that the Town has experienced over $2.4 million in traffic related expenses as well as decreased meals tax revenue in connection with the MGM facility.

Town of West Springfield
Firefighter Payroll and Benefits
Additional Staffing
FY 2025 Annual Cost

		Salary				Benefits						
	Pay Grade	BI-Weekly Salary*	Annual Salary	Funded by Ambulance Revenue	Salary Funded by General Fund	Medicare (1.45%)	Pension (9%)	Health (employer cost)*		Vaca (cost of OT to cover min manning - 10 tours 120	Annual Benefits	Total Annual Cost
#1	EMT Basic	2,865.80	74,510.80	3,631.16	70,879.64	1,080.41	6,705.97	22,523.00	Net Blue Fam	6,141.00	36,450.38	**107,330.02**
#2	Paramedic	3,113.54	80,952.04	10,072.40	70,879.64	1,173.80	7,285.68	22,523.00	Net Blue Fam	6,671.87	37,654.35	**108,533.99**
#3	EMT Basic w/degree	3,031.50	78,819.00	3,588.26	75,230.74	1,142.88	7,093.71	8,568.00	Net Blue Ind	6,496.07	23,300.66	**98,531.40**
#4	Paramedic w/degree	3,279.26	85,260.76	10,030.02	75,230.74	1,236.28	7,673.47	8,568.00	Net Blue Ind	7,026.99	24,504.74	**99,735.48**
#5	Paramedic	3,113.54	80,952.04	10,072.40	70,879.64	1,173.80	7,285.68	8,568.00	Net Blue Ind	6,671.87	23,699.35	**94,578.99**
#6	Paramedic w/degree	3,279.26	85,260.76	10,030.02	75,230.74	1,236.28	7,673.47	8,568.00	Net Blue Ind	7,026.99	24,504.74	**99,735.48**
#7	Paramedic	3,113.54	80,952.04	10,072.40	70,879.64	1,173.80	7,285.68	8,568.00	Net Blue Ind	6,671.87	23,699.35	**94,578.99**
#8	Paramedic	3,113.54	80,952.04	10,072.40	70,879.64	1,173.80	7,285.68	8,568.00	Net Blue Ind	6,671.87	23,699.35	**94,578.99**

Total Annual Cost Fire/EMS FY 2025 **797,603.34**

* Estimated at FY 2024 rates increased by 10%

Town of West Springfield
Police Payroll and Benefits
Additional Staffing
FY 2025 Annual Cost

		Salary		Benefits							
	Pay Grade	Bi-Weekly Pay	Annual Salary	Medicare (1.45%)	Pension (9%)	Education Stipend	Health (employer cost)*		Vaca (cost of OT to cover min manning - 2 weeks)	Annual Benefits	West Springfield Total Annual Cost
Patrolmen:											
#1	P-1, 4 YR, W/BD**	2,774.27	72,131.02	1,045.90	6,491.79	8,500.00	8,568.00	Net Blue Ind	4,161.41	28,767.10	**100,898.12**
#2	P-1, 4 YR, W/BD**	2,774.27	72,131.02	1,045.90	6,491.79	8,500.00	8,568.00	Net Blue Ind	4,161.41	28,767.10	**100,898.12**
#3	P-1, 4 YR**	2,774.27	72,131.02	1,045.90	6,491.79	-	22,523.00	Net Blue Fam	4,161.41	34,222.10	**106,353.12**
#4	P-1, 4 YR, W/BD**	2,774.27	72,131.02	1,045.90	6,491.79	8,500.00		None	4,161.41	20,199.10	**92,330.12**
#5	P-1, 3 YR, W/BD**	2,671.43	69,457.18	1,007.13	6,251.15	8,500.00	8,568.00	Net Blue Ind	4,007.15	28,333.43	**97,790.61**
#6	P-1, 3 YR**	2,671.43	69,457.18	1,007.13	6,251.15		8,568.00	Net Blue Ind	4,007.15	19,833.43	**89,290.61**
#7	P-1, 3 YR**	2,671.43	69,457.18	1,007.13	6,251.15		8,568.00	Net Blue Ind	4,007.15	19,833.43	**89,290.61**
#8	P-1, 3 YR**	2,671.43	69,457.18	1,007.13	6,251.15			None	4,007.15	11,265.43	**80,722.61**
Total Annual Cost Police Patrolmen FY 2025											**757,573.92**
Dispatchers:											
#1	S-7.5, Step X	2,085.60	54,225.60	786.27	4,880.30		8,568.00	Net Blue Ind	3,128.40	17,362.97	**71,588.57**
#2	S-7.5, Step X	2,085.60	54,225.60	786.27	4,880.30		8,568.00	Net Blue Ind	3,128.40	17,362.97	**71,588.57**
#3	S-7.5, Step X	2,085.60	54,225.60	786.27	4,880.30		8,568.00	Net Blue Ind	3,128.40	17,362.97	**71,588.57**
Total Annual Cost Police Dispatch FY 2025											**214,765.71**

