

## 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
<b>Pre-Construction Costs:</b>						
Planning/Design						
ROW						
Utility Relocation						
<b>Sub-total</b>						
Construction Cost						
Contingency Cost (%)			____ %			
<b>Sub-total</b>						
Escalation	# of yrs ____	____ % per yr	____ %			
<b>Sub-total</b>						
Construction Management & Inspection (%)				6%		
<b>TOTAL</b>						

**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:

<b>Evaluation Criteria</b>	<b>Points</b>	<b>Provide Description</b>
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.)	<b>4</b>	
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.)	<b>4</b>	
Project increases safety through rail crossing improvements.	<b>4</b>	
<b>TOTAL</b>		

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.	<b>15</b>	
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.	<b>15</b>	
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.	<b>5</b>	
<b>TOTAL</b>		

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.

<b>Evaluation Criteria</b>	<b>Points</b>	<b>Provide Description</b>
The project is a transit facility improvement, pedestrian or bicycle facility per the GO plan	<b>30</b>	
<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....)	<b>5</b>	
Project provides for pedestrian or bicycle components (bump outs, sidewalks, shelters, wide shoulders, dedicated lanes, paths/trails etc....)	<b>5</b>	
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.	<b>5</b>	
Project displaces one or more homes, businesses, schools, churches or recreational areas.	<b>-10</b>	
<b>TOTAL</b>		

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.

<b>Evaluation Criteria</b>	<b>Points</b>	<b>Provide Description</b>
Project facilitates the exchange of passengers and/or goods from private to public modes or between transportation modes.	<b>10</b>	
Project improves access to existing or proposed transportation freight or passenger terminal facility	<b>10</b>	
Project improves road component(s) with 5% or more heavy duty trucks by traffic volume substantiated with observed vehicle classification data as an attachment	<b>10</b>	
<b>TOTAL</b>		

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.

<b>Evaluation Criteria</b>	<b>Pt</b>	<b>Provide Description</b>
<i>What is the status of the environmental review process?</i>		
Environmental clearance completed and federal approval obtained.	<b>5</b>	
Safety and/or Active Transportation Projects that are deemed to be a CE projects	<b>3</b>	
Environmental clearance is in process in compliance with federal requirements	<b>1</b>	
Environmental clearance has not been initiated	<b>0</b>	
EIS likely to be required	<b>-4</b>	
<i>What is the status of proposed project design/ engineering/ planning?</i>		
Final Design/ Engineering/ planning completed and approved by ODOT.	<b>10</b>	
Preliminary Design/ Engineering 60% plans completed.	<b>6</b>	
Preliminary Design/ Engineering/ Planning design consultant selected.	<b>2</b>	
<i>What is the status of right-of-way acquisition?</i>		
Right-of-way acquisition completed or not required per ODOT approved plans.	<b>5</b>	
Right-of-way acquisition based on area is 50% complete in compliance with federal requirements	<b>2</b>	
Right-of-way acquisition has not been initiated	<b>0</b>	
<i>What is the status of utility relocation?</i>		
Utility relocation plans are completed or not required per ODOT approved plans.	<b>5</b>	
Utility relocation is 50% complete in compliance with federal requirements	<b>3</b>	
Utility relocation has not been initiated	<b>0</b>	
<i>What is the amount of matching funds for STBG Funds?</i>		
More than 50% (6pts), 25 – 50% (4pts)	<b>4 or 6</b>	
<b>TOTAL</b>		

**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.	<b>10</b>	
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).	<b>10</b>	
<b>TOTAL</b>		

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.	<b>10</b>	
Projects involving boundary roads between two or more jurisdictions.	<b>10</b>	
<b>TOTAL</b>		

Comments:

**SAMPLE BUDGET**

<b>PROJECT BUDGET SAMPLE</b>						
		<b>Percent</b>	<b>Federal Funds</b>	<b>Sponsor Funds (20% Minimum)</b>	<b>TOTAL</b>	
<b>Pre-Construction Costs:</b>						
Planning/Design			\$ 100,000	\$ 25,000	\$ 125,000	
ROW			\$ -	\$ -	\$ -	
Utility Relocation			\$ -	\$ -	\$ -	
<b>Sub-total</b>			\$ 100,000	\$ 25,000	\$ 125,000	
Construction Cost			\$ 500,000	\$ 125,000	\$ 625,000	
Contingency Cost (%)		15%	\$ 75,000	\$ 18,750	\$ 93,750	
<b>Sub-total</b>			\$ 575,000	\$ 143,750	\$ 718,750	
Escalation	# of yrs <u>3</u>	<u>4</u> % per yr	12%	\$ 69,000	\$ 17,250	\$ 86,250
<b>Sub-total</b>			\$ 644,000	\$ 161,000	\$ 805,000	
Construction Management & Inspection (%)		6%	\$ 38,640	\$ 9,660	\$ 48,300	
<b>TOTAL</b>			\$ 1,357,640	\$ 339,410	\$ 1,697,050	

