



INVEST - Sustainable Highways Self-Evaluation Tool

All System Planning Scoring Questions - Version 1.1

SP-01 Integrated Planning: Economic Development and Land Use (15 points)

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.

SP-01.1a 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? - 1 point

- Yes (1 point)

SP-01.1b Are the goals and objectives consistent with applicable economic development and land use plans above and beyond current requirements? - 1 point

- Yes (1 point)
 - No (0 points)
-
- No (0 points)

SP-01.2a Does the agency regularly engage land use and economic development agencies in its jurisdiction throughout the transportation planning process? - 2 points

- Yes (2 points)

SP-01.2b Does the agency utilize institutional mechanisms to facilitate the engagement? - 1 point

- Yes (1 point)
 - No (0 points)
-
- No (0 points)

SP-01.3 Does the agency use best practice quantitative methods to analyze and evaluate the performance of alternative land use/ transportation scenarios? - 2 points

- Yes (2 points)
- No (0 points)

SP-01.4 Does the agency provide institutional leadership in encouraging transportation planning that is consistent with land use and economic development plans and that supports sustainability principles? - 2 points

- Yes (2 points)
- No (0 points)

SP-01.5 Can the agency demonstrate sustainable outcomes? - 3 points

- SP-01.5a The LRTP is integrated with land use and economic development plans, and the agency is implementing transportation investments that support sustainability principles. (1 point)
- SP-01.5b The LRTP includes sustainability-related performance measures for the integration of transportation planning with economic development and land use planning. (2 points)
- SP-01.5a+b Both of the above-mentioned requirements are met (3 points)

SP-01.5c Does the agency monitor progress against the performance measures and can the agency demonstrate the achievement of its goals and objectives? - 3 points

- Yes (3 points)
 - No (0 points)
-

SP-02 Integrated Planning: Natural Environment (15 points)

Integrate ecological considerations into the transportation planning process, including the development of the long range transportation plan (LRTP) and TIP/STIP. Proactively support and enhance long-term ecological function through the coordination of transportation and natural resource planning.

SP-02.1a Has the agency developed goals and objectives that meet the requirement for the integration of metropolitan and/or statewide transportation planning with applicable environmental plans, policies, and goals? - 1 point

- Yes (1 point)

SP-02.1b Are the goals and objectives consistent with or surpass local, metropolitan, and/or statewide environmental plans, policies, and goals? - 1 point

- Yes (1 point)
 - No (0 points)
-
- No (0 points)

SP-02.2a Does the agency go above and beyond current consultation requirements by regularly engaging natural resource and regulatory agencies? - 2 points

- Yes (2 points)

SP-02.2b Does the agency utilize institutional mechanisms to facilitate the engagement? - 1 point

- Yes (1 point)
 - No (0 points)
-
- No (0 points)

SP-02.3 Does the agency have applied system or landscape-scale evaluation techniques using natural resource data? - 4 points

- The agency does not apply system or landscape-scale evaluation techniques (0 points)
- The agency applies system or landscape-scale evaluation techniques using natural resource data during the transportation planning process and has completed the first two required items (2 points)
- The agency applies system or landscape-scale evaluation techniques using natural resource data during the transportation planning process and has completed all of the required items (4 points)

SP-02.4 Can the agency demonstrate sustainable outcomes? - 0 points

- Yes (0 points)

SP-02.4a Is the LRTP integrated with applicable environmental plans, policies, and goals; does the agency implement transportation investments that support and enhance long-term ecological function?

- 1 point

- Yes (1 point)
- No (0 points)

SP-02.4b Does the LRTP include performance measures for long-term ecological function? - 2 points

- Yes (2 points)
- No (0 points)

SP-02.4c Does the agency monitor progress against the performance measures and can the agency demonstrate sustainable outcomes? - 3 points

- Yes (3 points)
- No (0 points)

- No (0 points)
-

SP-03 Integrated Planning: Social (15 points)

The agency's Long Range Transportation Plan (LRTP) is consistent with and supportive of the community's vision and goals. When considered in an integrated fashion, these plans, goals and visions support sustainability principles. The agency applies context-sensitive principles to the planning process to achieve solutions that balance multiple objectives to meet stakeholder needs.

