Minutes of Meeting
SATS TECHNICAL COMMITTEE
December 5, 2013

ATTENDANCE

Technical Committee Voting Members

☒	Nathan Bottom, Chair	City of Springfield
☒	Tim Zahrn, Vice Chair*	Sangamon County
☒	Mike Williamsen	Village of Chatham
☒	Frank Squires	Springfield Mass Transit District
☒	Norm Sims	Springfield-Sangamon County Regional Planning Commission
☒	Laura Mlacnik**	Illinois Dept. of Transportation (IDOT): Region 4, District 6

* Represented by Brian Davis ** Represented by Sal Madonia

Technical Committee Advisors – Non-Voting

☒	Thomas Caldwell	IDOT: Urban Program Planning
☒	JD Stevenson	Federal Highway Administration: Illinois Division Office
☐	Terry Fountain	IDOT: District 6: Local Roads and Streets
☒	Mike Stead	Illinois Commerce Commission
☒	Mark Hanna*	Springfield Airport Authority
☐		IDOT: Division of Public and Intermodal Transportation

* Represented by Roger Blickensderfer

Others

Jim Moll - Hanson Professionals
Liz Safranski – Hanson Professionals
Tim Landis – State Journal-Register
Stan Hansen – Crawford Murphy and Tilly
Bill Davison – Knight E/A
Elliott McKinley – Springfield Park District
Ed Dougherty – IDOT District 6 Community Liaison
Dale Schultz – Regional Planning Commission
Linda Wheeland – Regional Planning Commission
Neha Soni – Regional Planning Commission
Brian Sheehan – Regional Planning Commission
Amy Uden – Regional Planning Commission

I. CALL TO ORDER

Chair Nathan Bottom called the meeting of the SATS Technical Committee to order at 8:32 AM.

II. APPROVAL OF MINUTES –SATS Technical Committee Meeting

Chairman Bottom asked if there were any additions or corrections to the minutes of the November 7, 2013 Technical Committee meeting. Frank Squires made a motion to approve the minutes as submitted and Sal Madonia seconded the motion. The vote to approve was unanimous.

III. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)

A. 2040 Update

Linda Wheeland announced that Planning Commission staff have been working to facilitate an update of the LRTP to a horizon year of 2040. At each SATS member's seat were two documents; the first included excerpts from FHWA's "Best Planning Practices: Metropolitan Transportation Plan (MTP)." On the first page was a flowchart describing the role of the MTP (in the SATS context, known as the LRTP) in an MPO's planning process. Wheeland discussed the three main criteria FHWA described as meeting the potential to guide a metropolitan area's transportation planning process, which are "Strategic Direction,"

"Core Topics," and "Emerging Topics." All five pages of Attachment 1 describe in detail the topics as discussed above and below by Wheeland. Core topics, as federally required, follow a series of 11 required sub-criteria:

- **Vision and Scenario Planning**
- **Multimodal Systems**
- **Financial Planning and Fiscal Constraint**
- **Congestion Management Process**
- **Operations and Maintenance**
- **Public Involvement and Title VI/Environmental Justice**
- **Environment and Energy**
- **Local Planned Growth**
- **Safety**
- **Security**
- **Asset Management**

Wheeland discussed existing staff projects as they related to the above 11 criteria. An additional four sub-criteria, the Emerging Concepts, as discussed further by Wheeland, are as follows:

- **Livable Communities/Sustainability**
- **Climate Change and Energy**
- **Interregional Planning and Mega-Regions**
- **Performance Measures**

Wheeland stated that under current federal legislation, the "Performance Measures" emerging concept has also become required as a core topic.

Wheeland then discussed the document included as Attachment 2, regarding a comparison of the existing 2035 LRTP to the criteria as laid out in INVEST, in measuring how the existing planning process promotes sustainability. Wheeland reminded SATS members of the previous two presentations given by Planning Commission staff on INVEST, an online self-evaluation tool developed by FHWA. Wheeland stated that this can be used to evaluate plans at various scales, ranging from corridor level studies to systemwide planning. The information contained in Attachment 2 shows how the 2035 LRTP measures up when compared to the INVEST sustainability criteria. J.D. Stevenson met with Planning Commission staff to help measure the 2035 LRTP against INVEST criteria. The plan scored a total of 57 points out of 250, a score of 23 percent. Checkmarks were made in Attachment 2 next to those criteria which staff believed were already well attained or ones in which improvements could be realistically attained. The final column names the federally required MAP-21 Performance Measure category which each set of criteria would support, for which IDOT is coordinating with all MPOs statewide. Locally developed performance measures will also be required.

Norm Sims added that some of these locally developed performance measures will be ones MPOs statewide will agree to track. Sims stated that AASHTO (American Association of State Highway and Transportation Officials) developed a checklist of performance measures and how they are defined. This is to help ensure that, even outside the federally required performance measures as listed in Attachment 2, MPOs throughout the country are reporting performance measures that are fully comparable across all MPAs in which they are measured.

