



U.S. Department
of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-6253

Federal Highway Administration
Indiana Division
675 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

July 11, 2013

In Reply Refer To:
HDA-IN

Ms. Brandye Hendrickson
Interim Commissioner
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

Dear Interim Commissioner Hendrickson:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have received and reviewed the Indiana Department of Transportation's (INDOT) FY 2014-2017 Statewide Transportation Improvement (STIP) Program document for the State of Indiana, and hereby give our conditional approval.

It is recognized that INDOT's first two Public Private Partnership (P3) projects, the Louisville-Southern Indiana Ohio River Bridges Project (LSIORB) and the I-69 Section 5 Project, are included in this STIP. The STIP is consistent with the most recent project finance plans. As the finance plan documents are updated in the coming months, INDOT has committed to updating the STIP to be consistent with the updated finance plans.

FHWA and FTA also note this new STIP includes an Americans with Disabilities Act (ADA) summary. We appreciate INDOT's efforts to develop projects that improve access to public services for everyone.

INDOT has improved the development and quality of the STIP this year. These improvements are discussed in an enclosure to this letter. However, FHWA and FTA are only able to grant conditional approval for the FY 2014-2017 STIP because several elements of the Statewide Planning Process still need improvement. These elements are also identified in the enclosure.

With the recent passage of the *Moving Ahead for Progress in the 21st Century* (MAP-21) Act, FHWA and FTA would like to take this opportunity to ask that INDOT and the Indiana Metropolitan Planning Organizations (MPOs) be aware of new requirements for performance-based plans and programs, as well as the more formal use of performance measures. FHWA and FTA would like to collaborate with INDOT and the MPOs in the coming months to begin this transition. FHWA would also specifically like to engage with INDOT on new ways of advancing safety improvements/programs and improving the obligation rates of Highway Safety Improvement Program (HSIP) funding.

Please contact Joyce Newland, our Planning Program Manager, at (317) 226-5353 or Joyce.Newland@dot.gov to schedule a follow-up meeting within 30 days, to coordinate how these items can best be addressed.

Sincerely



Richard J. Marquis
Division Administrator

Enclosure: FHWA & FTA's Analysis of Indiana's 2014-2017 STIP

cc: (w/enclosure): Marisol Simón, FTA Region 5
Troy Woodruff, INDOT
Dan Brassard, INDOT
Kathy Eaton-McKalip, INDOT
Jim Stark, INDOT
Jay Wasson, INDOT
Matt Voors, INDOT
Dan Avery, Northeastern Indiana Regional Coordinating Council
Jerold Bridges, Madison County Council of Governments
Laurence Brown, Columbus Area Metropolitan Planning Organization
Larry Chaney, Kentuckiana Regional Planning and Development Agency
Sallie Dell Fahey, Area Plan Commission of Tippecanoe County
Josh Desmond, Bloomington/Monroe County Metropolitan Planning Organization
Ron Hisenkamp, West Central Indiana Economic Development District
Larry Ives, Kokomo and Howard County Coordinating Council
Marta Moody, Delaware-Muncie Metropolitan Plan Commission
Mark Policinski, Ohio-Kentucky-Indiana Regional Council of Governments
Sandra Seanor, Michiana Area Council of Governments
Seyed Shokouhzadeh, Evansville Metropolitan Planning Organization
Anna Tyszkiewicz, Indianapolis Metropolitan Planning Organization
Ty Warner, Northwestern Indiana Regional Planning Commission

FHWA & FTA's ANALYSIS OF INDIANA's 2014-2017 STIP

INCORPORATION OF TRANSPORTATION IMPROVEMENT PROGRAMS:

At the request of the Indiana Department of Transportation (INDOT), the following Metropolitan Planning Organization's (MPO's) Transportation Improvement Programs (TIPs) are accepted for incorporation into the 2014-2017 Statewide Transportation Improvement Program (STIP):