SP-03.1 Do the metropolitan and/or statewide transportation planning agencies share the community's vision for overall sustainability efforts; are transportation-related goals and objectives consistent with that vision? - 2 points

- Yes (2 points)
- No (0 points)

SP-03.2 Does the agency successfully identify a diverse range of stakeholders and public participants? - 0 points

- Yes (0 points)

SP-03.2a Does the agency identify a diverse range of stakeholders and public participants, which include, at a minimum, all interested parties (as defined by current regulations), in addition to all other parties potentially affected by changes to the transportation system? - 1 point

- Yes (1 point)
- No (0 points)

SP-03.2b Does the agency give special consideration and attention to the engagement of low-income, minority, disabled, and linguistically isolated populations, and use a diverse and innovative range of public involvement techniques to ensure the engagement process is inclusive? - 2 points

- Yes (2 points)
- No (0 points)

SP-03.2c Does the agency include an education component so that stakeholders understand the transportation planning process and are able to better provide informed and meaningful input? - 1 point

- Yes (1 point)
- No (0 points)

- No (0 points)

SP-03.3a Does the agency use a transparent process to inform stakeholders how their input will be used and then follow through accordingly? - 1 point

- Yes (1 point)
- No (0 points)

SP-03.3b Does the agency demonstrate to stakeholders how their input was used to inform and affect transportation planning decisions? - 2 points

- Yes (2 points)
- No (0 points)

SP-03.4 Can the agency demonstrate sustainable outcomes? - 0 points

- Yes (0 points)

SP-03.4a Does the agency implement transportation investments that support the community's vision and goals and help achieve sustainability outcomes? - 1 point

- Yes (1 point)
- No (0 points)

SP-03.4b Does the LRTP include sustainability-related performance measures to assess the effectiveness of its public involvement process? - 2 points

- Yes (2 points)
- No (0 points)

SP-03.4c Does the agency monitor the effectiveness of its public involvement process against the performance measures, make changes to improve the process as needed, and demonstrate sustainable outcomes? - 3 points

- Yes (3 points)
- No (0 points)

- No (0 points)
-

SP-04 Integrated Planning: Bonus (10 points)

The agency has a continuing, cooperative, and comprehensive (3-C) transportation planning process. Planners and professionals from multiple disciplines and agencies (e.g., land use, transportation, economic development, energy, natural resources, community development, equity, housing, and public health) work together to incorporate and apply all three sustainability principles when preparing and evaluating plans.

SP-04.1 Does the agency's transportation planning occur within an integrated and collaborative planning process? - 10 points

- The agency assembles separate plans produced from different disciplines without interacting or collaborating with each other. (0 points)
 - The agency is making progress toward conducting its transportation planning within an interdisciplinary planning process; however, the three sustainability principles have not yet been fully integrated into the transportation planning document(s) for its jurisdiction. (5 points)
 - The agency's transportation planning occurs within an interdisciplinary planning process. (10 points)
-

SP-05 Access and Affordability (15 points)

Enhance accessibility and affordability of the transportation system to all users and by multiple modes.

SP-05.1a Does the LRTP include an analysis of the three dimensions of accessibility and identify specific population groups or areas where this is an issue? - 2 points

- Yes (2 points)

SP-05.1b Does the LRTP include documentation of targeted, enhanced outreach or communications that have been used to engage these population groups or areas in the transportation planning process? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

SP-05.2a Does the agency use travel model, census, geospatial, and other data to quantitatively evaluate the nature and distribution of accessibility and affordability concerns in its jurisdiction? - 2 points

- Yes (2 points)
- No (0 points)

SP-05.2b Does the agency analyze how its transportation planning documents address or improves issues? - 3 points

- Yes (3 points)
- No (0 points)

SP-05.3a Does the LRTP include sustainability-related performance measures that can be used to monitor the effects of plan implementation on transportation accessibility and affordability? - 3 points

- Yes (3 points)
- No (0 points)

SP-05.3b Is the agency monitoring progress against the performance measures and adjusting its efforts as necessary to meet its goals? - 3 points

- Yes (3 points)
- No (0 points)

SP-06 **Safety Planning** (15 points)

Agency integrates quantitative measures of safety into the transportation planning process, across all modes and jurisdictions.

