Transportation Summary Report

NIRCC

Fiscal Year 2023

Produced by the
Northeastern Indiana Regional Coordinating Council

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INTRODUCTION

The Northeastern Indiana Regional Coordinating Council (NIRCC) is designated as the metropolitan planning organization (MPO) responsible for conducting transportation planning in the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. Working with other public and private agencies, NIRCC strives to implement a transportation system that assures healthy growth and orderly development in the region. One of the main goals of NIRCC is working to develop a well-coordinated, multimodal, and functional transportation system to satisfy existing and future travel demands.

NIRCC and its staff work to provide a complete transportation system, one which will enhance the efficient movement of goods and people, while promoting greater safety and maintaining a conscious regard for the quality of life. For this goal to become a reality, constant monitoring of the existing system must occur. Staff is continually collecting data on the existing system to support the short-range planning process and to identify the challenges and opportunities of the future.

This Transportation Summary Report highlights and visually illustrates some of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2023. The primary purpose of this report is to familiarize the reader with the techniques used by NIRCC and the resulting products to promote a better understanding of the transportation planning process in our community. Included in this report is a summary of the traffic surveillance activities, vehicle miles of travel, intersection and arterial analyses, corridor studies, travel time and delay studies, the amended Fiscal Year 2022-2026 Transportation Improvement Program (TIP) Projects for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area, quarterly review, TITLE VI & ADA, Safety Management System (SMS) activities, congestion management, bicycle/pedestrian planning activities, Red Flag Investigation (RFI) studies, and transit planning.

Traffic Surveillance

Studies completed by the Northeastern Indiana Regional Coordinating Council

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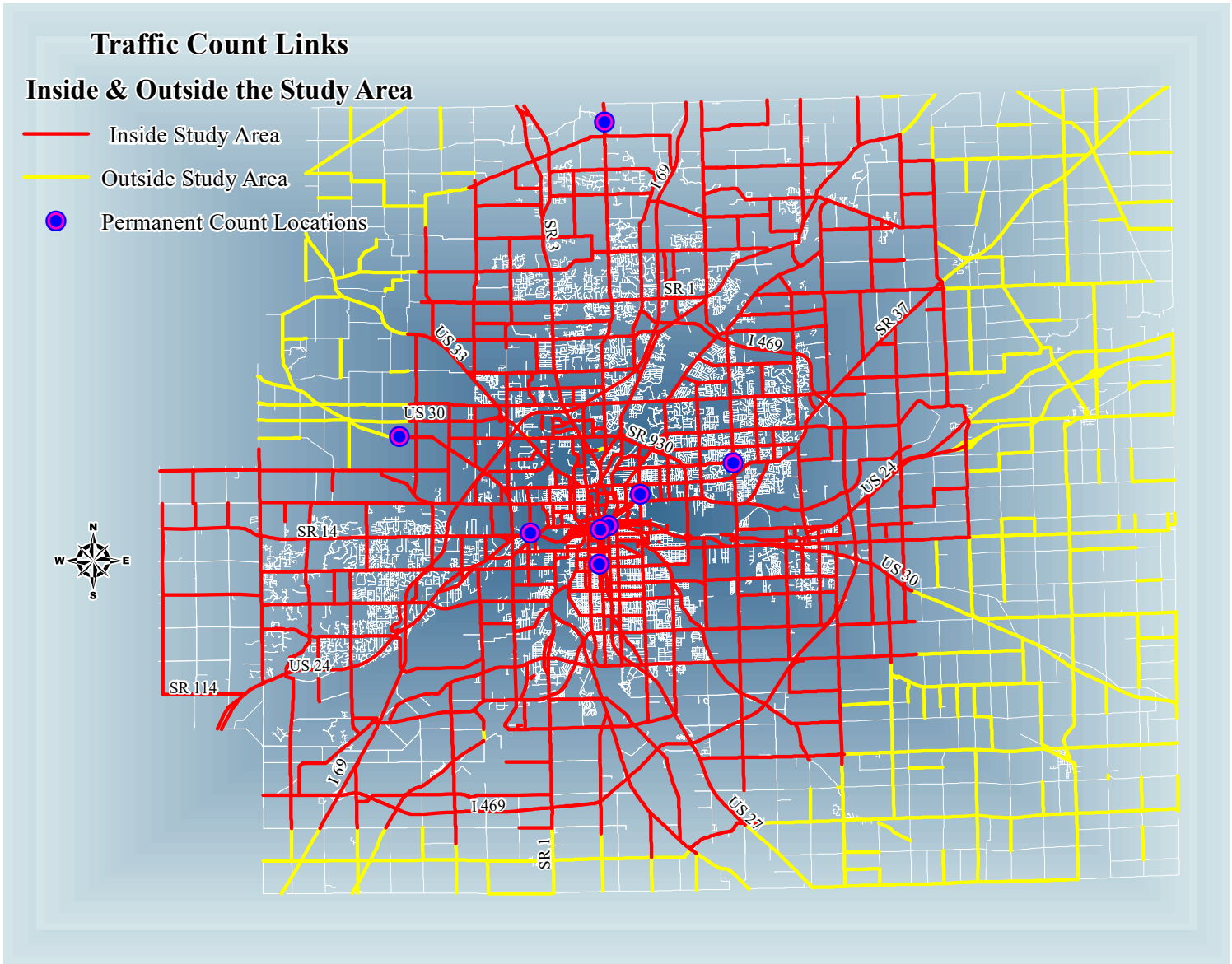
TRAFFIC SURVEILLANCE

Traffic counting provides an important base for short- and long-range transportation planning in an area. NIRCC is responsible for collecting and recording traffic count data for more than 2,000 traffic count links just within Allen County, as illustrated in Figure 1. The majority of these links are located within the Metropolitan Planning Area and are shown in red. The yellow links are collected as part of our rural traffic count program. The data is collected on a rotational basis, which varies from link to link. NIRCC employs three types of counts, weekly, temporary ground counts, and classification counts.

The first type of counts are weekly counts. These are done at eight permanent local counting stations, also illustrated in Figure 1. The permanent weekly counts are in locations that represent arterials and collectors in four different planning

Figure 1



areas of Fort Wayne and Allen County. The Indiana Department of Transportation (INDOT) maintains permanent counting stations on Interstate 69 and State Road 930. The data from these stations, collected each month, is used to develop monthly count factors. Monthly count factors are important because traffic volumes vary from one season to

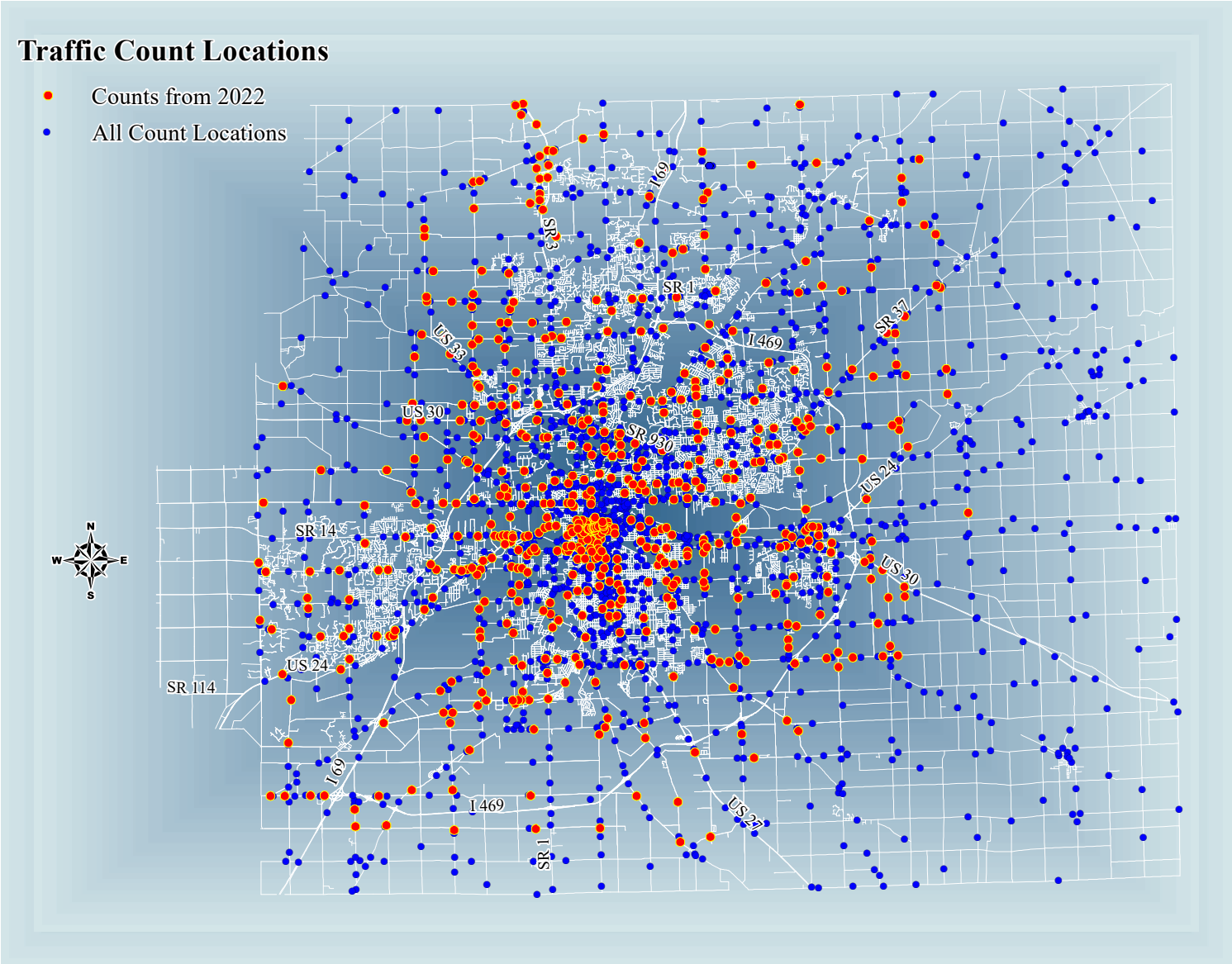


Figure 2

another for various reasons. Weather conditions, construction, economic activities and school/work schedules are just a few of the variables that cause seasonal variations in traffic flow. Traffic count data collected in November may be very different than traffic count data collected in July. Because of these differences, traffic counts throughout the year must be adjusted with these factors depending on the month and season if they are to be accurately compared. These factors are what adjust the raw traffic count data into the Average Annual Daily Traffic (AADT) volumes.

The second type of counts are temporary ground counts. In Count Year 2022 (March to December), data was collected at 624 locations within the Metropolitan Planning Area (MPA), as illustrated in Figure 2. As part of the rural and state

count program, NIRCC completed an additional 749 counts outside the MPA. NIRCC completed 366 counts in Wells County; 240 as part of the rural program and 126 as part of the state count program. NIRCC completed 258 counts in Adams County; 142 as part of the rural program and 116 as part of the state count program. In Huntington County NIRCC completed 125 counts as part of the state count program. All of these counts are forty-eight hour, weekday counts that are conducted region-wide and adjusted for vehicle axle variability and seasonal variability. These counts fulfill three main objectives:

1) sample locations to estimate vehicle miles of travel,
2) sample highway performance monitoring system locations, and
3) collect coverage and special counts for planning and analysis purposes.

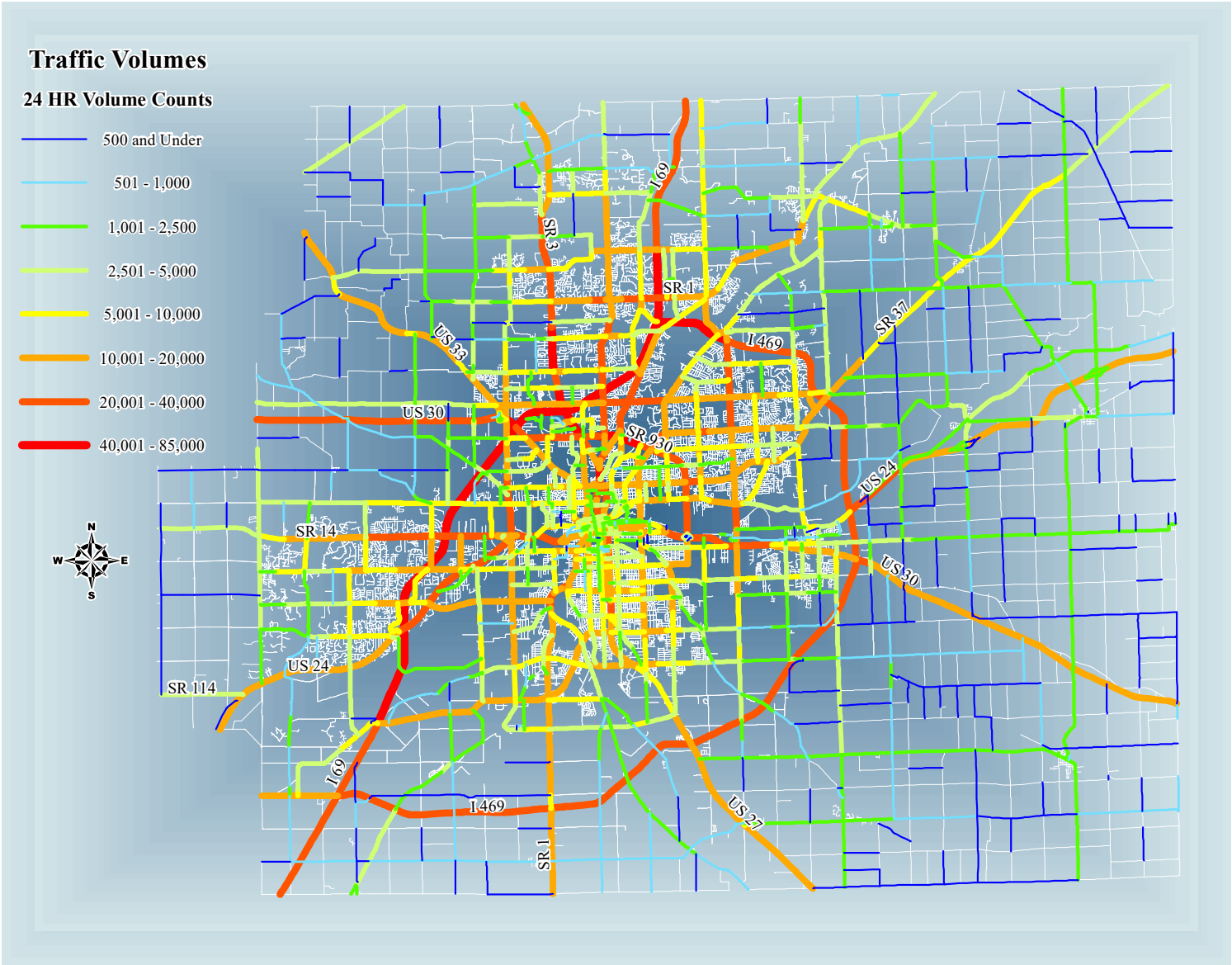


Figure 3

The last type of traffic counts are traffic classifications. Classification counts are conducted at selected locations to determine the frequency of various vehicle types. This data is collected, summarized, and then recorded as a component of the transportation characteristic file. The amount of truck traffic at a sampled location is the critical information collected by classification counts. The information is used for general system monitoring and for augmenting the data needs of Highway Performance Monitoring System (HPMS) sections and several management systems.

Figure 3 provides the range of traffic volumes present throughout Allen County. Some of the traffic count links shown in Figure 1 and Figure 3 exhibit links that may look unconnected or isolated. These links appear this way because they are usually part of the local road type samples or the railroad inventory count locations. Since most of the links are not functionally classified, they do not illustrate the continuity that the other links reveal.

Vehicle Miles of Travel

Studies completed by the Northeastern Indiana Regional Coordinating Council

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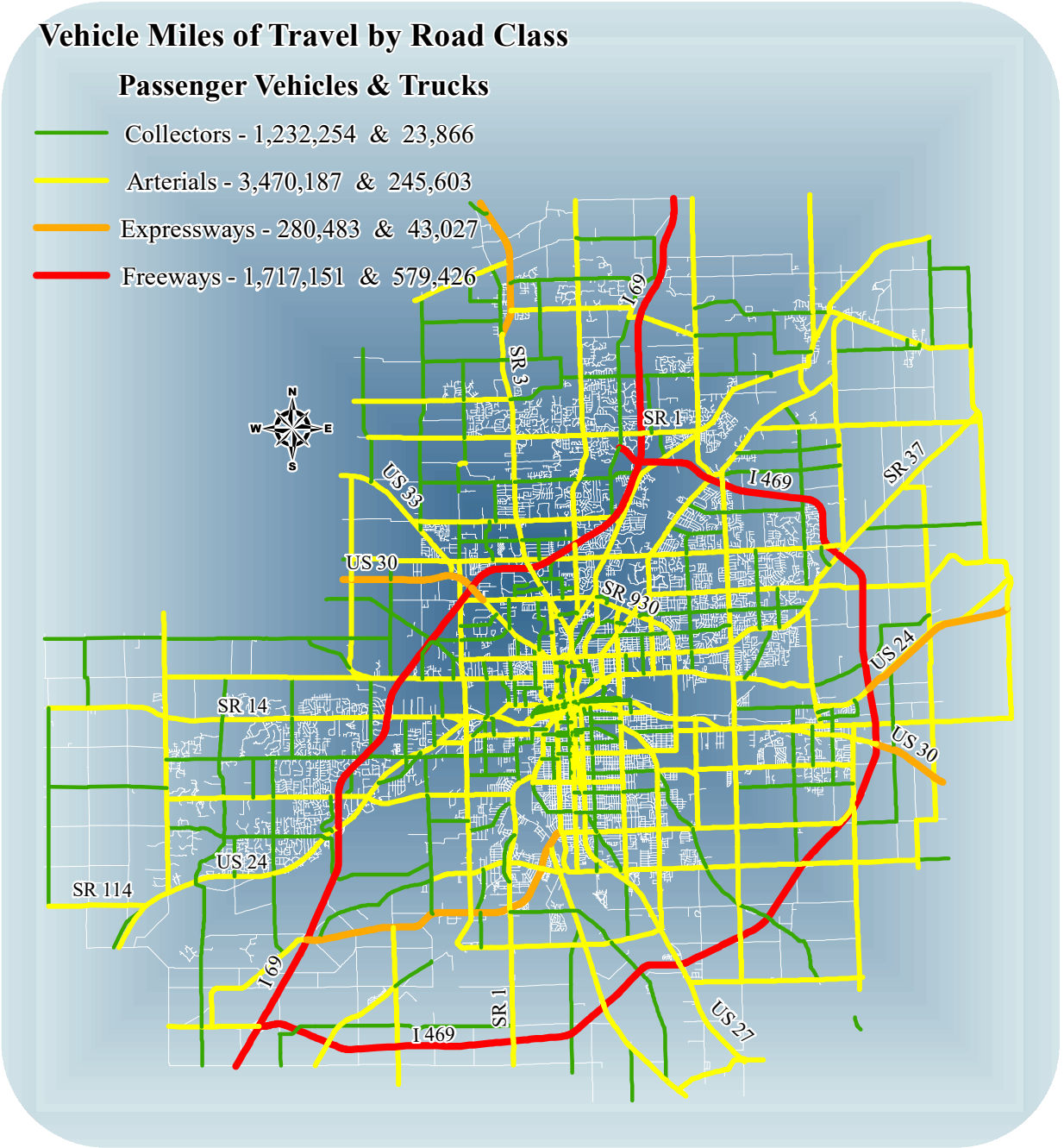
VEHICLE MILES OF TRAVEL

The purpose of the vehicle miles of travel (VMT) estimate is to provide a measurement of regional traffic growth. The VMT estimate incorporates several factors that influence quality of travel within a region including traffic volume, length and type of roadway facility, seasonal traffic variations, and vehicle types. The VMT estimate has been published annually for the region beginning in Fiscal Year 1986. With each annual estimate, NIRCC staff has attempted to improve its sampling and analytical skills to produce the most reliable estimate possible. Region wide, vehicle miles of travel decreased from 7,660,286 in 2021 to 7,591,997 in 2022. This represents a decrease of -0.89 percent. The VMT decreased on arterial streets (-4.92%), the VMT increased on collector streets (10.47%) and on expressways (1.47%) over the previous year. The VMT is illustrated for 2022 in Figure 4.

Figure 4



The changes in VMT from year to year can be attributed to a number of possibilities. The most evident reason for VMT changes can be accredited to the increase or decrease in the amount of travel. Other factors that can affect the increase or decrease in VMT can include the price of gasoline, unemployment rates, automobile operating costs, weather, and most recently; the COVID Pandemic. Another factor could be due to reclassifying roadways based on usage type. This was the case for the large increase in Expressway miles for 2019 which was the first year US 24 E was classified as an Expressway.

The bar chart shown in Figure 5 displays the annual VMT estimates for the past 35 years spanning from 1986 to 2021 for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. It also provides a benchmark for VMT displaying the first estimate done in 1986. These VMT estimates do not include the number of vehicle miles traveled on the local streets. The amount of local samples NIRCC collects is not sufficient to calculate a reliable VMT estimate. For the most part, the general trend shown on the chart shows only slight changes in total VMT throughout the 35 year period but a significant increase since the inception of VMT in 1986. The VMT is anticipated to level out or continue to slightly increase. Even though gas prices, pandemics, and economic hardships may slightly change the growth patterns of VMT, there still seems to be factors that will continue to keep the VMT increasing a little even though some years experienced a slight decrease. These factors include an increase in automobile ownership per family, the spread of development, suburb to suburb travel, a rise in the percentage of two-income families, and other lifestyle changes.

Figure 5

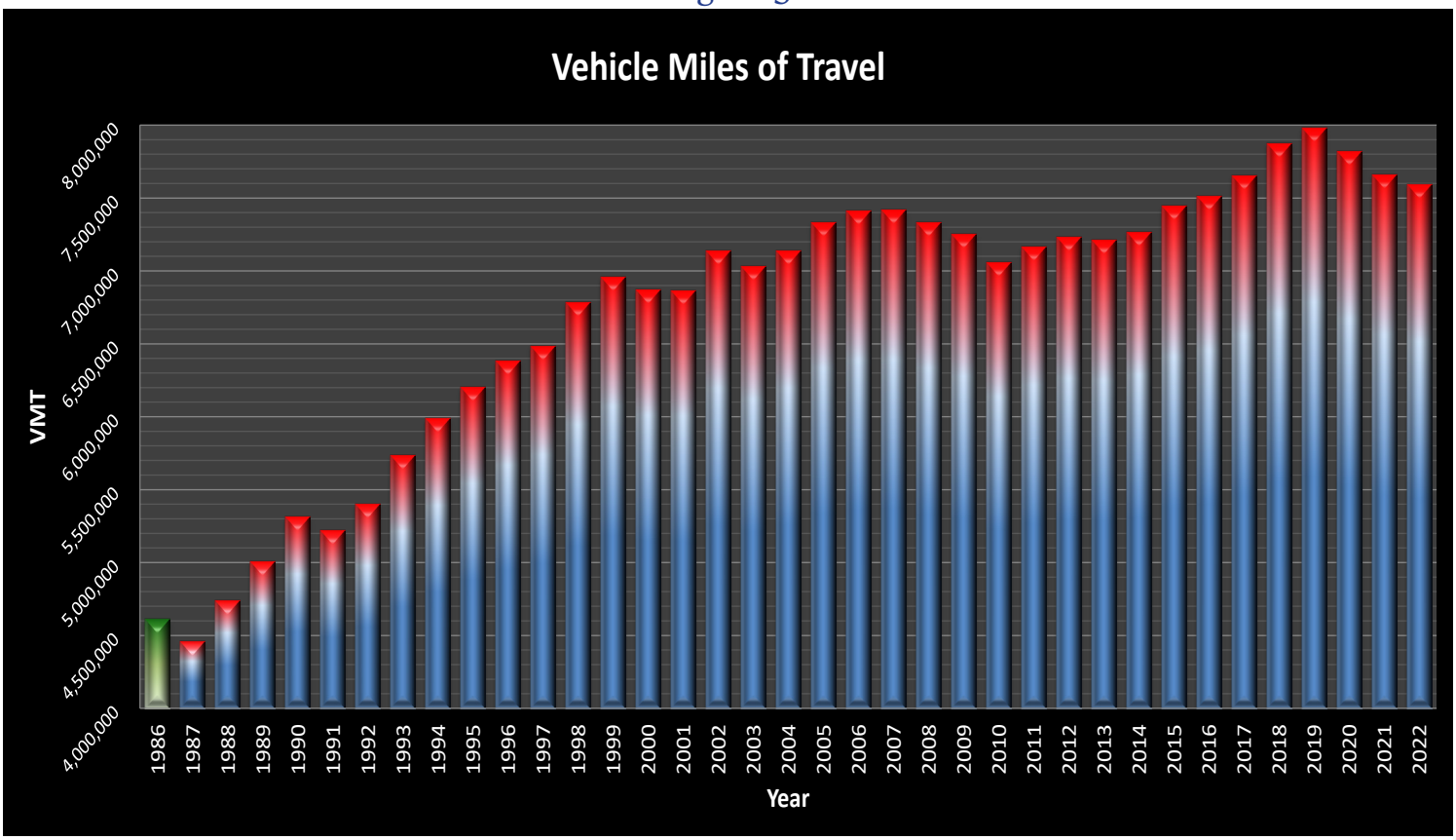
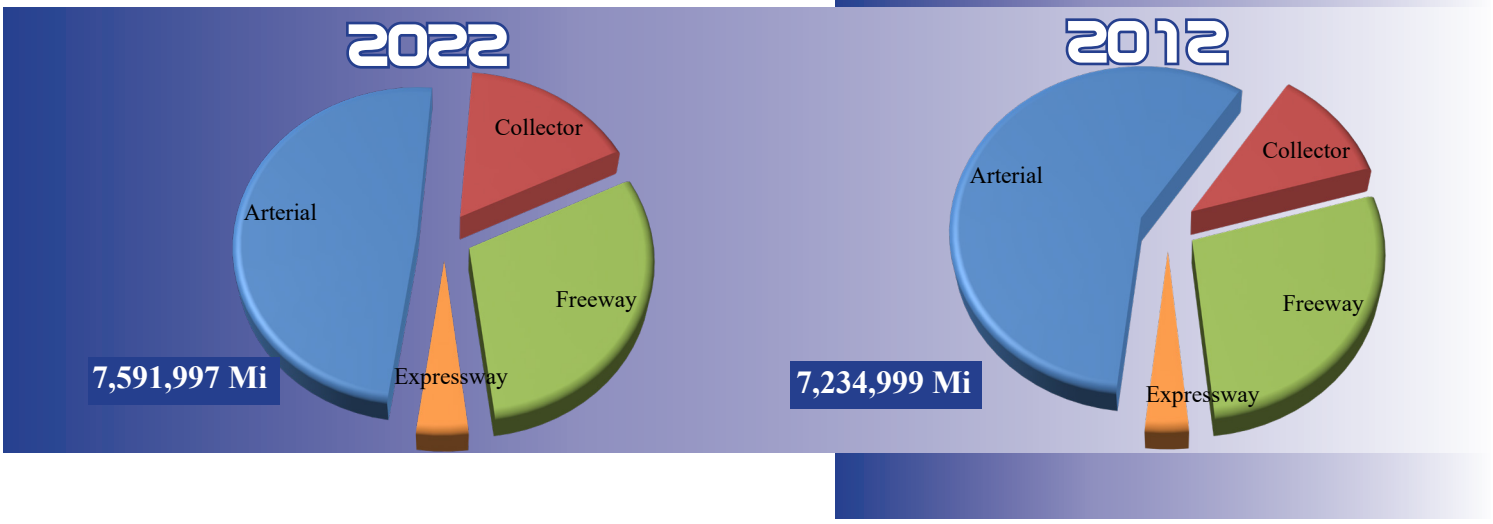


Figure 6 presents three pie charts that represent the proportions of VMT by street classification for the years 1986, 2012, and 2022. As you can see, the proportions of traffic in 1986 are different compared to the proportions of traffic in 2012 and 2022. Freeway traffic increased significantly while Arterial usage decreased. The main reason for these changes can be attributed to the opening of Interstate 469. The first year that Interstate 469 was included in the VMT estimates was in 1996. The addition of Interstate 469 caused a large shift of traffic from the arterial streets to the new freeway system.

Figure 6

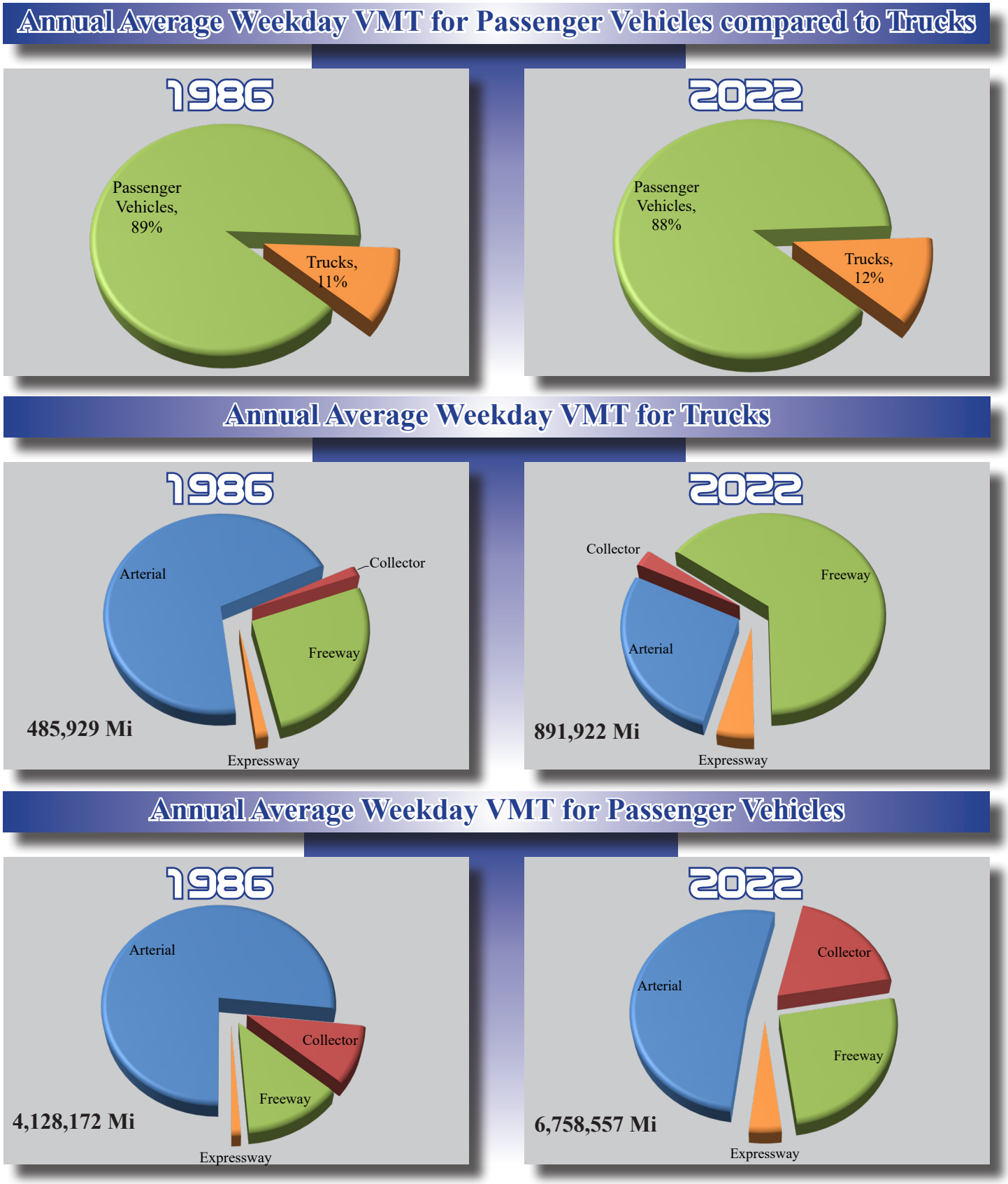
Annual Average Weekday VMT



The VMT is also broken down to show the annual average VMT for passenger vehicles and trucks. The pie charts contained in Figure 7 illustrate the VMT for 1986 and 2022. The proportion of truck traffic compared to passenger vehicle traffic is almost identical in 1986 and 2022. A further breakdown of the proportionate usage of passenger vehicles versus trucks on the different road classifications shows some interesting differences between 1986 and 2022. Even though the proportion of truck traffic compared to passenger vehicle traffic is nearly the same for these two years, the distribution of traffic on arterials and freeways is much different. As previously mentioned, the traffic distributions between arterials and freeways changed significantly when Interstate 469 was included into the VMT estimates. The most significant change in traffic distribution between 1986 and 2022 came from the Annual Average weekday VMT totals for trucks. The pie charts show how much of an impact Interstate 469 has made between 1986 and 2022. The utilization of the freeway system has alleviated a significant amount of truck traffic from the arterials.

The pie charts contained in Figure 8 illustrate the proportion of passenger vehicle traffic versus truck traffic for each type of road classification. Even though the amounts of truck traffic and passenger vehicle traffic significantly changed

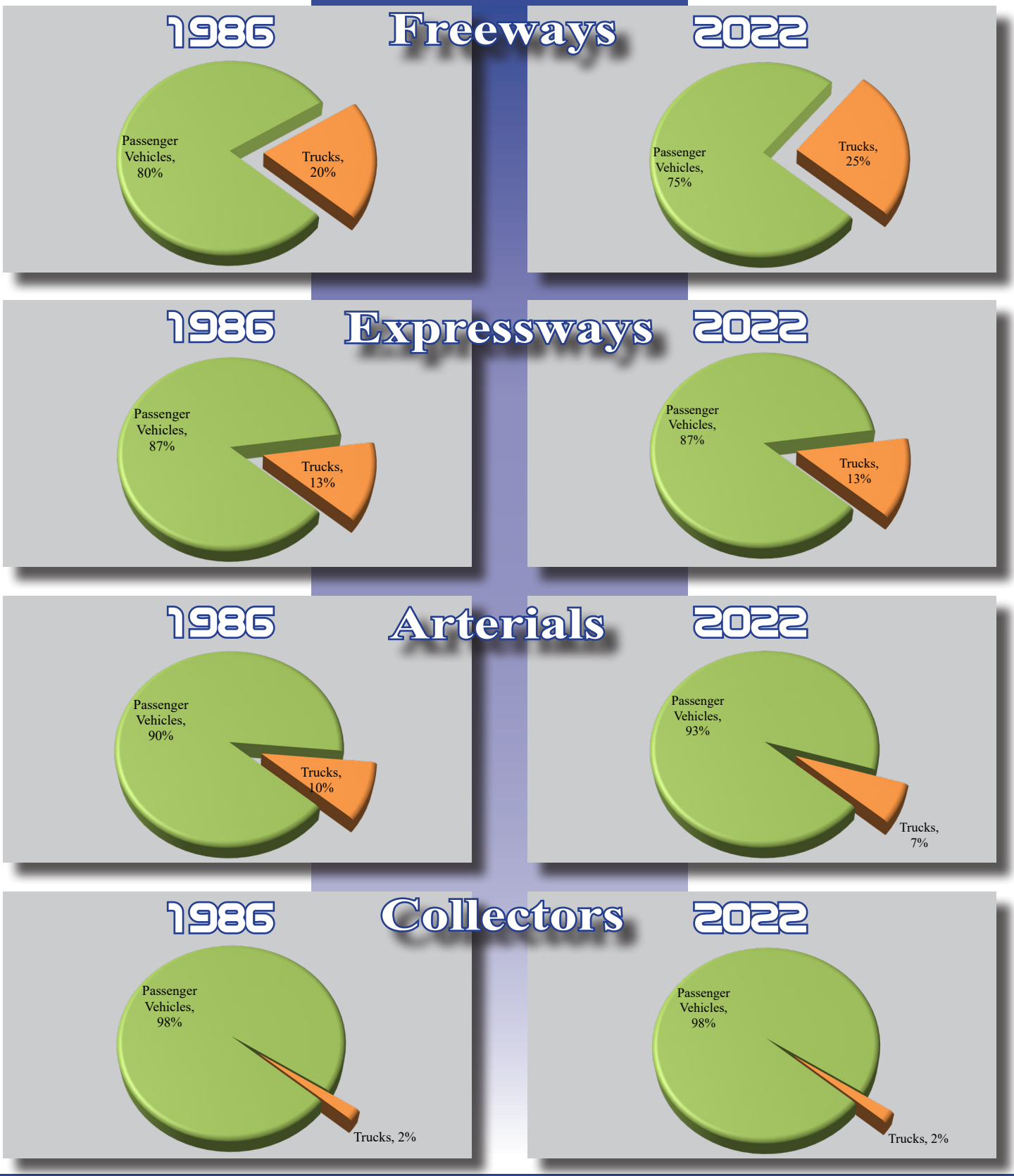
Figure 7



for some of the road classifications, the proportions of passenger vehicles and trucks for each road classification remained very similar between 1986 and 2022.

