
Surface Transportation Program (STP) Project Prioritization & Selection Process

For the Tulsa Urbanized Area

Revised December 22, 2017



Surface Transportation Program (STP) Project Prioritization and Selection Process For the Tulsa Urbanized Area

INCOG, as the Metropolitan Planning Organization (MPO) for the Tulsa metropolitan area, is required to establish a selection process for the distribution of STP funds. Priority funding will be given to projects that meet federal regulations (Attachment B), and help advance the Regional Transportation Plan (RTP) in the following areas:

Arterial Intersections – Safety and capacity improvements to existing intersections. Sample projects include, but are not limited to:

- Railroad crossing improvements
- Signal prioritization, automation, preemption, and/or synchronization
- Intersection lighting, markings, and/or signage
- Pedestrian safety measures

System Preservation – Maintenance or preservation projects for existing transportation infrastructure. Sample projects include, but are not limited to:

- Pavement resurfacing, replacement, reconstruction and/or rehabilitation
- Pavement management system
- Bridge restoration and/or operational improvements

System Management and Integration – Technology systems for the management of, and communication between transportation-related systems. Sample projects include, but are not limited to:

- Highway courtesy patrols
- Congestion/Incident Management Systems
- Advanced Traveler Information Systems (ATIS)
- Intermodal transportation facilities and systems (including CVISN)
- Traffic management center capital and O&M costs
- Data storage and transmission
- Intelligent Transportation System (ITS) roadside hardware

Alternative Transportation – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage. Sample projects include, but are not limited to:

- Transit capital, research, safety improvements, and/or management systems costs
- Carpool/vanpool projects
- Sidewalk modifications and/or walkway projects
- Bicycle transportation projects
- Multimodal connections (park & ride lots)

Capacity Expansion -- Construction projects that add capacity to an existing street or interstate, or construction of new facilities. Sample projects include, but are not limited to:

- Adding lanes to existing streets or highways
- New Interchanges
- New Roads
- Bridge Replacement
- Bridge Widening and/or Lane Additions

With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, proposed projects will be evaluated for eligibility and priority based on a 100-point grading system. Selected projects will be included in the Transportation Improvement Program (TIP) for the Tulsa Transportation Management Area (TMA).

Eligible Transportation Improvements

In order for a project to be eligible for Tulsa Urbanized Area STP funds, it must meet the following criteria:

- 1) The proposed project must represent at least one of the following:
 - A) An implementation of actions and/or projects listed from the [Connected 2045 LRTP](#).
 - B) A transportation system management (including congestion management) project,
 - C) Transportation control measures from the Air Quality State Implementation Plan,
 - D) A safety or transportation enhancement project, or
 - E) System preservation of a transportation facility (*i.e.*, reconstruction, rehabilitation, resurfacing, restoration and operational improvements).
- 2) Projects must be located within the [Tulsa Transportation Management Area \(TMA\)](#) (Attachment C).
- 3) Funds must be used for roads classified as Urban Collectors and Arterials or Rural Collectors and Arterials under the Federal Highway Administration Functional Classification System. Bridges are exempt from this rule. In addition, Projects on roadways planned for inclusion as proposed revisions to Federal Highway Functional Classification, contingent upon concurrence and approval by the FHWA, will be eligible.
<http://www.incog.org/Transportation/documents/FedClassMaps.htm>
- 4) The local project sponsor must be a local unit of government or instrumentality thereof (such as the Metropolitan Tulsa Transit Authority or INCOG), within the Tulsa Urbanized Area (Creek County, Osage County, Rogers County, Tulsa County, Wagoner County, City of Bixby, City of Broken Arrow, City of Catoosa, City of Coweta, City of Glenpool, City of Jenks, City of Owasso, City of Sand Springs, City of Sapulpa, Town of Sperry, Town of Kiefer or City of Tulsa) or within the Tulsa Transportation Management Area (City of Claremore, City of Collinsville, or the City of Skiatook, Town of Mounds, Town of Verdigris.)
- 5) The local project sponsor must provide to INCOG an STP Project Resolution (Attachment A), adopted by the governing body at a public meeting, which describes the project, including the type of improvement, project location, total project cost, and source(s) of matching funds. The sample resolution may be modified to reflect specific agreements between the project sponsor and ODOT or to meet local city charter requirements.
- 6) **The local project sponsor must provide to INCOG a preliminary cost estimate adjusted for inflation using a rate of 4% per year over four years, and with a contingency of approximately 15% (+ or – 5%). Cost estimates for construction projects must be submitted by a registered professional engineer, architect, or landscape architect as appropriate, licensed in the State of Oklahoma.**

