

## **URBAN TRANSPORTATION ADVISORY BOARD**

**Minutes: March 7, 2023**

The Urban Transportation Advisory Board convened on Tuesday, March 7, 2023 at 1:30 p.m. in Conference Room 440, Citizens Square, Fort Wayne, Indiana.

The following were present:

Members (voting):

- Member Shan Gunawardena-Chair
- Member William Hartman-Vice Chair
- Member Mike Thornson for Therese Brown
- Member Mike Fruchey
- Member Scott Hinderman
- Member Jason Kaiser
- Member Paul Spoelhof
- Member Judi Wire
- Member Patrick Zaharako

The following were not present:

- Member Paul Lagemann
- Member Steve McMichael
- Member John Metzinger
- Member Stephanie Belch (non-voting)
- Member Kari Carmany George (non-voting)
- Member Erica Tait (non-voting)

Staff members present were Dan Avery, Executive Director; Jeff Bradtmiller, Senior Transportation Planner; and Debbie Magsam, Administrative Assistant. Jodi Coblenz, Bill Etzler, Wendy Reust, Eli Samaan, and Tinisha Weigelt were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the February 7, 2023, minutes. Mr. Hartman moved that the minutes be approved. Mr. Kaiser seconded the motion and it carried.

Mr. Hinderman gave the progress report for the airport. The west side of the terminal project is slightly behind schedule. It is anticipated that the west side of the terminal project will be complete by the end of June 2023. Bids will be opened March 8, 2023, for the east side of the terminal project. The Fort Wayne International Airport received 8 million of federal airport terminal program funding. The east side of the terminal project is projected to cost 78 million and take two years to complete.

Mr. Hartman gave the progress report for Allen County Highway. Construction is completed for the first four phases of the Bass Road Overall PE project. Construction is underway for the last three phases of the Bass Road Overall PE project. The Bass Road Phase 3B & 3C project was successfully bid on February 10, 2023. PE is 80% complete for the Bluffton Road Bridge #257 project. PE is 80% complete for the Monroeville Road Bridge #277 project. The letting date for the Fogwell Parkway project has been moved to October 9, 2024. PE is 40% complete for the Grabill Road Bridge #29 project. RW is 10% complete for the Antwerp Road Bridge #15 project.

Mr. Zaharako gave the progress report for the City of Fort Wayne. A consultant has been selected for the North Clinton Road project. PE is 55% complete for the Hillegas Road project and drainage design is in progress. The NEPA document has been submitted for the Bluffton Road Bridge #358 project and PE is 70% complete. The NEPA document will be submitted later this month for the Goeglein Road Bridge #113 project and PE is 65% complete.

Mr. Kaiser gave the progress report for INDOT. The re-letting for the Intersection Improvement with Added Turns Lanes on SR 930 at US 27 project was successful and Brooks Construction Company was awarded the contract. E & B Paving LLC was awarded the contract for the HMA Overlay, Preventive Maintenance, on SR 205 project.

There was no progress report for the City of New Haven.

There was no progress report for Citilink.

Mr. Spoelhof gave an update on the passenger rail corridor identification application. HNTB is currently working on the application that is due to the Federal Railroad Administration on March 27, 2023. The coalition includes MPOs in Indiana, Ohio, and Pennsylvania. The City of Fort Wayne is working on getting letters of support.

The first item of new business was the 2040 Transportation Plan Amendment presented by Mr. Avery. The Board has been discussing projects along the US 30 Corridor for several meetings. In January 2023, project information including cost, description and schedule was received from INDOT for the proposed projects on US 30. Several of the proposed projects are not currently in the 2040 Transportation Plan. These projects are deemed regionally significant and will require an air quality conformity determination. A handout of the public comments received during the public comment period of February 1 through February 20, 2023, was distributed. Five public comments were submitted. One comment came in after the public comment period, but it has been included in the handout. The projects to be amended into the 2040 Transportation Plan are a new interchange at US 30/Leesburg Road/Felger Road, an intersection improvement project at US 30/Solon Road, a new bridge project at US 30/Butt Road, an intersection improvement project at US 30/Stahlhut Road, an intersection improvement/roundabout project at Flaugh Road/California Road, an intersection improvement/roundabout project at Kroemer Road/California Road, a new bridge project at O'Day Road over the Seeger Ditch, an intersection improvement project at US 30/Kroemer Road, and a new bridge project at US 30/O'Day Road. The intersection safety improvement project at US 30/CR 800 E/County Line Road has been eliminated. Ms. Wire moved that the 2040 Transportation Plan Amendments, the air quality transportation conformity document, and the finding that it meets the air quality requirements be approved. Mr. Zaharako seconded the motion and it carried.

