

RESOLUTION 17-15

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE AMENDMENT OF THE UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2018

WHEREAS, the preparation of a Unified Planning Work Program (UPWP) is a necessary and required part of the metropolitan area transportation planning process as specified in 23 CFR 450.314; and by its State statutory authority, the Northwestern Indiana Regional Planning Commission (NIRPC) is charged with planning responsibility in three domains of transportation, environment and economic development; and

WHEREAS, the work tasks described within NIRPC's UPWP for the three-county northwestern Indiana region are in conjunction with the programs of the Federal Transit Administration, the Federal Highway Administration, the U.S. Environmental Protection Agency, the Indiana Department of Transportation and the Indiana Department of Environmental Management, and significant planning projects in the region by other agencies; and

WHEREAS, this program has been prepared for planning (PL), and Air Quality (CMAQ) funds through the Federal Highway Administration, Section 5303 technical study funds through the Federal Transit Administration, Sections 5307 and 5323 and planning funds through the Federal Transit Administration, private foundation, and NIRPC's locally derived funds;

WHEREAS, the work elements contained in the program respond to the transportation and air quality planning needs of Northwest Indiana and are in keeping with federal requirements found in the Clean Air Act Amendments of 1990 and the Fixing America's Surface Transportation (FAST) Act of 2015 and accompanying guidelines and regulations;

WHEREAS, all regional transportation and other significant planning projects in the three-county region should be included in the UPWP;

WHEREAS, NIRPC is amending the UPWP for fiscal year 2018 to include two new projects and amend the budget;

WHEREAS, the first part of the amendment includes Surface Transportation Program (STP) planning funds of \$201,250 that will be allocated for E-TIP software and the Household Travel Survey (HTS) Program that was approved in FY 2017;

WHEREAS, the total fund of the E-TIP software is \$45,000 and for the HTS is \$156,250;

WHEREAS, the second part of the amendment includes a Transit Needs Analysis (TNA) program;

WHEREAS, the purpose of the TNA program is to examine the state of transit service operations in northwest Indiana, primarily in Lake and Porter Counties, and make recommendations for system-wide operational efficiencies;

WHEREAS, the scope of the program includes project selection and scoring, performance metrics, rational bases for fund allocations, and decision making processes and hierarchies, in light of budgetary realities and projections.

WHEREAS, the third part of the amendment includes adding the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Region V planning emphasis areas (PEAs) to the UPWP report for FY 2018;

WHEREAS, the PEAs for FY 2018 includes first Implementing the National Transportation Performance Management final rulemakings and final planning regulation, and second Continuing compliance efforts for Title VI Program Management;

WHEREAS, the key areas of the National Transportation Performance Management are safety, freight movements, congestion management, public transit safety and state of good repair, infrastructure conditions, system reliability, and emissions;

WHEREAS, NIRPC previously established a process for the performance based planning as well as for the Title VI program and will continue to address them to satisfy the requirements of the final rulemakings.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission adopts the Unified Planning Work Program first amendment of Fiscal Years 2018.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this fifteenth day of June, 2017.



Michael W. Griffin
Chairperson

ATTEST:



