



2005 TRANSPORTATION PLANNING CERTIFICATION
REVIEW SUMMARY REPORT

METROPOLITAN TRANSPORTATION
PLANNING PROCESS FOR THE
EVANSVILLE – HENDERSON
TRANSPORTATION MANAGEMENT AREA

CERTIFICATION REVIEW BY:
FEDERAL TRANSIT ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION

MARCH 1-3, 2005

PREFACE

Pursuant to 23 U.S.C. 134 (i)(5) and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning processes in Transportation Management Areas (TMA) at least every three years. A TMA is an urbanized area, as defined by the U.S. Census, with a population of over 200,000. In general, the reviews consist of three primary activities: a site visit, review of planning documents (in advance of and during the site visit), and preparation of a report, which summarizes the review and offers findings. The reviews focus on compliance with federal regulations and the challenges, successes, and experiences of the cooperative relationship between the MPO, State DOT, and transit operator in the conduct of the metropolitan planning process. Joint FHWA and FTA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect local issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (TP), Metropolitan and Statewide Transportation Improvement Program findings, air quality conformity determinations, (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA and FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the planning Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “finding” of the Certification Review, in fact, is based upon the cumulative findings of the entire review effort. The review process is individually tailored to focus on topics of significance in each metropolitan planning area (MPA). The Certification Review Summary Report and final actions are the joint responsibility of the appropriate FHWA and FTA field offices and content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

To conduct the review of the planning process within the Evansville – Henderson TMA (hereafter referred to as the Evansville TMA), a team consisting of staff from the FHWA (Indiana and Kentucky Divisions), Headquarters Planning Oversight and Stewardship Team, the National Resource Center and the FTA Region – V Office was formed to conduct the Certification Review of the Evansville area planning process. Because the majority of population and land area for the TMA are in Indiana, the Indiana Division of FHWA is the lead FHWA Office and FTA Region – V is the lead FTA Office for this certification review and were responsible for scheduling and conducting this review in a cooperative process that involved all of the planning partners associated with the Evansville Urban Transportation Study (EUTS) Metropolitan Planning Area (MPA).

The Federal team interviewed and held discussions with staff from EUTS, which is the Metropolitan Planning Organization (MPO) for the Evansville TMA. Local officials also had opportunities to offer comment on the planning process to the federal team. Prior to the actual interviews, the Federal team conducted a videoconference desk review by reviewing current or the most up-to-date planning documents and studies, including the TP, UPWP, and the Transportation Improvement Program (TIP). The criteria used to evaluate the planning process and to develop review questions are based on the desk review and on the provisions of 23 USC 134 and the metropolitan planning regulations found in Chapter 23, U.S. Code of Federal Regulations, Part 450 (23 CFR 450), as updated by the Transportation Equity Act for the 21st Century (TEA-21). This report summarizes the results of the review.

EXECUTIVE SUMMARY

FHWA and FTA hereby find that EUTS and its staff, in cooperation with the Indiana Department of Transportation (INDOT), Kentucky Transportation Cabinet (KYTC), and public transportation providers, are following a transportation planning process which complies with the spirit of Transportation Efficiency Act for the 21st Century (TEA-21) and provides a solid foundation for the development of the required federal planning documents.

The overall planning process has adequate procedures for the development of the UPWP, TIP and TP. Based on this certification review, the EUTS transportation planning process is found to substantially comply with Section 134 of Title 23 of the United States Code and Section 8 of the Federal Transit Act. Accordingly, FHWA and FTA hereby jointly certify the EUTS transportation planning process for a 3-year period beginning with the date of the certification letter transmitting this report.

The following sections of this report contain a discussion of the items reviewed, the issues discussed, and the recommendations made for enhancing the process, where appropriate.

INTRODUCTION

On March 1-3, 2005, FHWA and FTA conducted a Certification Review of the transportation planning process for the Evansville TMA. These guidelines, in the form of a list of questions, were provided to EUTS, INDOT, KYTC, the Metropolitan Evansville Transit System (METS), and the Henderson Area Rapid Transit (HART), the transit operators for the region, in advance of the review.

EUTS was created in 1969 as the planning agency responsible for conducting transportation planning within the Evansville urbanized area. EUTS was originally associated with the Southwest Indiana Kentucky Regional Council of Governments (SWIKRCOG) until 1985, when SWIKRCOG was dissolved. EUTS continued on as an

independent transportation agency until 1986, when it was designated as the Metropolitan Planning Organization for the Evansville MPA.

The Evansville MPA includes all of Vanderburgh and Warrick Counties in Indiana, and Henderson County in Kentucky (previously included in the MPA). EUTS, in consultation with the Indiana jurisdictions, previously requested that the MPA be expanded to include all of Vanderburgh and Warrick Counties, and their request was approved by INDOT on behalf of the Governor of Indiana on May 20, 2004.



Major transportation facilities in the Indiana MPA include Interstate 164 that connects downtown Evansville to Interstate 64, U.S. Highway 41, Indiana State Routes 57, 62, 66, 261, and 662. In Kentucky, the major transportation facilities in the MPA include U.S. Highways 41, Alternate 41, and 60 and Kentucky State Routes 136, 285, 351, 414, 425, and 1539. FHWA has approved the Tier 1 Record of Decision for the I-69 (Evansville – Indianapolis) and the Draft Environmental Impact Statement for I-69 (Evansville – Henderson). These projects will significantly enhance access to Evansville and markets both to the north and south.

