



# Project Scorecard

## I-11 SPR - Jun 14, 2019

**Module:** System Planning Region

**Points:** 66

**Achievement Level:** Not Rated

Criteria	Points
<b>SPR-01 Integrated Planning: Economic Development and Land Use (for Regions)</b>	8/15
Integrate statewide and metropolitan Long Range Transportation Plans (LRTP) with 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.	
<b>SPR-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?</b>	
Yes (1 point)	
<b>SPR-01.1b Are the goals and objectives consistent with applicable economic development and land use plans above and beyond current requirements?</b>	
Yes (1 point)	
<b>SPR-01.2a Does the agency regularly engage land use and economic development agencies in its jurisdiction throughout the transportation planning process?</b>	
Yes (2 points)	
<b>SPR-01.2b Does the agency utilize institutional mechanisms to facilitate the engagement?</b>	
Yes (1 point)	
<b>SPR-01.3 Does the agency use best practice quantitative methods to analyze and evaluate the performance of alternative land use/ transportation scenarios?</b>	
No (0 points)	

**SPR-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?**

Yes (2 points)

**SPR-01.5 Can the agency demonstrate sustainable outcomes?**

SPR-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)

**Scoring Notes**

Commitment to participate in local land use planning (i.e., White Tanks Conservancy), metropolitan planning organizations, and other regulatory agencies. This commitments will be kept in Tier 2 if any future studies occur.

**Next Actions**

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

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**SPR-02 Integrated Planning: Natural Environment (for Regions)**

10/15

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

**SPR-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?**

Yes (1 point)

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

Yes (1 point)

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

Yes (2 points)

**SPR-02.2b Does the agency utilize institutional mechanisms to facilitate the engagement?**

Yes (1 point)

**SPR-02.3 Does the agency apply system or landscape-scale evaluation techniques using natural resource data?**

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)

**SPR-02.4 Can the agency demonstrate sustainable outcomes?**

SPR-02.4a The LRTP is integrated with applicable environmental plans, policies, and goals; the agency implements transportation investments that support and enhance long-term ecological function. (1 point)

**Scoring Notes**

Invited AGFD as the only non-federal Cooperating Agency. Commitment for wildlife studies to inform Tier 2. "Note that doing project-level NEPA analyses on transportation projects does not meet the intent of this requirement." However a Tiered NEPA analysis should? Setting up corridor at landscape-scale level for multiple future projects.

**Next Actions**

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

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**SPR-03 Integrated Planning: Social (for Regions)**

4/15

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.

**SPR-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 are consistent with that vision?**

No (0 points)

**SPR-03.2 Does the agency successfully identify a diverse range of stakeholders and public participants?**

Yes (0 points)

**SPR-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?**

Yes (1 point)

**SPR-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?**

Yes (2 points)

**SPR-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?**

No (0 points)

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

No (0 points)

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

No (0 points)

**SPR-03.4 Can the agency demonstrate sustainable outcomes?**

Yes (0 points)

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

Yes (1 point)

**SPR-03.4b Does the LRTP include performance measures to assess the effectiveness of its public involvement process?**

No (0 points)

**SPR-03.4c Does the agency monitor progress toward goals for at least one year and can the agency demonstrate measureable advancement toward goals?**

No (0 points)

**Scoring Notes**

Public engagement is inherently part of the NEPA process. Investment in wildlife studies and participation in local land use planning

**Next Actions**

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

**SPR-04 Integrated Planning: Bonus (for Regions)**

0/10

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.

**Prerequisite SPR-04.1P Has the agency achieved a score of 10 points or higher on each of the first three INVEST System planning criteria (SPR-01 through SPR-03)?**

**Scoring Notes**

**Next Actions**

**SPR-05 Access and Affordability (for Regions)**

11/15

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

**SPR-05.1a Do system planning documents analyze physical access and identify specific population groups or areas where this is an issue?**

Yes (1 point)

**SPR-05.1b Do system planning documents analyze access and equity and identify specific populations or areas where this is an issue?**

Yes (1 point)

**SPR-05.1c Do system planning documents analyze affordability and identify specific populations or areas where this is an issue?**

Yes (2 points)

**SPR-05.1d Do system planning documents include documentation of targeted, enhanced outreach or communication that has been used to engage these population groups or areas in the transportation planning process?**

Yes (2 points)

**SPR-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?**

Yes (2 points)

**SPR-05.2b Does the agency analyze how its transportation planning documents address or improves issues?**

Yes (3 points)

**SPR-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?**

No (0 points)

#### **Scoring Notes**

The study considered and analyzed many traffic and transportation related effects for access, equity, and populations in our EIS and in our public outreach efforts. This is a fundamental part of the EIS analysis and consideration at Tier 1 level

#### **Next Actions**

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

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### **SPR-06 Safety Planning (for Regions)**

0/15

Agency integrates quantitative measures of safety into regional planning policies, ordinances, activities, projects, and programs, and across all modes and jurisdictions.

