

INDOT 2030 Long Range Transportation Plan

Major Moves Program and Project Scoring Process

Overview

The *Major Moves* Program is an innovative transportation program that is unique to Indiana. It is unique in that it is a **fully funded**, ten-year (2006 to 2015) production program for transportation expansion and preservation projects throughout the State of Indiana. Program funding has been dedicated to both State and local transportation projects. *Major Moves* is made up of two categories of work which are significant to the Long-Range Plan: *The New Construction* and *Major Preservation* programs. The New Construction Program is a project specific, ten-year production plan that is made up primarily of added capacity projects, new roadways, added travel lanes and major new bridges. Likewise, the Major Preservation Program is a ten-year, project specific production plan that is made up of major reconstruction and major road rehabilitation projects and structural repairs to bridges. The ten-year New Construction Program has been incorporated in the 2030 INDOT Long-Range Plan. The first ten years of the Long-Range Plan is the *Major Moves* program; it encompasses the first two funding periods for the plan: 2006 to 2010 and 2011 to 2015.



Background for the Major Moves Program

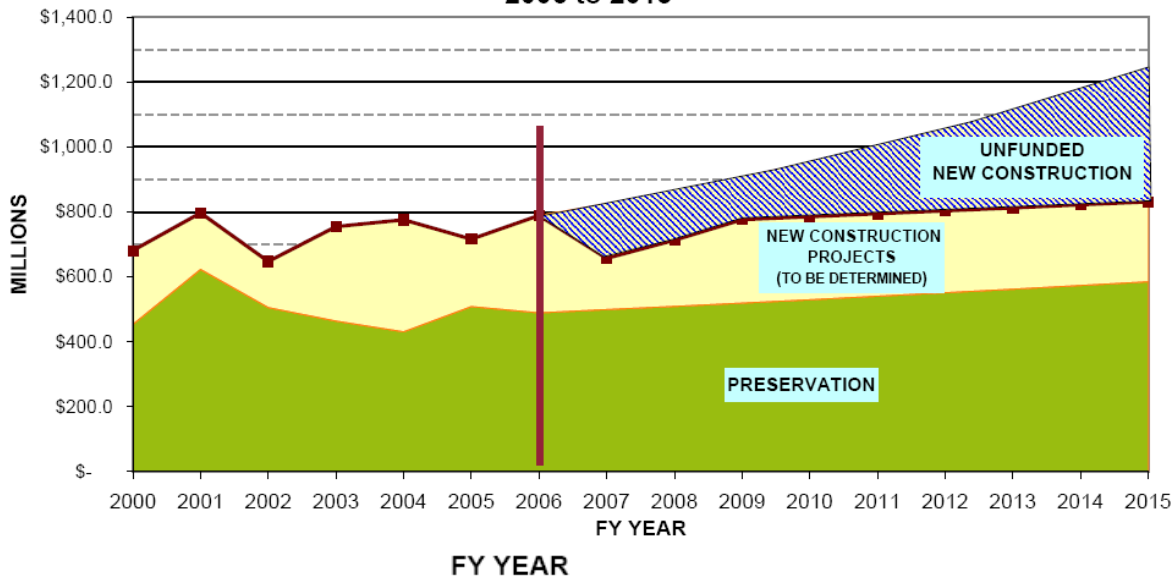
In early 2005, the Indiana Department of Transportation (INDOT) was directed by the Governor to examine the highway construction budget and evaluate its ability to deliver projects. A May 2005 study revealed a funding gap greater than \$1.8 billion over the next ten years (2006 - 2015) to build necessary road improvements. The analysis clearly demonstrated that INDOT would have insufficient monies to meet all of the transportation needs that had been identified for the next ten years. **Figure 10-1** on the following page is a chart and table that depicts the results of that 2005 funding analysis.

The Department was then directed to review and prioritize projects based on a solid set of criteria including safety, mobility and economic development. In August 2005, INDOT developed its first draft of a project specific production plan for the next ten years. It then embarked on a series of 12 public meetings that were conducted across Indiana to gather local input - more than 3,000 citizens attended these unprecedented meetings. Also, during the summer, INDOT and the Office of Management of Budget began reviewing innovative financing solutions to close the funding gap. In September 2005, a draft for a new legislative initiative: the Major Moves highway plan was made public. The plan (initiative) included more than 200 new construction and 200 major preservation highway projects. In addition to funding the gap for INDOT highway projects, funds would also be made available to counties for local transportation projects.