PRIOR REVIEW ELEMENTS

This is the first Certification Review for the Evansville TMA, and there is no previous Certification Report to reference prior Corrective Actions or suggestions.

CORRECTIVE ACTIONS, RECOMMENDATIONS, AND COMMENDATIONS

The following is a listing of corrective actions and recommendations, broken down by organization, which was provided to EUTS to enhance their planning process. Also listed are Federal Review Team commendations for good planning practices.

EUTS – Corrective Action



EUTS needs to assess capital investment and other measures necessary to preserve the existing transportation system (including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities) and make the most efficient use of existing transportation facilities to relieve vehicular congestion and enhance the mobility of people and goods. In accordance with 23 CFR

450.322 (b) (5), the MPO will need to complete this corrective action before the next TP update.

EUTS - Recommendations



During the Certification Review, the Federal Review Team recommended that the MPO develop and document a methodology to measure the effectiveness of their Public Involvement Plan. Although there is an existing process, it was determined that the MPO needs to document the results of the process so it can improve the plan in the future.



The inter-connectivity of both METS and HARTS were discussed and it was determined that there is none. It is recommended that EUTS examine the possibility of studying transit data and producing information to entice both transit systems to consider an expanded transit network that incorporates inter-connectivity and regionalism.



One of the major issues discussed prior to the Certification Review was the inclusion of KYTC, INDOT, and Henderson County as voting members of the EUTS Policy Committee. Although it is not a Federal requirement, it is recommended to the MPO as a best practice to develop more effective working relationships.



It is recommended that EUTS improve documentation of its project selection criteria during implementation of the Transportation, Economic, and Land Use System software. The Federal Review Team further recommends that CMS criteria be one of the parameters used in the prioritization process.



In accordance with 23 CFR 450.322, it is recommended that the MPO enhance its procedures for dealing with TIP amendments when public involvement is necessary.



With regards to air quality consultation, it is recommended that EUTS invite all of its affected transportation partners to participate in early consultation regarding the latest planning assumptions and modeling methodologies.



It is recommended that the MPO, for all summary tables included in their planning documents, list all funding sources for transit planning funds by fiscal year and transit system.



During the Certification Review, the Federal Review Team encouraged the MPO to consult with resource agencies (Corps of Engineers, U.S. Fish and Wildlife

Service, and U.S. Environmental Protection Agency) during the development process of the next TP update, so adequate consideration is given to critical natural resources in the study area.

EUTS - COMMENDATIONS



The MPO has a freight component in its travel demand model. The Federal Team considers this practice worthy of commendation as a best practice.



The MPO uses attendance sheets at Tech Committee meetings to track participation of Tech Committee members. This is also a practice worthy of commendation.



The MPO prepared a very detailed response to the questionnaire that was included in an information packet for use by the Federal Team during the Certification Review. It is very much appreciated and was of great value during the review.

NEW REVIEW ELEMENTS

EUTS Policy Committee

The Policy Committee is the chief advisory body responsible for policy formulation, project guidance, and administrative coordination. This includes delegation of and review of work activities for the EUTS Staff. Official actions taken by EUTS require approval by the Policy Committee. Committee membership includes elected or appointed officials from each local government within the Study Area, as well as non-voting members from the FHWA, FTA, INDOT, KYTC, and Indiana's Department of Environmental Management (IDEM). Policy Committee members are appointed to a one-year term and meet on the first Thursday of each month. The voting membership of the Policy Committee consists of a representative of the Mayor of the City of Evansville, two Evansville City Council representatives, one representative from Vanderburgh County Board of Commissioners, one representative of the Vanderburgh County Council, one representative of the Town of Newburgh, one representative of the Warrick County Commissioners, and one representative of the Mayor of the City of Henderson.

In the past, Henderson County has been slow to take advantage of MPO membership. Recently, however, the county paid its local match for FY 2005 and sent a county representative to MPO Policy Committee meetings. The MPO staff thinks that these changes indicate Henderson County will now be an active member of the MPO.

EUTS Technical Committee

The Technical Committee is comprised of planners, engineers, transit operators, community representatives and professional staff from various departments of public agencies that are in the MPA. Technical Committee membership comes from towns, cities and county representatives from Vanderburgh, Warrick, Gibson and Posey counties in Indiana and Henderson County in Kentucky. Each technical task undertaken by EUTS staff involves the participation of the Technical Committee.

EUTS Staff

The Staff conducts studies and oversees projects as directed by the Policy and Technical Committees. The current EUTS staff consists of an Executive Director, Chief Transportation Engineer, Chief Transportation Planner/Modeler, Senior Transportation Planner, Rural Transportation Planner, GIS Transportation Planner, Transportation Planner (Generalist), Accountant/Grants Manager, and Administrative Assistant. The staff reports findings to the MPO Committees and participates in other community wide efforts. The combined work of the EUTS Staff and the participating staff of other member agencies provide the information needed to support program and policy decisions.

