



FFY 2026 & FFY 2027 Surface Transportation Block Grant (STBG) Project Prioritization & Selection Process

Instructions and Application *For projects in the Tulsa Transportation Management Area*

A Grant Program of the
U.S. Department of Transportation/ Federal Highway Administration
Authorized by the Infrastructure Investment and Jobs Act (IIJA)

Applications Due – March 14th



Indian Nations Council of Governments (INCOG)
Transportation Planning Division
2 W. 2nd Street, Suite 800
Tulsa, OK 74103-3116

Application Instructions

A. Introduction

INCOG, as the Metropolitan Planning Organization (MPO) for the Tulsa metropolitan area, is required to establish a selection process for the distribution of Surface Transportation Block Grants Program (STBG) funds. Priority funding will be given to projects that meet federal regulations and help advance the Regional Transportation Plan (RTP).

The total anticipated funding sub-allocation to INCOG is approximately \$22Million for FFY2026 and FFY 2027. INCOG has a commitment of \$6M to GARVEE for the debt service of bonds for the Gilcrease Turnpike. Therefore, there is expected to be \$16M available from the STBGP grant funding for the year 2026 and \$16M available for the year 2027 for a total of **\$32M** during this funding cycle.

In order to achieve a regional equity, certain constraints are provided as a guidance for all eligible applicants:

All federal funding is capped to the amount allocated for the project. No Single project may exceed \$4 M in new federal funds. Projects selected for any federal fiscal year will be advanced based on first-ready first-let.

Each eligible entity may submit up to 3 applications. Any entity submitting multiple applications shall indicate the priority on each of the applications per the sponsoring agency.

Under rare and extenuating circumstance, funded projects may be allowed for substitution at the request of the project sponsor provided the project requested would satisfy all the requirements for the given year the original project is selected, and the evaluation criteria is satisfied after ranking and rating of the project. Staff recommendations in such circumstances will be forwarded to the Transportation Policy Committee and the INCOG Board of Directors for approval and endorsement.

B. Surface Transportation Block Grant (STBG) Eligible Transportation Improvements

For a project to be eligible for Tulsa Urbanized Area STBG funds, it must meet the following criteria:

- 1) The proposed project must represent an implementation of actions and/or projects listed from the [Connected 2050 LRTP](#).
- 2) Projects must be located within the [Tulsa Transportation Management Area \(TMA\)](#) (Attachment B).
- 3) Funds must be used for roads classified as Major Collectors, Minor Arterials, Principal Arterials, and Freeway/Expressways 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.
<https://spotlight-okdot.hub.arcgis.com/apps/6555de44b6314ab2a71bb0620e52ea78/explore>
- 4) The local project sponsor must provide to INCOG an STBG 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.

- 5) **The local project sponsor must provide to INCOG a preliminary cost estimate adjusted for inflation using a minimum of 6% Construction Management & Inspection costs per ODOT’s recommendation. 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.**

C. INCOG Program Framework

- 1) INCOG has established a goal of funding a diversity of project types serving communities throughout the TMA. **(Refer to Section E: Project Types).**
- 2) Project sponsors may request up to a maximum of \$4,000,000 in federal funds. There is no limit to overall project size. Project sponsors may request no less than \$400,000 in federal funds.
- 3) The maximum federal share is 80% of project costs. The minimum non-federal share of projects costs is 20%.
- 4) Project sponsors must include a resolution from the governing body (i.e. City Council, Town Board, County Commission, Tribal Council, etc.) and signed by the Chief Executive indicating support for the project and commitment to ongoing project maintenance and matching funds. **(See Attachment A).**
- 5) Projects must be located principally inside the Tulsa Transportation Management Area (TMA). See INCOG Map Gallery at: [Tulsa TMA Geographies & Census 2020 Urban Areas](#)
- 6) Project sponsors may submit up to three applications.
- 7) All of the census tracts within the Tulsa TMA are located within a historically disadvantaged area as designated by the office of Management and Budget (OMB) for the Justice40 Initiative.