Funding Ratios

The United States Department of Transportation (USDOT) will divide Surface Transportation Program funds each year among the states based on their respective amounts of highway mileage, vehicles miles traveled, and fuel tax contributions. The Oklahoma Department of Transportation (ODOT) uses 37.75% of allocated funds for various projects throughout the state, with the remaining 62.25% being divided between the Oklahoma City and Tulsa Transportation Management Areas. INCOG's share is on average an estimated \$15 million per year. Based on the priorities established, projects representing the expected resources may be programmed in the TIP to be funded with Urbanized Area STP funds.

In order to accelerate completion of the expressway system and/or initiate rail-transit system planning within the Tulsa metropolitan area, up to 15 percent of the Urbanized Area STP funds may be set aside for corridor analysis, functional planning/engineering and environmental studies; up to 50 percent for right-of-way acquisition and utility relocation; and up to 60 percent for construction related to completion/upgrading of the Expressway System (*i.e.*, Gilcrease Expressway/Parkway and Osage/L.L. Tisdale Expressway). Furthermore, Urbanized Area STP funds may be committed to pay bonds and associated financing for projects completing the Expressway System.

Exclusive Intelligent Transportation System (ITS) projects or Incident Management projects may also be given due consideration within the scope of the same 5% annual apportionment. In addition, a system wide, regional level funding goal for a better performing transportation system is outlined as below:

- Traffic Flow Improvements (Arterial intersections, System Management & Integration): 20% of total STP funding
- System Preservation: 20% of total STP funding

The balance of the Urbanized Area STP funds will be made available for construction/implementation of transportation projects, utilizing a process to prioritize and select projects to be awarded funding. For those projects selected for funding, expenses associated with the development of engineering plans, right-of-way acquisition and utility relocation are eligible but must meet all state and federal policies. Local sponsors will also be responsible for providing required matching funds.

Urbanized Area STP projects will be funded at a ratio of 80 percent federal funds and 20 percent local funds for eligible project costs. Certain safety projects may be funded at 100 percent of the cost by federal funds upon approval by ODOT. Such safety projects are described in Title 23, U.S.C., Section 120(c), and include traffic control signalization, pavement marking, commuter carpooling and vanpooling, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles at signalized intersections.

All state and federal requirements in conjunction with the use of federal funds (*i.e.*, uniform relocation, Davis-Bacon, NEPA, etc.) must also be met. In general, it is expected that no single project or entity will be allocated more than 60% of the total STP Urbanized Area funds available per year. And furthermore, no other single project or entity will be allocated more than 50% of the remaining balance of STP Urbanized Area funds available per year. Final project scheduling by fiscal year for selected projects will be based on project phasing, project size and anticipated resources available.

STP Funding Allocation Summary

(A)		
Total anticipated STP Allocation to INCOG:		\$15 M
(B)		
Current commitment by INCOG:	\$6M/Year toward completing the regional expressway system	
(C)		
Available Funds for 2021		\$9 M
(D) Goal #1		
Intelligent Transportation System Projects		
AND/OR Incident Management Projects		5% (450K)
(E) Goal #2		
Traffic Flow Improvements		
AND/OR System Preservation (Shoulders/Rehab)		20% (\$1.8M)
(G) Capacity addition projects		
		\$6.75M

No single entity may receive a combined sum of more than \$3M for any federal fiscal year, for all projects. Projects selected for any federal fiscal year will be advanced based on first-ready first-let.

