Welcome to
The Planning Exchange
INVEST 1.0 SYSTEM
PLANNING MODULE

Transportation Planning Information Exchange Webinar
February 5, 2013
AGENDA

• Welcome and Introduction - Michael Culp, Team Leader - Sustainable Transport and Climate Change Team, FHWA
• INVEST Planning Module Demonstration
  – Rob Hyman, FHWA
  – Heather Holsinger, FHWA
• Experience of MPOs that piloted the INVEST planning module
  – Kelly McGourty, Puget Sound Regional Council
  – Jennifer Hill, Nashville Area Metropolitan Planning Organization
• Question and Answer Session
Contact Information

Puget Sound Regional Council
• Kelly McGourty (KMcGourty@psrc.org)

Nashville Area MPO
• Jennifer Hill (Jennifer.M.Hill@nashville.gov)

FHWA INVEST Team:
• Mike Culp (michael.culp@dot.gov)
• Connie Hill (connie.hill@dot.gov)
• Tina Hodges (tina.hodges@dot.gov)
• Heather Holsinger (heather.holsinger@dot.gov)
• Rob Hyman (robert.hyman@dot.gov)
What is INVEST?

INVEST - Infrastructure Voluntary Evaluation Sustainability Tool

A web-based self-evaluation tool for assessing sustainability over the life cycle of a transportation project or program — from system and project planning through design and construction, to operations and maintenance
Why INVEST?

• Fulfills a need in the profession
• Connects sustainability principles with action
• Measures sustainability specifically for transportation
• Challenges us all to go above and beyond
Built for the Real World

- Voluntary - use it how and where you want
- Private - data belongs to you
- Free - no licenses, no limits
- Tangible & Practical - relates to things you do everyday
Supporting the Entire Lifecycle

- System Planning & Processes
- Project Development
- Operations & Maintenance
INVEST Goals

• Encourage implementation of sustainable practices
• Help agencies assess their level of sustainability implementation and identify areas for internal improvement
  › Assess single or multiple projects
  › Prospective vs. retrospective
  › Planning or O&M programs and processes
• Provide a framework for communicating with stakeholders and decision makers about sustainability
• Establish a method for identifying sustainable best practices in highway systems, projects, programs
Evaluate – Score – Improve

• Evaluate – collaborative process can be the most important outcome
• Score – provides recognition for implementing sustainability best practices and helps identify gaps
• Improve – process can lead to improvements in practice and identification of cost effective measures
Evolution of INVEST

**Beta Test Version**
- Released Fall 2010
- Over 700 comments from AASHTO, EPA, SMEs, others

**Pilot Test Version**
- Released Fall 2011
- Over 1200 comments from pilot test participants, SMEs, FTA, others

**Version 1.0**
- Released October 2012
System Planning Module

- **Purpose**: Assess and improve the sustainability of a System Planning program (including process, procedures, policies, practices, and resulting LRTPs and TIPs/STIPs).
- **Focus**: Performing system-level analyses in a manner that contributes to the overall sustainability of the network and the individual projects programmed.
- Primarily for scoring **LRTP, TIP/STIP**. Other items such as UPWP, corridor plans, etc. may also be scored.
System Planning Module

• INVEST can be used to:
  › Evaluate where the agency is today
  › Set goals for incorporating sustainability
  › Chart the agency’s progress

• Options for using INVEST:
  › Retrospectively evaluate sustainability of completed plan
  › Proactively set goals
  › Measure sustainability of a developing plan and use as framework for incorporating additional sustainability best practices in the plan development process
Version 1 System Planning Criteria

SP-1 Integrated Planning: Economic Development and Land Use
SP-2 Integrated Planning: Natural Environment
SP-3 Integrated Planning: Social
SP-4 Integrated Planning: Bonus
SP-5 Access & Affordability
SP-6 Safety Planning
SP-7 Multimodal Transportation and Public Health
SP-8 Freight and Goods Movement

