

## Des Moines - Southeast Connector

<i>Primary Sponsor</i>	Des Moines
<i>Project Title</i>	Southeast Connector - SE 30th to US 65 Beltway
<i>Termini Description ( i.e. Park Avenue to 19th Street)</i>	SE 30th to US 65 Beltway
<i>Total Estimated Project Cost</i>	\$50,000,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$5,000,000
<i>Total Funding Secured</i>	\$3,582,000
<i>Source of additional funds and local match?</i>	FFY17 - \$2,550,000 FFY18 - \$1,032,000
<i>Is this project seeking funding over multiple years?</i>	Yes
<i>How many consecutive years will funding be requested?</i>	+4 Years
<i>What is the total anticipated STP funding request over the multiple years?</i>	\$20,000,000
<i>Has your agency previously applied for STP funds for this project?</i>	Yes
<i>Has this project previously been awarded STP funds?</i>	Yes
<i>The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.</i>	When completed, the project will connect the Downtown Des Moines area with the Iowa 5/65 Beltway. It will provide significantly improved access to the east and southeast areas of Des Moines, Pleasant Hill and eastern Polk County.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	There is a lack of adequate transportation facilities in the southeast area of Des Moines / Pleasant Hill, which is not conducive to the area being developed to its full potential, which is part of the "Balanced Growth" plan for the metropolitan area.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	The western segment of the SE Connector will be complete and open to traffic in 2016 (SE 15th to SE 30th). SE 9th to SE 15th will be open to traffic in 2015.

<p><i>Expansion is considered an expensive and last resort to address congestion issues. If this is an expansion project please explain what other methods have been used to address congestion.</i></p>	<p>This project assisted the metropolitan area in: A.1. A.3, B.1, B.3, C.5 and C.6 as identified in the MPO "Congestion Management Process" (July 2013).</p>
<p><i>Project Type</i></p>	<p>New road, Bridge, Interchange, Intersection, Bicycle facility</p>

DES MOINES - Southeast Connector: SE 30th Street to US 65		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
<b>Transportation Infrastructure and Services are Well-managed and Optimize</b>		<b>40</b>	<b>20</b>
1	Project improves or maintains an existing route or intersection - <a href="#">see Map</a>	+	-
2	Project addresses major maintenance including deficient or obsolete bridge, pavement in poor or very poor condition or state of good repair for buses - <a href="#">see Map</a>	+	-
3	Project is on a corridor with existing congestion (LOS E or F in peak hours) - <a href="#">see Map</a>	+	-
4	Project is on a corridor with future congestion (LOS E or F during peak hours by 2020 based on the MPO's Travel Demand Model) - <a href="#">see Map</a>	+	-
5	Project design includes one or more of the following congestion management strategies:		-
	a. Improvements to access management	+	4
	b. ITS/Signalization improvements	+	4
	c. Improvements to turning movements	+	4
	d. Improves parallel facility/contributes to alternative routing	+	4
6	Route addresses designated freight impediment - <a href="#">see Map</a>	+	4
7	Project on a roadway with traffic volumes exceeding 10,000 AADT - <a href="#">see Map</a>	+	-
<b>Enhance Multimodal Transportation Options</b>		<b>20</b>	<b>7</b>
8	Project is on an existing or planned transit route - <a href="#">see Map</a>	+	-
9	If project is on a transit route, the project includes design elements such as bus shelters, benches, pullouts, pedestrian connection from transit stop to sidewalk	+	-
10	Project includes an addition to or improvement of the bicycle network	+	4
11	Project enhances multi-modal opportunities within or along a designated node/corridor as defined in The Tomorrow Plan - <a href="#">see Map</a>	+	-
12	Project improves pedestrian access and facilities	+	3
<b>Improve the Region's Environmental Health</b>		<b>20</b>	<b>8</b>
13	Project increases the number of street tree plantings or other landscaping.	+	4
14	Project avoids a critical natural resource: wetland, floodplain, known endangered species site, stream, or park/trail - <a href="#">see Map</a>	+	-
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - <a href="#">see Map</a>	+	-
16	Project is using permeable paving, vegetation or other green streets techniques to manage 1 ¼ inches of the average rainfall.	+	-
17	Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)	+	4
<b>Further the health, safety, and well-being of all residents in the region.</b>		<b>20</b>	<b>8</b>
18	Project is located in a high-crash area as defined by CMAT and the project incorporates traffic calming solutions - <a href="#">see Map</a>	+	-
19	Project has traffic calming solutions to reduce modal conflict	+	-
20	Project is entirely or partially located within a social justice area - <a href="#">see Map</a>	+	4
21	Project enhances multimodal transportation to/from a social justice area	+	4
22	Project promotes safe routes to schools (within 1/2 mile radius of a school with multi-modal elements - <a href="#">see Map</a> )	+	-
<b>TOTAL POINTS</b>		<b>100</b>	<b>43</b>
<b>STP Request</b>		<b>\$5,000,000</b>	