STBG Projects	
Project Costs: Minimum Federal Share	\$400,000
Project Costs: Maximum Federal Share	\$4,000,000
Maximum Federal Share / Minimum Non-Federal Share	80% / 20%
Anticipated STBG Funding Available (FFY 26 & FFY 27)	\$32 million

D. Eligible Project Sponsors (Applicants)

- 1) General Purpose Units of Local governments (i.e., Creek County, Osage County, Rogers County, Tulsa County, Wagoner County, City of Bixby, City of Broken Arrow, City of Catoosa, City of Collinsville, City of Coweta, City of Glenpool, City of Jenks, City of Owasso, City of Sand Springs, City of Sapulpa, City of Tulsa Town of Sperry, Town of Kiefer) or within the Tulsa Transportation Management Area (City of Claremore, City of Skiatook or the Town of Inola, Town of Kellyville, Town of Mannford, Town of Mounds, or Town of Verdigris.)
- 2) Public Trust Authorities (e.g., River Parks Authority, Metropolitan Tulsa Transit Authority, Tulsa Airports Improvement Trust and the City of Tulsa – Rogers County Port Authority)
- 3) Tribal Nations (i.e., the Cherokee Nation, the Muscogee (Creek) Nation, and the Osage Nation)
- 4) Oklahoma Department of Transportation

E. Surface Transportation Block Grant (STBG) Project Eligibility

A complete list of eligible activities is provided in *Title 23, U.S.C., Section 133(b)*. Additionally, INCOG has identified four project types that are a priority for funding in the TMA. Project sponsors may submit an application requesting funding for any one of the following project types or any combination of the following project types.

- 1) **System Preservation** – System Preservation consists of work that is planned and performed to improve or sustain the condition of the transportation facility in a state of good repair. STBG funds may not be used to pay for routine maintenance of transportation infrastructure. [Guidance on Highway Preservation And Maintenance - Preservation - Federal Highway Administration](#)

INCOG is seeking to partner with project sponsors (i.e., cities, counties, public trust authorities, tribal nations, ODOT, etc.) to ensure transportation infrastructure in the TMA remains in a state of good repair. STBG funds may be requested to pay for planning, design and construction activities that will extend the useful life of existing transportation infrastructure. Priority will be given to projects that:

- Pavement resurfacing, reconstruction and/or rehabilitation.
- Replacement of traffic signal pedestals, and/or mast arm assemblies due to structural deterioration.
- Reconstruction or restoration of bridge decks, bridge superstructures, bridge substructures, etc. Bridges must be identified as structurally deficient on the National Bridge Inventory.
- Multimodal facility reconstruction or restoration for trails, sidewalks, shared use paths/side paths, bus stops, bus stations, etc.

- 2) **Transportation Systems Capacity Expansion Projects** – In areas that are experiencing growth in population or traffic, it may be necessary to add capacity to existing roadways by adding general purpose lanes to existing roadways or by adding dedicated turn lanes at intersections.

Capacity projects may require the acquisition of additional right-of-way which can add substantial time to project delivery. Careful consideration should be given to developing a reasonable project schedule.

Capacity projects also are often quite expensive. To ensure that additional capacity is not added where it is not needed, project sponsors must provide documentation of existing average annual daily traffic (AADT) volumes and forecasted traffic volumes.

AADT can be found on the INCOG website in the map gallery. Henry Wilson can provide AADT volumes for specific road segments not included on the online map as well as forecasted volumes from the regional travel demand model. Please contact Henry at hwilson@incog.org.

INCOG is seeking to partner with project sponsors (i.e., cities, counties, public trust authorities, ODOT, etc.) to optimize our existing roadway network. STBG funds may be requested to pay for the planning, design and construction of additional roadway capacity and/or intersection capacity. Priority will be given to projects that keep roadways inside the TMA operating at level of service (LOS) D or better both in the current year and the future year (2050)

- 3) **Roadway Safety Projects** – INCOG developed a Local Road Safety Action Plan (LRSAP) in 2022. [Indian Nations Council of Governments Local Road Safety Plan - 2022](#). Because the TMA had this plan, INCOG was the first MPO in the country to receive an implementation grant from the Safe Streets for All (SS4A) program. INCOG received approximately \$20 million in SS4A funds to do “low-cost, high impact” safety projects in six of our local jurisdictions (i.e., Broken Arrow, Jenks, Owasso, Tulsa, Tulsa County, and Wagoner County).

INCOG is currently in the process of updating the LRSAP to come into compliance with federal requirements that were not in place in 2022 and to reflect more recent crash data. The LRSAP update will be completed by June 2025. The updated plan explicitly adopts Vision Zero as the region’s goal and sets an ambitious target of reducing traffic fatalities and serious injuries by 50% by 2035. [Tulsaroadsafetyplan.com](#). During the five-year period from 2017-2021, there were over 600 fatalities, over 2,500 serious injuries, and nearly 12,000 minor injuries on city streets, county roads and state highways in Creek, Osage, Rogers, Tulsa, and Wagoner Counties.

