

Welcome to *The Planning Exchange*



TRANSPORTATION PLANNING INFORMATION EXCHANGE

INVEST 1.0 SYSTEM PLANNING MODULE

Transportation Planning Information Exchange Webinar
February 5, 2013



THE PLANNING EXCHANGE

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)





INVEST 1.0 System Planning Module

Transportation Planning Information Exchange Webinar
February 5, 2013



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?



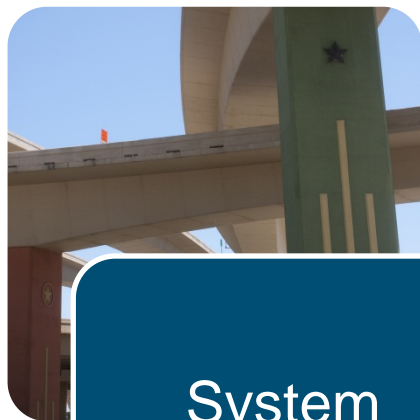
- Fulfills a need in the profession
- Connects sustainability principles with action
- Measures sustainability specifically for transportation
- Challenges us all to go above and beyond

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

- 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

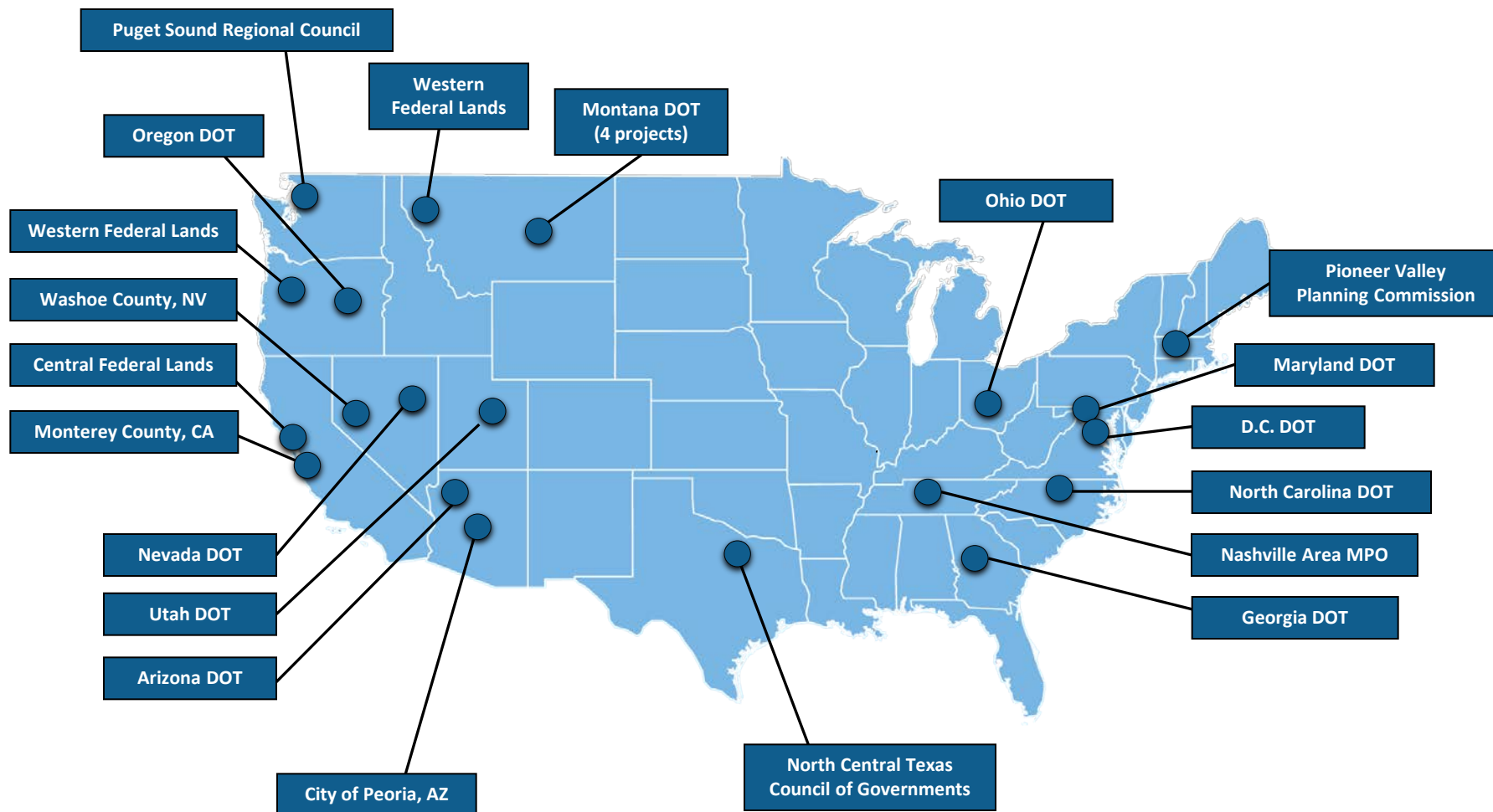
Pilot Test Version

- Released Fall 2011
- Over 1200 comments from pilot test participants, SMEs, FTA, others

Version 1.0

- Released October 2012

INVEST Pilot Sites



- **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.

- 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.

System Planning Achievement Levels			
Achievement level		Fraction of Total Points Possible	Points Required
	Platinum	60%	144
	Gold	50%	120
	Silver	40%	96
	Bronze	30%	72

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



Version 1.0

Login

Register

search go

Home Learn Browse Score

- Home
- Learn
- Browse
- Score
- Glossary
- FAQ
- Case Studies
- FHWA's Sustainable Highways Initiative
- Provide Comments
- Register
- Privacy

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.

What do you want to do?

Learn

A guided tour through the INVEST website to learn about sustainable highways and integrating sustainability best practices into projects and programs.


Browse

A gateway to browse the complete set of INVEST criteria that can be used to evaluate the sustainability of projects and programs.

INVEST, the FHWA Sustainable Highways Self-

INVEST User Workspace



Version 1.0

[Home](#) [Learn](#) [Browse](#) [Score](#) [Home > My Workspace](#)

My Workspace

[Scoring Tutorial](#)

[Start a new Project or Program](#)

Continue Working on an Existing Project or Program:

System Planning and Processes

Test 1	Edit	Duplicate	Print-View	Score	Delete	Collaborate
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Project Development

Pavement Project	Edit	Duplicate	Print-View	Score	Delete	Collaborate
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TEST 3	Edit	Duplicate	Print-View	Score	Delete	Collaborate
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Operations and Maintenance

TEST 2	Edit	Duplicate	Print-View	Score	Delete	Collaborate
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- Home
- Learn
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- Glossary
- FAQ
- Provide Comments
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- FHWA's Sustainable Highways Program
- Privacy

Scoring in System Planning

System Planning Criteria by Sustainability Principle	
Triple Bottom Line Principles	
Criterion Number and Title	
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	


Version 1.0

Home Learn Browse Score

Home > Score > View Criterion

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 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

Criterion Scoring

Test 1

Has the agency developed goals and objectives for the integration of metropolitan and/or statewide transportation planning with economic development and land use planning above and beyond current requirements?

Yes (1 point)

No

Are the goals and objectives consistent with applicable economic development and land use plans above and beyond current requirements?

Yes (1 point)

No

Does the agency regularly engage land use and economic development agencies in its jurisdiction throughout the transportation planning process?

Yes (2 points)

No

go

Home
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Criterion Details

SP-1 Integrated Planning: Economic Development and Land Use

 [Download as pdf](#)

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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.

