

INDOT 2006-2030 LRP Update Coordination Meeting:
**Muncie MPO, Greenfield District and Federal Highway
Administration Review of INDOT Project Selection
for The Years 2016-2030**

January 17, 2007; 4 pm – 5 pm

□ ATTENDEES:

Steve Smith, INDOT; Dan Buck, INDOT; Roy Nunnally, INDOT; Dwane Myers, Greenfield District INDOT; Marta Moody, Executive Director Muncie MPO; Hugh Smith, Muncie MPO; Joyce Newland, FHWA (Conference Line)

□ INTRODUCTION:

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).

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.

□ **MPO DISCUSSION:**

Marta Moody discussed two of the unfunded projects.

- **Project ID 133** - The I-69 ATL project from the Interchange at SR 67/32 to SR 9. The MPO has this project modeled for the year 2025.

The MPO understands the limited budget constraints for INDOT. This project has been moved to the illustrative list.

- **Project ID 103** – SR 32 from 4.5 miles E. of US 35 to 7.1 miles E. of US 35. Marta states this projects has forecasted volumes of 14,000.00. This project was moved out of the ATL’s category and placed on the preservation category listings.

NOTE: In the final document a separate page will show the illustrative projects.

□ **INDOT DISCUSSION:**

- **Project ID 95/107** - Dan Buck brought up Project ID 95/107 in the local map provided, This road is variously labeled US 35, and /or SR 3, Map ID 95 or 107) as it includes both roadways from the end of the Muncie Bypass north to SR 28. Although a 4 lane ATL project is needed, due to ROW constraints this project is now shown as a 3 lane median construction. However, it is in the Major Moves Program for 2015.

After full analysis for possible 4 lanes, the road may be widened in the future if ROW constraints can be limited. This will require coordination of INDOT and the MPO in using access management techniques to maintain ROW that could be used for future widening.

-**Project ID 128-** The Cowan Road Interchange has been submitted to the IPOC Committee to remove it from the major Moves listing due to low traffic volumes current and forecasted. Thus, it may be removed from the Major Moves list.

The Muncie MPO stated they understand that current and forecasted volumes are not what were initially anticipated. They do not see an particular problem if that project is removed from the Major Moves list to the illustrative group with the understanding that if future traffic volumes change substantially the project would be re-evaluated. INDOT agrees.

NOTE: It was later released that the INDOT IPOC Committee voted not to remove the Cowan Road Interchange. It therefore will remain in the Major Moves Program.

□ **CLOSING:**

The MPO stated that not having INDOT expansion projects in the 2016 – 2030 LRP time frame will not necessarily be a problem for the MPO. However, they will still need to redo air quality conformity for a variety of reasons and those potential results are unknown until the model can be re-run.

The meeting adjourned approximately at 5:00 PM.