SP-06.1 Does the agency collaborate and participate in the development and implementation of the state strategic highway safety plan? - 2 points

- No, the agency is not involved in the development of the State Strategic Highway Safety Plan (SHSP). (0 points)
- Yes, the agency actively collaborates in the creation of the SHSP but is not implementing the SHSP as part of agency-specific planning and programming activities. (1 point)
- Yes, the agency actively collaborates in the creation of the SHSP and implements the SHSP in agency-specific planning and programming activities. (2 points)

SP-06.2 Has the agency incorporated the Toward Zero Death (TZD) vision and implementing TZD as part of its transportation planning activities? - 1 point

- Yes (1 point)
- No (0 points)

SP-06.3 Does the agency Develop a Plan that Incorporates Safety into Short- and Long-Range Transportation Planning? - 1 point

- The agency has not developed a plan that incorporates safety into short- and long-range transportation planning. (0 points)
- The agency has developed a system-wide approach to identify expenditures on programs, projects, and activities that target a reduction in fatal and serious injuries in the region (1 point)

SP-06.4 Does the agency integrate quantitative safety performance measures into the transportation planning process? - 1 point

- The agency has not integrated safety performance measures into transportation planning process or the agency uses crash rates as a measure to identify system needs. (0 points)
- The agency has integrated quantitative safety performance measures into the transportation planning process. (1 point)

SP-06.5 Does the agency integrate quantitative safety considerations in the selection and evaluation of strategies during the transportation planning process? - 3 points

- SP-06.5a The agency has incorporated and integrated quantitative safety considerations into the selection and evaluation of strategies for different user groups. (2 points)
- SP-06.5b The agency has selected strategies that include systemic treatments with proven effectiveness in reducing fatal and serious injuries. (1 point)
- SP-06.5a+b The agency does both. (3 points)

SP-06.6 Does the agency integrate statistically sound approaches to determine projected safety performance into the long-range transportation planning process? - 3 points

- Yes (3 points)
- No (0 points)

SP-06.7a Does the agency actively participate and support the state Traffic Records Coordinating Committee (TRCC) and jointly fund initiatives related to improvement of data management and linkage initiatives? - 1 point

- Yes (1 point)
- No (0 points)

SP-06.7b Does the agency develop, maintain, and use GIS-based data files for the entire public roadway system, crash* and non-crash information? - 1 point

- Yes (1 point)
- No (0 points)

SP-06.7c Does the agency create, maintain, and use GIS-based data for safety analysis and for use in the consideration of safety as part of the long-range transportation planning process? - 1 point

- Yes (1 point)
- No (0 points)

SP-06.7d Does the agency routinely join roadway, operation, asset management, medical, and other datasets spatially with crash data in the analysis? - 1 point

- Yes (1 point)
- No (0 points)

SP-07 Multimodal Transportation and Public Health (15 points)

Expand travel choices and modal options by enhancing the extent and connectivity of multimodal infrastructure. Support and enhance public health by investing in active transportation modes.

SP-07.1a Has the agency developed goals and objectives for enhancing the extent and connectivity of multimodal infrastructure within its jurisdiction? - 1 point

- Yes (1 point)
- No (0 points)

SP-07.1b Has The Agency Developed Goals And Objectives Related To Active Transportation And The Improvement Of Public Health? - 1 point

- Yes (1 point)
- No (0 points)

SP-07.2 Does the agency regularly engage public health and active mode stakeholders? - 2 points

- Yes (2 points)
- No (0 points)

SP-07.3a Does the agency's planning process include and prioritize active, non-motorized transportation projects and programs as a component of the LRTP? - 1 point

- Yes (1 point)

SP-07.3b Does the agency's LRTP integrate transit, pedestrian, bicycle, and roadway networks so that intermodal connections are safe and convenient? - 1 point