The funding stream to pay for the **Major Moves program** would come from a combination of federal and state gas tax monies and revenues from leasing the Indiana Toll Road (ITR) to a private company. The 157-mile ITR

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**10-Year Highway Funding and Program Forecast
2006 to 2015**



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Annual Funding Gap	\$ (39.8)	\$ (168.8)	\$ (152.3)	\$ (131.2)	\$ (167.5)	\$ (207.1)	\$ (250.3)	\$ (297.4)	\$ (348.8)	\$ (404.8)
Cumulative Gap	\$ (39.8)	\$ (208.6)	\$ (360.9)	\$ (492.1)	\$ (659.6)	\$ (866.7)	\$ (1,117.1)	\$ (1,414.5)	\$ (1,763.3)	\$ (2,168.1)
* Projected Total Preservation	\$ 489.0	\$ 498.8	\$ 508.8	\$ 518.9	\$ 529.3	\$ 539.9	\$ 550.7	\$ 561.7	\$ 572.9	\$ 584.4
* Projected New Construction	\$ 300.0	\$ 158.2	\$ 204.1	\$ 257.3	\$ 256.0	\$ 254.5	\$ 252.8	\$ 251.0	\$ 249.0	\$ 246.8
Annual Total Construction	\$ 789.0	\$ 657.0	\$ 712.9	\$ 776.2	\$ 785.3	\$ 794.4	\$ 803.5	\$ 812.7	\$ 821.9	\$ 831.2

* Based Gas Tax revenues, on historical trends and computer modeling

Figure 10-1: Results From May 2005 Project Funding Analysis Identifying Transportation Funding Gap

has been a critical piece of Indiana’s infrastructure since the day it opened in 1956. A part of the interstate highway system, the ITR is designated as Interstate 90 from its western terminus at the Illinois/Indiana State border to the Milepost 21 Interchange. From Milepost 21 eastward to the Ohio State line the ITR has been designated as Interstate 80/90. Throughout its history, the Toll Road has been moving travelers, delivering freight and expanding commerce throughout the United States and beyond. However in recent years, the financial performance of the IRT had fallen short of the level in which it was expected to perform; the ITR turned out to be one of Indiana’s underperforming assets. It had lost millions in three of the previous five years - including more than \$16 million in fiscal year (FY) 2005. While the financial performance of the ITR was less than desirable, it was clearly recognized that this asset could perform better. After careful review, it was determined that the ITR could be leased out. Projected revenue from such a lease arrangement was estimated to generate the \$1.8 billion necessary to fill INDOT’s ten-year construction funding gap.

In November 2005, the Indiana Finance Authority (IFA), which owns the ITR, began soliciting bids to manage and lease the highway. Leasing the ITR would require approval from the Indiana General Assembly and In January 2006, Indiana legislators began considering House Bill 1008 (Major Moves). In the third week of the legislative session, the IFA opened bids and announced a better than expected \$3.85 billion offer to maintain and operate the ITR for 75 years had been received. The offer came from Cintra-Maquarie, an Australian-Spanish consortium which operated more than 40 toll facilities worldwide - including the Chicago Skyway which connects at the ITR’s western end. After much debate, HB 1008 passed the House and four weeks later was approved by the Senate.

The passage of HB1108 and the subsequent execution of the 75-year lease agreement for the Indiana Toll Road resulted in the much needed and necessary infusion of revenue which then permitted INDOT to revise the 10-year

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highway funding forecast. This enabled INDOT to not only deliver, but accelerate added capacity project development and delivery for the ten-year period from 2006 to 2015. **Figure 10-2** illustrates the Major Moves program funding levels. **Figure 10-3** more clearly illustrates the level of project development that can now take place under the Major Moves program.

