

**Congestion Mitigation Air Quality (CMAQ)
Consultation Committee Request**



Project name:

Meeting date:

Project ID *(if applicable):*

Estimated cost:

Year of programming *(if applicable):*

Requesting party:

Project sponsor:

Estimated CMAQ funding:

Analysis type:

Description of project / *Brief description of the project, including if applicable, but not limited to the following:*

- Existing corridor characteristics
- Context of corridor within community or region (heavily-traversed corridor, recreational trail, etc.)
- Nature of development nearby (residential, downtown commercial, highway-oriented commercial, etc.)
- Corridor deficiencies
- Project characteristics to address deficiencies
- Anticipated improvements from project
- CMAQ-eligible components of project
- Inclusion of project in local, regional, or statewide plans

Air quality improvements / *Short explanation of air quality benefits, summarizing quantitative findings or demonstrate qualitative findings.*

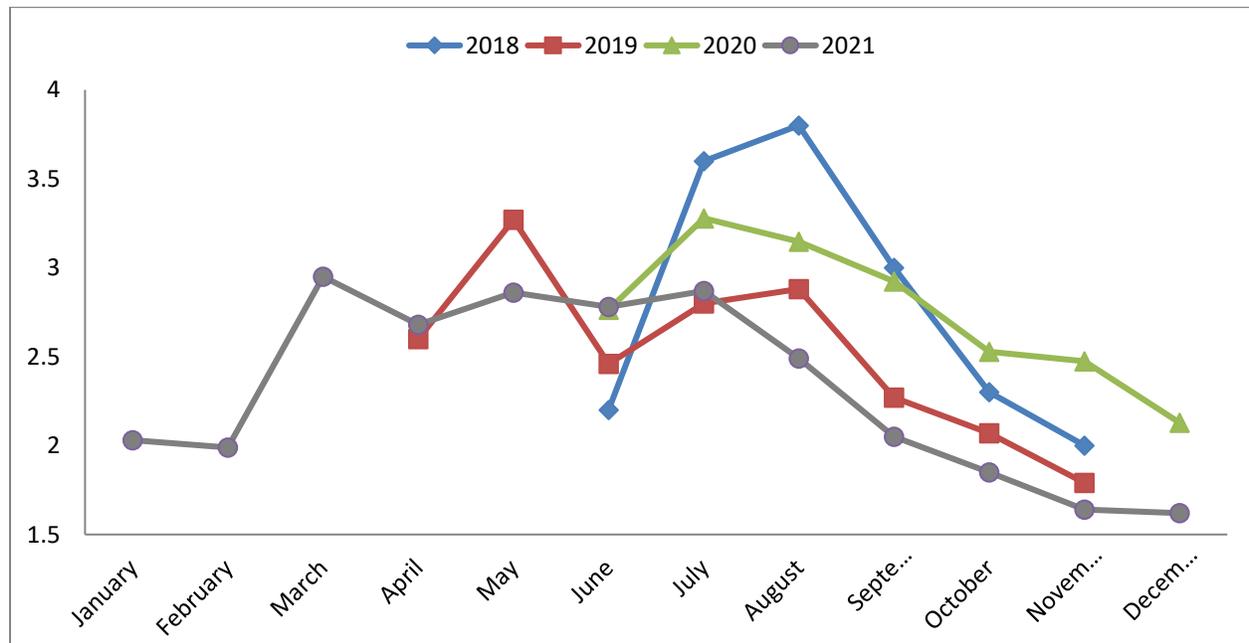
VOC kg/year	NOx kg/year	CO kg/year	CO₂ kg/year
First year cost per kg			