Figure 8

Percentage of Annual Average Weekday VMT for Passenger Vehicles Compared to Traucks



Intersection and Arterial Analysis

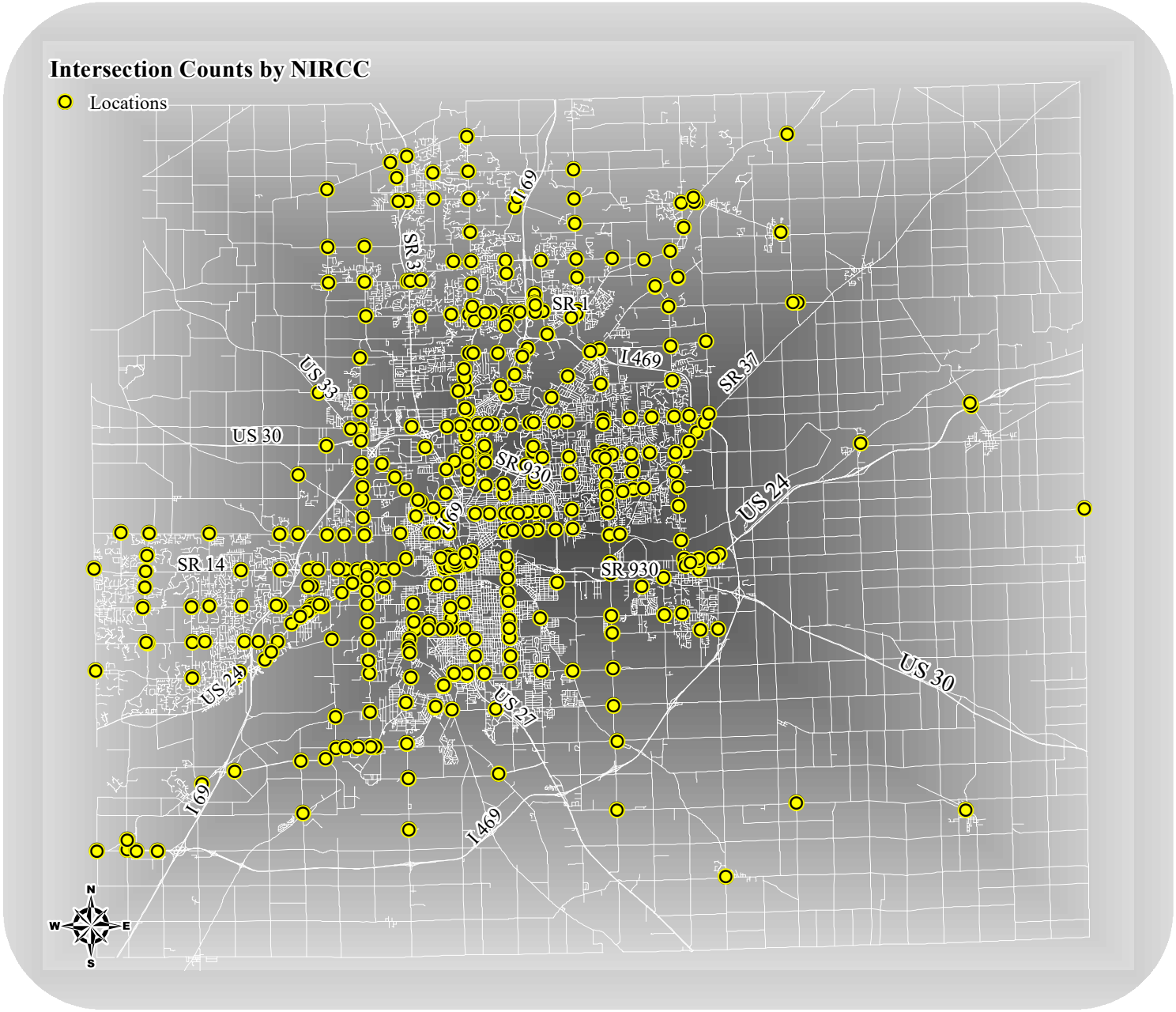
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

INTERSECTION AND ARTERIAL ANALYSIS

NIRCC also conducts intersection and arterial analyses. Staff studies intersections within Allen County and examines their performance characteristics. These studies are conducted based on requests from the City of Fort Wayne, the City of New Haven, the Allen County Highway Department, and the Indiana Department of Transportation to evaluate problems and concerns with specific intersections. Figure 9 illustrates all the intersections that have been studied by NIRCC in the past. In Fiscal Year 2023, NIRCC evaluated 26 intersections which are listed in the table contained in Figure 10. Out of these 26 intersections, 17 were signalized and 9 were unsignalized.

Figure 9



The targeted measures of effectiveness for intersections are delay and capacity. The level of service (LOS) of an intersection is defined alphabetically A through F, A being the best LOS and F being the worst. The LOS is based on the average delay (measured in seconds) experienced at an intersection. Level of service cannot be calculated when the volume to capacity ratio (V/C) exceeds 1.2 for an individual group. The level of service for each of the intersections counted in Fiscal Year 2023 are illustrated in Figures 11 through 14 for each approach. These levels of service are only based on the peak hour for each intersection.

In order to qualify for a traffic signal, intersections must meet one or more of the primary volume signal warrants or both all-way stop warrants as described in the Manual on Uniform Traffic Control Devices 2009 Edition. The intersections reviewed for signal warrants along with other types of intersection analyses in Fiscal Year 2023 are illustrated in Figure 15.

Figure 10

Signalized Intersections

- Airport Expressway / Fairfield Ave
- Anthony Blvd / Lake Ave
- Apple Glen Blvd / Illinois Rd
- Bass Rd / Hillegas Rd
- Broadway / Taylor St
- Clinton St / St Joe Ctr Rd
- Covington Rd / Hadley Rd
- Evard Rd / St Joe Rd
- Fairfield Ave / Jefferson Blvd
- Getz Rd / Illinois Rd
- Hillegas Rd / Illinois Rd
- Hobson Rd / State Blvd
- Homestead Rd / Liberty Mills Rd
- Lafayette St / Pettit Ave
- Maplecrest Rd / Nelson Rd
- Maplecrest Rd / St Joe Ctr Rd
- St Joe Center Rd / St Joe Rd

Unsignalized Intersections

- Bethel Rd / Dupont Rd
- Clinton Rd / Wallen Rd
- Coldwater Rd / Falcon Creek Pkwy
- Huguenard Rd / Ludwig Rd
- Maplecrest Rd / Parrott Rd
- Meijer Dr / St Joe Ctr Rd
- Notestine Rd / Wheelock Rd
- Paulding Rd / Wayne Trace
- Progress Rd / Value Dr

Figure 11

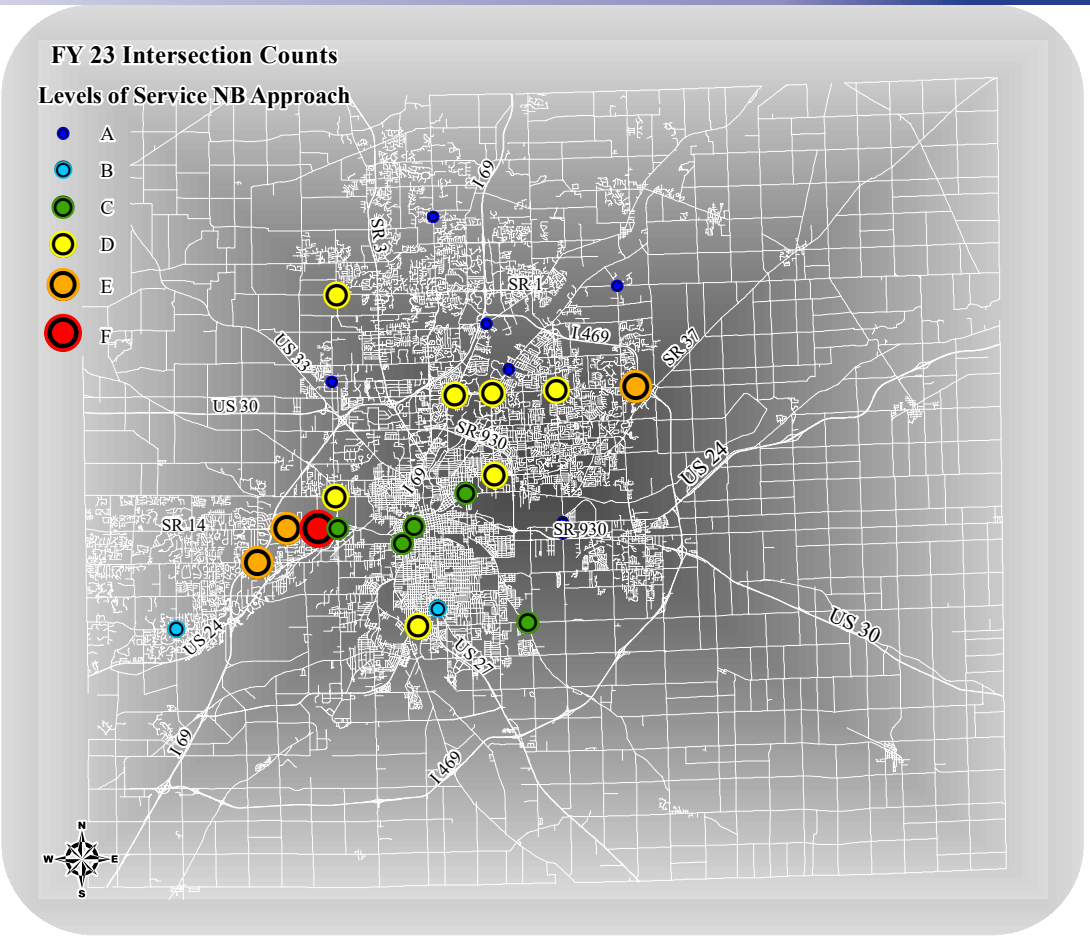
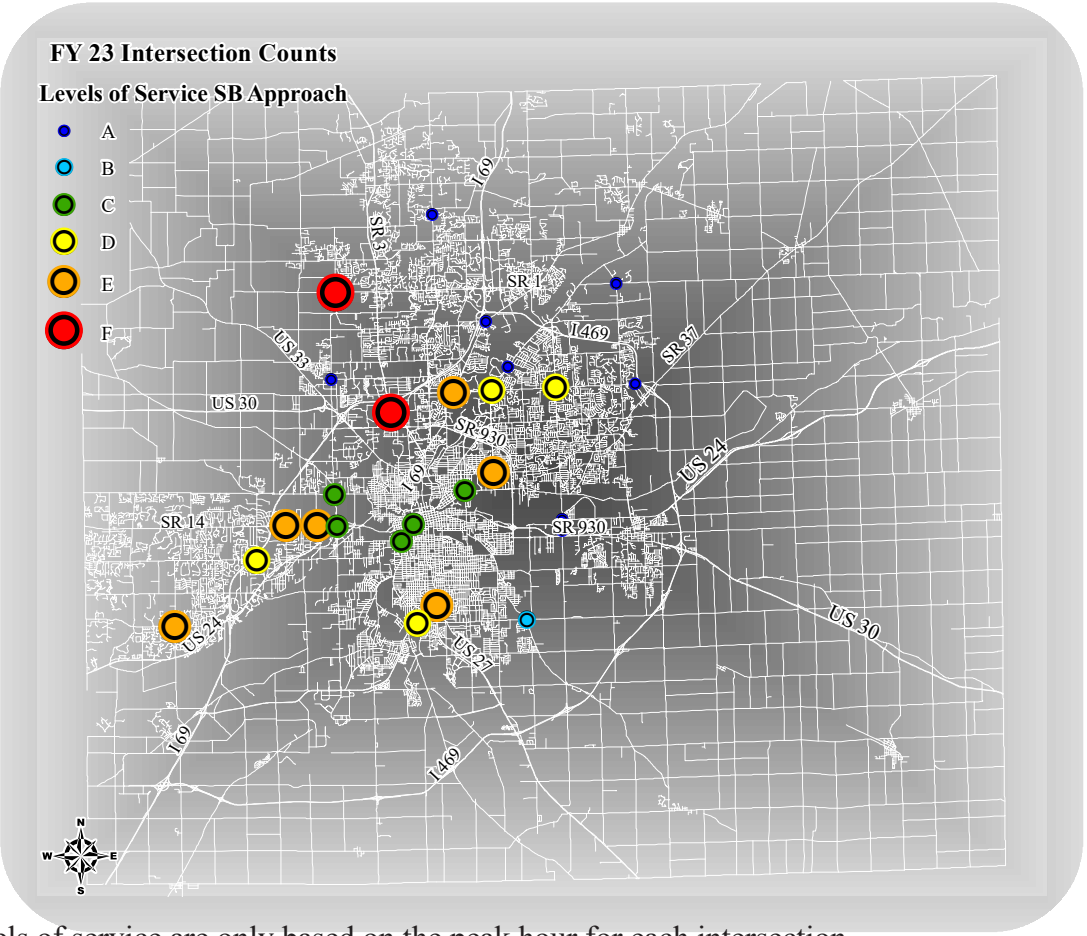


Figure 12



✻These levels of service are only based on the peak hour for each intersection.

Figure 13

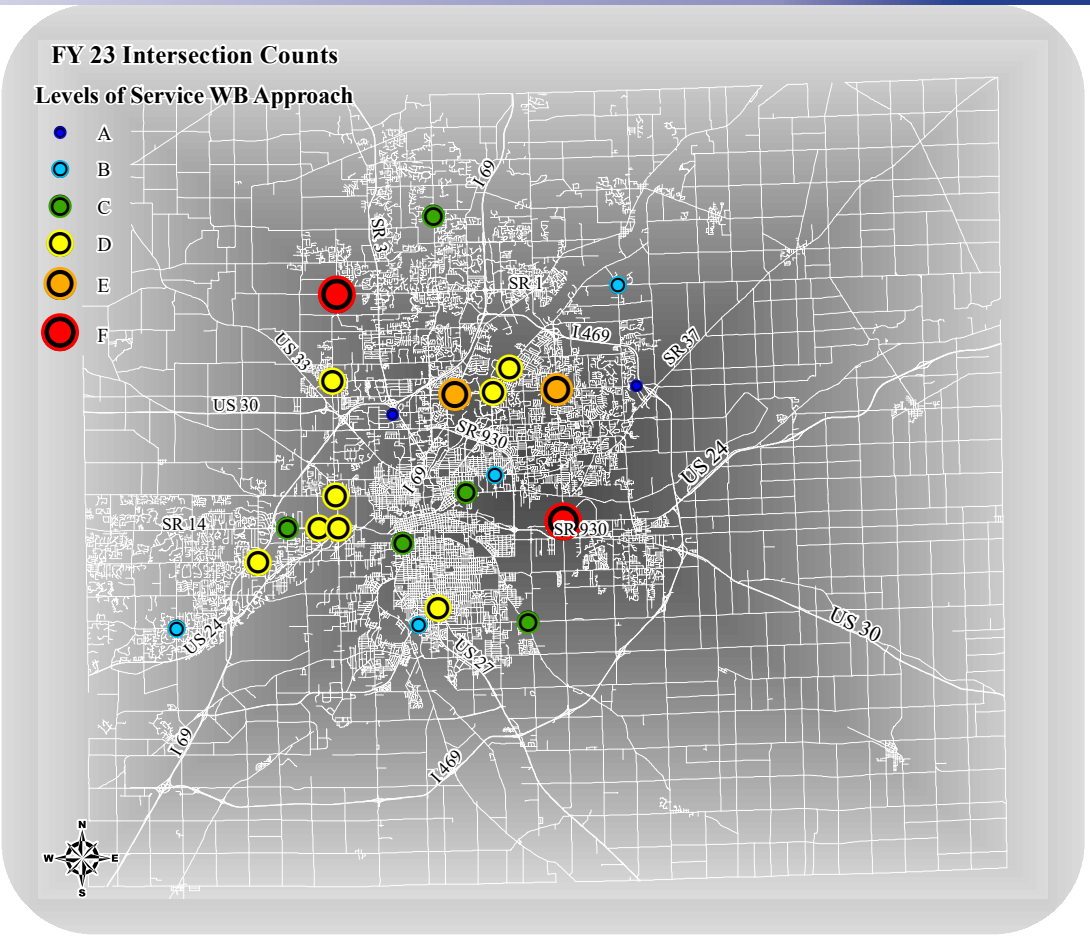
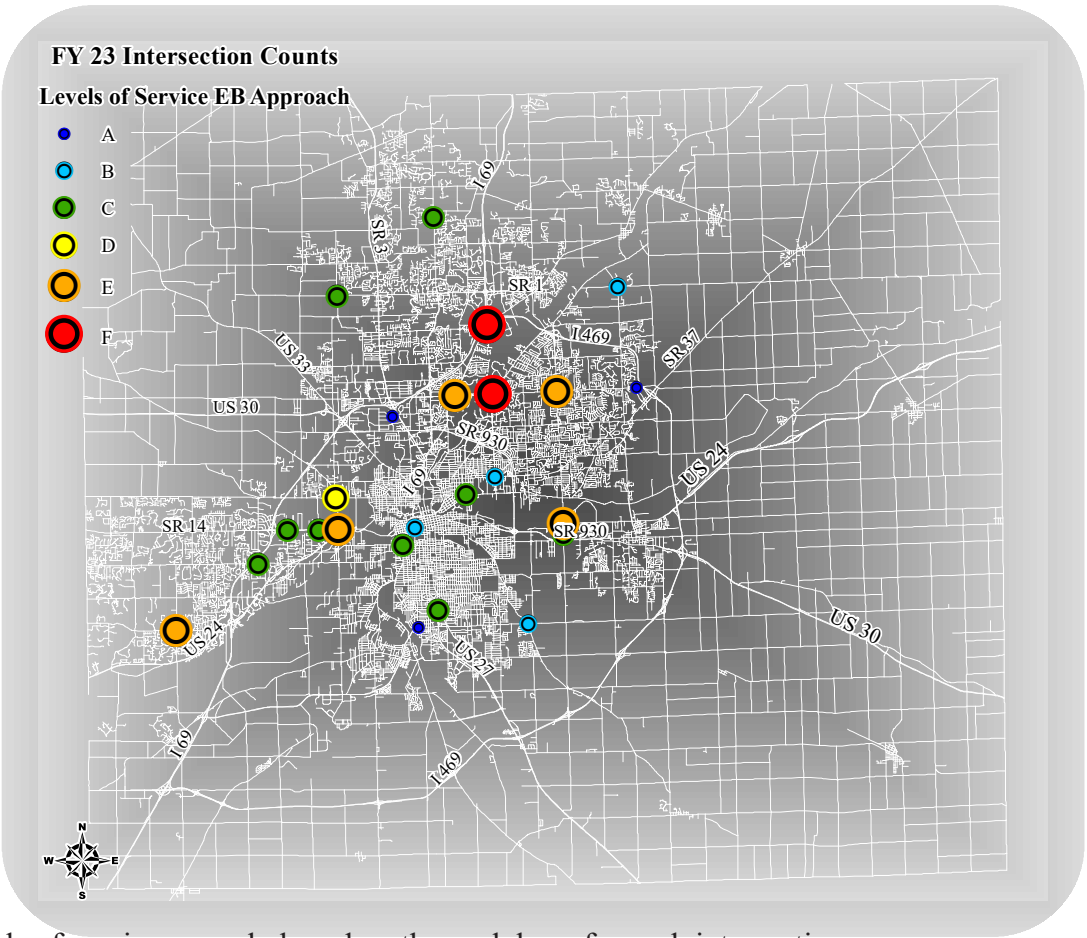
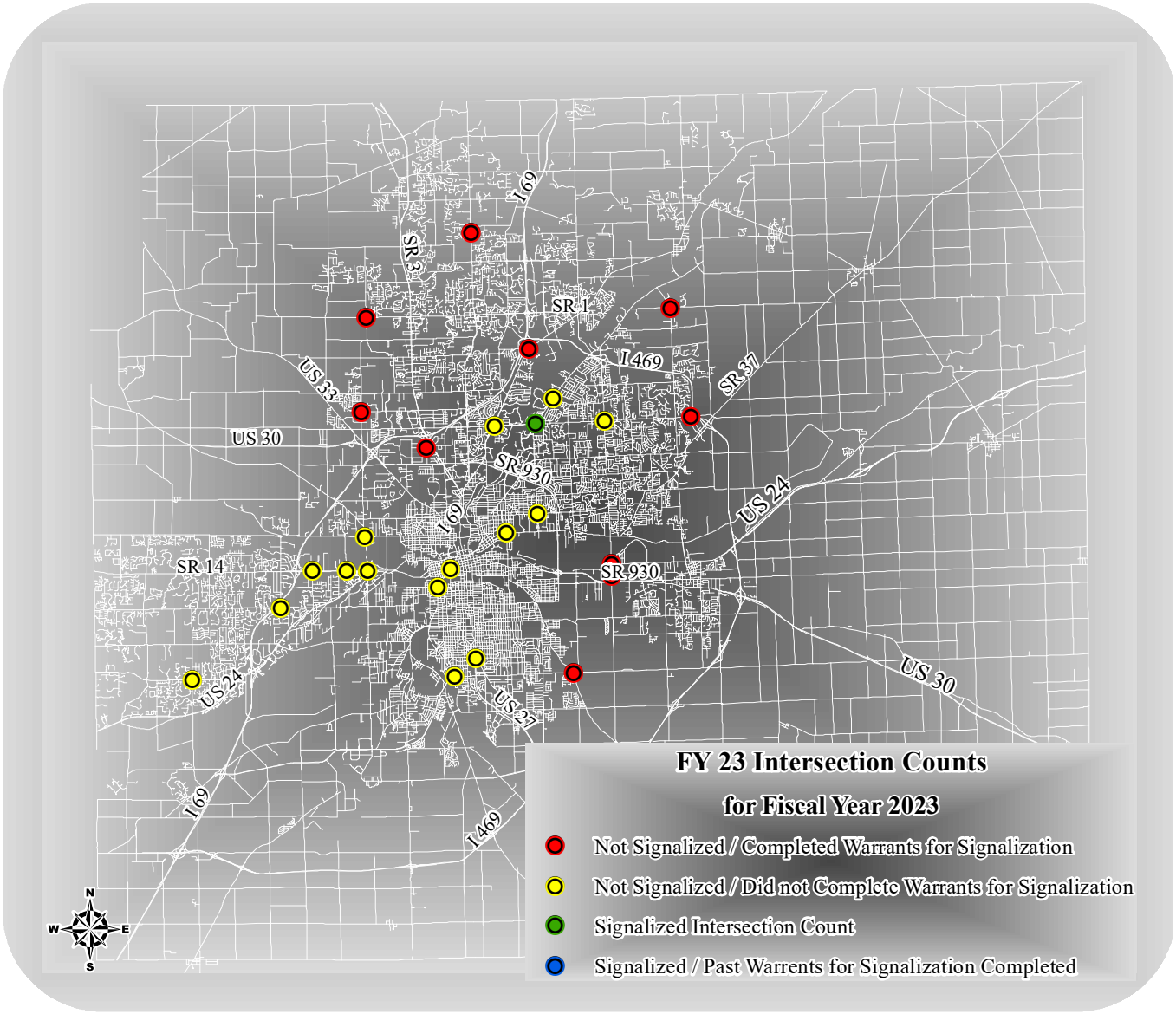


Figure 14



✻These levels of service are only based on the peak hour for each intersection.

Figure 15


I 69
SR 3
SR 1
I 469
US 33
SR 37
US 30
SR 930
US 24
SR 14
US 30
US 24
US 27
I 69
I 469
N
W
E
S
FY 23 Intersection Counts
for Fiscal Year 2023
Not Signalized / Completed Warrants for Signalization
Not Signalized / Did not Complete Warrants for Signalization
Signalized Intersection Count
Signalized / Past Warrents for Signalization Completed

Corridor Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

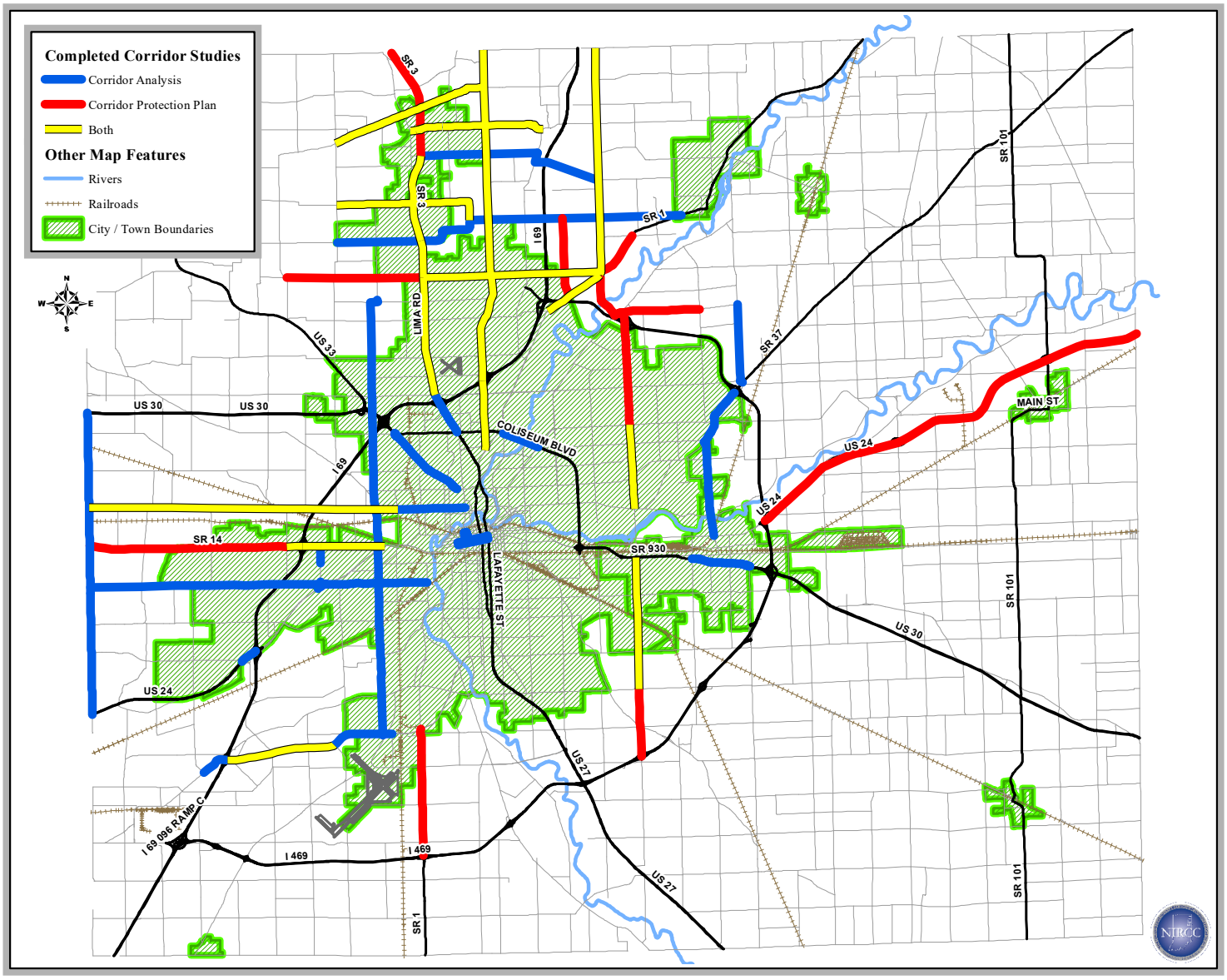
Transportation Summary Report Fiscal Year 2023

CORRIDOR STUDIES

Another activity conducted by NIRCC is the study of corridors throughout Allen County. There are two types of studies that are used to evaluate different aspects of the corridors: corridor and impact analysis studies and corridor protection studies and plans. Figure 16 illustrates the corridor studies that have been completed by NIRCC.

The main purpose of a corridor and impact analysis is to evaluate traffic impacts of future developments on an existing corridor, as well as locations that are in need of current or future infrastructure improvements. The corridor analysis estimates the number of new trips from anticipated developments that will be added to an existing facility to examine the changes of service level. When service levels fall below acceptable levels, recommendations are tested to

Figure 16



accommodate future traffic and relieve anticipated congestion problems along the corridor. Information provided by a corridor and impact analysis helps in developing a corridor protection plan that can be an efficient tool for mitigating potential congestion.

Corridor protection studies and plans evaluate and identify optimal access points along corridors for future developments and improvements. The adoptions of these plans facilitate efforts to resolve existing congestion and mitigate future problems. The recommendations from the plans aid local officials, planners, and developers during future development by protecting the integrity of the corridor from detrimental access.

Besides the traditional corridor studies which often only analyze one corridor or set of continuous corridors, NIRCC also performs a study called a sub-area analysis. A sub-area analysis analyzes a number of corridors within a given area or development. Information and materials produced by this type of analysis provide local policy-makers with an additional tool for assessing the impacts of new and expanding development to an area. The analysis focuses on assessing the current and future operating characteristics of the corridors and develops alternative strategies to improve safety and mitigate congestion. Staff looks at highway, transit, pedestrian and bicycle access as the major components of the analysis. Staff also evaluates how facilities, both within and outside of the analysis area, interact with each other and impact the current and future traffic patterns.

In Fiscal Year 2023, NIRCC did not complete any corridor studies.

Travel Time and Delay Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

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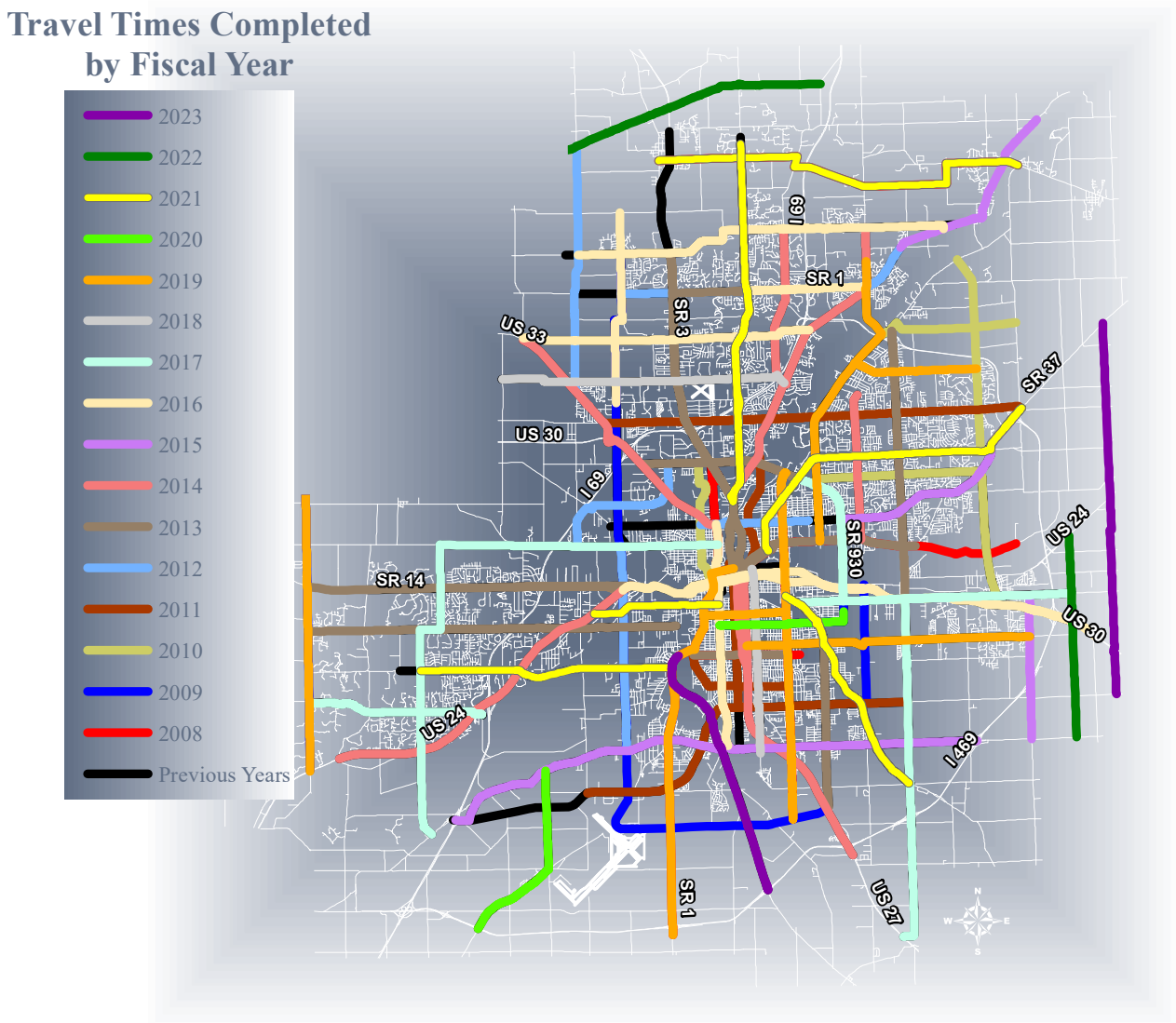
TRAVEL TIME & DELAY STUDIES

Another activity conducted by NIRCC is the travel time and delay studies. Figure 17 illustrates the travel time and delay studies that have been completed since Fiscal Year 1999. Travel time is one method to measure the congestion in the transportation system. It is essential for proper evaluation of the system because time is one of the most compelling and accurate yardsticks of the efficiency of street and highway service. Travel time is defined as the total time for a vehicle to complete a designated trip over a section of the road or from a specific origin to a specific destination. The studies conducted by NIRCC use the "average speed" method to obtain the travel time and delay data.

The following lists some of the uses that travel time data provide.

- *Identification of problem locations on facilities by virtue of high travel times and delay.*
- *Measurement of arterial level of service.*
- *Input into transportation planning models.*
- *Evaluations of route improvements.*
- *Input to economic analysis of transportation alternatives.*

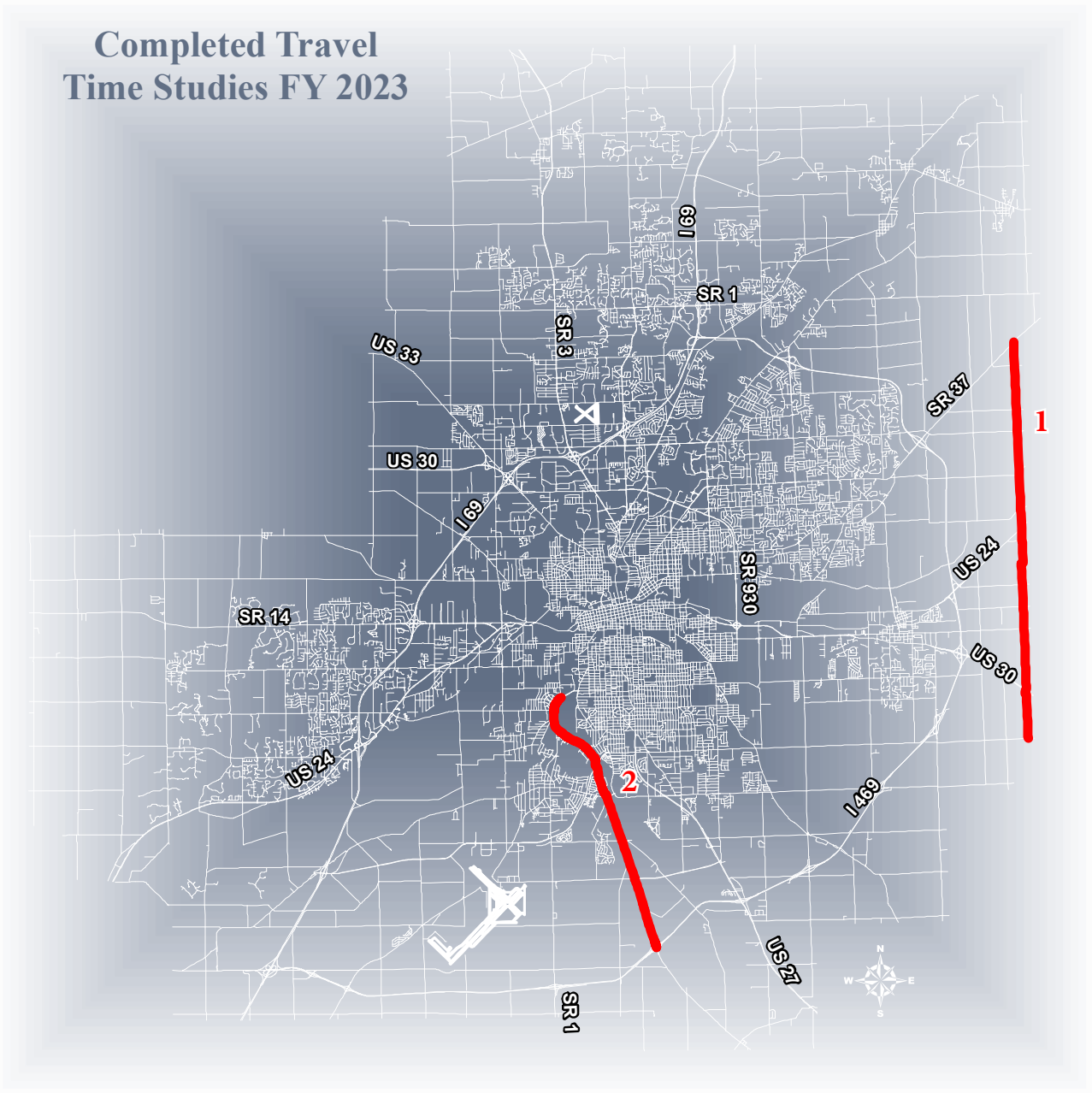
Figure 17



NIRCC studied two (2) corridors during Fiscal Year 2023 including: **1) 1. Bruick Road / Ryan Road** from State Road 37 to Paulding Roadand **2) 2. Winchester Road / Bluffton Road** from Interstate 469 to Brooklyn Avenue. The travel time studies completed during Fiscal Year 2023 are illustrated in Figure 18.