Wheeland asked if anyone had further questions regarding these documents. No questions were asked, so Wheeland stated staff will move forward with the documents found as Attachments 1 and 2 to facilitate the update of the LRTP. Wheeland added that as part of this process, staff would work on the formation of the Citizens' Advisory Committee and the Community Advisory Committee starting in January, with the first meeting expected in February.

Wheeland then introduced Dale Schultz, who demonstrated the wide variety of data within the

Planning Commission's countywide road database, based on information requested during the development of the previous LRTP. The attributes of the road network as discussed by Schultz and shown visually to SATS members were as follows:

- **Functional Classification**
- **National Highway System (NHS)**
- **Agricultural Routes**
- **Annual Average Daily Traffic (AADT) volume**
- **Intersection Safety List**
- **Segments served by SMTD bus routes**
- **Envisioned Bicycle Network**
- **Priority Pedestrian Ways**
- **Missing Roadway Links**
- **Emergency Vehicle Routes**

Sal Madonia asked if the AADT values were grouped by range or if specific values were included in the roads database. Schultz confirmed they are exact values pulled from IDOT's website. Sims then asked if the database contained the City of Springfield's and Sangamon County's arterial network plans.

Wheeland stated problems exist both with the development of countywide information on future land use as well as that of a future arterial roadway network. For example, there are differences in how the City of Springfield, Sangamon County, and other local governments define different types of land use (some categories of which are combined together in specific local plans), and the same for how different local governments may define an arterial road. Norm Sims added that the County's arterial network plan was done without the influence of land use data. On the other hand, the arterial network plan developed by the City of Springfield was updated around the same time the City updated its comprehensive land use plan, though the arterial network plan was again updated over a decade later without a corresponding update to the comprehensive land use plan. Wheeland noted that the arterial roaday networks identified by each community would be added to the database.

Wheeland then showed a list of all the attributes Planning Commission staff have to date included in the countywide roads database; see Attachment 3 at the end of this document for the full list.

Wheeland stated that data for Truck Routes were incomplete, as although Planning Commission staff was able to collect data for truck routes under the IDOT and Sangamon County's jurisdiction, information was not found for the City of Springfield even though there are roads in city limits and under city jurisdiction designated as such. Wheeland asked Nathan Bottom if he would be able to provide information on the City's designated truck routes, and Bottom said he would speak with City staff on that. Brian Davis suggested listing the jurisdiction for each segment of the road network would also be helpful.

Sal Madonia stated IDOT also has jurisdiction available online. Wheeland then asked Frank Squires if he had any suggestions for data that would be helpful for transit planning. Squires stated he would like to see the SMTD district boundary shown, as well as the urbanized area. Dale Schultz stated that layers of both geographic features are available for use.

Mike Williamsen asked about the timetable for the LRTP, and Wheeland stated it requires adoption by March 2015. Wheeland stated that the LRTP schedule was distributed at a previous meeting Williamsen was not able to attend, so she would email him that information. Brian Davis asked if staff was planning to do another run of the Travel Demand Model (TDM), and Wheeland said staff is in the process of updating the TDM, which should be complete by the end of the month.

Wheeland then stated that because of the amount of road data now available to Planning Commission staff and SATS, the prioritization process for ST-U funding could be modified, by giving additional

weight to roads falling under the various attributes in the road database, particularly, as Sims added, as they relate to performance measures.

Mike Williamsen suggested, given that it had been approximately 4-5 years since discussion about the prioritization for projects in the SATS Transportation Improvement Program (TIP) occurred, that a task force could be created for the purpose of determining the prioritization process. Wheeland stated she wasn't sure if an update would be needed in the near future, but its need could be determined as the development of the 2040 LRTP continues over the coming months.

IV. FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

A. Amendment #2 (Wabash Avenue)

Sal Madonia introduced Amendment #2:

RESOLUTION TO RECOMMEND APPROVAL OF THE SECOND AMENDMENT TO THE FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, safety improvements, including flashing yellow traffic signals at various intersections, are desired along Wabash Avenue from Koke Mill Road to MacArthur Boulevard; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by adding the project as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class		Description		Action/Comments	Funding Source		Total Cost
A2	Wabash Avenue	Termini:	Koke Mill Road to MacArthur Boulevard	Traffic signal modifications, Median and left turn lane improvements	HSIP (AC)	810,000	
					State	75,000	
					Springfield	12,500	
	State	Project#	72F29		Jerome	2,500	
	Principal Arterial	TIP#	04-2014-06				$900,000

WHEREAS, the funding used for this project will not affect any other project in the TIP; and

In order to familiarize SATS members with the traffic signal modifications, Madonia showed an 85 second video giving an example of recently implemented flashing yellow signals in the Peoria area. http://www.youtube.com/watch?v=l3x_Z9Cm-Cg

Nathan Bottom made a motion to recommend approval of the amendment to the Policy Committee. Mike Williamsen seconded the motion and the vote to recommend approval was unanimous.

