

### Federal Fiscal Year 2020 STP Project Scores

Project Sponsor	Ankeny	Altoona	West Des Moines	Windsor Heights	Norwalk	Des Moines	Waukee	West Des Moines	West Des Moines	West Des Moines	Des Moines	DOT	Urbandale	Bondurant	Polk County	Polk County		
Project	West First Street Widening Improvement - Phase 1	8th St. SW Reconstruction	Grand Ave Widening	University Avenue multi-purpose transportation improvements	Beardsley Reconstruction West	Southeast Connector - SE 30th Street to US 65 Beltway	Grand Prairie Parkway Corridor Phase 5 (Alice's Road - Olson Drive to Hickman Road)	South Grand Prairie Parkway	Grand Avenue	Grand Avenue	University Avenue Resurfacing	Rehabilitation of IA 415	100th Street Interchange at I-35/80	Main Street Streetscape	NW 26th Street Reconstruction Project	NE 3rd Street Rehabilitation Project		
<b>EVALUATION CRITERIA</b>																		
<b>SCORE</b>																		
<b>TOTAL POSSIBLE POINTS</b>	<b>100</b>																	
<b>SCORE</b>																		
<b>100</b>																		
<b>Transportation Infrastructure and Services are Well-managed and Optimize</b>																		
	<b>40</b>	<b>24</b>	<b>24</b>	<b>28</b>	<b>20</b>	<b>16</b>	<b>20</b>	<b>24</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>20</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>4</b>	
1	Project improves or maintains an existing route or intersection - <a href="#">see Map</a>	+	4	4	4	4	4	0	4	0	0	0	4	4	0	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 - <a href="#">see Map</a>	+	0	4	4	4	0	0	4	0	0	0	4	0	0	0	0	0
3	Project is on a corridor with existing congestion (LOS E or F in peak hours) - <a href="#">see Map</a>	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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>	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Project design includes one or more of the following congestion management strategies:																	
	a. Improvements to access management	+	4	4	4	0	4	4	4	4	4	4	0	4	0	0	0	0
	b. ITS/Signalization improvements	+	4	4	4	4	0	4	4	4	4	4	0	0	4	0	0	0
	c. Improvements to turning movements	+	4	4	4	4	4	4	4	4	4	4	0	4	4	0	4	0
	d. Improves parallel facility/contributes to alternative routing	+	4	0	4	0	4	4	4	4	4	4	4	4	4	4	0	0
6	Route addresses designated freight impediment - <a href="#">see Map</a>	+	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
7	Project on a roadway with traffic volumes exceeding 10,000 AADT - <a href="#">see Map</a>	+	4	4	4	4	0	0	0	0	0	4	4	4	0	0	0	0
<b>Enhance Multimodal Transportation Options</b>																		
	<b>20</b>	<b>16</b>	<b>16</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>2</b>	
8	Project is on an existing or planned transit route - <a href="#">see Map</a>	+	4	4	4	4	0	0	0	0	0	0	4	0	0	0	0	0
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	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Project includes an addition to or improvement of the bicycle network	+	4	4	0	4	4	4	4	4	4	0	0	4	0	4	0	0
11	Project enhances multi-modal opportunities within or along a designated node/corridor as defined in The Tomorrow Plan - <a href="#">see Map</a>	+	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
12	Project improves pedestrian access and facilities	+	4	4	4	4	4	3	3	4	4	4	3	3	4	2	2	2
<b>Improve the Region's Environmental Health</b>																		
	<b>20</b>	<b>20</b>	<b>20</b>	<b>16</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>16</b>	<b>8</b>	<b>12</b>	
13	Project increases the number of street tree plantings or other landscaping.	+	4	4	0	0	4	4	4	0	0	0	0	0	4	0	0	
14	Project avoids a critical natural resource: wetland, floodplain, known endangered species site, stream, or park/trail - <a href="#">see Map</a>	+	4	4	4	4	4	0	4	0	0	4	4	4	4	4	4	
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - <a href="#">see Map</a>	+	4	4	4	4	4	0	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	0	0	0	0	4	4	4	0	0	0	4	0	4
17	Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)	+	4	4	4	0	0	4	0	4	4	4	0	0	4	0	0	0
<b>Further the health, safety, and well-being of all residents in the region.</b>																		
	<b>20</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</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>	+	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
19	Project has traffic calming solutions to reduce modal conflict	+	4	0	4	4	4	0	0	4	4	4	0	0	0	0	0	0
20	Project is entirely or partially located within a social justice area - <a href="#">see Map</a>	+	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
21	Project enhances multimodal transportation to/from a social justice area	+	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
22	Project promotes safe routes to schools (within 1/2 mile radius of a school with multi-modal elements - <a href="#">see Map</a> )	+	4	4	4	4	4	0	0	0	0	4	0	0	4	0	0	0
<b>TOTAL POSSIBLE POINTS</b>																		
	<b>100</b>	<b>72</b>	<b>64</b>	<b>60</b>	<b>56</b>	<b>44</b>	<b>43</b>	<b>43</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>36</b>	<b>35</b>	<b>35</b>	<b>32</b>	<b>22</b>	<b>18</b>	
<b>STP Request (millions)</b>																		
		<b>\$1.50</b>	<b>\$4.50</b>	<b>\$3.45</b>	<b>\$0.88</b>	<b>\$0.75</b>	<b>\$5.00</b>	<b>\$1.00</b>	<b>\$8.00</b>	<b>\$4.33</b>	<b>\$5.50</b>	<b>\$0.50</b>	<b>\$0.50</b>	<b>\$1.00</b>	<b>\$0.50</b>	<b>\$0.30</b>	<b>\$4.00</b>	