

FY 2026-2030 STIP Project Prioritization Glossary

1. **High Volume Corridors. (15 points possible)** *Corridors are scored based upon AADT that has been adjusted for passenger car equivalent. 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

2. **Safety. (25 pts possible)**

A. **Crashes per mile (15 points possible)** All crashes for the previous five-year period (2019 – 2023) were aggregated and summed for each roadway segment. Crashes per mile for each segment was calculated using the crash sums and roadway attributes:

Total crashes /Roadway Length

Crashes per mile for 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.

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

B. **Identified Safety Project.** The project is an identified safety project. **(10 points possible)**. Project is either in the top tier of the MoDOT safety plan or the top tier of the OTO Regional Safety Plan.

Yes = 10
No = 0

3. **Improvement or Removal of At-Grade Railroad Crossing (4 points possible).** *If a project improves or removes an at-grade railroad crossing, it receives four points.*

Yes = 4
No = 0

4. **Congestion Management Current (14 points possible)**

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 2023 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. 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

Future (2050 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 4 Points.

Future volume-to-capacity ratios were calculated for opposing directions. The volume from the 2050 model is used. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

In order to adequately identify minority and low-income populations in the OTO area, each of these demographics were mapped using occupied housing units for 2020 census blocks, local construction permits, and estimates from the 2018 – 2022 American Community Survey. Census block estimates were aggregated into a grid of hex bins covering the OTO area. Hexagons within a half mile of each proposed project were selected and the estimated number of low income and minority individuals were summed before percentages were calculated using the total population within the selected hexes. If the value for one of these selections was greater than the overall percentage for the MPO area, it is considered an environmental justice area for priority scoring.

Projects that have a higher percentage of minorities than the OTO area as a whole = 2 points

Projects that have a higher percentage below the poverty level than the OTO area as a whole = 2 points

7. Multi-Modal (maximum of 3 points)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 0 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 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

9. Travel Time

The OTO uses HERE travel time data from the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. The 25th percentile speed during the AM and PM peaks was derived for business days during March, April, and May of 2024. The collection period for

the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. The 25th percentile speed was subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Free Flow Speed = 14

10.0 to 19.9 mph Below the Free Flow Speed = 10

5.0 to 9.9 mph Below the Free Flow Speed = 4

Freeways

10 mph or more Below the Free Flow Speed = 14

9.9 to 5 mph Below the Free Flow Speed = 10

4.9 to 0.1 mph Below the Free Flow Speed = 4

10. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined by using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

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 2024-2028 adopted STIP.

Example: Project appeared in the STIP in 2024 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 2029 for programming in the 2030-2034 STIP.