

## Federal Fiscal Year 2021 STP Project Scores

Project Sponsor	Altoona	Ankeny	Des Moines	DOT	Waukee	Des Moines	West Des Moines	Urbandale	Carlisle	Des Moines	Polk County	West Des Moines		
Project	8th Street SW Reconstruction	West First Street Widening / Improvement - Phase 1	East Douglas Avenue Widening	Pavement Rehabilitation on US 6/Merle Hay Road	Alice's Road Widening	Ingersoll Avenue Reconstruction	Grand Ave 1st-6th Improvements	170th Street (Alice's Road): Meredith Drive to Waterford Road	Scotch Ridge Road Improvements	Southeast Connector - SE 30th Street to US 65 Beltway	NW 26th Street Reconstruction Project	South Grand Prairie Pkwy		
EVALUATION CRITERIA		SCORE												
TOTAL POSSIBLE POINTS	100	100												
<b>Transportation Infrastructure and Services are Well-managed and Optimize</b>		<b>40</b>	<b>24</b>	<b>20</b>	<b>16</b>	<b>20</b>	<b>24</b>	<b>8</b>	<b>20</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>8</b>
1	Project improves or maintains an existing route or intersection - <a href="#">see Map</a>	+	4	4	4	4	4	4	4	4	4	0	4	0
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>	+	4	0	4	0	4	0	0	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	4	4	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	4	0	0
5	Project design includes one or more of the following congestion management strategies:													
	a. Improvements to access management	+	4	4	0	4	4	0	4	4	4	4	0	4
	b. ITS/Signalization improvements	+	4	4	4	0	4	0	4	0	0	4	0	0
	c. Improvements to turning movements	+	4	4	4	4	4	4	4	4	4	4	4	4
6	d. Improves parallel facility/contributes to alternative routing	+	0	0	0	0	0	0	0	0	0	0	0	0
6	Route addresses designated freight impediment - <a href="#">see Map</a>	+	0	0	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	0	4	0	0	4	0	0	0	0	0
<b>Enhance Multimodal Transportation Options</b>		<b>20</b>	<b>16</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>16</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>5</b>
8	Project is on an existing or planned transit route - <a href="#">see Map</a>	+	4	4	0	4	0	4	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	4	0	0	0	0	0	0
10	Project includes an addition to or improvement of the bicycle network	+	4	4	4	0	4	4	0	4	4	4	4	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>	+	0	0	0	0	0	0	0	0	0	0	0	0
12	Project improves pedestrian access and facilities	+	4	4	4	4	2	4	3	4	3	3	3	1
<b>Improve the Region's Environmental Health</b>		<b>20</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>
13	Project increases the number of street tree plantings or other landscaping.	+	4	4	4	0	4	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	0	4	4	4	4	0	4	4	0	4	0
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - <a href="#">see Map</a>	+	4	4	4	4	4	4	4	4	4	0	0	0
16	Project is using permeable paving, vegetation or other green streets techniques to manage 1 ¼ inches of the average rainfall.	+	0	0	0	0	0	0	0	0	0	0	0	0
17	Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)	+	0	0	0	0	0	0	0	0	0	0	0	0
<b>Further the health, safety, and well-being of all residents in the region.</b>		<b>20</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>8</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	4	0	4	0	0	0	0	0	0	0	0
19	Project has traffic calming solutions to reduce modal conflict	+	0	0	0	0	0	0	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	4	0	0	0	0	0	0	4	0	0
21	Project enhances multimodal transportation to/from a social justice area	+	0	0	4	0	0	0	0	0	0	4	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	0	4	4	4	4	0	0	0
<b>TOTAL POSSIBLE POINTS</b>		<b>100</b>	<b>60</b>	<b>52</b>	<b>48</b>	<b>44</b>	<b>42</b>	<b>36</b>	<b>35</b>	<b>32</b>	<b>31</b>	<b>31</b>	<b>23</b>	<b>13</b>
<b>STP Request (millions)</b>		<b>\$3.00</b>	<b>\$1.50</b>	<b>\$3.00</b>	<b>\$0.25</b>	<b>\$1.00</b>	<b>\$0.50</b>	<b>\$2.20</b>	<b>\$2.00</b>	<b>\$1.95</b>	<b>\$2.00</b>	<b>\$3.00</b>	<b>\$8.00</b>	