**SPR-06.1 Does the agency collaborate and participate in the development and implementation of the State Strategic Highway Safety Plan?**

**SPR-06.2a Has the agency incorporated the Toward Zero Death (TZD) vision and implementing TZD as part of its transportation planning activities?**

**SPR-06.2b Has the agency developed strategies/plans to support TZD?**

**SPR-06.3 Does the agency develop a plan that incorporates safety into short- and long-range transportation planning?**

**SPR-06.4 Does the agency integrate quantitative safety performance measures into the transportation planning process?**

**SPR-06.5a Does the agency incorporate and integrate quantitative safety considerations into the selection and evaluation of strategies for different user groups?**

**SPR-06.5b Does the agency select strategies that include systemic treatments with proven effectiveness in reducing fatalities and serious injuries?**

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

**SPR-06.7a Does the agency system plan or program include safety-related performance measures?**

**Scoring Notes**

**Next Actions**

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## **SPR-07 Multimodal Transportation and Public Health (for Regions)**

0/15

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.

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

**SPR-07.1b Has the agency developed goals and objectives related to active transportation and the improvement of public health?**

**SPR-07.2 Does the agency regularly engage public health and active mode stakeholders?**

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

**SPR-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?**

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

**Scoring Notes**

**Next Actions**

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## **SPR-08 Freight and Goods Access & Mobility (for Regions)**

2/15

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

**SPR-08.1a Does the agency include in system plans, specific provisions for maintaining and improving freight reliability and connectivity between modes and to freight generators for both inter- and intra-city freight, in ways that enhance sustainability?**

Yes (1 point)

**SPR-08.1b Does the agency consider multimodal freight mobility needs in the planning process?**

Yes (1 point)

**SPR-08.2a Does the agency regularly engage freight service providers, stakeholders, workers, and representative in developing transportation planning documents?**

No (0 points)

**SPR-08.3a Does the agency include and monitor freight access performance measures in planning documents?**

No (0 points)

**SPR-08.3b Does the agency include and monitor freight mobility performance measures in planning documents?**

No (0 points)

**SPR-08.4a Does the agency provide for planning, evaluating, maintaining and improving intermodal freight connectors and linkages to freight generators at all levels?**

No (0 points)

**SPR-08.4b Does the agency provide for planning, evaluating, maintaining, and enhancing freight mobility utilizing appropriate quantitative measures and monitoring for freight modes?**

No (0 points)

**SPR-08.4c Does the agency monitor progress toward goals for at least one year and show measurable advancement toward goals?**

No (0 points)

**Scoring Notes**

Freight and mobility were considered for incorporation at the Tier 1 level.

**Next Actions**

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

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**SPR-09 Travel Demand Management (for Regions)**

0/15

Reduce vehicle travel demand throughout the system.

**SPR-09.1a Has the agency developed quantifiable TDM goals and objectives for reducing travel demand for the transportation network within its jurisdiction?****SPR-09.2 Is the agency implementing a comprehensive TDM program that includes several of the various types of TDM strategies described?****SPR-09.3 Does the agency have quantifiable TDM performance measures and can the agency demonstrate ongoing monitoring of its TDM program?****SPR-09.4 Can the agency demonstrate sustainable outcomes?****Scoring Notes****Next Actions**

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**SPR-10 Air Quality & Emissions (for Regions)**

0/15

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

**SPR-10.1 Has the agency developed goals and objectives for the reduction of air emissions in transportation planning documents?**

**SPR-10.2 Does the agency regularly engage partner agencies throughout the transportation planning process?**

**SPR-10.3 Is the agency implementing multimodal strategies as part of a transportation plan to reduce emissions?**

**SPR-10.4 Was an emissions analysis performed?**

**Scoring Notes**

**Next Actions**

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**SPR-11 Energy and Fuels (for Regions)**

0/15

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

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

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

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

**SPR-11.4 Does the agency develop performance measures, monitor progress and demonstrate sustainable outcomes?**

**Scoring Notes**

**Next Actions**

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**SPR-12 Financial Sustainability (for Regions)**

0/15

Evaluate and document that financial commitments made across transportation system plans are reasonable and affordable.

**SPR-12.1 Is an inter-agency, cooperative approach for advanced revenue forecasting practices used?**

**SPR-12.2 Is an inter-agency, cooperative approach for advanced project estimating practices used?**

**Scoring Notes**



**Next Actions**

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**SPR-13 Analysis Methods (for Regions)**

11/15

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

**SPR-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?**

Yes (1 point)

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

Yes (2 points)

**SPR-13.2 Does the agency have a current strategic plan, analysis program, or equivalent?**

No (0 points)

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

Yes (2 points)

**SPR-13.3b Has the agency convened a peer review of its analysis methods?**

Yes (3 points)

**SPR-13.3c Has the agency convened a peer review of its travel demand model?**

Yes (3 points)

**Scoring Notes**

The travel demand model used for EIS and other analysis within the EIS were all peer reviewed and approved by regional, state, and federal agencies and included a high level of data that would be further refined at Tier 2

**Next Actions**

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

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**SPR-14 Transportation Systems Management and Operations (for Regions)**

6/15

Optimize the efficiency of the existing transportation system.

