FY 2028-2032 STIP Project Prioritization Glossary

1. **High Volume Corridors. Corridors that have high volumes will be awarded additional points.** (15 points possible) *Corridors are scored based upon Roadway AADT. This data is obtained annually from MoDOT. The most recent data is used.*

   Over 65,000 15 Points
   40,000 to 65,000 = 10 Points
   30,000 to 40,000 = 6 Points
   20,000 to 30,000 = 3 Points
   10,000 to 20,000 = 1 Points
   0 to 10,000 = 0 Points

   Safety

   A. Safety Scores for Project Segments and Intersections. MoDOT State of the System Segments are scored based on the 2021-2025 five-year total number of crashes per mile. Intersections are scored based on the highest crash per mile segment entering the intersection.

      The crashes per mile for all segments were grouped into four classes by percentile rank representing the top 25% and so on to the lowest 25%. Points were then awarded based on the following scale.

      75^{th} percentile and up = 15 points
      75^{th} – 50^{th} percentile = 10 points
      50^{th} – 25th percentile = 5 points
      25^{th} – 0^{th} percentile = 0 points

   B. The project area intersects the OTO regional High Injury Network is an identified in the Destination Safe Streets Safety Action Plan. (10 points possible)

      Yes = 10
      No = 0

3. **Improvement or Removal of At-Grade Railroad Crossing.** *If a project improves or removes an at-grade railroad crossing, it receives four points.*

   Yes = 5
   No = 0

4. **Congestion Management Current**
   Current volume-to-capacity greater than or equal to 0.86 = 7 Points
   Current volume-to capacity greater than or equal to 0.92 = 11 Points
   Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2024 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percentage of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2050 includes projects committed through 2024. The projected volume to capacity ratio for the 2050 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. **Congestion Management Future.** The segment with the highest future v/c ratio intersecting the project area was used to determine the score. (4 points possible)

   Future 2050 volume-to-capacity greater than or equal to 0.86 = 4 Points. Future volume-to-capacity ratios were calculated for opposing directions.

6. **Multi-Modal** (3 points possible)
   Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)
   No intermodal potential = 1 points
   Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes
   In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Percentage Freight Traffic

Greater than 30% = 5

20% to 30% = 3

Between 15% and 20% =2

Between 10 and 15% = 1

9. Travel Time

The OTO employs HERE speed probe data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data is collected for all weekdays during April. The free flow speed is calculated using the speed limit and the average speed is calculated using the 25th percentile speed during the AM or PM period. The 25th percentile speed is then subtracted from the speed limit.

Arterials

20.0 mph or more Below the Speed Limit = 14
10.0 to 19.9 mph Below the Speed Limit = 10
5.0 to 9.9 mph Below the Speed Limit = 4

Freeways

10 mph or more Below the Speed Limit= 14
9.9 to 5 mph Below the Speed Limit = 10
4.9 to 0.1 mph Below the Speed Limit = 4

10. Bridge Condition (5 points possible)

Project corridor addresses a structurally deficient bridge determined to be fair, poor, or very poor by MoDOT. Using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 5 points (Poor)
Bridge rated as a Condition 5 = 2 points (Fair)

11. Economic Development (10 points possible)

Each community will be allowed to designate areas for the highest economic development focus. Communities with a population of less than 10,000 will designate one area. Jurisdictions between 10,000 and 100,000 will be able to designate two areas. Communities over 100,000 people will be able to designate three areas. The ruling body will be required to pass a resolution or officially adopt these areas, and proof must be provided along with a site map. New resolutions or adoptions will be required every five years.

Project within ½ mile travel distance by road to designated economic development area will receive 10 points.

12. Regional Points (25 points possible)

If a community has not had a STIP Project other than resurfacing, maintenance, or a minor safety improvement in the last five years, an additional 25 points may be awarded. The year that the project first appeared in the STIP will be used for the five-year look back. However, the look back period will begin with the 2025-2029 adopted STIP.

Example: Project appeared in the STIP in 2025 for construction. If no other project were programmed in the jurisdictional boundary during the next five years of STIP Prioritization rounds, the project would be awarded 25 additional points in calendar year 2030 for programming in the 2031-2035 STIP.