The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Information about the Safe System approach can be found here. [THE SAFE SYSTEM](#). FHWA has conducted significant research and has identified 28 proven safety countermeasures that offer significant and measurable impacts to improving safety. Information about these countermeasures can be found here: [Making our Roads Safer: One Countermeasure at a Time](#).

INCOG is seeking to partner with project sponsors (i.e., cities, counties, public trust authorities, tribal nations, ODOT, etc.) to make roadways in the TMA safer for everyone. STBG funds may be requested to pay for the planning, design and installation of proven safety countermeasures. Priority will be given to projects that:

- **Site specific safety projects:** Install proven safety countermeasures along a specific roadway corridor that is experiencing a crash rate in excess of the critical crash rate for the TMA or the local jurisdiction to address a documented road safety problem based on crash history for the most recent 5-year period. Typical examples might include roundabouts, corridor access management, medians and pedestrian refuge islands, Road Diets (Roadway Reconfiguration), etc.
- **Jurisdiction wide safety projects:** Install low-cost, high-impact proven safety countermeasures throughout the project sponsor’s jurisdiction. As part of the application, the project sponsor must identify the specific countermeasures to be installed, an engineer’s estimate of probable costs, and identify the locations where the countermeasures will be installed. Typical examples might include the installation of traffic signal backplates with retroreflective borders, enhanced delineation on horizontal curves, longitudinal rumble strips, crosswalk visibility enhancements, etc.

- 4) **Transportation Systems Management & Operations Projects** - Transportation systems management and operations (TSMO) is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal is to get the most performance out of existing transportation facilities. TSMO strategies range from regional traffic signal systems management to shared-use mobility initiatives. TSMO includes efforts to operate the multimodal transportation system and activities to manage travel demand. TSMO can serve as an alternative to adding capacity for some areas by

increasing the mobility and reliability of the existing system enough to meet current and projected needs and do so more quickly. TSMO should be considered at any location that experiences either recurring or non-recurring congestion or both. There may be opportunities to include TSMO solutions in the capital project that extend the performance life. [Transportation Systems Management and Operations in Action - FHWA Office of Operations](#)

INCOG is seeking to partner with project sponsors (i.e., cities, counties, public trust authorities, tribal nations, ODOT, etc.) to optimize our existing roadway network. STBG funds may be requested to pay for the planning, design and implementation of TSMO strategies. Priority will be given to the following types of projects:

- **Access Management (AM)** is the proactive management of vehicular access points to land parcels adjacent to roadways. AM preserves the functional integrity and overall operational viability of roadways. Techniques include: traffic signal spacing, driveway spacing, safe turning lanes, median treatments, and right-of-way management. [Technical Summary: Corridor Access Management](#)
- **Traffic Signal Management (TSM)** involves the planning, design, integration, maintenance, and proactive operation of a traffic signal system to improve the efficiency, safety and reliability of operations of signalized intersections. [Traffic Signal Program Handbook](#)
- **One-Way to Two-Way Street Conversion** is the conversion of existing one-way streets, usually in downtowns, back to two-way streets. There are many roadway operational benefits from this, including a reduction in total crashes, reduction in crashes involving pedestrians, reduction in vehicular travel speeds and reduction in vehicle miles traveled (VMT) and vehicle hours traveled (VHT).
- **Emergency Vehicle Traffic Signal Preemption (EVP) and Public Transit Signal Priority (TSP)** involves giving priority at signalized intersections to either emergency vehicles (i.e., fire and ambulance) to reduce response times and to public transit to improve transit speed and reliability.

F. Application Cycle Tentative Schedule

Date	Action
January 15, 2025	Application Cycle Opens
March 14, 2025	Applications Due to INCOG by 5:00 pm CST
April 16, 2025	INCOG staff present project recommendations to the Transportation Technical Committee
April 30, 2025	Transportation Policy Committee recommends projects to INCOG Board of Directors
May 13, 2025	INCOG Board of Directors approves project selection

Final applications should be submitted to INCOG by 5 PM, March 14th, 2025. Electronic submittal in PDF is preferred. Hard copies will be accepted if they can be delivered to INCOG by the deadline. For project related questions and final submittals please contact Braden Cale at:

Braden Cale
 INCOG Transportation Programs Coordinator
bcale@incoq.org
 (918) 579-9419

G. Instruction for Project Submittals

A project sponsor wishing to submit a project for implementation using Tulsa Urban Area STBG funds must complete a *Transportation Project Rating Form* (Attachment C) 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.