**SPR-14.1a Has the agency developed clearly defined goals and objectives for improving the efficiency of the transportation system within its jurisdiction?**

Yes (1 point)

**SPR-14.1b Are the goals and objectives also consistent with or do they surpass relevant local, state and/or metropolitan goals and objectives for improving transportation system efficiency?**

Yes (1 point)

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

No (0 points)

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

No (0 points)

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

No (0 points)

**SPR-14.3 Has the agency implemented or is the agency funding TSM&O strategies?**

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)

**SPR-14.4 Does the agency include TSM&O performance measures in planning documents?**

Yes (2 points)

**SPR-14.5 Does the agency monitor progress toward goals for at least one year and can the agency show measurable advancement toward goals?**

No (0 points)

**Scoring Notes**

The EIS considered ITS and TSMO strategies in its documentation, and included efforts to connect the ADOT agency goals with a future I-11 roadway. Further refinements to include update TSMO strategies will be needed in a possible Tier 2 study

**Next Actions**

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

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**SPR-15 Linking Asset Management and Planning (for Regions)**

0/15

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.

**SPR-15.1 Has the agency developed clearly defined goals and objectives for linking asset management and planning in their planning documents?**

**SPR-15.2 Does the agency cooperate with partner agencies to integrate their asset management data and economic analysis to prioritize investments?**

**SPR-15.3 Does the agency leverage performance-based planning and programming components of asset management to analyze and evaluate trade-offs in long-range transportation planning processes?**

**SPR-15.4a Does the agency prioritize transportation decisions that support maintenance and good repair of existing transportation assets?**

**SPR-15.4b Does the agency monitor progress toward goals for at least one year and can the agency show measurable advancement toward goals?**

**Scoring Notes**

**Next Actions**

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### **SPR-16 Infrastructure Resiliency (for Regions)**

0/15

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. Identify a range of vulnerability and risks to both existing and planned transportation infrastructure.

**SPR-16.1a Has the agency developed goals and objectives consistent with partner agencies for infrastructure resiliency in transportation planning documents?**

**SPR-16.2 Does the agency regularly coordinate with partner agencies within its jurisdiction throughout the transportation planning process, to reduce barriers and further the prospects for implementation of strategies to address infrastructure resiliency?**

**SPR-16.3 Does the agency coordinate with partner agencies to collect infrastructure vulnerability and risk assessments into planning documents and identify and inventory necessary event-based transportation plans that need to be developed as a result?**

**SPR-16.4 Does the agency coordinate with partner agencies to develop appropriate strategies to address transportation events related to hazard events?**

**SPR-16.5 Does the agency have infrastructure resiliency performance measures incorporated into its transportation planning documents?**

**SPR-16.6 Does the agency monitor progress towards goals for at least one year and can the agency show measurable advancement towards goals?**

**Scoring Notes**

**Next Actions**

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### **SPR-17 Planning and Environmental Linkages (for Regions)**

14/15

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

**SPR-17.1 Has the agency developed landscape-level goals and objectives for linking system and corridor planning with NEPA documentation and implementing PEL best practices?**

Yes (2 points)

**SPR-17.2 Does the agency have documented procedures that link system-level planning analyses to project-level NEPA analysis?**

Documented procedures exist that cover all requirements in the criterion. (2 points)

**SPR-17.3 Can the agency document communication from executive management to staff level regarding the agency's commitment to strengthening planning and environmental linkages?**

Yes (2 points)

**SPR-17.4 Are NEPA practitioners consulted during system-level planning?**

NEPA practitioners are fully integrated in the planning process to help ensure materials are consistent with downstream needs. (3 points)

**SPR-17.5a Do planning processes, including long-range, corridor, and sub-area studies, feature components that use NEPA principles and methods, including at least four of those listed?**

Yes (2 points)

**SPR-17.5b Does the agency systematically and successfully incorporate information from the system-level planning process into project-level documents?**

Yes (2 points)

**SPR-17.6a Do planning and policy documents include PEL implementation performance measures?**

Yes (1 point)

**SPR-17.6b Does the agency monitor progress towards goals for at least one year and can the agency show measurable advancement toward goals?**

No (0 points)

**Scoring Notes**

Because this is a Tier 1 EIS, NEPA planning and environmental linkages were the focal point of consideration in regards to alternatives analysis and decision making process. Further linkages and NEPA considerations will be evaluated in Tier 2 studies.

**Next Actions**

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

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