In order to calculate average travel times for a corridor, six runs are completed in each direction for three different time periods; morning peak travel (AM peak), evening peak travel (PM peak), and daytime travel (OFF peak). Traffic count information for each link in a corridor is examined to determine the peak hours.

Figure 18



In fiscal year 2007, NIRCC began using GPS (Global Positioning System) technology to conduct travel time and delay studies. The GPS software computes travel times by recording latitude and longitude coordinates every second during the travel time. The software takes this data and computes speed and time. This information can then be exported to create maps of every point taken by the software. We take the point data from the AM and PM peak time periods and create density maps. As the travel time vehicle slows down or stops, a mass of points are taken in a smaller area compared to the vehicle traveling at faster speeds resulting in more spacing between the points taken. The density maps shown in Figures 19 - 22 give the results of this data. You will see on the maps that as the travel time vehicle slows down or stops multiple times at any given point the areas are shown in red. The blue areas indicate the vehicle is traveling at faster speeds.

The following pages present a summary along with density maps of the two corridors studied in Fiscal Year 2023. Some of the density maps show only sections of the entire travel time while others show the entire corridor. The density maps provided in this report only show the AM and PM peak time periods in each direction. Red boxes around any of the density maps reveal that they are the travel time with the greatest amount of delay for that corridor. Green boxes around any of the density maps reveal that they are the time period with the least amount of delay for that corridor. If an Off peak time period experienced either the greatest or least amount of delay it will not be provided as a density map.

Bar graphs are also included on each page. Two of the bar charts display the average time that NIRCC staff actually encountered from the beginning to the end of the travel time corridor during the time period with the greatest amount of delay, shown in red, and the time period with the least amount of delay, shown in green. These two bar charts also display, in blue, what the travel time would be if there were no delays along the corridor. This time is reflective to what a person would experience if he or she were able to travel along this corridor at the posted speed limit without having to stop or slow down for traffic control devices and traffic congestion.

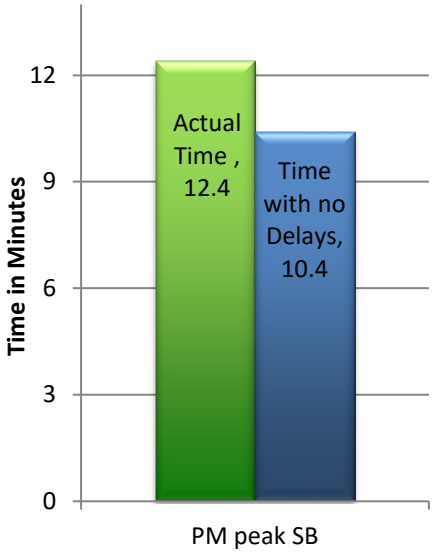
The other two bar charts display the average speed that NIRCC staff actually encountered from the beginning to the end of the travel time corridor during the time period with the greatest amount of delay, shown in red, and the time period with the least amount of delay, shown in green. These two bar charts also display, in blue, what the average speed would be if there were no delays along the corridor. This speed is reflective to what a person would experience if he or she was able to travel along this corridor at the posted speed limit without having to stop or slow down for traffic control devices and traffic congestion.

Travel Time and Delay Summary Section for Fiscal Year 2023

Figure 19

Bruick Road / Ryan Road
AM Peak

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

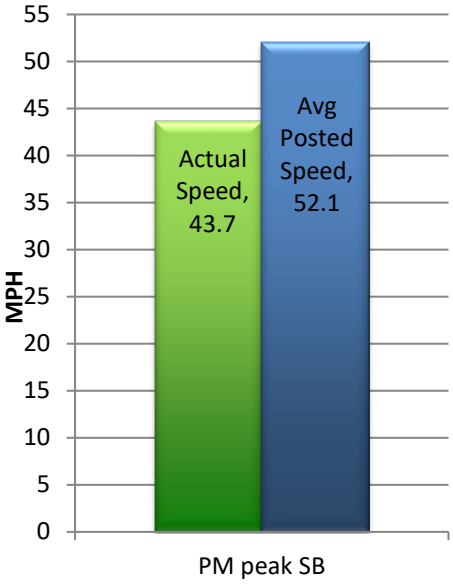
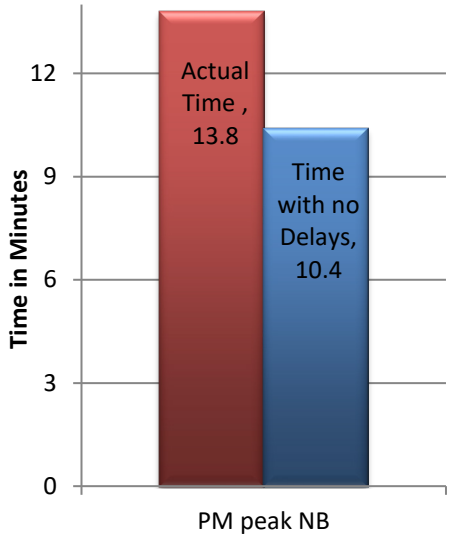


Figure 20

Bruick Road / Ryan Road
PM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

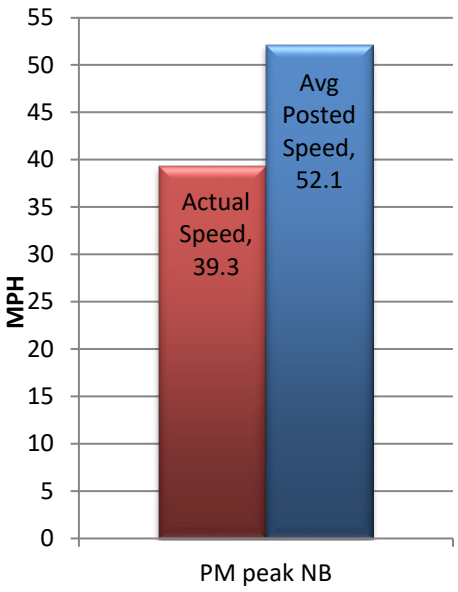
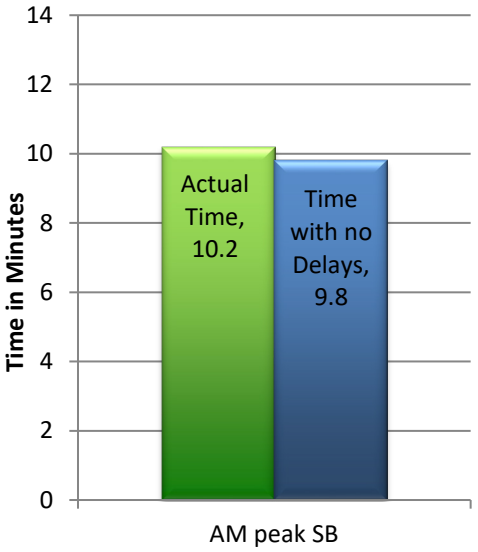


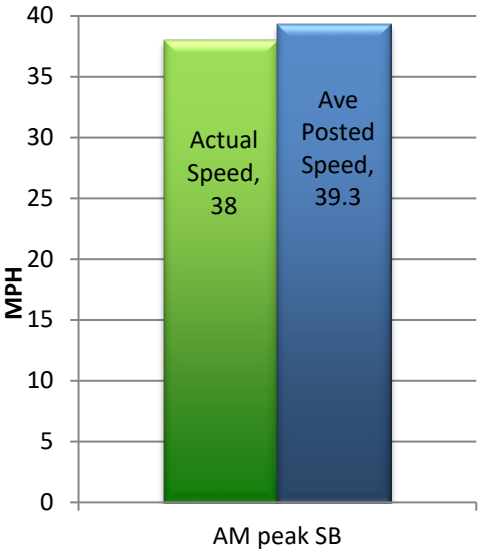
Figure 21

Winchester Road / Bluffton Road
AM Peak

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay



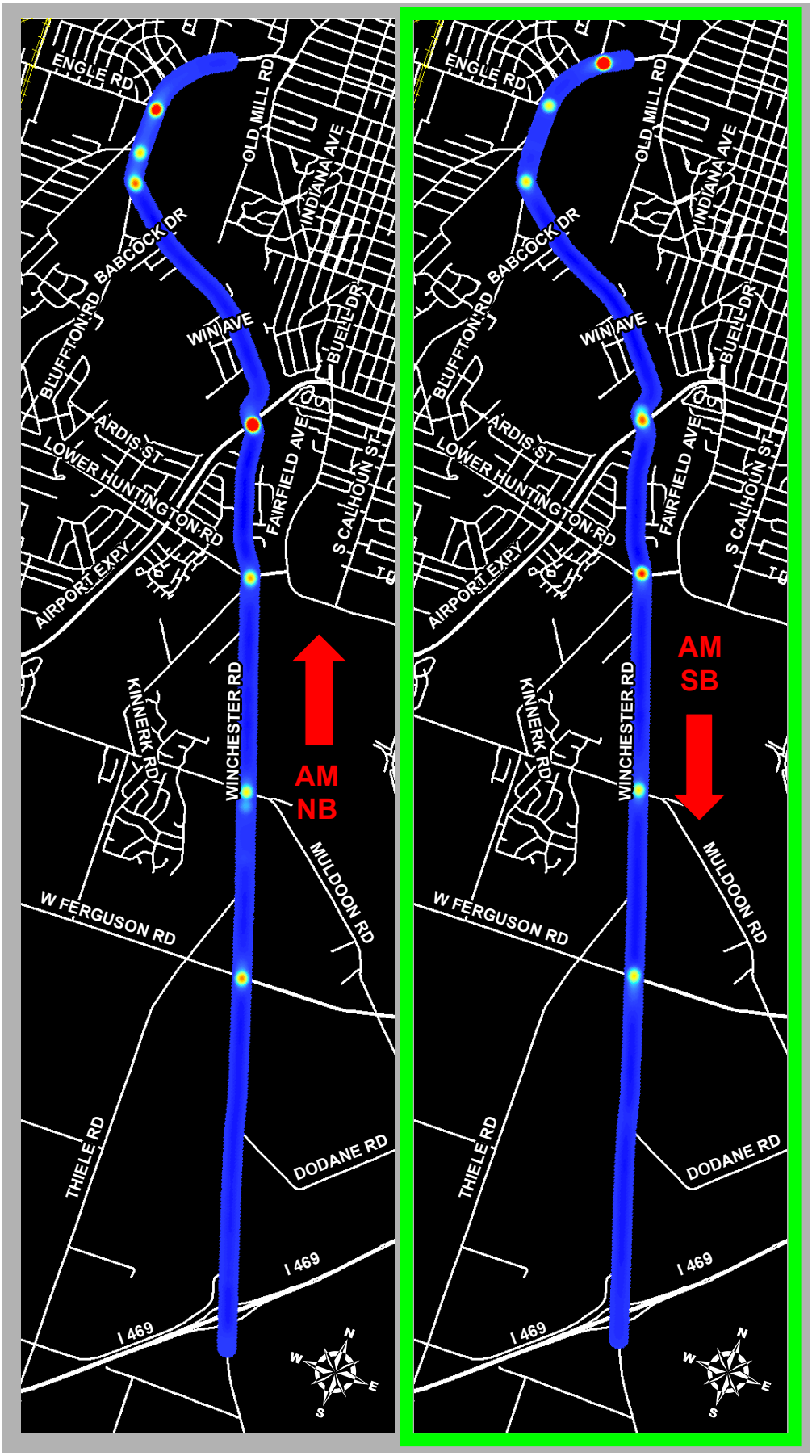
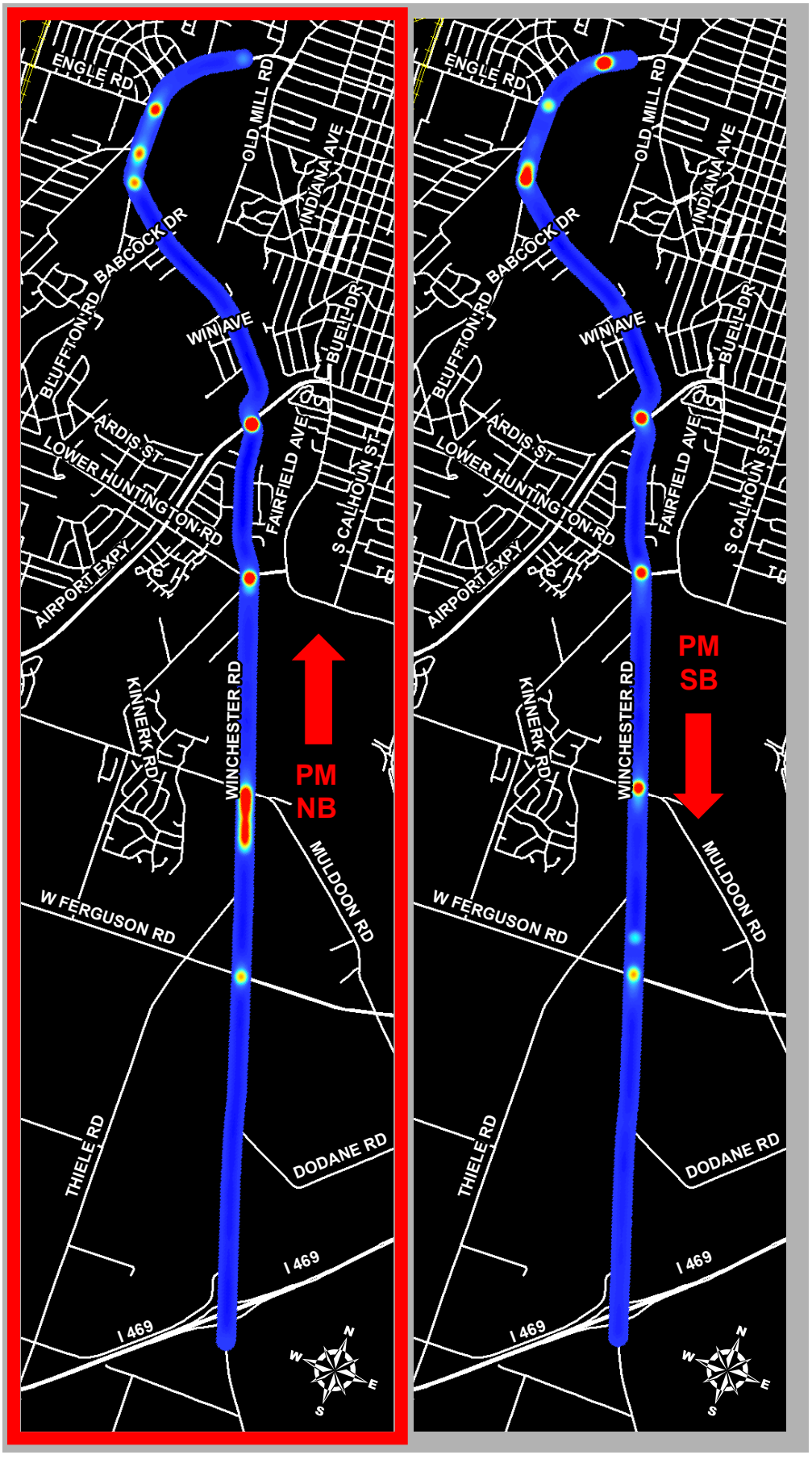
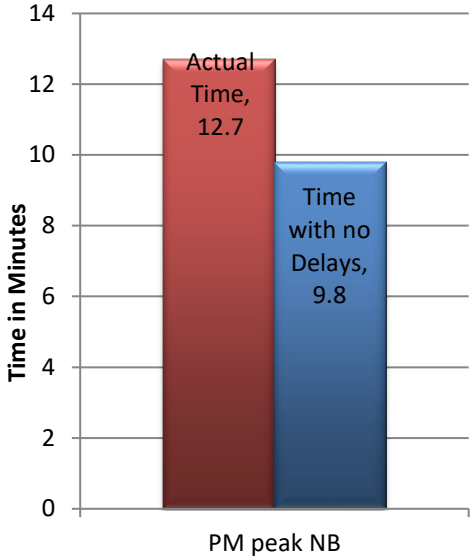


Figure 22

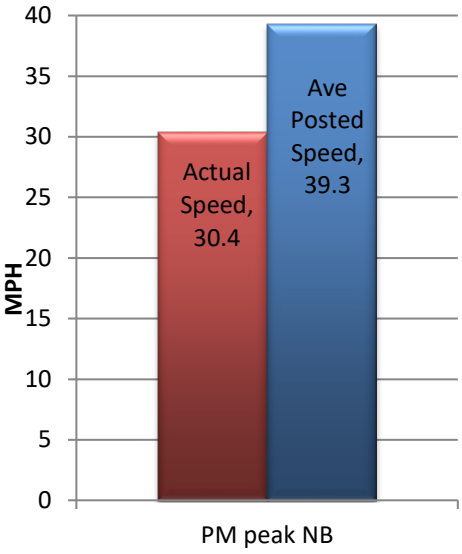
Winchester Road / Bluffton Road
PM Peak



Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay



Transportation Improvement Program

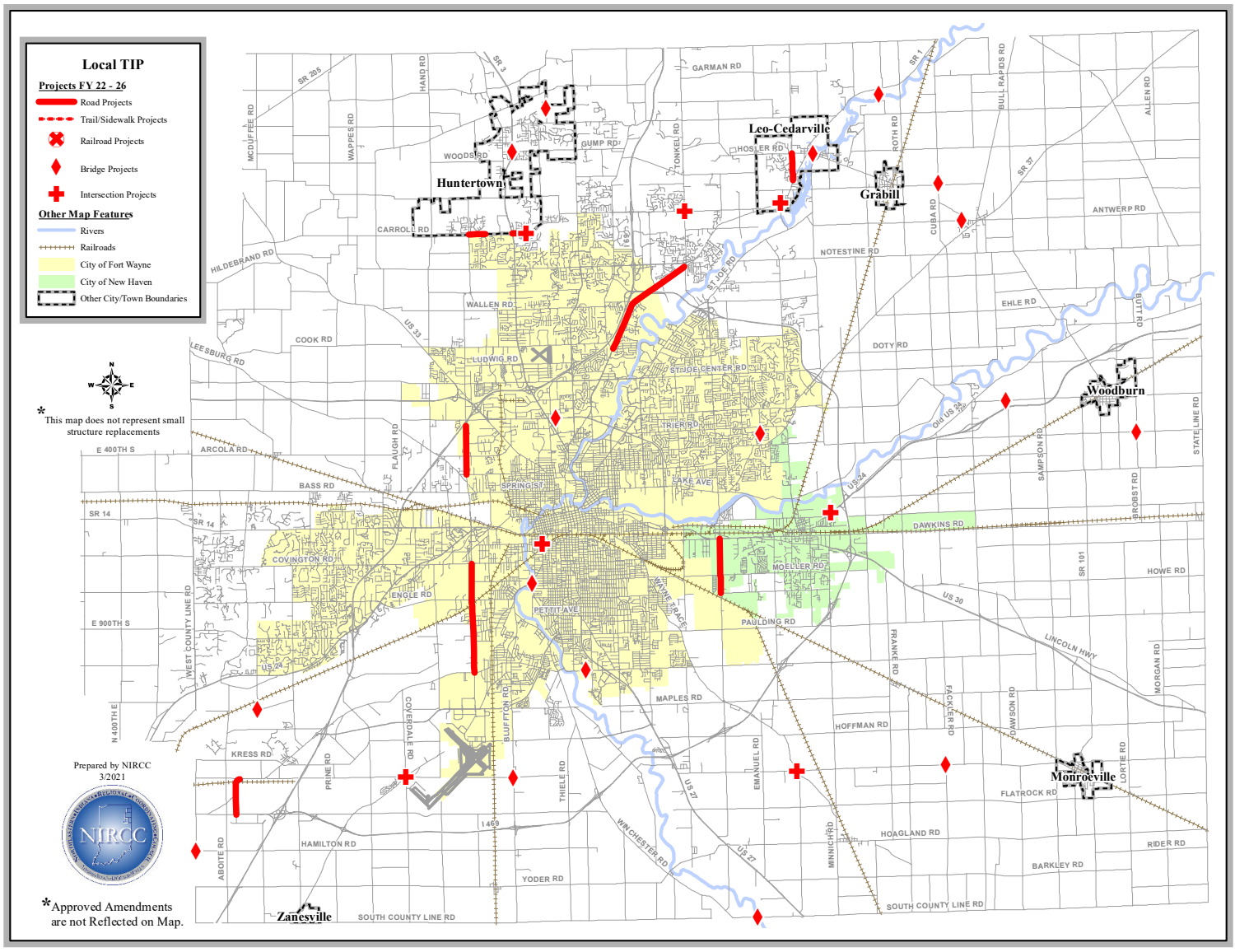
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

During Fiscal Year 2023 (July 1, 2022 through June 30, 2023) NIRCC continued to implement projects in the approved (April 2021) Transportation Improvement Program (TIP) for Fiscal Years 2022-2026. In addition to working in the 2022-2026 TIP, NIRCC prepared the Transportation Improvement Program for Fiscal Years 2024-2028. NIRCC began publishing the Transportation Improvement Program (TIP) in 1977 as an annual document, however now it is being produced every other year to align with the INDOT State Transportation Improvement Program (STIP). The TIP is a multi-year capital improvements program documenting highway and transit projects, which will serve the needs of the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. The TIP is used to guide the expenditure of federal funds in our area. Short range and long range transportation plans including the Indiana Department of Transportation's Capital Improvements Program are used to formulate the TIP. The TIP includes commitments of the City of Fort Wayne, Fort Wayne Public Transportation Corporation, City of New Haven, Town of Huntertown,

Figure 23



Town of Leo-Cedarville and Allen County to utilize and match federal funds. The Indiana Department of Transportation projects listed in the TIP represents commitments that the State of Indiana makes to improve the transportation system in the Metropolitan Planning Area.

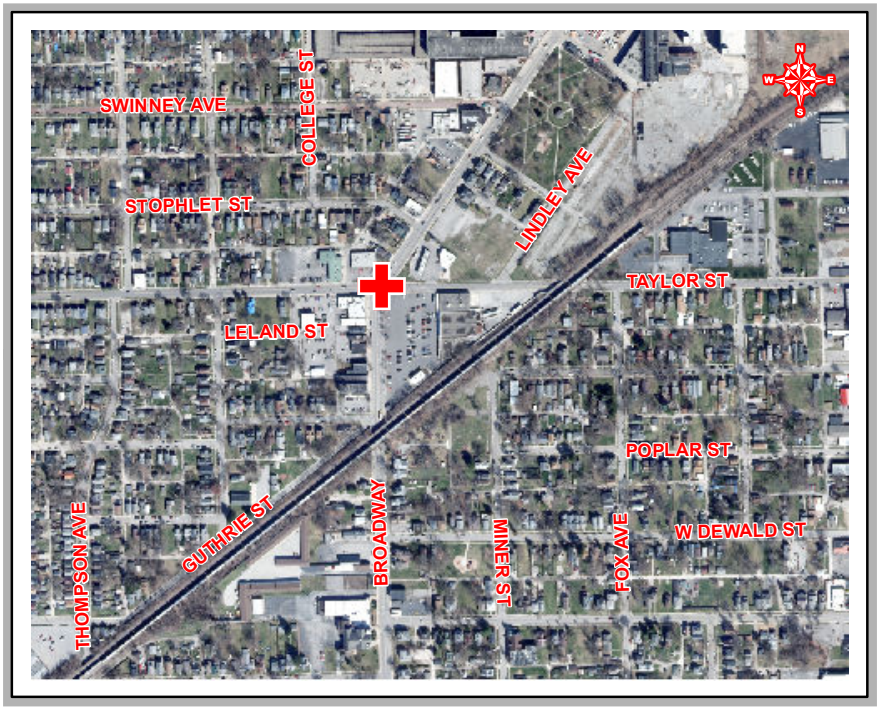


Figure 24

Each project typically goes through three different phases before the project is completed. These phases include preliminary engineering (PE), right-of-way acquisition (RW), and construction (CN). The preliminary engineering includes the development of the plans, which includes environmental investigation and approval, and right-of-way engineering which is the determination and appraising of parcels needed to construct the project. Right-of-way acquisition includes the actual purchase of the land needed to construct the project. Right-of-way acquisition can include both permanent and temporary land purchases. The construction stage is the actual construction of the project. Each of the projects listed will go through one or more of the phases during the four-year period.

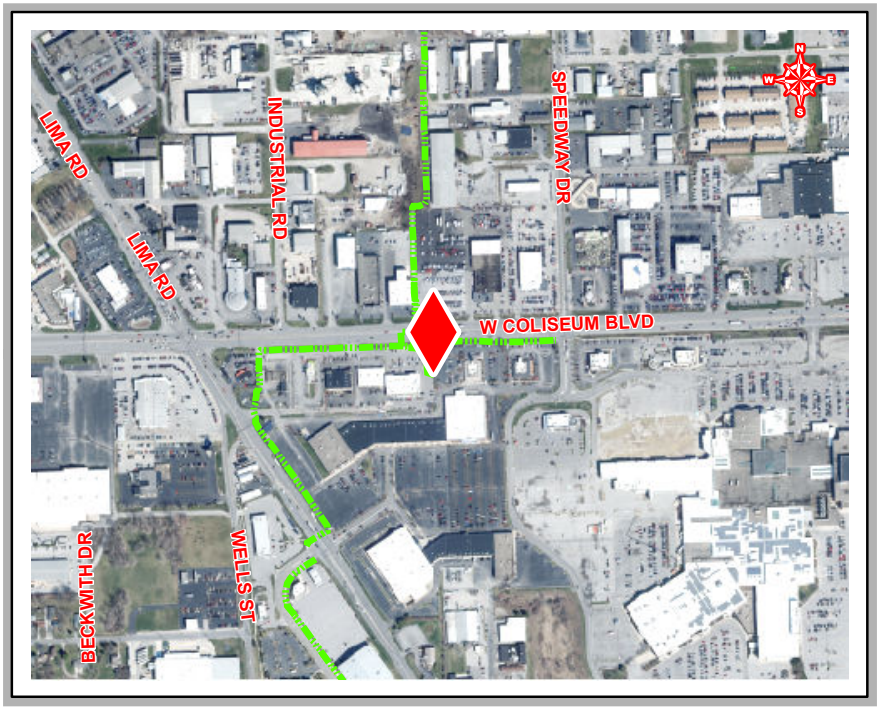


Figure 25

Figure 23 shows the locations of local TIP projects throughout Allen County and the Metropolitan Planning Area. The local TIP map identifies projects that utilize federal aid funds with matching local funds from the City of Fort Wayne, City of New Haven, Town of Huntertown, Town of Leo-Cedarville and Allen County. Figures 24 and 25 provide aerial views to show detailed examples of projects shown in Figure 23. The following pages provide a listing of projects for each fiscal year and the phase for each project. Please note that projects listed on page 45 are locally funded projects only. Also note that not all projects listed on the following pages are shown in Figure 23 as some of the projects were amended after the map was made.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS LISTED

PHASE CLASSIFICATIONS

PE-Preliminary Engineering | RW-Right of Way | CN-Construction | CE-Construction Engineering | UT-Utilities

FY 2023 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amber Rd Bridge #226	RW	Bridge Replacement
Amstutz Road: Hosler Rd to Leo Rd/SR 1	RW	Road Reconstruction
Antwerp Rd Bridge #15	RW	Bridge Replacement
Bass Road: Scott Rd to Hadley Rd	RW	Road Reconstruction
Bluffton Rd Bridge #257	RW	Bridge Replacement
Bluffton Rd Bridge #358	PE	Bridge Deck Reconstruction
Carroll Road: e/o Bethel Rd to Millstone Dr; Lima Rd/SR3 to Coral Springs Dr/Shearwater Run	CN	Road Reconstruction
Cuba Rd Bridge #24	PE	Bridge Replacement
Goeglein Rd Bridge #113	PE	Bridge Replacement
Grabill Rd Br over St Joe River and SR 1 & Clay St	RW	Bridge; Intersection Signalized
Hamilton Rd Bridge #242	PE	Bridge Rehab or Repair
Kell Rd Bridge #46	PE	Bridge Deck Overlay and Widening
Monroeville Rd Bridge #277	RW	Bridge Replacement
Monroeville Trail & Sidewalks	CN	Bike/Pedestrian Facilities
Slusher Rd Bridge #141	RW	Bridge Replacement
South County Line Rd Bridge #271	CN	Bridge Rehab or Repair
UPWP HSIP Funds	PE	Work Program Activities
Van Zile Rd Bridge #32	PE	Bridge Rehab or Repair
Woodburn Rd Bridge #51	PE	Bridge Replacement
Woodburn Trail & Sidewalks	CN	Bike/Ped Facilities

FY 2024 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amstutz Road: Hosler Rd to Leo Rd/SR 1	CN	Road Reconstruction
Bluffton Rd Bridge #257	CN	Bridge Replacement
Bluffton Rd Bridge #358	PE	Bridge Deck Reconstruction
Broadway & Taylor St	PE	Intersection Imp, Roundabout
Carroll Road at Coral Springs Dr/Shearwater Run	RW	Intersection Imp, Roundabout
Clinton Street: Auburn Rd to Mayhew Rd	PE	Added Travel Lanes
Grabill Rd Br over St Joe River and SR 1 & Clay St	RW	Bridge; Intersection Signalized
Hillegas Road: State Blvd to Coliseum Blvd	RW	Added Travel Lanes
Maplecrest Rd (South)	PE	Road Widening

Continued... FY 2024 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Monroeville Rd Bridge #277	CN	Bridge Replacement
Monroeville Rd at Wayne Trace	RW	Roundabout
Pufferbelly Trail Bridge	PE	Pedestrian Bridge
Tillman Rd Bridge #550	PE	Bridge Replacement
UPWP - HSIP Funds	PE	Work Program Activities

FY 2025 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amber Rd Bridge #226	CN	Bridge Replacement
Antwerp Rd Bridge #15	CN	Bridge Replacement
Bluffton Rd Bridge #358	CN	Bridge Replacement
Cuba Rd Bridge #24	RW	Bridge Replacement
Fogwell Parkway	CN	Road Reconstruction
Goeglein Rd Bridge #113	CN	Bridge Replacement
Grabill Rd Br over St Joe River and SR 1 & Clay St	CN	Bridge; Intersection Signalized
Kell Rd Bridge #46	CN	Bridge Deck Overlay and Widening
Slusher Rd Bridge #141	CN	Bridge Replacement
Tillman Rd Bridge #550	RW	Bridge Replacement
Tonkel Rd & Union Chapel Rd	PE	Intersection Imp, Roundabout
UPWP - HSIP Funds	PE	Work Program Activities
Van Zile Rd Bridge #32	RW	Bridge Rehab or Repair
Woodburn Rd Bridge #51	RW	Bridge Replacement

FY 2026 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Carroll Road at Coral Springs Dr/Shearwater Run	RW	Intersection Imp, Roundabout
Hamilton Rd Bridge #242	RW	Bridge Rehab or Repair
Hillegas Road: State Blvd to Coliseum Blvd	CN/CE	Added Travel Lanes
Maplecrest Rd (South)	RW	Road Widening
Monroeville Rd at Wayne Trace	CN	Intersection Imp, Roundabout
Pufferbelly Trail Bridge	RW	Pedestrian Bridge

*The following are Locally Funded Projects only.

FY 2022 - 2024 TIP Locally Funded Projects

Project	Phase	Improvement Type
Coldwater Rd: Dupont Rd to Union Chapel Rd	CN	Road Widening to 4 lanes
Covington Rd Trail: Hadley Rd to Getz Rd, north side of road	CN	New Trail
Goshen Avenue: Butler/Harris to Coliseum	CN	Reconstruction, Sidewalks
Hanna St: Pettit Ave to Decatur Rd, west side of road	CN	New Trail
Leesburg Road: Main St to W Jefferson Blvd	CN	New Road, Sidewalk, Trail
Liberty Mills Rd: Middle Grove to Falls Dr, north side of road	CN	New Trail
Ludwig Rd: Brotherhood Way to Coldwater Rd	CN	Road Relocation
Maysville Rd: Stellhorn Rd to Maysville Circle, east side road	CN	New Trail
Pufferbelly: Washington Center Rd to Ice Way	CN	New Trail
Summit Park Trail, Phase 1-D: Ludwig Rd to Fishing Line, south side of road	CN	New Trail

FY 2023 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Bus
Two (2) Replacement Minibus (Body on Chassis) FLEX

Computer & Office equipment, Security System
Fare Collection Equipment Replacement

FY 2024 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Bus
Two (2) Replacement Minibus (Body on Chassis) ACCESS

Computer & Office equipment, Security System
CAD/AVL System Replacement

FY 2025 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Bus
Computer & Office equipment, Security System

Fare Collection Equipment Replacement
Rehabilitations to bus barn and central station

FY 2026 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Bus
Computer & Office equipment, Security System

Quarterly Review Meetings

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

QUARTERLY REVIEW MEETINGS

Each quarter the Northeastern Indiana Regional Coordinating Council (NIRCC) schedules a quarterly review meeting for all federally funded Local Public Agency (LPA) projects in the Transportation Improvement Program (TIP). The reports are due on the 2oth of the month following the end of the quarter. NIRCC's quarterly review meeting is scheduled approximately two to three weeks after this date.

NIRCC has created a report, along with the Indiana Department of Transportation (INDOT) that is filled out by the LPAs. Once the LPA completes the report it is then sent to NIRCC for approval. After approval from NIRCC, the report is then sent to INDOT.

At the quarterly review meeting each project is allotted 5-15 minutes for review. The LPA and consultant are requested to attend the meeting. Others attending the quarterly meeting include INDOT representatives with Planning and Programming, INDOT Right of Way, and Federal Highway Administration staff. If needed, attendees have the option of attending virtually. This assists in all being able to attend and flexibility with schedules. We have an excellent turnout and feel this really increases communication and understanding of the project.

Important information to review at the meetings include cost totals, federal funding and LPA match funds, permits needed, right of way parcels needed, schedule updates, utility relocations, items completed, and any potential problems. Many issues are resolved at the quarterly review meeting, thus saving time and money.

The information received at the quarterly review meetings allows staff to determine if projects are progressing on schedule and on budget. This information is then used to help program the projects in the Transportation Improvement Program.

Figure 26

Carroll Road Roundabout - DES 2101634

Intersection improvement at Carroll Road and Shearwater Run/Coral Springs Run

Roundabout Project

TIP 2022-2027	DES #	Phase	Estimated Cost 2022	2023	2024	2025	2026	Other Year	Federal	Local	A/M
	2101364	PE	232,760						186,208	46,552	
		RW			90,000				72,000	18,000	
Intersection Improvement - Roundabout		CN					1,618,000		1,294,400	323,600	23-148
Letting Date: 9-10-2025		CE					195,000		156,000	39,000	
Total Cost:	2,135,760		$232,760	$0	$90,000	$0	$1,813,000		$1,708,608	$427,152	

Project Cost	Update Current Cost Estimate Jan-23	Federal $ Needed Jan-23	Federal $ Programmed Jan-23	Difference in Federal $ Jan-23	Local $ Needed Jan-23	Local %
Preliminary Engineering (PE)	$232,760	$186,208	$186,208	$0	**$46,552**	20%
Right of Way Acquistion (RW)	$90,000	$72,000	$72,000	$0	**$18,000**	20%
Utilities & Railroad	$0	$0	$0	$0	**$0**	0%
Construction (CN)	$1,618,000	$1,294,400	$1,294,400	$0	**$323,600**	**20%**
Construction Engineering (CE)	$195,000	$156,000	$156,000	$0	**$39,000**	20%
Total Cost	$2,135,760	$1,708,608	$1,708,608	$0	**$427,152**	

POs & Invoices	PE	RW
Funding Programmed	$186,208	$90,000
PO Amt Programmed	$186,208	
Additional Funding Avail	**$0**	
Total Invoiced	$76,120	
Current Avail Funding	**$110,088**	

Last Invoices	#	date
PE	7	1/25/2023
RW	0	

Land Acquisition		Oct-22	Jan-23
completion date:	n/a	# secured	# secured
total parcels:	5	0	0

Permits	Rule 5	IDEM 401	ACOE 404	IDNR CIF	FAA	
required	X					
applied						
approved						
expires						

Milestones	Actual Start Date	Actual Finish Date	Proposed Change of Date	% Complete	Comments
Request for Proposals	11/1/2021	12/20/2021		100%	
NTP to consultant	5/3/2022	5/3/2022		100%	
Start Plan Develop	5/3/2022			10%	
Stage 1 Design	5/3/2022	12/9/2022	4/30/2023	80%	Accounts for 30 day INDOT Review Time
Utility Locations Verified	8/10/2022	1/15/2023		20%	
Prelim Field Check	1/23/2023	5/23/2023			
Environmental Doc.	5/3/2022	1/8/2024		**30%**	
Hearing Certification	10/13/2023	10/25/2023			
Stage 2 Design	5/23/2023	7/22/2023	12/8/2023		Accounts for 30 day INDOT Review Time
Pavement Design	8/18/2023				
FMIS for RW phase	10/15/2023				
Utility Work Plans App	6/16/2024	11/22/2024			
Gantt Chart for Utilities	12/20/2024				
6 mo prior to RW Clear		**10/4/2024**			
RW Clear	1/15/2024	**4/4/2025**			
NTP to Utilities	5/2/2025				
CE contracts	1/15/2025				
Stage 3 Design	8/8/2023	**1/17/2025**			
Final Tracings	3/15/2025	**5/19/2025**			
Ready for Contracts		**6/18/2025**			
Letting	**9/10/2025**				Per INDOT's (Donya) email 9/19/2022

Action Dates PE

Prelim Field Check	spring 2023
Stage 1 Completion	4/30/2023
Env Doc Start Date	5/3/2022
Pavement Design	8/18/2023

Action Dates RW

Env docs complete	1/8/2024
RW acq start date	1/15/2024
Utility relocation	
RW acq complete	4/4/2025

Action Dates CN

Stage 3 Design	1/17/2025
Final Tracings	5/19/2025
Ready for Contracts	6/18/2025
Letting	9/10/2025

TITLE VI & ADA (Americans with Disabilities Act)

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

TITLE VI & ADA (AMERICANS WITH DISABILITIES ACT)

The Federal Highway Administration (FHWA) Division Offices are responsible for ensuring that all Recipients (State Transportation Agencies) have an approved Title VI/Nondiscrimination Plan and submit Annual Update Reports. Additionally, the Division Offices are responsible for ensuring that the State Transportation Agencies are implementing an effective Monitoring Program of their Subrecipients' (Local Public Agencies) efforts to effectively implement Title VI and the additional Nondiscrimination requirements.