Proposed projects will be evaluated on the following characteristics:

A	Travel Time Improvements	Maximum – 30 points
B	Safety Improvements	Maximum – 30 Points
C	System Maintenance and Management	Maximum – 30 Points
D	Livability Criteria	Maximum – 30 points
E	Freight Movement & Intermodal	Maximum – 20 points
F	Project Preparation	Maximum – 20 points
G	Multijurisdictional	Maximum – 20 points
H	Regional Priorities	Maximum – 20 points
Total		200 Points

The prioritization scoring will serve as the initial screening used to select projects for funding with Urban Area STBG funds. Certain types of projects that cannot be evaluated through the project rating process due to their characteristics (e.g., planning and engineering studies, 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 ODOT copies of the project sponsors' STBG Project Resolution and preliminary cost estimate. The project sponsor must file with ODOT evidence that the local matching share for the proposed project is unencumbered and 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. 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. After INCOG has finalized selections the LPA and ODOT will sign a project agreement and ODOT will assign a project number. 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 Urban Area STBG 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 INCOG verification of the final project cost upon its completion. ODOT shall also provide to INCOG a quarterly status report summarizing the Tulsa Urban Area STBG program, including the status of all selected projects and the amount of unobligated funding available for programming additional projects. Project sponsors are expected to regularly attend the INCOG quarterly UZA meetings to discuss and be informed of project progress and any potential delays.

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

Attachment A – Resolution

Resolution to Request Programming of Tulsa Urban Area Surface Transportation Block Grant (STBG) Funds

WHEREAS, Surface Transportation Block Grant (STBG) 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:

_____;

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

WHEREAS, the engineer's preliminary estimate of cost is \$_____, and Federal participation under the terms of the federal law, IIJA Act, relating to STBG 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] 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 (ODOT) said matching funds within thirty (30) days after authorization by the Federal Highway Administration, prior to project letting by ODOT.

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 if this project is selected for funding; 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.

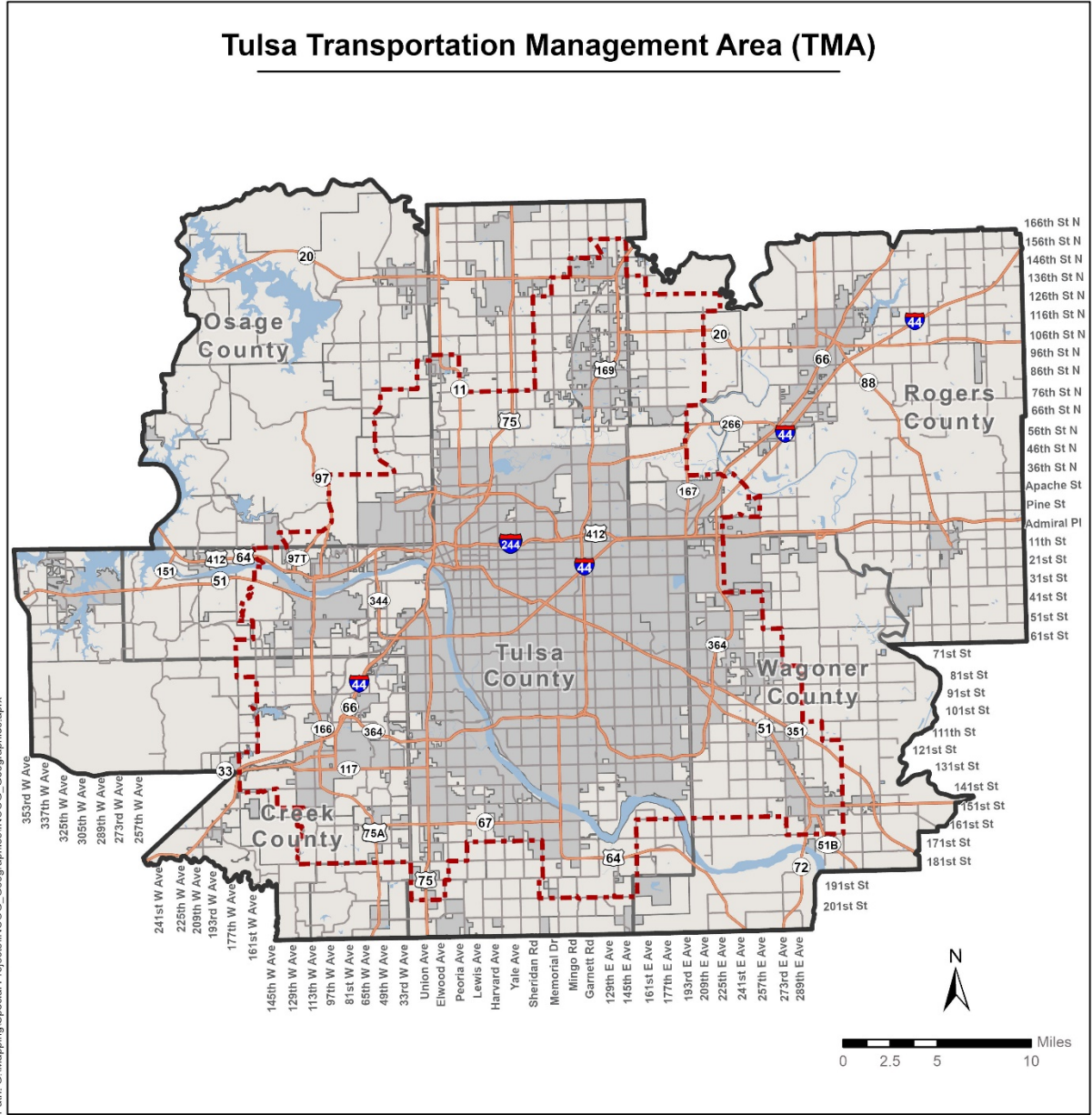
ATTEST:

(Chief Elected Official or Chair of Local Governing Body)

(Clerk/Secretary/Attorney)

Date

Attachment B – Tulsa Transportation Management Area



Path: G:\Mapping\Special Projects\INCOG_Geographies\INCOG_Geographies.aprx

Legend

- Highways
- Major Streets
- Bodies of Water
- Corporate Limits (Cities and Towns)
- County Boundaries
- Transportation Management Area
- Adjusted Urbanized Area

Location Map

Attachment C - Tulsa Urban Area Surface Transportation Program Project Rating Form

A. Application Information

Project Title	
Project Location	
Sponsor	
Sponsor Contact Name	
Sponsor Contact Title	
Address	
Phone	
Email	

B. Project Financial Information – Include a detailed, complete, realistic cost estimate, and summarize below:

PROJECT BUDGET						
			Percent	Federal Funds	Sponsor Funds (20% Minimum)	TOTAL
Pre-Construction Costs:						
Planning/Design						
ROW						
Utility Relocation						
Sub-total						
Construction Cost						
Contingency Cost (%)			___ %			
Sub-total						
Escalation	# of yrs ___	___ % per yr	___ %			
Sub-total						
Construction Management & Inspection (%)				6%		
TOTAL						

Note: In the application, please provide (a) The source of cost estimates and attach the most detailed and complete cost estimate available. Annual cost escalation to year of expenditure percentage and Construction Management & Inspection fee is provided as guidance but you may use the best applicable percentages to your project provided you have a basis. Total Federal Funds are capped for the project once awarded.

- 1) Applicants are required to include a minimum of **6%** Construction Management & Inspection costs per ODOT's recommendation.
- 2) Projects selected often take two years or more for preconstruction activity before they are ready for letting. The local project sponsor must provide an annual cost escalation to the year of expenditure.
- 3) All federal funds will be capped for awarded projects inclusive of CM&I fees.

Certification:

I certify that _____ (name of sponsor) supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for state or federal funds. I further certify that matching funds are available or will be available for the proposed project.

Signature: _____

Date: _____

Printed Name: _____

Title: _____

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, traffic volume of all approaches averaged will be used to determine the V/C ratio.)