Diane Noll
Secretary

TABLE I: FY 2018 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS

PROGRAM CATEGORY	NIRPC Job #	2018 TOTAL BUDGET	PL / 5303 SHARE	FTA 5307 SHARE	CMAQ SHARE	STBG SHARE	PENDING/ OTHER	NIRPC SHARE	NOTES
18-100 Administration & Public Participation	2311	454,227	363,382	-	-	-	-	90,845	Staff Charges + department exp. \$40,500
1 - Planning Management & Administration									
2 - Public Meetings & Communication Tools									
3 - Website/ Social Media Management									
4 - Administration of Transportation Projects									
18-200 Data Management & Analysis	2312	215,918	172,735	-	-	-	-	43,183	
1 - Transportation Data Collection									
2 - Planning Data Analysis / Forecasting									
3 - GIS Support Services									
18-300 Short Range Planning	2313	329,983	263,986	-	-	-	8,000	57,997	
1 - UPWP Development & Management									
2 - Transportation Improvement Program (TIP) Management									
3 - Title VI Program Management									
4 - Vehicle Oversight Program									
18-400 Long Range Planning	2314	545,325	436,260	-	-	-	-	109,065	Staff Charges + Transit Needs Analysis
1 - Comprehensive Regional Plan / Transportation Regional Plan									
2 - Regional Land Use Planning									
3 - Congestion Management									
4 - Environmental Mitigation Planning									
5 - Safety & Security Planning									
6 - Freight Planning									
7 - Travel Network Modeling									
8 - Air Quality Conformity									
9 - Intelligent Transportation System									
18-500 Transit and Active Transportation	2315	90,375	72,300	-	-	-	-	18,075	
1 - Non-Motorized Transportation Planning									
2 - Transit Planning									
18-600 Other Planning Initiatives/Special Projects	2316	37,684	30,147	-	-	-	-	7,537	
1 - Sprawl Analysis									
Total PL Funding		\$ 1,673,512	\$ 1,338,810	\$ -	\$ -	\$ -	\$ 8,000	\$ 328,702	
2058 - STP Planning		\$ 201,250	\$ -	\$ -	\$ -	\$ 161,000	\$ 40,250	\$ -	Household Travel Survey & E-TIP
Transit - FTA		150,000	-	120,000	-	-	-	30,000	
2115 - Transit Planning		350,000	-	280,000	-	-	-	70,000	
2536 - Transit Administration & ADA Review		-	-	-	-	-	-	-	
Total Transit - FTA Funding		\$ 500,000	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ 100,000	
NIRPC Programs		450,000	-	-	360,000	-	90,000	-	Dunes Learning Center
2548 - Air Quality Education/ Outreach	2548	50,000	-	-	40,000	-	10,000	-	
2317 - Alternative Fuel	2317	55,000	-	-	-	-	55,000	-	
2538 - Deep River Portage Burns Waterway Initiative		25,000	-	-	-	-	25,000	-	
2539 - Solar Ready in Northwest Indiana		50,000	-	-	-	-	50,000	-	
2540 - Calumet Land Conservation Partnership		10,000	-	-	-	-	10,000	-	
1149 - NWI Brownfield Coalition		-	-	-	-	-	-	-	
Total NIRPC Programs Funding		\$ 640,000	\$ -	\$ -	\$ 400,000	\$ -	\$ 240,000	\$ -	
NIRPC Administration - Indirect*		-	-	-	-	-	-	-	
9600 - General Management		-	-	-	-	-	-	-	
9600 - Staff & Administration Support		-	-	-	-	-	-	-	
Total NIRPC Administration - Indirect		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA Planning		100,000	-	80,000	-	-	20,000	-	City of Valparaiso
Valparaiso Transit Service Marketing Study		100,000	-	80,000	-	-	20,000	-	Gary Public Transportation Corporation
GPTC - Planning Activities		-	-	-	-	-	-	-	
Total FTA Planning		\$ 200,000	\$ -	\$ 160,000	\$ -	\$ -	\$ 40,000	\$ -	
Total 2018 NIRPC Budget		\$ 3,214,762	\$ 1,338,810	\$ 560,000	\$ 400,000	\$ 161,000	\$ 328,250	\$ 426,702	

* See cost allocation plan

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.

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:

- 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.

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

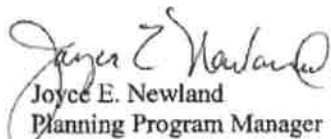
The new planning rule add new section, 23 CFR 450.314(h), that requires the MPOs, INDOT, and the operators of public transportation to jointly agree and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of 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
FHWA Indiana Division

Sincerely,


Jay Ciavarella
Director, Office of Planning & Program Development
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ecc:

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