The Indiana Department of Transportation (INDOT) has made LPAs aware that they must have a Title VI Implementation Plan and an ADA Transition Plan in place (or working towards this) to remain eligible for Federal funding.

During FY 2013 the Northeastern Indiana Regional Coordinating Council (NIRCC) reached out to help LPAs (Local Public Agencies) become familiar with ADA requirements and assisted them with creating ADA Transition Plans. To remain eligible for federal transportation funding, LPAs were reminded that they need to be in compliance and have updated their transition plans. The goal was to ensure that LPAs had a specific plan of action and had reviewed and completed their updated ADA Transition Plans. NIRCC continues to assist LPAs with their ADA Transition Plans to remain compliant.

IIn FY 2015 NIRCC began assisting LPAs with their Title VI Implementation Plan. Most LPAs were practicing non-discrimination; however, they did not have all the information and documents compiled into an Implementation Plan. Similar to the process taken in FY 2013 with the ADA requirements, NIRCC reached out to the LPAs to offer assistance.

A Title VI Implementation Plan consists of the following items:

- Policy Statement
- Organization and Staffing
- Title VI Coordinator Contact Information and Responsibilities
- Department Head (Liaisons) Responsibilities
- Department Head Reporting
- Title VI Training
- Complaint Process
- Complaint Investigation Procedures
- Public Participation and Outreach

- Limited English Proficiency (LEP) Plan
- Title VI Goals
- Title VI Reporting and Accomplishments
- Standard US DOT Title VI Assurances
- Title VI Compliance Review Form
- Training Log
- Complaint Log
- Voluntary Public Involvement Survey
- LEP Report
- Language Identification Flashcards

During FY 2023 NIRCC assisted with updating and collecting data for the Allen County ADA Transition Plan and the Town of Monroeville ADA Transition Plan.

Safety Management System

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

SAFETY MANAGEMENT SYSTEM

NIRCC maintains a Safety Management System (SMS) for the entire Allen County Area. A SMS is a systematic process that has the goal of reducing the number and severity of traffic accidents by ensuring that all opportunities to improve safety (i.e. highway planning, design, construction, maintenance, and operation) are identified, considered, implemented where appropriate, and evaluated.

Safety in transportation planning and project development is a high priority. The increase in available funds for safety improvements supports the importance of safety projects. Improved crash information sources and new analytical tools have created better evaluation tools to identify problematic areas. NIRCC is responding to these changes with additional resources applied to crash data analysis and GIS applications. The goal for transportation planners is to find where the problems exist, make recommendations for improvements and seek funding to implement projects. The first step is often the most difficult, which is to identify what locations are most hazardous within the community.

In Fiscal Year 2023 NIRCC obtained all crash records that occurred in Allen County during 2022. The data was extracted from the Indiana State Police database ARIES (Automated Reporting Information Exchange System). Staff worked to "code" each crash location with like descriptions to ensure that all crashes occurring at a specific site were grouped together. Crashes reported using the new ARIES 6 software were geocoded using longitude and latitude coordinates. Crash descriptions were reviewed for spelling and alphabetical order resulting in a listing of crashes that could be summarized to identify a total number of crashes at various geographical locations. All crash information is included in the database to aid in various types of analysis. The final summary for each year is provided to local technical representatives to aid in review of locations and to respond to citizen requests for improvements at a location for safety reasons. Officials can review the data provided to determine the crash experience and other variables that may be present.

Once staff completed the "coding" process for the 2022 crash data and included it in the crash database, NIRCC combined the 2022 crash data with the 2020 and 2021 crash data to create a three year comparison. These crashes were also input into mapping software to be used with GIS (Geographical Information Systems). Figures 27, 28, and 29 display the densities of crash frequencies for the Fort Wayne, New Haven, and the Allen County area.

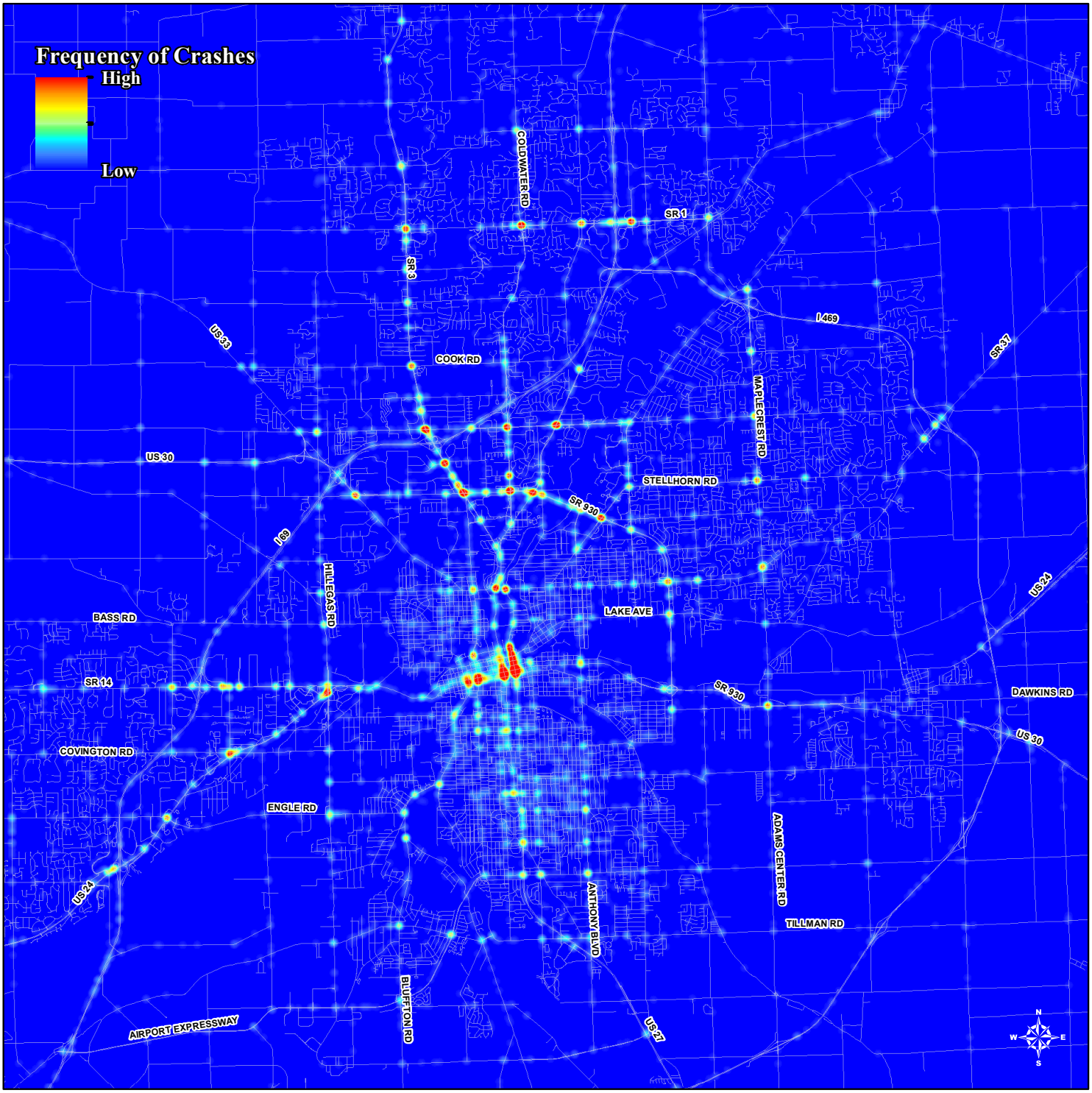
Annual Summary and Listing of Crash Locations

The annual crash record database is first used to provide an annual crash summary report for local jurisdictions (Allen County - all cities and towns, Fort Wayne, and Allen County - outside incorporated areas). The summaries include

statistical data that focuses on detailed crash information from the crash reports. The information provides engineers, planners and law enforcement with a summary of information from the crash reports. The information includes specific data about the circumstances involved with crashes including environmental circumstances, driver information, vehicle information and other important data for all the annual crashes.

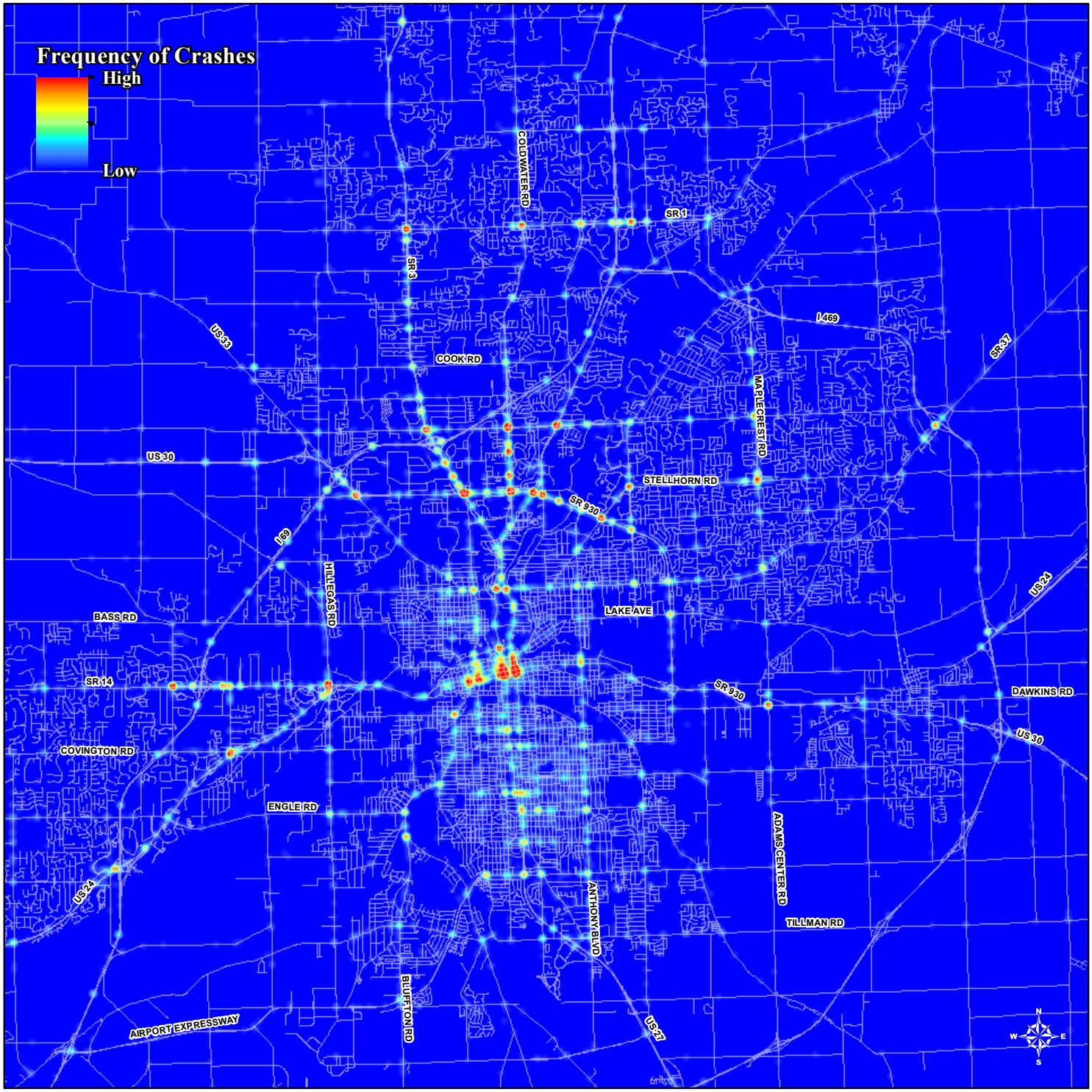
The second product from annual crash data is a summary or listing of the hazardous crash locations from the previou

s Figure 27 - 2022 Crash Data



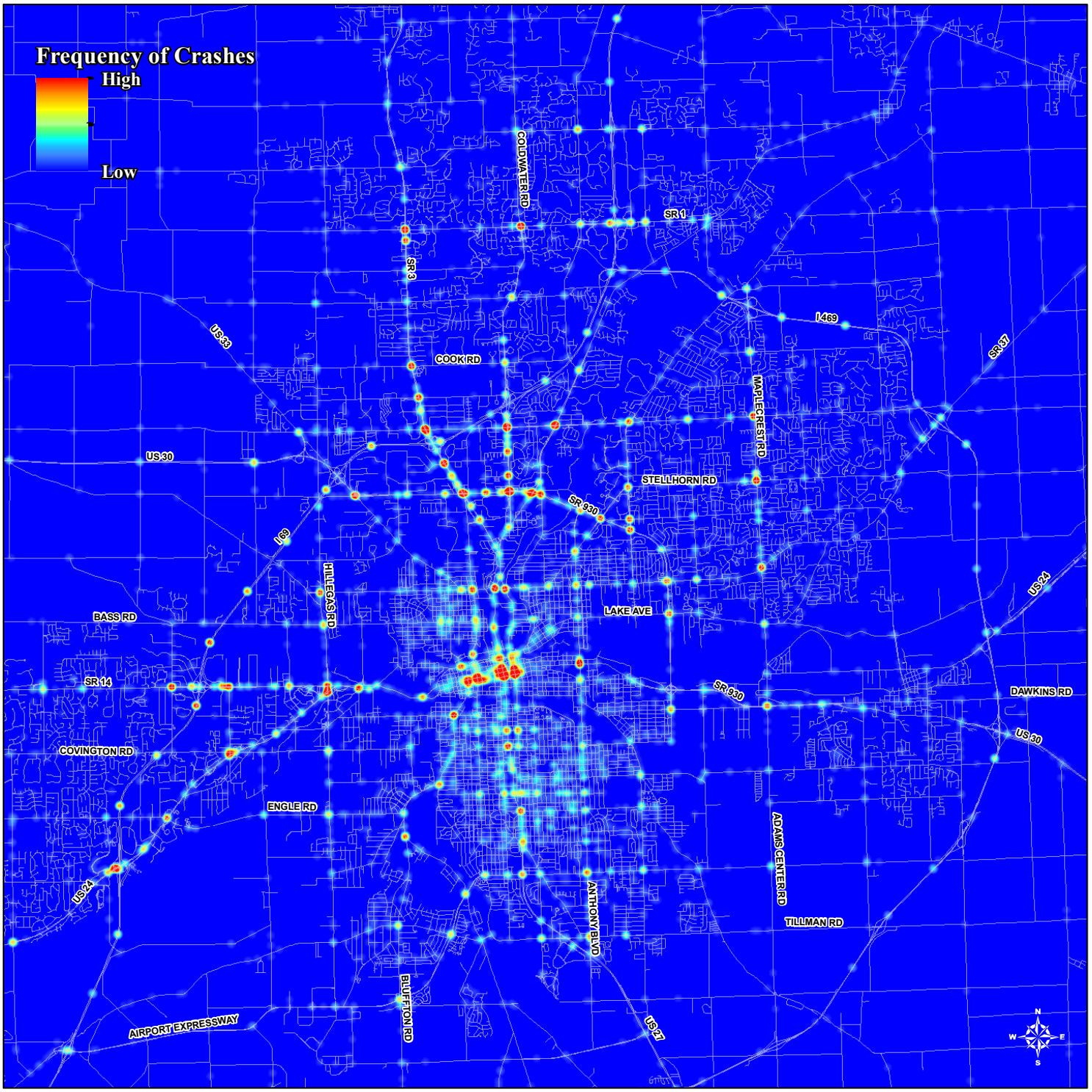
year. Every year staff utilizes two procedures to identify crash locations with a higher frequency of crashes and another for locations with a lower crash frequency. Identification of crash frequency is provided through use of GIS software that creates buffers around intersection crash locations. The buffers are created using a 250 foot radius around each crash location and grouping all crashes within itself. This process resulted in crash locations that reflect crashes that occurred at approaches to intersections in addition to crashes within an intersection.

Figure 28 - 2021 Crash Data



Locations identified with this frequency are listed and traffic volumes are applied to each of the locations to determine the RMV (rate per million entering vehicles). The RMV value is then used to sort locations. Locations that have a RMV greater than or equal to 2.00 for one year remain in the listing for further review. Additional locations are also added to the listing of crashes with a frequency greater than or equal to seven (7) if they are locations with a high crash severity or result in a high percentage of injuries or fatalities.

Figure 29 - 2020 Crash Data



Staff reviewed crash locations and recorded the total number of crashes that resulted in injury or fatality. This information was used to determine the percentage of total crashes at each location that were property damage only and the percentage that resulted in injury or fatality. Staff and the Transportation Technical Committee agreed to include any location that experienced an injury or fatality percentage greater than 66% in the annual list for further review.

A process to review crash locations with a lower crash frequency was also established to ensure that locations with a low volume of traffic are not experiencing a consistently high percentage of crashes based on the number of vehicles using a location. The lower crash frequency crashes were also included where the percentage of injury or fatal crashes was higher. Crash locations with an annual crash frequency of 6, 5, 4, or 3 were included in the annual listing of locations for further review if the rate per million entering vehicles was greater than or equal to 1.00 and the percentage of injuries and fatalities exceeded the following thresholds;

Frequency	Percentage of I/F
6	100% to 33 %
5	100% to 40%
4	100% to 50%
3	100 % to 66%

Hazardous Location Identification

In Fiscal Year 2023 staff reviewed all the crash location listings created for 2020, 2021, and 2022 based on the approved process described above. In the past, staff worked with TTC to determine the most accurate manner to identify hazardous locations from data collected for a three year period. TTC members and staff agreed that crash locations identified annually were not necessarily hazardous unless the location experienced similar patterns over the previous two years. Staff created a listing of locations that met the hazardous criteria for 2020, 2021, and 2022. These locations were then reviewed using crash rates and RoadHAT (Roadway Hazard Analysis Tool) software developed by the Indiana Department of Transportation and Purdue University.

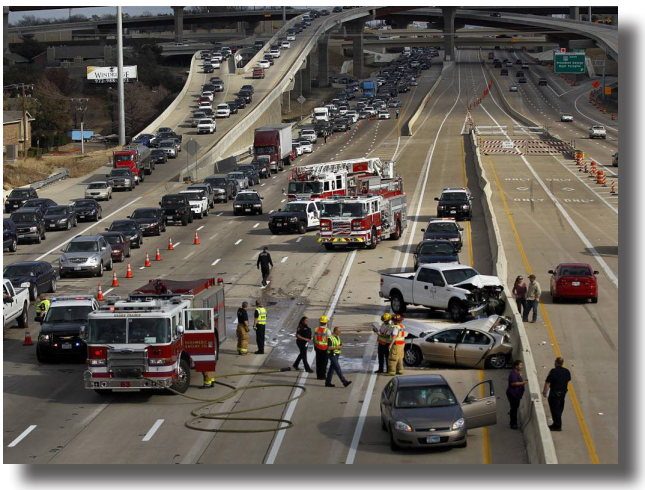
RoadHAT software considers the total number of crashes, traffic volume, total number of injury/fatal crashes, facility type and location type (US Route, State Route, Rural or Urban). The software was developed to compare the number of crashes and severity of the crashes at a location being reviewed to other locations that are similar throughout the state. A crash frequency index and crash cost index is determined with the software to determine if a location is operating above or below what is anticipated. Locations with an index greater than or equal to 1.00 are considered to be operating below an acceptable level.

The final step in identifying the hazardous locations was to determine how to select locations from the listing for further review. Representatives from TTC provided input to staff on methods to screen the final listing of the three years.

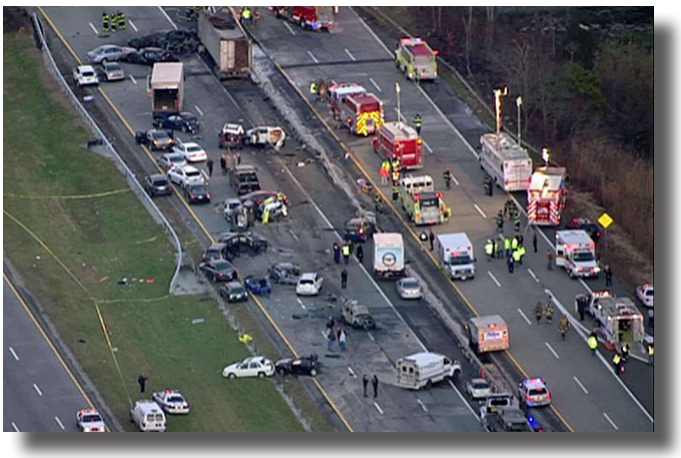
Staff will review the locations selected to determine the cause of all the crashes and provide collision diagrams to TTC to determine what course of action to take to mitigate crashes at each location. The listing of locations will continue to be updated annually to review trends and previously identified hazardous locations. Additional locations that meet the approved criteria will also be added.

The Northeastern Indiana Regional Coordinating Council (NIRCC) completed a Comprehensive Safety Action Plan in Fiscal Year 2023 for Allen County. The plan was developed through a cooperative effort of identified stakeholders in the area. The plan includes a Toward Vision Zero Policy that was adopted by locally elected officials. The plan utilized crash data from 2018-2022 to derive crash details related to serious injury and fatal collisions within Allen County. These details were mapped and analyzed to develop strategies to mitigate future collisions and aid local officials in reaching crash reduction target goals. The plan was utilized by the City of Fort Wayne to obtain Safe Streets for All funds for improvements for the Broadway and Taylor Street intersection and corridor. The plan can be found at: https://www.nircc.com/safety.html

Traffic Incident Management (TIM)



In 2007 the Indiana Quick Clearance Working Group was created to research and develop Quick Clearance practices in the State of Indiana. In 2008 the In-TIME initiative was implemented and in 2009 the Indiana Quick Clearance Working Group was changed to IN-TIME (Indiana Traffic Incident Management Effort). The purpose of the Indiana-Traffic Incident Management Effort (IN-TIME) is to have first responders, from all disciplines follow agreed upon multi-lateral policies and procedures focusing on an "Open Roads Philosophy". The Open Roads Philosophy is "Having all First Responders, after ensuring their own personal safety and the safety and security of any incident victims, to have as their top priority reducing congestion and the increased risks of secondary incidents for public/motorist safety". The IN-TIME group also works to provide a common framework for development of traffic incident management (TIM) policies and training programs for the various responder disciplines. TIM is a planned and coordinated program process to detect, respond to, and remove traffic incidents and restore traffic capacity as safety and quickly as possible.



In 2013 the Northeastern Indiana Regional Coordinating Council (NIRCC) assisted in forming a committee of local representatives to implement Traffic Incident Management (TIM) strategies in Northeast Indiana called the Northeast Indiana Traffic Incident Management Committee (NE IN TIM). NIRCC identified local public and private sector stakeholders that were interested in the concepts and fundamental mission of the initiative. The purpose of the committee is to develop and recommend policy and operational protocols for the safe and efficient mitigation of traffic incidents through training and education of all first responders.

The committee is currently comprised of 41 representatives from multiple disciplines that include both public and private agencies. Disciplines represented on the committee include:

- 911 Communications/Dispatch
- Law Enforcement
- Safety & Environmental Affairs
- Fire Departments
- Coroner's Office
- Environmental Clean Up
- Health Department
- Tow Operator
- Homeland Security
- Paramedic / Medical Transport
- Prosecutors Office
- Department of Transportation
- Transportation Planning

The NE IN TIM Committee has 34 local representatives certified to conduct training to first responders. NIRCC has assisted in organizing 50 four hour TIM training sessions since December 2013. Through these training efforts, 1770 first responders have been trained. Of these responders at least one or more responders from 121 different agencies have been reached through this training initiative.

Congestion Management Process

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

CONGESTION MANAGEMENT PROCESS

In December 1993, final interim guidelines were developed which established general requirements for the Congestion Management Process - CMP (previously known as the Congestion Management System - CMS) and identified deadlines for work plan submission and for the CMP to become operational. In August 1994, Purdue University, INDOT and FHWA published the draft final report for development of a prototype congestion management system for the State of Indiana as a Joint Highway Research Project. The study delineated a comprehensive set of guidelines and a nine-element work plan to be undertaken in developing the CMP in a consistent manner statewide.

NIRCC developed the initial CMP by following the guidelines provided by the Congestion Management Process Work Plan developed for the State of Indiana. That plan specified that each CMP include the following elements:

- Define CMP Network
- Establish Performance Measures
- Establish System Performance Standards
- Establish Data Collection and Monitoring Program
- Identify Roadway and Transit System Deficiencies
- Analyze and Evaluate Congestion Mitigation Strategies
- Implement Strategies
- Evaluate the Effectiveness of Implemented Strategies
- Establish CMP Update Process

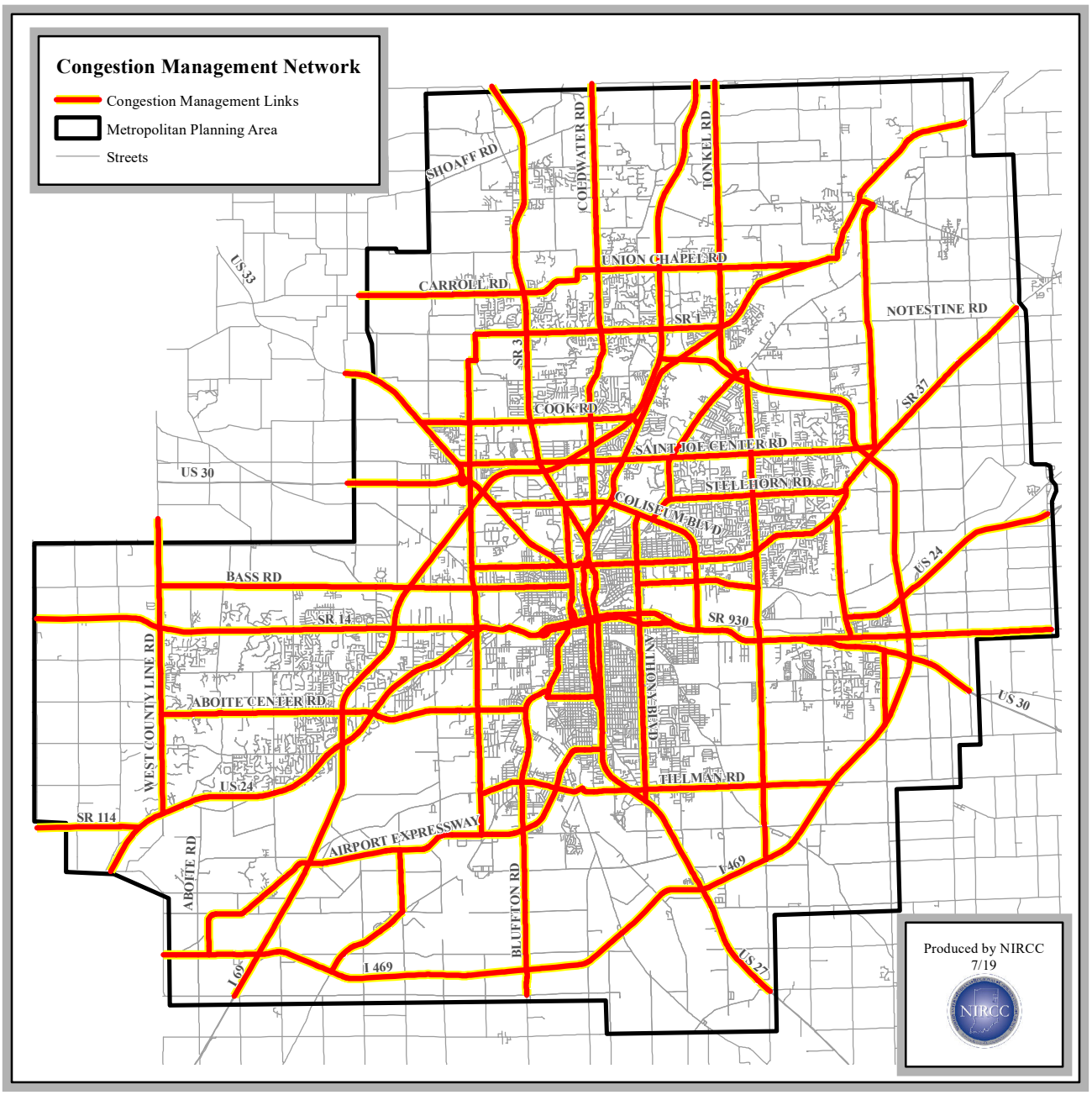
NIRCC's original Congestion Management Process Work Plan was completed in May 1995 and adopted by the Urban Transportation Advisory Board at its June 6, 1995 meeting. The work plan was submitted to the Indiana Department of Transportation, and an updated work plan was submitted at the conclusion of Fiscal Year 1996 and adopted in Fiscal Year 1997. The Fiscal Year 2023 CMP continues to utilize the work plan elements listed above to ensure all federal requirements are met. Staff worked on updating the CMP in FY 2023 with completion anticipated for FY 2024.

The Fort Wayne / New Haven / Allen County Metropolitan Planning Area or Transportation Management Area boundaries were established as the geographic study area for the Congestion Management Process. Urban areas with populations over 200,000 have been directed to use the Metropolitan Planning Area boundaries for the Congestion Management Network. The current congestion management network is displayed in Figure 30.

The CMP is designed to be a dynamic process. As new information on the transportation system is collected, analyzed, and reviewed, strategies are developed and evaluated for mitigating congestion. Implemented strategies are evaluated providing feedback on their success at reducing congestion. This information is documented in annual updates to the CMP report. Comprehensive reviews of the CMP takes place in conjunction with the scheduled update of the Transportation Plan.

The implementation of congestion mitigation strategies occurs within the TMA through a number of different agencies and programs. NIRCC attempts to include all projects and policies involved with congestion mitigation strategies in the transportation planning process. These projects and policies are, and will continue to be documented in the

Figure 30



Transportation Plan. These projects and policies will continue to be included in future Transportation Plan updates.

The transportation planning process has routinely reviewed existing congestion and projected travel demands to assess the potential for future congestion on the transportation system. Strategies, including both transit and highway projects and policies, have been developed, implemented, and evaluated. These strategies have been identified and documented in Transportation Plans and Transportation System Management Programs.

Additional projects and policies implemented to help mitigate congestion and improve overall mobility on the transportation system include Access Management, Transit Improvements, ITS/Signalization Improvements, Incident Management, Safety Management, and Pedestrian/Bicycle Access Improvements. Many of these items are described throughout the Transportation Summary Report as many of the elements summarized are used in conjunction with the CMP and utilize these elements.

NIRCC also has an extensive traffic monitoring program which collects: traffic volume and vehicle classification information; intersection turning movements and geometrics; signal phasing and timing information; travel time and delay data; crash data; and other types of traffic characteristic data. NIRCC also maintains a roadway characteristic database, which includes traffic volumes, length, number of lanes, indicates transit routes, facility classifications, and much more for specified road segments within the TMA. Data is collected annually for these programs in accordance with the Overall Work Program (OWP).

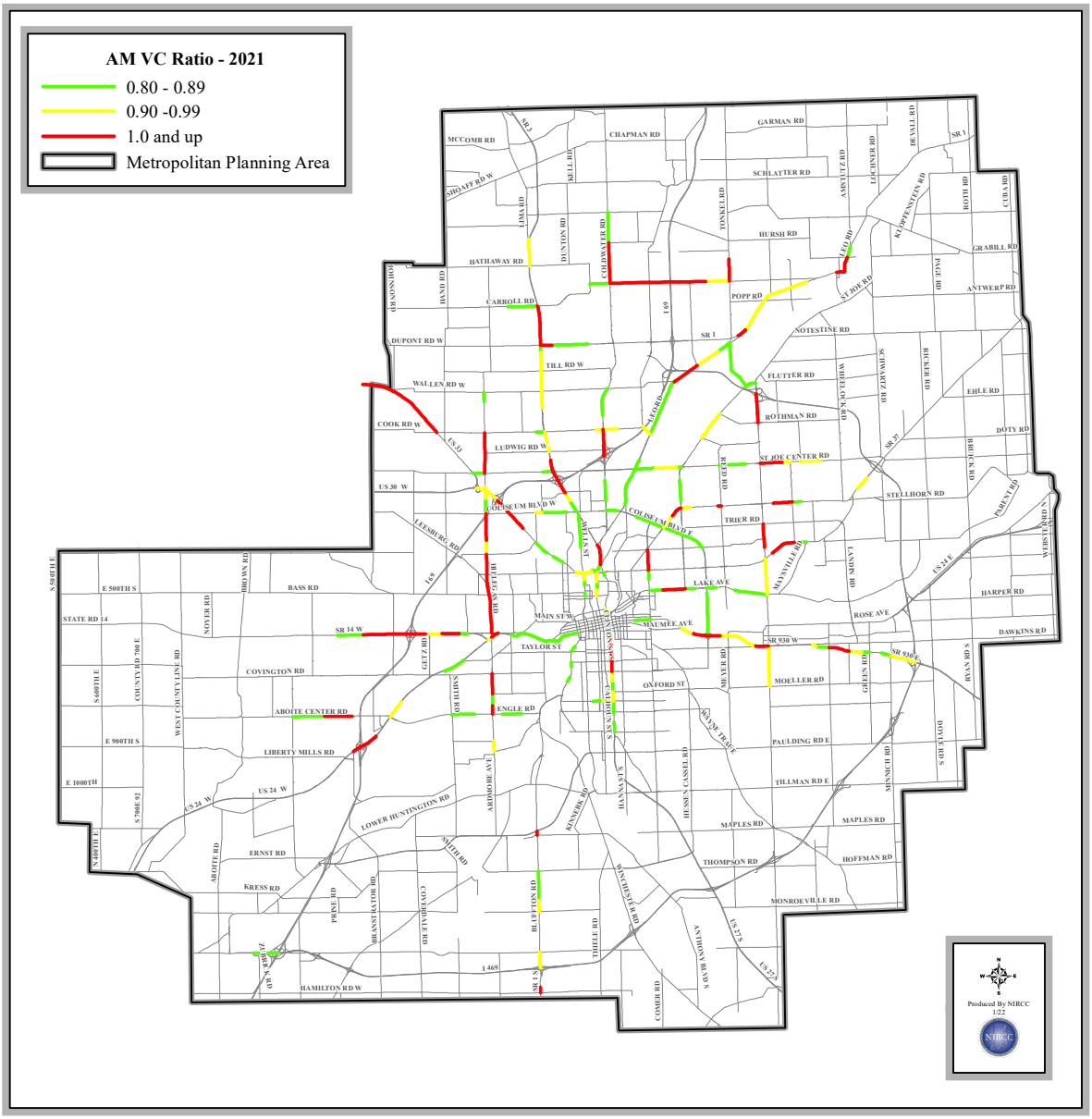
When analyzing the highway system for roads classified as collector or higher, the traffic monitoring program provides the majority of the data needed for a macro analysis. Existing traffic count data for all links within the study area is analyzed according to lane capacities. Roadway volume to capacity (V/C) ratios were calculated using morning and evening peak hour volumes. Actual directional peak hour volumes were used if available. When directional data was not available, average daily traffic (ADT) volumes, and default “D” and “K” factors were used to determine volume to capacity ratios for peak periods. Based upon the recommended benchmark V/C ratios, staff identified which road segments exhibited V/C ratios above the acceptable limits. In FY 2023 staff worked on creating new factors for monitoring roadway capacities. Once those are completed (aniticipated FY 2024), the maps on the following pages will be updated with the new data.

The volume to capacity ratio is a key indicator of the degree to which the highway system is being utilized, and is somewhat sensitive to demand responsive strategies. The vehicle miles of travel (VMT) estimate is used primarily as a weighting factor across hours and geographic areas. Total VMT is primarily a base to which changes in the percent

VMT can be referenced. If the total VMT increases significantly, but the percent VMT at a given V/C ratio remains constant, the system is accommodating increases in travel demand without increased congestion.

All road segments in the TMA with V/C ratios greater than 0.80 (the most restrictive ratio) were identified, mapped, and color-coded according to levels of congestion (0.80 - 0.89; 0.90 - 0 .99; 1.0 +). The macro-level analysis identified some road segments not included on the congestion management network. As a result of the analysis, all roadways in the TMA exhibiting V/C ratios exceeding 0.80 were considered as additional components of the congestion management network. The roadways with AM and PM V/C ratios exceeding 0.80 of their respective lane capacities based upon the macro analysis are displayed in Figures 31 and 32. Segments that have V/C ratios greater than 0.80; 0.90; and 1.0 have been separated by color.