- Yes (1 point)
- No (0 points)

- No (0 points)

SP-07.3c Has the agency evaluated the health impacts of the LRTP to determine whether the planned transportation investments will help the agency to meet its public health and active transportation goals? - 3 points

- Yes (3 points)
- No (0 points)

SP-07.4 Does the agency evaluate its progress toward meeting its multimodal and public health goals and makes adjustments as necessary? - 0 points

- Yes (0 points)

SP-07.4a Is the agency implementing transportation investments that expand travel choices and modal options and support and enhance public health? - 1 point

- Yes (1 point)
- No (0 points)

SP-07.4b Has the agency incorporated multimodal and public health-related performance measures into its LRTP and can demonstrate ongoing monitoring of its progress toward meeting its goals? - 2 points

- Yes (2 points)
- No (0 points)

SP-07.4c Can the agency document that it has met its multimodal transportation and public health goals and objectives? - 3 points

- Yes (3 points)
- No (0 points)

- No (0 points)

SP-08 Freight and Goods Movement (15 points)

Implement a transportation system plan that meets freight access and mobility needs while also supporting triple bottom line sustainability principles.

SP-08.1a Does the agency regularly engage freight service providers, stakeholders, workers, and representative in developing transportation planning documents? - 2 points

- Yes (2 points)

SP-08.1b Does the agency utilize institutional mechanisms to facilitate the engagement of freight stakeholders? - 1 point

- Yes (1 point)
- No (0 points)

- No (0 points)

SP-08.2 Does the agency consider freight mobility needs? - 0 points

- Yes (0 points)

SP-08.2a Does the agency consider multimodal freight mobility needs in the transportation planning process? - 2 points

- Yes (2 points)
- No (0 points)

SP-08.2b Does the agency include and monitor sustainability-related freight mobility performance measures in planning documents? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

SP-08.3 Does the agency consider freight reliability? - 0 points

- Yes (0 points)

SP-08.3a Does the agency include in the LRTP, or other appropriate transportation planning document, specific provisions for maintaining and improving freight reliability and interconnectedness between freight modes for both inter- and intra- city freight, in ways that enhance sustainability? - 2 points

- Yes (2 points)
- No (0 points)

SP-08.3b Does the agency include and monitor sustainability-related freight reliability performance measures in the appropriate transportation planning document(s)? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

SP-08.4 Does the agency consider intermodal freight connectors? - 0 points

- Yes (0 points)

SP-08.4a Does the agency provide for planning, evaluating, maintaining, and improving intermodal freight connectors at all levels? - 2 points

- Yes (2 points)
- No (0 points)

SP-08.4b Does the agency include and monitor sustainability-related performance measures for intermodal freight connectors in the appropriate transportation planning document(s)? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

SP-09 Travel Demand Management (15 points)

Reduce vehicle travel demand throughout the system.

SP-09.1a Has the agency developed quantifiable TDM goals and objectives for reducing travel demand for the transportation network within its jurisdiction? - 1 point

- Yes (1 point)

SP-09.1b Are the TDM goals and objectives also consistent with relevant state and/or metropolitan goals and objectives for reducing travel demand? - 1 point

- Yes (1 point)
- No (0 points)

- No (0 points)

SP-09.2 Is the agency implementing a comprehensive TDM program that includes several of the various types of TDM strategies described? - 4 points

- The agency is implementing less than two of the TDM strategies. (0 points)
- The agency is implementing a TDM program that includes two or three of the TDM strategies. (2 points)
- The agency is implementing a comprehensive TDM program that includes several (four or more) of the TDM strategies (4 points)

SP-09.3 Does the agency have quantifiable TDM performance measures and can the agency demonstrate ongoing monitoring of its TDM program? - 4 points

- The agency does not have TDM performance measures and is not conducting ongoing monitoring of its TDM program. (0 points)
- The agency has quantifiable TDM performance measures, but is not conducting ongoing monitoring of its TDM program (2 points)
- The agency has quantifiable TDM performance measures and can demonstrate ongoing monitoring of its TDM program (4 points)

SP-09.4 Can the agency demonstrate sustainable outcomes? - 5 points

- The agency cannot document that they have met or are making measurable progress toward meeting their TDM goals and objectives. (0 points)
- The agency can document that they have made measurable progress toward meeting their TDM goals and objectives. (3 points)
- The agency can document that it has met its TDM goals and objectives and that its TDM program has contributed to those outcomes. (5 points)

SP-10 Air Quality (15 points)

To plan, implement, and monitor multimodal strategies to reduce emissions and to establish a process to document emissions reductions.

