



U.S. Department
of Transportation

Federal Transit Administration **Federal Highway Administration**
Region V Indiana Division
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Chicago, IL 60606-5253 Indianapolis, IN 46204-1576

February 20, 2015

In Reply Refer To:
In Reply Refer To:
HDA-IN

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of FHWA and FTA Region 5 are issuing its annual planning emphasis areas (PEAs) for the FY 2016 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 Moving Ahead for Progress in 21st Century Act (MAP-21).

The FY 2016 PEAs are:

- MAP-21 - performance based planning measures and targets
- Ladders of Opportunity
- Programming HSIP funds for safety planning activities and/or identify low cost systemic use of HSIP funds
- Improve cost estimating for projects and improve project schedules

MAP-21 Performance base planning measures and targets – MAP-21 requires the implementation of performance-based plans and programs, as well as the more formal use of performance measures. Several Notices of Proposed Rulemakings were issued in FY 2014 and FY 2015 and we anticipate in FY 2016 they will be finalized. INDOT and the MPOs should work cooperatively together to set performance measures and targets.

Ladders of Opportunity – The goal of this PEA is to create better access to essential services by connecting communities to centers of employment, education, and services, especially for non-drivers in distressed areas. MPOs should identify criteria for underserved populations, such as low income, minorities, elderly, Limited English Proficient Individuals, and persons with disabilities, and identify essential services, map connectivity, and identify existing gaps in transportation system connectivity that preclude access for these populations. This should overlay transportation services, such as transit, bicycle routes, etc., for the underserved populations to essential services such as, health care facilities, schools, supermarkets, employment centers, voting/polling places, courthouses, recreational areas, bureau of motor vehicles, etc. Analysis should include existing facilities and identify where there are planned projects or opportunities for potential projects.

Programming HSIP funds for safety planning activities and/or identify low cost systemic use of HSIP funds – FHWA and INDOT will communicate more fully the guidance and options for use of HSIP to MPOs and local agencies that will result in eligible safety projects. Eligible projects could include: backplates with retro-reflective borders on signals, pedestrian countdown heads (especially in downtown high-pedestrian areas); pedestrian crosswalk warning signs and flashing beacons and special pavement markings and refuge areas; yellow signal timing and interconnect for safety projects; one signal head per travel lane; guardrail at new locations (not maintenance or existing). FHWA and INDOT reminds MPOs that up to 15% of the HSIP funds can be programmed for planning purposes for activities like Road Safety Audits.

Improve cost estimating for projects and improve project schedules – Given the focus on developing a new STIP and INDOT's 5-year plan, FHWA encourages INDOT and the MPOs to find best practices for cost estimating and realistic schedule for various project development activities (i.e., environment, design, R/W phases) for projects to be programmed in the TIPs/STIP.

If you have any questions, please contact either me or your FHWA Planning and Environmental Specialist.

Sincerely,



Joyce E. Newland
Planning Program Manager
FHWA Indiana Division

Sincerely,



Sheila J. Clements
Director, Planning & Program Development
FTA Region 5

cc:

Indiana MPO Council
Kathy Eaton-McKalip, INDOT
Roy Nunnally, INDOT



U.S. Department
of Transportation

Federal Highway
Administration
Federal Transit
Administration

1200 New Jersey Avenue, SE.
Washington, DC 20590

March 18, 2015

In Reply Refer To: HEPP-1/TPE-1

Attention: Executive Directors of Metropolitan Planning Organizations

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to the Executive Directors of the Metropolitan Planning Organizations (MPO) and the heads of the State Departments of Transportation (State DOT) encouraging you to give priority to the following emphasis areas in your updated unified planning work programs (UPWP) and statewide planning and research programs: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities are included in Secretary Foxx's strategic objectives for the Surface Transportation Program. We are requesting State DOTs and MPOs reiterate and emphasize these planning emphasis areas in their respective planning work programs for Fiscal Year 2016. We are also directing our FHWA and FTA field offices to continue to work with you and your organizations to identify tasks that advance these U.S. Department of Transportation priorities.

MAP-21 Implementation

Transition to Performance-based Planning and Programming – We encourage State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan. We encourage you to use the following resources to help develop your approach: *Performance Based Planning and Programming Guidebook*; *Model Long Range Transportation Plans Guidebook* and *Small Metropolitan Areas: Performance Based Planning*.

Regional Models of Cooperation

Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries – To improve the effectiveness of transportation decisionmaking, we encourage State DOTs, MPOs, and providers of public transportation to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and

commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in nonmetropolitan areas. We encourage you to visit FHWA's [Regional Models of Cooperation](#) and [Every Day Counts Initiative](#) Webpages for more information.

Ladders of Opportunity

Access to Essential Services – We encourage State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decisionmaking process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

Sincerely yours,



Gregory G. Nadeau
Deputy Administrator
Federal Highway Administration



Therese W. McMillan
Acting Administrator
Federal Transit Administration