

**REGIONAL TRANSPORTATION CRITERIA**

Weight Factor		0 points	2 points	4 points	6 points	8 points
2	<b>Accessibility</b>	Project doesn't support other modes of travel- doesn't provide access to or plan trail/bike lanes, sidewalks, or other modal improvements			Project supports other modes of travel, including access to or planned trail/bike lanes, sidewalks, or other modal improvements	
1.5	<b>Freight</b>	Doesn't improve access to airports, freight distribution facilities or major commercial/industrial districts		Improves access to airports, freight distribution facilities or major commercial/industrial districts OR improves access and/or enhances freight movement to regional and national economic centers		Improves access to airports, freight distribution facilities or major commercial/industrial districts AND improves access and/or enhances freight movement to regional and national economic centers
1.5	<b>Economic Development</b>	Doesn't improve access to existing activity center*, employment area* or open access to land for future development		Opens access to land for future development	Indirectly* serves an activity center OR employment area	Directly* serves an activity center OR an employment area
*Activity center: locations that have a lot of activity such as hospitals, major government centers, schools, shopping centers, etc. *Employment area: location that provides many jobs. *Indirectly serves: Project does not directly connect to activity center or employment area but is important to either location; *Directly serves: Project directly connects to activity center or employment area.						
2	<b>Safety</b>	Project doesn't address safety issues in the project area		Involves a roadway or intersection that has experienced mainly property damage only crashes over the data time period (5 years)- EPDO rate* < 4	Involves a roadway or intersection that has an EPDO Rate* from 4-7.5 -OR- project may improve overall safety on a nearby roadway* or for a bike/ped project	Project will improve area designated as safety priority location by MVPO and/or ODOT, or project involves a roadway or intersection with an EPDO rate* of > 7.5
*EPDO Rate: Equivalent Property Damage Only Rate. The EPDO rate is a measure based upon the cost ratio of fatal and injury crashes as compared to Property Damage Only (PDO) crashes. ODOT provides calculations for these ratios that they use each year. The higher the number of injury and fatal crashes at a specified location, the higher the EPDO rate. The regional EPDO rate average of all projects *Example of a project that would improve overall safety on a nearby roadway: a new connector road may alleviate traffic from nearby roads which may take some of the crashes off of those roads is 7.5						
1	<b>Environmental Impacts*</b>	Project is expected to have significant environmental impacts		Project may have <i>minimal</i> environmental impacts		Project has no expected environmental impacts
*Environmental Impacts: Will generally apply to New/Capacity and Transportation Enhancement projects in which the improvement includes; new right of way is required, new pavement or pavement widening which impacts a stream, new bridge, or an improvement that is constructed on open ground but may not require right-of-way (bike path, etc.)						
1.5	<b>Project Readiness/Timing</b>	Project in Conceptual Phase*	Project in planning phase	Project in preliminary engineering phase	Project in design phase	Project design complete and ready for bidding
*Conceptual Phase: Project has been identified, but planning phase has yet to be started						