Data is from the 2021 Valley Bike Share Summary Report

2021 Monthly Ridership

Month	Total Number of Rides	Avg. Distance travelled per Ride in Miles	Average number of bikes available	Rides/Bike
January	1,019	2.03	178	5.72
February	371	1.99	212	1.75
March	3,768	2.95	246	15.32
April	6,520	2.68	179	36.42
May	10,677	2.86	234	45.63
June	11,252	2.78	327	34.41
July	11,488	2.87	390	29.46
August	14,947	2.49	387	38.62
September	18,606	2.05	326	57.07
October	14,041	1.85	309	45.44
November	8,012	1.64	300	26.71
December	4,259	1.62	257	16.57
	104,960	2.32	274.45	26.91

Monthly Average Distance Travelled per Ride in Miles Compared by Year



Data is from the 2021 Valley Bike Share Summary Report

Monthly Total Rides and Average Distance for Each Year

Month	Total Rides				Average Distance			
	2018	2019	2020	2021	2018	2019	2020	2021
January	N.A.	N.A.	N.A.	1,019	N.A.	N.A.	N.A.	2.03
February	N.A.	N.A.	N.A.	371	N.A.	N.A.	N.A.	1.99
March	N.A.	N.A.	N.A.	3,768	N.A.	N.A.	N.A.	2.95
April	N.A.	5,397	N.A.	6,520	N.A.	2.60	N.A.	2.68
May	N.A.	7,632	N.A.	10,677	N.A.	3.27	N.A.	2.86
June	98	14,738	1,263	11,252	2.20	2.46	2.76	2.78
July	2,836	12,309	6,736	11,488	3.60	2.80	3.28	2.87
August	7,369	11,974	7,629	14,947	3.80	2.88	3.15	2.49
September	9,889	12,291	7,382	18,606	3.00	2.27	2.92	2.05
October	4,404	8,895	5,340	14,041	2.30	2.07	2.53	1.85
November	1,757	4,047	2,842	8,012	2.00	1.79	2.47	1.64
December	N.A.	N.A.	1,223	4,259	N.A.	N.A.	2.13	1.62
Totals	26,353	77,283	32,415	104,960	3.10	2.56	2.75	2.32

N.A. Not Applicable as service was not provided during those months

Estimated 2021 Reduction in Pollutant Emissions

Using the Congestion Mitigation and Air Quality (CMAQ) Analysis Worksheet provided by MassDOT, the Pioneer Valley Planning Commission calculated the estimated reduction in four major air pollutants in the region during 2021 because of the ValleyBike program. Based on cost estimates for reducing each type of pollutant, a cost effectiveness value was derived.

Pollutant	Reduction in Emissions in Kilograms	Year 4 Estimated Cost Effectiveness for Reducing Emissions per Kilogram
Carbon Dioxide [CO ₂]	17,187.85	\$126.82
Carbon Monoxide [CO]	216.59	\$10,064.09
Volatile Organic Compounds [VOC]	17.66	\$123,406.14
Nitrogen Oxide [NO _x]	13.00	\$167,722.15

In the calendar year 2021, ValleyBike accounted for an estimated 17,187.85 kilograms of CO₂ emissions eliminated by the project. In order to estimate the impact of the cost effectiveness of the CMAQ investment, a 10% annual depreciation factor was applied to the original cost of the project. This value was added to the Phase 2 project cost of \$1,200,000.00 to arrive at an estimated project value of \$2,179,755.00 after 4 years of operation of ValleyBike.

CMAQ Air Quality Analysis Worksheet for Bike Sharing Project

FILL IN SHADED BOXES ONLY

TIP YEAR: 2022

MPO: Pioneer Valley

Municipality: Multiple

Project: Valley Bike Share Phase 3

Step 1: Details of Project:

			User Input (blank for default)
A. Number of Bikes in Project:	455	Bikes	
B. Average Bike Trip Length:	2.5	Miles	2.5
C. Average Number of Trips per Bike per Day:	1.1	Trips	1.1
D. Bike Sharing Operating Days per Year:	365	Days	365.0

Step 2: Mode Substitution by Bike Sharing Project:

Note: A bike sharing project would attract new riders from different modes. Actual surveys can determine the extent of the transition from different modes to such program. If site specific data is unavailable, use the defaults provided below.

