

Phase I Screening Criteria
Upper Valley Intermodal Transportation Facility

| | Access | Very Poor | Poor | Adequate | Good | Excellent |
|----|---|------------------|-------------|-----------------|-------------|------------------|
| 1 | Would the site be efficiently accessed from Interstate 89? (Benchmarks: Location less than one mile or less than 5 minutes travel time from Interstate 89) | | | | | |
| 2 | Would the site be efficiently accessed by buses, cars, bicycles, and pedestrians? (Benchmarks: Adequacy and ease of access of existing road and sidewalk infrastructure linking the site to the interstate and other key locations in proximity to the site) | | | | | |
| 3 | Could the site allow for efficient connections to air or rail transportation? (Benchmarks: Adequacy of infrastructure linking the site to air/rail transportation hubs) | | | | | |
| 4 | | | | | | |
| 5 | Community Impacts | Very Poor | Poor | Adequate | Good | Excellent |
| 6 | Would the selection of the site and subsequent operation of the Intermodal Transportation Facility minimize impacts (e.g. traffic, noise, odor, etc) to existing neighborhoods? (Benchmarks: Proximity to existing neighborhoods and adequacy of local street network) | | | | | |
| 7 | How developing the site may impact the historical or cultural resources of the community and region? | | | | | |
| 8 | Environmental Impacts | Very Poor | Poor | Adequate | Good | Excellent |
| 9 | How developing the site will impact on the natural environment? (Benchmarks: Are there wetlands, floodplains, steep slopes, or other natural features that would be negatively impacted by the development of the site?) | | | | | |
| 10 | Planning and Land Use Considerations | Very Poor | Poor | Adequate | Good | Excellent |
| 11 | Would the development of the site as an Intermodal Transportation Facility be consistent with existing local and regional land use plans and zoning? (Benchmarks: Consistency with local and regional land use plans and zoning ordinance) | | | | | |
| 12 | Would developing the site as an Intermodal Transportation Facility be consistent with generally accepted land use principles such as Transit-Oriented Development or other compact design land use techniques, proximity to existing employment center, or parcels suitable for new commercial/industrial employment? | | | | | |
| 13 | Would the site be adequately served by existing community utilities (e.g. water/sewer infrastructure)? (Benchmarks: Location of existing community utilities) | | | | | |
| 14 | Site Characteristics/Implementation | Very Poor | Poor | Adequate | Good | Excellent |
| 15 | Would the site accommodate initial estimates for space requirements? (Benchmarks: Could the site accommodate 1,000 parking spaces and 10 bus bays?) | | | | | |
| 16 | Would the site allow for potential future expansion and/or phasing of development? (Benchmarks: Could the site accommodate 1,500 parking spaces and 15 bus bays?) | | | | | |
| 17 | Would the site provide safe and secure passenger waiting facilities, and vehicle and bus parking? (Benchmarks: Necessity for extra safeguards required) | | | | | |
| 18 | Would the cost of acquiring the property and preparing the site for construction be feasible given realistic budget estimates for the project? (Benchmarks: Cost of the site and topographic characteristics of the site) | | | | | |