Transit

The two transit operators in the EUTS area are the Metropolitan Evansville Transit System (METS) and Henderson Area Rapid Transit (HART).

METS serves the City of Evansville and Vanderburgh County in Indiana. METS is primarily funded with FTA Section 5307 funds, Indiana Public Mass Transportation



Fund (PMTF) and City of Evansville funds. METS has received FTA Section 5309 funds for Capital projects in the past. Transit Fares and Vending Machine Revenue also help fund METS operations.

HART serves the city of Henderson and Henderson County in Kentucky. HART is primarily funded through FTA Section 5307 funds and the City of Henderson. Fare Revenue provides a portion of the funding as well. HART has obtained FTA Section 5309 funds in the past and the State of Kentucky offers

HART toll revenue credits as part of its local match. Dispatching software and trip reservations are used to coordinate services.

In addition to their fixed routes, METS and HART both operate their own paratransit service. METS offers the METS Mobility Service and HART offers the Demand Response Service that is a door-to-door service available to eligible passengers who are unable to ride the fixed route.

METS and HART are both members of the EUTS Technical Committee. EUTS coordinates and solicits input on the development of the TIP. HART provides EUTS with detailed budgets and projects, participates in program discussions, and seeks advice on projects throughout the year. METS provides EUTS with a Transit sheet for inclusion in the TIP.

The inter-connectivity of the region was discussed during the certification review and it was determined that there currently is no regular transit service between Henderson and Evansville. There is no way for a citizen to start their transit journey in either of the two cities and cross the river to the other side.

This issue is seen as a regional inter-connectivity problem that should be addressed by all of the region's planning partners. The Federal Review Team recommends to EUTS that the MPO should examine the possibility of studying transit data and producing information to encourage both transit systems to consider an expanded transit network that incorporates inter-connectivity and regionalism.

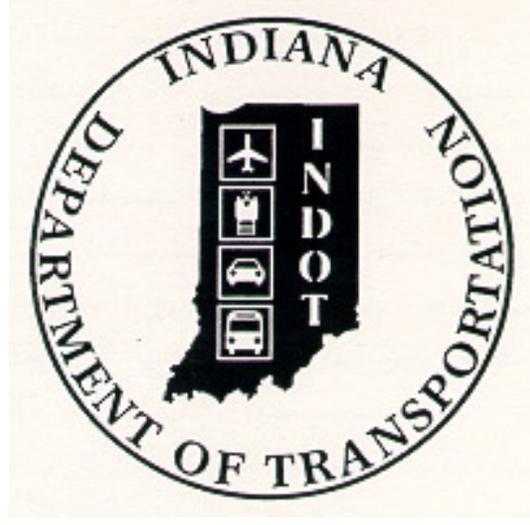
Another transit-related recommendation offered by the Federal Review Team to EUTS is the listing of all funding sources for transit planning funds in summary tables by fund category, fiscal year and transit system. This recommendation would allow the MPO to provide a more comprehensive summary of actual expenditures for transportation planning by EUTS, METS, and HART.

Cooperating Agencies

The INDOT Vincennes District and the KYTC District 2 are members of the EUTS Technical Committee. Representatives of INDOT and KYTC regularly attend and participate in the planning process and provide input on the scope and status of the state projects in the TIP and also assist the MPO with educating the committee members and public on the planning process and the Federal Aid project development process. EUTS coordinates with the KYTC and INDOT on the development of the TIP project lists

One of the major issues leading up to the Certification Review was the re-designation of KYTC and INDOT from non-voting to voting members of the EUTS Policy Committee. Currently, both INDOT and KYTC are non-voting members and except for having the ability to vote on all Policy Committee issues, they have all of the rights and privileges of the Policy Committee.

FHWA and FTA have recommended to the EUTS Policy Committee that it is a “best practice” for MPOs to include the State DOTs, transit, and airport transportation partners as voting members of their Policy Committee, however; it is not a Federal requirement. FHWA and FTA are committed to working in a cooperative manner with EUTS and their transportation planning partners regardless of the makeup of the Policy Committee and supporting the MPO’s right to determine the composition of their Policy Committee.



The Federal Review Team has also encouraged the MPO to consult with resource agencies (Corps of Engineers, U.S. Fish and Wildlife Service, and U.S. Environmental Protection Agency) during the development process of the next plan update, so adequate consideration is given to critical natural resources in the study area. The process of reaching out to resource agencies that will eventually participate in the Federal environmental review process can save EUTS resources by identifying environmental concerns early in the planning process. This early coordination has the potential to streamline the process of developing a transportation project and accelerate the time it takes to plan, develop and construct projects.



Another issue related to coordinating agencies is the financial reasonableness of the I-69 Evansville to Henderson project that is listed in the EUTS TP. KYTC has been challenged by their new Secretary to get a handle on their funding and priorities. With a new Federal Highway Reauthorization Bill scheduled to be passed by Congress in the next Federal Legislative Session, KYTC will be in a better position to determine funding priorities, including the I-69 Henderson to Evansville project. KYTC needs more time to accomplish this reassessment of their funding and priorities. However, EUTS can go forward with conformity without this project in their TP and if KYTC indicates a higher priority level and commitment, it can be added through an amendment at a later date.

