Goals	Potential Metrics (Contained in Survey)	Scoring Scale				Resources for Determining Score
		-1	0	1	2	
Goal 1: Sustainability *(environmental benefits only; other sustainability benefits are dealt with under goals 3 and 6)*	1) Does the project increase the potential for walking, biking or taking transit? 2) Does the project impact identified environmentally sensitive areas?	**Degrades** non-motorized travel, negatively impacts the environment, increases vehicle emissions, and/or decreases network connectivity. *Example:* Project that negatively impacts an identified environmentally sensitive area, or a project that limits/removes bicycle or pedestrian facilities.	**No impact/neutral impact.** *Example:* Project that has no clearly identifiable impact on non-motorized travel, vehicle emissions or an environmentally sensitive area. This includes safety or roadway realignment projects and projects that increase non-motorized travel but negatively impact environmentally sensitive areas.	**Indirectly improves** non-motorized travel, decreases vehicle emissions and/or increases network connectivity. *Example:* Intersection improvement that addresses a deficiency and improves vehicular operations.	**Directly improves** non-motorized travel, decreases vehicle emissions and/or increases bicycle, pedestrian, or transit network connectivity. *Example:* Constructing an active transportation project.	• Pedestrian Network Map • Bicycle Network Map • Transit Service Map • Land Use Zoning Map • Environmentally Sensitive Areas (protected resource, wetland, riparian, habitat and aquatic areas) • TSP Project Data
Goal 2: Local Businesses and Jobs	1) Is the project located in or near an existing or future employment area? 2) Does the project create a direct connection from a highway or other major facility to an employment area?	**Degrades** access and/or mobility to existing or future employment areas. *Example*: Project closes or limits access.	**No impact.** *Example:* Project that does not intersect with an employment area.	**Indirectly improves** access and mobility to existing or future employment areas. *Example*: Active transportation or safety projects (shoulders, pedways, etc.) within or connecting the employment area.	**Directly improves** access and mobility to existing or future employment areas. *Example:* Capacity or operations project (ITS, turn lanes, signal, etc.) to or within an employment area.	• Comprehensive Plan Data • Employment Land Data • Economic Landscape Data • ODOT Highway Data • Road Network Data • TSP Project Data
Goal 3: Livable and Local	1) Does the project increase connections to daily needs and services? 2) Does the project reduce the impacts of reoccurring flooding? 3) Does the project help implement a local land use or development plan?	**Degrades** neighborhood connectivity and/or access to daily needs or services. *Example:* Four or more lane capacity enhancements that divide a contiguous neighborhood.	**No impact.** *Example:* Project that is outside of a service and/or residential area.	**Improves** neighborhood connectivity and/or access to daily needs or services. *Example:* Project provides connectivity to daily needs and services. Any project intersecting with an activity center.	**Directly improves** neighborhood connectivity and/or access to daily needs or services and helps implement a local plan. *Example:* Any project near local services and supporting a local plan.	• Activity Center Data • Rural Communities Data • Comprehensive Plan Data • TSP Project Data • Reoccurring local flood Data • Road Network Data
Goal 4: Safety and Health	1) Does the project improve a safety focus intersection, a candidate road safety audit corridor or an ODOT Safety Priority Index System (SPIS) site? 2) Does the project have the potential to reduce emissions near schools or densely populated areas?	**Degrades** health and/or increases the likelihood of crashes. *Example:* Increases vehicle emissions within 500 feet of a school.	**No impact.** *Example:* Enhancing capacity on an existing roadway with pedestrian and bicycle facilities that is not within 500 feet of a school.	**Improves** health and/or decreases the likelihood of crashes. *Example*: Constructing safety improvements at an intersection or on a corridor that are not a safety focus intersection or part of a candidate road safety audit corridor.	**Directly improves** health and/or decreases the likelihood of crashes at a safety focus intersection, SPIS site or on a candidate road safety auditor corridor, or within 500 feet of a school. *Example:* Constructing a safety improvement (e.g., single-lane roundabout, intersection realignment) at a safety focus intersection or on a candidate road safety audit corridor.	• Highway Safety Manual • School Data • Safety Focus Data • Candidate Road Safety Audit Corridors Data • SPIS Sites Data • TSP Project Data
Goal 5: Equity	1) Is the project located in a transportation disadvantaged area and does it increase transportation options for that disadvantaged community?	**Degrades** transportation options, facilities, and/or community for transportation disadvantaged populations. *Example:* Project that reduces access or connectivity through a transportation disadvantaged area.	**No impact.** *Example:* Enhancing capacity in an area that is classified as transportation "least disadvantaged."	**Improves** transportation options and/or facilities for areas considered transportation "somewhat disadvantaged" or "disadvantaged". *Example:* Enhancing sidewalk connectivity within an area considered transportation "disadvantaged."	**Directly improves** transportation options and/or facilities for areas considered transportation "most disadvantaged." *Example:* Providing sidewalks to transit stops within an area considered "most disadvantaged."	• Transportation Disadvantaged Population Map • Activity Centers Map • Pedestrian Network Map • Bicycle Network Map • Transit Network Map • TSP Project Data
Goal 6: Fiscally Responsible	1) What is the estimated cost effectiveness of the project?	**Cost effectiveness** factor is in the bottom 25th percentile.	**Cost effectiveness factor** is between the 25th and 75th percentile.	**Cost effectiveness factor** is in the 75th to 90th percentile.	**Cost effectiveness factor** is in the top 90th percentile.	**Cost effectiveness factor** calculations described in Step 5 *of Prioritization Process Memo.* (Cost Estimate and Future Year 2035 AADT)