Figure 31



In evaluating changes in congestion over time, it is important that each hour be evaluated, not just the peak hour. In locations where the V/C threshold has been exceeded, congestion generally worsens through the spreading of the peak. If hourly information is not provided, the ability to evaluate changes in congestion over time is lost. An analysis was completed to identify the duration of the congestion beyond the peak hours. Several corridors within the congestion management network were identified for experiencing high levels of congestion (V/C ratios greater than 0.90) an extended number of hours (Figures 33 and 34). Corridors where V/C ratios were found for multiple hours were reviewed to determine the number of continuous hours. These corridors have been designated as "high risk" for congestion issues and will be monitored closely. Micro-level analysis will be performed on these corridors when warranted. Due to technical issues, these hours of congestion maps on the following pages were not updated and new maps are anticipated for FY 2024.

Figure 32

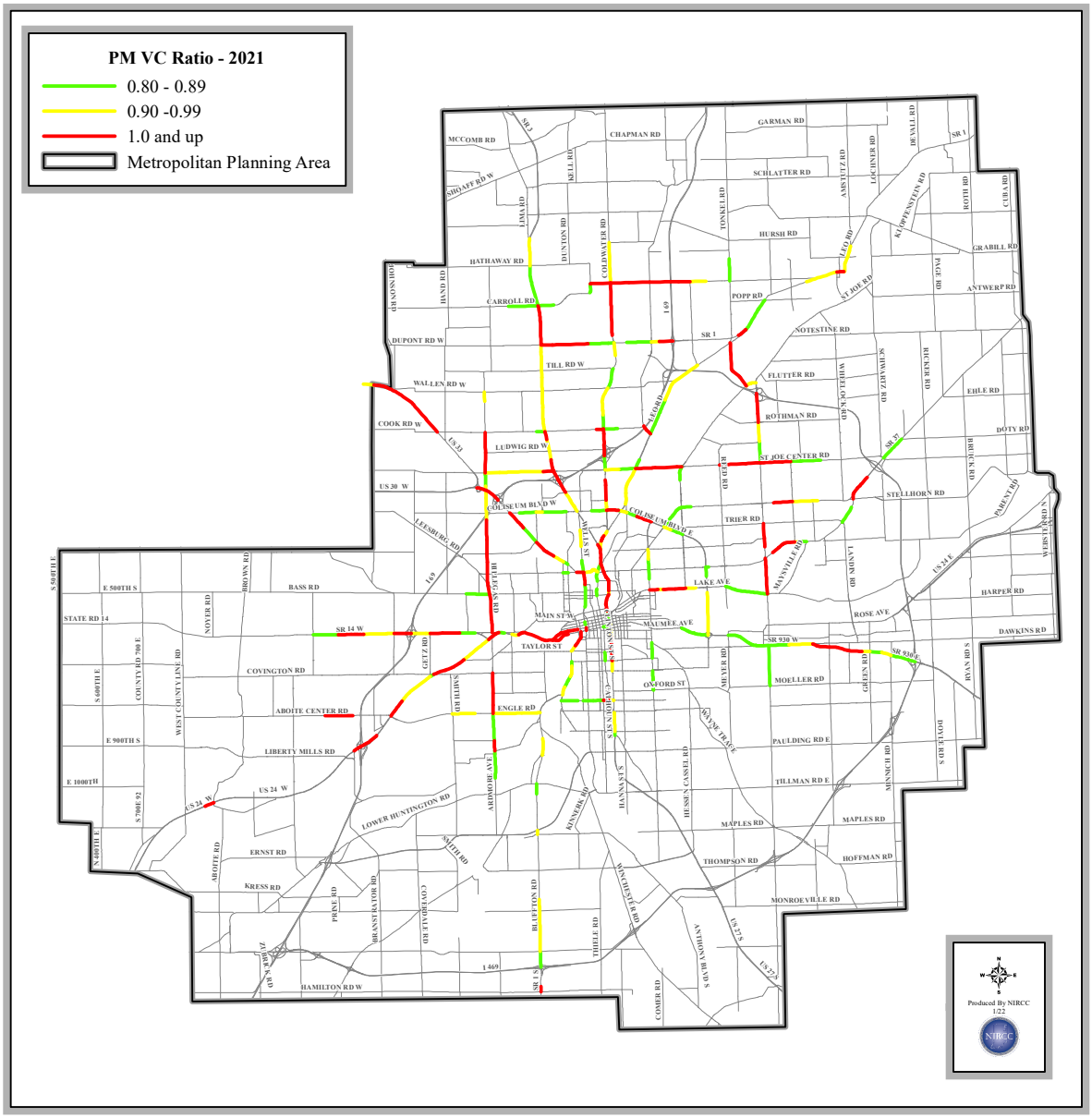
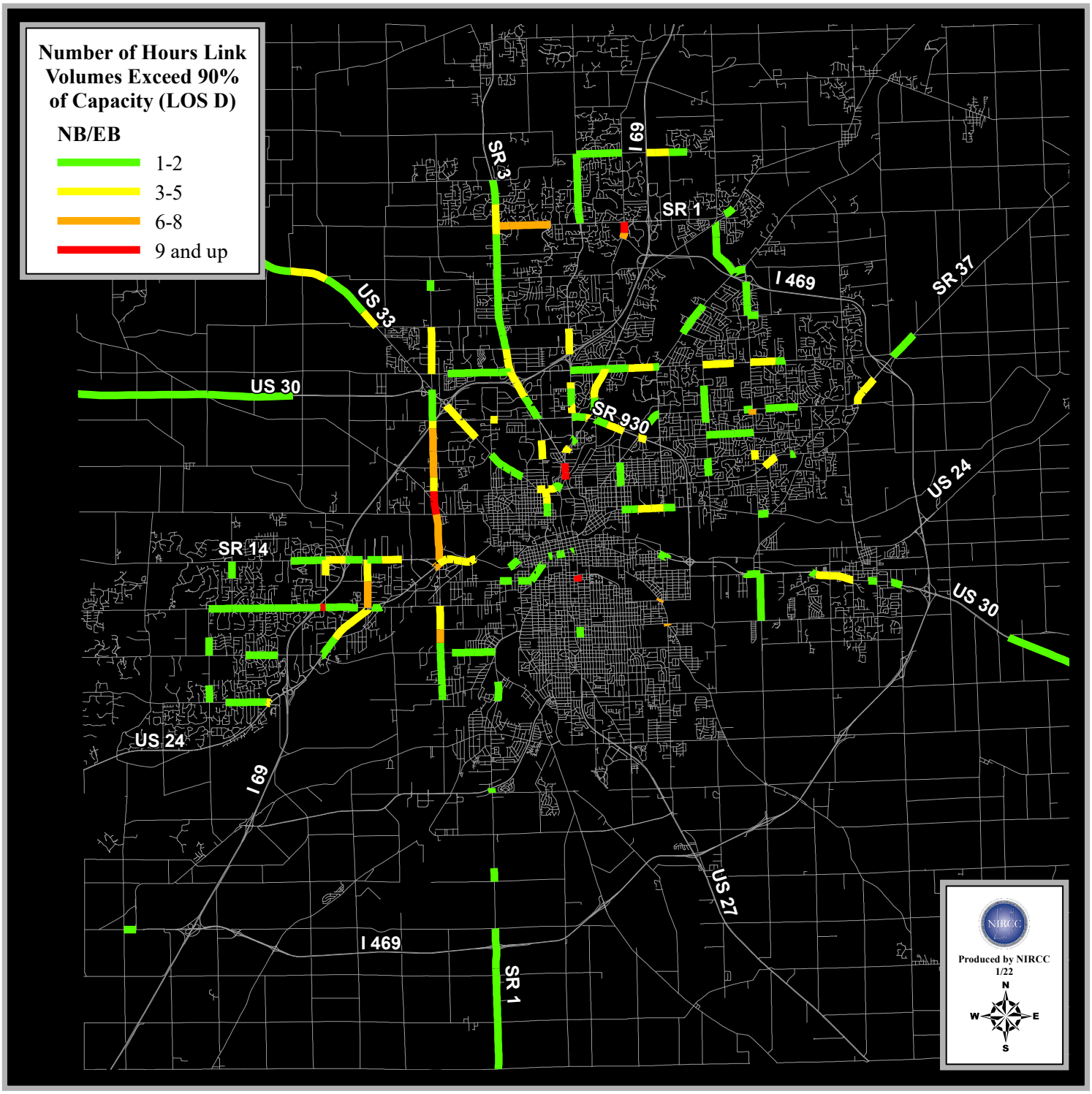


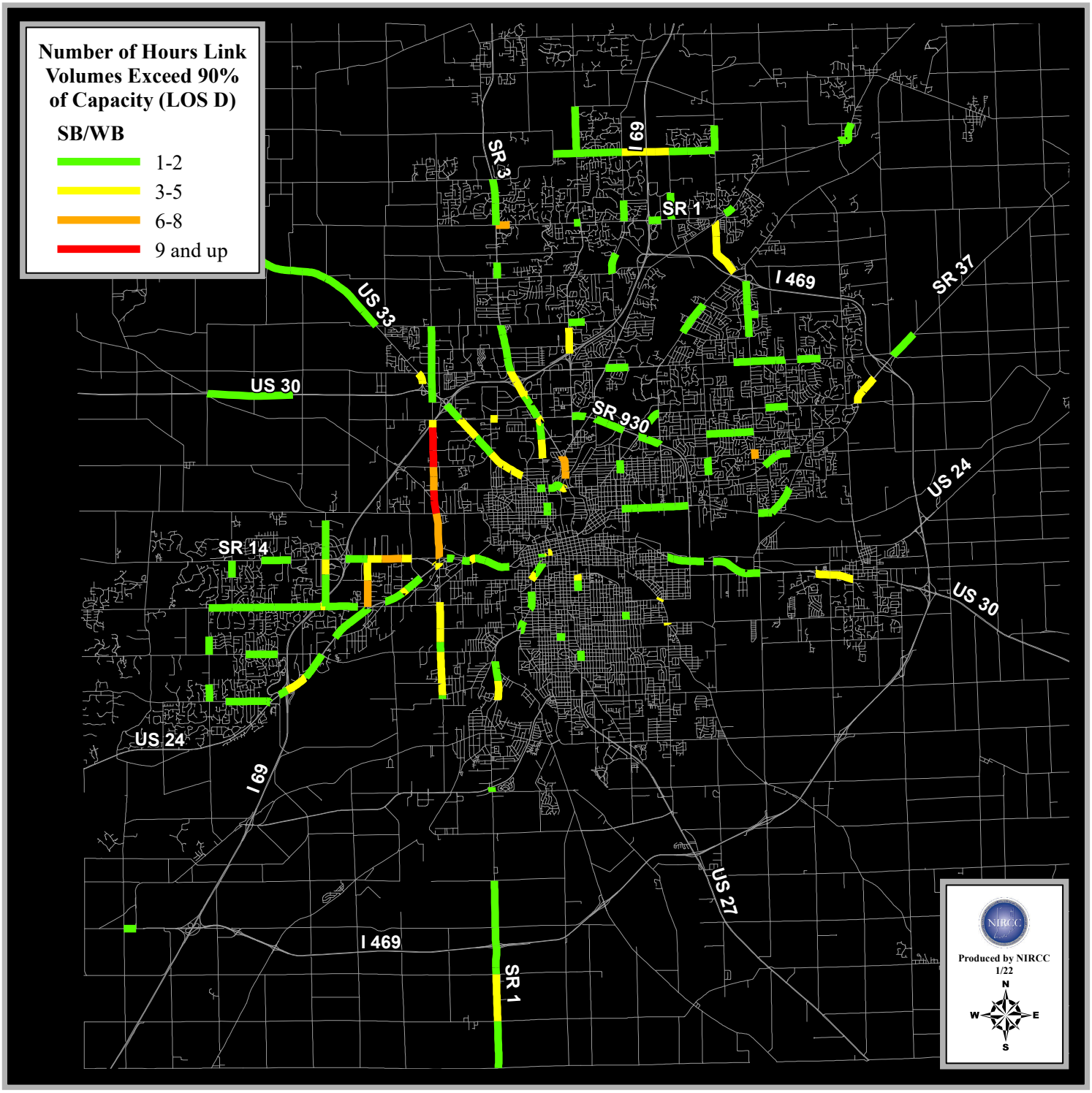
Figure 33



Intelligent Transportation Systems

Another part of the Congestion Management Process is updating Allen County's Regional ITS (Intelligent Transportation Systems) architecture. ITS is the use of communications, electronics and information processing to help improve the efficiency and safety of surface transportation systems. Due to the nature of information technology being most effective when systems are integrated and interoperable the USDOT developed the National ITS Architecture. When

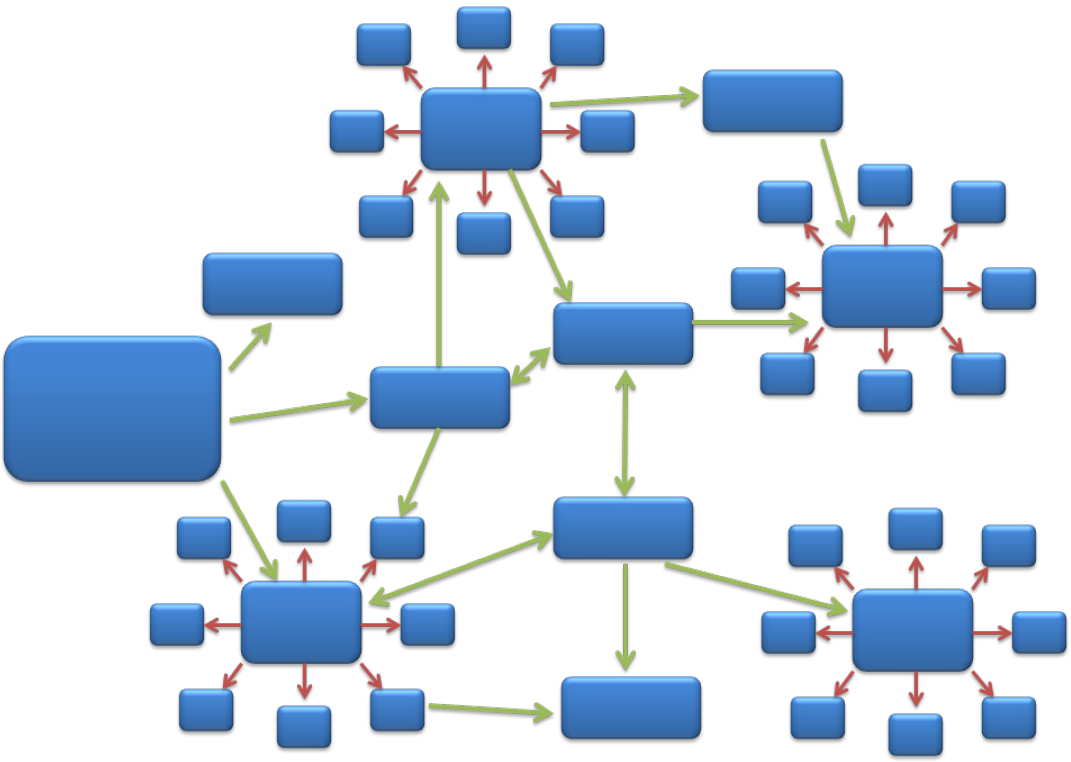
Figure 34



referring to architecture, it is best described as a tool that assists in organizing complex entities and relationships. It helps identify system functions and informational flows, and guides development of functional requirements for new systems and improvements.

The National ITS Architecture is designed to provide a common structure for which ITS projects could be based on. The National Architecture specifies what type of interface could exist between the many different components

of ITS and also to show the different types of information exchanged. Processes and data flows are grouped to form particular transportation management functions and are represented graphically by data flow diagrams, or bubble charts, which decompose into several levels of detail. In these diagrams, processes are represented as bubbles and data flows as arrows.



The Allen County Regional ITS Architecture details the communications and interactions between 10 primary systems (centers) over a 10-year period (2023-2033). These systems are associated with traffic management, emergency management, maintenance and construction management, transit management, or data management. Each system is associated with a specific stakeholder (anyone with a vested interest or "stake" in the regional ITS architecture) or group of stakeholders.

The original Allen County Regional ITS architecture was completed in March 2005 to meet the requirements of TEA-21. There was an update to the architecture 2008 so that it would meet the requirements outlined in SAFETEA-LU, as well as changes in technologies that had occurred in those three years.

In the spring of 2012, the regional architecture went through another update so that it could be approved and submitted to the Federal Highway Administration. This update was included in the 2035 Long Range Transportation Plan. In 2017 the regional architecture was updated to be included with the 2040 Long Range Transportation Plan.

The ITS architecture is continually monitored for updates by NIRCC Staff. In FY 2022 the ITS Architecture was converted to the latest version using FHWA's RAD-IT software. In FY 2023 staff worked to update the ITS architecture with completion and adoption anticipated for FY 2024.

Bicycle and Pedestian Planning

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

BICYCLE AND PEDESTRIAN PLANNING

NIRCC has a significant involvement in area bicycle and pedestrian planning activities. The need and desire for bicycle and pedestrian facilities has dramatically increased over the last 20 years. The four county region represented by NIRCC has many individuals and organizations advocating improvements to the existing bicycle and pedestrian transportation system as well as expanding the system in the future. The Fort Wayne, New Haven, and Allen County area has been at the forefront for local advocacy groups to begin their planning efforts. Local government has also taken a more active role in their planning efforts to include bicycle and pedestrian amenities.

To better coordinate local efforts, NIRCC began sponsoring the Northeastern Indiana Regional Bicycle and Pedestrian Forum which met from 2002 to 2007. This forum represented a task force comprised of governmental parks, planning and highway agencies, advocacy groups, and special project organizations. The forum increased the communication and coordination between these groups. In addition, the forum played an integral part in developing and completing the Allen County Comprehensive Bicycle-Pedestrian Transportation Plan in 2006. From 2007 to 2020 NIRCC relied on the Greenway Coalition for guidance as well as governmental and public input towards bicycle and pedestrian planning. The coalition was also made up of governmental parks, planning and highway agencies, advocacy groups, and special project organizations. The coalition had been meeting since April of 2005.

Since the adoption of the Comprehensive Bicycle and Pedestrian Plan in 2006, NIRCC has continued to update and improve the plan as needed. In 2007 NIRCC incorporated the "Regional Bicycle and Pedestrian Plan for Northeast Indiana" (Figure 35). Through the years following 2007, recommendations were incorporated into the plan which included the needs expressed by public input and local advocacy groups such as Aboite New Trails, the Greenway Consortium, Little River Wetlands, Northwest Allen Trails, and Fort Wayne Trails Inc. Other plans and recommendations from Allen County, Fort Wayne, New Haven, Leo-Cedarville, Grabill, Monroeville, and Woodburn have provided input or have been included in the plan as well.

Throughout the year NIRCC periodically updates the Bicycle and Pedestrian Transportation Plan for Allen County as well as the Northeast Indiana Regional Bicycle and Pedestrian Plan. Local government and local trail groups are continually planning and completing their trail projects. Also, new opportunities develop and some corridors may need to slightly shift their priorities to create the most practical options for developing a realistic and cost effective bicycle and pedestrian system.

In fiscal year 2013 NIRCC spent a significant amount of time updating the bicycle and pedestrian plan as part of the

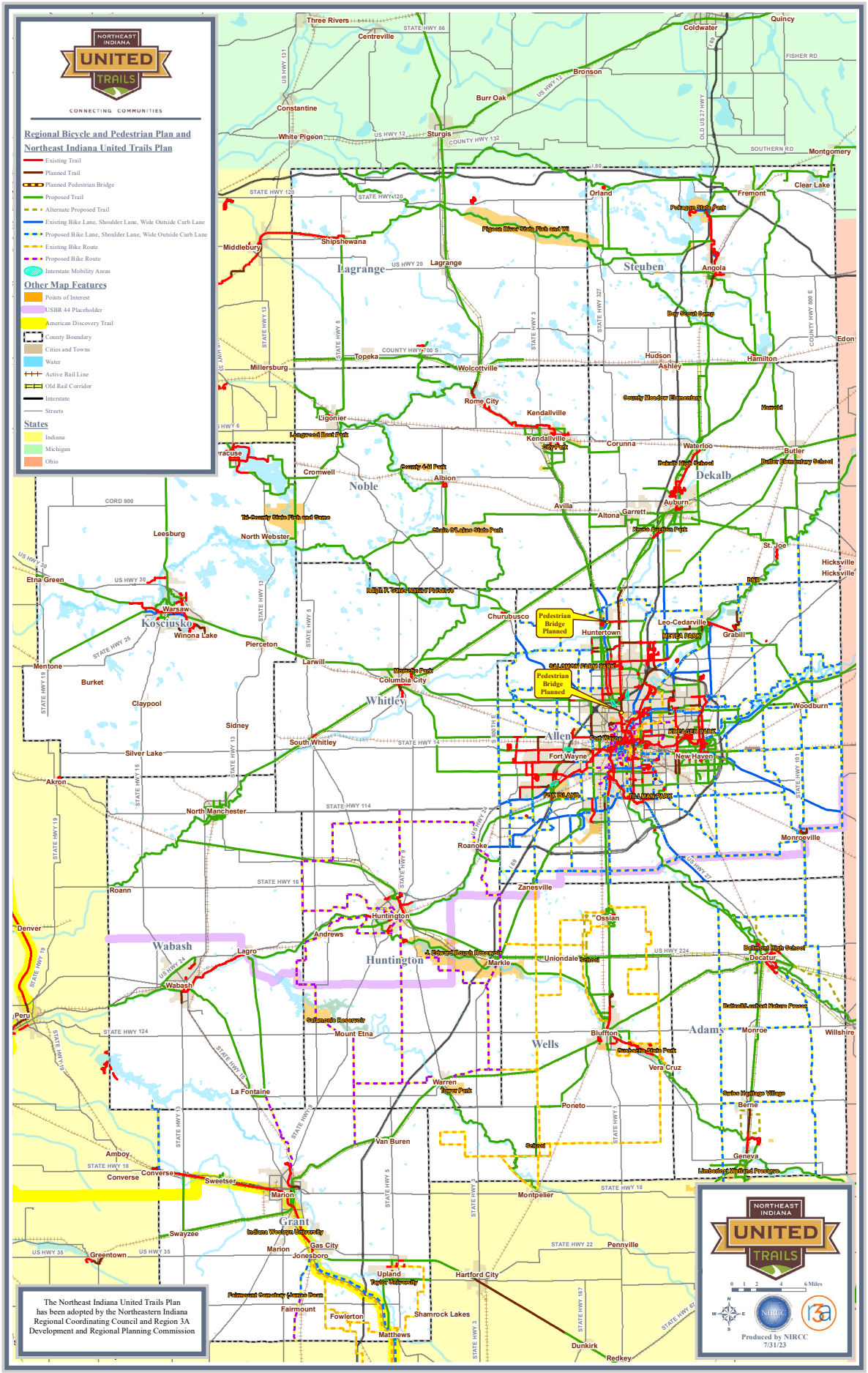


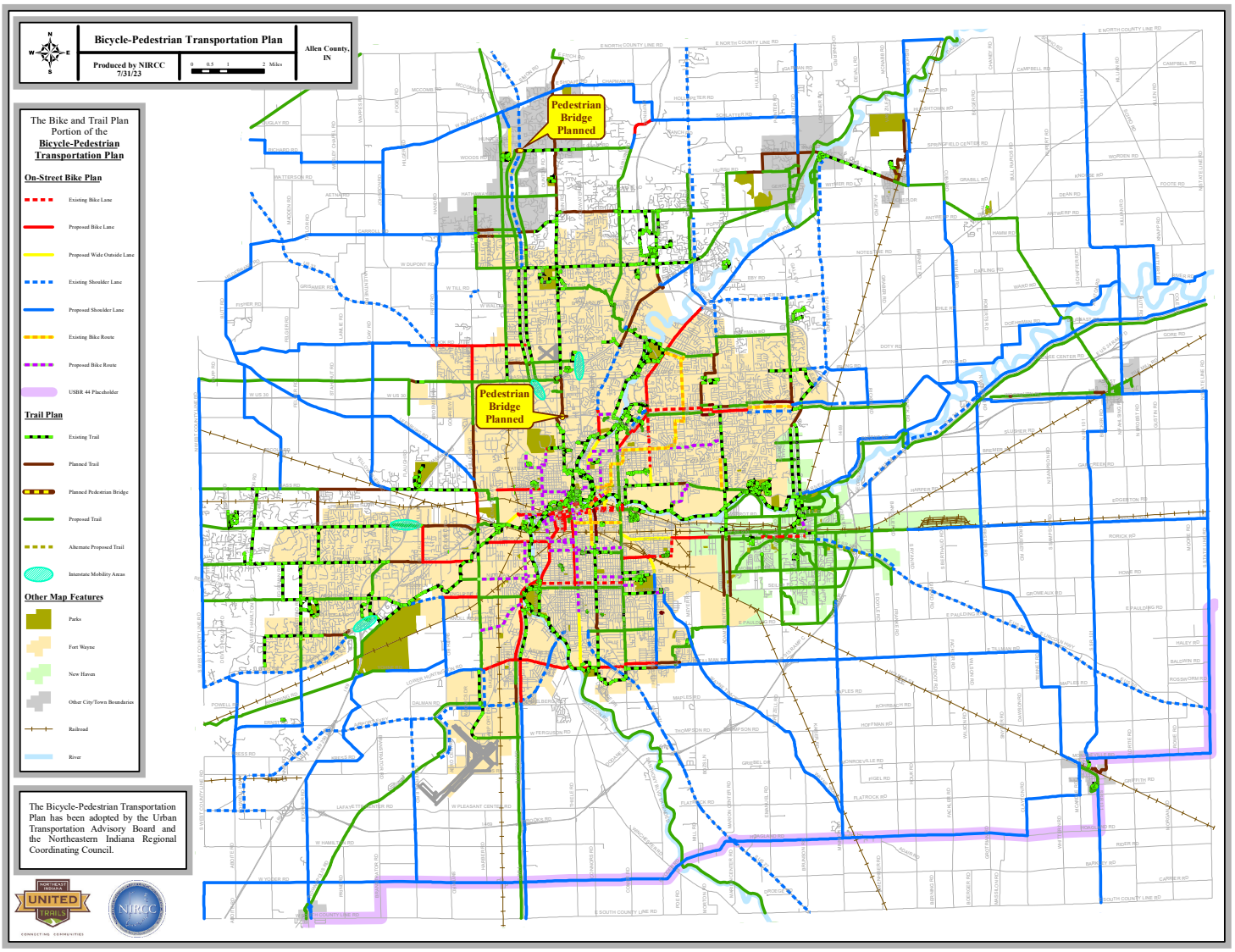
Figure 35

Regional Bicycle and Pedestrian Plan

2035 Long Range Transportation Plan update. To create a more usable and detailed plan that update took what used to be one map, which included all bicycle and pedestrian infrastructure, and separated it into three individual plan maps. These three maps consist of a bike plan (Figure 36) which includes trails and on-street bike infrastructure, a trail plan (Figure 37), and a sidewalk plan (Figure 38). The combination of these three maps, which has continued to be updated in the same way, must be used to find out what is planned, proposed, or already exists for each corridor or alignment identified. For example, some corridors may only include proposed sidewalks while others may propose bike lanes in the street, a sidewalk on one side, and a trail on the other. Some corridors in the plan also identify which side of the street sidewalks and/or trails are proposed for.

Figure 36

Bicycle-Pedestrian Transportation Plan: Bike and Trail Plan

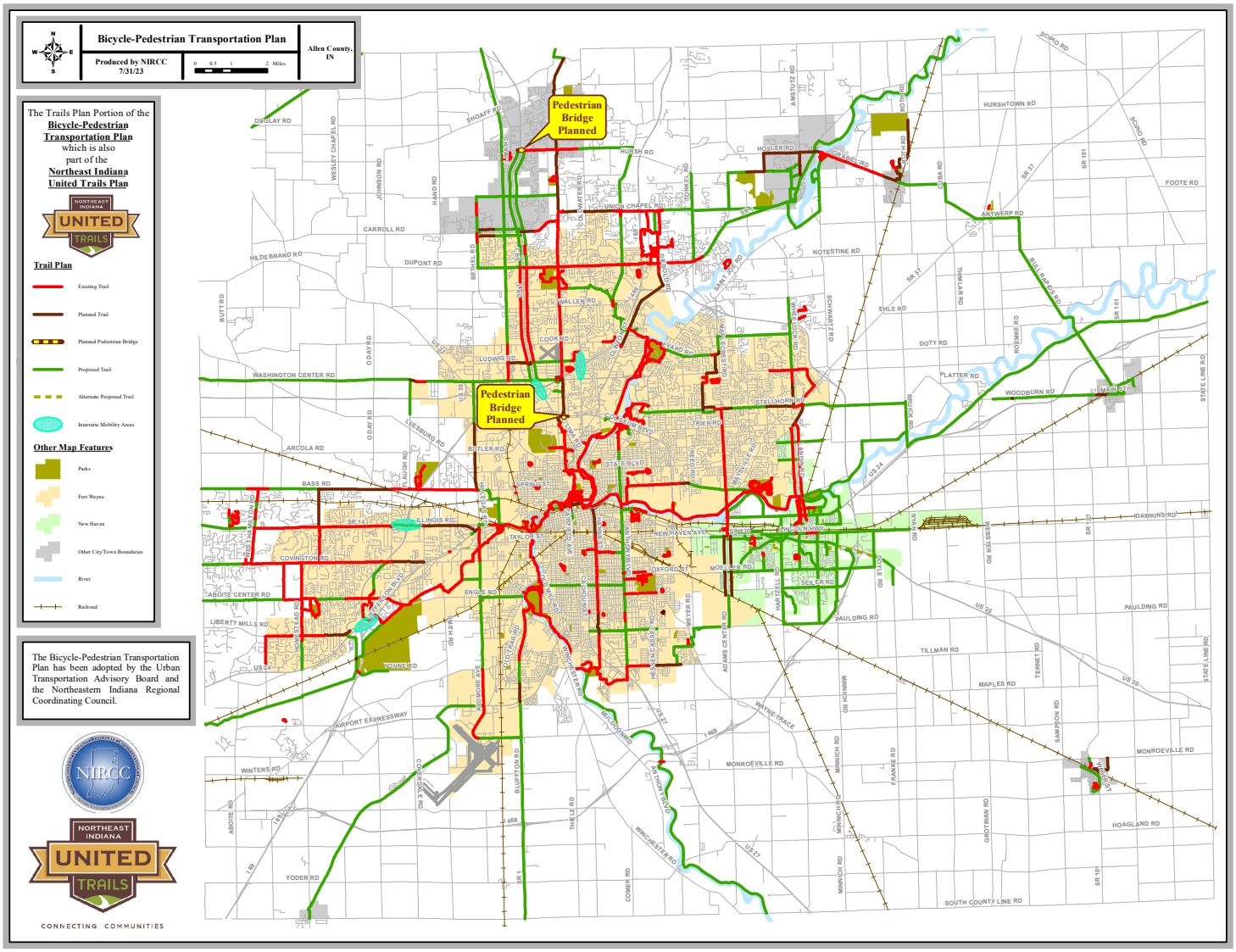


The Bike and Trail Plan (Figure 36) is really intended to show an overall bike network along with the trails plan. Since bicyclists use a combination of on-street infrastructure and trails this map includes both to show how the entire network works together. This map displays a wide range of proposed and existing infrastructure for bicycling. The

proposed and existing facilities displayed include bike lanes, widened outside curb lanes, shoulder lanes, sharrows, bike routes, and trails.

Figure 37

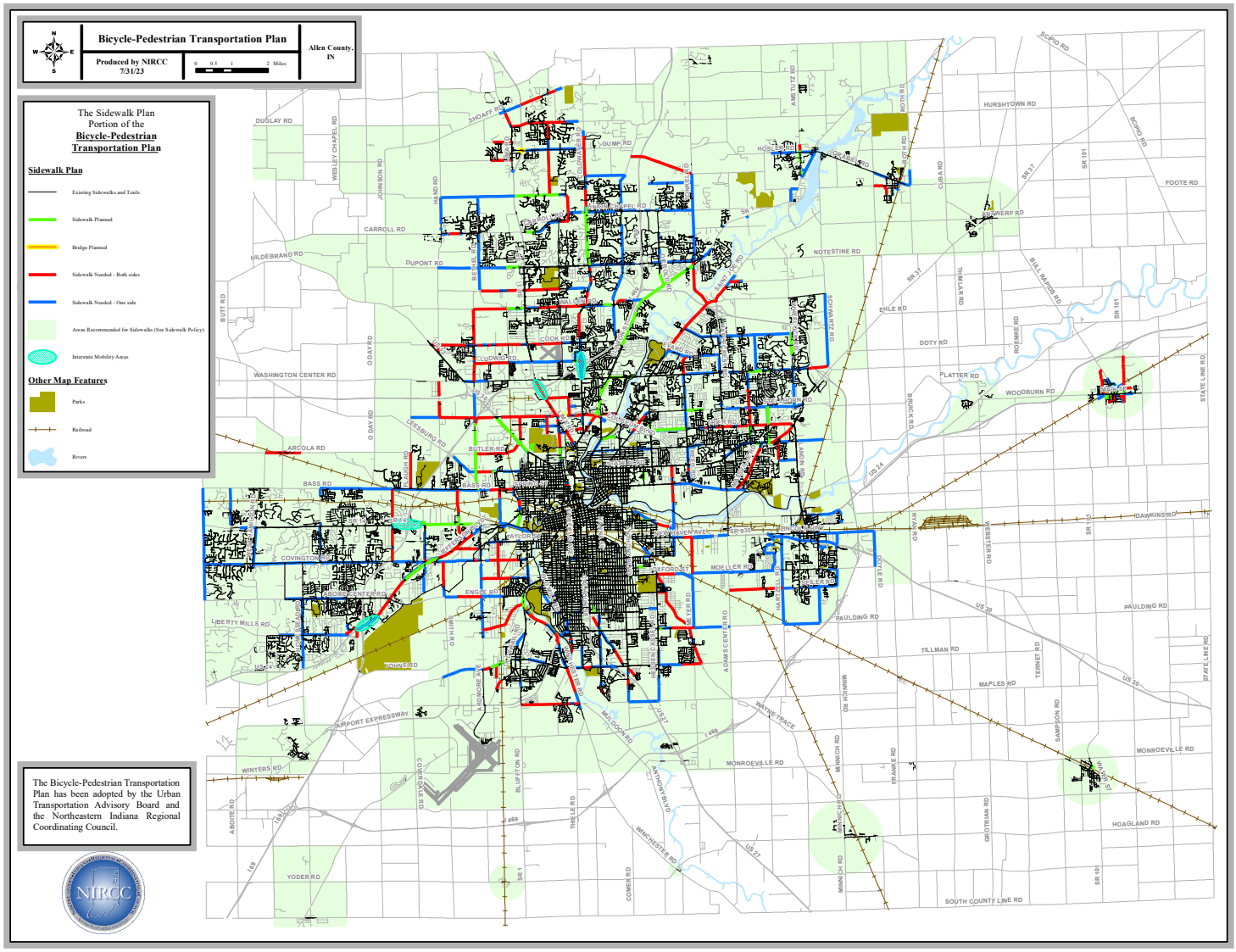
Bicycle-Pedestrian Transportation Plan: Trail Plan



The Trails Plan (Figure 37) shows the entire existing trail system for Allen County as well as how it will tie in with what is planned to occur over the next several years and into the future. The Trail Plan for Allen County is also part of the "Northeast Indiana United Trails plan" which covers the 12 county trail network in Northeast Indiana. The trails identified as "Planned" are facilities that are being built along with road projects or are standalone projects that have all or most of their funding and we are confident they will be constructed in the near future. The trails identified as "Proposed" vary in their stage of development. These trails may be very conceptual or may currently be in some stage of development but lack the funds to really push them forward to construction.

