

URBAN TRANSPORTATION ADVISORY BOARD
Minutes: March 5, 2024

The Urban Transportation Advisory Board convened on Tuesday, March 5, 2024, at 1:30 p.m. in Conference Room 220, Citizens Square, Fort Wayne, Indiana.

The following were present:

Members (voting):

Member Shan Gunawardena-Chair
Member William Hartman-Vice Chair
Member Chris Beebe
Member Mike Thornson for Therese Brown
Member Mike Fruchey
Member Jason Kaiser
Member Rick Kruchten for Steve McMichael
Member Paul Spoelhof
Member Patrick Zaharako

Member La'Kesha Stewart (non-voting)

The following were not present:

Member Scott Hinderman
Member Paul Lagemann
Member John Metzinger
Member Stephanie Belch (non-voting)

Staff members present were Dan Avery, Executive Director; Jeff Bradtmiller, Senior Transportation Planner; Matt Vondran, Senior Planner and Debbie Magsam, Administrative Assistant. Angela Erpelding, John Leckie, Megan McClellan, Wendy Reust and Eli Samaan were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the February 6, 2024, minutes. Mr. Zaharako moved that the minutes be approved. Mr. Hartman seconded the motion and it carried.

Mr. Kruchten gave the progress report for the City of New Haven. The roundabout project at Rose Avenue and Linden Road is awaiting INDOT contract review before filing the FMIS request. There will be a design kickoff meeting for the South Maplecrest Road Phase I and Phase II projects on March 8, 2024.

Mr. Zaharako gave the progress report for the City of Fort Wayne. The Tillman Road project is in design. The North Clinton Road project is also in design and the survey is complete. The design of drainage is almost complete for the Hillegas Road project and right-of-way services are in progress. Stage 3 has been completed and

submitted for the Bluffton Road Bridge project. The cost of the project has increased significantly. It was budgeted in 2015 and costs have increased. Stage 3 has been completed and submitted for the Goeglein Road Bridge project and will be bid in 2025 due to funding shortfalls.

Mr. Kaiser gave the progress report for INDOT. E & B Paving, LLC was awarded the contract for the Intersection Improvement project at SR 930 and Maplecrest Road on February 26, 2024. The Intersection Improvement project at SR 37 and Notestine Road was added to the list and the contract letting is scheduled for October 2024. A resurface project on SR 930 from I-69 to the cloverleaf was added to the list and the contract letting is scheduled for September 2025.

Mr. Hartman gave the progress report for Allen County Highway. Right-of-way (RW) is at 50% for the Fogwell Parkway project and a project status update meeting was held at General Motors on March 4, 2024. The Grabill Road Bridge #29 project has an increase of approximately \$58,000 in the estimated overall project cost and construction estimate. The indemnity and access interlocal agreement was completed with Fort Wayne City Utilities and the construction inspection contract has been executed and ready to go. The construction inspection contract has been executed and ready to go for the Antwerp Road Bridge #15 project. The construction inspection contract has been executed and ready to go for the Amber Road Bridge #226 project and there has been a decrease in the estimated overall project cost of approximately \$53,500. The construction inspection contract has been executed and ready to go for the Monroeville Road Bridge #277 project. The RW acquisition is awaiting environmental document approval. The construction inspection contract has been negotiated and awaiting INDOT authorization to proceed for the Slusher Road Bridge #141 project. There has been a decrease in the estimated overall project cost of approximately \$10,000. There has been a slight increase in the estimated overall project cost for the Hamilton Road Bridge #242 project and the Van Zile Road Bridge #32 project. There has been a slight increase in the estimated overall project cost for the Cuba Road Bridge #24 project. The adjusted ditch alignment requires an additional archeological investigation.

There was no progress report for Citilink.

There was no progress report for the airport.