* Estimated at FY 2024 rates increased by 10%
**Police Patrol estimated at FY 2024 rates increased by 2%

Part C- Public Safety (2)

Project Name: Fire Training	
Please provide below the contact information for the individual managing this aspect of the grant	
Project Contact	**Additional Project Contact** *(if applicable)*
Name: Christopher Bartone	Name: Sharon Wilcox
Title: Fire Chief	Title: Chief Financial Officer
Department: Fire	Department: Finance
Email Address: cbartone@tows.org	Email Address: swilcox@tows.org
Telephone: (413)263-3226	Telephone: (413)263-3025
Address: 44 Van Deene Ave West Springfield, MA 01089	Address: 26 Central Street, Suite 1 West Springfield, MA 01089

I. Please use the space below to identify the impact of the gaming establishment on your municipality. You may use the impacts identified in the FY 2025 Guidelines relevant to this category (Page 12-13). If you are using an impact not identified in the guidelines, please use the space below to identify the impact. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e., surveys, data, reports, etc.)

As identified in the guidelines, the influx of visitors to a casino can result in an increase in calls for service and put pressure on local emergency services including emergency responders like fire departments and EMS. This could lead to increased needs for mutual aid.

II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

The Fire Department is requesting $14,000 for training related to ladder company operations and truck placement specific to hotel occupancies. With over 18 hotel / motels in West Springfield, many of which are approximately 4 stories in height, it is imperative that the West Springfield Fire Department conduct regular training on these structures. Many of these structures have seen an increase in both occupancy and call volume since the opening of MGM Springfield. The West Springfield Fire Department is committed to providing the residences, business community, and its visitors with a safe and enjoyable environment including our hotel district. The department is seeking $14,000.00 for aerial ladder truck training specifically related to our growing hotel occupancies. We believe that due to the complexity of these structures, including guests unfamiliar with evacuation routes, there is an increased life safety risk that may require rescue by properly placed aerial apparatus. This situation was highlighted by a fire at a Courtyard by Marriott Hotel within the city in March of 2020. During that incident, fire had rapidly extended on the outside of the 4 story structure and extended into some of the rooms as well as the hallway. Aerial ladder trucks were quickly used to rescue potential victims and transfer firefighters to the upper levels of the building to extinguish the fire.

The training requested is conducted by Truck Tactics Training LLC, from Bridgeport Ct. The course consists of 8 hours of training and is broken down into both didactic and hands-on portions. The West Springfield Fire Department currently has 4 rotating shifts and the quoted amount would provide the training for all members, on all shifts.

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

It was recognized in 2001, that the proximity of West Springfield hotels/motels to Springfield is such that visitors to Springfield will utilize West Springfield hotels/motels. As such, legislation was enacted "An Act Relative to the Springfield Civic and Convention Center" which amended the Convention Center Act to extend the 2.75% CCF fee to the transfer of room occupancy by any operator of a hotel, motel or other lodging establishments in West Springfield or Chicopee, per St. 2001, c. 45 sections 2-4. West Springfield hotels/motels continue to support Springfield tourism, inclusive of the MGM Casino.

Please see EXHIBIT PS2-1 for the course description and EXHIBIT PS2-2 for quote.

Proposed MGC Grant Budget

Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.