Instructions for Project Submittals

Any entity wishing to sponsor functional planning/engineering, Major Investment Studies, and environmental studies, right-of-way acquisition, and utility relocation related to completion/upgrading of the Expressway System must submit a request to INCOG. Each request will be evaluated on a case-by-case basis to determine if funds will be set aside for this purpose.

A project sponsor wishing to submit a project for implementation using Tulsa Urbanized Area STP funds must complete a *Transportation Project Rating Form* (Attachment D) for each proposed project. The *Transportation Project Rating Form* will be used to establish project eligibility and to score transportation projects proposed for funding. The prioritization resulting from the form's scoring system will allow fair competition and selection based on a project's individual characteristics, status, and local commitment relative to other proposed projects.

Specifically, proposed **capacity improvement projects** will be evaluated on the following characteristics:

Selection Criteria	CAPACITY PROJECTS	NON-CAPACITY PROJECTS
A. Travel Time Improvements	Maximum 30 points	0 points
B. Safety Improvements	Maximum 30 points	20 points
C. System Maintenance and Management	Maximum 0 points	20 points
D. Project Preparation	Maximum 20 points	20 points
E. Livability Criteria	Maximum 0 points	20 points
F. Freight Movement and Intermodal	Maximum 10 points	10 points
G. Multijurisdictional/Special Benefits/goals	Maximum 10 points	10 points
	Total 100 points	100 points

The prioritization scoring will serve as the initial screening used to select projects for funding with Urbanized Area STP funds. Certain types of projects that cannot be evaluated through the project rating process due to their characteristics (e.g., planning and engineering studies, carpool programs, wetlands mitigation, research programs, etc.) may be submitted for consideration. These "exception" projects along with the initial prioritized list will be presented to the TAC, TPC, and the INCOG Board of Directors, which together will establish the final priorities.

Completion of the preliminary activities (functional planning/engineering, and environmental studies) will make the projects better able to compete for construction funds available through other programs for projects statewide. Affected/interested entities will select a lead agency that will act as project sponsors and will be responsible for coordinating the provision of local matching funds. Funding for right-of-way acquisition and utility relocation will only be eligible upon state and federal approval of required functional planning/engineering and environmental studies.

INCOG, as the MPO, will notify ODOT of the programming of projects and will provide to ODOT copies of the project sponsors' STP Project Resolution and preliminary cost estimate. The project sponsor must file with ODOT evidence that the local matching share for the proposed project is in hand and immediately available to the project, and three copies of documentation as to the provision of engineering services to the project sponsor for preparation of plans, as applicable, for construction projects. The project sponsor must also execute a project agreement with ODOT within 180 days of project approval by the Board of Directors. INCOG reserves the right to reprogram funds for projects whose sponsors fail to execute agreements within that period.

Project funding will be obligated (approved by ODOT and FHWA) in consultation with INCOG on a "first ready, first funded" basis, regardless of project sponsor. Projects that fail to be ready to be obligated by the Federal Fiscal Year in which they were selected for funding will be jointly assessed by the project sponsor, INCOG, ODOT and USDOT, to determine if the project should be terminated and the funds reprogrammed. Reprogrammed funds will be made immediately available for projects that are ready to proceed. Project selection by the MPO will be considered to occur when the project is included on the TIP approved by the Transportation Policy Committee and endorsed by the INCOG Board of Directors. Upon receipt of MPO concurrence, ODOT will place the project on a scheduled letting list, and request the local funding share from the project sponsor. The matching funds must be received by ODOT before the project can be advertised for bids. Prior to bid opening, ODOT will request Federal authorization of the project.