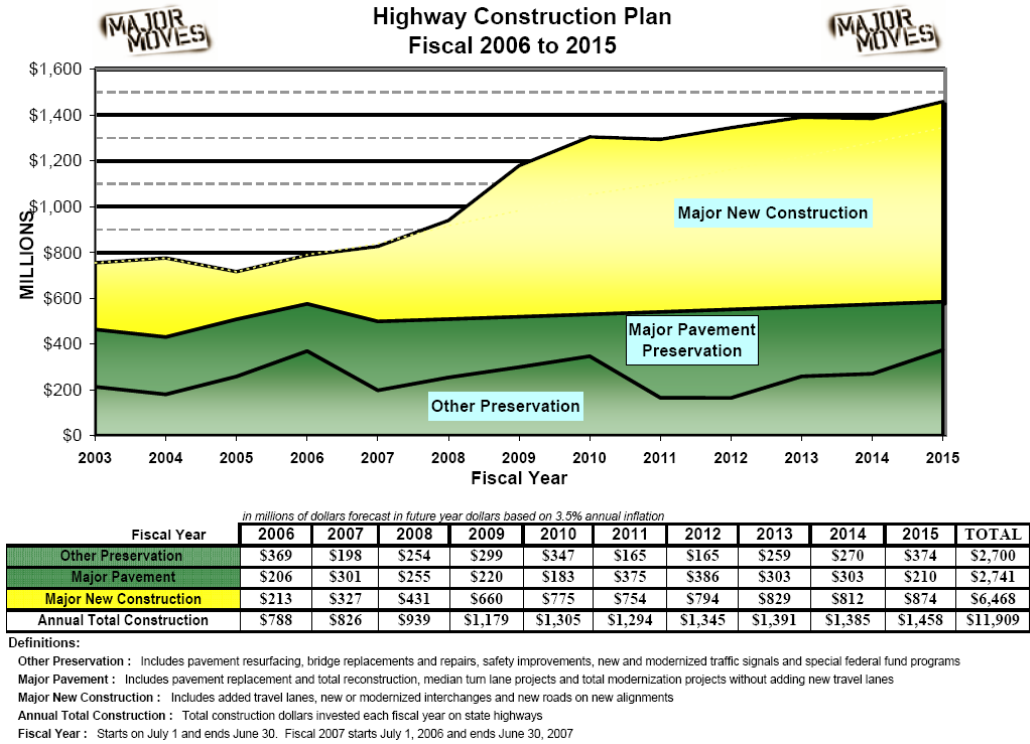


Figure 10-2: The Major Moves Program Project Funding Levels

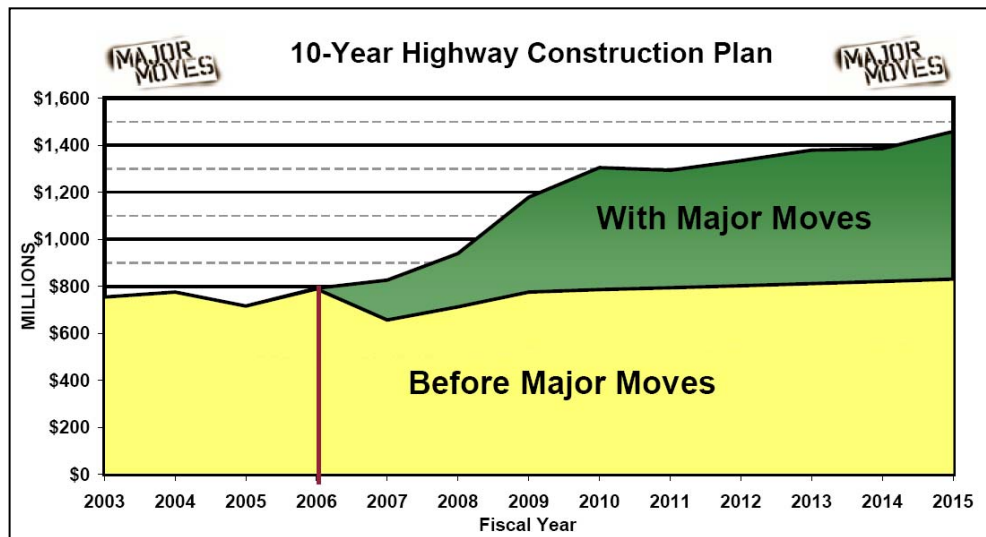


Figure 10-3: The 10-Year Highway Construction Plan with the Major Moves program.

The Project Scoring Process

The first ten years of the 2030 Long Range Plan consists of projects from the Major New Capacity component of the Major Moves program. In essence, the first ten years of the Long Range Plan is Major Moves. Major New Capacity projects are defined as those projects where the construction costs for the project is estimated to exceed \$5 million and the project is intended to accomplish one or more of the following: increase mobility, provide connectivity, increase the accessibility of a region for economic development, increase the capacity of a transportation facility, or reduce congestion.

