

Long Range Plan Update
January 17, 2007; 2pm – 3pm
Meeting with NIRCC, Fort Wayne District, and FHWA
Meeting Notes

Attendees:

Steve Smith, INDOT
Roy Nunnally, INDOT
Stephanie Belch, INDOT
Jay Mitchell, INDOT
Mike Rauch, FW District INDOT
Jason Kaiser, FW District INDOT
Dan Avery, NIRCC
Janice Osadczuk, FHWA

Steve Smith started the meeting with an explanation of the purpose of the meeting. The Long Range Plan project update uses the fiscal forecast provided by Bernie Seel, INDOT Deputy Commissioner of Finance. That fiscal forecast is shown in the table below:

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

INDOT explained how scores were included in the project ranking. The scores are based partly on the IPOC scoring criteria using road congestion, mobility and AADT values for both auto and trucks; this was the best available information. LOS was also considered from the statewide travel demand model. Projects received points for LOS improvement. If a project improves LOS from F to D, the project receives 2-points as the LOS improves two levels.

Following this composite score a “priority” score was added by long-range planning staff in order to elevate (or not) priorities according to the local community. Points ranging from 1 to 4 were added, with 4 being a “committed” project from Major Moves (including carryover projects into 2016/the third time period), 3 = high local support, 2 = moderate support, and 1 being a low priority.

After the scores were complete, the funding amounts were applied to determine which projects could be funded in each time frame, with 80% going to Interstate projects and 20% for non-interstate projects (INDOT Business Rule determined by John Weaver, Deputy Commissioner).

Projects that did not make the funding cut are listed in the “Illustrative Unfunded Long Range Plan Projects”. As additional funding is identified, projects on this list can be added to the Funded list. All projects are included on one of these lists; no projects dropped-out.

Dan Avery confirmed that for the 2016 – 2030 time frames, there are no projects scheduled for the Fort Wayne District. Dan asked if this was “realistic”? Whether INDOT is really planning on building no expansion projects for those 14 years? No one disagreed with Dan’s comment. According to the scoring of all projects in the state, Fort Wayne District projects did not score as high.

Dan also asked about the Business Rule of 80% to Interstates and 20% to Non-Interstates. This determination, made by John Weaver, was based on John’s experience on investment needs of interstates versus non-interstates.

The fiscal projections were based on a 1% increase in State revenues annually, and a 6% increase in Federal funds. Project costs were increased 3.5% every year to the RFC date. The LRP will always be reactive to existing conditions; the out years are not “set-in-stone”.

Regarding Air Quality Conformity, it was asked if the MPO would be in conformity with these changes. At this time, it's unknown until the MPO runs the model. It's also unknown whether the SIP budget will be affected.

Janice Osadczuk asked what the latest date to proceed with Air Quality conformity. Dan Avery would like a consultation with EPA regarding these project changes and their affect on conformity and the SIP budget. Janice stated that FHWA's concern is the MPO's ability to meet conformity.

Dan Avery asked how are interchange projects scored? Interchanges are scored using the IPOC scoring criteria utilizing information from 2002 INDOT interchange planning study relative to diversion from adjacent interchanges and LOS improvements. INDOT will be updating the Interchange Study within the next couple years.

Dan asked how the interchange study priority ranking affects the LRP scoring process? INDOT notes the interchange priority ranking did not play a role in the LRP scoring process. However, the AADT values for the interchanges were based on the mainline volumes, which is a bonus for these interchanges relative to points awarded for congestion.

Specific project issues:

SR 1 from SR 116/124 to I-469; LRP #44: This project needs to be split into phases. From SR116/124 to CR300 there's high traffic volume now. Splitting up the project in phases will also likely raise the score on this southern section of the project.

SR 3 from Dupont Rd. to Carroll Rd.: Termini should be from Dupont Rd. to **Gump Rd.** (not Carroll Rd.)

I-69 New Interchange at Hursh/Gump Rd.: This project is the highest priority. The new interchange study will have the latest data and will likely raise the score.

US 30 Major Moves Projects: 3 projects on this corridor on Ft. Wayne's northwest side have been suspended. The Interchange modification at US33 (9904160), added travel lanes from US33 to I-69 (9904170), and added travel lanes from Flaugh Rd. to US 33 (9704150) are suspended due to the scoping report not showing a need for the projects. The district has been in contact with Eryn and is working-out the details. Confirmation of status is needed.

US24 I-469 to Ohio State Line (Major Moves): need to double check phasing – make sure it matches the latest plans. Katherine Smutzer is PM.