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Scoring Requirements

Background

This criterion recognizes that each state and MPO has different land

Criterion Scoring

The Best LRTP Ever

Has the agency developed goals and objectives for the integration of metropolitan and/or statewide transportation planning with economic development and land use planning above and beyond current requirements?

- Yes (1 point)
- No

Are the goals and objectives consistent with applicable economic development and land use plans above and beyond current requirements?

- Yes (1 point)
- No

Does the agency regularly engage land use and economic development agencies in its jurisdiction

How INVEST Measures Sustainability



The screenshot shows the INVEST System Planning Scorecard interface. At the top left is the INVEST logo (ECONOMIC • SOCIAL • ENVIRONMENTAL). Below it are navigation buttons: Home, Learn, Browse, and Score. A breadcrumb trail reads: Home > Score > Scorecard.

System Planning Scorecard

[Download](#)

[Criteria Compendium](#)

Program or Process: Test 1 [edit](#)

[View full scorecard](#) to save or print from your browser.

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

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



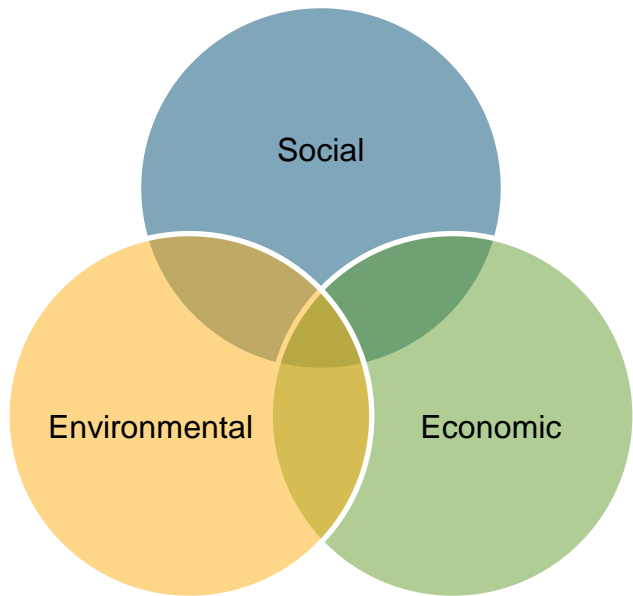
- Purpose:
 - › Gather success stories, examples of analyses, feedback for improving tool.
 - › Encourage agencies to use INVEST to assess and improve sustainability practices.
 - › Impact decision-making, leading to adoption of sustainability best practices.
- Eligible entities: State DOTs, MPOs, Federal 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)

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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)

