

2010 Long-Range Plan Update
INDOT Long-Range Plan Development Coordination Meeting Notes
Meeting with the Kentuckiana Regional Planning Development Agency (KIPDA) MPO
and the INDOT Seymour District
Conducted at the INDOT Seymour District Offices – March 30, 2010
10:00 A.M. to 11:00 A.M.

In Attendance: *Larry Chaney, Director of Transportation - KIPDA*
 Randy Simon, Transportation Planner – KIPDA
 Mary Lou Hauber, Transportation Planner – KIPDA
 Andy Rush, Transportation Planner - KIPDA
 David Burton, Transportation Planner – KIPDA
 Jim Ude, Planning/Production Director – INDOT Seymour District
 Steve Smith, Manager – INDOT Long-Range Planning Section
 Jay Mitchell, Planner – INDOT Long-Range Planning Section
 Emmanuel Nsonwu, Planner – INDOT Long-Range Planning Section
 Laurence Brown, Transportation Modeler, INDOT Modeling Section

The meeting began with introductions and a quick overview of meeting purpose. The purpose of the meeting was to provide coordination and input from the Kentuckiana Regional Planning Development Agency (KIPDA), the Metropolitan Planning Organization (MPO) for the Louisville urbanized area and the INDOT Seymour District to the 2010 INDOT Long-Range Plan update. There were five primary agenda items:

1. An introduction and overview of the consultation process for the 2010 INDOT Long-Range Plan update;
2. A review of the congestion needs from the Statewide Travel Demand Model and the MPO's Travel Demand Model;
3. A discussion of the long-term needs from the outer years (2020 and beyond) of the 2007 INDOT Long-Range Plan;
4. A discussion of long-range plan needs and priorities;
5. A review of the November 2009 information regarding adjustments to the Major Moves Program.

The INDOT Long-Range Plan 2010 Update

The INDOT Planning Staff provided a brief overview about the development of the 2035 Long-Range Plan. The target date for the adoption of the plan was set for July of 2010. Unlike past INDOT Long-Range Transportation Plans, the 2010 update will no longer be a project specific plan. However, the corridors and projects from the Major Moves (Major New) Program would continue to be listed in the plan, but those projects will only be projected out to 2020. Exceptions would be the few major new corridors such as the I-69 corridor.

A review of the congestion needs from the Statewide Travel Demand Model

Maps depicting output from the INDOT Travel Demand Model (ISTDM) had been posted for review. The INDOT Traffic Modeling Section explained that maps were produced using a 2006 no-build base year. Network segments where the model predicted future congestion and less than satisfactory levels of service were color coded in yellow, orange and red. The question posed to the KIPDA staff was whether or not the ISTDM output looked reasonable and if it was somewhat consistent with the outputs from the MPO's Travel Demand Model. KIPDA staff noted that since the output was based on a 2006 no-build, two new Louisville bridges would not have been included in the transportation network. Since the Louisville Bridges represent such critical future transportation links, their absence from the network would make a big difference in the outputs. An error was pointed out on the output maps regarding the number of lanes on Paoli Pike (Old US 150), State Street to the south. The segment should have been coded as a two-lane segment instead of the four-lane segment as shown. Apparently, this same segment also suffers from poor geometrics that adversely affect its capacity. Overall, KIPDA staff indicated that the congested segments as depicted on the maps were within the range of their expectations for the network.

Review of the November 2009 adjustments to the Major Moves Program

In late 2009, INDOT made adjustments to the Major Moves Program to reflect Indiana's changing economic environment and to take advantage of more favorable construction pricing where project delivery costs had been declining. INDOT Planning staff explained the adjustments to the Major Moves Program have been published in an interactive map on the INDOT website under the Major Moves icon.

Planning staff reviewed with KIPDA the Major Moves projects that were located within the metropolitan planning area. One of those projects, Major Moves Corridor #7, added travel lanes on I-64 from I-265 to SR 111, a project that would be funded from Indiana Toll Road lease proceeds, was being advanced from 2014 to 2010. KIPDA believed that this project's open-to-traffic date for air quality conformity purposes would be 2012. KIPDA staff said that this situation would normally be taken care of through a plan amendment. However, under the current circumstances where the KIPDA plan is in lapse, the change will be made during the process of updating the KIPDA plan and running the air quality conformity analysis. A review of KIPDA's Transportation Improvement Program (TIP) revealed that the project had preliminary engineering (PE) dollars programmed for 2008 and 2009. There may however be a slight discrepancy; this will need to be further checked by the INDOT staff responsible for producing the State Transportation Improvement Program (INSTIP). This would be a follow-up action. Another Major Moves Corridor #12, added travel lanes on I-65 from SR 311 to Memphis Road, a project that is listed as being funded through a traditional funding stream, was also being advanced from 2016 to 2015. KIPDA said that this may be a red flag in that some of the activities that should be associated with the project are not in the current TIP. However, the current TIP covers only the period through 2011.