B. Amendment #3 (I-55 Business Loop)

Sal Madonia introduced Amendment #3:

**RESOLUTION TO RECOMMEND APPROVAL OF
THE THIRD AMENDMENT TO THE
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, Business Loop I-55 from north of Andrew Road to the I-55 merging ramp in Sherman is programmed for resurfacing; and

WHEREAS, along this corridor turn lanes are desired at Sudduth Road; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by changing theI-55 Bus. project to add turn lanes at Sudduth Road as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class		Description		Action/Comments	Funding Source		Total Cost
3	I-55 Bus.	**Termini:**	N. of Andrew Road to I-55 Merging	Resurfacing (SMART),	NHPP-State	1,120,000	
A3			ramp in Sherman	Turn lanes to Sudduth Road	HSIP	360,000	
	State	**Project#**	72F50		State	320,000	
	Principal Arterial	**TIP#**	04-2014-04				**$1,800,000**

WHEREAS, the funding used for this project will not affect any other project in the TIP; and

Nathan Bottom made a motion to recommend approval of the amendment to the Policy Committee. Frank Squires seconded the motion and the vote to recommend approval was unanimous.

C. Amendment #4 (I-55/Stevenson Interchange)

Sal Madonia introduced Amendment #4:

**RESOLUTION TO RECOMMEND APPROVAL OF
THE FOURTH AMENDMENT TO THE
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, safety improvements are needed at the I-55 and Stevenson Drive interchange; and

WHEREAS, the Illinois Department of Transportation proposes to extend the northbound I-55 exit ramp deceleration lane and the southbound I-55 entrance ramp acceleration lane; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by adding the project as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class		Description		Action/Comments	Funding Source		Total Cost
A4	I-55 Interchange	Termini:	at Stevenson Drive	Ramp reconstruction			
					HSIP	900,000	
	State	Project#	72F90		State	100,000	
	Interstate	TIP#	04-2014-07				$1,000,000

WHEREAS, the funding used for this project will not affect any other project in the TIP; and

Brian Davis made a motion to recommend approval of the amendment to the Policy Committee. Frank Squires seconded the motion and the vote to recommend approval was unanimous.

D. Amendment #5 (I-55 Patching)

Sal Madonia introduced Amendment #5:

RESOLUTION TO RECOMMEND APPROVAL OF THE FIFTH AMENDMENT TO THE FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, rutting in the southbound driving lane of I-55 in the vicinity of Stevenson Drive requires patching along this corridor; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by adding the project as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class		Description		Action/Comments	Funding Source		Total Cost
A5	I-55	Termini:	0.1 mile south of Stevenson Drive	Patching southbound lane			
			to 0.8 mile north		NHPP - State	315,000	
	State	Project#	72F90		State	35,000	
	Interstate	TIP#	04-2014-08				$350,000

WHEREAS, the funding used for this project will not affect any other project in the TIP; and

Norm Sims made a motion to recommend approval of the amendment to the Policy Committee. Mike Williamsen seconded the motion and the vote to recommend approval was unanimous.

V. TECHNICAL ADVISOR UPDATES

A. Illinois Department of Transportation: Central Bureau of Urban Program Planning

No report was given.

B. Federal Highway Administration: Illinois Division Office

No report was given.

C. Illinois Department of Transportation: Local Roads and Streets

No report was given.

D. Illinois Commerce Commission

No report was given.

E. Springfield Airport Authority

Roger Blickensderfer announced that twice-weekly round trip flights of year-round service between Capitol Airport and Orlando/Sanford, FL, began on November 22nd.

F. Illinois Department of Transportation: Division of Public and Intermodal Transportation

No report was given.

VI. AGENCY UPDATES

A. Springfield-Sangamon County Regional Planning Commission

Norm Sims announced he recently received an email from Priscilla Tobias at the IDOT Bureau of Safety regarding continuing discussions on the Sangamon County Highway Safety Plan. Although Ms. Tobias spoke with Planning Commission staff following the Fall Planning Conference in 2012, staff was not made aware of meetings since then regarding the county highway safety plan IDOT produced. Sims asked if IDOT District 6 or Urban Program Planning was made aware of such meetings. Sal Madonia stated he had not heard anything, nor had Tom Caldwell.

Sims described the document as containing lots of data but little in the way of analytic work, and that it does not compare data for Sangamon County to other counties or other similar geographic areas. In addition, it is gross data by various categories, and does not directly give information on problem areas, segments, or corridors.

Linda Wheeland reported she met with Brian Shuford, from the Coalition Against Bigger Trucks (CABT), who was meeting with MPOs and city leaders throughout the country regarding H.R. 612 which would increase the allowable weight and length of trucks. Single trailer trucks would have their maximum legal length increased from 28 feet to 33 feet, with a third axle in the rear. The maximum weight would increase from 80,000 lbs to 97,000 pounds. The fear is these longer trucks, as well as double and triple trailer trucks, would increase crash severity and would have significant difficulty turning on interstate ramps or street corners with tight turn radii. In addition, the heavier trucks would lead to damage to bridges, many of which are structurally deficient, and the CABT predicts 20 percent of freight rail traffic would switch onto these larger trucks. See Attachment 4, Page 1 for an example of what these longer trucks would look like.