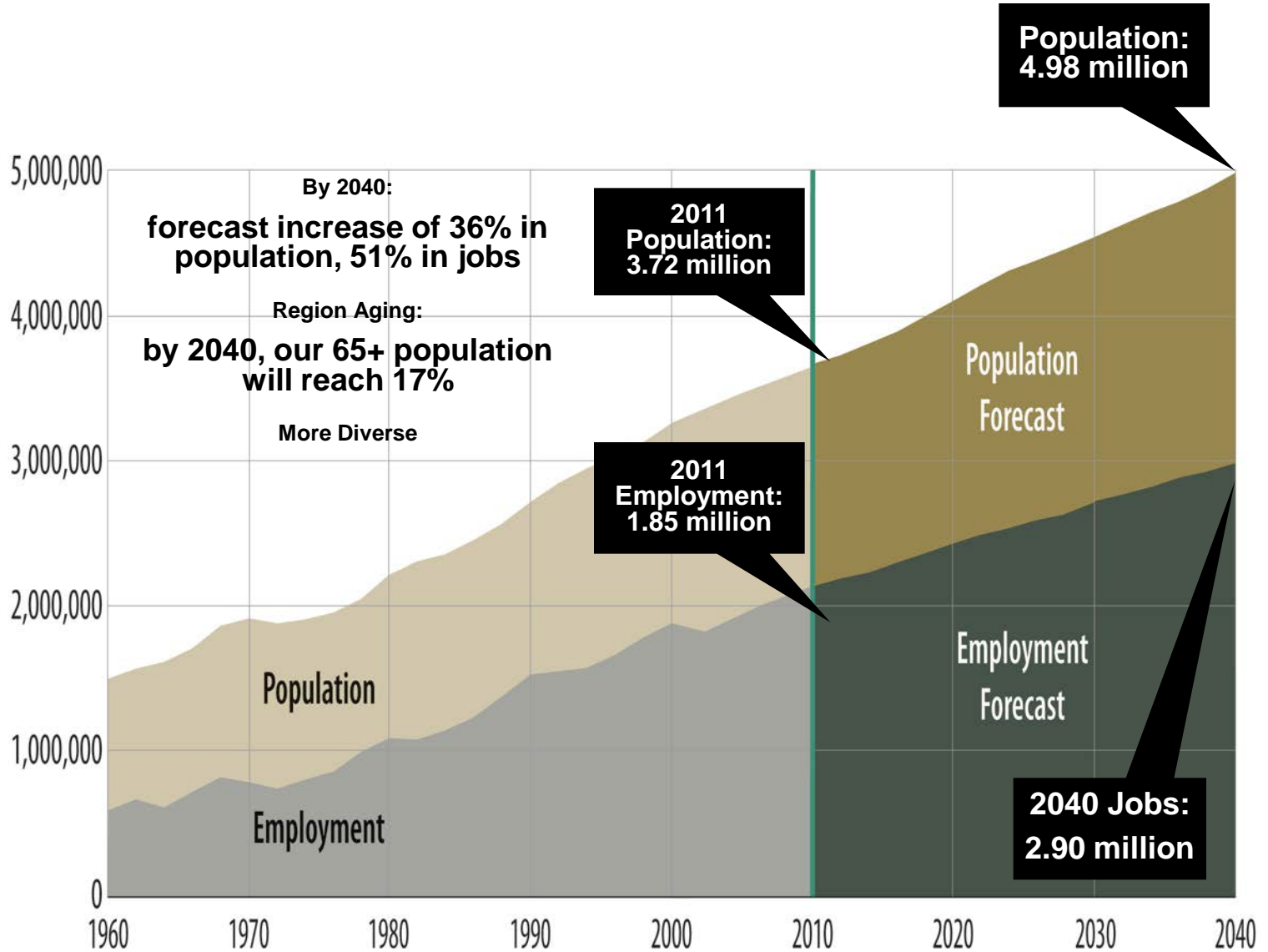
Designated Regional Centers

Implementation Actions & Monitoring





Regional Growth Estimates



Transportation 2040

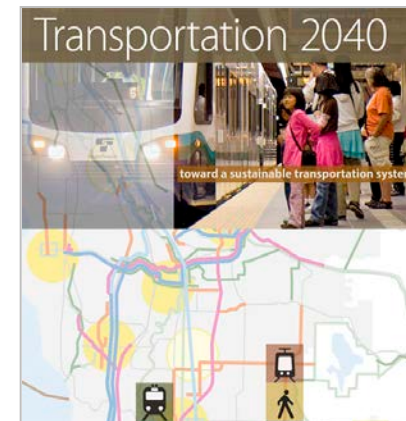
Adopted May 2010

- 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

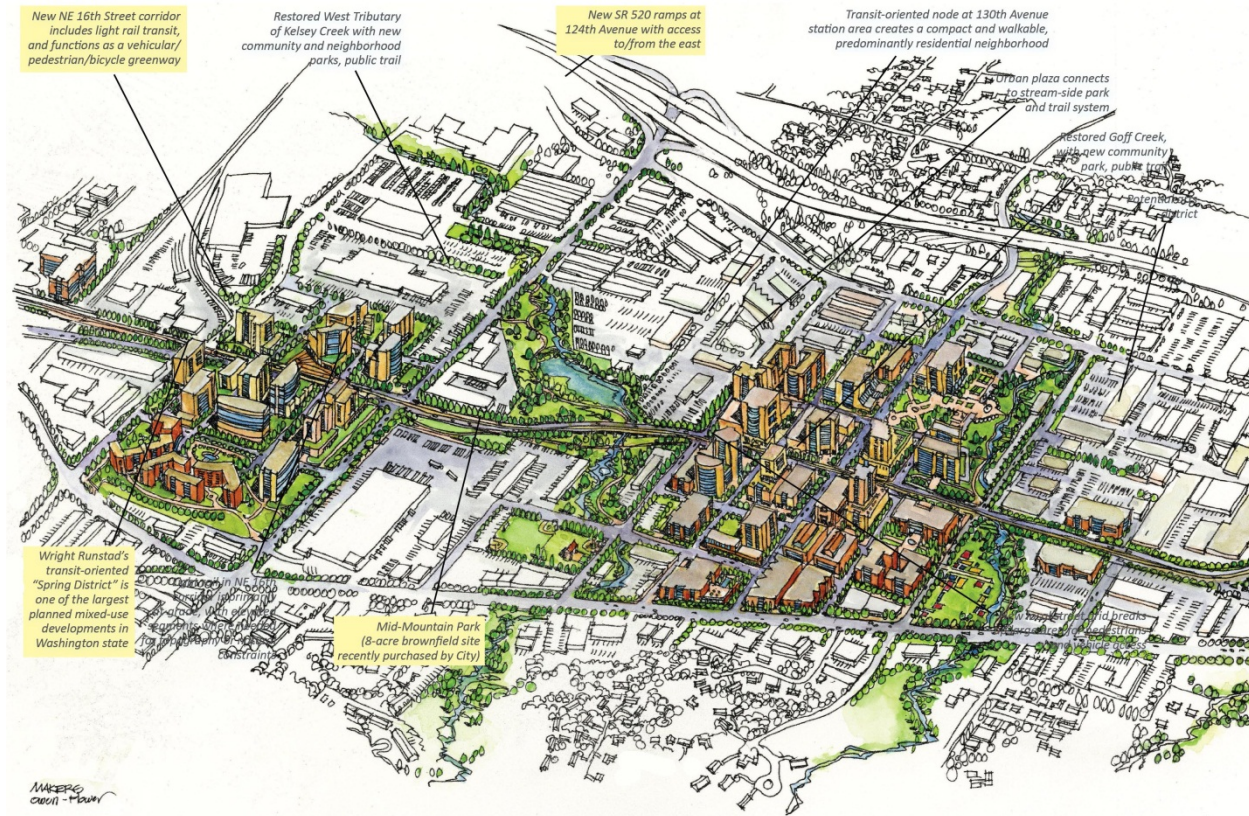
Supporting a more concentrated development pattern that is more walkable, bikeable, easier to support with transit, and that balances jobs and housing.

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.



Congestion and Mobility

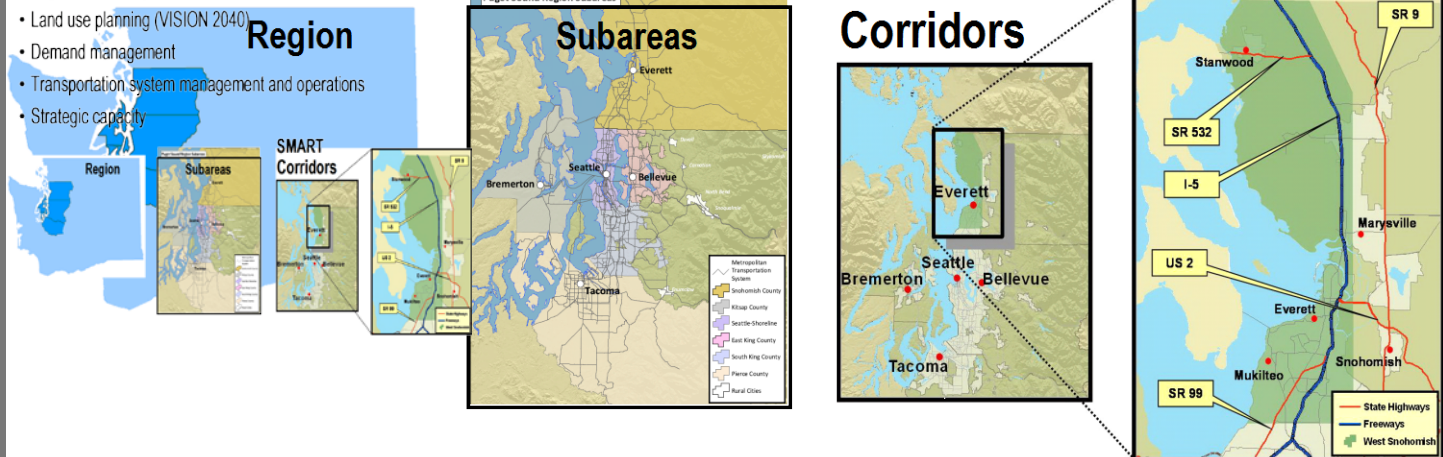
The Region Has Developed a New Program to Better Define, Analyze, and Correct Mobility Problems

Congestion Management Process:

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

Congestion Management Process:

- Land use planning (VISION 2040)
- Demand management
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- Strategic capacity



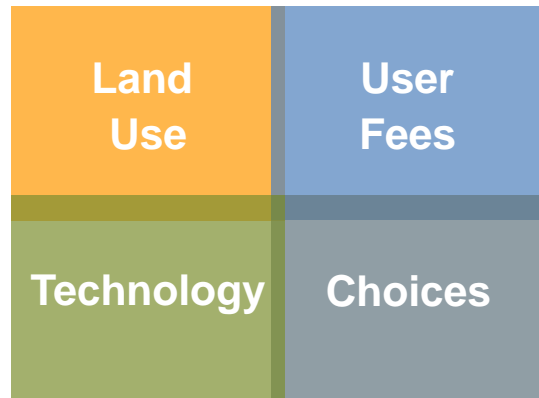


Environment

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



Land Use

Implement VISION 2040

- Jobs Housing Balance
- Centers, Transit Oriented Development & efficient communities

User Fees

Implement Roadway Pricing to support VMT reduction and reduce travel delay emissions