All of the projects included in the Major New Capacity Component of the Major Moves program have been subject to a systematic scoring process in which each project was carefully analyzed, resulting in a project score and rank. The ranked projects were then assigned to the construction years based upon their overall score and a set of INDOT protocols and policies.

Three primary components make up the overall project scores. The largest component, consisting of 50 percent of a project's score was related to some form of direct transportation preservation or enhancement criteria. In this case, 50 percent was deemed the appropriate percentage due to the importance of system preservation and transportation efficiency. Projects which improve the safety of the transportation system account for 25 percent of a project's score. A project's influence on the creation or retention of jobs and investment in Indiana's economy along with the level of project-related customer input represented 25 percent of the total project score. An important point in the scoring system must be noted. The 50-25-25 split occurred between the potential total points that were available. Economic points were not awarded in all cases. Economic points were awarded only when direct, demonstrable economic impacts from the transportation project could be identified.

Figure 10-4 is a table that lists the scoring factors and the maximum number of points that can be earned for each factor.

Goal	Factors	Maximum Score
<i>Transportation Efficiency</i>	Cost Effectiveness Index- A measure of the Benefit Cost Ratio and Net Present Value of the investment	20
	Corridor Completion- A measure of a project's ability to complete statewide connectivity targets	2
	Road classification - A measure of a highway's importance	5
	Congestion Relief (Mobility)- a measure of the Truck and Vehicle AADT, volume to Capacity Ratio and Change in LOS from the improvement.	15
	Adjacent State or Relinquishment Agreement- A measure of interstate connectivity.	3
	Percent Complete in Development	5
Transportation Efficiency points account for up to 50 points		50
<i>Safety</i>	A measure of the Crash Frequency/Density, Crash Severity, and Fatality Rate Ratio.	25
	Safety Points account for up to 25 points	
<i>Economic Development</i>	Jobs Created or Retained	10
	Economic Distress & Cost Effectiveness	5
	Maximum Economic Development Score:	
<i>Customer Input</i>	Local Planning Agency Input- priorities established by planning organizations	4
	Legislative & Elected Officials - priorities of the local officials	3
	Other - A measure of the input of citizens either through their legislative representative or via direct documented comments to the agency.	3
Economic Development & Customer Input account for up to 25 points		25
BONUS Point Categories:		
Earmarks	Public/Private/ or Local Participating Funds (up to)	100
Urban Revitalization		10
Total Possible Points including transportation, Economic Development, and Earmarks		210

Figure 10-4: Major New Project Scoring Criteria Table

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Cost Effectiveness Index:

The cost-effectiveness index for a project was derived from calculating measures of direct economic value to the users, including benefit-cost ratio (BCR) and the net present value (NPV). The user benefits and agency costs for added capacity and major road replacements were calculated using the Highway Economic Requirements System (HERS). This modeling software provides a measure of improvement and benefit to the user in terms of reduced delay, increased safety and lower vehicle operating costs. Data in the form of the nationally established Highway Performance Management System (HPMS) was used to produce this rating. It uses factors such as the road geometry, traffic volumes, occurrence of signals and pavement roughness to predict needs and establish the user benefit of the improvement. Increases in project cost will directly effect the project scoring.

The benefit-cost ratio (BCR) and net present value (NPV) gauge user benefits in relation to INDOT investments to determine the worth of an individual INDOT investment.

Corridor Completion:

As part of the transportation planning process, INDOT has studied the connections between various communities, and planned a series of projects that will help each of these planning corridors perform its mobility function. The corridor completion criteria evaluates each individual project in terms of how much it contributes to finishing the overall plan for each planning corridor. Projects on planning corridors that are nearly finished will rank higher than projects on corridors where work has not yet begun. Projects that are not part of an identified planning corridor will rank lowest of all.

Road Classification:

Roads are classified according to their importance in providing connectivity and the functions they provide. The basic principal involved in classifying roads is that roads serve two distinct functions:

#	Planning Corridor Name	Route	Termini
1	Indy to Lafayette	I-65	I-865 to SR-43
2	Louisville to Indy	I-65	SR-311 to I-465
3	Indy to Anderson	I-69	I-465 to SR-67/32(Exit 34)
4	Indy to Evansville	I-69	I-64 to I-465
5	Henderson, Ky to Evansville	I-69	Breathitt Pkwy to I-164, 1.8 mi E of US-41
6	Indy to Ohio	I-70	I-465 to Ohio State Line
7	Terre Haute to Indy	I-70	.4 mi W of US-41 to I-465
8	Bluffton to Fort Wayne	SR-1	SR-116 S Jct. to I-469
9	Indy to Trafalgar	SR-135	SR-252 to I-465
10	Mooresville to Franklin	SR-144	SR-67 to SR-44
11	Nappanee to Elkhart	SR-19	US-6 to 4.1 mi N of US-20(Bypass)
12	Shelbyville to Andersonville	SR-244	I-74 to US-52
13	Hartford City to Portland	SR-26	Hartford City Corp. Ln. to US-27
14	Lafayette to Kokomo	SR-26	SR-38 to US-31
15	Greensburg to Daleville	SR-3	SR-46 to I-69
16	Lebanon to Noblesville	SR-32	1.0 mi E of SR-39 to River Ave(Noblesville)
17	Franklin to Shelbyville	SR-44	SR-144 to Shelbyville W Corp. Ln.
18	Spenser to Greensburg	SR-46	US-231 to SR-3
19	Scottsburg/Austin to Madison	SR-56/256	I-65 to SR-62 E Jct.
20	Sellersburg to Mitchell	SR-60	SR-37 to I-65
21	Indy to Anderson	SR-67	I-465 to I-69
22	Muncie to Hartford City	SR-67	SR-3 to SR-26
23	Spencer to I-65	US-231	SR-46 to I-65
24	Rockport to Jasper	US-231	Ohio River to Jasper
25	Fort to Port	US-24	I-469 to Ohio State Line
26	Hoosier Heartland	US-25	I-65 to US-24/35
27	Richmond to Decatur	US-27	0.1 mi S of I-70 to Relocated US-33
28	Indy to South Bend	US-31	I-465 to US-20
29	Fort Wayne to Elkhart	US-33	I-69 to US-20
30	Kokomo to Gas City	US-35	.5 mi E of US-31 to I-65
31	Westville to Michigan City	US-421	US-6 to US-20
32	Washington to Dillsboro	US-50	Washington Bypass to SR-101
33	Evansville to Rockport	SR-66	I-164 to US-231 E. Jct.

Table 10-1:
Corridor Identification Table Used to Generate Completion Score

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Planning Corridor Status	Points
Planning Corridor Completion > 51%	2
0% < Corridor Completion ≤ 50 %	1
Non-Planning Corridor Projects	0

Table 10-2: Points Earned Based on Percent Corridor Complete

mobility (the movement of goods and people) and access to land. For the purpose of scoring, projects are assigned points based on three roadway classification schemes: functional classification, statewide mobility, being part of the National Highway System or being an intermodal connector. Listed below is a description of each classification scheme and points assigned. A maximum of 5 points can be assigned for this category. (See **Table 10-3**)

Highway Classification	Points
Interstate	5
National Highway System	4
Statewide Mobility Corridor	3
Regional Mobility Corridor	2
Freeway/Expressway	2
Principal Arterial	2
Minor Arterial/Collector	1
Intermodal Connector	1
Local Access Control	0

Table 10-3

1. Functional Classification – Functional classification provides a system for grouping routes by the character of the service they provide, be it either for the goal of access to property or for mobility. This grouping determines the geometric characteristics of facilities. Higher functional classification facilities such as interstates, freeways, and principal arterials will receive higher scores in this subsection.
2. Mobility Corridors – For planning purposes INDOT has developed a simplified 3-level corridor classification scheme discussed in detail below.

Statewide Mobility Corridors – These corridors are the top-end of the highway system and are meant to provide mobility across the state. They provide safe, free flowing, high-speed connections between the metropolitan areas of the state and surrounding states. They serve as the freight arteries of the state and are thus vital for economic development.

Regional Corridors -- These corridors provide mobility within regions of the state. They provide safe, high-speed connections.

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Local Access Corridors - These corridors make up the remainder of highway system. They are the bottom level of system and are used for lower speed travel, provide access between locations of short distances (10-15 miles). For the purpose of prioritization, local access corridors will receive a low priority rankings and points.

3. National Highway System - The National Highway System (NHS) is a system of highways determined to have the greatest national importance to transportation, commerce and defense in the United States. It consists of the Interstate Highway System, logical additions to the Interstate System, selected other principal arterials, and other facilities which meet the requirement of one of the subsystems with the NHS.
4. Intermodal Connectors- Points shall be awarded for projects with notable intermodal benefits. Intermodal benefits are those which improve the connectivity between the various modes of transportation. This category includes transportation projects which expand or improve connections to water ports, airports, rail facilities or transit facilities.

