

Amendment (1) to the Unified Planning Work Programs (UPWP) FYs 2018:

Amendment 1 includes amendments to existing programs and it includes also budget amendments.

Amendment 1-1:

A STP planning program is added to the UPWP for FY 2018 with total funds of \$201,250 in FY 2018 (\$161,000 federal with 20% local match of 4,250). The funds are allocated for new E-TIP software and the Household Travel Survey (HTS) Program. The HTS is moved from the Short Rang Planning task to the STP Planning task. The total fund of the E-TIP software is \$45,000 and 156,250 for the HTS. The following are the programs description:

Household Travel Survey

STAFF: SCOTT WEBER

OBJECTIVE:

The purpose of this task is to ensure that NIRPC best informs stakeholders about travel patterns using reasonably current data about origins and destinations of transportation users within NW Indiana and between NW Indiana and the greater Chicago area. Also, this would help NIRPC satisfy the requirements of the Transportation Conformity Rule to validate a Travel Demand Model no more than 10 years prior to the first year of a Conformity Determination.

BACKGROUND:

NIRPC last completed a Household Travel Survey between 2007 and 2008 jointly with the Chicago Metropolitan Agency for Planning (CMAP) for the entire Chicago area including the NIRPC area. Staff has processed the Household Travel Survey data from the previous effort and incorporated it into the trip generation and trip distribution methods of the current travel demand model. However, nearly 10 years have passed since this data has been available, and NIRPC is required to keep the first horizon year in air quality conformity models validated with data no older than 10 years.

WORK ELEMENTS/METHODOLOGY:

1. Work with the Chicago Metropolitan Agency for Planning (CMAP) on the procurement process for vendor(s) to complete the work.
2. Ensure that the scope of work in the CMAP-led procurement process requires data to be collected on travel patterns that include a substantial number of NW Indiana households. The methodology will most likely include significant use of smart phone data but with at least a minimal amount of user confirmation.
3. Work with CMAP on selecting potential vendor(s) that satisfy the scope of work and other requirements.
4. Work with the selected vendor(s) to conduct a pilot study of the data collection for the region.
5. Plan a data collection timeframe to ensure that data collection takes place before the end of Fiscal Year 2017.

6. Acquire post-processed and user manual-accessible data from the vendor(s)

Transportation Improvement Program (TIP) - E-TIP Software

STAFF: GARY EVERS, AMANDA POLLARD

OBJECTIVE:

The purpose of this task is to provide the forum for making transportation investment decisions through a coordinated, participatory process, implementing the Regional Transportation Plan through development or update of a Transportation Improvement Program.

PAST WORK/BASIS:

The current 2016-2019 TIP is scheduled to be replaced by the FY 2018-2021 TIP in early 2017. This task will permit us to develop the new TIP and maintain the current TIP (via amendment and modification) as-needed, until the new TIP is approved for use by FTA and FHWA. All projects in the TIP are consistent with the 2040 Comprehensive Regional Plan (CRP), as amended. The CRP established policies which the TIP implements.

NIRPC intends to develop its new TIP at the same time that INDOT is developing a new (2018-2021) STIP. Because all MPO-controlled FHWA funds for the period 2018-2021 are already selected, NIRPC intends to issue a NOFA (Notice of Fund Availability) for new public transit projects during the final calendar quarter of 2016 or the first calendar quarter of 2017. The new TIP will be adopted in May 2017.

NIRPC's role with respect to Local Public Agency (LPA) federal aid construction projects continues to evolve. In addition to just maintaining a fiscally constrained list of projects in the TIP, we are actively engaged in the management and oversight of federal-aid construction projects as they advance to completion. A five-year spending plan is maintained. Progress is monitored on a quarterly basis and changes to the spending plan or TIP are made, depending upon the outcomes of the monitoring (i.e., tracking) meetings. INDOT is involved in this process. Financially, we are tracking the obligation of federal funds in INDOT's accounting system, including contract change orders, to ensure that our spending does not exceed our apportionment. **New for FY 2018 will be automation of the TIP Reports and Fiscal management through the procurement of TIP/Project Management software. NIRPC hopes to procure the same software now utilized by the Indianapolis MPO.**

Amendment 1-2

Item 2 of the amendment includes a Transit Needs Analysis program that will be listed under the Long Range Planning task in the UPWP. A carry over will be utilized to cover the cost of hiring a consultant. The following is the program description:

Transit Needs Analysis

STAFF: JAMES WINTERS

OBJECTIVE:

Examine the state of transit service operations in northwest Indiana, primarily in Lake and Porter Counties, and make recommendations for system-wide operational efficiencies, including project selection and scoring, performance metrics, rational bases for fund allocations, and decision making processes and hierarchies, in light of budgetary realities and projections.