Project Monitoring

It is the responsibility of ODOT to keep INCOG informed of the status of all Urbanized Area STP projects within the Tulsa area, and to report project cost adjustments so that cost estimates can be replaced with actual construction costs when the projects are let for bid and completed. ODOT shall provide to INCOG verification of the final project cost upon its completion. ODOT shall also provide to INCOG a quarterly status report summarizing the Tulsa Urbanized Area STP program, including the status of all selected projects and the amount of unobligated funding available for programming additional projects.

INCOG will routinely prepare a summary of all Tulsa Urbanized Area STP projects, including location, cost, and status, which have been obligated since the inception of the program.

Tentative Schedule

Activity	Target Date
Solicit Applications	December 22, 2017
Applications Due	February 23, 2018
Preliminary List to Technical Committee	March 21, 2018
Preliminary List to Policy Committee	March 28, 2018
Approved List to INCOG Board	April 10, 2018

ATTACHMENT A

Resolution to Request Programming of Tulsa Urbanized Area Surface Transportation Funds

WHEREAS, Surface Transportation Program Urbanized Area funds have been made available for transportation improvements within the Tulsa Transportation Management Area; and

WHEREAS, The [PROJECT SPONSOR] has selected a project described as follows:

_____ ; and

WHEREAS, the selected project is consistent with the local comprehensive plan, including applicable Major Street and Highway Plan Element, and the Regional Transportation Plan; and

WHEREAS, the engineer's preliminary estimate of cost is \$_____, and Federal participation under the terms of the Fixing America's Surface Transportation (FAST) Act relating to Surface Transportation Program Urbanized Area funds are hereby requested for funding of ____ percent of the project cost; and

WHEREAS, the [PROJECT SPONSOR] proposes to use [SOURCE] funds for the balance of the project costs; and

WHEREAS, the [PROJECT SPONSOR] has arranged for _____, a qualified [ENGINEER/ARCHITECT/LANDSCAPE ARCHITECT] licensed in the state of Oklahoma to furnish professional services in the preparation of detailed plans, specifications and estimates; and

WHEREAS, the [PROJECT SPONSOR] agrees to provide for satisfactory maintenance after completion, and to furnish the necessary right-of-way clear and unobstructed; and

WHEREAS, the [PROJECT SPONSOR] has required matching funds available and further agrees to deposit with the Oklahoma Department of Transportation said matching funds within thirty (30) days after approval by the Federal Highway Administration.

NOW, THEREFORE, BE IT RESOLVED: That the Indian Nations Council of Governments is hereby requested to program this project into the Transportation Improvement Program for the Tulsa Transportation Management Area; and

BE IT FURTHER RESOLVED: That upon inclusion in the Transportation Improvement Program, the Oklahoma Transportation Commission is hereby requested to concur in the programming and selection of this project and to submit the same to the Federal Highway Administration for its approval.

ATTEST:

(Chief Elected Official or local governing body)

(Clerk/Secretary/Attorney)

ATTACHMENT B

Surface Transportation Program Eligible Projects

Title 23, U.S.C., Section 133(b)

