

# Long Range Plan Consultation Teleconference with the Bloomington-Monroe County Metropolitan Planning Organization

Friday, January 19th, 2007

10:00 AM EST

## Attendees:

Steve Smith, INDOT Planning  
Frank Baukert, INDOT Planning  
Carter Keith, INDOT

Tom Micuda, Bloomington MPO  
Scott Robinson, Bloomington MPO  
Josh Desmond, Bloomington MPO  
Ray Hess, Bloomington MPO

- The meeting began with an explanation of the project lists. The Major Moves projects would be shown in the first two funding periods. The projects selected for funding in the last three. Projects that were not selected for funding would be shown on the Illustrative Unfunded Projects list. Finally, there was a list of projects to be built with innovative financing techniques such as public-private partnerships.
- Steve Smith explained the project scoring and project selection process. A fiscal forecast was prepared by the INDOT Fiscal Section and approved by INDOT's chief financial officer. It assumed a 1% growth in state funds and a 5% growth in federal funds. The fiscal projects were broken out into funding periods and a business rule mandating an 80%/20% split between interstate and non-interstate funding was implemented. The resulting forecast was:

Time Frame	Total Funding	80% for Interstates	20% for Non-Interstates
2016 – 2020	\$2.859 billion	\$2.287 billion	\$571 million
2021 – 2025	\$2.274 billion	\$1.819 billion	\$455 million
2026 – 2030	\$4.314 billion	\$3.451 billion	\$863 million

Each project was ranked using three criteria. The first was its road classification based upon its mobility corridor and NHS status as well as its functional class. The second was congestion relief based upon auto & truck volumes, and the forecasted improvement in Level of Service (LOS). Finally, projects were evaluated by the district planning liaisons in terms of their importance to the local community. Projects that were seen as a high priority received a score of three points. Projects that were evaluated as medium priority received two points. Projects that were classed as low priority received one point. Additionally, some of the Major Moves projects that had been chosen for funding had been extended out past 2015 due to constructability issues. To ensure that these projects were not left out, they were awarded four points. The total score was calculated for each project, and all projects were ranked. Interstate and non-interstate projects were selected by rank from highest to lowest for funding. Each project's cost was inflated to the year of construction using a factor of 11% from 2006 to 2007 and 3.5% per year thereafter. When the allocated funds were exhausted, the process would move into the next funding period. When all funding periods were filled, the remaining projects were moved to the Illustrative Unfunded list.

- The MPO started by saying they didn't have the pages from the project list showing the years from 2016 to 2030. INDOT's response was that was because there weren't any projects selected for funding from that area.
- The MPO asked about the scores for the projects on the Unfunded Illustrative list.
- The MPO asked whether the projects in the Unfunded Illustrative list needed to be removed from the MPO's Long Range Plan. INDOT's response was "yes".
- MPO asked about the Added Travel Lanes project on SR-46 from Spencer to Ellettsville. It was shown on the map, but not in the MPO's project list. INDOT's response was that this project was selected for funding but since it lay just outside the MPO's Metropolitan Planning Area(MPA), it was not included in the MPO's project list.
- The MPO noted that in the fiscal forecast that there was almost a \$2.1 billion jump in revenue for the last funding period between 2026-2030, and wanted to know the reason for it. INDOT promised to follow up with its fiscal section and get an answer.

- The MPO wanted to know how fixed were the project scores. INDOT's response was that the Road Class & Congestion Relief Scores were fixed, but that the priority score was flexible.
- The MPO had questions about what INDOT's time frame for wrapping up the process, what their expectations for the MPOs were, and what would be INDOT's plan update cycle. INDOT's response was that that the MPO needed to remove the unfunded projects from their plan,
- The MPO was asked to e-mail any additional comments to INDOT.