E. Percentage of Bikes Used Shifted from Walking:	25%	Percent	
F. Percentage of Bikes Used Shifted from Public Transit:	41%	Percent	
G. Percentage of Bikes Used Shifted from Taxis:	5%	Percent	
H. Percentage of Bikes Used Shifted from Cars:	12%	Percent	
I. Percentage of Bikes Used Shifted from Private Bikes:	8%	Percent	
J. Percentage of Bikes Used Shifted from Motorcycles:	4%	Percent	
K. Percentage of Bikes Used Shifted from Other/New Trips:	5%	Percent	
L. Total Percentage of Bikes Used Shifted from Other Modes (Must be 100%):	100%	Percent	
M. Public Transit Vehicle Occupancy:	40	Persons	
N. Taxi Vehicle Occupancy:	1.18	Persons	
O. Car Vehicle Occupancy:	1.18	Persons	
P. Motorcycle Vehicle Occupancy:	1.16	Persons	

Step 3: Emission Factors for Average Commuter Travel Speed:

Note: Use 25 MPH as a default if average speed is not known.

Speed Used: 25 MPH

	Summer VOC Factor grams/mile	Summer NOx Factor grams/mile	Summer CO Factor grams/mile	Summer CO2 Factor grams/mile
2016 Bus	0.014	0.023	0.150	22.645
2016 Auto	0.169	0.252	2.879	398.914
2016 Motorcycle	1.362	0.466	13.331	342.739

Step 4: Calculate emissions reductions in kilograms per year (Seasonally Adjusted):

Summer VOC	Summer NOx	Summer CO	Summer CO2
32.1	23.6	393.8	31,247.9

Step 5: Calculate cost effectiveness (first year cost per kg of emissions reduced)

Emission	Project Cost	Emission Reduction in kg per year	First year cost per kilogram
Summer VOC	\$1,458,684	32.1 =	\$45,425
Summer NOx	\$1,458,684	23.6 =	\$61,737
Summer CO	\$1,458,684	393.8 =	\$3,704
Summer CO2	\$1,458,684	31,247.9 =	\$47

**Evaluation Criteria
Pioneer Valley Planning Commission**

Community: Northampton **Project Type:** Bicycle/Pedestrian **SID #:** PV0001

Year initiated: 2018 **Est. Ad Date:** _____ **MassDOT Design Status:** PS & E N/A

Cost Estimate: \$ 1,458,684 **Year of Cost Estimate:** 2022

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

ADT: n/a **Year of ADT:** n/a **# Lanes:** 0 **Length (miles):** 0.00

Cost/ADT: n/a **Cost/Lane Mile:** n/a **Cost/ADT/Lane Mile:** n/a

MEPA: Not Triggered **MEPA Status:** _____

MassDOT Project Name: ValleyBike Share 2023- serving 11 communities

ValleyBike Share- serving 11 communities (coordinated by Northampton but regional consortium)
 Agawam- new community
 Amherst and UMass- expand existing network
 Chicopee- expand existing network in a community that joined in 2021 with very limited network
 Easthampton- expand existing network
 Hadley-- new community but on private land with easement not town
 Holyoke- expand existing network
 Northampton- expand existing network
 Springfield- expand existing network (rolling stock only with station hopefully funded from Shared Streets
 South Hadley- expand existing network
 West Springfield- expand existing network in a community that joined in 2021 with very limited network
 Westfield- new community (rolling stock only with station hopefully funded from Shared Streets)

Project is scalable. We are requesting the entire amount, but any funding allows the system to expand

Section	Name	Score
1	SYSTEM PRESERVATION, MODERNIZATION AND EFFICIENCY	1
2	LIVABILITY	10.5
3	MOBILITY	3
4	SMART GROWTH AND ECONOMIC DEVELOPMENT	8
5	SAFETY AND SECURITY	5
6	ENVIRONMENT AND CLIMATE CHANGE	4.5
7	QUALITY OF LIFE	5.5
8	ENVIRONMENTAL JUSTICE	3
Grand Total		40.5
Cost/Point		\$ 36,016.89