SP-9 Travel Demand Management
SP-10 Air Quality
SP-11 Energy and Fuels
SP-12 Financial Sustainability
SP-13 Analysis Methods
SP-14 Transportation Systems Management & Operations
SP-15 Linking Asset Management and Planning
SP-16 Infrastructure Resiliency
SP-17 Linking Planning and NEPA
Achievement Levels

- Each of the 17 System Planning criteria offer up to 15 points, except for SP-4 Bonus which offers up to 10 points. Total possible is 250.
- Should not expect to achieve many of the criteria right away.
- See as opportunity to focus efforts to progress the sustainability of planning program.
- Achievement levels are relative benchmarks, not finely calibrated.

<table>
<thead>
<tr>
<th>Achievement Level</th>
<th>Fraction of Total Points Possible</th>
<th>Points Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platinum</td>
<td>60%</td>
<td>144</td>
</tr>
<tr>
<td>Gold</td>
<td>50%</td>
<td>120</td>
</tr>
<tr>
<td>Silver</td>
<td>40%</td>
<td>96</td>
</tr>
<tr>
<td>Bronze</td>
<td>30%</td>
<td>72</td>
</tr>
</tbody>
</table>

The points possible do not include points for the bonus criterion, SP-4.
Suggested Approach for Using the System Planning Module

1. Explore INVEST Criteria and Web-based Tool
2. Assemble a Cross-Discipline Scoring Team
3. Gather Information about your Program in Preparation for a Scoring Workshop
4. Conduct a Scoring Workshop (Agenda – step through scoring each criterion, discuss areas with greatest opportunity to improve)

Use Website Features:
- “Collaborate”
- “Scoring Notes”
- “Next Actions”
- “Upload Supporting Document(s)”
About INVEST 1.0

Welcome to INVEST Version 1.0!

Announcements

The Federal Highway Administration (FHWA) is seeking to partner with State departments of transportation (DOTs), metropolitan planning organizations (MPOs), Federal lands, and local governments on utilizing INVEST 1.0, FHWA's voluntary self-assessment tool, to assess and enhance the sustainability of their projects and programs. For more information, see the solicitation.

FHWA launched INVEST 1.0 on October 10, 2012. View the webcast launch, including remarks from Deputy Administrator Greg Nadeau, video footage of INVEST in action in four parts of the country, an overview of how the tool works, and interviews with transportation agencies that piloted the tool.

INVEST, the FHWA Sustainable Highways Self-...
Scoring in System Planning

System Planning Criteria by Sustainability Principle

<table>
<thead>
<tr>
<th>Criterion Number and Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-1: Integrated Planning: Economic Development and Land Use</td>
</tr>
<tr>
<td>SP-2: Integrated Planning: Natural Environment</td>
</tr>
<tr>
<td>SP-3: Integrated Planning: Social</td>
</tr>
<tr>
<td>SP-4: Integrated Planning: Bonus</td>
</tr>
<tr>
<td>SP-5: Access &amp; Affordability</td>
</tr>
<tr>
<td>SP-6: Safety Planning</td>
</tr>
<tr>
<td>SP-7: Multimodal Transportation and Public Health</td>
</tr>
<tr>
<td>SP-8: Freight and Goods Movement</td>
</tr>
<tr>
<td>SP-9: Travel Demand Management</td>
</tr>
<tr>
<td>SP-10: Air Quality</td>
</tr>
<tr>
<td>SP-11: Energy and Fuels</td>
</tr>
<tr>
<td>SP-12: Financial Sustainability</td>
</tr>
<tr>
<td>SP-13: Analysis Methods</td>
</tr>
<tr>
<td>SP-14: Transportation Systems Management &amp; Operations</td>
</tr>
<tr>
<td>SP-15: Linking Asset Management and Planning</td>
</tr>
<tr>
<td>SP-16: Infrastructure Resiliency</td>
</tr>
<tr>
<td>SP-17: Linking Planning and NEPA</td>
</tr>
</tbody>
</table>

In the INVEST System Planning Criteria, the following criteria are highlighted:

**SP-1 Integrated Planning: Economic Development and Land Use**

**Goal**
Integrate statewide and metropolitan Long Range Transportation Plans (LRTP) with statewide, regional, and/or local land use plans and economic development forecasts and goals. Proactively encourage and facilitate sustainability through the coordination of transportation, land use, and economic development planning.

