

Combined (Development and Construction) STIP Prioritization Factors

Project Name: _____

Circle the Project type		D-STIP	C-STIP
		No	Yes
Factor 1 applies only to Development STIP Projects			
1	D-STIP project suitability (an assessment of the level of work completed to achieve the planned D-STIP milestone) Projects that do not receive 1 point will not be considered for ranking <i>(OTC required)</i>	0	1
Factors 2 and 3 apply only to Construction STIP Projects			
2	Project is a Class 1 or 3 project that has completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI) or will have completed this milestone in time to move into construction during the 2008-2011 STIP period. OR Project is a Class 2 project that is Categorically Excluded <i>(OTC required)</i> Projects that do not receive 1 point will not be considered for ranking as a C-STIP project, but may be considered for the D-STIP.	0	1
3	Indirect Leverage: Project leverages funds for activities outside the scope of the development project, such as revitalization of the downtown or main street, bundling other infrastructure work with project work, etc. <i>(OTC Required)</i>	0	1
Factors 4 through 22 can be considered for both D-STIP and C-STIP projects			
4	Funding for development or construction has been identified. A funding scenario should be identified through construction, though not necessarily guaranteed. Congressional high priority projects would fall into this category. <i>(OTC required)</i>	0	1
5	Project has already completed one or more D-STIP milestones, Circle all that apply <i>(OTC required)</i> : <div style="margin-left: 20px;"> <ul style="list-style-type: none"> • Project can receive up to 13 points • Project specific refinement plan completed • Project specific refinement plan adopted • Land use consistency/Statewide Goal Compliance (Project is included in the acknowledged comprehensive plan or transportation system plan as a planned facility, which is a facility allowed by the plan and that is expected to be constructed within the next 20 years with available financial resources. This may include land use decisions that establish need, mode, function and general location.) • Location Environmental Impact Statement (EIS) Record of Decision (ROD) completed • Design EIS ROD completed • Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) completed • Right of Way has been acquired <i>See notes below</i> • Advance plans completed (or any other applicable project development design milestone) • Plans, specifications and estimates completed (PS&E) </div>	0 0 0 0 0 0	1 1 1 1 1 1
		0 1 2 3	
		0	1
		0	3

6	Project leverages funds for the proposed modernization project from sources other than ODOT. This is based on community capacity related to the percentage that leverage is of the total project cost <i>(OTC required)</i> <i>Leverage may include cooperative partnership(s) between ODOT and other governmental agencies and/or the private sector. (OHP Policy 2A)</i> 0 to 5 points	0 1 3 5	
7	State Highway Classification System – the project improves a: <i>(OHP Policy 1A)</i> <ul style="list-style-type: none"> • Statewide or Interstate Highway • Regional Highway • District Highway • Local Roads (when a project has a significant impact on the state system) 	0 0 0 0	4 3 2 1
8	Project is on a designated Freight Route <i>(OHP Policy 1C)</i>	0	1
9	The project preserves and/or enhances aesthetic elements of a designated Scenic Byway <i>(OHP Policy 1D)</i>	0	1
10	Project is on a Lifeline Route that is designated in an adopted local or state plan. <i>(OHP Policy 1E and CWACT Goals)</i>	0	3
11	On highway segments where V/C ratios exceed the mobility standards identified in Policy 1F of the OHP <i>(OHP Policy 1F)</i> : 0 to 5 points <ul style="list-style-type: none"> • The proposed project will result in V/C ratios that meet or are lower than the standard for the appropriate highway category. • Capacity is an immediate issue (V/C ratios currently exceed OHP standards), or an emerging issue (V/C ratios will exceed OHP standards within five years). • The project will divert substantial traffic from the state system <i>(OHP Policy 2B)</i> 	0 1 2 3 4 5	
12	The project will construct a bypass with the intent of maintaining or increasing statewide or regional mobility. <i>(OHP Policy 1H)</i>	0	1
13	Project includes an Interjurisdictional Transfer <i>(OHP Policy 2C)</i>	0	1
14	Project will include an Intelligent Transportation Component(s) as listed in Policy 2E of the OHP. <i>(OHP Policy 2E)</i>	0	1
15	Safety <i>(OHP Policy 2F)</i> : 0 to 8 points <ul style="list-style-type: none"> • Project improves a Category 4 or 5 Crash Segment • Project improves a SPIS site that is in the top 10 percent statewide • Safety improvements other than those noted above, such as significant pedestrian safety features. 	0 1 2 3 4 5 6 7 8	
16	Project promotes Rail and Highway Compatibility <i>(OHP Policy 2G and CWACT Goals)</i>	0	3
17	Access Management – the project resolves access issues that have a significant negative impact on the efficient operation of a state highway. The techniques for resolution may include, but are not limited to: <ul style="list-style-type: none"> • Classification and Spacing Standards <i>(OHP Policy 3A)</i> • Medians <i>(OHP Policy 3B)</i> • Interchange Access Management Areas <i>(OHP Policy 3C)</i> 0 to 5 points	0 1 2 3 4 5	
18	Project promotes Alternative Passenger Modes, including Park & Ride Facilities <i>(OHP Policies 4B and 4E)</i> 0 to 3 points	0 1 2 3	

19	Project will maintain or improve the natural and built environment including air quality, fish passage and habitat, wildlife habitat and migration routes, sensitive habitats, vegetation and water resources. <i>(OHP Policy 5A)</i>	0	1
20	<p>Economic Impact (<i>CWACT Goals and OHP Policy 4A</i>):</p> <ul style="list-style-type: none"> • Project solves a problem that has negative impact on regional (at least countywide) economy • Project is <u>necessary</u> for the success of a specific economic development project, e.g. a downtown revitalization project, location of a new business or major expansion of existing business) • Project will remove barriers to efficient truck movements, such as bridges with load limits and geometric constraints. <p>Note: When the 08-11 STIP projects were rated, the Technical Committee interpreted the third bullet to mean that the project will remove a specific <u>physical</u> barrier to truck movement. Reducing congestion that slows truck traffic would not qualify as barrier.</p>	0	3
		0	1
		0	1
21	Past Commitments: Based on whether the project was among the CWACT's high priorities for any of the past three STIP updates (04-07, 06-09, 08-11). <i>(CWACT Additional Factor)</i> : 0 to 5 points	0	5
22	Additional Factors Considered (list factors considered) Score 0 to 5 points	0 1 2 3 4 5	
TOTAL POINTS			