PAST WORK/BASIS:

- RBA Strategic Operations Plan (TranSystems), 2006
- Northwest Indiana Transit Consolidation Plan (Parsons Brinckerhoff), 2009
- *2040 Comprehensive Regional Plan*, 2011 & 2015

Amendment 1-3

Item 3 of the amendment includes the FHWA and FTA Region V planning emphasis areas (PEAs) for FY 2018. The following is NIRPC UPWP report amendment for the PEAs:

National Performance Management Measures:

NIRPC established a performance based planning process in 2015 with the release of MAP-21. NIRPC defined coordination in the selection of targets and linked planning and programming to performance targets. Performance based planning was incorporated in the update of the Long Range Transportation Plan portion of the (2040 CRP/RTP). The Plan included a description of the performance measures and performance targets that were used in assessing the performance of the transportation system. It also included a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.

In FY 2018, NIRPC will continue the work on the performance based planning and respond to any additional requirements of the National Transportation Performance Management final rulemakings.

NIRPC will share with INDOT the performance measures that were established by NIRPC for the 2040 Plan and the UPWP and coordinate targets. Since INDOT has an April 2017 deadline to produce targets toward the performance measures, NIRPC will have an October 2017 deadline as to whether to select or add to INDOT targets. The following are the current and upcoming NIRPC's work in respond to the key areas that are highlighted in the new planning rule:

- **Safety**

NIRPC's safety planning work in page 93 of the UPWP for FYs 2017/2018 includes the following performance measures:

- Crash Rate (per 1,000,000 vehicle miles traveled)
- Traffic crashes injury rate/100,000 licensed drivers
- Traffic crashes fatality rate/100,000 licensed drivers
- Incident clearance response time (when available)

In the new final planning rule a fifth measure is added for non-motorized and it will be addressed with the previous measures.

- **Freight Movements**

NIRPC's Freight performance measures are listed in page 96 of the UPWP for FYs 2017/2018:

- Trains per day through grade-crossings
- Gate down time at grade-crossings
- Number of fatal crashes involving heavy trucks
- Vehicle classification by time of day, percent of trucks off-peak
- Average speeds on freight significant highways
- Average peak and off-peak travel time for trucks in freight significant corridors
- Tonnage shipped through NWI ports, including total tons, domestic, foreign, imports, exports
- Number of Businesses and Employment in Freight Generating Industries, including Agriculture, Construction, Manufacturing, Mineral Extraction, Utilities, Transportation and Warehousing and Wholesale Trade
- Percent of Mode Share for freight
- Air Cargo Summary Data for Gary/Chicago International Airport: Tons Enplaned (Originating and Terminating)
- Number of Public Highway-Grade Crossings

Additional measures from the new rulemakings that will be added are:

- % of Interstate System mileage meeting goal for reliability
- % of Interstate System mileage considered uncongested

- **Congestion Management**

Performance Measures NIRPC currently uses the following measures in Congestion Management:

- Volume/Capacity (V/C) Ratio
- % Under Speed Limit
- Crash Rate (Crashes per million vehicle miles traveled)
- Travel Time Index (TTI)

NIRPC will work with INDOT in accordance with 23 CFR 490.507, 23 CFR 490.607, and 23 CFR 490.707 – on the following system measures that are also crossover into Freight:

- Percent of Person-Miles Traveled on the Interstate System That Are Reliable (Level of Travel Time Reliability)
- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (Level of Travel Time Reliability)

- Percentage of the Interstate System Mileage providing for Reliable Truck Travel Times (TTTR)
- Annual Hours of Peak-Hour Excessive Delay Per Capita
- Percent of Non-SOV Travel

- **Public Transit Performance Management Measures**

Currently, NIRPC and the transit operators are in the process of redeveloping the project selection process for transit projects to incorporate performance measures to increase safety and state-of-good repair. This will better connect the goals outlined in the Comprehensive Regional Plan to how projects are funded

NIRPC has assisted transit operators, using transit funding, to purchase equipment to improve safety and security such as surveillance cameras in the bus yard and inside the buses with recording capabilities. NIRPC also provided funding to improve lighting, fencing, and guards services around stations.

- **Infrastructure Conditions/ Pavements**

The LPAs within the NIRPC region established pavement condition surveys and developed a database system for their roads. NIRPC will utilize this database as part of the selection criteria to fund transportation improvement projects.

- **Air Quality/ Emissions**

In 2014 NIRPC conducted an Air Quality Knowledge and Public Perception Survey to establish a baseline of what the residents of Northwest Indiana know about air quality, air quality action days, and transportation and other behavioral impacts on the air. NIRPC is repeating this study during summer months of 2017. These results will be used to establish metrics for the effectiveness of our CMAQ Air Quality Public Education programs in future years.