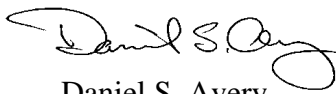
The next item of new business was the FY2022-26 Transportation Improvement Program (TIP) Amendment presented by Mr. Avery. The US 30 projects that were just amended into the 2040 Transportation Plan now need to be amended into the FY2022-26 TIP. Mr. Thomson moved to approve the FY2022-26 Transportation Plan amendment, the air quality transportation conformity document, and the finding that it meets the air quality requirements. Ms. Wire seconded the motion and it carried.

The next item of new business was Intersection Studies presented by Mr. Bradtmiller. The performance of 11 intersections was evaluated. Eight of the intersections were signalized and three were unsignalized. The signalized intersections include Anthony Boulevard/Lake Avenue, Bass Road/Hillegas Road, Covington Road/Hadley Road, Fairfield Avenue/Jefferson Boulevard, Hillegas Road/Illinois Road, Hobson Road/State Boulevard, Homestead Road/Liberty Mills Road, and St. Joe Center Road/St. Joe Road. The unsignalized intersections include Coldwater Road/Falcon Creek Parkway (AM), Notestine Road/Wheelock Road (PM), and Progress Road/Value Drive (PM). The signalized intersections operated at a level of service (LOS) of C or D except the St. Joe Center Road/St. Joe Road intersection which operated at LOS of E for the AM peak period. The Coldwater Road/Falcon Creek Parkway intersection had a LOS of C for eastbound and westbound movement and a LOS of A for northbound and southbound movement. The Notestine Road/Wheelock Road intersection had a LOS of B for eastbound and westbound movement and a LOS of A for northbound and southbound movement. The Progress Road/Value Drive intersection had a LOS of A for eastbound and westbound movement and a LOS of F for southbound movement. Signal warrants were performed on the three unsignalized intersections. None of the unsignalized intersections met at least one of the three primary warrants for a minimum of 8 hours.

The last item of new business was the Unified Planning Work Program (UPWP) Activities presented by Mr. Avery. The work programs outline the activities that will be performed by NIRCC. The Federal Highway Administration and Federal Transit Administration identify Planning Emphasis Areas (PEAs). The FY23-24 PEAs are Tackling the Climate Crisis, Equity and Justice40 in Transportation Planning, Complete Streets, Public Involvement, Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination, Federal Land Management Agency Coordination, Planning and Environment Linkages, Data in Transportation Planning, Transportation Improvement Program/Statewide Transportation Improvement Program development and maintenance, and Metropolitan Planning Area and Urbanized Area Boundaries. In late December, the US Census Bureau issued the 2020 Urban Area populations and boundaries census redefined criteria. The highway functional class system and Metropolitan Planning Area (MPA) boundary will be reviewed and revised. NIRCC will collaborate with local units of government and INDOT and slightly modify the Census defined Urban Area. This modification must be complete within a year of release from US Census. Mr. Avery went over the planning activities in the MPA and the Small Urban and Rural Planning-Transportation Program (SURTP). Mr. Hartman moved to approve the FY23-24 Unified Planning Work Program (FY24 Revision) and the FY24 SURTP with the ability for staff to amend and modify. Mr. Fruchey seconded the motion and it carried.

At this point, Mr. Gunawardena asked for public comment. There were no comments.

There being no further business, Mr. Gunawardena adjourned the meeting.



Daniel S. Avery

Executive Director - Northeastern Indiana Regional Coordinating Council