<u>Metropolitan Planning Organization</u>	<u>TIP Coverage</u>
Madison County Council of Government, covering the Anderson urbanized area	2012-2015
Bloomington/Monroe County Metropolitan Planning Organization, covering the Bloomington urbanized area	2014-2017
Columbus Area Metropolitan Planning Commission, covering the Columbus urbanized area	2012-2016
Evansville Metropolitan Planning Organization, covering the Evansville urbanized area	2013-2016
Northeastern Indiana Regional Coordinating Council, covering the Fort Wayne urbanized area	2014-2017
Indianapolis Metropolitan Planning Organization, covering the Indianapolis urbanized area	2012-2015
Kokomo-Howard County Governmental Coordinating Council, covering the Kokomo urbanized area	2011-2014
Area Plan Commission for Tippecanoe County, covering the Lafayette and West Lafayette urbanized areas	2014-2017
Kentuckiana Regional Planning and Development Agency, covering the Louisville-Southern Indiana urbanized area	2011-2015
Delaware-Muncie Metropolitan Plan Commission, covering the Muncie urbanized area	2012-2015
Northwestern Indiana Regional Planning Commission, covering the Northwestern Indiana urbanized area	2012-2015
Michiana Area Council of Governments, covering the South Bend, Mishawaka, Elkhart and Goshen urbanized areas	2014-2017
West Central Indiana Economic Development District, covering the Terre Haute and Brazil urbanized area	2012-2015
Ohio-Kentucky-Indiana Regional Council of Governments, covering the Cincinnati urbanized area	2012-2015

Air quality conformity is acceptable; and funding targets used for financial constraint were reviewed and accepted, as well. Public involvement opportunities included both the traditional "open meeting" format at several locations around the State and the opportunity to comment electronically, via INDOT's web-site.

AREAS OF COMMENDATION:

There were several notable improvements to the STIP this year. First, INDOT used a new electronic process to develop the STIP which is an enhancement to the State's Scheduling/Project Management System (SPMS). This new process allowed this STIP's development in a shorter period of time. It also allowed for better coordination with the MPOs which provided them a more active role in the development. As lessons are learned from this initial effort, it is likely that future STIPs and coordination with MPOs regarding their own TIPs will become even better integrated. We congratulate INDOT on this accomplishment.

In addition, the financial section of the STIP and coordination with INDOT's Finance Division were better than in any previous STIP document. Fiscal information was clear and easy to follow. It was also consistent with State budget information including information provided to the State Legislature. This allowed the federal agencies and the public to have a much greater sense of confidence in how funding amounts were reasonable and available. Federal funding for the last two years of the STIP were "flat-lined" since the federal transportation bill is up for renewal at the end of September of 2014. Furthermore, this allowed an easy determination that the program is "fiscally constrained" and estimated costs do not exceed the estimated revenues expected to be available.

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) also note this new STIP includes an Americans with Disabilities Act (ADA) summary. INDOT has been updating its ADA transition plan and formed an ADA Community Advisory Working Group to help it review its self-evaluation of ADA compliance. The committee is expected to help INDOT improve its public involvement with persons with disabilities. This helps INDOT to demonstrate its effort to address elements six and ten of its planning process certification, submitted as part of the 2014-2017 STIP document. Working with the committee also offers INDOT better and more direct understanding of the needs of people with disabilities, and the ability to identify how best to develop projects that improve access to public services for everyone.

STATUS OF CORRECTIVE ACTION:

INDOT has been working to resolve a corrective action on its Statewide Planning process. Elements needing to be addressed come from the last STIP document are shown below:

New State/MPO/Transit Planning Agreements: INDOT was to update the planning agreements used to document how it coordinates planning activities with both MPOs and transit operators. In the past, there has been confusion over the roles and responsibilities with INDOT, for key planning products such as work programs, transportation improvement programs and project development in general. INDOT submitted a draft planning agreement template to FHWA for

comment, and comments were provided in June of this year. The agreements still need to be vetted thru and concurred with by the MPOs and transit operators. In order to resolve this element of the State's corrective action, new planning agreements must be executed.

INDOT's "MPO Manual" or handbook that describes how key products are developed and identifies with whom these documents are prepared and when they will be approved by the States: INDOT has prepared a revised "Planning Roles and Responsibilities" document to address this element and submitted it to FHWA. MPOs also need an opportunity to review and comment, on the document before it is finalized. Until this is done, this element of the State's corrective action also remains in place.

Revisions to the Local Public Agency (LPA) Manual to address the role of MPOs in the LPA project development process: Chapter Six of INDOT's LPA Guidance document has been revised to help clarify the roles of the MPOs in the LPA project development process. This element of the corrective action is therefore lifted. FHWA and FTA recommend INDOT review the effectiveness of the manual with the MPOs and its District offices to confirm procedures are working effectively and consistently, and also identify any potential areas for improvement.