SP-10.1 Is the agency implementing multimodal strategies as part of a transportation plan to reduce emissions? - 0 points

- Yes (0 points)

SP-10.1a Are transportation demand management strategies implemented? - 2 points

- Yes (2 points)
- No (0 points)

SP-10.1b Are transportation system management strategies implemented? - 2 points

- Yes (2 points)
- No (0 points)

SP-10.1c Are vehicle technologies implemented? - 2 points

- Yes (2 points)
- No (0 points)

SP-10.1d Are fuel technologies implemented? - 2 points

- Yes (2 points)
- No (0 points)

SP-10.1e Are dust control strategies implemented? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

SP-10.2 Was an emissions analysis performed? - 5 points

- No (0 points)
 - The agency conducts a qualitative assessment of the emissions reduction potential of all the strategies implemented. (0 points)
 - The agency conducts a quantitative emission analysis to document emissions reduction for all the strategies implemented. (5 points)
-

SP-11 Energy and Fuels (15 points)

Reduce the energy and fossil fuel consumption from the transportation sector and document it in the transportation planning process.

SP-11.1a Has the agency developed energy and/or fossil fuel reduction goals and objectives for the transportation system within its jurisdiction? - 1 point

- Yes (1 point)

SP-11.1b Are the goals and objectives consistent with relevant state and/or metropolitan goals and objectives for reducing energy and fossil fuel consumption? - 1 point

- Yes (1 point)
- No (0 points)

- No (0 points)

SP-11.2a Has the agency developed and does the agency maintain a baseline inventory of current energy and/or fossil-fuel consumption from transportation? - 2 points

- Yes (2 points)

SP-11.2b Does the agency use an appropriate model or method to forecast energy and fuel consumption associated with its LRTP, including business-as-usual and alternative scenarios? - 2 points

- Yes (2 points)
- No (0 points)

- None (0 points)

SP-11.3 Is the agency developing a plan and implementing strategies to reduce transportation-related energy and/or fossil fuel usage? - 0 points

- Yes (0 points)

SP-11.3a Are energy and fossil fuel reduction strategies included in the LRTP, and does the LRTP include a discussion of the impacts of including these strategies? - 2 points

- Yes (2 points)
- No (0 points)

SP-11.3b Does the agency implement transportation strategies to reduce transportation-related energy and fossil fuel consumption and related emissions? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

SP-11.4 Is the agency measuring progress and demonstrating sustainable outcomes? - 0 points

- Yes (0 points)

SP-11.4a Has the agency incorporated energy and fossil fuel reduction performance measures into the transportation planning process? - 1 point

- Yes (1 point)
- No (0 points)

SP-11.4b Does the agency demonstrate ongoing monitoring of its progress toward reducing energy and fossil-fuel consumption? - 2 points

- Yes (2 points)
- No (0 points)

SP-11.4c Can the agency document that they have met its energy and fossil-fuel consumption goals? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)
-

SP-12 Financial Sustainability (15 points)

Evaluate and document that financial commitments made in transportation planning documents are reasonable and affordable.