Choices

Expand transportation choices that reduce GHG emissions

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

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kmcgourty@psrc.org

PSRC Website
<http://www.psrc.org/>



NASHVILLE AREA

Metropolitan Planning Organization

Sustainable Highways Self-Evaluation Tool

Lessons Learned from INVEST Pilot Testing Process

Jennifer Hill
Transportation Planner
Nashville Area MPO
September 13th, 2012

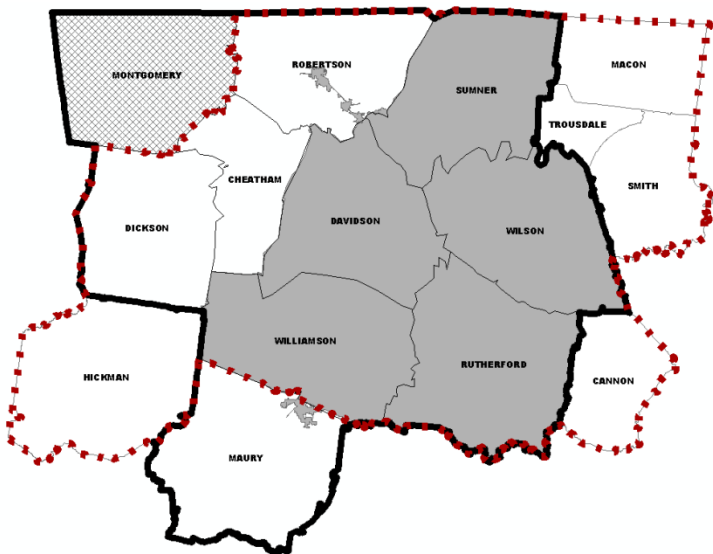
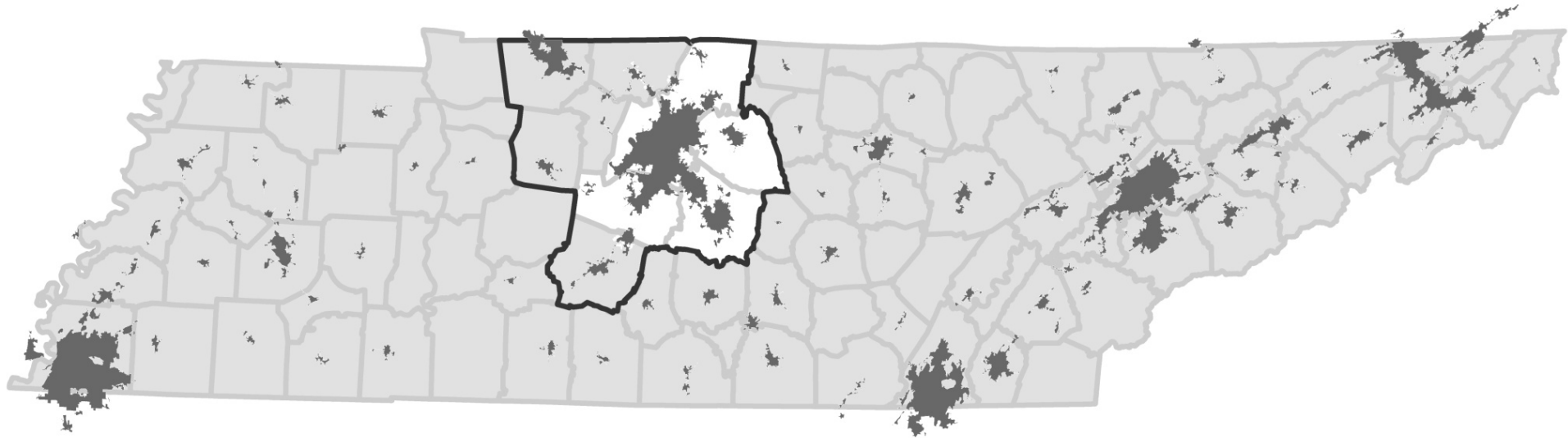
The Nashville Area



The Nashville Area



Middle Tennessee Region



Nashville
MPO

Clarksville
MPO

Mayors
Caucus

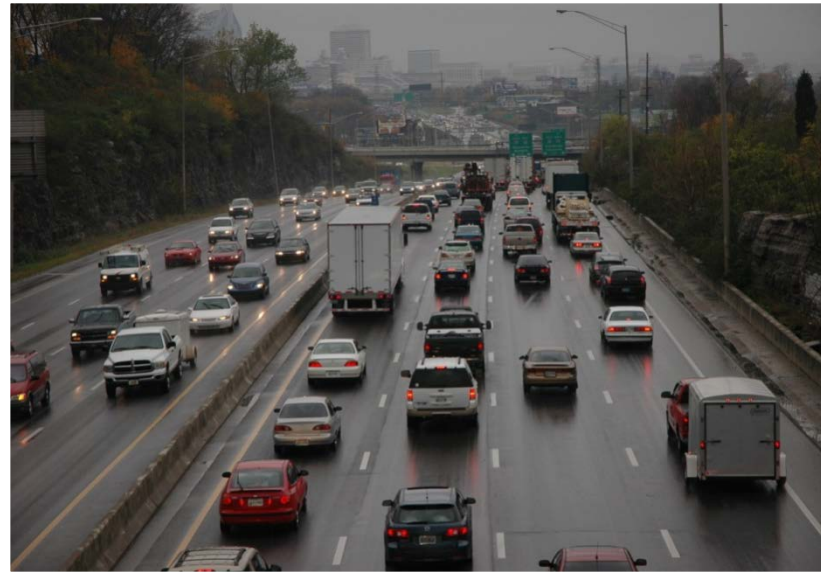
Metropolitan
Statistical Area
(MSA)

The Next Boom Town

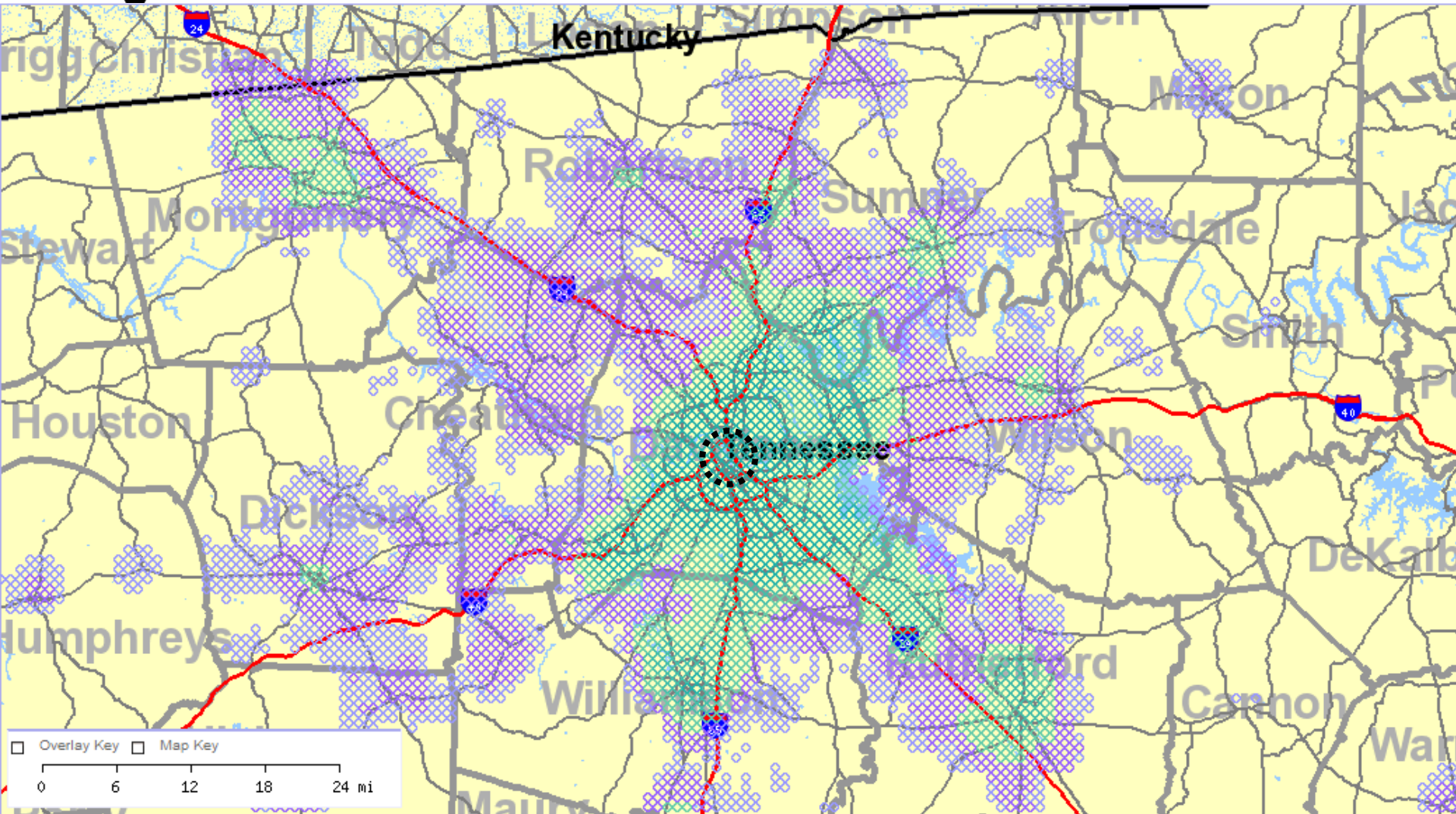
- ➔ Forbes 7/2011: Nashville is #3 Boom Town in Country
- ➔ Atlantic Cities 8/2012: Nashville rated #1 in Metro Music Index
- ➔ Forbes 8/2012: Ranked Nashville #9 on its list of cities with the greatest "brain gain." The ranking charts the metropolitan areas that have experienced the fastest growth in 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