Wheeland stated that Shuford is traveling around the country, asking local leaders to write a letter to their member of Congress serving on the Committee on Transportation and Infrastructure, to wait for the USDOT to complete a study analyzing the effects of these vehicles on roads and safety. Wheeland then asked the committee if they would be interested in writing such a letter, or vote to recommend the Policy Committee do so. Norm Sims stated this would be something to be done by the Policy Committee, as it is a policy question. Sims added since trucks contribute a proportionately low amount of money to the highway trust fund (relative to the damage they cause), he believes allowing bigger trucks would be a bad idea. In addition, Sims wondered as to how this would impact highway on and off ramps, as well as right-

turning movements within the City of Springfield. Mike Williamsen said he cannot envision a scenario in which FHWA would recommend letting these longer, heavier trucks on the road. Wheeland stated there are some states which allow such larger trucks (see Attachment 4, Page 2, for detailed information), but they are generally low-population states. She added Shuford did state that these trucks would generally not serve local businesses, but Sims added that they still may be serving warehouses found in populated urban areas.

Mike Williamsen made a motion to recommend the Policy Committee be advised of this issue and make the decision as to whether to write a letter to Congressman Rodney Davis. Brian Davis seconded the motion and the vote to recommend referring this issue to the Policy Committee was unanimous.

B. Springfield Mass Transit District

No report was given.

C. City of Springfield

No report was given.

D. Sangamon County

No report was given.

E. Ilinois Department of Transportation: Region 4, District 6

No report was given.

F. Village of Chatham

No report was given.

VII. PUBLIC COMMENTS

There were no public comments.

VIII. UNFINISHED BUSINESS

A. Small Community MPO Representation (Tabled)

Chairman Bottom indicated that no SATS member had requested the Small Community MPO Representation discussion be brought off the table.

IX. NEW BUSINESS

A. 2013 Parking Survey

Linda Wheeland announced the 2013 Parking Survey was now complete and sent out to all SATS members via the meeting agenda, and can also be found on the SATS website. Overall, there was a significant decrease in the number of parking spaces downtown, primarily due to temporary closures of surface lots and structures at the Revenue Center, St. John's Hospital, and the 4th and Washington ramp, as well as the conversion of former monthly rental general purpose spaces near the Prairie Capitol Convention Center to bus parking. The bulk of these spaces are expected to once again become available. Occupancy of all parking in the central area has remained stable. Installation of the "Lincoln Penny" bicycle racks, designed through the Springfield Bicycle Advisory Council, increased bicycle parking by nearly 100 percent.

B. 2014 SATS Meeting Schedule

Linda Wheeland presented the proposed 2014 SATS Meeting Schedule. Mike Williamsen suggested, given that the first Technical Committee meeting was proposed for the morning of January 2, each committee meeting be moved back one week to ensure each meeting is adequately attended. Other committee members affirmed this as being a good idea. Frank Squires moved adoption of the schedule. Mike Williamsen seconded the motion and the vote to approve was unanimous.

C. Next Meeting Date – Thursday, January 9, 2014 at 8:30 AM

X. ADJOURNMENT

There being no further business, Chairman Bottom called to adjourn. Mike Williamsen made a motion to adjourn. Sal Madonia seconded the motion and the vote to adjourn was unanimous.

There being no further business, the regular meeting was adjourned at 9:27AM.

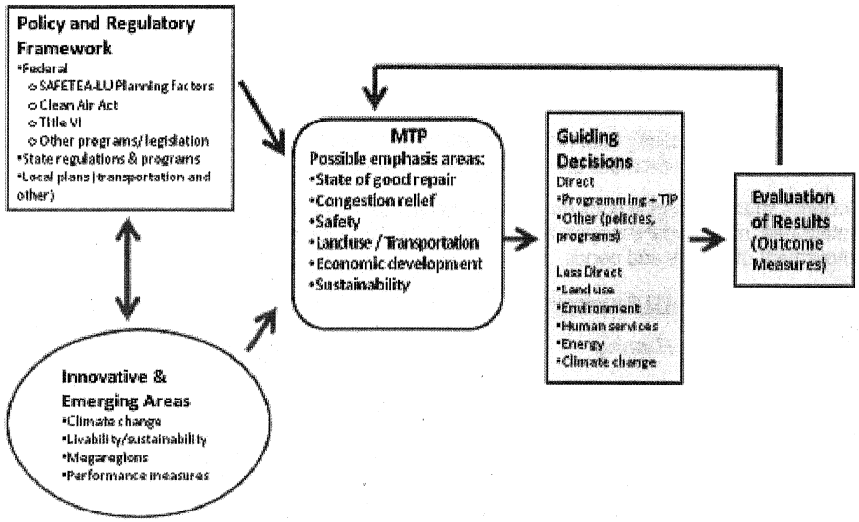
Respectfully Submitted,

Brian Sheehan
Recording Secretary

Attachment 1 Page 1

From - Best Planning Practices: Metropolitan Transportation Plan (Federal Highway Administration, March 2012)