SP-12.1 Is an inter-agency, cooperative approach for advanced revenue forecasting practices used? - 0 points

- Yes (0 points)

SP-12.1a Does the agency engage in regular and comprehensive coordination and information sharing among affected agencies during the development of revenue forecasts? - 2 points

- Yes (2 points)
- No (0 points)

SP-12.1b Does the agency undertake systematic forecast updates? - 3 points

- Yes (3 points)
- No (0 points)

SP-12.1c Does the agency have established processes for engaging stakeholders in a dialogue about the implications of any changes in revenue forecasts? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

SP-12.2 Is an inter-agency, cooperative approach for advanced project estimating practices used? - 0 points

- Yes (0 points)

SP-12.2a Does the agency keep accurate records of all changes to the project scope and document their impact on costs? - 2 points

- Yes (2 points)
- No (0 points)

SP-12.2b Does the agency avoid formula-driven cost estimating procedures in favor of project-specific methods? - 3 points

- Yes (3 points)
- No (0 points)

SP-12.2c Does the agency complete systematic cost updates regularly? - 3 points

- Yes (3 points)
- No (0 points)

- No (0 points)
-

SP-13 Analysis Methods (15 points)

Agencies adopt and incentivize best practices in land use, socioeconomic, and transportation systems analysis methods.

SP-13.1a Does the agency demonstrate that the analysis has a strong foundation in observed data suitable for developing tools which model the land use, socioeconomic, transport, and environmental systems? - 1 point

- Yes (1 point)

SP-13.1b Does the agency demonstrate that the data used in planning analysis are evaluated and updated on a regular basis? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

SP-13.2 Does the agency have a current strategic plan, program, or equivalent? - 4 points

- No, the agency does not have a current strategic plan or equivalent (0 points)
- Yes, however only some of the areas described in the criterion are addressed. (2 points)
- Yes, the strategic plan is in place and it addresses all of the areas described in the criterion. (4 points)

SP-13.3 Does the agency's organizational structure include a technical committee to review data collection/quality, planning assumptions, and forecasting methods? - 2 points

- Yes (2 points)
- No (0 points)

SP-13.4 Has the agency convened a peer review of its analysis methods? - 6 points

- No, a peer review of the agency's analytical methods, tools, and practices has not been conducted (0 points)
 - Yes, a peer review of at least one of the agency's major analytical tools, such as the travel demand model, has been conducted (3 points)
 - Yes, all of the agency's analysis methods, tools, and practices have been peer reviewed (6 points)
-

SP-14 Transportation Systems Management and Operations (15 points)

Optimize the efficiency of the existing transportation system.

SP-14.1a Has the agency developed clearly defined TSM&O policies, goals, and objectives for improving the efficiency of the transportation system within its jurisdiction? - 1 point

- Yes (1 point)

SP-14.1b Are the TSM&O policies, goals, and objectives also consistent with relevant state and/or metropolitan goals and objectives for improving transportation system efficiency? - 1 point

- Yes (1 point)
- No (0 points)

- No (0 points)

SP-14.2a Are TSM&O strategies included in the LRTP, or other planning documents, as appropriate? - 1 point

- Yes (1 point)

SP-14.2b Does the LRTP, or equivalent, include a discussion of the impacts of including TSM&O strategies? - 1 point

- Yes (1 point)

SP-14.2c Are the TSM&O strategies considered and prioritized in the LRTP, or other planning documents? - 2 points

- Yes (2 points)
- No (0 points)

- No (0 points)

- No (0 points)

SP-14.3 Has the agency implemented or is the agency funding TSM&O strategies? - 4 points

- No, TSM&O strategies are not being implemented or funded by the agency. (0 points)
- Some, but not all, TSM&O strategies identified as priorities are being implemented by the agency or funded through inclusion in the transportation improvement program (TIP and/or STIP) for which the agency has responsibility. (2 points)
- Yes, all of the TSM&O strategies identified as priorities are being implemented by the agency or funded through inclusion in the transportation improvement program (TIP and/or STIP) for which the agency has responsibility. (4 points)

SP-14.4 Has the agency developed TSM&O performance measures? - 5 points

- No, the agency has not developed TSM&O performance measures. (0 points)
- The agency has developed TSM&O performance measures and can demonstrate steady progress towards meeting its TSM&O goals and objectives. (3 points)
- Yes, the agency has developed TSM&O performance measures, and can document that it has met its TSM&O goals and objectives and that the implementation of its TSM&O strategies contributed to this outcome. (5 points)

SP-15 Linking Asset Management and Planning (10 points)

Leverage transportation asset management data and methods within the transportation planning process to make informed, cost-effective program decisions and better use existing transportation assets.