Transportation Project Evaluation Criteria
Pioneer Valley Planning Commission
REGIONAL-Northampton TEC ValleyBike Phase 3

1 SYSTEM PRESERVATION, MODERNIZATION AND EFFICIENCY					SID #	PV0001	
					Maximum Points for this Subsection:	19	1
	Criterion	Factor	Instructions	Details	Max Score	Actual Score	
a	Improves substandard pavement	OCI rating less than 48.5 (arterial) or 47.5 (Collector): Poor, and pavement improvements are included in the project – 8 points OCI rating between 48.5 and 69.5 (arterial) or 47.5 and 68.5 (collector): Fair, and pavement improvements are included in the project – 4 points OCI rating greater than 69.5 (arterial) or 68.5 (collector): Good or better – 1 point OCI rating greater than 85 or the project is an intersection improvement or off-road bicycle facility – 0 points	Select one only	N/A	8	0	
b	Improves intersection operations (signal equipment upgrades, adaptive signal controls and coordination with adjacent signals, roundabout, geometric improvements, adds turn lanes, improves alignment, improves sight distance.)	Meets or addresses criteria to a high degree - improves multiple locations– 6 points Meets or addresses criteria to a medium degree - improves at least one locations with multiple upgrades – 4 points Meets or addresses criteria to a low degree - improves one location – 2 points Does not meet or address criteria – 0 points	Select one only	N/A	6	0	
c	In a Congestion Management Process Identified Area as identified on the latest version of the CMP Reliability Map	Project will reduce congestion at a location of Severe Unreliability – 5 points Project will reduce congestion at a location of Serious Unreliability – 3 points Project will reduce congestion at a location of Moderate Unreliability – 1 points Project is defined to be in a Reliable area or location is not monitored – 0 points	Select one only.	Many stations in CMP data and system does divert some trips	5	1	

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2 LIVABILITY		SID # PV0001				
		Maximum Points for this Subsection:		12	10.5	
Criterion	Factor	Instructions	Details	Max Score	Actual Score	
a	Design is consistent with complete streets policies. Complete Streets are designed and operated to enable safe access for all motorists, pedestrians, cyclists, and transit users. Applicant must provide supporting documentation	Project is a “complete street” consistent with a locally adopted complete streets policy – 1 point Project provides bicycle facilities or accommodations – 1 point Project provides pedestrian facilities – 1 point Does not provide any complete streets components – 0 points	Select all criteria that apply to project.	Project provides bicycle facilities (bike share and docks) and	3	3
b	Provides multi-modal access to a downtown, village center or employment center.	Provides continuous bicycle access (i.e. bike lanes or bike path) to a downtown or center – 1 point Provides pedestrian access to a downtown or center – 1 point Does not provide multimodal access – 0 points	Select all criteria that apply to project.	Provides improved bicycle and pedestrian access to multiple downtowns	2	2
c	Reduces auto dependency	Project completes a known gap in the bicycle or pedestrian network – 0.5 point Project provides for a new bicycle facility – 0.5 point Project provides for a new pedestrian facility – 0.5 point Project implements a transportation demand management (TDM) strategy – 0.5 point Does not provide any of the above measures – 0 points	Select all criteria that apply to project.	Project diverts trips to bicycle and fills known gap in network and as well as TDM	2	1.5
d	Project serves a targeted development site (Priority Development Area identified in Valley Vision, rail station area, Chapter 40R or 43D or 43E District)	Project mostly serves (> 50%) a targeted development site – 1 point Project partly serves (25 - 50%) a targeted development site – 0.5 point Project supports local zoning or other regulations that are supportive of smart growth – 0.5 point Project provides for bicycle or pedestrian access to or within a targeted development site – 0.5 point	Select all criteria that apply to project.	Project fills some targatted development areas and some zoning targets	2	1
e	Completes off-road bike and pedestrian network (copy of the most recent regional bicycle/trail map is attached.)	Project provides an important link or component of the region’s off-road bicycle and pedestrian network – 3 points Project includes an off-road bike and pedestrian component as part of a road project or a community adopted bicycle sharing program – 2 points Project provides a connection to a regional bikeway/walkway – 1 point	Select one only	Links to off-road and pedestran network in many locations	3	3