**Sustainability Linkage**
Integrating transportation planning with economic development and land use supports the economic triple bottom line principle by creating opportunities to improve access and mobility, and increase the social, environmental, and economic returns on both public and private investments in transportation projects and programs.

**Scoring Requirements**
This criterion recognizes that each state and MPO has different land use and economic development regulatory, policy, and institutional frameworks, plans, and goals, and allows for flexibility in the activities and types of plans agencies use to measure integration. The intent of this criterion is to encourage agencies to integrate sustainability into their planning.
Criterion Details

**SP-1 Integrated Planning: Economic Development and Land Use**

[Download as pdf]

**Goal**
Integrate statewide and metropolitan Long Range Transportation Plans (LRTP) with statewide, regional, and/or local land use plans and economic development forecasts and goals. Proactively encourage and facilitate sustainability through the coordination of transportation, land use, and economic development planning.

**Sustainability Linkage**
Integrating transportation planning with economic development and land use supports the economic triple bottom line principle by creating opportunities to improve access and mobility, and increase the social, environmental, and economic returns on both public and private investments in transportation projects and programs.

**Scoring Requirements**

**Background**
This criterion recognizes that each state and MPO has different land...
How INVEST Measures Sustainability

System Planning Scorecard

Program or Process: Test 1

View full scorecard to save or print from your browser.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-01 Integrated Planning: Economic Development and Land Use</td>
<td>4/15</td>
</tr>
<tr>
<td>Integrate statewide and metropolitan Long Range Transportation Plans (LRTP) with statewide, regional, and/or local land use plans and...</td>
<td></td>
</tr>
<tr>
<td>SP-02 Integrated Planning: Natural Environment</td>
<td>8/15</td>
</tr>
<tr>
<td>Integrate ecological considerations into the transportation planning process, including the development of the long range transportation...</td>
<td></td>
</tr>
<tr>
<td>SP-03 Integrated Planning: Social</td>
<td>5/15</td>
</tr>
<tr>
<td>The agency’s Long Range Transportation Plan (LRTP) is consistent with and supportive of the community’s vision and goals. When considered...</td>
<td></td>
</tr>
</tbody>
</table>

Download

Criteria Compendium

Score

75
Your Rating: Bronze

96 points needed for Silver
120 points needed for Gold
144 points needed for Platinum
Next Steps

• Encouraging transportation agencies across the US to use INVEST
• INVEST Toolkits
• Research on cost savings from sustainability practices
• Monitor performance/impact of INVEST 1.0
• INVEST 1.X, 2.0…beyond
Next Steps – Funding Opportunity

• Purpose:
  › Gather success stories, examples of analyses, feedback for improving tool.
  › Encourage agencies to use INVEST to assess and improve sustainability practices.
  › Impact decision-making, leading to adoption of sustainability best practices.
• Eligible entities: State DOTs, MPOs, Federal lands, and local governments
• Eligible activities: using INVEST to assess and improve the sustainability of projects, a set of projects, transportation plans, business practices, programs, and operations and maintenance practices.
The Details . . .

- Multiple awards of $25,000 to $150,000 FHWA share. 100% non-federal match required (in-kind such as staff time ok).
- Funding can be used for staff or consultant time to use INVEST and conduct analyses.
- Submit letter of interest.
- Timeline: Accepting on rolling basis, but if received by 2/15, will be considered in first round of funding.
INVEST: Sustainability throughout the Project Lifecycle

Voluntary • Private • Free • Flexible • Practical
Try INVEST at
www.sustainablehighways.org

Contact:
Mike Culp (michael.culp@dot.gov)
Connie Hill (connie.hill@dot.gov)
Tina Hodges (tina.hodges@dot.gov)
Heather Holsinger (heather.holsinger@dot.gov)
Rob Hyman (robert.hyman@dot.gov)
PSRC and INVEST