Figure 38

Bicycle-Pedestrian Transportation Plan: Sidewalk Plan



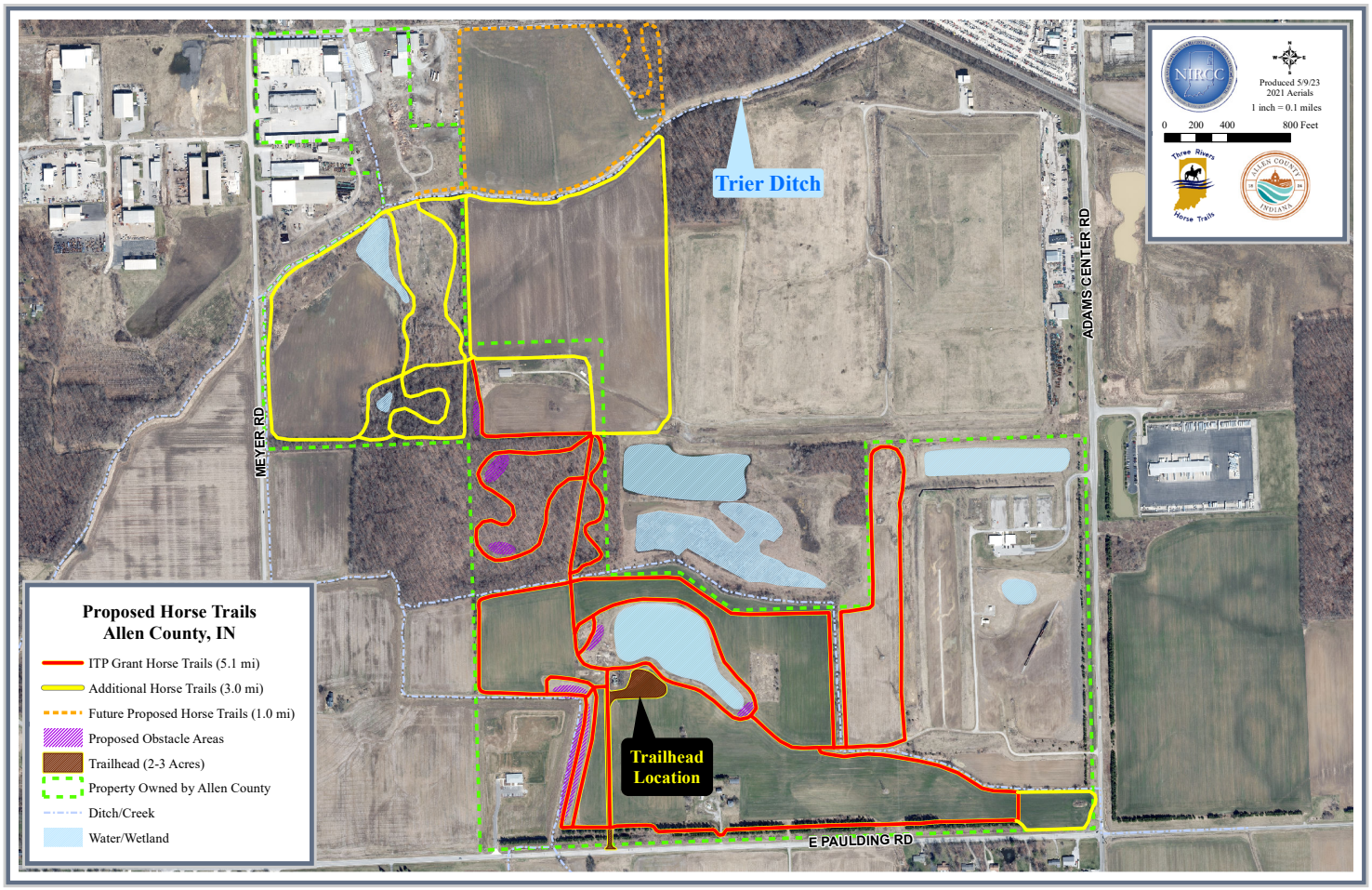
The Sidewalk Plan (Figure 38) identifies sidewalk needs along all major roadways in the urban area and some outside the urban area. This map displays all existing sidewalks and trails within Allen County and specifically identifies corridors or sections of roadway that need sidewalks on one side or both sides depending on existing features and proposed trails that parallel. The sidewalk needs identified on the map will be used to prioritize sidewalk improvements and identify the need for sidewalks as development spreads throughout the urban area. The map also includes a green shaded area that refers to the sidewalk and bicycle parking recommendations policy included in the 2045 Transportation Plan. Other than what is specifically identified on the map, these areas should always consider sidewalks and bicycle parking amenities as needed depending on development patterns and opportunities that arise.

This past fiscal year NIRCC participated in a variety of bicycle and pedestrian planning activities. Some of the common tasks NIRCC participated in or completed for bicycle and pedestrian planning include but are not limited to the following:

- Making updates to the Allen County Bicycle and Pedestrian transportation Plan.
- Making updates to the Allen County Sidewalk and Trail Inventory.
- Updating NIRCC's website with bicycle and pedestrian planning documents.
- Meeting or talking with citizens about bicycle and pedestrian planning issues.
- Working with local advocacy groups.
- Creating maps and supporting documents or reports for bicycle and pedestrian planning.
- Working with other governmental departments and providing ideas, facts, recommendations or any other information related to bicycle and pedestrian planning upon request.
- Researching bicycle and pedestrian facility design, funding types and availability, educational information, safety information, laws and ordinances concerning bicycle and pedestrian subjects.
- Tracking progress on bicycle and pedestrian projects throughout the area.
- Reviewing development plans and transportation projects that are underway or in some stage of design to ensure bicycle and pedestrian connectivity and coordination with the Bicycle-Pedestrian Transportation Plan.
- Checking potential trail and sidewalk projects for environmental conflicts.
- Extracting and analyzing bicycle and pedestrian crash data from NIRCC's crash database.
- Making updates to various bicycle and pedestrian related plans.
- Attending meetings for bicycle and pedestrian issues.
- Creating planning documents, reports, or maps for meetings and governmental agencies.
- Assisted various local groups, governmental departments, agencies, and public with bicycle and pedestrian planning.
- Updating performance measures.
- Assisting with or administering various grants or grant awards.

In Fiscal Year 2023 NIRCC assisted in or worked on a number of projects. One of the new initiatives NIRCC was a part of was planning for horse trails in Allen County. NIRCC is on the board of the Three Rivers Horse Trails nonprofit organization and assists with identifying and mapping potential horse trail routes, identifying potential properties for trailheads and potential horse trails, conducting environmental analysis for potential sites, creating conceptual designs for trailheads, producing graphics and maps for public meetings, and assisting with grant proposals.

Figure 39



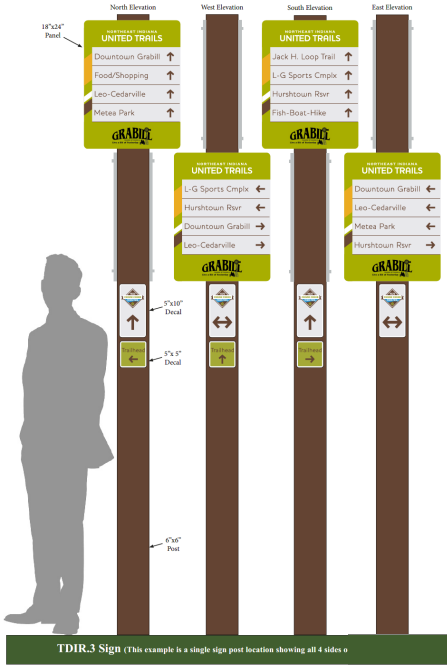
In FY 23 NIRCC assisted the Three Rivers Horse Trails and Allen County with administering the awarded Indiana Trails Program (ITP) grant. The grant award, along with local funding from Allen County, provides funding for approximately 9 miles of horse trails and a trailhead to park trucks and trailers for people using the trails. The trailhead includes the following ADA accessible features: ADA parking, a special mounting area that is accessible, available water hydrant for horse use, an area with a picnic table, and bathroom access. Figure 39 shows the layout of the planned horse park.

NIRCC continued to serve on the Poka-Bache Coalition this past fiscal year and participated in the Poka-Bache Task Force meetings. The coalition had been concentrating on putting together an interlocal agreement that jurisdictions along the corridor could join to help further develop the trail and push towards completion. The interlocal agreement was completed and the task force was created with representatives from each jurisdiction. The Poka-Bache Connector is a planned 81-mile long regional trail that will connect Pokagon State Park in Angola with Ouabache State Park in Bluffton, traveling through 4 counties and 7 cities and towns.

NIRCC continued to work on the branding and wayfinding initiative for the region. Templates were made for different

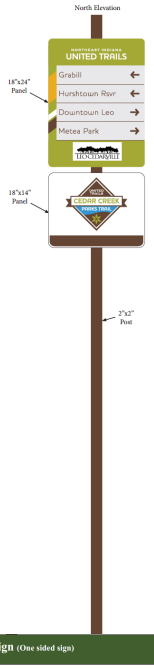
sign types so signs could be produced. Design and material details were produced for a number of sign types as well. The brand and wayfinding signage guidelines manual is provided to the public on NIRCC's website. Files of sign designs and templates are available upon request from NIRCC. Some of the wayfinding projects that were worked on for the United Trails system included projects in the City of Huntington, Huntington County, Allen County, City of Fort Wayne, Town of Leo-Cedarville, and the Town of Grabill. Following are rendering examples of the sign types used.

TDIR.3 Wayfinding Sign - 4 sided 6x6 post (ID 43)



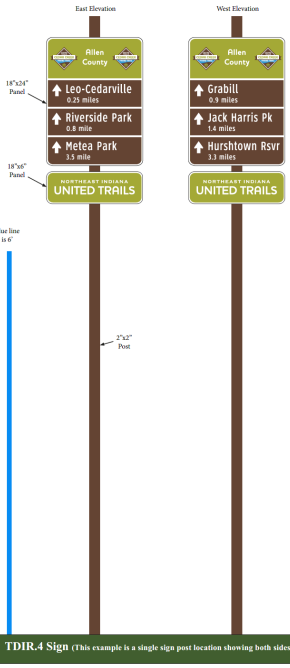
TDIR.3 Sign (This example is a single sign post location showing all 4 sides o

TDIR.3 Wayfinding Sign - 1 sided with 2x2 post (ID 27)



TDIR.3 Sign (One sided sign)

TDIR.4 Sign - 2 sided 2x2 post (along Trail) (ID 31)



TDIR.4 Sign (This example is a single sign post location showing both sides of the sign)

TDIR.3 Sign Detail (6x6 post):
Trail Wayfinding Sign ID 54:

- Sign post - 6"x6"x13' square aluminum post, .25" wall thickness, powder coat color "Nut Brown". Fabricate with 6"x6" aluminum cap on top of post.

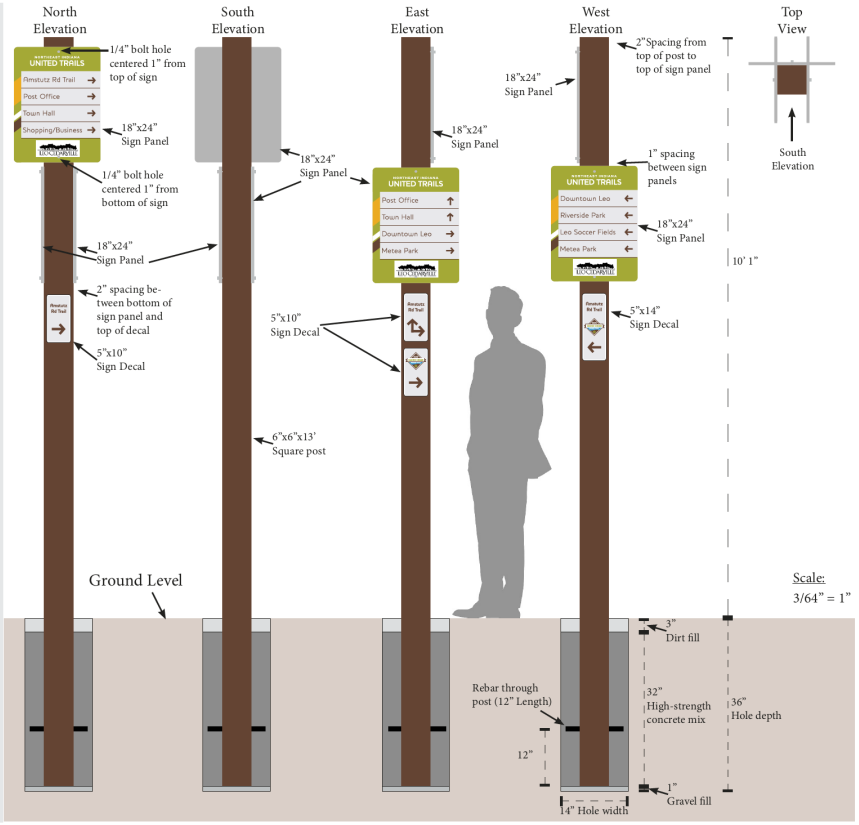
- Sign panel - Standard aluminum 18"x24" sign panel with vinyl printed material applied to sign panel. Sign panel with 1/4" centered hole 1" from top and bottom for installation. (Artwork to be provided in Adobe Illustrator format)

- Sign decal - 5"x10" Vinyl material with adhesive applied directly to sign post. (Artwork to be provided in Adobe Illustrator format)

- Installation details using Vacuum Excavator and direct bury method - Hole vacuum dug 36" deep. Add 1" gravel in bottom. Install post in hole with 12" long rebar through post for anchor approximately 12" from the bottom of the post. Add 4-5 bags high-strength concrete mix tamping after each bag is added. Add 3" of dirt at top of hole for grass to regrow.

Details produced by:
Northeastern Indiana Regional Coordinating Council (NIRCC)
200 East Berry Street Suite 230
Fort Wayne, IN 46802
260-449-7309

Produced 7/20/23



Pedestrian Safety Action Plan

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

PEDESTRIAN SAFETY ACTION PLAN

Over the three year time period spanning from 2018 through 2020 there were around 35,100 recorded accidents involving motor vehicles, pedestrians, and bicyclists in Allen County. Accidents involving pedestrians accounted for about 0.7% of these. Fatalities for all accident types accounted for about 0.3% of the 35,100 accidents. Out of the 0.3% of total fatalities, 9.6% of them were pedestrian fatalities. These numbers are disproportionate when 99.3% of all accidents occurring in Allen County for these three years did not involve a pedestrian.

The nature of pedestrian accidents are usually much more severe than motor vehicle accidents. Since motor vehicles provide a significant amount of protection, people are less likely to be injured or killed when involved in an accident. From 2018 through 2020 about 18% of all motor vehicle accidents resulted in an injury or fatality. During this same time period nearly 89% of all pedestrian accidents resulted in an injury or fatality. As you can see from the graphic below, speeds in excess of just 20 mph produce a significant number of fatalities and injuries when there is an accident between a motor vehicle and a pedestrian. Since nearly every street throughout Allen County has speed limits that exceed 20 mph, pedestrian deaths and injuries can occur at almost any location.

Vehicle Speed comparison to chance of Pedestrian Injury and Fatality
Data source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.
Image credit: San Francisco MTA Vision Zero Action Plan, February 2015: https://view.joomag.com/vision-zero-san-francisco/0685197001423594455?short

Since it is unreasonable to decrease speed limits on a system wide basis to create a safer impact speed for pedestrians, transportation engineers and planners must consider factors that can reduce the frequency and severity of pedestrian accidents through a multitude of countermeasures and action steps. These countermeasures and action steps must identify engineering (including special design characteristics), educational, enforcement, and encouragement strategies

that will provide short term and long term solutions.

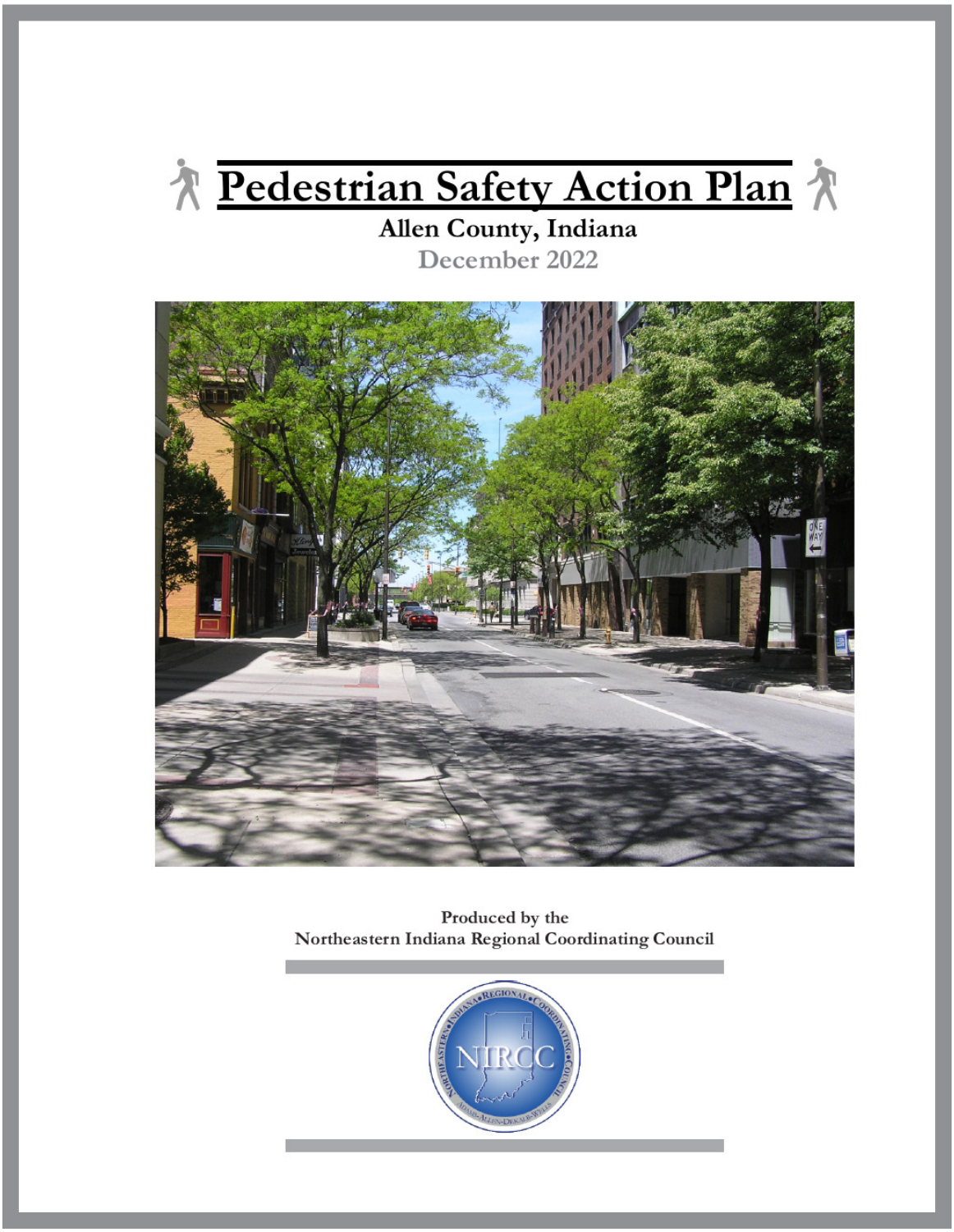
The purpose of creating a Pedestrian Safety Action Plan (PSAP) for Allen County is to create a plan that will be implemented throughout the transportation planning process and beyond for purposes of producing realized pedestrian safety improvements that are tailored to specific problems in our area. The PSAP goal is specifically to reduce the frequency and severity of pedestrian crashes, fatalities, and injuries for all users by establishing a framework to identify practical and achievable strategies to improve pedestrian safety, prioritize improvements, and provide a means of development and implementation. To ensure a comprehensive approach, the plan will involve the four E's (Engineering, Education, Enforcement, and Encouragement) in identifying and implementing an effective PSAP. The following steps, as listed in the Federal Highway Administration's report titled "How to Develop a Pedestrian Safety Action Plan", will be incorporated into Allen County's PSAP:

- Define objectives.
- Identify Locations.
- Select countermeasures.
- Develop an implementation strategy.
- Institutionalize changes to planning and design standards.
- Consider land use, zoning and site design issues.
- Reinforce commitment.
- Evaluate results.

To accomplish the goal of the pedestrian safety action plan there must be steps taken to measure the success of the plan as well as create a method for ensuring some sort of commitment to implement the plan. This can be done by creating a list of objectives that are measurable and provide a clear purpose for what they intend to achieve. It is important to define objectives that consider engineering, education, enforcement, and encouragement type solutions. The objectives used in this plan include reducing the 3 year average number of pedestrian accidents, updating manuals, enhancing or upgrading crosswalks and pedestrian signals, identifying specific intersections or corridors for improvements, identifying high usage transit stops for pedestrian treatments, and prioritizing areas around schools for safety treatments.

A significant amount of time was spent creating maps and producing data that would help identify locations for safety improvements and help support, track, and achieve the objectives listed in the plan. NIRCC already produces and aintains a large amount of data that is used throughout the Pedestrian Safety Action Plan. Examples of this data include a sidewalk and trail inventories for the entire Allen County area, traffic counts, locations of transit routes and stops,

crash data, census data, intersection analysis data, and other various roadway characteristics. Other information used in the plan for geographical analysis include land use types and patterns, schools, colleges and universities, parks, libraries, major destinations or attractions, etc. In the section titled Pedestrian Safety Action Plan Maps beginning on the following page you can see some of the maps that went in to drafting the PSAP for Allen County. To see the entire plan just visit NIRCC's website at www.nircc.com.



PEDESTRIAN SAFETY ACTION PLAN MAPS

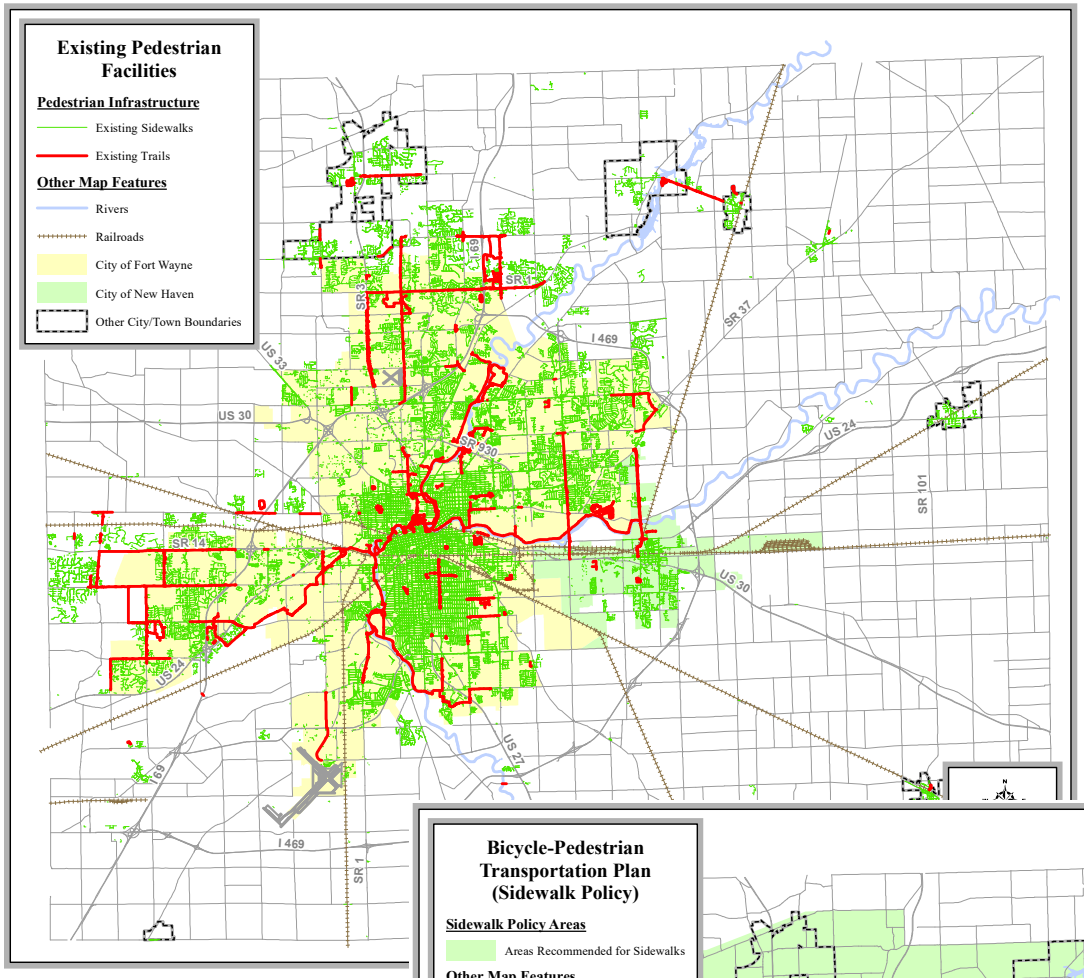


Figure 40

Every sidewalk in Allen County has been digitized using aerial photography and a trail database is maintained and updated on a regular basis. Information derived from this map includes locations where gaps exist in the sidewalk network, densities of development, points of conflict where sidewalks and trails cross streets and driveways, and areas where you would expect significant amounts of pedestrian trips since there is already a precedence of existing infrastructure.

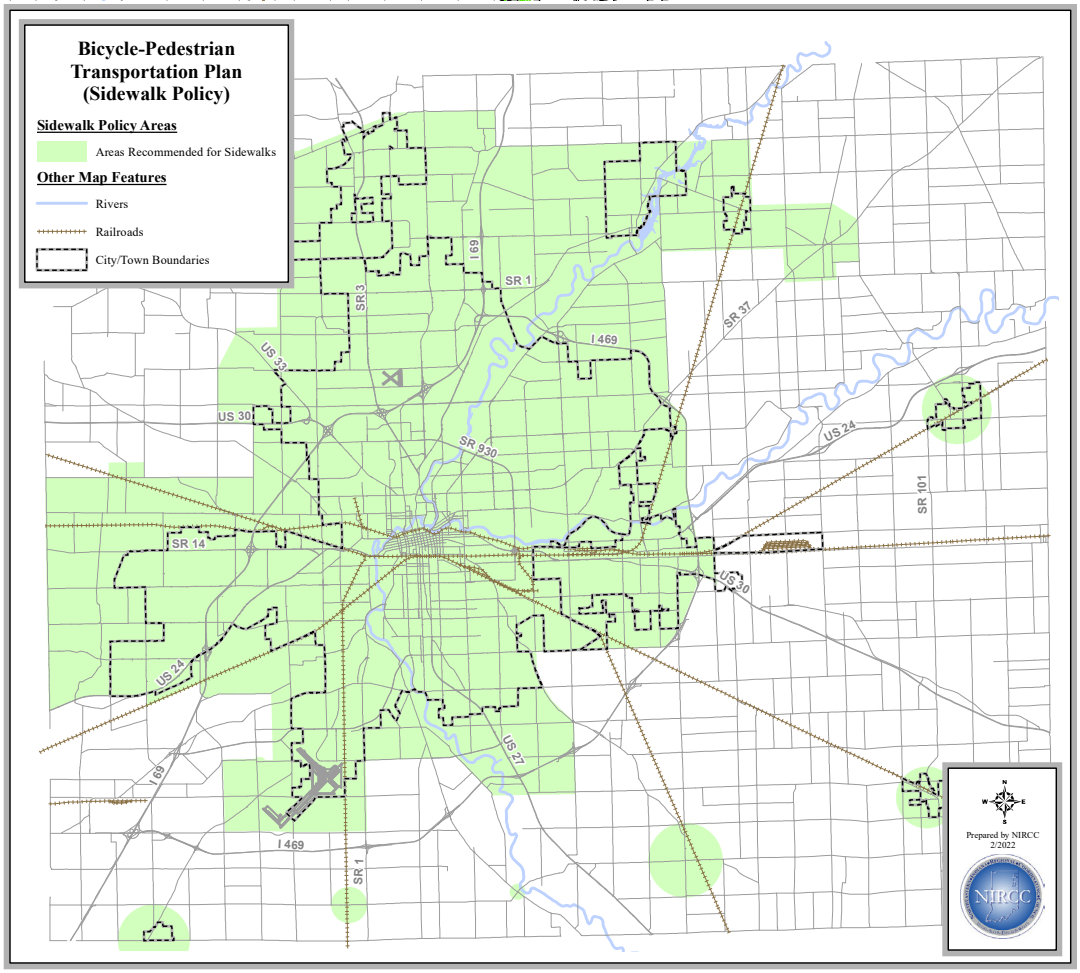
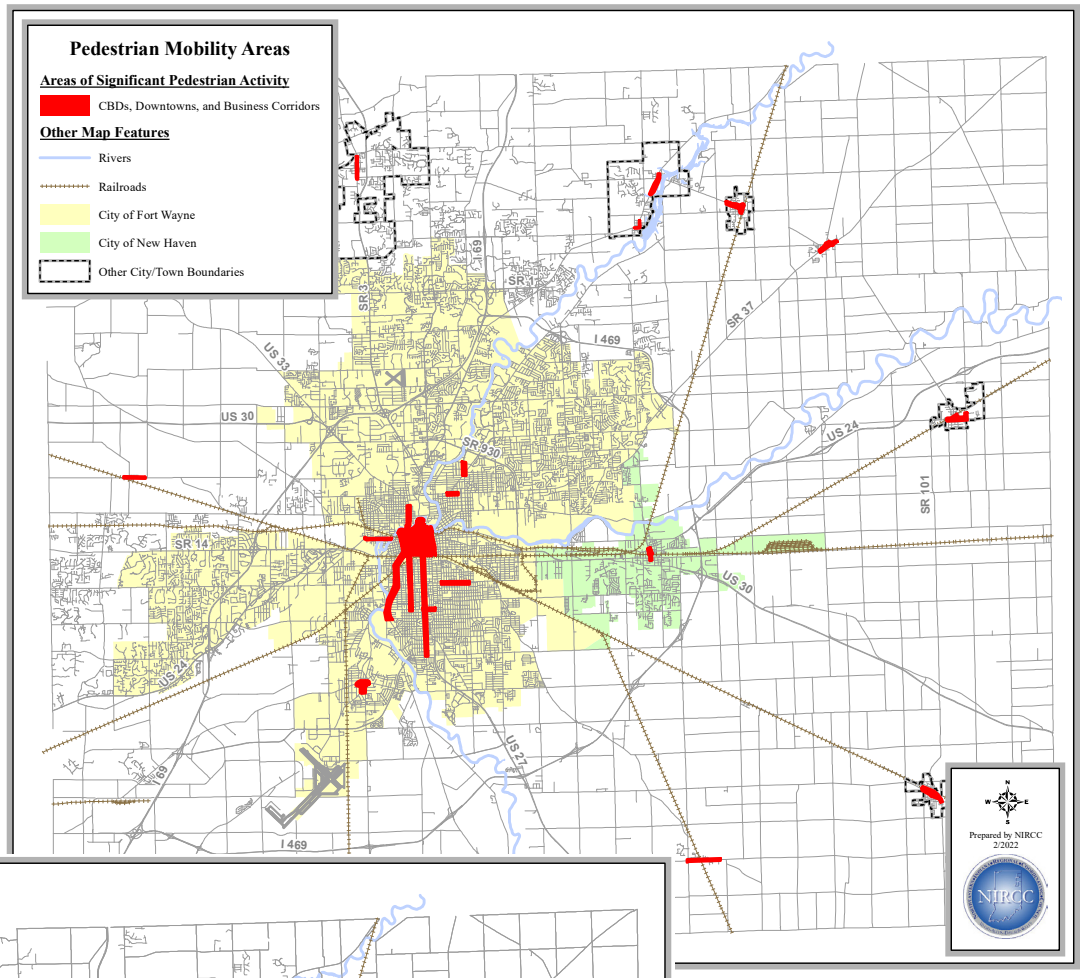


Figure 41

The areas identified in green are included with NIRCC's sidewalk policy and part of the Bicycle and Pedestrian Transportation Plan which is also included in the 2045 Transportation Plan. These areas identified are a combination of jurisdictions including all the cities and towns within Allen County, the urban area, and various developing areas throughout the county. These areas are recommended for pedestrian improvements which also creates a need for pedestrian safety to be a priority.

Figure 42

The identified areas depend on pedestrian safety and mobility. These areas include Central Business Districts, downtown areas, and commercial areas. They consist of urban type design characteristics with closely situated commercial, retail, and service related development surrounded by dense residential development. These are major destinations for vehicles and pedestrians which make conflicts between the two inevitable. These areas rely on Pedestrian mobility and safety.



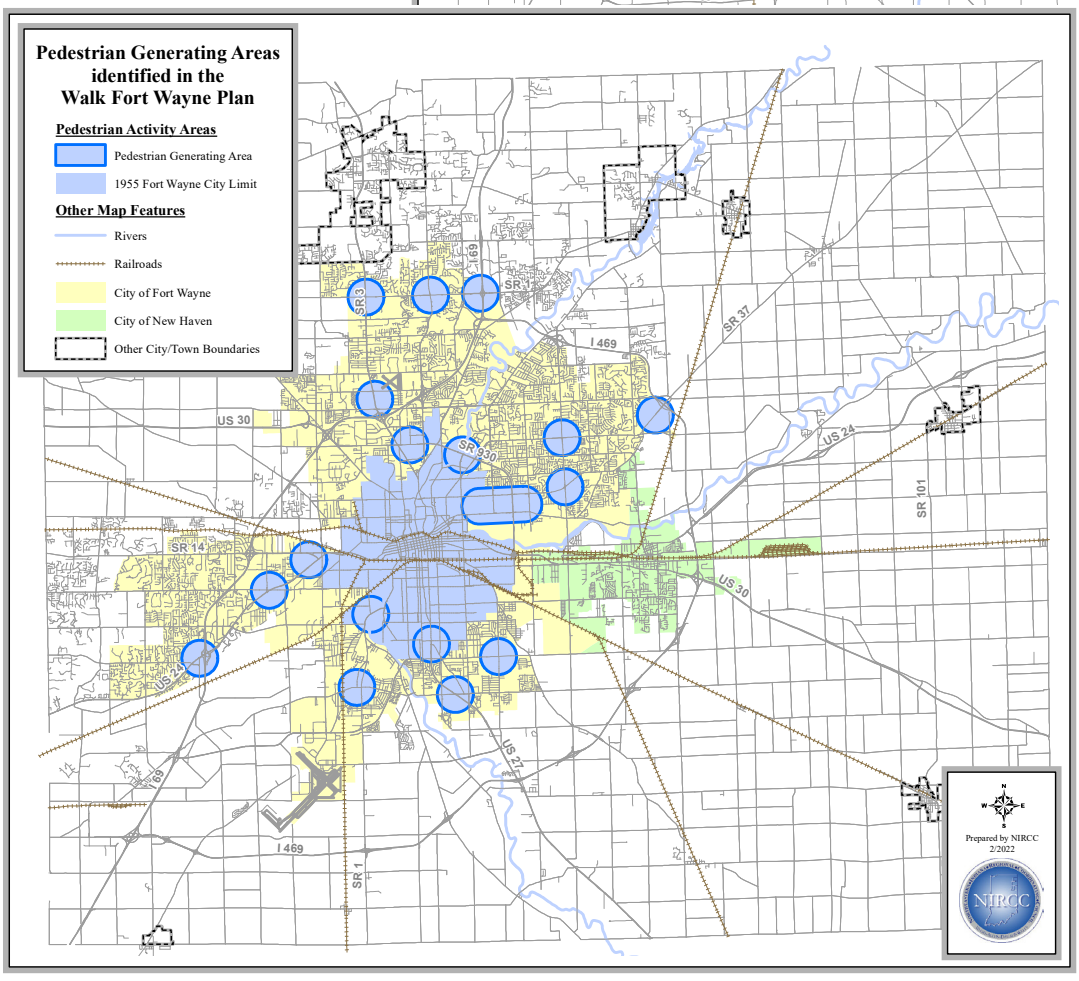


Figure 43

These areas have been identified by Fort Wayne's "Walk Fort Wayne Plan" as pedestrian generating areas. These areas have been identified through the use of survey information, information gathered from public meetings, a geographic analysis of development clusters, and input from the Primary Team who is charged with developing the Walk Fort Wayne Plan. These areas represent significant destinations and attractions for pedestrian interaction and motorvehicle conflict.

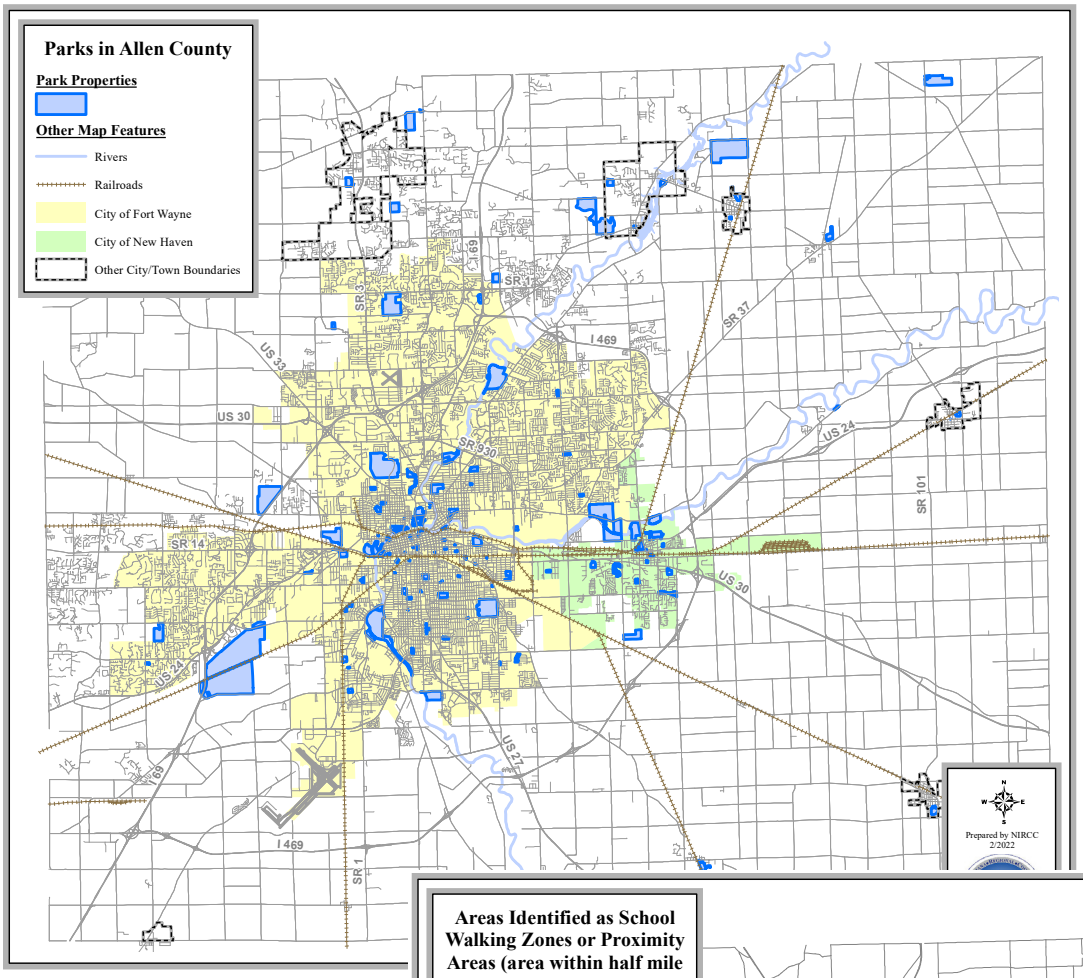


Figure 44

Another destination that attracts large numbers of pedestrians are parks and recreational areas. This map shows the locations of park facilities throughout Allen County. These areas provide a significant amount of pedestrian related activities on a regular basis. Large numbers of pedestrian trips occur within and around these areas which often create motorist and pedestrian conflict points.