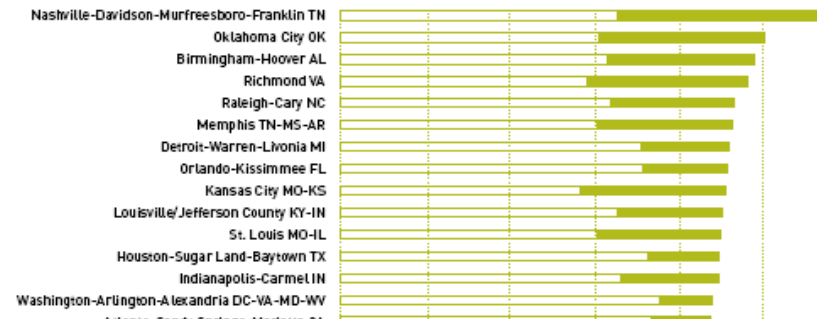
WORK in Downtown Nashville, LIVE in.....

nashvillempo.org

ACCORDING TO THE UMR, THINGS WORSE IN CHICAGO THAN IN CHARLOTTE

A COMPARISON OF CHARLOTTE AND CHICAGO

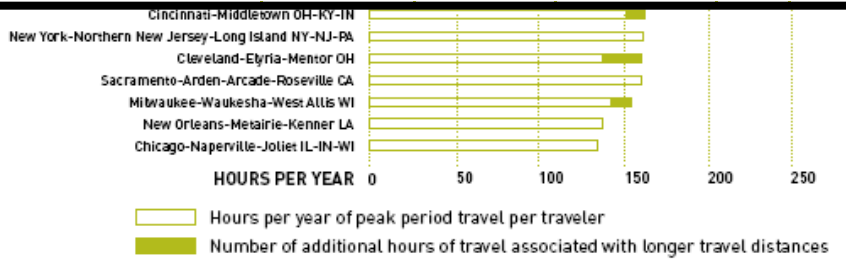
PEAK PERIOD TRAVEL TIMES



DRIVEN APART VS. UMR

	DRIVEN APART: RANK BY TOTAL PEAK TRAVEL TIME	UMR RANK BY ESTIMATED HOURS OF CONGESTION	DIFFERENCE IN RANKS							
			UMR UNDERSTATES HOURS OF TRAVEL (NEGATIVE VALUES)			UMR OVERSTATES HOURS OF TRAVEL (POSITIVE VALUES)				
			-40	-30	-20	-10	0	10	20	30
Nashville-Davidson-Murfreesboro-Franklin TN	1	31	-30							
Oklahoma City OK	2	38	-36							
Birmingham-Hoover AL	3	34	-31							
Richmond VA	4	44	-40							
Raleigh-Cary NC	5	33	-28							
Memphis TN-MS-AR	6	41	-35							
Detroit-Warren-Livonia MI	7	9	-2							
Orlando-Kissimmee FL	8	6	2							
Kansas City MO-KS	9	47	-38							
Louisville/Jefferson County KY-IN	10	28	-18							
St. Louis MO-IL	11	40	-29							

CHARLOTTE 1.25



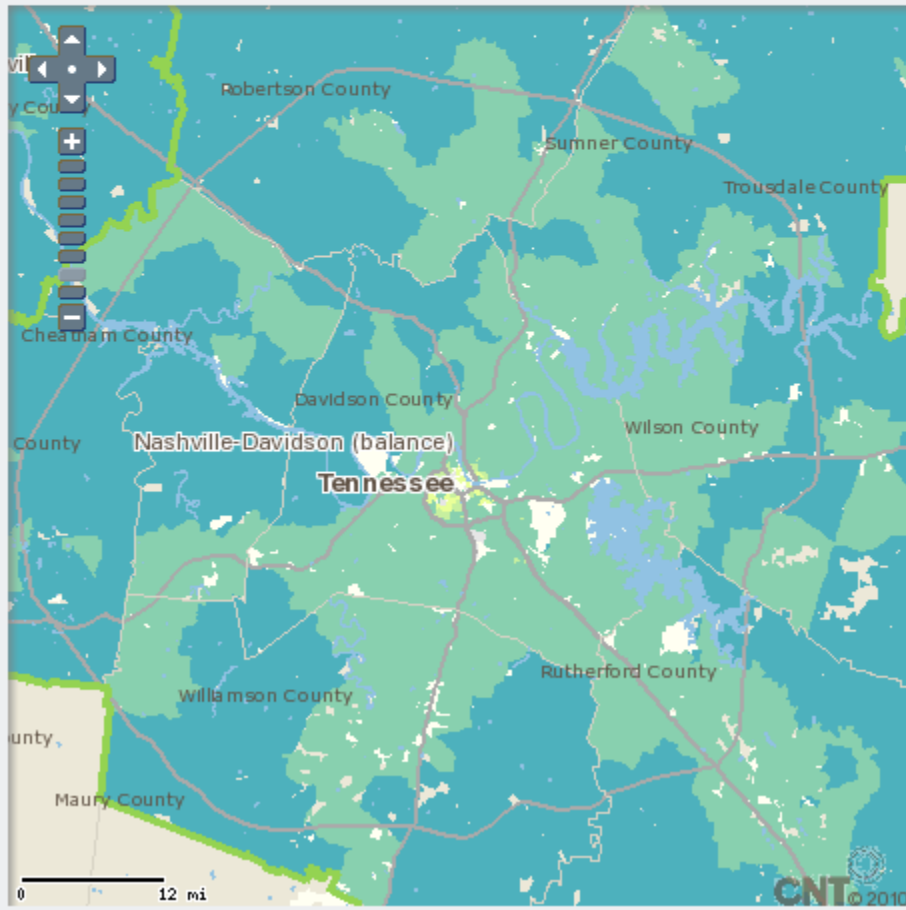
Copyright, Senior Policy Advisor for CEOs for Cities
 funded by the Rockefeller Foundation
 October 2010

CEOs FOR CITIES

Source: Driven Apart (CEO for Cities)

Transportation Costs, % Income ▼ Change

Criteria	Households	Percent of Households
No Data Available	0	0%
Less than 15%		0%
15 to 18%	8,352	1.7%
18 to 20%	10,927	2.2%
20 to 28%	389,765	79.7%
28% and Greater	79,885	16.3%
Map Total	488,929	100%