Systems Planning Webinar
February 5, 2013
Puget Sound Regional Council

Who We Are:
- 82 cities/towns
- 4 counties
- 4 ports
- 6 transit agencies
- state agencies
- tribal governments

What We Do
- Federal (MPO), & State (RTPO) designated planning organization
- Transportation, Growth Management, Economic Planning
- Federal transportation funds to priority projects
- Regional data and forecasts
- Forum for regional issues
- Prosperity Partnership
VISION 2040

Adopted April 2008
Sustainable Environment Framework
Regional Growth Strategy
Multicounty Planning Policies under State Growth Management Act
Regional Policy Direction
  • Environment
  • Growth Management
  • Transportation
    (Transportation 2040)
  • Economic Prosperity
    (Regional Economic Strategy)
Designated Regional Centers
Implementation Actions & Monitoring
Regional Growth Estimates

By 2040:
- forecast increase of 36% in population, 51% in jobs

Region Aging:
- by 2040, our 65+ population will reach 17%

More Diverse

2011
- Population: 3.72 million
- Employment: 1.85 million

Population: 4.98 million
2040 Jobs: 2.90 million
Transportation 2040

Adopted May 2010

• Makes progress on major transportation system issues and informs near-term project decisions

• Aligns with VISION 2040 and the Regional Economic Strategy

• Responds to the 2040 growth forecasts for person and freight travel demand

What is different about this plan?

Sustainably supports improving:

• Mobility for all users and the movement of goods

• Environment including air (all regulated and GHG emissions) and water quality

• Transportation funding sufficient to sustain and improve the system
Four Integrated Strategies

**Land Use**
Supporting a more concentrated development pattern that is more walkable, bikeable, easier to support with transit, and that balances jobs and housing.

**Efficiency**
Efficient transportation starts with fully maintaining and operating a system that is safe, secure and manages facilities to achieve their optimum performance.

**Strategic Investments**
Moves the region from single focused investments to integrated strategies that are more cost effective and support all forms of travel.

**Pricing**
Begins moving from traditional forms of funding to a more sustainable user based funding that improves mobility and the environment.
The Region Has Developed a New Program to Better Define, Analyze, and Correct Mobility Problems

Congestion Management Process:
- Land use planning (VISION 2040)
- Demand management
- Transportation system management and operations
- Strategic capacity

Congestion and Mobility

SMART Corridors

Subareas

Region

Congestion Management Process:
- Land use planning (VISION 2040)
- Demand management
- Transportation system management and operations
- Strategic capacity
Environment

A key focus of Transportation 2040 is to protect and improve the region’s environmental health. This includes ensuring that the region has healthy air that meets all standards, ensuring that transportation projects improve the handling of stormwater runoff to protect Puget Sound and other surface waters, and addressing emerging issues such as transportation’s role in reducing greenhouse gas emissions and adapting to climate change.
### Four-Part Greenhouse Gas Strategy

<table>
<thead>
<tr>
<th>Land Use</th>
<th>User Fees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement VISION 2040</td>
<td></td>
</tr>
<tr>
<td>– Jobs Housing Balance</td>
<td></td>
</tr>
<tr>
<td>– Centers, Transit Oriented Development &amp; efficient communities</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Technology</th>
<th>Choices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement Roadway Pricing to support VMT reduction and reduce travel delay emissions</td>
<td></td>
</tr>
<tr>
<td>Expand transportation choices that reduce GHG emissions</td>
<td></td>
</tr>
</tbody>
</table>

**Technology**
- Support development of technology to dramatically reduce tailpipe emissions
INVEST – Pilot Project

PSRC participated in pilot test of INVEST in 2012

• Evaluation of Transportation 2040
• To inform scoping of next plan update in 2014 (currently underway)
• Specifically looking at criteria for (among others):
  ▪ land use and economic development
  ▪ natural environment
  ▪ accessibility
  ▪ safety
  ▪ multimodal planning, freight planning
  ▪ air quality, energy and fuels
  ▪ financial sustainability
  ▪ analysis methods
  ▪ congestion management
  ▪ asset management
INVEST – Pilot Results