Urbanized Area Boundary

The UAB does not effect Federal-aid apportionments, but smoothes the UZA boundaries to distinguish between rural vs. urban areas for uniform application of design standards and reporting of highway statistics. INDOT and KYTC prepared a draft update of the Urbanized Area Boundary (UAB) after the Bureau of the Census published the 2000 Census Urbanized Area (UZA). INDOT forwarded the draft UZA to EUTS for review, comment, and ultimately endorsement by local officials. The Kentucky Division of FHWA has already approved the Kentucky portion of the UAB. The Indiana portion will be reviewed by the Indiana FHWA Division and approved once it receives the final version.

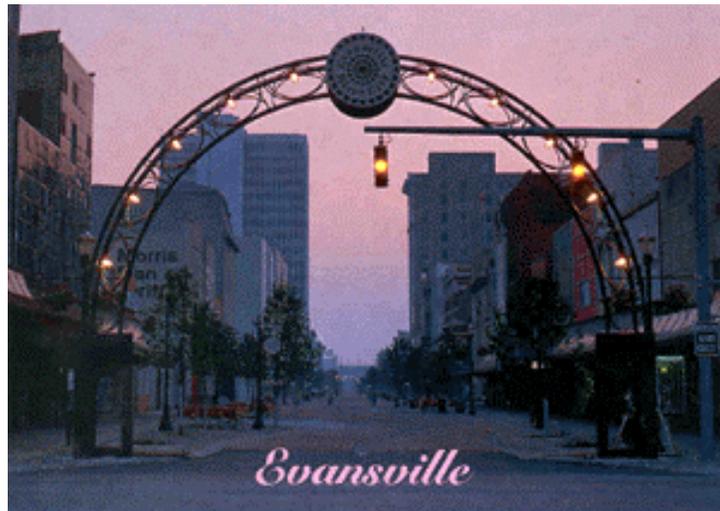


TITLE VI / Environmental Justice

Presently, EUTS is not aware of any Title VI or Environmental Justice complaints for the MPO Planning Area. EUTS follows current civil rights guidelines regarding submission of a Title VI report every 3 years, as required by FTA and INDOT.

The EUTS TP provides a map of the MPA that identifies the locations of minority and low-income (Environmental Justice) populations. The maps also identify the location of minority and low-income (Environmental Justice) populations with respect to public transit routes.

During the Certification Review, one area of concern identified by the Federal Review Team was the lack of documentation available during the review to verify the MPO's Title VI and Environmental Justice Process. While there is sufficient documentation contained in other EUTS Planning Products to address Title VI and Environmental Justice needs, the Federal



Review Team recommends that the MPO include a summary of the contents of these various documents and include the summary in the next EUTS TP update. EUTS needs to designate a staff member to process Title VI complaints, so they are handled in an efficient and effective manner.

Land Use/Growth Issues

EUTS staff consults with both Indiana and Kentucky Local Planning Agencies (LPAs) for land use information specific to their area. EUTS reviews and comments on local rezoning, subdivision, and site plan proposals on a regular basis and serves an advisory role to the area planning commissions on the impact of the zoning and/or subdivision on



the roadway network, potential mitigation measures, and current transportation projects in the area. EUTS makes recommendations on the number, location and design of access points, internal traffic flow, and pedestrian, bicycle and transit issues as appropriate. Proposals reviewed by the EUTS staff are discussed at the monthly Policy Committee meetings.

EUTS and the Evansville-Vanderburgh County Plan Commission have cooperatively worked to develop four corridor plans: US 41 North, SR 62 East, SR 62 West, and Green River Road. These corridor plans identify locations for direct access, the development of access roads, and potential locations for median breaks and/or traffic control signals. The development plans and rezoning proposals are then presented for approval to the appropriate LPAs. Both Vanderburgh and Warrick Counties have developed road plans in high commercial growth areas that include access management tools such as medians and shared access drives. The development of the corridor and road project plans considers transit routes to avoid disruption to service and encourages development of new or extended service.

Transportation Model and Technical Process

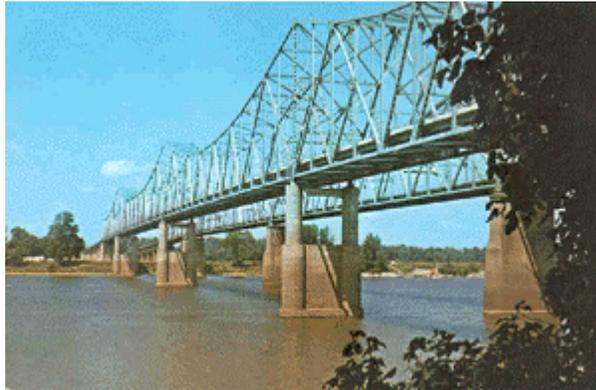
The Certification Team reviewed many of EUTS' Technical Memorandums and Reports related to the EUTS travel demand model development and forecasting procedures. The Certification Team found that the travel demand model developed for EUTS has many good elements and EUTS used sound forecasting methods and procedures, comparable to many medium-sized MPOs in the country. These methods and procedures included time-of-day modeling and the collection of local data sources to calibrate and validate the model. The data sources collected included a household travel survey, an external travel survey, and a truck pattern survey that were conducted in 2000. The incorporation of these data sources provided information for the I-69 Environmental Impact Statement (EIS) modeling effort. Free flow speeds were based on speed studies within the MPO area conducted during the I-69 Corridor study and resulted in the development of a more detailed trip generation model, not just by trip purposes, but also by travel patterns between the Central and Satellite cities. The EIS modeling effort also developed good

base year external-to-external auto and truck trip tables using the results of the license plate survey at all key external stations.