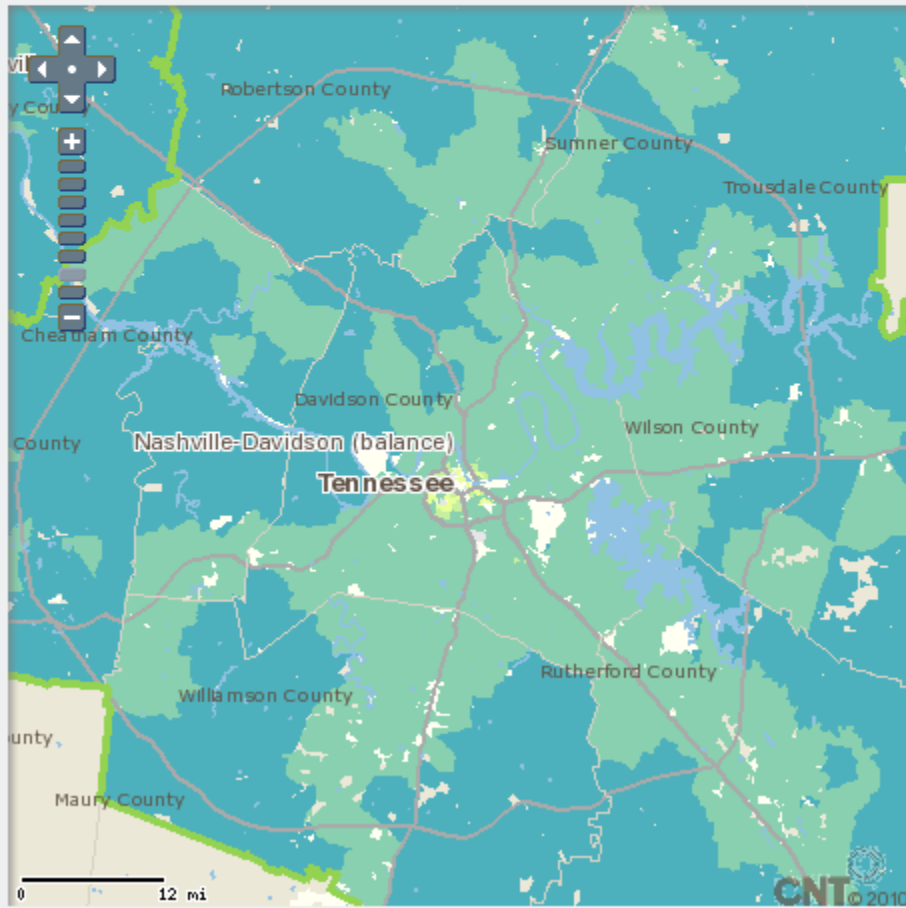


On average,
Americans spend
about 18% of their
Household Income on
Transportation-
Related Expenses

nashvillempo.org

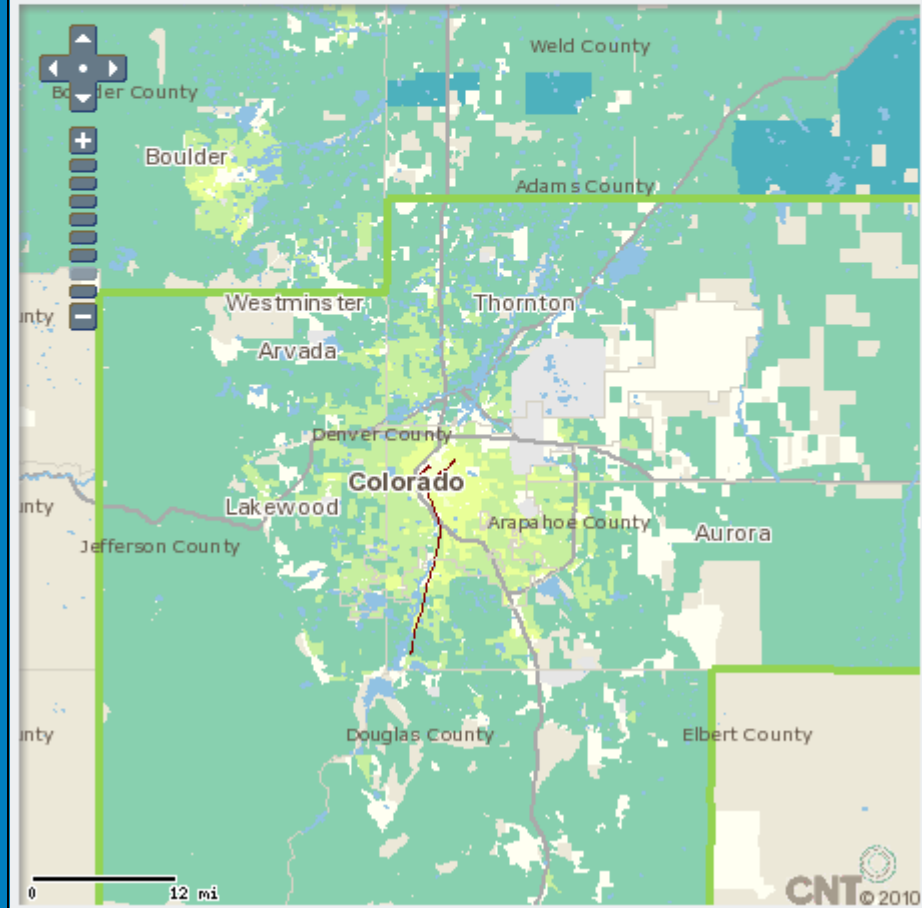
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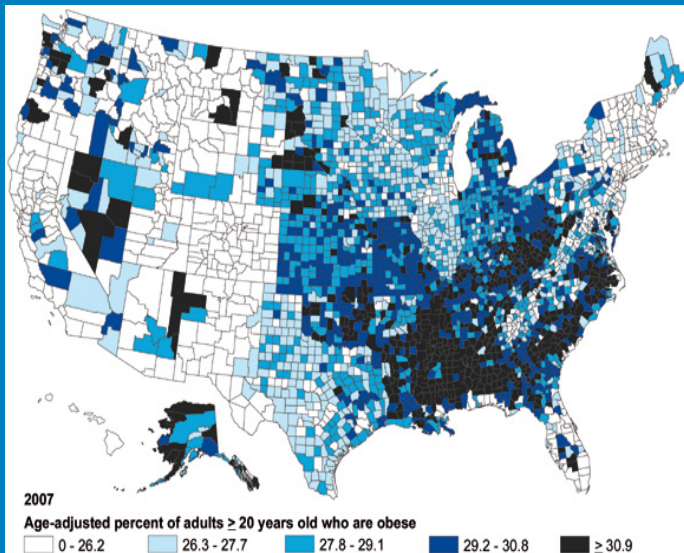


Transportation Costs, % Income ▼ Change

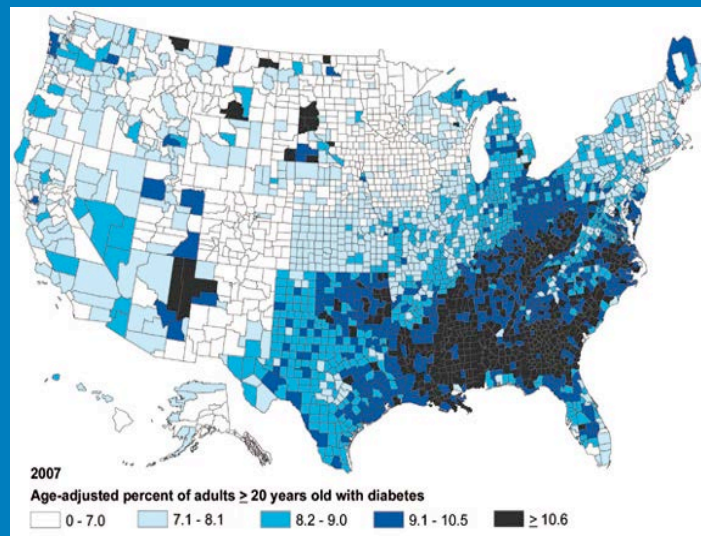
Transportation Costs, % Income		
Criteria	Households	Percent of Households
No Data Available	373	0%
Less than 15%	26,917	2.9%
15 to 18%	157,387	16.8%
18 to 20%	358,988	38.2%
20 to 28%	394,162	42%
28% and Greater	912	0.1%
Map Total	938,739	100%