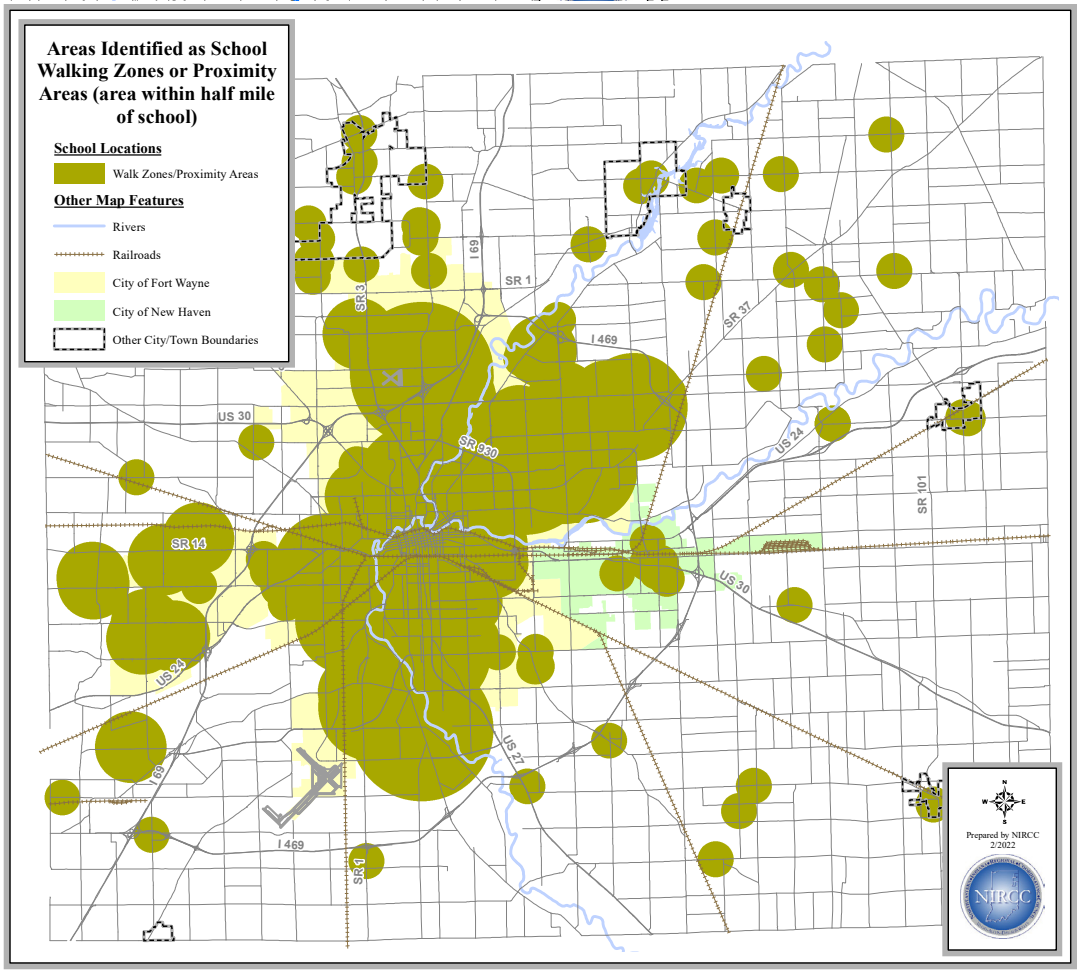
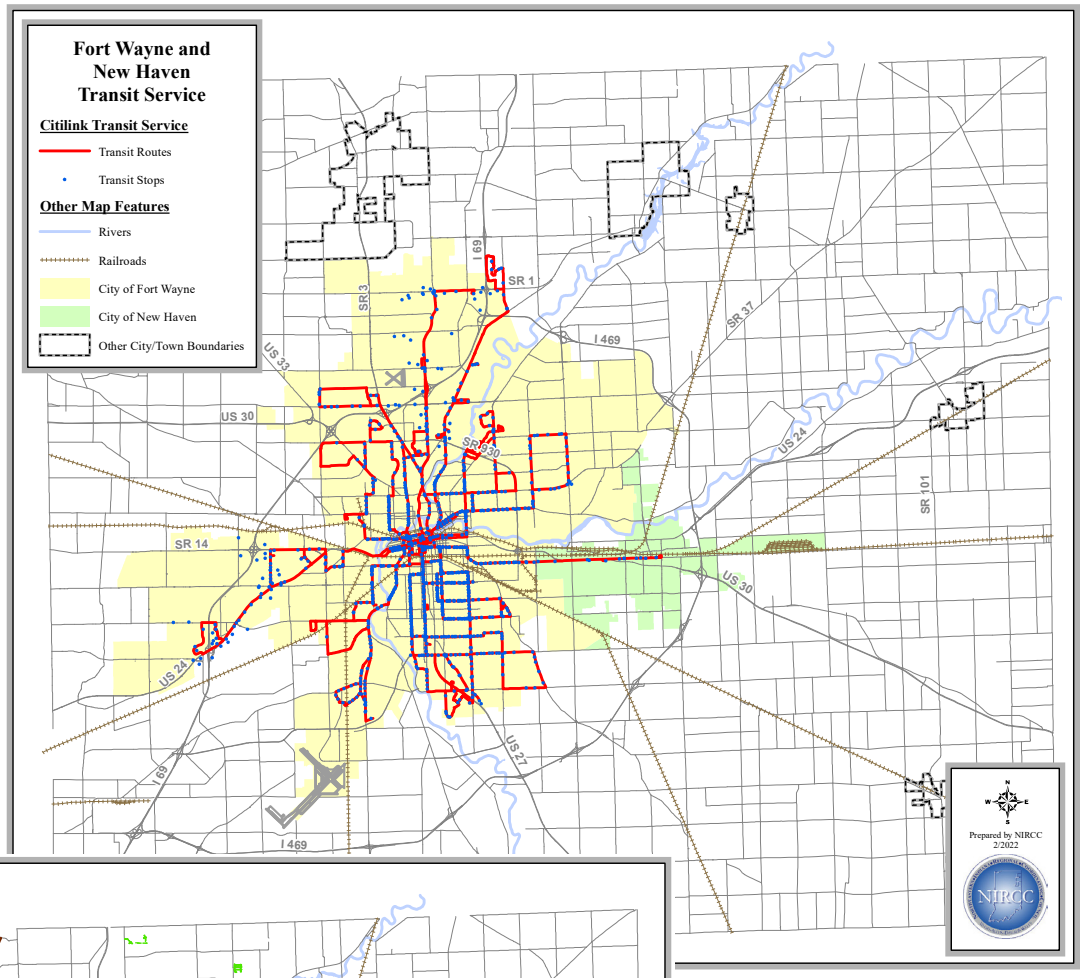


Figure 45

Areas around schools are recognized as high priorities for pedestrian safety improvements as well. The Green areas are within a specified radius of school locations either as a school walking zone or half mile radius throughout Allen County. Many schools within Fort Wayne, New Haven, and some of the cities and towns throughout Allen County have students who walk to school. Crash data from 2017-2020 reveals that almost 89% of all pedestrian related accidents occurred within these areas.

Figure 46

Transit service areas are another high priority concern for pedestrian safety. Almost 53% of all pedestrian accidents occurred within 100 ft of a transit route or transit stop throughout Fort Wayne and New Haven for the 3 year period of 2017-2020. Since accessibility to transit service is an important component to pedestrian mobility and the quality of life for many people, the presence of pedestrian safe facilities in these areas are of high concern.



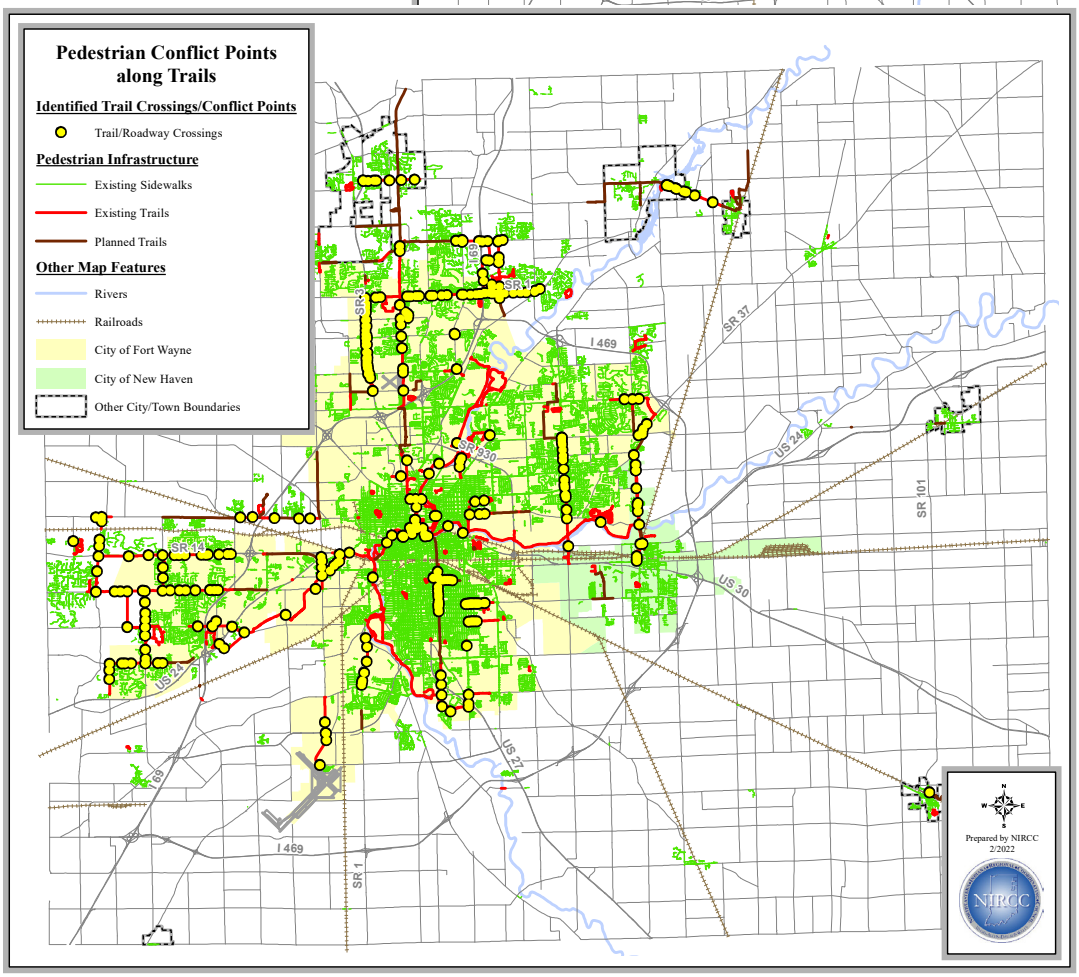


Figure 47

This map provides a view of trail crossing locations that may need to be addressed with safety improvements. It also shows trails that are planned in the near future that may need enhanced pedestrian safety devices or facilities as well. The kinds of improvements for these types of facilities may include access management strategies, enhanced crosswalk treatments, pedestrian signals or countdown indicators, or even grade separated pedestrian crossings.

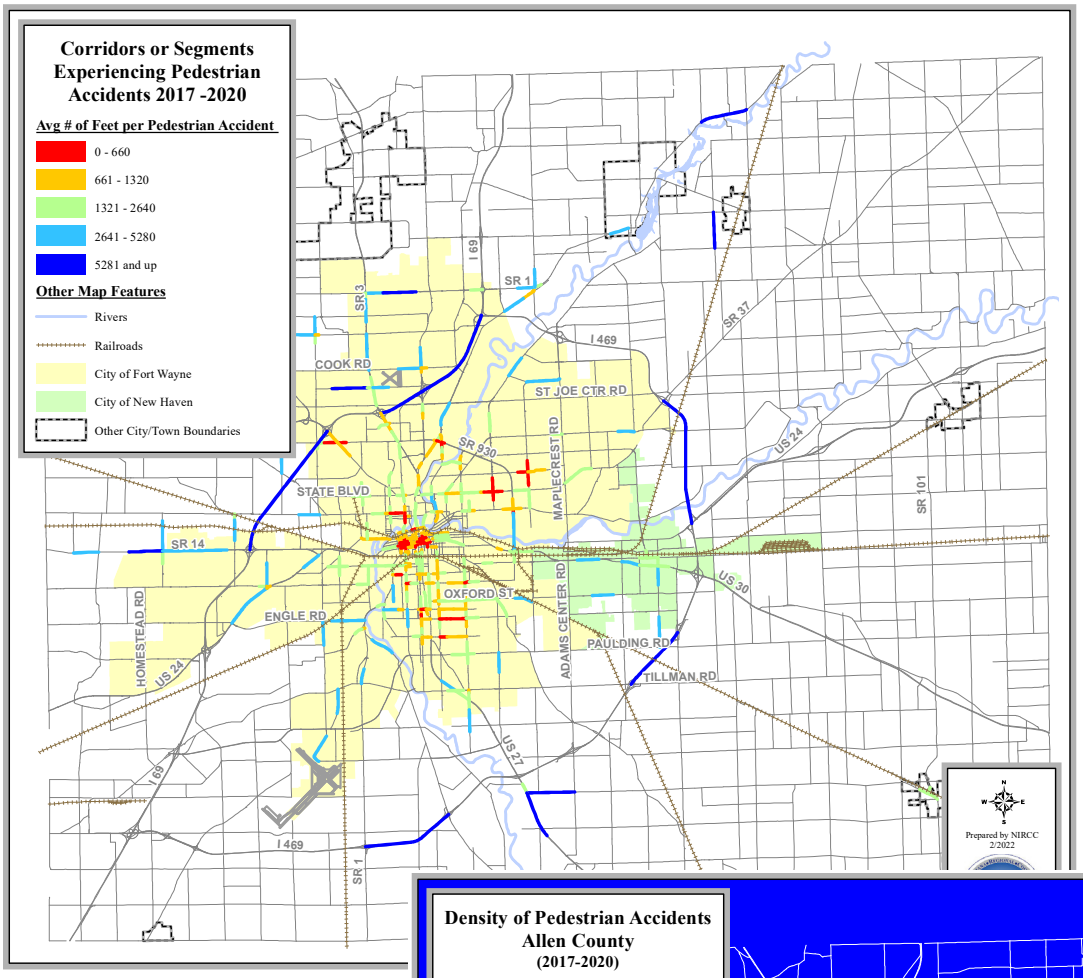


Figure 48

This is one example of a way that NIRCC determines if corridors are experiencing higher than expected pedestrian related accidents. This map takes road segments of different lengths and divides the segment length by the total number of pedestrian accidents along that segment. This formula gives a sense of which corridors are experiencing higher densities of pedestrian accidents regardless of its length.

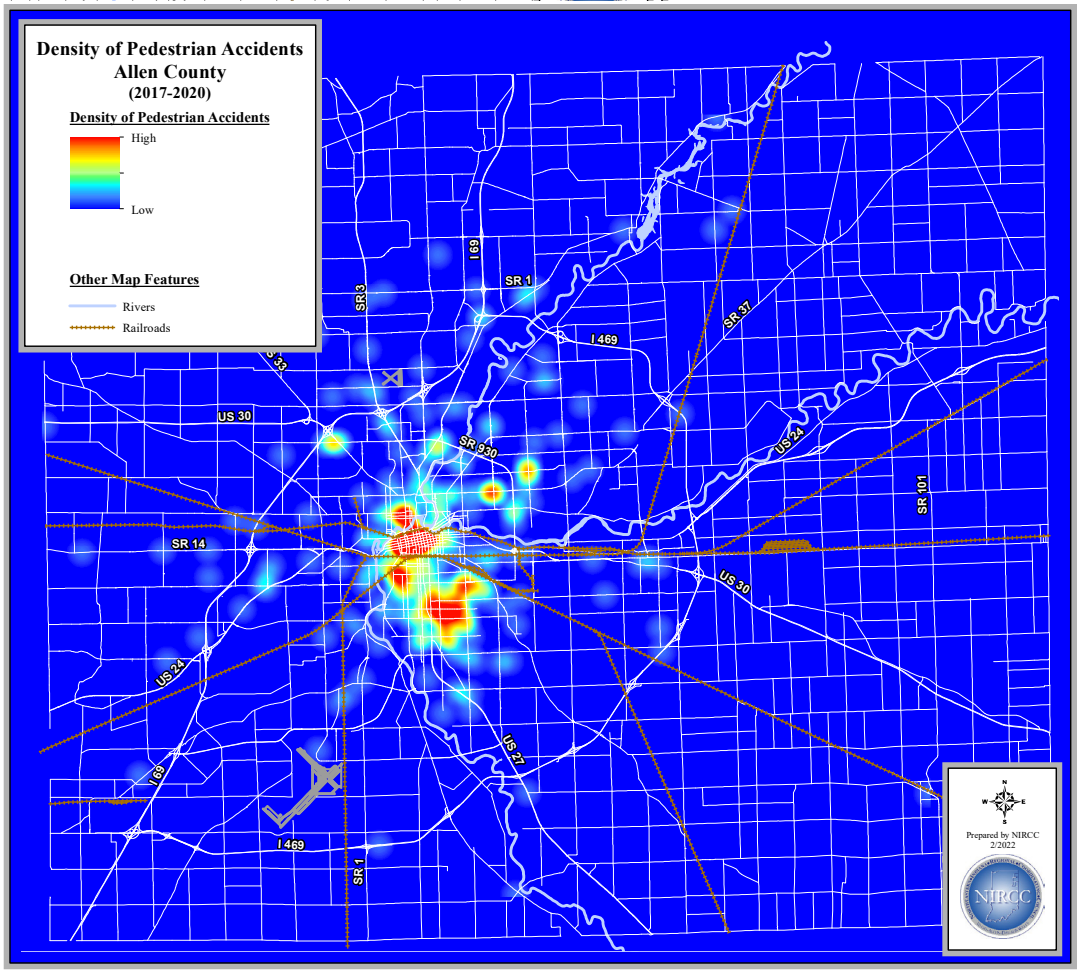


Figure 49

A significant factor that provides guidance for choosing potential safety improvement areas, locations, and even project types is crash data. NIRCC maintains a crash database that is updated yearly with every reported accident that occurs in Allen County. From this database NIRCC has mapped pedestrian accidents throughout the entire county. This provides a visual of the areas with the highest density of pedestrian accidents over the period 2017 through 2020.

Red Flag Environmental Investigations

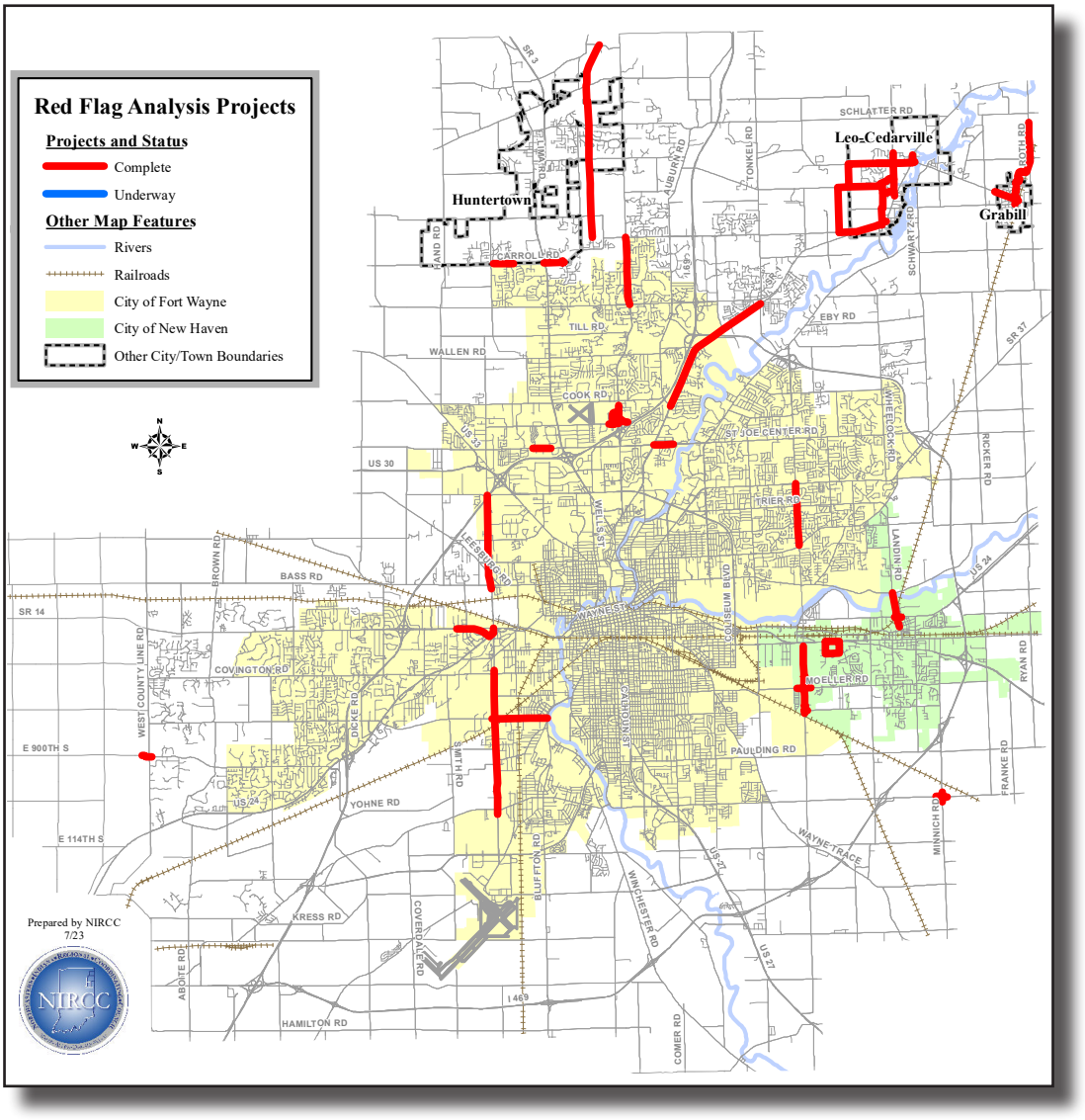
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

RED FLAG ENVIRONMENTAL INVESTIGATIONS

When federal funds are used for projects, agencies are responsible for complying with certain guidelines and requirements throughout the project process. One of the requirements when there is a federal undertaking is that, by all practicable means, the action taking place will identify and either mitigate or avoid any adverse harm to the natural or cultural environment. The National Environmental Policy Act (NEPA) is what establishes these national environmental policies and goals for the protection, maintenance, and enhancement of the environment and provides a process for implementing these goals.

Figure 50



As part of this process, agencies conduct investigations during or before the project development phase to see what kinds of environmental effects may be caused as a result. In order to identify locations and issues of concern, or "red flags", an initial report is completed and referred to as a Red Flag Investigation (RFI). The report identifies these red flags that may require additional study coordination in future steps of the project development process. They may also prompt creative management or design approaches which may increase right of way and construction costs. The report also identifies any "fatal flaws" in the study area which are locations that must be avoided all together.

In FY 23 NIRCC completed work on three Red Flag Investigations (RFIs) which included completion of the revised Carroll Rd Roundabout RFI for the Town of Huntertown, the revised Hillegas Rd RFI for the City of Fort Wayne, and the Maplecrest Rd South RFI for the City of New Haven. The RFIs NIRCC has completed to date are shown in

Figure 40. Throughout the Fiscal Year NIRCC also completed 11 Early Coordination reviews and 3 RFI summaries for various grant and road projects which requires referencing the same data used to complete Red Flag Investigations. NIRCC continued to update analysis data for future Red Flag Investigations and Early Coordination efforts as well.

Red Flag Investigations analyze projects to find out what types of environmental red flags may be present. To do this NIRCC utilized GIS (Geographical Information Systems) to search areas within half a mile of the project limits to identify any items that may fall within any of the six main sections of the report. Here is a list of the six sections in the report with examples of what is being identified within each:

1. Infrastructure – Examples include airports, cemeteries, schools, hospitals, parks, utilities, religious facilities, etc.

2. Water Resources – Examples include rivers, streams, special interest waterways, wetlands, floodplain, etc.

3. Mining/Mineral Exploration – Examples include mines, petroleum wells, and petroleum fields.

4. Hazmat Concerns – Examples include underground storage tanks, different types of waste sites, cleanup sites, remediation sites, dumps, etc.

5. Ecological Information – Identifies endangered, threatened, or rare species.

6. Cultural Resources – Examples include historic sites and districts, potential historical sites and districts, select and non-select bridges, and properties identified in interim reports.

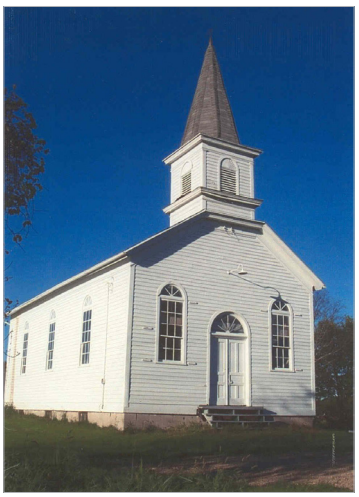
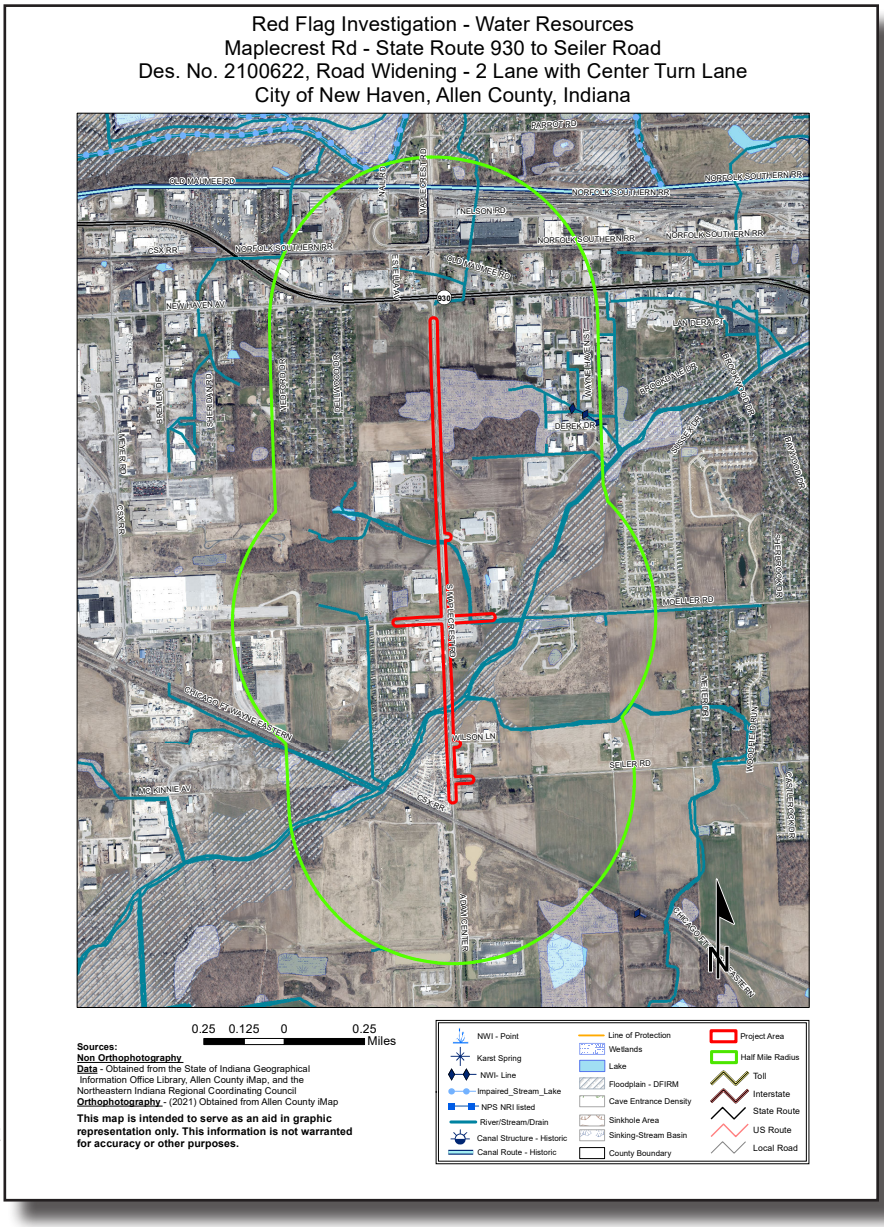


Figure 51

Besides the sections listed above, NIRCC also completes a section identifying bicycle and pedestrian facilities, existing and proposed, throughout the project area and specific locations that may need special consideration for ADA compliance. For each RFI there are also maps providing visuals of each project's location and individual maps for each section listed above identifying all red flags within the half mile radius.

Figures 41 and 42 give you examples of two maps included in the report NIRCC worked on this past fiscal year for Maplecrest Road South. Figure 41 is the map which identifies "Water Resources" near the project area and Figure 42 displays "Infrastrucure" items identified in the red flag analysis.

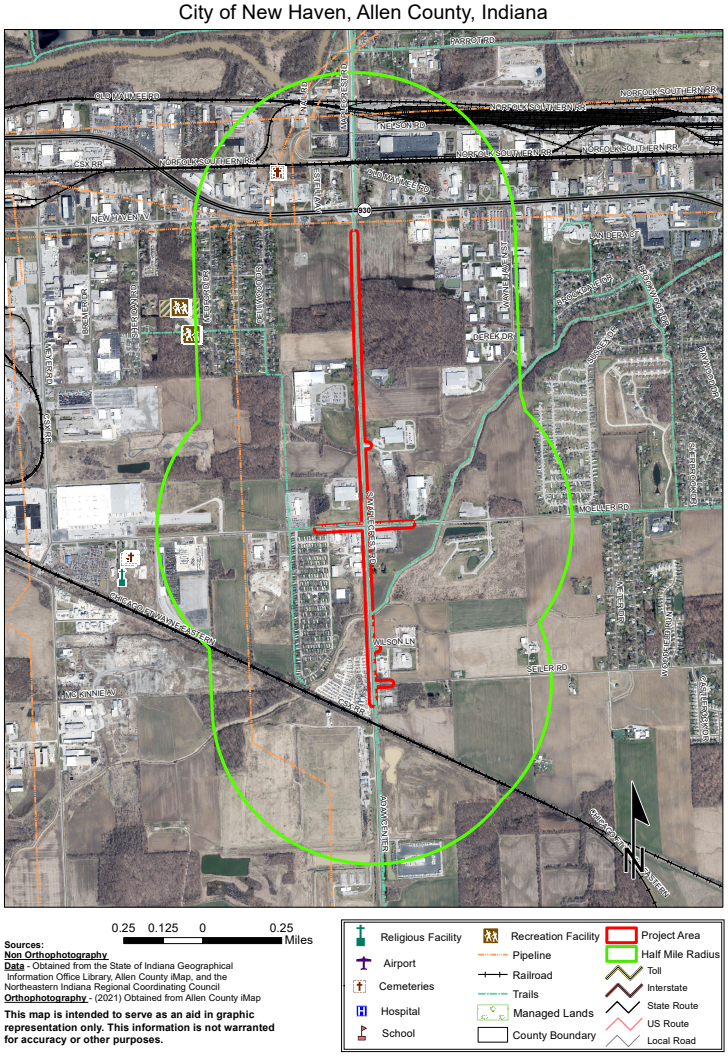
Along with the maps NIRCC also creates a table for each of the six sections. These tables show everything that is considered when conducting the red flag analysis and how many items of ea ch are found within a half mile radius of th e project. You will see an example of the " Water Resources" table and "Infrastructure" t able from the Maplecrest Road South project



in Figures 43 and 44. Once the tables are complete NIRCC includes a summary of findings for each item with a description in the report that also states whether or not each item will be affected by the project. To find out further information about Red Flag Analysis or detailed information about a specific Red Flag Analysis already completed please contact NIRCC for assistance.

Figure 52

Red Flag Investigation - Infrastructure
Maplecrest Rd - State Route 930 to Seiler Road
Des. No. 2100622, Road Widening - 2 Lane with Center Turn Lane
City of New Haven, Allen County, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library, Allen County iMap, and the Northeastern Indiana Regional Coordinating Council
Orthophotography - (2021) Obtained from Allen County iMap

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Figure 53

WATER RESOURCES TABLE AND SUMMARY

Water Resources
Indicate the number of items of concern found within the 0.5 mile search radius. Items in ( ) are the number of items that are adjacent to or within the project area. If there are no items, please indicate N/A:

NWI - Points	N/A	Canal Routes - Historic	1 (0)
Karst Springs	N/A	NWI - Wetlands	15 (3)
Canal Structures – Historic	N/A	Lakes	2 (0)
NPS NRI Listed	N/A	Floodplain - DFIRM	15 (4)
NWI-Lines	1 (0)	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	1 (0)	Sinkhole Areas	N/A
Rivers and Streams	17 (2)	Sinking-Stream Basins	N/A
High Capacity Wells (Wellhead Protection Areas/Source Water Areas)	N/A	Line of Protection – Flood Levee	N/A

Figure 54

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure
Indicate the number of items of concern found within the 0.5 mile search radius. Items in ( ) are the number of items that are adjacent to or within the project area. If there are no items, please indicate N/A:

Religious Facilities	0	Pipelines	5 (1)
Airports[1]	0	Railroads Active	52 (0)
Cemeteries	1 (0)	Railroads Abandoned	N/A
Hospitals	N/A	Trails Existing	1 (0)
Schools	N/A	Trails Proposed/Planned	5 (3)
Recreational Facilities	1 (0)	Managed Lands	1 (0)

[1]In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

Transit Planning Activities

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

TRANSIT PLANNING ACTIVITIES

NIRCC has an integral role in the transit planning activities that occur within Allen County. NIRCC has a working relationship with most of the areas transit providers. These providers, along with representatives from local government, social service agencies, and consumers, serve on committees overseen by NIRCC that focus on transit related activities within Allen County.

There are two committees that deal with transit related activities in Allen County, the Transit Planning Committee (TPC) and the Transportation Advisory Committee (TAC). The TPC meets monthly and the TAC meets quarterly. The TPC was established in 1993 as a working committee of the Urban Transportation Advisory Board (UTAB). The main focus of the TPC is to assist in coordinating and facilitating local public transit and para-transit services. The TAC serves as a sub-committee of the TPC focusing mainly on the local transportation issues faced by persons with disabilities and low-income individuals. The TPC has been integral in projects such as the Coordinating Development and Transportation Services Guide, the Citilink Transit Development Plan and updates, and the Coordinated Public Transit-Human Services Transportation Plan for Allen County. TPC also takes the lead role in the facilitation and evaluation of the local Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Operational Funding Program. The TAC takes the lead role in the facilitation and evaluation of the local Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Capital Funding Program and is responsible for maintaining the local Transportation Resource Guide.

In Fiscal Year 2023, Transit Planning Activities completed by NIRCC staff included the facilitation of Section 5310 Local Funding. A summary of these activities is provided below.

Federal Transit Administration's Section 5310 Program

The Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides capital and operating funding to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Transportation providers within the Fort Wayne Allen County Urbanized Area serving the senior and disabled populations utilize Section 5310 funding to purchase vehicles and operate services. The current Federal legislation which authorizes funding for transportation requires the establishment of a locally developed, coordinated public transit-human services transportation plan for the Section 5310 program. NIRCC has developed a Coordinated Public Transit-Human Services Transportation Plan for Allen

County (available at www.nircc.com). All projects selected for funding from this FTA program must be derived from this coordinated plan and be competitively selected. NIRCC began collecting data in Fiscal Year 2023 for the planned update of the Coordinated Public Transit-Human Services Transportation Plan for Allen County that will be completed in Fiscal Year 2024.

NIRCC, in coordination with Citilink (designated recipient of the Section 5310 funds for the Fort Wayne Allen County Urbanized Area), has established an application process to select projects to receive capital and operational funding from the Section 5310 Program. Capital and Operational funding rounds are held separately. A Section 5310 Capital funding round is held on an annual basis. While the Section 5310 Operational funding round is held on a semi-annual basis. Any project(s) selected for funding requires the responsible agency / party to enter into a contractual agreement with Citilink (designated recipient).

The annual Section 5310 Capital program awards vehicles to area non-profit agencies providing transportation to seniors and individuals with disabilities. The capital program provides 80% of the total vehicle cost, requiring a 20% local match from the applicant. Typically, a call for projects is issued each February with awards announced each June. However, in Fiscal Year 2023, the call for projects for the capital program was cancelled and not held due to supply chain and inflationary cost issues that have restricted access to acquiring vehicles. NIRCC anticipates a capital funding round during Fiscal Year 2024.