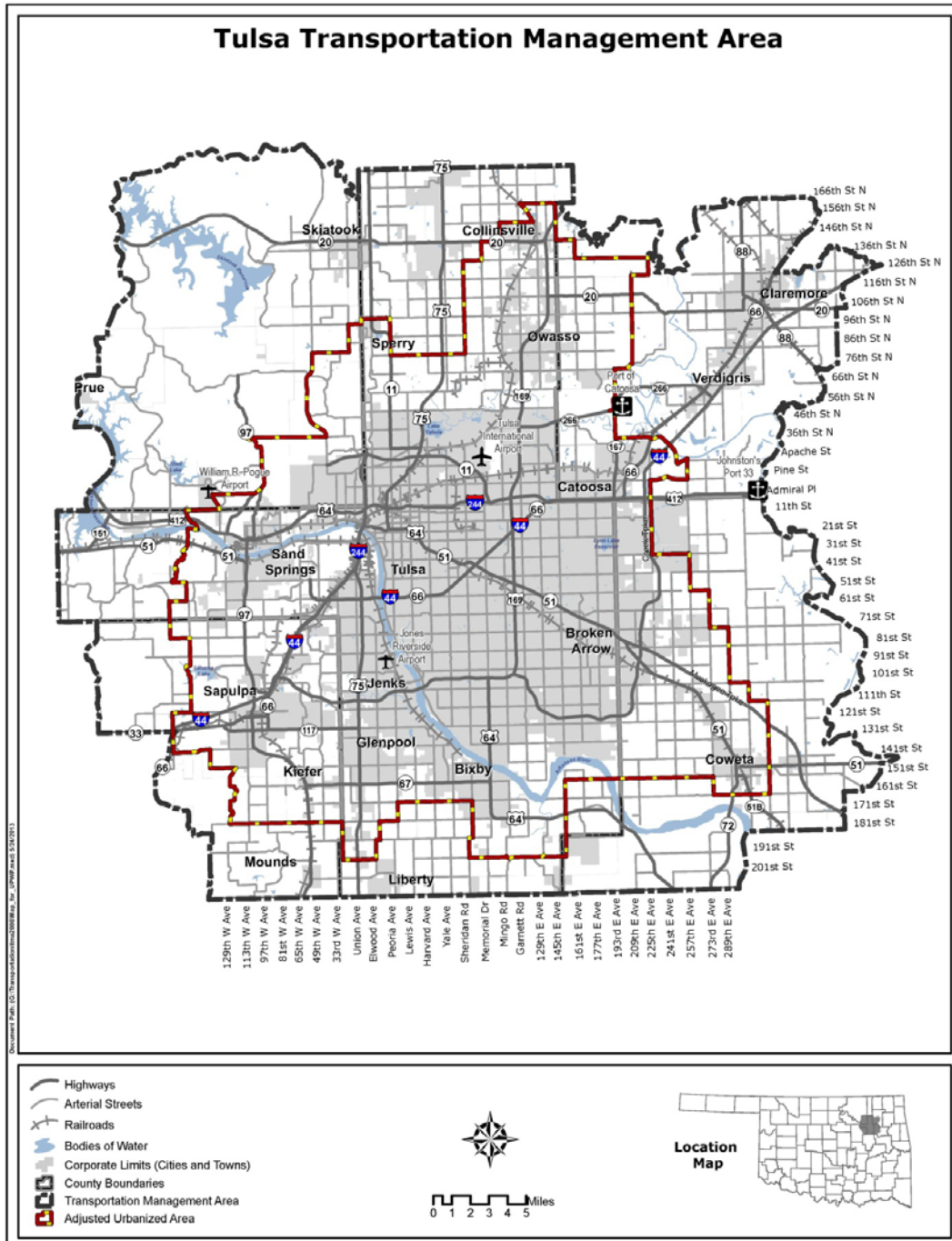
ELIGIBLE PROJECTS.--A State may obligate funds apportioned to it under section 104(b)(3) for the surface transportation program only for the following:

