

URBAN TRANSPORTATION ADVISORY BOARD

Minutes: March 1, 2022

The Urban Transportation Advisory Board convened on Tuesday, March 1, 2022 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 Therese Brown
- Member Adam Day
- Member Paul Lagemann
- Member Steve McMichael
- Member John Metzinger
- Member Paul Spoelhof
- Member Judi Wire
- Member Patrick Zaharako

The following were not present:

- Member Jason Kaiser
- Member Scott Hinderman
- Member Stephanie Belch (non-voting)
- Member Kari Carmany George (non-voting)
- Member Erica Tait (non-voting)

Staff members present were Dan Avery, Executive Director; and Jeff Bradtmiller, Senior Transportation Planner; Matt Vondran, Senior Transportation Planner; and Debbie Magsam, Administrative Assistant. Elizabeth Bengel, Mark Jesse, Donya Larue, Terry Martin, Eli Samaan, Mike Thomson, and Tinisha Weigelt were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the January 4, 2022 minutes. Ms. Brown moved that the minutes be approved. Mr. Hartman seconded the motion and it carried.

Mr. Metzinger gave the report for Citilink. There are ten access buses, two mini buses, and five fixed buses on order and should arrive this spring. Mr. Gunawardena asked if there were any updates about ridership. Mr. Metzinger responded ridership is increasing, but not back to pre-pandemic levels. In 2019 ridership was 1.6 million, 2020 it was 1 million and 2021 it was 1.3 million.

Mr. Hartman reported for Allen County Highway. Preliminary engineering (PE) is 65% complete for the Bass Road Phase 3B & 3C project. Right-of-way (RW) is 65% complete with 20 out of 31 properties secured. PE is 65% complete for the South County Line Road Bridge #271 project. PE is 60% and RW is 0% complete for the Bluffton Road Bridge #257 project. The letting date has been moved from December 13, 2023 to July 10, 2024 for the Monroeville Road Bridge #277

project to meet INDOT scheduling revisions. PE is 55% complete for the Monroeville Road Bridge #277 project. The letting date has been moved on the Fogwell Parkway project from February 14, 2024 to July 10, 2024 due to INDOT cash flow concerns. PE is 45% complete for the Fogwell Parkway project. PE is 35% complete for the Antwerp Road Bridge #15 and there is an increase in overall cost. PE is 35% complete for the Slusher Road Bridge #144 project. PE is 5% complete for the Monroeville Road-Wayne Trace project. The Bass Road Phase 2A – New Bridge project is in construction with primarily the work being clearing and utility relocations. Construction will be continuing soon on the Bass Road Phase 1B project with milling existing pavement and installing storm sewers. The Bass Road Phase 2A project has five change orders and an increase in overall cost. The 2022-2025 Biennial NBIS Bridge Inspections project is waiting for INDOT authorization to proceed with the execution of the consultant contract.

Mr. Zaharako gave the report for the City of Fort Wayne. Phase II submittal for the Hillegas Road, from State Boulevard to Coliseum Boulevard, project will be in February 2022 or March 2022 and PE is 30% complete. There will be a public meeting for the Hillegas Road project in March 2022 or April 2022. Phase II submittal for the Bluffton Road Bridge #358 project over the St. Mary's River will be in March 2022 and PE is 50% complete. A public meeting for the project was held last month. Phase II has been submitted for the Goeglein Road Bridge #113 and a field check will be in March 2022. PE is 50% complete. Restorations will be complete by spring for the St. Joe Center Road and Maplecrest Road Phase II projects. Mr. Gunawardena asked if there were any trail projects. Mr. Zaharako responded there are no federally funded trail projects at this time, but there are several locally funded trail projects.

Mr. Avery gave the report for INDOT. Installation of the new cable rail barriers on US 24 has been postponed due to lack of funding. There will be a public hearing on March 2, 2022 for the I-469/US 24 interchange.

Mr. Hinderman was not present so there was no progress report for the airport.

Mr. McMichael was not present so there was no progress report for the City of New Haven.