Description of Purchase/Work	Timeline	QTY	Budget
Four full-day deliveries of Aerial Apparatus Positioning Program	Fall 2024	1	$14,000
	TOTAL:	1	$14,000

Truck Tactics Training is a ladder company oriented training company that works to pass on a proactive ladder culture. We believe strongly that effective ladder company work can make the fire ground a safer place by supporting our basic fire ground priorities – Life Safety, Incident Stabilization and Property Conservation. With decades of experience in the fire service, our instructors bring to our clients a level of expertise that balances out current trends with real world experience. We have delivered our programs to both career and volunteer departments – from single drill night lectures to weeks long department wide deliveries. We can customize and scale any of our programs to meet the needs and experience levels of your department.

Lecture Programs:

All of our lectures can be delivered as a stand alone, or in conjunction with the Aerial Apparatus Practical Program discussed below in the Hands On Programs. All of our lectures are customized to fit the needs of your organization, and can be delivered either in person, or as a Zoom Webinar.

Developing the Mindset of an Offensive Aerial Operator

Success or failure on the fire ground for a ladder company is often measured by how well an aerial operator initially positions the apparatus. Ladder truck placement at an emergency scene is often the "make or break" moment for any operator. The individual skills and abilities of the aerial apparatus operator can dictate how successful a truck company will be in achieving their goals at a fire scene. Aerial apparatus are typically placed to allow members to work offensively in order to affect a rescue, gain entry to the upper floors of a structure, or to access the roof for vertical ventilation operations. These concepts seem pretty simple and straight forward, but often we find that the actual execution at a fire scene can quickly become much more difficult. This class aims to prepare aerial operators to be able to systematically approach an emergency scene in order to achieve an effective apparatus placement that will allow the ladder crew to make a positive impact on the outcome of any emergency.

This lecture is a 3+ hour program that can be delivered as a stand-alone, or can be paired with our practical, hands-on program below.

Aerial Apparatus Positioning:

This is a shortened version of the above program, with an hour to an hour and a half duration. This program has been delivered extensively as a Zoom Webinar during the pandemic, but also works quite well for an in-person drill night delivery. This class focuses on knowing your apparatus, getting an understanding of positioning priorities, working around obstacles and then reviewing various aerial set ups and the considerations that go into choosing those positions. If delivered online, we make sure to develop an atmosphere that is open, where students can ask questions and have dialogue with the instructor to further explain and reinforce the concepts.

This lecture is a 1.5+ hour program that can be delivered as a stand-alone, or can be paired with our practical, hands-on Aerial Apparatus Practical Program below.

Hands On Programs:

Aerial Apparatus Practical Program:

The aerial operator practical program that we teach is essentially the next step, and hands-on part of either of our aerial operator lectures. The classroom lecture will be delivered first, in either a 2 hour or 3+ hour block, and then the practical will be delivered in a 4 hour block. Utilizing your apparatus, we take your operators and get them used to working near wires, trees and other obstacles in your district. This class is good for new or aspiring operators, as well as experienced operators. We go over basic operations and discuss the strengths and weaknesses associated with your specific apparatus. Being able to practice in a controlled environment without the pressures of working on duty or around their peers allows newer operators to relax and focus on applying the concepts. We also find that experienced operators learn a lot from the program, by reinforcing the basics but also seeing alternative positions that they may not have considered previously. This program will reinforce good habits, dispel some myths and clear up some inconsistencies between long standing practices and current trends.

Ground Ladders After The Fire Academy:

This class is designed to get firefighters to think about the where and why of ground ladder placement based on their operations. It also gets rid of the rigid, and sometimes ineffective, academy type ladder throws and focuses on single FF throws and practical two firefighter throws. We teach firefighters how to use their bodies to throw a ladder in a way that works for them, as well as using the built up environment to assist with gaining a successful placement. We expand on the mental aspect to get them thinking about what they're doing and what they should focus on, to support the bigger picture. The result is that students gain a higher level of confidence and understanding when placing ground ladders. This class can be delivered in either a four or eight hour block, depending on the number of students and the needs of the Department.

Our Belief:

We believe in ensuring an open and engaged learning environment by keeping our student to instructor ratio low. This allows our instructors to get to know the students and be mindful of their skill and confidence level, while at the same time helping them to reach their goals. We strive to ensure that all students leave our programs with having gained the knowledge and practical experience necessary to allow them to be more productive on the fire ground.