Figure 1: Role of the MTP in the MPO Planning Process



1.2 Criteria

The Volpe Center team worked with FHWA to develop a set of criteria with which to identify examples of MTPs that meet the potential to guide the metropolitan area transportation planning process. The criteria fit into three broad topic areas:

A. **Strategic Direction:** applies a broad lens to focus on the role of the MTP in a metropolitan area-wide transportation planning process, identifying key long range challenges, trade-offs, and critical choices facing the region, and how the MTP reflects these "big picture" considerations in guiding decisionmaking.

B. **Core Topics:** determines how successfully MTPs incorporate key aspects of the joint Federal planning requirements in SAFETEA-LU[1].

C. **Emerging Topics:** considers how MTPs address topics being considered in Federal, State, or local policies and legislation, including for reauthorization of the Federal transportation law, that reflect high priority interests of the broad transportation planning community.

Detailed criteria can be found in Appendix A. In developing the criteria, the Volpe Center and FHWA recognize that no single MPO and MTP will demonstrate successful and innovative

[1] http://www.fhwa.dot.gov/safetealu/

Attachment 1 Page 2

Appendix A: Criteria for Evaluation

A. Strategic Direction

1. Plays an integrating role in guiding the metropolitan area planning process (i.e., MTP is not a compilation of jurisdictional or modal plans). Guidance is related to specified regional priorities, needs, and problem/solutions.
2. Developed collaboratively with member jurisdictions, modal agencies, stakeholders, and the public; resulting decisions are supported by these entities.
3. Includes strategies and actions that lead to the development of a region-wide integrated, multimodal transportation system to facilitate the safe and efficient movement of people and goods.

B. Core topics: SAFETEA-LU Requirements

1. *Vision and Scenario Planning*
   - i. Employs visualization techniques and broadly-based participation to develop long-range regional visions within the MTP.
   - ii. Develops and analyzes multiple scenarios (large-scale differentiated regional alternatives that combine transportation, land use, and other considerations), and selection of a preferred alternative.
   - iii. Demonstrates strong connections between vision and scenario planning and the MTP.
2. *Multimodal Systems*
   - i. Comprehensively addresses multimodal systems, including transit, rail, automobile, and non-motorized modes (and possibly airport and port access); systems planning for passenger and goods movement.
   - ii. Includes an inventory of existing and proposed transportation facilities (single-mode, multimodal and intermodal facilities).
   - iii. Includes goals, objectives and investments that increase mobility of people and freight through multimodal systems, including integration of freight and passenger needs.
3. *Financial Planning and Fiscal Constraint*
   - I. Presents a clear and realistic picture of funding expectations in the region, including funding sources, costs, and proposed expenditures.
   - ii. Rigorous analysis of anticipated funding, revenues, and anticipated transportation needs, and identifies potential options and strategies to close any gaps.
   - iii. Includes a transparent explanation of assumptions, risks, and priorities involved in financial decisions, developed collaboratively with partners at regional scale.

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iv. Note: analysis will build on related insights from the best practices study on financial planning.

4. *Congestion Management Process*

   i. Reflects substantial consideration of the results of a Congestion Management Process (CMP) that is comprehensive, multimodal, and relates to goals outlined in MTP.

   ii. Includes innovative mechanisms to improve air quality, including strategies identified through the CMP.

5. *Operations and Maintenance*

   i. Includes a strong emphasis on the maintenance of existing transportation infrastructure.

   ii. Includes transportation projects and programs focused on operations and maintenance.

6. *Public Involvement and Title VI/Environmental Justice*

   i. Reflects successful participation and support of transportation agencies, the business community, the general public, environmental justice communities, and other stakeholders.

   ii. Employs a diversity of means to solicit and consider public input at multiple points in the planning process.

   iii. Measures the distribution of impacts to different socioeconomic and ethnic minorities and addresses inequalities.

   iv. Incorporates steps to ensure access of Plan and planning process to Limited English Proficiency populations.

   v. Demonstrates how public input is incorporated within the goals, objectives, and implementation of the MTP.

7. *Environment and Energy*

   i. Considers requirements and commitments related to air quality conformity.

   ii. Protects and enhances the environment.

   iii. Promotes energy conservation.

8. *Local Planned Growth*

   i. MTPs, including goals, priorities, investments, and other strategies, are consistent with State or local land use and economic development plans.

   ii. Demonstrates collaboration between transportation, land use, and economic development agencies and their planning processes.

   iii. Supports the economic vitality of the metropolitan area through goals and investments.