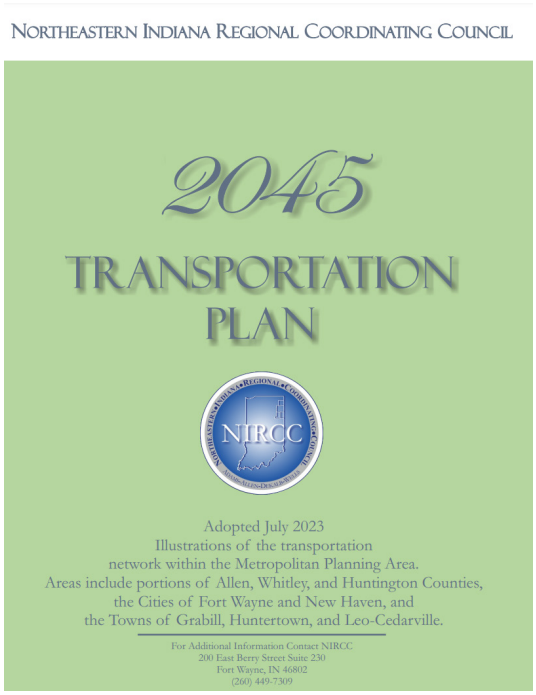
The semi-annual Section 5310 Operational program provides operating support for eligible two (2) year (24 month) operating projects targeted toward meeting the transportation needs of seniors and individuals with disabilities. A call for projects is issued every other July with awards announced every other October. The operational program provides 50% of the total project cost, requiring a 50% local match from the applicant. In Fiscal Year 2023, approximately $304,800 in Section 5310 Operational funding was awarded to the Community Transportation Network to provide additional medical transportation trips for seniors and individuals with disabilities initiating in 2023 and running through 2024.

2045 Transportation Plan

Studies completed by the Northeastern Indiana Regional Coordinating Council

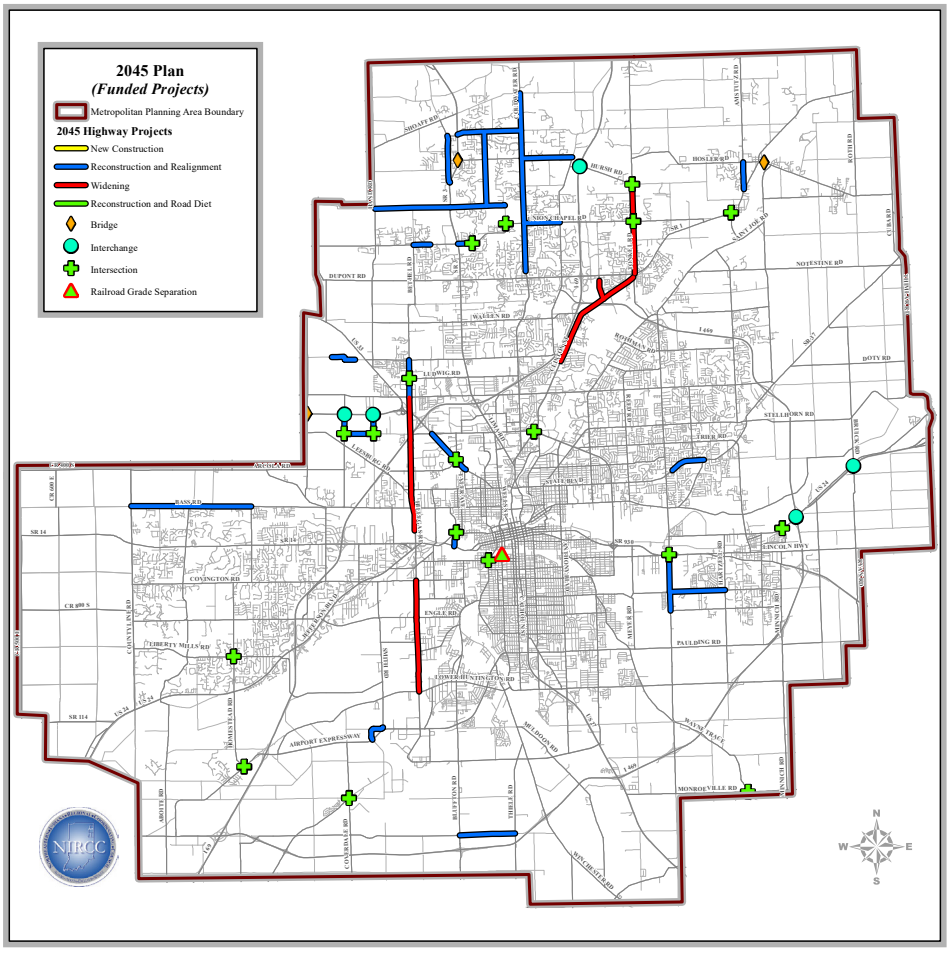
Transportation Summary Report Fiscal Year 2023

2045 TRANSPORTATION PLAN



Every four years the Northeastern Indiana Regional Coordinating Council (NIRCC) updates the long-range transportation plan. The long-range plan is a comprehensive transportation plan that addresses the future needs of the transportation system for at least the next 20 years. As changes occur in the Fort Wayne-New Haven-Allen County Metropolitan Planning Area, the transportation system must be improved to respond to new and increasing travel demands. As part of the plan we make recommendations on all modes of transportation. Recommendations included improvements to the Highway network, Transit system, and Bicycle/Pedestrian facilities. The policies and projects were selected on their potential for mitigating congestion and improving mobility throughout the metropolitan area. A safe and efficient transportation system is the primary goal of the recommended plan.

Figure 55



In fiscal year 2023 NIRCC created the 2045 Transportation Plan. The entire plan can be downloaded or viewed on NIRCC's website at www.nircc.com. Also, NIRCC plans to print a new brochure featuring the 2045 Transportation Plan. Copies of the new brochure will be available upon request when completed as well as a downloadable version on NIRCC's website.

The following three sections give a brief summary of the main components included in the 2045 Transportation Plan. These sections include the Highway Network, Transit System, and the Bicycle-Pedestrian Transportation Plan. A project list is also included in the section labeled "Highway Network".

Highway Network

The highway network component of the plan is a comprehensive list of transportation projects and policies carefully developed to meet future travel demands. The projects (Figure 47) fit into four categories; New Construction, Widening, Congestion Management, and Other Highway Improvements. New construction projects enhance the mobility of drivers in areas that become increasingly important as the community grows. Widening projects improve the accessibility of the area, add to street continuity and provide relief in congested areas. Congestion Management Strategies include improvements aimed at maximizing existing highway capacity. Other highway improvements includes the construction and reconstruction of railroad grade separations, and interchange construction and modifications.

A more efficient system allows the traveler to take a quicker route reducing vehicle miles of travel, air pollution, energy consumption and travel delay. Relieving congestion also equates to a reduction in accident potential and improved air quality. The improvement projects will increase mobility and accessibility for transit, freight movement, and passenger vehicles. The projects will also establish a consistent roadway design reducing motorist confusion and improving traffic flow. The following pages provide a list of projects included in the 2045 Transportation Plan.

2045 Transportation Plan Projects

New Construction – two lanes
Paul Shaffer Drive - California Road to Clinton Street (Unfunded)
Connector Street - Wells Street to Spy Run Avenue (Unfunded)

Widening Projects – six lanes
Interstate 69 - Dupont Road/State Road 1 to Hursh Road (Unfunded)
Interstate 469 - Maplecrest Road to Interstate 69 (Unfunded)
State Road 3/Lima Road - Dupont Road to Gump Road (Unfunded)

Widening Projects – four lanes
Ardmore Avenue - Covington Road to Engle Road
Ardmore Avenue - Engle Road to Lower Huntington Road
Clinton Street - Auburn Road to Wallen Road
Clinton Street - Wallen Road to Diebold Road
Clinton Street – Diebold Road to Mayhew Road
Diebold Road - Clinton Street to Meijer Entrance Roundabout
Hillegas Road - s/o Bass Road to s/o State Boulevard
Hillegas Road - s/o State Boulevard to Coliseum Boulevard
Hillegas Road - Coliseum Boulevard to Washington Center Road
State Road 1/Bluffton Road - Interstate 469 to State Road 116/124 (Unfunded)
Stellhorn Road - Maplecrest Road to Maysville Road (Unfunded)
Tonkel Road - Dupont Road/State Road 1 to Hursh Road
Washington Center Road - West Creek Boulevard/Country Forest Drive to US 33 (Unfunded)

2045 Transportation Plan Projects Continued...

Center Turn Lane Improvement
Auburn Road - Cook Road to Interstate 469 Exit Ramp (3-lane) (Unfunded)
Coldwater Road - Mill Lake Road to Union Chapel Road
Engle Road - Bluffton Road to Smith Road (3-lane) (Unfunded)
Gump Road - Coldwater Road to Auburn Road (3-lane)
Maplecrest Road South – State Road 930 to Seiler Road (3-lane)
Saint Joe Center Road - Reed Road to Maplecrest Road (3-lane) (Unfunded)
Saint Joe Center Road - Maplecrest Road to Meijer Drive (3-lane) (Unfunded)
State Road 930 – Hartzell Road to Minnich Road (Unfunded)

Road Reconstruction-Road Diet
Anthony Boulevard – Lafayette Street/US 27 to Oxford Street (Unfunded)
Anthony Boulevard – Pontiac Street to Oxford Street (Unfunded)
Anthony Boulevard – Pontiac Street to Wayne Trace (Unfunded)
Anthony Boulevard – Wayne Trace to Crescent Avenue (Unfunded)
Fairfield Avenue – Paulding Road to Lower Huntington Road (Unfunded)
Paulding Road – Fairfield Avenue to US 27/Lafayette Street (Unfunded)
Paulding Road – US 27/Lafayette Street to Anthony Boulevard (Unfunded)
Paulding Road – Anthony Boulevard to Hessen Cassel Road (Unfunded)
Tillman Road – Lower Huntington Road to Anthony Boulevard (Unfunded)
Tillman Road – Anthony Boulevard to Hessen Cassel Road (Unfunded)
Washington Boulevard– Lafayette Street to Van Buren Street (Unfunded)

Intersection Reconstruction
Broadway and Taylor Street
Butler Road, Goshen Road and Harris Road
California Road and Flaugh Road
California Road and Kroemer Road
Carroll Road and Coral Springs Drive/Shearwater Run
Clay Street and SR 1/Leo Road
Clinton Street and SR 930/Coliseum Boulevard
Corbin Road and Union Chapel Road
Coverdale Road, Winters Road and Indianapolis Road
Flaugh Road and Leesburg Road (Unfunded)
Homestead Road and Liberty Mills Road
Homestead Road and Lower Huntington Road
Hursh Road and Tonkel Road
Leesburg Road and Main Street
Linden Road and Rose Avenue
Ludwig Road and Huguenard Road
Maplecrest Road and SR 930
Rothman Road and Saint Joe Road (Unfunded)
Tonkel Road and Union Chapel Road
Wayne Trace and Monroeville Road

2045 Transportation Plan Projects Continued...

Reconstruction and Realignment
Adams Center Road - Seiler Road to Paulding Road (Unfunded)
Adams Center Road - Paulding Road to Interstate 469 (Unfunded)
Allen County/Whitley County Line Road - US 24 to SR 14 (Unfunded)
Amstutz Road - Hosler Road to State Road 1/Leo Road
Bass Road - Scott Road to Allen/Whitley County Line Road
California Road – Flaugh Road to Kroemer Road
Carroll Road – State Road 3 to Coral Springs Drive
Carroll Road – e/o Bethel Road to Millstone Drive
Coldwater Road – Union Chapel Road to Gump Road
Coldwater Road – Gump Road to Shoaff Road
Cook Road - US 33 to O'Day Road
Dunton Road - Hathaway Road to Gump Road
Dunton Road – Gump Road to Cedar Canyons Road
Flaugh Road – s/o US 30 to California Road
Goshen Avenue – Cambridge Boulevard to Butler Road/Harris Road
Goshen Avenue – Butler Road/Harris Road to Coliseum Boulevard/State Road 930
Hathaway Road - Corbin Road to State Road 3
Hathaway Road - State Road 3 to Hand Road
Huguenard Road - Washington Center Road to Cook Road
Kroemer Road – s/o US 30 to California Road
Lake Avenue - Reed Road to Maysville Road (Unfunded)
Leesburg Road from Main Street to Jefferson Boulevard
Moeller Road - Hartzell Road to Adams Center
Old Lima Road – SR 3/Lima Road to Cedar Canyons Road
Pleasant Center Road from Bluffton Road to Thiele Road
Smith Road – realignment with Airport Expressway
State Boulevard - Maysville Road to Georgetown North Boulevard
Saint Joe Road - Evard Road to Mayhew Road (Unfunded)
Saint Joe Road - Maplecrest Road to Eby Road (Unfunded)
Till Road - State Road 3 to Dawson Creek Boulevard (Unfunded)
Union Chapel – Coldwater Road to Auburn Road
Wallen Road - Hanauer Road to Auburn Road (Unfunded)
Wells Street - State Boulevard to Fernhill Avenue (Unfunded)
Witmer Road - Schwartz Road to County Shoals Lane (Unfunded)

New Railroad Grade Separation
Anthony Boulevard and Norfolk Southern Railroad (Unfunded)
Airport Expressway and Norfolk Southern Railroad (Unfunded)
Ardmore Avenue and Norfolk Southern Railroad
Ryan Road and Norfolk Southern Railroad (Unfunded)

Reconstruct Railroad Grade Separation
Fairfield Avenue and CSX Railroad

2045 Transportation Plan Projects Continued...

Bridge – Reconstruction
Grabill Road Bridge over St. Joseph River

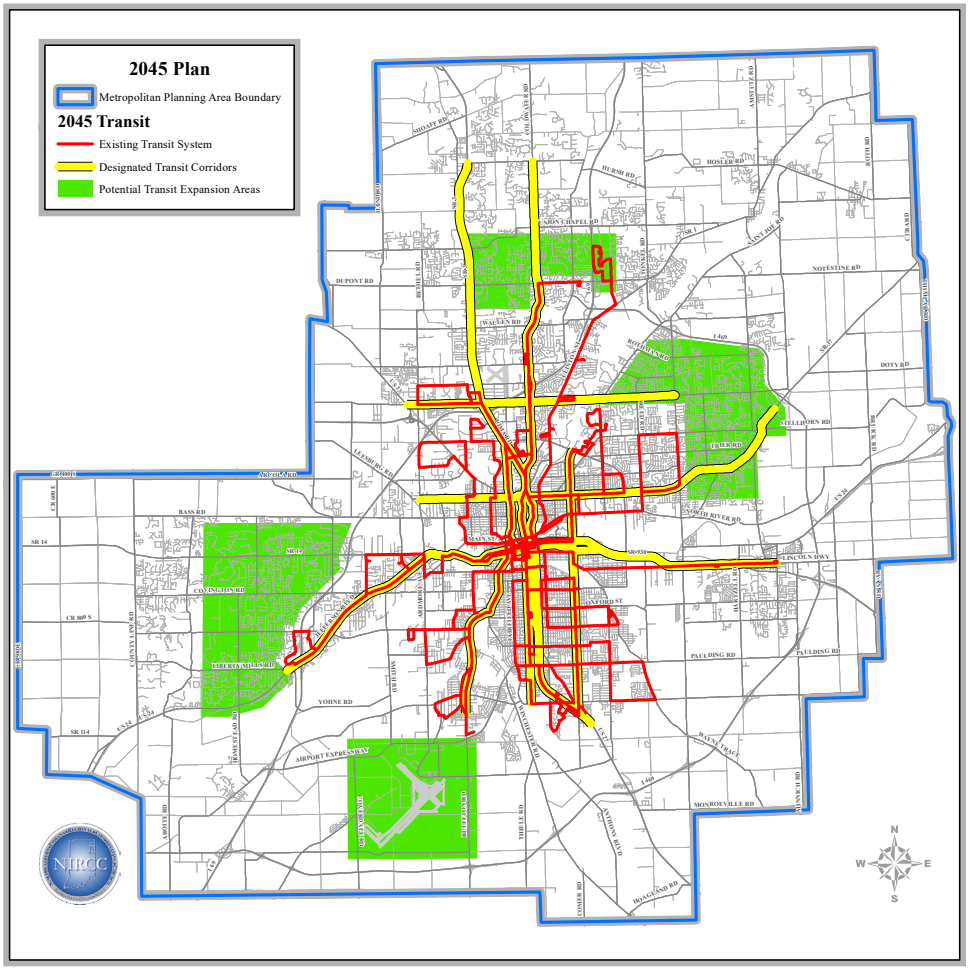
Bridge – New Construction
Butt Road over US 30
Moeller Road over Interstate 469 (Unfunded)
O'Day Road over US 30

Pedestrian Bridge – New Construction
Gump Road – Pedestrian Bridge over State Road 3

Interchange – New Construction
Felger Road/Leesburg Road and US 30
Flaugh Road and US 30
Kroemer Road and US 30
Interstate 69 at Hursh Road

Interchange/Ramp – Modification
Interstate 469 and US 24 Interchange
US 24 and Ryan Road/Bruick Road Interchange

Figure 56



Transit System

The transit system component of the plan consists of public transit policies and transit improvements (Figure 48). All transit improvements have been derived from the Citilink 2030 Transit Development Plan Final Report, January 2020 and Citilink Board of Directors approved transit improvements to guide future transit growth, methods of service delivery, and transit efficiency. The transit improvements include route modifications, capital projects, and service modifications designed to increase transit efficiency and improve transit service. The policies and improvements were developed with

headways, providing Sunday service, and potential transit expansion areas, are examples of the improvement projects. Specific improvements from the Citilink 2030 Transit Development Plan and the identified strategies from the Coordinated Public Transit – Human Services Transportation Plan for Allen County 2017 Update have also been included.

Bicycle-Pedestrian Transportation Plan

The region represented by NIRCC has many individuals and organizations advocating improvements to the existing bicycle-pedestrian transportation system. To coordinate these efforts and develop a bicycle and pedestrian plan NIRCC sponsored the Northeastern Indiana Regional Bicycle and Pedestrian Forum in 2002. The Forum represented a task force comprised of governmental park departments, planning and highway agencies, advocacy groups, and special project organizations. The overall goal of the Forum was to develop a bicycle-pedestrian transportation plan for the region. The concept was to develop a planning tool for planners and highway officials by identifying a set of routes based on an analysis of significant destinations within the region. Once this was accomplished, the routes were recommended for enhancement and protection.

These routes were assigned design classifications based on the proposed "Allen County Road Specifications and Standards 2004 manual" and the "1999 AASHTO guide for the development of bicycle facilities" to give planners and highway officials standards to follow as they coordinated them with road projects and developments. NIRCC uses the most current AASHTO guide for design classifications used on the current Bicycle-Pedestrian Transportation Plan. These design classifications include bike lanes, widened outside curb lanes, shoulder lanes, sharrows, and bike routes for the on-street network. The off-street network includes trails and sidewalks.

The initial version of the Bicycle-Pedestrian Transportation Plan was adopted in Fiscal Year 2005. Since then NIRCC has continued to update and improve the plan as needed. In 2007 NIRCC incorporated the "Regional Bicycle and Pedestrian Plan for Northeast Indiana", which now includes the "Northeast Indiana United Trails" plan. Through the years recommendations incorporated into the plan included the needs expressed through public input and local advocacy groups such as Aboite New Trails, Greenway Consortium, Little River Wetlands, Northwest Allen Trails, and Fort Wayne Trails Inc. Other plans and recommendations from Allen County, Fort Wayne, New Haven, Leo-Cedarville, and Woodburn have provided input or have been included in the plan as well.

The newest version of the Bicycle-Pedestrian Transportation Plan has separated out the bicycle and pedestrian plan elements into three separate maps: The Bike and Trail Plan, The Trails Plan, and The Sidewalk Plan. Each of these maps can be seen in Figures 49 - 51. The combination of these three maps must be used to determine what is planned, proposed, or already exists for each corridor or alignment identified. For example, some corridors may only include

proposed sidewalks while others may propose bike lanes within the street, a sidewalk on one side, and a trail on the other. Some corridors in the plan also identify which side of the street sidewalks and/or trails are proposed.

Figure 57

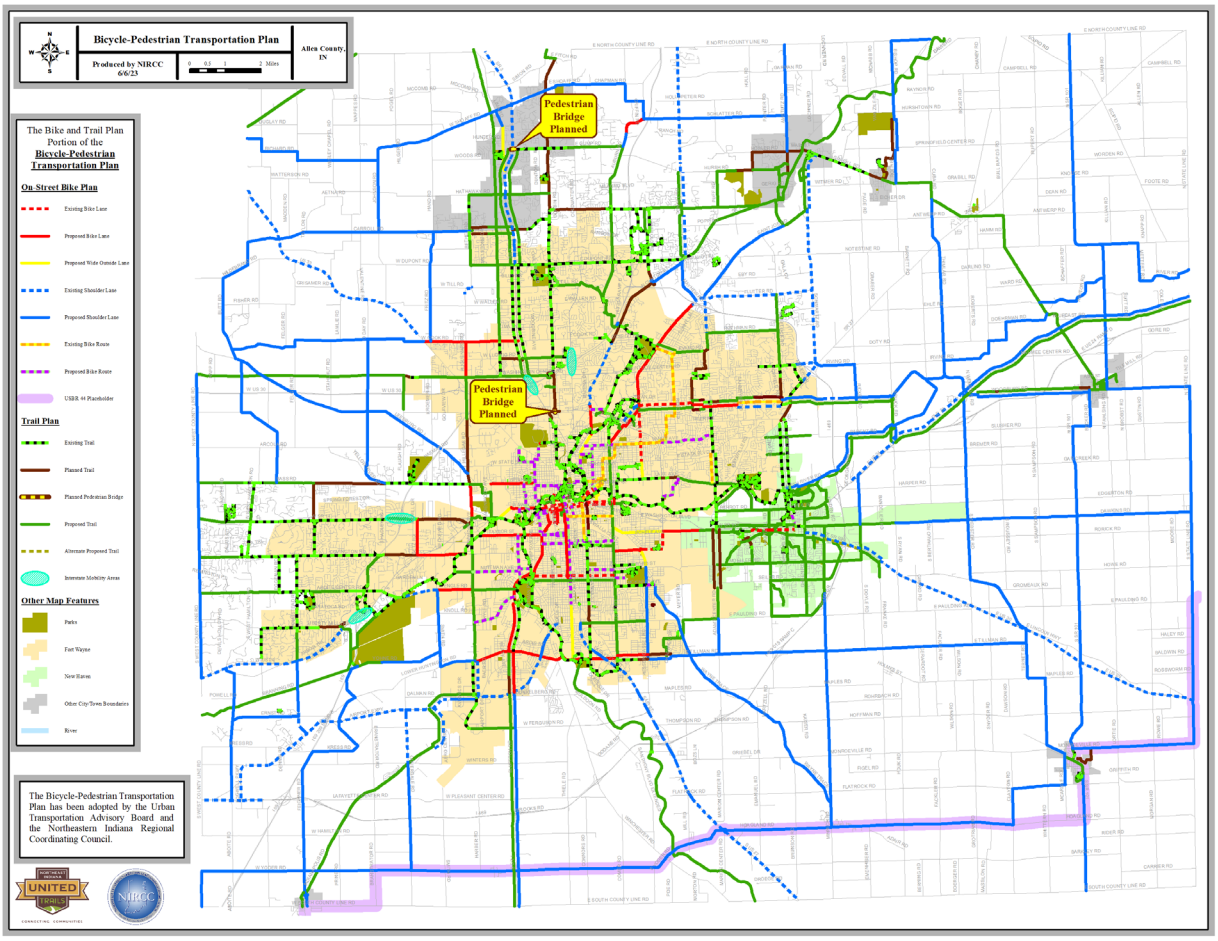


Figure 58

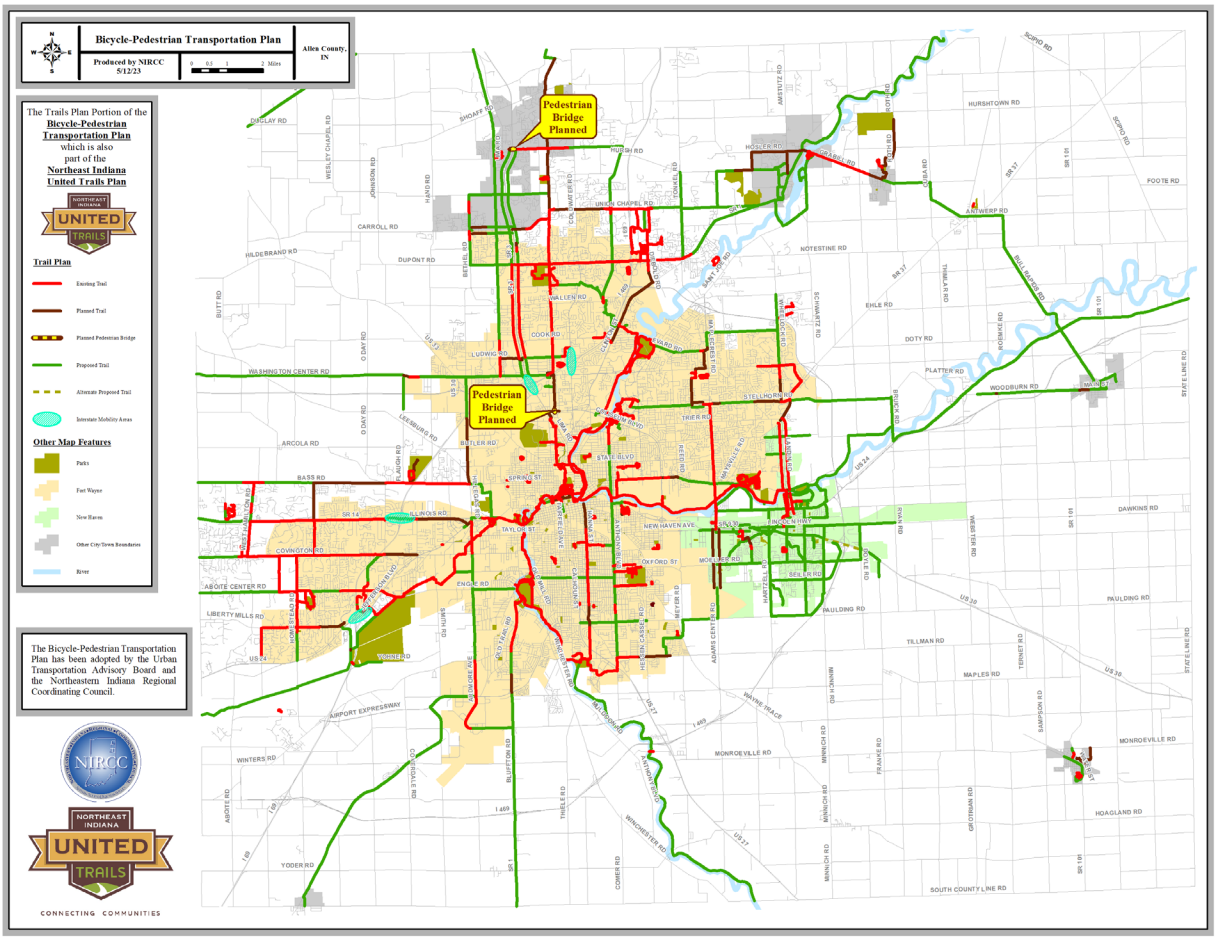
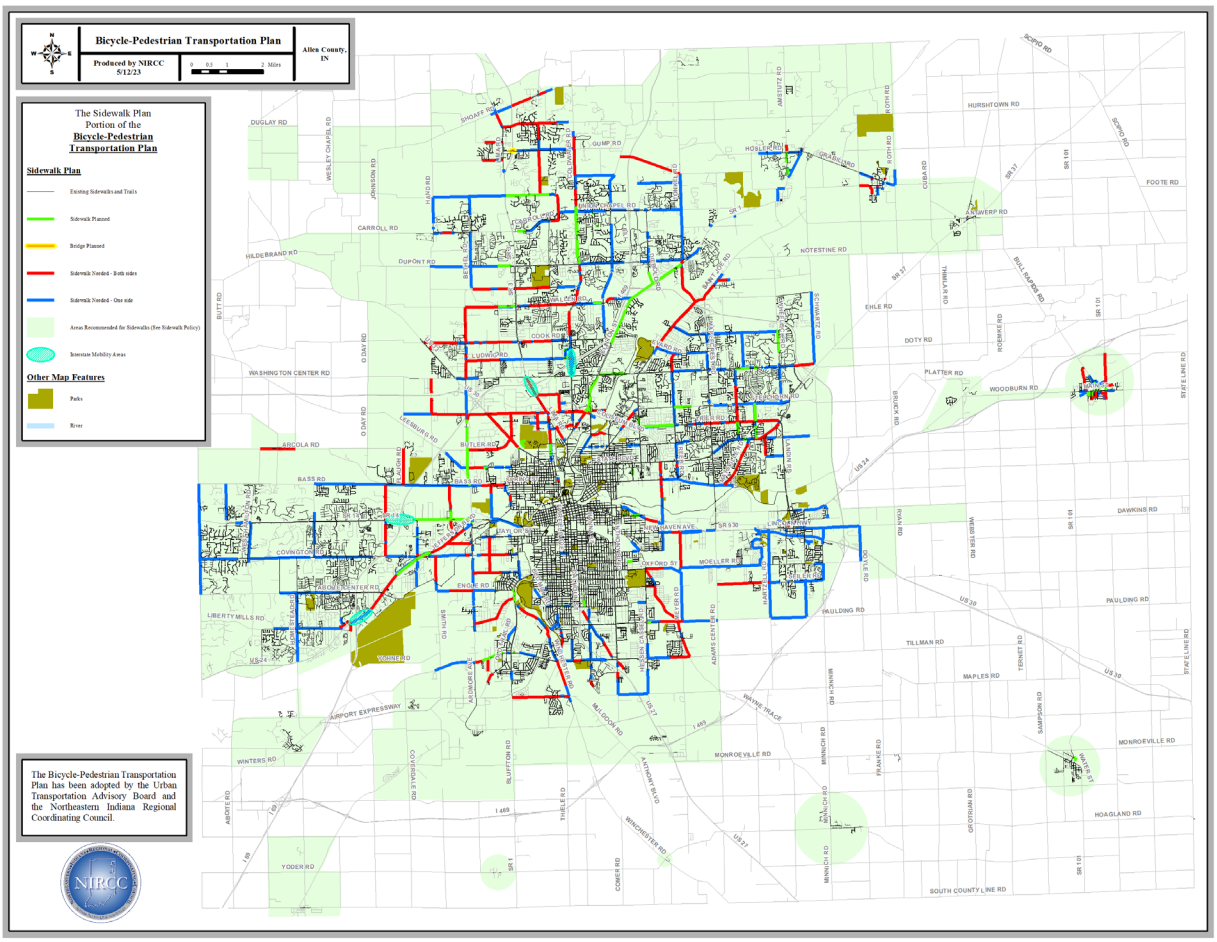


Figure 59



Air Quality Conformity Determination Allen County

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

AIR QUALITY CONFORMITY DETERMINATION ALLEN COUNTY 2045 LONG RANGE TRANSPORTATION PLAN

BACKGROUND

Transportation conformity was completed for the Metropolitan Transportation Plan (MTP) 2045 and the FY 2024-2028 Transportation Improvement Program (TIP) and adopted by the Northeastern Indiana Regional Coordinating Council's (NIRCC) Urban Transportation Advisory Board, the MPO policy board for the Fort Wayne Urbanized area. This report documents that the MTP 2040 and 2024 -2028 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

Allen County was designated nonattainment for the 1997 ozone NAAQS and was re-designated to attainment for the pollutant ozone in February 2007, and guidance indicated that conformity determinations were no longer required for any Ozone NAAQS since the 1997 Ozone NAAQS was revoked in April 2015. Under the recent court decision, these areas, referred to as orphan areas rather than non-attainment or maintenance areas, necessitate new regional conformity determinations.

CONFORMITY

The U.S. Environmental Protection Agency (EPA) has issued guidance to assist in the implementation of the February 16, 2018, decision from the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II,*" 882 F.3d 1138). The guidance addresses how transportation conformity determinations can be made in areas that were either non-attainment or maintenance for the 1997 Ozone NAAQS when the standard was revoked, depending on their designations for the subsequent 2008 and 2015 Ozone NAAQS. Allen County was defined as an orphan maintenance area in the court decision as the region was a maintenance area for the 1997 Ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 Ozone NAAQS in EPA's original designations for the NAAQS (77 FR 30160, May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. In orphan areas that have one or more MPOs, transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). Paragraph (c) states:

> *This provision applies one year after the effective date of EPA's nonattainment designation for a NAAQS in accordance with §93.102(d) and until the effective date of revocation of such NAAQS for an area.*

The South Coast II court decision upheld EPA's revocation of the 1997 Ozone NAAQS, which was effective on April 6, 2015. EPA's current transportation conformity regulation requires a regional emissions analysis only during the time period beginning one year after a nonattainment designation for a particular NAAQS until the effective date of revocation of that NAAQS (40 CFR 93.109(c)). Therefore, pursuant to this regulation, a regional emissions analysis is not required for conformity determinations for the 1997 Ozone NAAQS because that NAAQS has been revoked (80 FR 12264).

As no regional emissions analysis is required in orphan areas, there is no requirement to use the latest emissions model (40 CFR 93.111), or use either the emissions budget test or interim emissions test (40 CFR 93.118 and 93.119). Therefore, transportation conformity for the 1997 Ozone NAAQS can be demonstrated by an MPO and DOT for transportation plans and TIPs by showing that the remaining criteria in 40 CFR 93.109, and 40 CFR 93.108, have been met:

Use of the latest planning assumptions, per 40 CFR 93.110

These criteria generally apply to regional emissions analyses. In orphan areas, ensuring the latest planning assumptions are used applies to information about Traffic Control Measures (TCM) in an approved SIP (40 CFR 93.113). No TCM's are included in the SIP for the Allen County Orphan Maintenance Area.

Development of the MTP 2045 included updating the land use assumptions derived fro m
the estimates of current and future population, employment, travel, and congestion. All f orecasts utilized the best available planning assumptions concerning development and s ocio-economic forecasts to the year 2045.

Consultation requirements, according to 40 CFR 93.112

An Interagency Consultation Group (ICG) is reviewing the draft copy of this document concurrent with the public comment period to ensure all requirements of the conformity determination have been met. The ICG members have the opportunity to request a conference call should an agency want to discuss the document with the ICG.

Timely implementation of any approved SIP transportation control measures (TCMs), according to the requirements in 40 CFR 93.113

No Traffic Control Measures (TCM) are included in the SIP for the Allen County Orphan Maintenance Area.

Fiscal constraint, according to 40 CFR 93.108

The MTP 2045 includes a financial plan that demonstrates how the adopted plan can be implemented. The financial plan compares the estimates of funds that are reasonably expected to be available for transportation uses, including transit, and the cost of constructing, maintaining, and operating the total (existing, plus planned) transportation system over the period of the plan.

The FY 2024-2028 TIP includes a summary of the fiscal constraint analysis for local highway projects listed in the TIP document. The details for the federal funds and

programmed amounts are also located in the document. The difference between funds available and the programmed amounts is anticipated to be recovered with other federal fund surplus, project costs savings, and/or additional local contributions. The local match required for federally funded projects is supplied from a variety of local sources including LRSA, CBF, EDIT, MVHA, TIF and others. The LPA is required, prior to beginning projects, to have identified the specific source and amount required for their local match.

CONCLUSION

The conformity determination conducted by NIRCC is subject to a public comment period that ran from June 6, 2023, through July 5, 2023. No public comments were received. This conformity determination document concludes that the MTP 2045 and the FY 2024–2028 TIP satisfy all applicable criteria and procedures in the U.S. EPA guidance to assist in the implementation of the February 16, 2018, decision from the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II,*" 882 F.3d 1138).

SUMMARY

The Transportation Summary Report provides an overview of some of the transportation planning activities performed by the Northeastern Indiana Regional Coordinating Council (NIRCC) during Fiscal Year 2023. The Summary Report highlights a majority of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2023. The document provides a basic overview of the transportation planning activities, data and products produced as part of the transportation planning process. Various types of traffic data integral to the planning process are collected and processed. Traffic volume and classification data are two examples of this basic information. The vehicle miles of travel provides a mechanism for assessing travel demand growth within the region.

Traffic studies help monitor the transportation system, identify problem areas and assist in the development of viable solutions. Crash analyses, intersection analyses, and different types of corridor studies serve to improve safety and efficiency. Through a cooperative and coordinated process the cities of Fort Wayne and New Haven, Allen County, Citilink, and the State of Indiana review the information and recommend improvements. The multimodal nature of the planning process includes public transit, para-transit, bicycle and pedestrian travel. The projects listed in the Fiscal Year 2022-2026 Transportation Improvement Program (TIP) represent the improvements selected for implementation. The TIP can be found on NIRCC's website.

The staff of the Northeastern Indiana Regional Coordinating Council will continue to monitor the transportation system striving to provide a complete transportation system. A system that enhances efficiency, promotes safety, and maintains a conscious regard for the quality of life. For this goal to become a reality, constant monitoring of the existing system must occur. Staff is continually collecting data on the existing system to support the short-range planning process and to identify the challenges and opportunities of the future.

The primary purpose of this report is to familiarize the readers with the techniques used by NIRCC and the resulting products to promote a more functional transportation process in our community. However, this report only provides a summary of the wide variety of activities conducted by NIRCC and its staff. NIRCC is constantly striving to provide relevant information to the public and communities it serves to support a decision-making process that improves the transportation system.

If you would like additional information concerning the studies and reports referenced in this document or have questions regarding the transportation planning process, please contact NIRCC staff at (260) 449-7309. NIRCC also maintains a website that contains many of the transportation planning documents and products at www.nircc.com. The site also contains an amended Transportation Improvement Program (TIP), 2045 Transportation Plan, and many other documents and staff contact information.

Transportation Summary Report Fiscal Year 2023

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2023

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