- (1) Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including interstate highways) and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this title.
- (2) Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicle and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
- (3) Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways in accordance with section 217, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- (4) Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway/highway grade crossings.
- (5) Highway and transit research and development and technology transfer programs.
- (6) Capital and operating costs for traffic monitoring, management, and control facilities and programs.
- (7) Surface transportation planning programs.
- (8) Transportation enhancement activities.
- (9) Transportation control measures listed in section 108(f)(1)(A) (other than clauses (xii)) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- (10) Development and establishment of management systems under section 303.
- (11) In accordance with all applicable Federal law and regulations, participation in natural habitat and wetlands mitigation efforts related to projects funded under this title, which may include participation in natural habitat and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, including any such banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990 (including crediting provisions). Contributions to such mitigation efforts may take place concurrent with or in advance of project construction. Contributions toward these efforts may occur in advance of project construction only if such efforts are consistent with all applicable requirements of Federal law and regulations and State transportation planning processes. With respect to participation in a natural habitat or wetland mitigation effort related to a project funded under this title that has an impact that occurs within the service area of a mitigation bank, preference shall be given, to the maximum extent practicable, to the use of the mitigation bank if the bank contains sufficient available credits to offset the impact and the bank is approved in accordance with the Federal Guidance for the Establishment, use and Operation of Mitigation Banks (60 Fed. Reg. 58605 (November 28, 1995)) or other applicable Federal law including regulations).
- (12) Infrastructure-based intelligent transportation systems capital improvements.
- (13) Environmental restoration and pollution abatement projects including the retrofit or construction of storm water treatment systems) to address water pollution or environmental degradation caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the expenditure of funds under this section for any such environmental restoration or pollution abatement project shall not exceed 20 percent of the total cost of the reconstruction, rehabilitation, resurfacing, or restoration project
- (14) Advanced truck stop electrification systems [1113]

- (15) Projects relating to intersections that: have disproportionately high accident rates; have high congestion; and are located on a Federal-aid highway [1113]
- (16) Environmental restoration and pollution abatement – on a 4R project the expenditures for this activity may not exceed 20 percent of the total cost of the project. [6006]
- (17) Control of terrestrial and aquatic noxious weeds and establishment of native species.

ATTACHMENT C Tulsa Transportation Management Area

The following map is based on the 2000 Census defined Tulsa Urbanized Area boundary, a statistical geographic entity consisting of a central core and adjacent densely settled territory that together contain at least 50,000 people with an overall population density of at least 1,000 people per square mile. For Functional Classification purposes, the Tulsa Urbanized Area boundary was modified in cooperation with ODOT to create the Tulsa Adjusted Urbanized Area.



ATTACHMENT D

Tulsa Urbanized Area Surface Transportation Program Project Rating Form



Tulsa Urbanized Area Surface Transportation Program Project Rating Form: FFY 2019

The following information must be completed for all proposed Urbanized Area STP projects. INCOG staff will use the reported information to assign points to proposed projects. The establishment of project eligibility and the project scores will then be used by the Technical Advisory Committee, Transportation Policy Committee, and the INCOG Board of Directors to program projects to be funded with Urbanized Area STP funds. Please attach the cost estimate from the appropriate licensed professional and a map/drawing of the proposed project.

Project Information

Project Purpose: Adding Roadway Capacity Not-a-capacity added Project

Project Name and Location: _____

Project Description (please include all information necessary for the extent of the project you would like to be rated in the criteria that follows): _____

Project Sponsor/Jurisdiction: _____

Project Engineer: _____

Contact Person: (name) _____

Email address _____

Address _____

Phone _____

Please attach detailed budget to include inflation adjusted costs and fill out the following table.

Project Costs	STP Funds Requested	Other Funds
Construction Cost:		
ODOT Engineering & Review Fee: (6.0% × Total Construction Cost)		
Other Costs:		
Planning/Engineering		
Right-of-Way		
Utility Relocation		
Grand Total:		

Check here if other transportation funding has been received or authorized for this project. Please note the source and amount of the funding.

Source _____ Amount _____

A. Travel Time Improvement -

Maximum 30 points

Projects that seek to improve travel time can receive up to 30 points in this category. Improvements are usually in the form of capacity addition or intersection improvements.

1. What is the most recent average daily traffic count for the proposed project location? (For new alignments the projected volume and number of lanes from the most current computer model of the long range transportation plan will be used. For intersection improvements the approach with the highest traffic volume will be used to determine the V/C ratio.)

Count: _____ Date: _____

Current number of lanes: _____ Count per lane: _____

For corridor improvements, INCOG will determine if the proposed project provides relief for an existing/future congested corridor location, using volume to capacity (V/C) ratio where Level of Service C capacity is greater than 0.80.

