

Goals	Potential Metrics (Contained in Survey)	Scoring Scale				Resources for Determining Score
		-1	0	1	2	
Goal 1: Sustainability <i>(environmental benefits only; other sustainability benefits are dealt with under goals 3 and 6)</i>	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. <i>Example:</i> Project that negatively impacts an identified environmentally sensitive area, or a project that limits/removes bicycle or pedestrian facilities.	No impact. <i>Example:</i> Project that has no clearly identifiable change on non-motorized travel, vehicle emissions or an environmentally sensitive area, or a safety or roadway realignment project.	Indirectly improves non-motorized travel, decreases vehicle emissions and/or increases network connectivity. <i>Example:</i> 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. <i>Example:</i> Constructing an active transportation corridor.	<ul style="list-style-type: none"> • Pedestrian Network Map • Bicycle Network Map • Activity Centers Map • Transit Service Map • Land Use Zoning Map • Environmentally Sensitive Areas Map • 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. <i>Example:</i> Project closes or limits access.	No impact. <i>Example:</i> Project that does not intersect with an employment area.	Indirectly improves access and mobility to existing or future employment areas. <i>Example:</i> Active transportation or safety projects (shoulders, pedways, etc.) within or connecting to the employment area.	Directly improves access and mobility to existing or future employment areas. <i>Example:</i> Capacity or operations project (ITS, turn lanes, signal, etc.) to or within an employment area.	<ul style="list-style-type: none"> • 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 recurring 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. <i>Example:</i> Four or more lane capacity enhancements that divide a contiguous neighborhood.	No impact. <i>Example:</i> Project that is outside of a service and/or residential area.	Improves neighborhood connectivity and/or access to daily needs or services. <i>Examples:</i> 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. <i>Example:</i> Any project near local services that supports a local plan.	<ul style="list-style-type: none"> • 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 of nearby populations and/or increases the likelihood of crashes. <i>Example:</i> Increases vehicle emissions within 500 feet of a school.	No impact. <i>Example:</i> Enhancing capacity on an existing roadway with pedestrian and bicycle facilities that is not within 500 feet of a school or densely populated area.	Improves health and/or decreases the likelihood of crashes. <i>Example:</i> Constructing safety improvements at an intersection or on a corridor that is 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 audit corridor, or within 500 feet of a school. <i>Example:</i> Constructing a safety improvement (e.g., single-lane roundabout, intersection realignment) at a safety focus intersection or on a candidate road safety audit corridor.	<ul style="list-style-type: none"> • Highway Safety Manual • Activity Centers Map • Safety Focus Intersections List • Candidate Road Safety Audit Corridors Map • SPIS Sites Map • TSP Project Data
Goal 5: Equity	1) Is the project located in a transportation disadvantaged area and does it increase transportation options for the people in that area?	Degrades transportation options, facilities and/or community for transportation disadvantaged populations. <i>Example:</i> Project that reduces access or connectivity through a transportation disadvantaged area.	No impact. <i>Example:</i> Enhancing rural 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. <i>Example:</i> Enhancing sidewalk connectivity within an area considered transportation disadvantaged.	Directly improves transportation options and/or facilities for areas considered transportation "most disadvantaged." <i>Example:</i> Providing sidewalks to transit stops within an area considered most disadvantaged.	<ul style="list-style-type: none"> • 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? 2) Is the project located within an area prone to landslides?	Cost effectiveness factor is low and/or project is in area prone to landslides.	Cost effectiveness factor is moderate and/or project area is generally not prone to landslides.	Cost effectiveness factor is high and project area is not prone to landslides.	Cost effectiveness factor is very high and project area is not prone to landslides.	Cost effectiveness factor calculations described in Step 5. (Cost Estimate and Future Year 2035 AADT)