Mobility

INDOT will build, operate and maintain a transportation system that will reduce traffic congestion and improve travel reliability. This evaluation criterion will be used as a measure of both the project and the residing corridor performance. This category will provide performance information as it relates AADT, Volume to Capacity (V/C) Ratio, and Level of Service (LOS) discussed in further detail below. Up to 15 points will be assigned based on the projects ability to improve performance.

- AADT Volumes– Annual Average Daily Traffic volume. Traffic is averaged over the entire length of the project. AADT break points and scores will be based on 2000 auto and truck volumes. (See **Table 10-4**)

Truck ADT	Points	Auto ADT	Points
>5400	2.5	>72000	2.5
4201 - 5400	2	56001-72000	2
3001- 4200	1.5	40001- 56000	1.5
1801- 3000	1	24001-40000	1
1201-1800	0.5	16000-24000	0.5
0 - 1200	0	0 -16000	0

Table 10-4

- Volume to Capacity Ratio (V/C) –A performance measure of a road’s congestion level calculated by dividing the total traffic volume (AADT) by the capacity of the facility. Lower V/C ratios provides various environmental, economic, and safety benefits: improved quality of life, air quality conformity reductions in urban areas, reduced travel time, reduced fuel consumption, and reduced time loss to business. For this very reason, projects located on highly congested facilities will generate a greater proportion of points. (See **Table10-5**)

V/C Ratio	Points	V/C Ratio	Points
≥ 1.51	5	0.94-1.04	2.5
1.35-1.50	4.5	0.85-0.94	2
1.25-1.34	4	0.75-0.84	1.5
1.15-1.24	3.5	0.65-0.74	1
1.05-1.14	3	0.55-0.64	0.5

Table 10-5

- Level of Service (LOS) Improvement – LOS serves as a measure of a road’s performance/congestion level that utilizes a grading scale wherein a LOS of “A” represents no congestion and LOS “F” represents severe congestion. LOS utilized in this criteria will be obtain from the Indiana

Forecasted LOS Improvement	Points
LOS A	5
LOS B	4
LOS C	3
LOS D	2
LOS E	1
LOS F	0

Table 10-6

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Statewide Model output based on the 2000 Highway Capacity Manual procedure for calculating LOS at the planning level. Two model outputs will be utilized: a future year 2030 network output; and a 2030 full project build output. Projects are assigned points based on the improvement in the LOS. For example, LOS improvements from an LOS “F” (score of 0) to a LOS “C” (score of 3) will be awarded a 3 (3-0=3) out of a possible 5 points (See **Table 10-6**)

Intergovernmental Agreements

Projects spanning state lines were awarded points where cooperative agreements had been reached in which both states agree to complete the facility. Likewise, projects where local plans and agreements had been cooperatively developed would also be awarded points.

Agreement Type	Points
Interstate Agreement	3
Local Government Agreement	2
Relinquishment Agreement	1
No Agreements	0

Table 10-7

Percent Complete

The percent complete score is a measure of INDOT’s to-date investment in the development of the project. The amount of design and engineering work completed on a project is represented as a percent of the total preliminary engineering and design work required. The percentage is then correlated to a point score. Projects that exceed 80% design completion receive the maximum allowed five points according

Percent Complete	Point Score
81 – 100%	5
61 – 80%	4
41 – 60%	3
21 – 40%	2
10 – 20%	1

to **Table 10-8**.

Table 10-8

Safety Criteria:

It is the policy of INDOT to measure a project’s current crash rate, frequency, and severity along with the anticipated change in crash rate due to the project. These selection criteria are used to achieve the following policy objectives:

- Ensuring the safety of Indiana’s citizens
- Reduced crash costs

The crash frequency/density, severity, and fatality crash rate are used to evaluate safety conditions at a project location. Because of the importance of identifying safety deficiencies, this criterion ensures safety is a primary consideration in the development and design of INDOT projects.

These factors will be based on the data for the most recent consecutive two year period for this evaluation and for a three year period in future evaluations. The weightings and scale are presented in the tables below.