EUTS has a freight component in its travel demand model and the Federal Review Team determined this practice was worthy of commendation as a best practice. With freight playing an increased role in transportation issues in Indiana and Kentucky, EUTS efforts to proactively include Freight, as a model component is noteworthy.

The modeling technical memorandums referenced earlier in the household travel survey report are well written. However, in reviewing these documents, the Federal Review Team found that modeling structures, methodologies and parameters were included in several separate documents. It is suggested that EUTS consolidate these individual documents into a single modeling methodology report. The report might need to be expanded further to include explanations, for example, regarding model uses with Atlanta attraction rates rather than the rates derived from local data. The methodology report should also include some key summary statistics such as trip ends by purposes and county. Other technical information such as K-factors, capacity table or trip generation model stratification curves should be included in this consolidated methodology report.



The current model documentations seem to be written for the development of the 2025 Metropolitan TP and the single consolidated model document should reflect the latest assumptions used for the 2030 Plan. The existing model documentations do not contain any forecasting procedures, for example, regarding how future year external trip tables are forecasted. The forecasting procedures are currently included in the modeling run batch files. It would be valuable to have some methodology descriptions in the consolidated report so that a reader does not need to study computer codes to understand these forecasting procedures.

The Federal Review Team also suggested that it would be beneficial for EUTS to use congested impedance in the trip distribution model for both AM and PM peak periods

and include a ‘Feedback Loop’ into the current modeling structure. EUTS should investigate transit mode share and VMT reduction impact for home-based work trips within the city of Evansville to see if a mode choice model is warranted for future model enhancement. Finally, incorporation of both Indiana and Kentucky statewide model results for through traffic projections are encouraged.

Safety and Security

The Evansville/Vanderburgh County Emergency Management Agency (EMA) is responsible for the mitigation, preparedness, response, and recovery from major emergencies and disasters that would affect the City of Evansville and Vanderburgh County. EMA holds drills and exercises to test the Emergency Operations Plan and to help the Police, Fire, and other officials practice what they would do in a real emergency. EUTS has participated in the drills and EMA is a member of the Technical Committee. The Henderson Emergency Management Agency (HEMA) performs a similar function in Henderson/Henderson County. Both agencies have participated in informational and coordination meetings on the existing ITS project in the region and are stakeholders in the regional ITS Architecture.



Functional Classification Maps

EUTS maintains a physical copy of the current FHWA functional classification maps in their office in addition to the functional classification data included in the GIS database. Updates to the maps are developed and submitted in cooperation with local government agencies following the established FHWA process. When changes are recommended, EUTS submits the justification, appropriate data and maps to INDOT and KYTC for consideration.

Intelligent Transportation Systems

EUTS is the lead agency for the development of the Intelligent Transportation Systems (ITS) architecture in the EUTS MPA. Element interconnects and architecture flows have been identified to reflect existing and planned ITS systems. EUTS serves as the coordinator for the MPA to bring the associated stakeholders together to review and modify the current architecture as well as update interconnects and architecture flows. Additionally, EUTS will foster the development of inter-agency agreements regarding ITS responsibilities.



EUTS' FY 2005-2007 TIP identifies two ITS related projects, an advanced warning system for railroad crossing at Ohio Street in Evansville and the traffic signal control system modernization by the City of Evansville. The process of ITS architecture development has identified the potential for expanded ITS integration associated with the signal control system in Evansville as

well as in Henderson, KY. Additional ITS capabilities related to Commercial Vehicle Operations have been indicated at the Kentucky State Police Weigh Station located on U.S. 41 near Ellis Park.



Agencies represented at ITS meetings have included, but are not limited to, local transit providers, emergency management agencies, emergency services and law enforcement, INDOT, FHWA, emergency dispatch centers, public works board, traffic signal control and city/county engineering.

Unified Planning Work Program

The process that EUTS uses to develop and prioritize the work items in the UPWP is based on knowledge of the area and feedback from each unit of government. This knowledge is derived from one-on-one discussions, public meetings and presentations with various organizations/civic groups, policy and technical meetings, and elected leaders. Much of what is accomplished is based on reoccurring annual need, FHWA and FTA's Planning Emphasis Areas and the TP. EUTS strives to meet federal planning requirements including planning emphasis needs for its projects in the UPWP.



The UPWP reflects all the transportation planning activities in the EUTS MPA. Development of a bi-state UPWP does create obstacles as the individual states adhere to different schedules. This also applies to the TIP development process that each state requires. EUTS, as does many other multi-state MPOs, has to fill out and submit different documents that are required by the respective DOTs.