If you have any questions about any of our programs, or wish to discuss moving forward with training, please feel free to contact us.

Thank you for considering Truck Tactics Training.

Nick Esposito, Owner
203.915.1726
trucktacticstraining@gmail.com
www.trucktactics.org
We can also be found on InstaGram and Facebook @truck_tactics

PROPOSAL

Truck Tactics Training, LLC
Nick Esposito
650 South Indian Hill Road
Orange, CT 06477
203.915.1726

DATE: January 12, 2024

Bill To	
Customer	West Springfield, MA Fire Department 44 Van Deene Avenue West Springfield, MA 01089
Address	Attention: Chief Bartone
Phone	

Qty.	Item#	Description		Unit Price	Line Total
	1	Four full-day deliveries of our Aerial Apparatus Positioning Program. A 3+ hour morning lecture, followed by a 4 hour afternoon session of aerial apparatus positioning throughout your district.		$14,000	$14,000
		The lecture can have an unlimited number of students, the positioning program will be capped at 16 students with two apparatus and four instructors.			
		Proposal includes all travel and accommodations for four instructors			
		Proposal is good for 90 days			
				Total	$14,000

Part C- Public Safety (3)

Project Name: Police Overtime	
Please provide below the contact information for the individual managing this aspect of the grant	
Project Contact	**Additional Project Contact** *(if applicable)*
Name: G. Paul Connor	Name: Sharon Wilcox
Title: Police Chief	Title: Chief Financial Officer
Department: Police Department	Department: Finance
Email Address: pconnor@westspringfieldpolice.org	Email Address: swilcox@tows.org
Telephone: (413)263-3210	Telephone: (413)263-3025
Address: 26 Central Street West Springfield, MA 01089	Address: 26 Central Street, Suite 1 West Springfield, MA 01089

I. Please use the space below to identify the impact of the gaming establishment on your municipality. You may use the impacts identified in the FY 2025 Guidelines relevant to this category (Page 12-13). If you are using an impact not identified in the guidelines, please use the space below to identify the impact. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e., surveys, data, reports, etc.)

As identified in the guidelines, the presence of casinos has been demonstrated to cause an increase in the cases of operating under the influence.

II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

The West Springfield Police Department is seeking funding to provide dedicated saturation patrols in the area of the Memorial Bridge and the North End Bridge to reduce impaired driving. Two officers will be assigned to four hour shifts on Friday and Saturday nights for an eight week period beginning July 5, 2024 and concluding August 24, 2024. As indicated in the guidelines, both the Memorial Bridge and the North End Bridge in West Springfield have been identified as major routes to and from MGM Springfield.

The estimated cost for this project is $7,245. The cost is based on a mid-level patrol officer overtime rate of $56.60 at 16 hours per week for 8 weeks.

Proposed MGC Grant Budget

Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.

Description of Purchase/Work	**Timeline**	**QTY**	**Budget**
Police Patrols to reduce impaired driving	July 5, 2024 to August 24, 2024	128 hours	$7,245
	TOTAL:	128 hours	$7,245

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

Part C- Public Safety (4)

Project Name: Police Training	
Please provide below the contact information for the individual managing this aspect of the grant	
Project Contact	**Additional Project Contact** *(if applicable)*
Name: G. Paul Connor	Name: Sharon Wilcox
Title: Police Chief	Title: Chief Financial Officer
Department: Police Department	Department: Finance
Email Address: pconnor@westspringfieldpolice.org	Email Address: swilcox@tows.org
Telephone: (413)263-3210	Telephone: (413)263-3025
Address: 26 Central Street West Springfield, MA 01089	Address: 26 Central Street, Suite 1 West Springfield, MA 01089

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As identified in the guidelines, the influx of visitors to a casino can result in an increase in calls for service and put pressure on local emergency services including emergency responders like fire departments and EMS. This could lead to increased needs for mutual aid.