- ____ V/C Ratio 1.50 or greater (18 points)
- ____ V/C Ratio 1.20 or greater (12 points)
- ____ V/C Ratio 1.00 to 1.19 (8 points)
- ____ V/C Ratio 0.80 to 0.99 (6 points)
- ____ V/C Ratio less than 0.80 (4 points)

2. Cost Points: Max 6 Points INCOG will calculate the STP dollar cost per daily traffic volume. The projects will be divided into quartiles and the first quartile will receive 6 points, the second quartile 4 points, the third quartile 2 points and the fourth quartile 1 point.
3. If the project includes Intersection improvements: Additional 6 Points (Example: for Traffic Flow Improvements such as Arterial intersection projects, System Management/Integration, Super-two lane reconstruction, Turning Movement improvements, adding shoulder to existing roadway or other related corridor traffic improvement projects that include intersection improvements to reduce congestion)

Please provide any additional comments on congestion improvements

: _____

B. Safety Improvements - Maximum 30 points (Non-Capacity Projects: Max 20 Pts)

If the project is designed to address significant safety issues, it can receive up to 30 points in this category. Please provide a description in the space provided next to each applicable criterion.

What is the Average Annual Crash Severity Index for the Project: _____
 (INCOG will calculate based on data from DPS/ODOT related to Fatality, Injury & PDO crashes)

- First Quartile of Projects: 18 Points
- Second Quartile of Projects: 12 Points
- Third Quartile of Projects submitted: 8 Points
- Fourth Quartile of Projects submitted: 4 Points

(1)For Non-Capacity Projects:

Evaluation Criteria	Points	Provide Description
Project includes transit, pedestrian, bicycle & wheelchair traffic safety. Ex: signalized crossings, high visibility markings, crosswalk upgrades, sidewalk extensions, pedestrian ramps, lighting, barriers separating vehicle/person conflicts. (List each item that is a part of the design separately to receive 1 point each, up to 4 points total.)	4	
Projects to improve roadway safety and/or address Traffic Incident Management. Ex: pavement markings, lighting, signage, barriers or increase skid resistance, responder safety, equipment, communication systems, design features such as incident detection/synchronized signals, turning lane improvements, super-two lane configuration with added shoulders (List each item that is a part of the design separately to receive 1 point each, up to 4 points total.)	4	
Project increases safety through rail crossing improvements.	4	
TOTAL		

Comments: _____

Using Department of Public Safety data from the past three years, INCOG will calculate the most recent average annual crash count at the proposed project location:

Number of Crashes: _____ Date: _____
Crash Severity Index: _____
Points Awarded: _____

The projects will be divided into quartiles based on the Crash Severity Index and the first quartile will receive 2 point, the second quartile 4 points, the third quartile 6 points and the fourth quartile 8 points. Projects that involve rehabilitation of existing facilities only, with no targeted additional safety features/improvements, are not eligible for "Crash Severity" points.

**C. System Maintenance and Management Maximum (Non-Capacity Projects Only)
Maximum 20 Points**

If the main purpose of the proposed project is to maintain existing facilities, it may receive up to 20 points in this category. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project includes either resurfacing or rehabilitation of a majority of the extent, substantial drainage improvements, improvement of signalization.	5	
Project aids in the detection and clearance of non-recurring traffic incidents, the rapid clearing of road obstructions, or otherwise contributes to or utilizes ITS technology or incident management elements.	5	
Project includes replacement or rehabilitation of a functionally obsolete or structurally deficient bridge, such that it no longer is a functionally obsolete or structurally deficient.	5	
Project is derived from or related to the INCOG Congestion Management Process and reduces congestion on streets or intersections functionally classified by the FHWA as arterials in incorporated areas or as a major rural collectors in unincorporated areas .	5	
TOTAL		

Comments: _____



D. Project Preparation ALL Projects -

Maximum 20 points

Projects that are prepared for construction may receive up to 20 points in this category. Please provide a description in the space provided next to each applicable criterion. Additionally, projects will receive one negative point for each year and for each project the sponsor has a previously-selected project that has not been scheduled to let to bid.