The EUTS fiscal year is July 1st through June 30th. The non-federal share of the UPWP is

provided through local matches from the areas served: City of Evansville, Vanderburgh County, Warrick County, Town of Newburgh, Posey County, Gibson County, City of Henderson, Henderson County, and State of Kentucky.

Another UPWP issue that was raised by the Federal Review Team during the Certification Review concerned the Planning Agreements and the need for the MPO to develop a Prospectus or MOA/MOU, in accordance with 23 CFR 450.314 (c) that outlines the responsibilities of all MPO partners. Since the Certification Review, EUTS has been actively working to correct this deficiency and will have it corrected in the near future.

Transportation Improvement Program



EUTS' TIP is updated annually. Projects are prioritized in the funding and implementation schedules that are listed in Section 6 of the TIP. Prioritization is based upon the type of funding available for each project or program in the TIP, the status of the project in the project development process, recommendations from management systems, and the seven TEA-21 planning factors.

HART provides EUTS with a detailed budget that lists their program of projects and sources of funding for the TIP. During the early part of the calendar year, HART provides EUTS with earmarked-funded projects for inclusion in the TIP as soon as the earmarks are approved. METS also provides EUTS with an updated TIP sheet every spring.



The TIP contains project descriptions, cost estimates, and the sources of Federal funding needed. A TIP amendment is made when there has been a significant change in scope of work or project submission or removal or a significant change in project or program cost or if a project change may affect air quality conformity. TIP amendments are listed on the agendas distributed to the Policy and Technical Committees and also provided to the media. TIP amendments must be

approved by the EUTS Policy Committee and submitted to INDOT & KYTC. Both INDOT and KYTC incorporate the EUTS TIP by reference into the STIP.

Local Surface Transportation (STP) Projects are checked for fiscal constraint against the STP funding levels through MPO review. The TIP is determined fiscally constrained through cooperation between the MPO, INDOT and KYTC. The EUTS TIP includes Project Completion/Deletion Lists on which all projects completed and/or under construction using federal funds from the previous year are listed.

EUTS checks projects in the TIP for consistency against projects listed in the 2030 TIP by using a project identification number for cross-referencing. All projects in the 2030 TP are given identification numbers corresponding to the year that the project is scheduled for completion. When projects are programmed in the TIP, the project identification number is included with the project description so projects can be checked for consistency with the year of completion year.

Metropolitan Transportation Plan

The EUTS Policy Committee adopted the EUTS 2030 Metropolitan TP on December 4, 2003. Because EUTS is a maintenance air quality area, Federal Regulations require the TP to be updated every three years. During the development process, EUTS requested information regarding projected financial resources from local jurisdictions that comprise the EUTS MPA.

One area requiring corrective action identified by the Federal Review Team was the need for EUTS to assess capital investment and other measures necessary to preserve the existing transportation system (including requirements for operational improvements,



resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities) and make the most efficient use of existing transportation facilities to relieve vehicular congestions and enhance the mobility of people and goods. In accordance with 23 CFR 450.322 (b) (5), the MPO will need to complete this action before the next TP update.

EUTS has bicycle and pedestrian plans for both Evansville and Henderson [2000 EUTS Regional Bicycle and Pedestrian Plan (Indiana) and the 2003 Greater Henderson Bicycle and Pedestrian Plan]. However, these plans were not an actual part of the TP. EUTS does consider these documents part of their TP and the bicycle and pedestrian plans address the specific needs and concerns of the public. Projects and policies in both plans are identified and supported in the

EUTS 2030 TP. It is recommended that EUTS include a summary of its Bicycle and Pedestrian Plans in the next TP update because it is a topic of significant interest to the general public.

The EUTS TP supports the development of the LPA trail projects (Pigeon Creek Greenway and Rivertown Trail) and the master plans that guide local trail efforts. EUTS staff regularly attend technical meetings for the trail projects and the trail committee members regularly attend the EUTS Technical Committee meetings. Bicycle/pedestrian projects are funded with local funds, transportation enhancement funds, and private donor contributions.

EUTS serves as a Management Team member for the I-69 Henderson to Evansville and the SR 62 Corridor. In Indiana, The INDOT Statewide Transportation Plan is project specific and the State's Long Range Planning Section coordinates the State's project specific plan with the MPO to ensure compatibility.

With the exception of the KYTC issue listed above, the financial information provided at the time of plan development for the EUTS 2030 TP is fiscally constrained. Recent requests for congressional earmarks have been provided to EUTS and project earmark requests have been made for the Eickhoff-Koressel Road (University Parkway) project and for Phase 3A of the Pigeon Creek Greenway both of which are already in the 2030 TP. An earmark request for a downtown traffic study was also submitted and there are also discussions concerning an earmark request for a study to upgrade the Audubon Parkway in Kentucky to Interstate standards.



The 2030 Transportation Plan identifies the demand on the transportation network through the horizon year of 2030. It addresses the bicycle and pedestrian facilities as identified in the EUTS bicycle and pedestrian plans and local trail projects. Project descriptions and cost estimates are provided, as well as updated financial information.