Transportation 2040’s sustainability strengths include:

- Integrated Planning: Land use, economic, and natural environment which is a focus of the agency
- Financial Sustainability with the plan’s movement towards a user based funding strategy that addresses mobility, environmental and financial objectives

The areas that Transportation 2040 could improve on:

- Asset Management and Infrastructure Resiliency
- Program Monitoring

General impressions on the draft tool:

- Provides a good mechanism for evaluating the sustainability aspects of a metropolitan transportation plan
- Suggested simplifying criteria for Version 1.0
- Good communications tool for our Board, members, public
  - Environment and sustainability one of the top three priorities called out during the public scoping process
INVEST – Next Steps

2014 Transportation 2040 Update

• PSRC will reevaluate Transportation 2040 using INVEST 1.0

• Topics for the update:
  • Project prioritization
  • Evaluation measures include:
    • Support for centers
    • Air quality / climate change
    • Freight
    • Safety and system security
    • Jobs
    • Multimodal
    • Land and water
    • Social equity and opportunity
    • Travel
  • Financial strategy
  • Maintenance and preservation needs and impacts
  • MAP-21

• Interest in pursuing improvements using INVEST related to:
  • Asset management
  • State of Good Repair research
  • Monitoring program
Contact

Kelly McGourty
Program Manager
(206)971-3601
kmcgourty@psrc.org

PSRC Website
http://www.psrc.org/
Sustainable Highways Self-Evaluation Tool
Lessons Learned from INVEST Pilot Testing Process

Jennifer Hill
Transportation Planner
Nashville Area MPO
September 13th, 2012
The Nashville Area
The Nashville Area
The Next Boom Town

- Forbes 7/2011: Nashville is #3 Boom Town in Country
- Atlantic Cities 8/2012: Nashville rated #1 in Metro Music Index
- Forbes 8/2012: Ranked Nashville #9 on its list of cities with the greatest "brain gain." The ranking charts the metropolitan areas that have experienced the fastest growth in their college-educated populations in the past decade.
- Business Insider 6/2012: Nashville is #9 on Business Insider's list of "15 hottest American cities of the future."
- Gallup Poll 3/2012: A survey released by Gallup in March showed that the Nashville region was one of the top five metro areas for job creation.
History of Sprawling Development

- Strong Cross-County Commuting Patterns
- Growing Costs of Traffic Congestion
- Household Budgets Consumed by Transportation Costs
- Sprawl-Induced Travel Times
- Few Options for Seniors
- Dangerous by Design
Heavy Cross-County Commuting

WORK in Downtown Nashville, LIVE in.....

nashvillempo.org
# Peak Period Travel Times

<table>
<thead>
<tr>
<th>City</th>
<th>Rank</th>
<th>Peak Travel Time</th>
<th>UMR: Estimated Hours of Congestion</th>
<th>Difference in Ranks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nashville-Davidson-Murfreesboro-Franklin TN</td>
<td>1</td>
<td>31</td>
<td>-30</td>
<td>0</td>
</tr>
<tr>
<td>Oklahoma City OK</td>
<td>2</td>
<td>38</td>
<td>-36</td>
<td>0</td>
</tr>
<tr>
<td>Birmingham-Hoover AL</td>
<td>3</td>
<td>34</td>
<td>-31</td>
<td>0</td>
</tr>
<tr>
<td>Richmond VA</td>
<td>4</td>
<td>44</td>
<td>-40</td>
<td>0</td>
</tr>
<tr>
<td>Raleigh-Cary NC</td>
<td>5</td>
<td>33</td>
<td>-28</td>
<td>0</td>
</tr>
<tr>
<td>Memphis TN-MS-AR</td>
<td>6</td>
<td>41</td>
<td>-35</td>
<td>0</td>
</tr>
<tr>
<td>Detroit-Warren-Livonia MI</td>
<td>7</td>
<td>9</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Orlando-Kissimmee FL</td>
<td>8</td>
<td>47</td>
<td>-38</td>
<td>0</td>
</tr>
<tr>
<td>Kansas City MO-KS</td>
<td>9</td>
<td>47</td>
<td>-38</td>
<td>0</td>
</tr>
<tr>
<td>Louisville/Jefferson County KY-IN</td>
<td>10</td>
<td>28</td>
<td>-18</td>
<td>0</td>
</tr>
<tr>
<td>St. Louis MO-IL</td>
<td>11</td>
<td>40</td>
<td>-29</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: Driven Apart (CEO for Cities)
On average, Americans spend about 18% of their Household Income on Transportation-Related Expenses.