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3 MOBILITY				SID #	PV0001	
				Maximum Points for this Subsection:	17	3
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Improves Efficiency, Reliability and Attractiveness of Public Transit	Project increases fixed route bus transit service efficiency and attractiveness through design or ITS technology – 1 point	Select all criteria that apply to project.	Project provides last mile connections from transit	4	0.5
		Project provides new or improved linkages to adjacent existing or planned public transit stations/stops – 0.5 point				
		Project prioritizes signals for transit vehicles – 1 points				
		Project provides for a dedicated busway – 1 points				
		Project provides for bus bump out – 0.5 point				
b	Improves existing peak hour level of service (LOS)	Source data indicates project improves a location that operates at LOS F in an urban area or LOS E in a rural area – 6 points	Select one only		6	0
		Source data indicates project improves a location that operates at LOS E in an urban area or LOS D in a rural area – 5 points				
		Source data indicates project improves a location that operates at LOS D in an urban area or LOS C in a rural area – 3 points				
c	Reduces traffic congestion without adding unnecessary turn lanes.	Reduces congestion to a high degree – project significantly improves traffic flow for a location in the Regional Bottlenecks Report or Regional Congestion Management Process – 7 points	Select one only	Reduces congestion at multiple areas, but only to a low degree	7	2.5
		Reduces congestion to a medium degree – project improves vehicle storage, installs exclusive turn lanes as warranted, improves access management at more than two locations– 5 points				
		Reduces congestion to a low degree – provides modest improvements such as signal retiming, lane striping, upgraded detection, turn restrictions, or access management upgrades at a single location – 2.5 points				
		Does not reduce congestion – 0 points				

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4 SMART GROWTH AND ECONOMIC DEVELOPMENT					SID #	PV0001	
					Maximum Points for this Subsection:	11	8
	Criterion	Factor	Instructions	Details	Max Score	Actual Score	
a	Encourages Development around Existing or Enhanced Infrastructure.	<p>Public water and sanitary sewer lines serve the project area. - 2 points</p> <p>For rural areas, project is within a 1/4 mile radius of a village center. - 2 points</p> <p>The community will invest in the expansion of existing public water and sanitary sewer lines or install new infrastructure to compliment the project. - 2 points</p> <p>Or</p> <p>Public water and sanitary sewer lines are within close proximity (within 150 feet) of the project ROW – 1 point</p> <p>For rural areas, project is within a ½ mile radius of a village center – 1 point</p> <p>Public water and sanitary sewer lines do not serve the project area. – 0 points</p>	Select only one	Most or all locations are near public water and sewer and encourages development near infrastructure	2	2	
b	Prioritizes Transportation Investments that Support Land Use and Economic Development Goals	<p>Project serves an area that is targeted as a Priority Development Area (PDA) in Valley Vision Map – 1 points</p> <p>Project serves an area that is targeted as a Priority Protection Area (PPA) in Valley Vision Map - (-1 points)</p>	Select if applicable	Some of the site are in a PDA	2	1	
c	Provides service to a Transit Oriented District (TOD), Traditional Neighborhood District (TND), and Cluster or Open Space Development District	Project serves an area that is identified in an existing or planned transit oriented development, traditional neighborhood development, cluster or open space development district in an adopted plan	Select if applicable	Project serves multiple TOD and other urban core areas	0.5	0.5	
d	Support Mixed-Use Downtowns and Village Centers	Project serves an existing or planned mixed use downtown or village center	Select if applicable	All 11 communities are serving their centers	0.5	0.5	
e	Improves intermodal accommodations/connection s to transit (project enhances access, amenities, or service to an existing transit intermodal center or pulse point.)	<p>Meets or addresses criteria to a high degree – project enhances service for three or more transit routes– 4 points</p> <p>Meets or addresses criteria to a medium degree – project results in multiple upgrades for one or two transit routes – 2 points</p> <p>Meets or addresses criteria to a low degree - project enhances service for a single transit route – 1 points</p> <p>Does not meet or address criteria– 0 points</p>	Select one only	Project provides last mile of service for transit riders on multiple (far higher than three) transit routes	4	4	
f	Reduces Congestion on Freight Routes	Project will reduce congestion on roadways with more than 5% trucks per day – 1 point	Select all criteria that apply to project.		2	0	