Crash Density:

The crash density is the number of crashes per mile occurring along a section of highway. (See **Table 10-9**)

CRASH DENSITY	Points
> 90	15
80-89.9	13.3
70-79.9	11.7
60-69.9	10
30-59.9	5
20-29.9	3.3
10-19.9	1.7
0-9.9	0

Table 10-9

Severity Index

The relative severity index represents the relative cost to society by estimating the annual cost of crashes for a section of road. (See **Table 10-10**)

Estimated Annual Crash Costs	Points
> \$5 M	5
\$2.50M-\$4.99M	3.3
\$1M-\$2.49M	1.7
0-\$0.99M	0

Table 10-10

Fatality Rate Ratio

This is the fatality rate of the section divided by the 2003 fatality rate of 1.12 fatalities per 100 Million Vehicle Miles of Travel. The fatality crash rate ratio compares a route’s fatality rate to statewide averages. (See **Table 10-11**)

Fatality Rate Ratio	Points
> 3 times	5.0
2.0 to 2.99	3.3
1.0 to 1.99	1.7
0 to 0.99	0

Table 10-11

The frequency of fatal crashes may be utilized to independently raise the priority of a project.

Economic Development Criteria

In an effort to measure a project’s influence on future economic development, it was scored on the categories of Job Creation, Job Retention, Level of Investment, Cost Effectiveness and Economic Distress of the surrounding county. In order for an Economic Score to be generated, it was necessary that these factors be present in a measurable form. Economic points were not awarded in all cases. Economic points were awarded only when direct, demonstrable economic impacts from the transportation project could be identified. Figure 6 on the following page was used as a guide for determining economic development points.

Employment

The employment factor is broken down to measure immediate employment generation, occurring within three years of the project’s construction, future employment generation, occurring three to five years after the project’s construction, and the number of jobs retained. Job retention needs to be documented and all employment factors must have a direct and documented connection to transportation investments.

A project can be awarded up to 10 points of its total project score in this category. Points can be awarded by utilizing the “Immediate”, the “Future” or “Retained” categories alone, or where applicable, by combining the scores from all employment categories. Regardless of the added score, the total will not exceed 10 points.

Economic Distress & Cost Effectiveness of Investment

The INDOT recognizes that not all Indiana counties have an equal ability to attract new businesses and industries from out of state. Some areas may also be unable to attract economic development because of deficiencies in their existing infrastructure.

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Economic Development Scoring				
Maximum 15 pts				
Job Creation & Retention Criteria:				
Immediate Number of Jobs (0-3 Years)			Future Number of Jobs (3-5 Years)	
Jobs Created	Points		Jobs Created	Points
100-199	2		100-799	2
200-399	4		800-1199	4
400-599	6		>1200	6
600-799	8			
800+	10			
Retained Number of Jobs			Immediate, Future, Retained Total Possible Points = 10	
Jobs Retained	Points			
25-49	1			
50-99	2			
100-149	3			
150-199	4			
200	5			
Economic Distress Criteria:				
County 5-year unemployment rate in relation to state rate				
Range	Points		Economic Distress & Cost Effectiveness of Investment Total Possible Points = 5	
1-10% greater than statewide rate	1			
10.1 - 20% greater than statewide rate	2			
20.1 - 25% greater than statewide rate	3			
25.1 - 30% greater than statewide rate	4			
30.1% or greater than statewide rate	5			
Cost Effectiveness Of Investment :				
INDOT Cost per Job Created				
Cost per job	Points			
> \$400.00	0			
\$300.01-\$399.99	1			
\$150.01-\$300.00	2			
\$100.01-\$150.00	3			
\$50.01-\$100.00	4			
\$50.00 or less	5			

Figure 10-5

To achieve some measure of equity among counties, the level of economic distress is evaluated based on the unemployment rate of each county. The economic distress factor awards points to counties having a five year unemployment rate that is higher than the statewide rate over the same period.

Cost Effectiveness is a measure of the benefit of a project in terms of employment compared to its cost to complete. This criterion was created to provide more weight to the projects which create the greatest number of jobs for the least cost to the state of Indiana. Cost effectiveness of investment is the total cost of the project (in INDOT-controlled funds) divided by the number of jobs created.

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The scoring is based on a best case assumption of a \$5 million project creating 100 jobs as the top effectiveness score, with a \$40 million project creating 100 jobs as the lowest score. The \$5 million/ 100 job scenario is based upon a diamond interchange, which generally costs about \$5 million, attracting a new 100 job employer.

Economic Distress and Cost Effectiveness can independently or combined amount to five points of a projects score.