Source: Center for Neighborhood Technology Housing + Transportation Affordability Index (http://www.htaindex.org/)
On average, Americans spend about 18% of their Household Income on Transportation-Related Expenses.

Source: Center for Neighborhood Technology Housing + Transportation Affordability Index (http://www.htaindex.org/)
Tennessee Grades for Obesity

- 1st – adult inactivity
- 2nd highest – overweight
- 3rd highest – obese (32.8% of adults)
- 4th highest – extreme obesity
- 5th highest – overweight or obese children ages 10-17 (36.5%)
Growth Trends, 1965-2035

Population

1965 750,000

2000 1,450,000

2035 2,600,000

(In 2035, the Nashville region will be about the size of the Denver region today)
What We Evaluated Using INVEST

MPO self-evaluated the major planning activities that were used in the development of the recently adopted 2035 Regional Transportation Plan using the INVEST tool’s system planning (SP) criteria.

Major activities included:
- Land Use Model & Scenario Planning
- Freight & Goods Movement Planning
- Multi-Modal Planning
- Subregional and Corridor Studies
- Enhanced Community Engagement
#1  
A Bold, New Vision for Mass Transit

#2  
Support for Active Transportation & Walkable Communities

#3  
Preservation & Enhancement of Strategic Roadways
MPO adopted the **2035 Regional Transportation Plan** in Dec 2010 after several new processes to encourage sustainability through transportation policy, plans, and programs.

Sustainability Activities within the RTP are detailed through:

- Guiding Principles
- Regional Goals
- Policy Initiatives
- Project Evaluation & Selection Criteria

Other Sustainability Tools include:

- Partnership with Nashville Civic Design Center: Recently published *Moving Tennessee Forward* as toolbox for urban design, transportation, and land use planning efforts.
- Public Health Coordination/ Health Impact Assessments
- Enhanced Community Engagement through Social Media, Mayors Caucus, Chamber Caucus, Transit Alliance
Guiding Principles

- **Livability** - MPO plans and programs shall work to enhance the quality of life in the region by supporting initiatives that increase opportunities for affordable housing, education, jobs, recreation, and civic involvement without increasing the burden on citizens to enjoy their community.

- **Sustainability** – MPO plans and programs shall strive to support growth and prosperity without sacrificing the health, environment, natural and socio-cultural resources, or financial stability of this or future generations.

- **Prosperity** – MPO plans and programs shall contribute to the continued economic well-being of the greater Nashville area by investing in transportation solutions that increase access to education, jobs, and amenities, reduce the cost of living and doing business, and attract new investment to the region.

- **Diversity** – MPO plans and programs shall recognize the multitude of needs and the variety of perspectives and backgrounds of the people that live and work in the greater Nashville area by promoting a range of transportation choices that are designed with sensitivity to the desired context.
Regional Goals

- Maintain and **Preserve** the Efficiency, **Safety**, and Security of the Region’s **Existing** Transportation **Infrastructure**;
- Manage Congestion to Keep **People** and **Goods** Moving;
- Encourage **Quality Growth** and **Sustainable** Land **Development** Practices;
- Protect the Region’s **Health & Environment**;
- Support the **Economic Competitiveness** of the Greater Nashville Area;
- Offer Meaningful **Transportation Choices** for a **Diverse Population** including the **Aging**;
- Encourage **Regional Coordination**, Cooperation, & Decision-Making; and
- Practice Thoughtful, **Transparent Financial Stewardship** by Ensuring that Transportation Improvements meet Regional Goals.
The MPO implemented a rigorous data-driven performance-based project evaluation process that placed an increased emphasis on sustainability.