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4	SMART GROWTH AND ECONOMIC DEVELOPMENT				SID #	PV0001
	Maximum Points for this Subsection:				11	8
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
		Project implements a strategy identified in the State or Regional Freight Plan – 1 point				

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5 SAFETY AND SECURITY					SID #	PV0001	
					Maximum Points for this Subsection:	16	5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score	
a	Reduces Number and Severity of Collisions	Project includes ITS elements that will reduce crashes or adds/improves guardrails.			1	0	
		A roadway safety audit has been completed for the project.	Select if applicable	RSA report submitted to MassDOT for final review	2	0	
		Project addresses a safety problem as identified in the PVPC “Top 100” High Crash Intersections Report, Top 25 High Crash Roadway Segments or is identified as a High Bicycle or Pedestrian Crash Cluster by MassDOT - 4 points	Select one (if applicable)	Submit report excerpts. Documented crashes per Million Entering Vehicles/Million Vehicle Miles Identified on BOTH the state's high (top ten) bicycle and high (top ten) pedestrian crash clusters.	4	0	
		The location has a history of lane departure crashes as defined in the Regional Safety Compass and the project will remove hazardous objects such as utility poles and trees from the roadside – 4 points					
The location has a history of lane departure crashes as defined in the Regional Safety Compass and the project will install rumble strips, improve visibility through enhanced edge lines, or enhance pavement to improve skid resistance – 2 points							
		The location has a crash rate greater than the state or district average. – 2 points					
b	Promotes a Safe and Accessible Pedestrian and Bicycle Environment through amenities such as bike racks, lockers, off-road bike lanes, connections to bike paths, bike-sharing infrastructure, new street furniture, wayfinding signs, public transit shelters, refuge / traversable landscape islands or other items as approved by the TIP Subcommittee.	Project adds more than 3 amenities - 5 points	Select one if applicable	Project will develop 18 amenities, ValleyBike stations in 18 locaitons	5	5	
		Project adds 2 or 3 amenities - 3 points					
		Project adds 1 amenity - 1 point					
c	Improves Emergency Response	Project is identified as an existing or planned priority emergency response route by one or more Local Public Agencies and is projected to decrease response times for EMS, fire, and police agencies – 2 points	Select all criteria that apply to project.		4	0	
		Project improves an evacuation route to, or in proximity to, an emergency support location – 2 points					