Count: _____ Date: _____

Future Forecasted Traffic Volumes (2050): _____

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 (4 points)
- ____ V/C Ratio less than 0.80 (0 points)

2. Cost Points: Max 6 Points INCOG will calculate the STBG 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 is exclusively related to intersection improvements: Additional 6 Points (Example: for Traffic Flow Improvements such as Arterial intersection projects, System Management/Integration, Turning Movement improvements, adding turn lanes 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

If the project is designed to mitigate identified 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

If the project is not an EXCLUSIVE safety project, it may not receive above points, but eligible to receive following points:

Evaluation Criteria	Points	Provide Description
Project includes transit, pedestrian, bicycle & wheelchair traffic safety. Ex: signalized crossings, high visibility markings, signage, 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:

Arterial intersection related safety criteria:

Additional points will be awarded for projects that are proposed to improve unsafe intersections, railroad crossings and/or bridges Using the ODOT 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 points, 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 30 Points

If the main purpose of the proposed project is to maintain, rehabilitate or rebuild existing facilities, it may receive up to 30 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.	15	
Project improves signalization and/or 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.	15	
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. Livability Criteria – Maximum 30 Points

If the main purpose of the proposed project is transit components, pedestrian components, or bicycle components, it may receive up to 30 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 15 points. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
The project is a transit facility improvement, pedestrian or bicycle facility per the GO plan	30	
<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/school bus operations (i.e., turning radii, bus stop pad, etc....)	5	
Project provides for pedestrian or bicycle components (bump outs, 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.	-10	
TOTAL		

Comments:

E. Freight Movement and Intermodal Linkages – Maximum 20 Points

If the project induces the interaction between two or more modes of transportation, 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 facilitates the exchange of passengers and/or goods from private to public modes or between transportation modes.	10	
Project improves access to existing or proposed transportation freight or passenger terminal facility	10	
Project improves road component(s) with 5% or more heavy duty trucks by traffic volume substantiated with observed vehicle classification data as an attachment	10	
TOTAL		

Comments:

F. Project Preparation – 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, INCOG may reduce the project score if previously awarded projects are not advancing to construction in a timely manner unless circumstances are out of the applicant’s control.

Evaluation Criteria	Pt	Provide Description
<i>What is the status of the environmental review process?</i>		
Environmental clearance completed and federal approval obtained.	5	
Safety and/or Active Transportation Projects that are deemed to be a CE projects	3	
Environmental clearance is in process in compliance with federal requirements	1	
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 60% plans completed.	6	
Preliminary Design/ Engineering/ Planning design consultant selected.	2	
<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	2	
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 STBG Funds?</i>		
More than 50% (6pts), 25 – 50% (4pts)	4 or 6	
TOTAL		

G. Multijurisdictional Projects – Maximum 20 Points

Multijurisdictional transportation projects are transportation projects that can involve multiple jurisdictions, such as cities, counties, states, and/or the federal government. These projects can improve safety, efficiency, and reliability for people and goods. 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 or Travel/Tourism strategy that benefits more than one community and/or county involving multiple local public agencies.	10	
Project involves multiple partners that participate with substantial local match in funding, greater than 25% of total match required, substantiated with a letter of commitment from the partner(s).	10	
TOTAL		

Comments:

H. Regional Priorities – Maximum 20 Points

Please describe the extent to which the proposed project offers significant additional benefits to the region in terms of functionally obsolete or structurally deficient bridges and/or projects on boundary roads that are shared between two or more jurisdictions. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
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.	10	
Projects involving boundary roads between two or more jurisdictions.	10	
TOTAL		

Comments:

SAMPLE BUDGET

PROJECT BUDGET SAMPLE					
		Percent	Federal Funds	Sponsor Funds (20% Minimum)	TOTAL
Pre-Construction Costs:					
Planning/Design			\$ 100,000	\$ 25,000	\$ 125,000
ROW			\$ -	\$ -	\$ -
Utility Relocation			\$ -	\$ -	\$ -
Sub-total			\$ 100,000	\$ 25,000	\$ 125,000
Construction Cost			\$ 500,000	\$ 125,000	\$ 625,000
Contingency Cost (%)		15%	\$ 75,000	\$ 18,750	\$ 93,750
Sub-total			\$ 575,000	\$ 143,750	\$ 718,750
Escalation	# of yrs <u>3</u>	<u>4</u> % per yr	12%	\$ 69,000	\$ 17,250
Sub-total			\$ 644,000	\$ 161,000	\$ 805,000
Construction Management & Inspection (%)		6%	\$ 38,640	\$ 9,660	\$ 48,300
TOTAL			\$ 1,357,640	\$ 339,410	\$ 1,697,050

