

Federal Fiscal Year 2019 STP Project Scores

Project Sponsor	Altoona	West Des Moines	Ankeny	West Des Moines	Grimes	Waukee	Windsor Heights	DOT	Polk County	Norwalk	Des Moines	Des Moines	Urbandale	Urbandale	Des Moines	West Des Moines	Urbandale	West Des Moines	West Des Moines	Polk County		
Project	8th St. SW Reconstruction	South 50th Street	NE 36th Street Reconstruction - Phase 2	Westown Parkway Overlay	S James Street and SE 37th Street Turn Lanes and Signalization	Grand Prairie Parkway Corridor Phase 5 (Alice's Road - Olson Drive to Hickman Road)	University Avenue multi-purpose transportation improvements	Reconfiguration of I-35/80 Interchange at IA 141	NW 66 Ave. Reconstruction/K empton Bridge Replacement Project	Beardsley Reconstruction West	Southeast Connector - SE 30th to US 65 Beltway	E 29th Street Resurfacing	88th Street Preservation Project	100th Street Interchange at I-35/80	Indianola Ave Widening - E Army Post Rd to US 69	South 60th Street	Douglas Avenue Beautification at I-35/80	Grand Prairie Parkway formally known as 105th Street	Grand Avenue	NE 3RD STREET HMA RESURFACING PROJECT		
EVALUATION CRITERIA		SCORE																				
TOTAL POSSIBLE POINTS		100																				
Transportation Infrastructure and Services are Well-managed and Optimize		40	24	28	20	16	20	24	12	28	24	16	20	12	16	20	20	16	16	16	12	8
1	Project improves or maintains an existing route or intersection - see Map	+	4	4	4	4	4	4	4	4	4	4	-	4	4	4	4	4	4	-	-	4
2	Project addresses major maintenance including deficient or obsolete bridge, pavement in poor or very poor condition or state of good repair for buses - see Map	+	4	4	-	4	-	4	4	-	4	-	-	4	4	-	4	-	-	-	-	-
3	Project is on a corridor with existing congestion (LOS E or F in peak hours) - see Map	+	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
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) - see Map	+	-	4	-	-	4	4	4	4	-	-	-	-	-	-	-	4	-	-	-	-
5	Project design includes one or more of the following congestion management strategies:		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	a. Improvements to access management	+	4	-	4	-	4	4	-	4	-	4	4	-	4	-	-	-	4	4	-	-
	b. ITS/Signalization improvements	+	4	4	4	-	4	4	-	4	-	4	-	4	-	4	4	4	-	4	4	-
	c. Improvements to turning movements	+	4	4	4	-	4	4	-	4	4	4	-	4	4	4	4	4	-	4	4	4
6	d. Improves parallel facility/contributes to alternative routing	+	-	4	4	4	-	-	-	4	4	4	4	4	4	4	4	4	-	4	4	-
6	Route addresses designated freight impediment - see Map	+	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-
7	Project on a roadway with traffic volumes exceeding 10,000 AADT - see Map	+	4	4	-	4	-	-	4	4	4	-	-	-	4	4	-	-	4	-	-	-
Enhance Multimodal Transportation Options		20	16	6	8	7	8	4	16	0	8	8	7	7	7	7	6	5	6	7	5	1
8	Project is on an existing or planned transit route - see Map	+	4	-	-	4	-	-	4	-	-	-	4	4	-	-	-	-	-	-	-	-
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	+	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Project includes an addition to or improvement of the bicycle network	+	4	4	4	-	4	-	4	4	4	4	-	-	4	4	4	4	4	4	4	-
11	Project enhances multi-modal opportunities within or along a designated node/corridor as defined in The Tomorrow Plan - see Map	+	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Project improves pedestrian access and facilities	+	4	2	4	3	4	4	4	-	4	4	3	3	3	3	2	1	2	3	1	1
Improve the Region's Environmental Health		20	20	12	20	12	20	16	8	16	12	12	8	8	12	12	12	12	8	4	8	12
13	Project increases the number of street tree plantings or other landscaping.	+	4	-	4	-	4	4	-	-	-	4	4	-	-	-	-	-	-	-	-	-
14	Project avoids a critical natural resource: wetland, floodplain, known endangered species site, stream, or park/trail - see Map	+	4	4	4	4	4	4	4	4	4	4	-	4	4	4	4	4	4	-	4	4
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - see Map	+	4	4	4	4	4	4	4	4	4	4	-	4	4	4	4	4	4	4	-	4
16	Project is using permeable paving, vegetation or other green streets techniques to manage 1 ¼ inches of the average rainfall.	+	4	-	4	-	4	-	-	4	-	-	-	-	-	-	-	-	-	-	-	4
17	Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)	+	4	4	4	4	4	4	4	4	4	-	4	4	4	4	4	4	4	-	4	4
Further the health, safety, and well-being of all residents in the region.		20	4	8	4	16	0	4	12	0	0	8	8	12	4	0	0	0	0	0	0	0
18	Project is located in a high-crash area as defined by CMAT and the project incorporates traffic calming solutions - see Map	+	-	4	-	4	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
19	Project has traffic calming solutions to reduce modal conflict	+	-	-	4	-	-	4	4	-	-	4	-	-	-	-	-	-	-	-	-	-
20	Project is entirely or partially located within a social justice area - see Map	+	-	-	-	4	-	-	-	-	-	-	4	4	-	-	-	-	-	-	-	-
21	Project enhances multimodal transportation to/from a social justice area	+	-	-	-	4	-	-	-	-	-	-	4	4	-	-	-	-	-	-	-	-
22	Project promotes safe routes to schools (within 1/2 mile radius of a school with multi-modal elements - see Map)	+	4	4	-	4	-	-	4	-	-	4	-	4	4	-	-	-	-	-	-	-
TOTAL POSSIBLE POINTS		100	64	54	52	51	48	48	48	44	44	44	43	39	39	39	38	33	30	27	25	21
STP Request (millions)			\$1.50	\$2.50	\$1.15	\$0.50	\$0.60	\$1.00	\$0.32	\$3.10	\$3.00	\$4.06	\$5.00	\$0.50	\$1.50	\$1.00	\$1.00	\$8.50	\$0.50	\$4.45	\$4.33	\$0.25