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6 ENVIRONMENT AND CLIMATE CHANGE					SID # PV0001	
					Maximum Points for this Subsection:	
					12	4.5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Preserves Floodplains and Wetlands (310 CMR)	Project is not located in a floodplain.	Select all criteria that apply to project.		0.5	0.5
		Project is not located in an existing wetland			0.5	0.5
b	Promotes Green Infrastructure and Low Impact Development to Reduce Stormwater Impacts	Project involves use of green infrastructure or low impact development (LID) best management practices (BMPs) to reduce stormwater impacts. Eligible BMPs include: rain gardens, green streets, tree box filters, bioretention areas, sheet flow runoff, permeable pavement, vegetated swales, engineered soils for expanded root growth, and measures to improve infiltration	Select if applicable		2	0
c	Reduces Impervious Surfaces	Project reduces impervious surface area, or reduces stormwater runoff discharge rate and volume, from pre-existing conditions.	Select if applicable		0.5	0
d	Protects or Enhances Environmental Assets	Project will improve high priority regional environmental assets or enhance protection of Priority Protection Areas (PPAs) identified in Valley Vision.	Select if applicable		0.5	0
e	Supports Brownfields Redevelopment	Project serves a brownfield redevelopment site. Or Project helps to implement an adopted brownfield redevelopment plan	Select one only, if applicable	Several of the sites serve brownfield areas	0.5	0
f	Improves Air Quality Major improvements include projects that demonstrate significant reduction in single occupant vehicles. Minor improvements include reductions in vehicle idling.	Project includes major elements improving air quality – 1 point ----- Project includes minor elements improving air quality – 0.5 point ----- Project has no significant air quality impact – 0 points ----- Project has negative air quality impacts – (-1) points	Select if applicable	Show CMAQ Analysis (PVPC). The level of improvement based on CMAQ analysis shall be considered in determining major and minor improvements.	1	1
g	Reduces CO2 Emissions	Project significantly reduces CO2 emissions – 1 point ----- Project modestly reduces CO2 emissions – 0.5 point ----- Project has no significant CO2 emissions impact – 0 points	Select one only.	Provide information documenting CO2 reduction strategy, for example, purchase of fuel efficient or electric vehicles or LED traffic lights or solar panels or wind generators. Provide Greenhouse Gas Analysis (PVPC)	1	1

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6 ENVIRONMENT AND CLIMATE CHANGE		SID # PV0001		Maximum Points for this Subsection:		
				12	4.5	
Criterion	Factor	Instructions	Details	Max Score	Actual Score	
	Project increases CO2 emissions impacts – (-1) points					
h	Promotes Mode Shift	Project will provide significant reduction in single occupancy vehicle trips through a shift to another transportation mode (i.e. bicycling)	Select if applicable	Mode shift	1	1
i	Improves Fish and Wildlife Passage	Project includes stream crossing or culvert improvements designed to improve fish and wildlife passage, in accordance with Massachusetts River and Stream Crossing standards MA Stream Crossings Handbook	Select if applicable		1	0
j	Supports Green Communities	Project is located in an approved Green Community, in accordance with the MA Green Communities Act	Select if applicable	Many of the communities are green communities	0.5	0.5
k	Improves Storm Resilience	Project addresses a flooding problem or increases resilience of the transportation system to floods – 1 point Project improves storm flows by enlarging culverts or stream crossings, where there is demonstrated likelihood of extreme weather damage, while improving fish and wildlife passage – 2 points Or The Project incorporates stormwater BMPs or implements improvements that meet National Pollutant Discharge Elimination System (NPDES) requirements – 2 points	Select all criteria that apply to project.		3	0