The first item of new business was the FY23-24 Unified Planning Work Program presented by Mr. Avery. The UPWP is submitted every two years and the SURP work program is submitted every year. The work programs outline the activities that will be performed by NIRCC. The Federal Highway Administration and Federal Transit Administration identify planning emphasis areas. The FY23-24 planning emphasis areas 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. A handout was distributed listing all the planning activities for the UPWP and SURP. Mr. Lagemann asked if a grade separation at the railroad tracks by the 122nd Fighter Wing could be part of the planning emphasis area of Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination. Mr. Avery responded no STRAHNET is more about the highway system access. Mr. Spoelhof asked if NIRCC is using cell phone data from a third

party. Mr. Avery responded that we have in the past and probably will in the future, but it is expensive. Mr. Spoelhof mentioned that data shows people want to live in communities where they can be active. Mr. Spoelhof expressed the importance of public health regarding active transportation and input from the public and other agencies when doing transportation planning. Mr. Gunawardena said changes have been made to the zoning ordinances regarding the requirement of sidewalks and trails, but it needs buy in from all. He said many developers see it as an extra expense. Mr. Spoelhof agreed and stated that why we need input from other agencies and experts to highlight the benefits. Mr. Lagemann said he would like to see the City and County lead by example with connectivity to primary roads for pedestrians and cyclists. He believes this is safer for all. Mr. Avery requested approval of the FY23-24 Unified Planning Work Program and provide staff with the ability to modify and amend as needed. Ms. Brown moved that the FY23-24 Unified Planning Work Program be approved as requested. Mr. Lagemann seconded the motion and it carried.

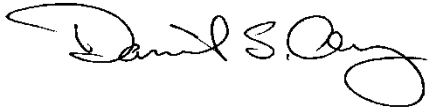
The next item of new business was the 2021 Vehicle Miles of Travel and Monthly Factors Report presented by Mr. Avery. Air travel was significantly down in 2020 but has seen an increase throughout 2021. This increase has continued into 2022 and numbers are near pre-pandemic levels. Statewide Traffic was also significantly lower in 2020 and 2021 compared to 2019. It has also seen a return to near pre-pandemic levels in early 2022. The monthly count factors for 2021 were shown. The monthly count factor shows how trips were distributed throughout the year. Next, the vehicle miles of travel (VMT) for 2020 and 2021 were shown and compared for the freeway, expressway, arterial, and collector roads. VMT was down 2.04% in 2021 from 2020. Gas prices and snow fall are also monitored to see if they impact VMT.

The next item of new business was Transit Asset Management (TAM) Plan presented by Mr. Avery. The TAM sets performance measures for the revenue service vehicles, non-revenue service vehicles, and facilities. The revenue services vehicles are categorized by buses (large), cutaway buses, and specialized vans. Both useful life benchmark (ULB) and state of good repair (SGR) are looked at with the revenue service and non-revenue services vehicles and used to set targets. The proposed 2022 Targets for Rolling Stock are for buses (large) that 25% meet or exceed ULB and 90% are in SGR, cutaway buses 60% meet or exceed ULB and 90% are in SGR, specialized vans 20% meet or exceed ULB and 90% are in SGR. The proposed 2022 Targets for Rolling Stock non-revenue vehicles are 100% meet or exceed ULB and 80% are in SGR. The facilities are rated using a TERM (transit economic requirements model scale) rating scale. The TERM rating scale is from 1 (poor) to 5 (excellent). An acceptable TERM rating is 3 or greater. The facilities include the administration and maintenance building, the storage barn, passenger station, and passenger shelters. The proposed 2022 Targets for Facilities are 0% meet or exceed ULB and 90% are in SGR and for passenger shelters the proposed 2022 targets are 0% meet or exceed ULB and 80% are in SGR. Mr. Zaharako asked what constitutes SGR. Mr. Metzinger answered SGR is based on the age of the vehicles. Mr. Metzinger informed the Board that Citilink has acquired passenger shelters in 2021 from Metro Media Partners. This was done so Citilink could assure the shelters are maintained. Ms. Brown made a motion to adopt the 2022 Targets. Mr. Lagemann seconded the motion and it carried.

There were three TIP Amendments regarding the Grabill Road Bridge project, Hathaway Road from Lima Road to Hand Road, and Hathaway Road from Lima Road to Dunton Road. Ms. Brown moved to approve the TIP Amendments. Mr. Lagemann seconded the motion and it carried.

At this point, Mr. Gunawardena asked for public comment.

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

A handwritten signature in black ink, appearing to read "Daniel S. Avery". The signature is fluid and cursive, with a large loop at the end of the last name.

Daniel S. Avery
Executive Director - Northeastern Indiana Regional Coordinating Council