Customer Input Criteria

Customer input is included in multiple stages along the development of a project and as specified by the Code of Federal Regulations and the Federal Highway Administration. The value of local input from a variety of stakeholders is significant enough to warrant additional points for projects under this category. Input will be broken down into three distinct sources:

- Local Planning Agency input (MPO's & RPO's) up to 4 points
- Mayors & County Commissioners (local elected officials) up to 3 points
- Citizen and Legislative input up to 3 points

This input for the Major Moves projects was requested by INDOT in the form of a survey of the State Legislators and a follow-up series of 12 public meetings conducted in 2005. The groups will be sorted by the input ratings and points assigned accordingly. For example, projects ranked in the top 20% at the Local Planning Agency level will receive 4 points, projects in the Top 21-40% will receive 3 points, and so on. Similarly, the local Mayors & County Commissioners and citizen input groups will be assigned up to 3 points each depending on whether they are in the top, middle, or lower third of ratings derived from input.

These items are cumulative, so a project could have received up to 10 points in this category.

Bonus Points (Earmarks):

The project scoring for non-INDOT participation was based on a sliding scale intended to encourage local sponsors to increase their share of the project's cost and to decrease the total cost of the project to the state. Project proponents can contribute up to 100 percent of the project cost and guarantee the project's construction if they satisfy all applicable planning, INDOT, Federal Highway Administration (FHWA) and environmental requirements.

Points were awarded based on the amount of federal and/or local earmarked and or, dedicated dollars. The ratio of federal/local appropriations to estimated construction costs was the basis for the points. One point was awarded for each one percent federal or local earmark of the project's estimated total construction cost.

Business Rules Used for Allocating Funds to Major Moves Projects

Step 1: Sort all projects greater than \$100 Million and rank by score. Place these projects into years so that no INDOT District has more than one of these projects under construction in any given year. Set the number of these projects in construction so that projects are spaced in time and location to maximize available resources.

Step 2: Set projects into year class by the resource scheduling system Ready For Construction (RFC) dates. After the projects are set into years, funding shall be allocated, beginning in fiscal year 07 to the projects based on the following next steps, 3 through 8.

Step 3: Sort each year's projects from Highest to Lowest Rating; with 100 being the highest.

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Step 4: Adjust project line-up for corridor completion. Once a corridor is started, work shall proceed on subsequent project phases in subsequent years until the corridor is complete.

Step 5: Resource Deployment – Adjust project arrangement so that projects are not clustered in the same geographic region causing resource shortages.

Step 6: Traffic Management Feasibility – Adjust projects as necessary to insure that regional traffic flow is maintained and communities can be accessed.

Step 7: Construction dates shall be cross-compared with the earliest RFC dates provided by the INDOT Design groups. This is necessary to insure production schedules can be met.

Step 8: Repeat steps 2 through 7 to balance program as necessary.

Notes on the Business Rules

- 1) At least two iterations were run to insure the following:
 - a. As many high rated projects are constructed as early as possible.
 - b. No more than \$50 Million each year is spent in any one corridor with the one-time exception of the I-69 corridor.
 - c. With additional funding, for corridors that have been started, construction phases may be accelerated to exceed the \$50 Million per year rule before new corridors are started.
- 2) Major Moves legislation set-aside funds for projects in Lake, LaPorte, Porter, St. Joseph, Elkhart, Lagrange & Steuben counties per existing state statutes.

Summary

The **Major Moves** program is an innovative, ten-year, **fully-funded** Indiana transportation production plan. It has been incorporated into the 2030 Long-Range Plan as the first ten years of the plan, periods 2006 to 2010 and 2011 to 2015. **Major Moves** represents an overall \$12 Billion investment into Indiana's transportation infrastructure which will permit the State to remain economically competitive, making Indiana a global force in transportation and logistics. Not only does **Major Moves** permit INDOT to build vital transportation infrastructure that would otherwise be delayed by several years under the conventional funding scenarios, it enables acceleration of project development and delivery.

The projects included in the Major Moves program were evaluated and scored using a systematic set of performance indicators. After a series of public meetings intended to solicit input from Indiana transportation stakeholders, and after the Indiana General Assembly passed legislation that enabled the State to secure additional revenue that would not add to the tax burden of the citizens of Indiana, projects were assigned to slots in the ten-year production plan based upon overall project scores and a set of business rules that were established to provide logical and equitable project placement and development.