9. *Safety*

Attachment 1 Page 4

i. Utilizes comprehensive data to identify regional safety trends and problem areas.

ii. Addresses safety from a multimodal perspective (including highway safety, transit safety, freight safety, and bicycle and pedestrian safety).

iii. Includes consideration of programmatic and infrastructural mechanisms to address safety concerns.

iv. Contains explicit goals and policies that safeguard the safety of motorized and non-motorized users.

v. Incorporates performance measures for safety.

10. Security

i. Incorporates the priorities and goals of State and local emergency relief and disaster preparedness plans and policies that support homeland security (where appropriate)

ii. Addresses security from a multimodal and regional perspective (including highway safety, transit safety, freight safety, and bicycle and pedestrian safety).

iii. Incorporates performance measures for security.

11. Asset Management

i. Incorporates key goals, objectives, and performance measures from asset management plans.

ii. Key strategies and direction in the MTP are aligned with goals and strategies in asset management plans.

C. Emerging Concepts

1. Livable Communities/Sustainability

i. Incorporates policies to support livable or sustainable communities (e.g., reflecting State or local policies that are similar to or supportive of the DOT-HUD-EPA Partnership and its principles).

ii. Meaningfully balances livability and sustainability concepts and goals with traditional transportation goals.

iii. Considers the economic, housing, environmental, health, and social equity interactions, impacts, and trade-offs of transportation projects at a regional scale; goal of achieving broadly based local concepts of livable communities.

2. Climate Change and Energy

i. Meaningfully balances climate change (adaptation and mitigation of emissions), and energy concepts with traditional transportation goals.

ii. Considers the potential of policies, investments, and strategies to reduce greenhouse gas emissions or energy usage.

iii. Addresses resilient transportation systems to adapt to and respond to the impacts of climate change.

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3. *Interregional Planning and Mega-regions*

    i. MTP considers the role of the metropolitan area as part of closely inter-related significant mega-region of major population centers and transportation networks beyond planning boundaries MPO or State (e.g., I-95/Northeast Corridor, New England-Eastern Canadian Provinces, Seattle-Portland-Vancouver, Minneapolis-Milwaukee-Chicago-Detroit, and Los Angeles-San Francisco), as relevant.

    ii. Reflects recognition of importance of planning for future passenger and freight flows (and associated impacts) outside the TMA boundaries.

    iii. Explores opportunities to collaborate with other regional agencies (including MPOs) on interregional planning issues.

4. *Performance Measures*

    i. Considers how MTPs might use performance measures to connect strategic goals, including those in a vision plan, to project screening or selection criteria in programming for the TIP, and in transparent monitoring of results.

    ii. MTP demonstrates aspects of a "performance based" planning process, including consideration of "outcome based" measures.

Attachment 2 Page 1

USING INVEST TO EVALUATE THE SATS 2035 LONG RANGE TRANSPORTATION PLAN

	INVEST Criteria	Points Available	2035 LRTP Score	MAP-21 Performance Measure Category
SP-1	**Integrated Planning: Economic Development and Land Use**	15	2	**Freight Movement & Economic Vitality**
	Goal: Integrate LRTP with regional and 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.			
√	1. *Develop and Adopt Goals and Objectives*	2	0	
√	2. *Engage Partner Agencies*	3	0	
√	3. *Use Best Practice Quantitative Methods*	2	1	
√	4. *Provide Leadership*	2	1	
√	5. *Demonstrate Sustainable Outcomes*	6	0	
SP-8	**Freight and Goods Movement**	15	0	
	Goal: Implement a transportation system plan that meets freight access and mobility needs while also supporting triple bottom line sustainability principles.			
√	1. *Engage Stakeholders*	3	0	
√	2. *Freight Mobility Needs*	4	0	
	3. *Freight Reliability*	4	0	
	4. *Intermodal Freight Connectors*	4	0	
SP-2	**Integrated Planning: Natural Environment**	15	1	**Environmental Sustainability**
	Goal: Integrate ecological considerations into the transportation planning process, including the development of the LRTP and TIP. Proactively support and enhance long-term ecological function through the coordination of transportation and natural resource planning.			
√	1. *Develop and Adopt Goals and Objectives*	2	0	
	2. *Engage Natural Resource and Regulatory Agencies*	3	0	
√	3. *Apply System or Landscape-Scale Evaluation Techniques*	4	1	
	4. *Demonstrate Sustainable Outcomes*	6	0	
SP-10	**Air Quality**	15	3	
	Goal: To plan, implement, and monitor multimodal strategies to reduce emissions and to establish a process to document emissions reductions.			
√	1. *Implement Strategies to Reduce Emissions*	10	3	
	2. *Conduct Emissions Analysis*	5	N/A	
SP-11	**Energy and Fuels**	15	0	
	Goal: Reduce the energy and fossil fuel consumption from the transportation sector and document it in the transportation planning process.			
	1. *Set Goals and Objectives*	2	N/A	
	2. *System-Level Data Collection and Forecasting*	4	N/A	
√	3. *Develop a Plan and Implement Strategies to Reduce Transportation-related Energy and/or Fossil Fuel Usage*	4	0	
	4. *Measure Progress and Demonstrate Sustainable Outcomes*	5	N/A	
SP-17	**Linking Planning and NEPA**	15	0	
	Goal: Integrate transportation system planning process information, analysis, and decisions with the project-level environmental review process, and reference it in NEPA documentation.			
√	1. *Document Linkages between Transportation System Planning and NEPA*	5	0	
√	2. *Consult NEPA Practitioners*	4	0	
	3. *Apply System Planning Results to NEPA Projects*	6	0	