II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

The Police Department is requesting $41,518 for overtime costs for the training of Police Officers. Training is requested for two courses using the MILO system at the Western MA Police Academy in Holyoke. MILO stand for "Multiple Interactive Learning Objectives", which is a simulation system designed to go beyond marksmanship and firearms training. MILO Range simulation systems and the Verbal Proficiency Training modules allow Officers to explore tactics and interventions in complex, nuanced, real-world situations. MILO is not just a virtual firing range or a simple "use of force" or fireams training simulator. MILO Range simulators are scenario based human interaction simulators. The two courses requested are:

Crisis Intervention: Four hours per Officer. The course will be taken outside of regularly scheduled hours at an Officer's overtime rate. Estimated departmental cost is $20,759.

Force and De-escalation Tactics: Four hours per Officer. The course will be taken outside of regularly scheduled hours at an Officer's overtime rate. Estimated departmental cost is $20,759.

Please see EXHIBIT PS4-1 for costing detail.

Proposed MGC Grant Budget Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.			
Description of Purchase/Work	**Timeline**	**QTY**	**Budget**
Crisis Intervention Training	July 2024 to June 2025	1	$20,759
Force and De-escalation Training	July 2024 to June 2025	1	$20,759
	TOTAL:	2	$41,518

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

EXHIBIT PS4-1

Town of West Springfield
Community Mitigation Fund Grant Request
Police Training Costing

	FY 2025 Overtime Rate	Officer Count	Crisis Intervention @ 4 Hours	Force and De-escalation Tactics @ 4 Hours
Patrol Officers				
Probation	43.5186	3	522.22	522.22
Year 1	48.5780	4	777.25	777.25
Year 2	50.9981	3	611.98	611.98
Year 3	53.4285	8	1,709.71	1,709.71
Year 4	56.5950	20	4,527.60	4,527.60
Year 8	57.1611	10	2,286.44	2,286.44
Year 12	57.9235	12	2,780.33	2,780.33
Year 25	61.4509	8	1,966.43	1,966.43
Sergeant				
P- 2a Max	71.2754	4	1,140.41	1,140.41
P-2a Year 20	73.4135	2	587.31	587.31
P-2a Year 25	75.6160	2	604.93	604.93
P-2b Year 25	79.8942	3	958.73	958.73
Lieutenant				
Max	90.2125	3	1,082.55	1,082.55
Year 20	92.9189	1	371.68	371.68
Captain				
Year 20	102.3316	1	409.33	409.33
Year 25	105.4015	1	421.61	421.61
TOTAL		**85**	**20,758.49**	**20,758.49**

Part C- Public Safety (5)

Project Name: Radar Message Sign	
Please provide below the contact information for the individual managing this aspect of the grant	
Project Contact	**Additional Project Contact** *(if applicable)*
Name: G. Paul Connor	Name: Sharon Wilcox
Title: Police Chief	Title: Chief Financial Officer
Department: Police Department	Department: Finance
Email Address: pconnor@westspringfieldpolice.org	Email Address: swilcox@tows.org
Telephone: (413)263-3210	Telephone: (413)263-3025
Address: 26 Central Street West Springfield, MA 01089	Address: 26 Central Street, Suite 1 West Springfield, MA 01089

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As identified in the guidelines, increases in traffic can cause increases in congestion, accidents and vehicular/bicycle/pedestrian conflicts.

II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

The West Springfield Police Department is seeking funding for a portable radar message sign that will be deployed in the area of the Memorial Bridge and the North End Bridge to assist with traffic enforcement. The device will provide for speed reduction and traffic calming in the travel routes identified as impacted by casino related traffic per the trip distribution map provided in the 2025 application guidelines.

Please see EXHIBIT PS5-1 for Quote.

Proposed MGC Grant Budget

Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.