Evaluation Criteria	Pt	Provide Description
<i>What is the status of the environmental review process?</i>		
Environmental clearance completed and federal approval obtained	5	
Environmental clearance is in process in compliance with federal requirements	2	
Environmental clearance has not been initiated	0	
EIS likely to be required	-4	
<i>What is the status of proposed project design/ engineering/ planning?</i>		
Final Design/ Engineering/ planning completed and approved by ODOT	10	
Preliminary Design/ Engineering 50% plans completed.	6	
Preliminary Design/ Engineering/ Planning design consultant selected.	4	
<i>What is the status of right-of-way acquisition?</i>		
Right-of-way acquisition completed or not required per ODOT approved plans.	5	
Right-of-way acquisition based on area is 50% complete in compliance with federal requirements	3	
Right-of-way acquisition has not been initiated	0	
<i>What is the status of utility relocation?</i>		
Utility relocation plans are completed or not required per ODOT approved plans.	5	
Utility relocation is 50% complete in compliance with federal requirements	3	
Utility relocation has not been initiated	0	
<i>What is the amount of matching funds for STP Funds?</i>		
More than 50% (6pts), 25 – 50% (4pts)	4 or 6	
ALL Preconstruction Activities funded by local resources (Not involving STP Dollars). (This does not waive minimum local match required for construction as required or as committed for the Surface Transportation Program funding request) ----- Projects that were previously funded for implementation in this FFY or earlier and have not been obligated at the time of project ranking will receive -1pt per project per year. Delays out of control of the applicant are exempted from negative points.	6	
TOTAL		

E. Livability (Non-Capacity Projects Only) -

Maximum 20 points

If the main purpose of the proposed project is transit components, pedestrian components, or bicycle components, it may receive up to 14 points in this category. If the project is NOT an alternative-mode enhancement, but it includes design considerations for the operation thereof, it may obtain up to 6 points. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Main purpose of project is transit facility/hardware improvement, pedestrian or bicycle components	20	
<i>If main purpose of project is not alternative mode, but it does include complementary features, please fill in below.</i>		
Project provides for existing or planned bus/transit operations (i.e., turning radii, bus stop pad, etc...)	5	
Project provides for pedestrian or bicycle components (bumpouts, sidewalks, shelters, wide shoulders, dedicated lanes, paths/trails etc...)	5	
Project (<i>not</i> a limited access facility) is primarily located in a district zoned as Commercial, Office, High-Density Single-Family Residential, or Medium-Density Multi-Family.	5	
Project displaces one or more homes, businesses, schools, churches or recreational areas.	-2	
TOTAL		

Comments: _____

F. Freight Movement and Intermodal Linkages – ALL Projects Maximum 10 points

If the project induces the interaction between two or more modes of transportation, it may receive up to 10 points in this category. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project facilitates the exchange of passengers and goods from private to public modes or between transportation modes.	5	
Project improves access to existing or proposed transportation freight or passenger terminal facility	5	
Project improves road component(s) with 5% or more heavy duty trucks by traffic volume substantiated with observed vehicle classification data as an attachment	5	
TOTAL		

Comments: _____

G. Regional Economic Benefits & Achieving Goals for Efficient System - ALL Projects
Maximum 10 points

Please describe the extent to which the proposed project offers significant additional benefits to the transportation system not reflected by other rating factors. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project is multi-jurisdictional, and is a part of a regional funding program or economic development strategy that benefits more than one community and/or county.	5	
Project will fulfill the goal of (a) Intelligent Transportation System; (b) Incident Management; (c) Traffic flow improvement; and/or (d) System preservation funding goal	5	
TOTAL		

Comments: _____