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7 QUALITY OF LIFE					SID #	PV0001	
					Maximum Points for this Subsection:	10	5.5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score	
a	Enhances or and Preserves Greenways and Blueways	Project is adjacent to, AND incorporates enhanced public access or trails or protection related to a designated National Scenic River (Westfield River), National Blueway (Connecticut River), the Baystate Greenway, a National Scenic Trail, a National Recreation Trail, or regional greenway as identified in the Pioneer Valley Greenways Plan	Select if applicable	Serves multiple greenways and blueways	1	1	
b	Improves Access to Parks and Open Space	Project improves the public's direct access to identified municipal or state parks and/or open space	Select if applicable	Services multiple parks	1	1	
c	Improves Access to Jobs	Project will serve an existing or planned area identified as a major employment center in the Comprehensive Economic Development Strategy (CEDS) for the region. 2013 CEDS	Select if applicable	Serves multiple employment centers	2	2	
d	Preserves Historical and Cultural Resources	Project itself involves preservation of property designated as a National Historic site or in National Historic District, or is a Historical or Cultural resource as defined by state, local, or federal inventories.	Select if applicable		0.5	0	
e	Preserve Prime Agricultural Land	Project will not decrease the amount of adjacent farmland in active agricultural production Project makes financial contribution to farmland preservation fund to mitigate impacts to active farmland	Select if applicable		0.5	0	
f	Provide Safe and Reliable Access to Education	Project includes design elements to improve safety and/or access (regardless of mode) to an existing or planned educational facility (sidewalks, traffic calming measures, crosswalk signals) Project helps to implement an accepted Safe Route to School or the recommendations of a Safe Route to School study Safe Routes to Schools	Select if applicable	Services multiple K-12 and higher education sites	0.5	0.5	
g	Support Designated Scenic Byways	Project implements a recommendation of a Corridor Management Plan for a designated National or State Scenic Byway Link to MA Scenic Byways Map	Select if applicable		0.5	0	
h	Implements ITS strategies other than traffic signal operations	Project includes ITS equipment (e.g. variable message signs) – 2 points No proposed ITS equipment – 0 points	Select one only		2	0	
i	Improve Network Wayfinding/Retro-	Project includes improved wayfinding signage – 1 point	Select only one	Wayfinding signage at each of 18 stations	1	1	

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7	QUALITY OF LIFE				SID #	PV0001
	Maximum Points for this Subsection:				10	5.5
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
	reflectivity	Project upgrades existing signs to meet current retro-reflectivity standards – 1 point				
j	Improves Access to Sensitive Receptors such as: Daycare, Hospital, Senior Centers, or other facilities as defined by the TIP Subcommittee	Project is located within 0.25 miles of a sensitive receptor - 1 point Project is located within 0.5 miles of a sensitive receptor - 1 point	Select one if applicable	Serves multiple sensitive receptors	1	1
k	Length of Time Project has been in queue for TIP funding	< 3 years - 0 points 3 - 5 years - 0.5 points > 5 years - 1 point	Select Only One	Length of time calculated from date of the first TEC review for the project	1	0

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8	ENVIRONMENTAL JUSTICE				SID #	PV0001
	Maximum Points for this Subsection:				3	3
	Criterion	Factor	Instructions	Details	Max Score	Actual Score
a	Reduce and Limit Disproportionate Impacts on EJ Communities	Project is located within one or more identified Environmental Justice (EJ) Areas, has no adverse impacts projected, and will reduce travel time to work	Select if applicable	Serves multiple EJ areas	0.5	0.5
b	Reduce and Limit Disproportionate Impacts on Title VI Communities	Project is located within one or more identified Title VI Areas, has no adverse impacts projected, and will reduce travel time	Select if applicable	Serves multiple Title VI Areas	0.5	0.5
c	Improve Transit or pedestrian connections for EJ Populations	Project is located within half-mile buffer of, or affects, an environmental justice area and will provide new transit or pedestrian access – 1 points <hr/> Project is located within half-mile buffer of, or affects, an environmental justice area and will provide improved transit or pedestrian access – 0.5 points <hr/> Project provides no improvement in transit or pedestrian access or is not in an environmental justice area – 0 points	Select one only.	Serves multiple EJ areas and populations with better connections to transit (shorten last mile access time)	1	1
d	Improve Transit or pedestrian connections for Title VI Populations	Project is located within half-mile buffer of, or affects, a Title VI area and will provide new transit or pedestrian access – 1 points <hr/> Project is located within half-mile buffer of, or affects, a Title VI area and will provide improved transit or pedestrian access – 0.5 points <hr/> Project provides no improvement in transit or pedestrian access or is not in a Title VI area – 0 points	Select one only.	Serves multiple Title VI areas with better connections to transit (shorten last mile access time)	1	1
e	Reduce Burdens on EJ Areas	Project creates a burden or negative impact in identified EJ Area	Select if applicable		-5	0
f	Reduce Burdens on Title VI Areas	Project creates a burden or negative impact in identified Title VI Area	Select if applicable		-5	0