Description of Purchase/Work	**Timeline**	**QTY**	**Budget**
Purchase of portable radar message sign	Fall 2024	1	$18,715
	TOTAL:	1	$18,715

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

ALL TRAFFIC SOLUTIONS

All Traffic Solutions Inc.
PO Box 221410
Chantilly, VA 20153
Phone: 814-237-9005
Fax: 814-237-9006
DUNS #: 001225114
Tax ID: 25-1887906
CAGE Code: 34FQ5

QUOTE Q-82513

DATE: 12/13/2023 **PAGE NO:** 1

Mail Purchase Orders to:
3100 Research Dr.
State College, PA
16801

Contract:
Sourcewell 090122-ATS
Sourcewell Account #:
95443

Questions contact:
MANUFACTURER:
All Traffic Solutions
Matthew O'Brien
(571) 321-5449
x 265
mobrien@alltrafficsolutions.com

Independent Sales Rep:

BILL TO:
City of West Springfield
26 Central Street, Ste 22
West Springfield, MA 01089

Billing Contact:

SHIP TO:
City of West Springfield
26 Central Street, Ste 22
West Springfield, MA 01089
Attn: Shawn Knox

PAYMENT TERMS:	**CUSTOMER:** City of West Springfield	**CONTACT:**413-364-9381
Net 30		

ITEM NO:	DESCRIPTION:	QTY:	EACH:	EXT. PRICE:
4000745	SpeedAlert 24 Radar Message Sign (RMS); base unit (select mount separately)	1	$9,586.00	$9,586.00
4001299	3 Year Warranty	1	$0.00	$0.00
4000874	All Options Activation: Bluetooth, Traffic Data, Violator Alert, Pictures, ($3000 Value, requires Traffic or Message Suite)	1	$0.00	$0.00
4000647	App, Traffic Suite (12mo); Equip Mgmt, Reporting, Image Mgmt, Alerts, Mapping and PremierCare	1	$1,500.00	$1,500.00
4001626	VZW communications prep	1	$0.00	$0.00
4001882	ATS-5 Trailer: FLOCK ready 470Ah Batteries, 160W solar, 20Ah solar controller & Trailer Certificate of Origin	1	$7,035.00	$7,035.00
4001795	Violator Strobe, Blue and White for ATS-5 for use with SA24	1	$1,025.00	$1,025.00
4000833	External Antenna for Trailer, for areas with weak cellular service	1	$77.00	$77.00
4001889	Shipping and Handling Sourcewell Contract	1	$1,688.00	$1,688.00
4001190	Discount - New Purchase	1	($0.00)	($2,195.65)

Special Notes:

SALES AMOUNT:

- Speed Alert 24 (5 Ft. W x 28in H, 43 lbs.) on **ATS5 Flock Ready Trailer** is a combination of a Radar and Variable Message Trailer for Traffic Calming, Traffic Statistics and General Messaging.
- Customer may connect a Flock camera to our ATS 5 Flock ready Trailer. This does not include a Flock Camera on this quote
- Remotely manage the sign using laptop and log-in from anywhere connected to WiFi to change/schedule settings/messages, download traffic reports
- Receive alerts via text or email (tamper, low battery, high speed)
- Camera inside the Sign activates during a tamper alert and snaps a photo
  GPS device inside all of our Boards

$20,911.05

TOTAL USD: *$18,715.35*

- Training included on software
  Generate Traffic reports (Compliance & Risk, Enforcement Priorities, Extended Speed Summary, and Effectiveness Reports)
- No contract commitment, choose to renew the subscription after 12 months or not always keep Bluetooth capabilities to operate the sign, download data and settings
- Premier Care Warranty while a TraffiCloud Member (which covers software upgrades/repairs at 100% as well as 50% off repairs due to vandalism, 50% off batteries and accessories.)
- 3 Year Manufacturer's Warranty on all Sign Boards
- All products are American made built to last a minimum of 8 years in any weather conditions
- 2-4 Week Delivery

Duration: This quote is good for 60 days from date of issue.
Shipping Notes: All shipments shall be FOB shipper. Shipping charges shall be additional unless listed on quote.
Taxes: Taxes are not included in quote. Please provide a tax-exempt certificate or sales tax will be applied.
Warranty: Unless otherwise indicated, all products have a one year warranty from date of sale. Warranty extensions are a component of some applications that are available at time of purchase. A Finance Charge of 1.5% per month will be applied to overdue balances. GSA GS-07F-6092R

I am authorized to commit my organization to this order. If your organization will be creating a purchase order for this order, please submit purchase order to either of the following: Email: sales@alltrafficsolutions.com or Physical Address: Listed at top of quote.

Signature: _____ Date: _____