The first item of new business was the 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. Citilink is responsible for reporting TAM information to the FTA (Federal Transit

Administration). NIRCC is responsible for assisting with the development and adoption of the targets. A table of the number of revenue service vehicles and non-revenue service vehicles from 2020 – 2023 was shown. A table of the performance measures for 2023 was shown for the revenue service vehicles and non-revenue service vehicles. The 2023 targets and actual figures were compared. All the targets were met except for SGR for large buses. The target was 90% and the actual was 86%. The proposed 2024 Targets for Rolling Stock are for buses (large) that 25% meet or exceed ULB and 80% are in SGR, cutaway buses 35% meet or exceed ULB and 70% are in SGR, specialized vans 50% meet or exceed ULB and 90% are in SGR. The proposed 2024 Targets for Rolling Stock non-revenue vehicles are 85% meet or exceed ULB and 60% 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, and passenger station. The proposed 2024 Targets for Facilities are 0% meet or exceed ULB and 90% are in SGR. Mr. Hartman moved that the 2024 Transit Asset Management Targets be adopted. Mr. Spoelhof seconded the motion and it carried.

The next item of new business was the Intersection Analyses presented by Mr. Bradtmiller. The performance of 12 intersections was evaluated. Seven of the intersections were signalized and five were unsignalized. The signalized intersections include Airport Expressway/Smith Road (PM), Anthony Boulevard/Rudisill Boulevard (PM), Auburn Road/Clinton Street (PM), Bluffton Road/Lower Huntington Road (PM), Cold Spring Boulevard/Cook Road (AM), Coliseum Boulevard/Lake Avenue (AM), and Spring Street/Tyler Street (AM). The unsignalized intersections include Amstutz Road/Schlatter Road (PM), Ardmore Avenue/Gulfstream Drive (PM), Corbin Road/Union Chapel Road (PM), Hursh Road/Tonkel Road (AM), and Union Chapel Road/Maple Creek Middle School (AM). The signalized intersections were operating at a LOS (level of service) of D or higher except the Auburn Road/Clinton Street and Coliseum Boulevard/Lake Avenue intersections. They were operating at a LOS of E. The Amstutz Road/Schlatter Road (PM) intersection had a LOS of B for the eastbound movement, a LOS of D for the westbound movement, and a LOS of A for the northbound and southbound movement. The Ardmore Avenue/Gulfstream Drive (PM) intersection had a LOS of C for the eastbound movement and a LOS of A for the northbound and southbound movement. The Corbin Road/Union Chapel Road (PM) intersection had a LOS of F for the westbound movement, a LOS of E for the northbound, a LOS of C for the southbound movement. The Hursh Road/Tonkel Road (AM) intersection had a LOS of D for the eastbound movement, and a LOS of E for the westbound movement, a LOS of A for the northbound and southbound movement. The Union Chapel Road/Maple Creek Middle School (AM) had a LOS of A for the westbound and eastbound movement and a LOS of D for the southbound movement. Signal warrants were performed on four of the unsignalized intersections. The Ardmore

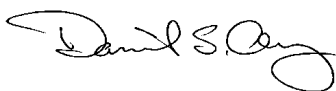
Avenue/Gulfstream Drive intersection did not meet any warrants. The Corbin Road/Union Chapel Road intersection did not meet Warrant 1A or 1B, but it did meet Warrant 2. The Hursh Road/Tonkel Road intersection met Warrant 1B and Warrant 2. The Union Chapel Road/Maple Creek Middle School intersection does not meet any warrants.

The next item of new business was the Resilience Improvement Plan presented by Mr. Avery. NIRCC is collaborating with Homeland Security to identify critical infrastructure, its vulnerability, risks and stressors, and emergency preparedness and response. The Federal Highway Administration defines resilience as, “the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions”. When a Resilience Improvement Plan is in place the cost sharing of PROTECT funds will be higher. There has been an increased risk of stressors due to extreme weather events. The plan will help mitigate the impact of these stressors on the transportation system. Critical assets need to be identified and assessed. The criteria to identify a critical asset and vulnerability assessment were discussed. Mr. Avery distributed a list of stakeholders that will be instrumental in developing the plan and asked the Board to review the list. A steering committee is being assembled and will meet next month.

The last item of new business was the FY 2024-2028 TIP Amendments. There were eight amendments regarding Citilink. There were five amendments regarding INDOT projects. The last amendment was removing the HSIP (Highway Safety Improvement Program) funds from the TIP. These funds are not required to be in the TIP. Mr. Spoelhof moved to approve the TIP Amendments as submitted. Mr. Hartman 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.

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.

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