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	INVEST Criteria	Points Available	2035 LRTP Score	MAP-21 Performance Measure Category
SP-3	**Integrated Planning: Social**	15	7	**Bonus**
	Goal: SATS 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. SATS applies context-sensitive principles to the planning process to achieve solutions that balance multiple objectives to meet stakeholder needs.			
√	1. *Work Toward a Shared Vision*	2	0	
√	2. *Engage a Diverse Range of Stakeholders and Public Participants*	4	3	
√	3. *Use a Transparent Process and Demonstrate the Incorporation of Stakeholder Input*	3	3	
√	4. *Demonstrate Sustainable Outcomes*	6	1	
SP-4	**Integrated Planning: Bonus**	10	5	
	Goal: SATS 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.			
√	1. *Transportation Planning Occurs within an Integrated and Collaborative Planning Process*	10	5	
SP-13	**Analysis Methods**	15	9	
	Goal: To adopt and incentivize best practices in land use, socioeconomic, and transportation systems analysis methods.			
√	1. *Quality of Data*	3	3	
√	2. *Technical Committee*	2	2	
√	3. *Program Support*	4	4	
	4. *Peer Review*	6	0	
SP-5	**Access and Affordability**	15	2	**System Reliability**
	Goal: Enhance accessibility and affordability of the transpiration			
√	1. *Discussion/Consideration in Transportation Planning Documents*	4	0	
√	2. *Quantitative Analysis*	5	2	
√	3. *Performance Measurement and Regular Monitoring*	6	0	
SP-7	**Multimodal Transportation and Public Health**	15	12	
	Goal: Expand travel choices and modal options by enhancing the			
√	1. *Develop Goals and Objectives*	2	2	
√	2. *Engage Stakeholders*	2	2	
√	3. *Develop a System-wide Plan*	5	2	
√	4. *Measure Progress and Demonstrate Sustainable Outcomes*	6	6	
SP-16	**Infrastructure Resiliency**	15	2	
	Goal: Anticipate, assess, and plan to respond to vulnerabilities and risks associated with current and future hazards (including those associated with climate change) to ensure multimodal transportation system reliability and resiliency.			
√	1. *Hazard Identification*	2	2	
√	2. *Vulnerability Assessment*	4	0	
√	3. *Risk Assessment*	4	0	
√	4. *Develop and Implement Adaptation Strategies*	5	0	

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INVEST Criteria	Points Available	2035 LRTP Score	MAP-21 Performance Measure Category
SP-6 Safety Planning	15	3	Safety
Goal: SATS integrates quantitative measures of safety into the transportation planning process, across all modes and jurisdictions.			
√ 1. *Collaborate and Participate in the Development and Implementation of the State Strategic Highway Safety Plan*	2	0	
√ 2. *Integrate the Toward Zero Death Vision into SATS' Vision for Transportation Planning*	1	0	
√ 3. *Develop a Plan that Incorporates Safety into Short- and Long-Range Transportation Planning*	1	1	
√ 4. *Integrate Quantitative Safety Performance Measures into the Transportation Planning Process*	1	0	
√ 5. *Integrate Quantitative Safety Considerations in the Selection and Evaluation of Strategies during the Transportation Planning Process*	3	1	
√ 6. *Integrate Statistically Sound Approaches to Determine Projected Safety Performance into the LRT Planning Process.*	3	0	
√ 7. *Collect and Maintain Data (Safety and Non-Crash Information) for the Public Roadway System to Incorporate Safety into the LRT Planning Process*	4	1	
SP-9 Travel Demand Management	15	5	Congestion Reduction
Goal: Reduce vehicle travel demand throughout the system.			
√ 1. *Set TDM Goals and Objectives*	2	0	
√ 2. *Implement a TDM Program*	4	2	
√ 3. *Develop TDM Performance Measures & Monitor Progress*	4	0	
√ 4. *Demonstrate Sustainable Outcomes*	5	3	
SP-12 Financial Sustainability	15	4	Reduced Project Delivery Days
Goal: Evaluate and document that financial commitments made in transportation planning documents are reasonable and affordable.			
√ 1. *Advanced Revenue Forecasting*	7	4	
2. *Advanced Cost Estimating*	8	0	
SP-14 Transportation Systems Management and Operations	15	0	Infrastructure Condition
Goal: Optimize the efficiency of the existing transportation system.			
√ 1. *Set TSM&O Policies, Goals, and Objectives*	2	0	
√ 2. *Develop a Plan for TSM&O Strategies*	4	0	
√ 3. *Support or Implement TSM&O Strategies*	4	0	
√ 4. *Establish Performance Goals and Monitor Progress*	5	0	
SP-15 Linking Asset Management and Planning	15	2	
Goal: 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.			
√ 1. *Incorporate Asset Management Based Performance Measures*	3	2	
√ 2. *Incorporate Asset Management Data and Economic Analysis to Prioritize Investments*	8	0	
√ 3. *Prioritize Maintenance and Preservation*	4	0	
TOTAL POINTS	250 100%	57 23%	