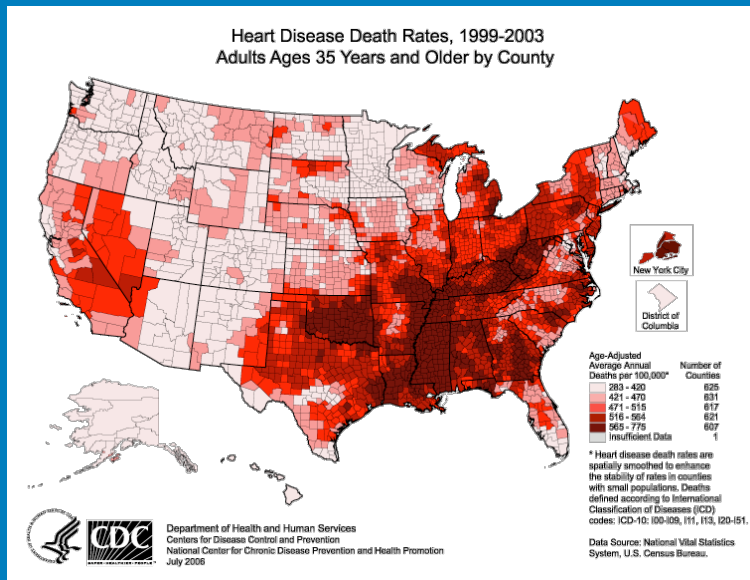
Obesity



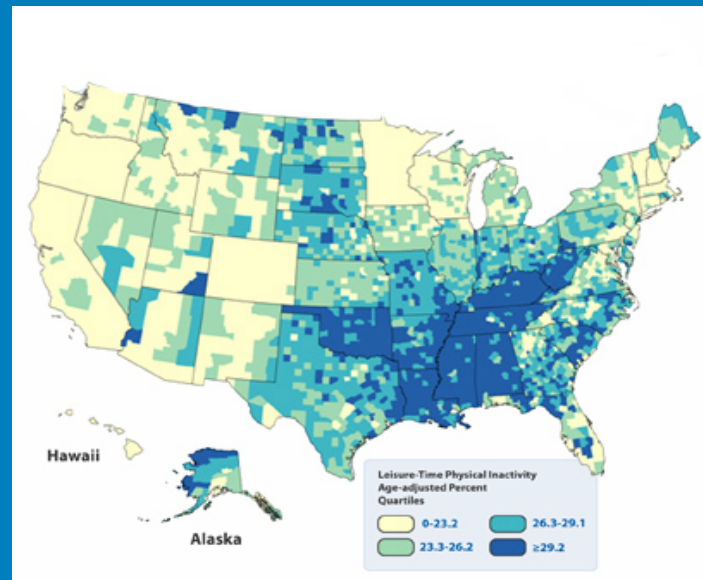
Diabetes



Heart Disease



Physical Inactivity



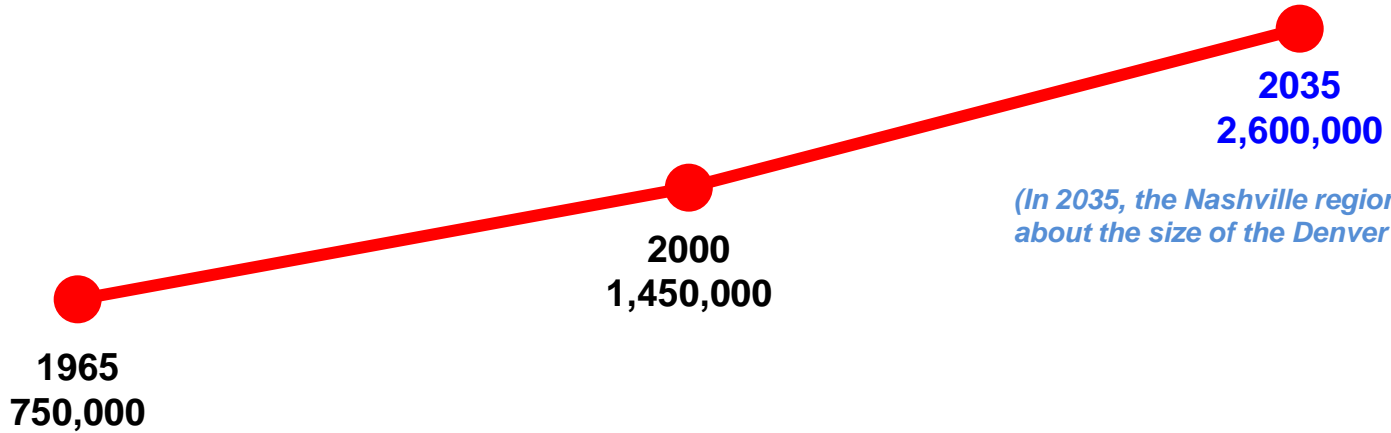
Tennessee Grades for Obesity

- ➔ 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%)

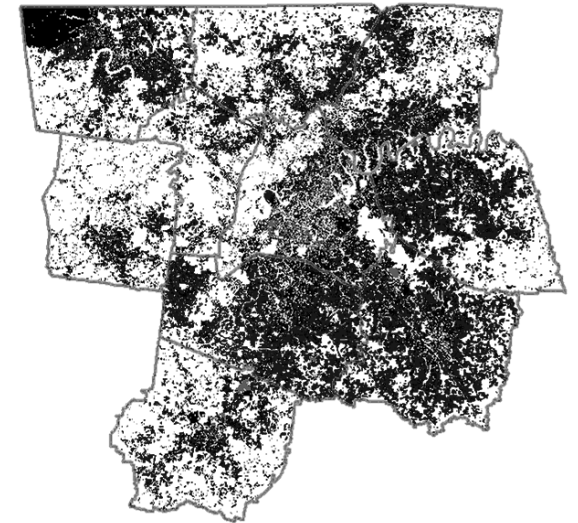
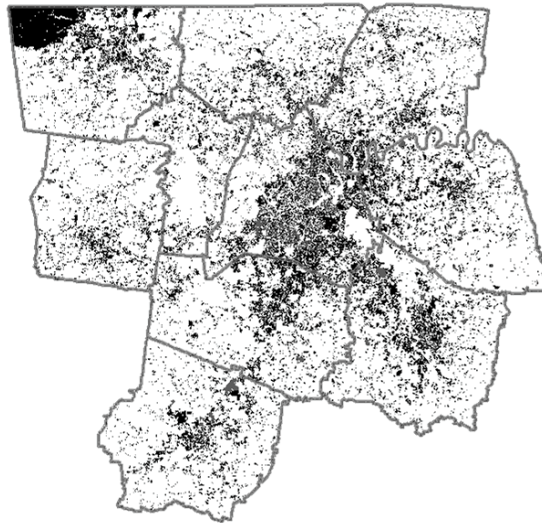
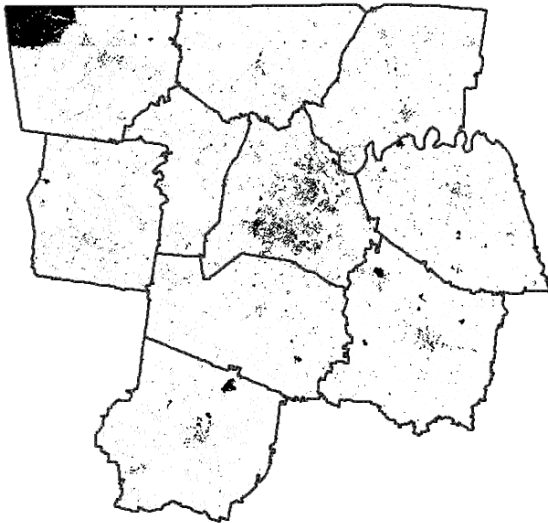