60% of project selection criteria used for the Plan relate directly to sustainability factors.
MPO’s STP Investment Strategy

- Programmed on traditional roadway projects where improving safety and implementing complete streets principles are emphasized.

- Dedicated to active transportation accommodations and education.

- Flexed to be combined with FTA funds to modernize and enhance the area’s transit system.

- Dedicated to operational improvements, stand-alone ITS, and incident management upgrades.
General Experience with INVEST

- Effort was largely a staff-driven qualitative assessment of the planning process.
- Individual staff members reviewed scoring criteria to prepare for the evaluation (completed within a week).
- Two-hour internal staff workshop to talk through the evaluation criteria.
- Two-hour scoring workshop with FHWA representative to observe.
- Reported feedback to FHWA to help refine tool.
## INVEST Scoring Results (Systems Planning)

<table>
<thead>
<tr>
<th>Total Score: 126/160</th>
<th>Rating: Platinum</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-01 Integrated Planning: Land Use and Economic Development</td>
<td>7/10</td>
</tr>
<tr>
<td>SP-02 Integrated Planning: Natural Environment</td>
<td>7/10</td>
</tr>
<tr>
<td>SP-03 Integrated Planning: Community</td>
<td>8/10</td>
</tr>
<tr>
<td><strong>SP-04 Accessibility</strong></td>
<td><strong>10/10</strong></td>
</tr>
<tr>
<td>SP-05 Safety Planning</td>
<td>9/10</td>
</tr>
<tr>
<td><strong>SP-06 Multimodal Planning</strong></td>
<td><strong>10/10</strong></td>
</tr>
<tr>
<td>SP-07 Freight Planning</td>
<td>10/10</td>
</tr>
<tr>
<td><strong>SP-08 Travel Demand Management</strong></td>
<td><strong>10/10</strong></td>
</tr>
<tr>
<td><strong>SP-09 Air Quality</strong></td>
<td><strong>0/10</strong></td>
</tr>
<tr>
<td><strong>SP-10 Energy and Fuels</strong></td>
<td><strong>10/10</strong></td>
</tr>
<tr>
<td>SP-11 Financial Sustainability</td>
<td>7/10</td>
</tr>
<tr>
<td>SP-12 Analysis Methods</td>
<td>6/10</td>
</tr>
<tr>
<td><strong>SP-13 Congestion Management</strong></td>
<td><strong>10/10</strong></td>
</tr>
<tr>
<td><strong>SP-14 Linking Asset Management and Planning</strong></td>
<td><strong>10/10</strong></td>
</tr>
<tr>
<td>SP-15 Linking Planning and NEPA</td>
<td>6/10</td>
</tr>
<tr>
<td>SP-16 Infrastructure Resiliency</td>
<td>6/10</td>
</tr>
</tbody>
</table>
What We Liked

- Provided an opportunity to evaluate two-years of planning work - *something we were going to do anyway*
- Criteria were extremely applicable to our MPO’s regional planning process – *no awkward moments*
- Easy-to-use interface kept the process simple & efficient
- Increased staff’s awareness of how their work related to sustainability principles
- Potentially a way to see how local efforts compare to peer regions or national standards
Feedback to FHWA

- Earning points was way too easy given the “all-or-nothing” scoring approach
  - Suggested a progressive scoring system that awarded points based on degree of effort
- Several criteria related to required MPO activities
  - Suggested tool provide additional weight to activities that go above and beyond federal requirements
- Performance Measures vs. Performance Targets
  - Suggested the tool differentiate between the use of measures and the establishment of targets