The 2030 TP is very thorough, although the actual plan incorporates several components by reference. Where significant components are incorporated into the TP by reference, the Federal Team suggests that EUTS include a summary of the referenced documents and key content.

Congestion Management System

EUTS is required by Federal Regulations to develop a Congestion Management System

(CMS) strategy, which will improve the mobility of people and goods in all phases of the planning process. Because EUTS is a TMA, their CMS must provide for the effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies.



In response to the requirement, EUTS developed a CMS Study for the EUTS MPA that evaluates congestion management strategies in the MPA. The EUTS CMS Study, approved in July 2004, is a comprehensive document that analyzes CMS objectives, types of congestion, incident management, congestion measurement, and CMS methodology. The cumulative analysis was used to develop strategies for Transportation Demand Management, Transportation System Management and Planning Management.

During the Congestion Management System discussion, it was noted that the MPO is currently in the process of evaluating the FHWA Transportation, Economic, and Land Use Software (TELUS) for use by EUTS. It is recommended that the MPO document their project selection process criteria as EUTS implements TELUS. It is further recommended that CMS criteria be included as one of the parameters in the project prioritization process. The CMS that the MPO has developed is fully capable of prioritizing projects that assist the MPO in increasing the mobility of its population and reducing congestion.



Conformity and Air Quality Planning

Under the new National Ambient Air Quality Standards, Vanderburgh and Warrick Counties were designated as non-attainment for ozone by USEPA. A petition was recently submitted by IDEM to request that USEPA redesignate Vanderburgh and



Warrick counties as maintenance areas. These same two counties have also been designated as non-attainment for Particulate Matter (PM) 2.5. The PM 2.5 nonattainment designations also include Dubois County and portions of Gibson, Pike and Spencer Counties.

The Federal Review Team noted during the Certification Review that in accordance with 23 CFR 450.310(e), there appears to be a need for the

MPO to update its conformity agreements. It was suggested that the Cincinnati MPO conformity agreement is an acceptable template and that EUTS should use a similar model to update its conformity agreements.

The Federal Review Team also suggested that the MPO develop a timeline for all metropolitan transportation and transportation-related air quality planning activities that describe who will perform the work, the schedule for completing it and the products that will be produced. 23 CFR 450.314 (a)(1) calls for the MPO to, “Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in 23 CFR 450.318) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing it and the products that will be produced.”

The Federal Review Team also commented on the involvement of KYTC in air quality consultation. EUTS might want to invite all of its affected transportation partners to participate in early consultation regarding the latest planning assumptions and modeling methodologies. KYTC has requested to be included in air quality consultation to assure there is consensus regarding inputs to the Travel Demand Model and the associated methodologies. KYTC wants early involvement so they have confidence in the results of the modeling process as a basis for project identification and prioritization.

Public Involvement Process

EUTS is required by 23 CFR 450.212 to have a Public Involvement Process (PIP) that is proactive and provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement.

The current PIP was published and approved by the MPO Policy Committee in June of 2001. Public involvement is dependant on the level of controversy and interest surrounding the project under discussion.

Currently, the EUTS public outreach activities include the following:

- a. Provide information packets to the media representatives;
- b. Post notices in newspapers, including a minority newspaper;
- c. Provide meeting dates and notices, documents, traffic counts, and other planning information on the EUTS web page;
- d. Open EUTS Policy, Technical and Citizen Advisory Committee meetings to the public;
- e. Attend/participate in other public meetings such as project public hearings, corridor studies public information meetings, Board of Public Safety, Board of Public Works, etc.
- f. Maintain active membership in Site/Subdivision Review Committee, Evansville/Vanderburgh Chamber of Commerce Transportation Committee,

Greenway Technical Committee, GIS Technical Committee;

- g. Make presentations to community groups and organizations upon request, such as: neighborhood associations, Civitan Clubs, Optimist Club, Chambers of Commerce, Kiwanis Club;
- h. Publish a periodic newsletter;
- i. Provide draft documents to the libraries.

In 1998, EUTS established a Freight Subcommittee during the development of the Intermodal Goods Movement Study. EUTS is in the process of conducting a freight survey for the region and several members of the freight industry are active members of the EUTS Citizen Advisory Committee (CAC).



Transit users are offered the opportunity to comment during CAC meetings and public comment periods. Public Notices are advertised in newspapers listing the transit operator's program of projects. Transit Operators can request that EUTS perform specific studies such as ridership surveys during the UPWP process. Private transit providers are directly sent public notices

during the grant process. They are also members of the EUTS Technical Committee and can request a public hearing regarding the grants.

EUTS includes all neighborhood associations registered with the City of Evansville on the citizen mailing list for meetings and newsletters and all meetings are open to the public. EUTS public meetings are held downtown in the Civic Center Complex. This is a convenient meeting place for minority, low-income, and Environmental Justice populations because the METS downtown transfer terminal is located a few blocks from the Civic Center Complex.



The Federal Review Team recommended that, in accordance with 23 CFR 450.322, EUTS should enhance its current process and procedures when processing TIP amendments. Although the MPO's PIP is very comprehensive, it does not specifically deal with TIP amendments. The Federal Review Team stated that the MPO's PIP should specifically address TIP amendments to fully comply with 23 CFR 450.322.