Major Moves Corridor #54, an added travel lanes project on SR 111 in New Albany from McDonald Drive to Mount Tabor Road which had originally been listed with a proposed completion in 2009. Under the revised Major Moves listing, the proposed complete date has been pushed back beyond 2020 with a specific date to be determined. NOTE: After the March

30th meeting, it was learned that an agreement had been drafted between INDOT and the City of New Albany whereby this segment of SR 111 would be “relinquished” or, transferred from INDOT’s jurisdiction to the jurisdiction of the City of New Albany.

Major Moves Corridor #397, bridge replacement on US 421 over the Ohio River connecting Madison, Indiana to Milton, Kentucky will be advanced to the 2012 -2013 time period. This project received partial funding under the American Recovery and Reinvestment Act of 2009, TIGER discretionary grant program. While the project does not fall within KIPDA’s metropolitan planning area (MPA), it is located within the Louisville non-attainment area for the pollutant PM 2.5. Since this is a bridge replacement project that will not add capacity, the project will not trigger the need for a new air quality conformity analysis.

The KIPDA strategy and efforts to update its Long-Range Transportation Plan

KIPDA staff provided a briefing regarding its strategy and effort to update its Long-Range Transportation Plan. Due to fiscal constrain issues related to the Ohio River Bridges Projects, the current KIPDA plan was forced into a lapse status in December of 2009. This meant that no amendments to the KIPDA TIP could be made after that date, only administrative modifications. As noted, the primary issue is whether or not the Ohio River Bridges projects can be included in the plan as a fiscally constrained project. If a reasonable funding source satisfactory to the Federal Highway Administration cannot be identified, the project cannot be included in the fiscally constrained plan.

The current plan is in lapse status. If an updated plan cannot be completed approved by December of 2010, the lapse status will change to a “freeze” status. That would also freeze the TIP and no transportation projects could advance. KIPDA was moving ahead under two scenarios: one where the plan would include the Ohio River Bridges as fiscally constrained projects and, one where the plan would not include the Ohio River Bridges.

A bi-state authority: the Southern Indiana Ohio River Bridges Authority has been established to secure the necessary funding and to build the new Ohio River Bridges. The authority is currently analyzing several tolling scenarios for the new bridges. KIPDA noted that a final report on the tolling scenarios was expected in mid April. If the tolling scenario is acceptable to FHWA, a full funding program could be completed by mid to late July and KIPDA could move ahead and include the Ohio River Bridges project in its plan update and meet the December 2010 deadline. If an acceptable financial plan for the Ohio River Bridges project cannot be completed or resolved by mid July, KIPDA will ask its Policy Committee to remove the project from the fiscally constrained plan and proceed with the update to meet the December 2010 deadline. However, KIPDA staff stressed that the political will of the Policy Committee may not act to remove the Bridges projects from the fiscally constrained plan. If this happens, there may not be enough time to get the issues resolved in time to avoid the “freeze” status in December of 2010.

KIPDA’s recommendation to INDOT is to obligate as many federal dollars as it can in the Louisville MPA prior to December 2010. While “freeze” status would create many uncertainties, KIPDA believed that the major impacts would be to new obligations – new obligations could not take place after a “freeze.”

If an updated Long-Range Transportation Plan for KIPDA cannot be accomplished prior to the December 2010 deadline, KIPDA would be forced to start over with a full plan update that would require many additional months of preparation. If that were to be the case, the “freeze” would remain in-force throughout those many months. KIPDA made it clear that it was trying to do all that it can to avoid this situation. It was also looking into stop-gap options where a plan and TIP containing only air quality exempt projects would be approved.

KIPDA asked the INDOT Planning staff how to show the Ohio River Bridges Projects if the were not to be listed in the INDOT Long-Range Plan Update beyond the 2020 period? INDOT responded that the Ohio River Bridges would most likely be included in the plan as high priority corridors and projects with innovative financing. KIPDA then asked if the new interchange for the eastern Bridge corridor would move ahead. This would be the interchange at I-265 and Salem Road, DES #081042. INDOT responded that it would need to confirm with the project’s manager but that it was thought that the project was well under way and would be completed sooner rather than later.

Long-Range Transportation Needs and Priorities

KIPDA was asked to review the unfunded “illustrative” project from the 2007 INDOT Long-Range Plan and make a recommendation at a later date as to whether or not those projects still represent long-term need.

KIPDA asked about safety projects. Should the MPO identify those projects as well? The INDOT Planning staff suggested that the identification of safety-related projects be submitted through the Seymour District.

Other items of discussion

KIPDA asked how INDOT was accounting for the downturn in traffic in its travel demand model. The Traffic Modeling staff stated that the downturn in traffic would be represented as an average over periods of time. The MPO said that it was struggling with the same issue and looking into factors such as the price of fuel to be used as an ad-on for the model. KIPDA was still working with the concept and other attempts to predict future needs. The INDOT Traffic Modeling Section staff noted that there was interest in the subject and suggested a later meeting to review. KIPDA staff replied that it would be helpful to have such a meeting.