Attachment 3

ROAD NETWORK DATABASE

Basic Information	SATS Identifiers	FHWA Designations
Annual Average Daily Traffic (AADT)	Agricultural Route	Functional Classification
One-Way or Two-Way	Bicycle Network	National Highway System
Speed Limit	Emergency Route	Urban or Rural Designation
	Key Economic Corridor	
	Intersection Safety List	
	Missing Link	
	Priority Pedestrian Network	
	Route 66 Bike Trail	
	SMTD Bus Route	

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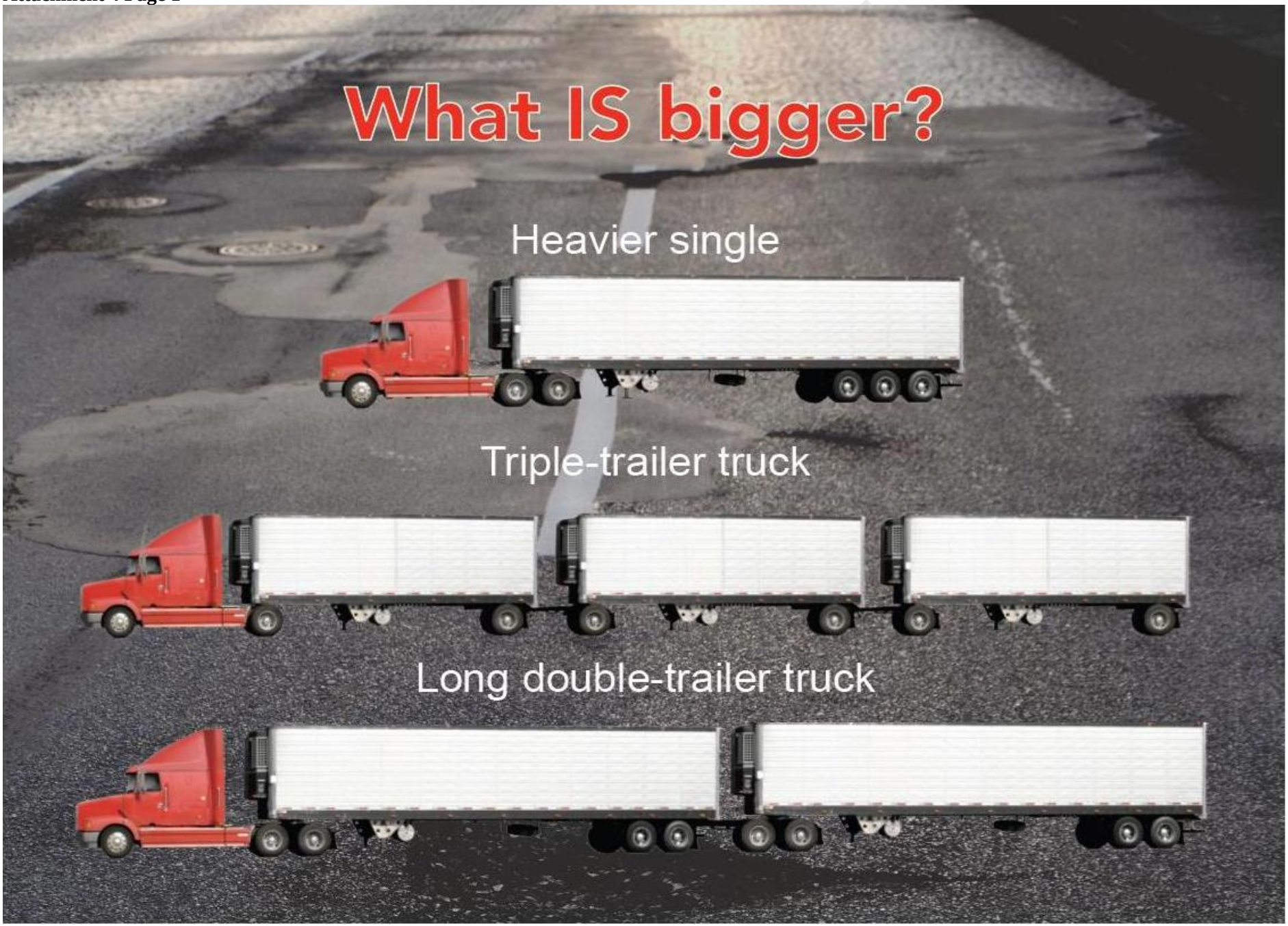

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