Growth Trends, 1965-2035

Population



(In 2035, the Nashville region will be about the size of the Denver region today)



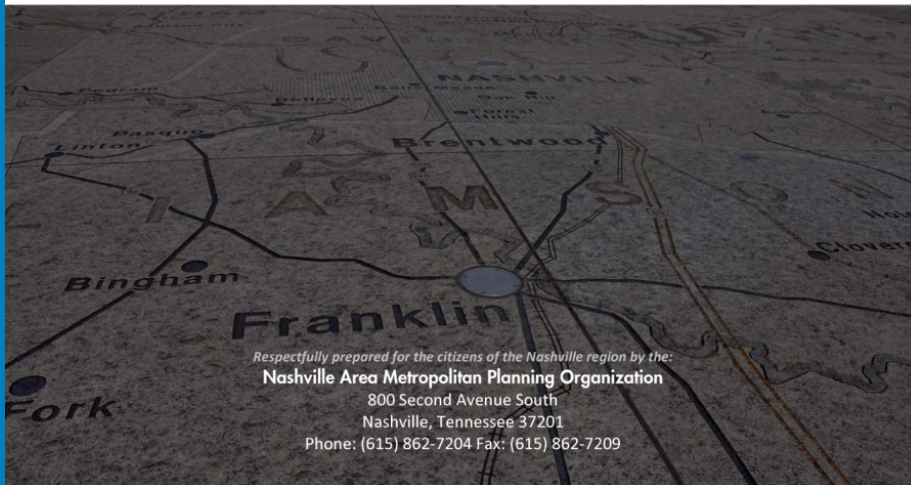
Properties affected by development

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

Nashville Area Metropolitan Planning Organization

2035
NASHVILLE AREA
Regional Transportation Plan



#1

A Bold, New Vision
for Mass Transit

#2

Support for Active
Transportation & Walkable
Communities

#3

Preservation &
Enhancement of Strategic
Roadways

nashvillempo.org

Sustainability Activities

- ➔ 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

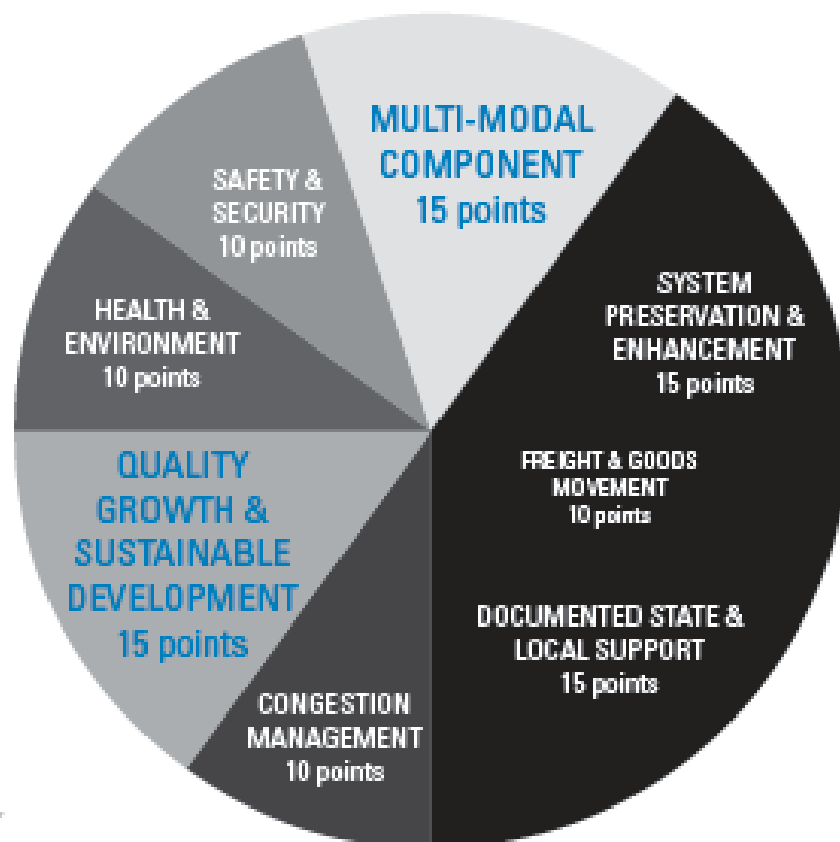
- ➔ Maintain and **Preserve** the Efficiency, **Safety**, and Security of the Region's **Existing** Transportation **Infrastructure**;
- ➔ Manage Congestion to Keep **People** and **Goods** Moving;
- ➔ Encourage **Quality Growth** and **Sustainable** Land **Development** Practices;
- ➔ Protect the Region's **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.

Project Evaluation & Selection

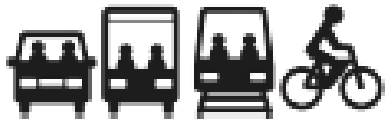
➔ The MPO implemented a rigorous **data-driven performance-based project evaluation process** that placed an increased emphasis on sustainability.

➔ 60% of project selection criteria used for the Plan relate directly to **sustainability factors**.

HIGHLIGHTS OF THE EVALUATION CRITERIA USED IN 2035 PLAN PROJECT SELECTION



MPO's STP Investment Strategy



MULTI-MODAL ROADWAY PROJECTS

70%

➔ programmed on traditional roadway projects where improving safety and implementing **complete streets** principles are emphasized.



ACTIVE TRANSPORT

15%

➔ dedicated to **active transportation accommodations** and **education**.



MASS TRANSIT

10%

➔ flexed to be combined with FTA funds to **modernize** and **enhance** the area's **transit system**.



ITS & OPERATIONS

5%

➔ 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)

Total Score: 126/160

Rating: Platinum

➔ SP-01 Integrated Planning: Land Use and Economic Development	7/10
➔ SP-02 Integrated Planning: Natural Environment	7/10
➔ SP-03 Integrated Planning: Community	8/10
➔ SP-04 Accessibility	10/10
➔ SP-05 Safety Planning	9/10
➔ SP-06 Multimodal Planning	10/10
➔ SP-07 Freight Planning	10/10
➔ SP-08 Travel Demand Management	10/10
➔ SP-09 Air Quality	0/10
➔ SP-10 Energy and Fuels	10/10
➔ SP-11 Financial Sustainability	7/10
➔ SP-12 Analysis Methods	6/10
➔ SP-13 Congestion Management	10/10
➔ SP-14 Linking Asset Management and Planning	10/10
➔ SP-15 Linking Planning and NEPA	6/10
➔ SP-16 Infrastructure Resiliency	6/10

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*

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Livability. Sustainability. Prosperity. Diversity.