In FY 2018, NIRPC will also work on tracking:

- Emissions reductions by pollutant from CMAQ projects
- Emissions reductions by CMAQ relative to total emissions reductions in non-attainment/maintenance area
- Cost effectiveness of CMAQ projects

Title VI Program Management

In 2016, NIRPC hosted a successful one-day Title VI Workshop, led by the Federal Highway Administration (FHWA) on August 30, 2016. Approximately 48 participants from Lake, Porter and La Porte communities, counties and LPA's attended and 3 NIRPC staff. NIRPC will continue to monitor and provide technical assistance to communities /LPA's in meeting Title VI requirements. All Title VI Technical Assistance and Training information is available on the NIRPC website. NIRPC quarterly tracks the status of LPA's Title VI Plans. NIRPC communicates and coordinates with INDOT on status updates of LPA's compliance with Title VI from Lake/Porter/La Porte Counties of completed/submitted plans to INDOT. Work is ongoing and NIRPC will continue to collect Title VI Plans from LPA's and coordinate with INDOT on status.



U.S. Department
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**Federal Highway
Administration**

Indiana Division

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In Reply Refer To:
HDA-IN

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for FY 2018. The PEAs will need to be addressed in the metropolitan planning organizations' (MPOs') and the Indiana Department of Transportation's (INDOT's) future work programs. The purpose of the PEAs is to focus our efforts on implementing the final rulemakings for Moving Ahead for Progress in 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act).

The FY 2018 PEAs are:

- Implementing the National Transportation Performance Management final rulemakings and final planning regulation
- Continuing compliance efforts for Title VI Program Management

As you know, FHWA and FTA published the final rule for *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Regulation* on May 27, 2016 which updates the regulations to reflect the passage of MAP-21 and the FAST Act. Accordingly, the final rule establishes that the statewide and metropolitan transportation planning processes must provide for the use of a performance based approach to decision-making in support of the national goals described in 23 USC 150(b) and the general purposes described in 49 USC 5301. INDOT, the MPOs, and the operators of public transportation must together establish targets in key national performance areas, coordinate the targets that they set for key areas, including data collection, and describe the anticipated effect of their respective transportation improvement plans and programs toward achieving their targets.

The final planning rule has a phase-in requirement of two years from the date of the published rule (see 23 CFR 450.226 and 23 CFR 450.340). Prior to May 27, 2018, INDOT and the MPOs may respectively adopt a long-range statewide transportation plan, Metropolitan Transportation Plans (MTPs), Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIPs) using the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements. On or after May 27, 2018, FHWA and FTA may only approve a STIP update or amendment that has been developed

according to the provisions and requirements of this regulation, regardless of when the INDOT developed the STIP.


The new planning rule add new section, 23 CFR 450.314(h), that requires the MPOs, INDOT, and the operators of public transportation to jointly agree and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking the progress toward attainment of critical outcomes for the regions of the MPOs, (see 23 CFR 450.306(d)) and the collection of data for the state asset management plan for the National Highway System. INDOT and the MPOs can decide to either update their planning Memorandums of Agreements (MOAs) or some other means outside of the MOAs to adhere to this new rule.

National Performance Management Measures – All of the National Performance Measures for key areas such as safety, infrastructure conditions, congestion, system reliability, emissions, freight movement, as well as public transit safety and state-of-good repair have been issued. As referenced above, the INDOT and the MPOs must work cooperatively together to set performance measures and targets. We commend INDOT and the MPOs for establishing a committee to set safety targets and recommend this format be continued for the other performance areas.

Title VI Program Management – We continue our emphasis on the Title VI Program Management. When considering federal-aid highway funding for a local transportation project, the MPOs need to be able to ensure the Local Public Agencies (LPAs) complies with their Title VI nondiscrimination requirements. MPOs should survey local governments and determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process and steps used to collect and evaluate data on impacts from the LPA's programs and projects. If a plan is not in place with the project sponsor (a city, town, or county) steps should be taken to provide technical assistance for the development and implementation of such a plan. Please contact FHWA or INDOT for any training needs. This will have the effect of better ensuring that programs and projects adhere to the principles of nondiscrimination, as well as making the MPO's nondiscrimination self-certifications accurate. The FHWA expects INDOT and the MPOs to monitor Title VI plan implementation and begin moving toward limiting funding to those entities that are not meeting their requirements as federal-aid recipients.

If you have any questions, please contact either me, your FHWA Planning and Environmental Specialist, or Susan Weber, FTA Community Planner, at (312) 353-3888.

Sincerely,


Joyce E. Newland
Planning Program Manager
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Sincerely,


Jay Ciavarella
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ecc:

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