SP-15.1 Does the agency leverage performance-based planning and programming components of asset management to analyze and evaluate tradeoffs in long-range transportation planning processes? - 2 points

- Yes (2 points)
- No (0 points)

SP-15.2 Does the agency incorporate asset management data and economic analysis to prioritize investments? - 0 points

- Yes (0 points)

SP-15.2a Does the agency leverage LCCA to evaluate project alternatives and prioritize investments? - 3 points

- Yes (3 points)
- No (0 points)

SP-15.2b Does the agency leverage BCA to compare projects and prioritize investments? - 3 points

- Yes (3 points)
- No (0 points)

- No (0 points)

SP-15.3 Does the agency prioritize transportation decisions that support the maintenance and good repair of existing transportation assets? - 2 points

- Yes (2 points)
 - No (0 points)
-

SP-16 Infrastructure Resiliency (15 points)

Anticipate, assess, and plan to respond to vulnerabilities and risks associated with current and future hazards (including those associated with climate change) to ensure multi-modal transportation system reliability and resiliency.

SP-16.1a Has the agency conducted a GIS-based system-level assessment of potential hazards? - 1 point

- Yes (1 point)

SP-16.1b Has the agency identified locations potentially vulnerable and/or at risk as a result of current and future hazards? - 1 point

- Yes (1 point)
 - No (0 points)
-
- No (0 points)

SP-16.2 Has the agency conducted a vulnerability assessment of its assets? - 4 points

- No, the agency has not conducted a vulnerability assessment of its assets. (0 points)
- The agency has conducted a vulnerability assessment and considered hazard consequences for some of its planned, programmed, and existing facilities throughout the transportation system. (2 points)
- Yes, the agency has conducted a vulnerability assessment and considered hazard consequences on all planned, programmed, and existing facilities throughout the transportation system. (4 points)

SP-16.3 Has the agency conducted a risk assessment of its assets? - 4 points

- No, the agency has not conducted a risk assessment of its assets. (0 points)
- The agency has conducted a risk assessment for some of its planned, programmed, and existing facilities throughout the transportation system. (2 points)
- Yes, the agency has conducted a risk assessment and considered the consequences on all planned, programmed, and existing facilities throughout the transportation system. (4 points)

SP-16.4 Has the agency developed and implemented adaptation strategies? - 5 points

- No, the agency has not developed adaptation strategies. (0 points)
 - The agency has developed, but not yet implemented, adaptation strategies to manage the impacts the agency can reasonably expect to occur. (2 points)
 - Yes, the agency has developed and is implementing adaptation strategies to manage all of the impacts the agency can reasonably expect to occur based on its completed vulnerability and risk assessments. (5 points)
-

SP-17 Linking Planning and NEPA (10 points)

Integrate transportation system planning process information, analysis, and decisions with the project-level environmental review process, and reference it in NEPA documentation.

SP-17.1 Does the agency have documented procedures that link system-level planning analyses to project-level NEPA analysis? - 4 points

- No documented procedures exist or undocumented procedures exist. (0 points)
- Undocumented procedures exist that cover all requirements, or documented procedures exist that cover one or two requirements. (2 points)
- Documented procedures exist that cover all requirements in the criterion. (4 points)

SP-17.2 Are NEPA practitioners consulted during system-level planning? - 2 points

- NEPA practitioners are not consulted during system-level planning. (0 points)
- NEPA practitioners are consulted occasionally but not systematically to help ensure materials are consistent with downstream needs. (1 point)
- NEPA practitioners are fully integrated in the planning process to help ensure materials are consistent with downstream needs. (2 points)

SP-17.3 Does the agency successfully incorporate information into project-level NEPA documents? - 4 points

- System-level information is not included in project-level NEPAs. (0 points)
 - System-level information and documentation are occasionally but not systematically included or referenced in project-level NEPAs. (2 points)
 - System-level information and documentation are fully integrated in project-level NEPAs. (4 points)
-