Finally, the Federal Review Team suggested the option of holding Policy or Technical Committee meetings in alternate locations within the MPA to allow for increased public participation and ownership of the MPO process. The level of public participation during

the EUTS Policy Committee meetings is low and holding these meetings in alternate locations may generate more public support and attendance.

PUBLIC COMMENT SESSION

A Public Comment Session was held on March 1, 2005 in the Evansville Council Chambers. In advance of the Certification Review, FHWA and FTA requested that EUTS more extensively advertise the Public Comment Session and, subsequently, EUTS posted notices of the public hearing in the *Evansville Courier and Press* on February 19, 2005 and the *Henderson Gleaner* on February 20, 2005. EUTS also posted a notice of the public hearing on the EUTS website and on florescent-colored flyers in transit buses.

The public hearing was held at 5:00 PM on March 1, 2005 with a total attendance of 26 people. Written comments were accepted for 30 days from March 1st through March 30th, 2005.

CONCLUSION

The Federal Review Team found that the EUTS overall planning process has good procedures for the development of the UPWP, TIP and the TP. Based on the findings of this certification review, the EUTS transportation planning process is found to substantially comply with Section 134 of Title 23 of the United States Code and Section 8 of the Federal Transit Act. Accordingly, FHWA and FTA hereby jointly certify the EUTS transportation planning process for a 3-year period beginning from the date of the certification letter transmitting this report.

APPENDIX A ROSTER OF ATTENDANCE

Evansville Urban Transportation Study

Pam Drach, Interim Executive Director
Kari Akin, Finance and Grants Manager
Seyed Shokouhzadeh, Chief Transportation Planner and Modeler

Henderson Area Rapid Transit

Pam Whitter, Transit Planning Manager

Metropolitan Evansville Transit System

Caren Whitehouse, Operations Supervisor
Kent Cutchin, Public Works Director

Federal Transit Administration

Andy Minyo, Community Planner, Region - V

Federal Highway Administration

John Humeston, Senior Planner, Headquarters Planning Oversight & Stewardship Team
Supin Yoder, Modeling Specialist, National Resource Center
Larry Heil, Project Management Team Leader, Indiana Division
David Franklin, Planning and Environmental Specialist, Indiana Division
Bernadette Dupont, Transportation Planning Engineer, Kentucky Division
Greg Rawlings, Transportation Specialist, Kentucky Division
Mary Murray, Area Engineer, Kentucky Division

Kentucky Transportation Cabinet

Lynn Soporowski, Transportation Engineering Branch Manager, Division of Multimodal Programs
Amy Thomas, Transportation Engineer Specialist, Division of Multimodal Programs

Indiana Department of Transportation

Jay Mitchell, Planner, Long Range Planning Section
Emmanuel Nsonwu, Development Specialist, Programming Section



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317-226-7475
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May 4, 2005

Mr. Jack Corn, Chairman
Evansville Urban Transportation Study (EUTS)
1 Northwest Martin Luther King Boulevard
Civic Center Complex, Room 316
Evansville, IN 47708

Dear Mr. Corn:

Subject: Federal Certification of the EUTS Planning Process

The Indiana Division of the Federal Highway Administration (FHWA-IN) and the Region 5 Office of the Federal Transit Administration (FTA) conducted a field review of the Evansville-Henderson planning process on March 1-3, 2005. Through this review and a continuing cooperative interactive process among all affected agencies, it is our goal to enhance the overall ability of the transportation planning process to provide decision makers with the information they need to make well-informed capital and operating investment decisions. The results of that review are documented in the enclosed report.

The overall planning process has good procedures for the development of the Unified Planning Work Program, the Transportation Plan and the Transportation Improvement Program. Based on this certification review, the EUTS transportation planning process is found to substantially comply with Section 134 of Title 23 of the United States Code, Section 8 of the Federal Transit Act, Sections 174 and 176(c) and (d) of the Clean Air Act. Accordingly, FHWA-IN and FTA hereby **jointly certify** the EUTS transportation planning process for a 3-year period beginning with the date of this letter.

Ms. Pam Drach, the EUTS Interim Director, and her staff are to be commended for successfully completing the MPO's first Certification Review. Their positive attitude and progressive actions have allowed for the development of a comprehensive planning program that enhances the transportation needs of the EUTS area.

If you have any questions, please contact David Franklin, FHWA at (317) 226-7489, or Andy Minyo, FTA at (312) 886-1624.

Sincerely yours,



Don Gismondi
Acting Regional Administrator
Federal Transit Administration

Sincerely yours,



Robert E. Tally, Jr., P.E.
Division Administrator
Federal Highway Administration

Enclosure

cc:

Jack Corn, EUTS
Brad Mills, EUTS
Pam Drach, EUTS
John Weaver, INDOT Rm. N755
Janice Osadczuk, INDOT Rm. N848
Dave Holtz, INDOT Rm. N808
Larry Goode, INDOT Rm. N901
Steve Smith, INDOT Rm. N901
Jay Mitchell, INDOT Rm. N901
Larry Buckel, INDOT Rm. N901
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Amy Thomas, KYTC
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