ECONOMIC IMPACT STUDY OF POKA-BACHE CONNECTOR TRAIL

October 24, 2022

Prepared for Poka-Bache Trail Coalition

Evaluating the economic impact of constructed trails, future trails, and visitor-retail spend for the Poka-Bache Connector in Allen, DeKalb, Steuben, and Wells counties

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Executive summary

On behalf of the Poka-Bache Trail Coalition, the Community Research Institute (CRI) at Purdue University Fort Wayne (PFW) performed an economic impact study to identify the number of jobs supported and total economic impact of the Poka-Bache Connector multiuse trail, which has constructed and future sections in Allen, DeKalb, Steuben, and Wells counties in northeast Indiana.

Using IMPLAN software, this project measured the economic impact through the use of multipliers unique to the studied region's geography for the trail's construction and visitor and retail spending as a result of the Poka-Bache Connector.

Key findings from this project:

- Constructed trails in the Poka-Bache Connector supported a total of 264.76 jobs between 2008 and 2022 with a total economic impact of $42.4 million in 2022 dollars.
- Future trails in the Poka-Bache Connector could have an economic impact of $136.9 million in 2022 dollars and potentially support a total of 859 jobs from 2023 to 2045.
- Spending by visitors and trail users as a result of the Poka-Bache Connector in 2022 on overnight accommodations, food and beverage purchases, and retail purchases for items to use on the trail like bicycles or running shoes created a regional economic impact of $6.9 million and supported 67.1 jobs in the four-county region.
- While the construction impacts create one-time economic events due to their temporary nature – the trail only gets built once and repair projects are intermittent – the visitor and retail spends will happen year over year, creating repeated economic impact from private dollars, not taxes. Furthermore, the data inputs for retail and visitor spends were conservatively estimated, meaning that growth in trail use and travel related to the Poka-Bache Connector could create a larger annual economic impact in the years to come.

Introduction

Traveling through four counties in northeast Indiana, the Poka-Bache Connector trail will connect Pokagon State Park in Angola as the northernmost point down to Ouabache (pronounced as Wabash) State Park in Bluffton to the south. The 81-mile connector trail will join Steuben, DeKalb, Allen, and Wells counties through a multiuse trail that offers both recreational and transportation opportunities, while connecting to other trail networks in the respective counties. Once complete, it will be one of the longest connected trail routes in Indiana.

This trail, which was initially proposed in 2006 and has constructed and future sections, goes through seven cities and towns. When complete, the Poka-Bache Connector will link more than 121,000 people, 140 recreational areas, 10 libraries, and 50 schools within a mile of the trail. The Poka-Bache Connector is part of the United Trails Plan, which covers 12 northeast Indiana counties to provide an interconnected trail network within and between communities.[1]

[1] For more information about the United Trails plan, including the regional map, visit https://www.nircc.com/northeast-indiana-united-trails-plan.html.

The Poka-Bache Trail Coalition, via Fort Wayne Trails, Inc., contracted with the Purdue University Fort Wayne (PFW) Community Research Institute (CRI) to conduct an economic impact analysis of the Poka-Bache Connector trail in three areas:

1. Constructed trails
2. Future trails
3. Spending by trail users and visitors as a result of the Poka-Bache Connector for overnight accommodations, retail purchases, and food and beverages

CRI used IMPLAN, an input-output economic impact software system, to calculate the direct, indirect, and induced jobs and economic activity of labor income and value added resulting from trail construction and visitor and retail activity.

The constructed and future trail spending was provided to CRI by members of the Poka-Bache Trail Coalition. To calculate the inputs for the retail and visitor spend, CRI Director Rachel Blakeman worked with professors from the PFW Department of Economics and Finance to calculate the inputs for the retail and visitor spends. Additional details about the visitor-retail spend calculations are in the annual visitor-retail spend section.

Not included in this analysis are cost savings in healthcare expenses as a result of trail use, changes in land or property values due to proximity to the Poka-Bache Connector, economic activity in the respective county outside the use of the Poka-Bache Connector including the economic impact of other trails within the respective geographies, cost savings to trail users who use the trail as a transportation network instead of a vehicle, environmental benefits of using the trail network in place of an internal combustion-powered vehicle, and qualitative quality-of-place improvements such as an improved sense of connectedness within a neighborhood that has trail access.

Poka-Bache Trail Coalition

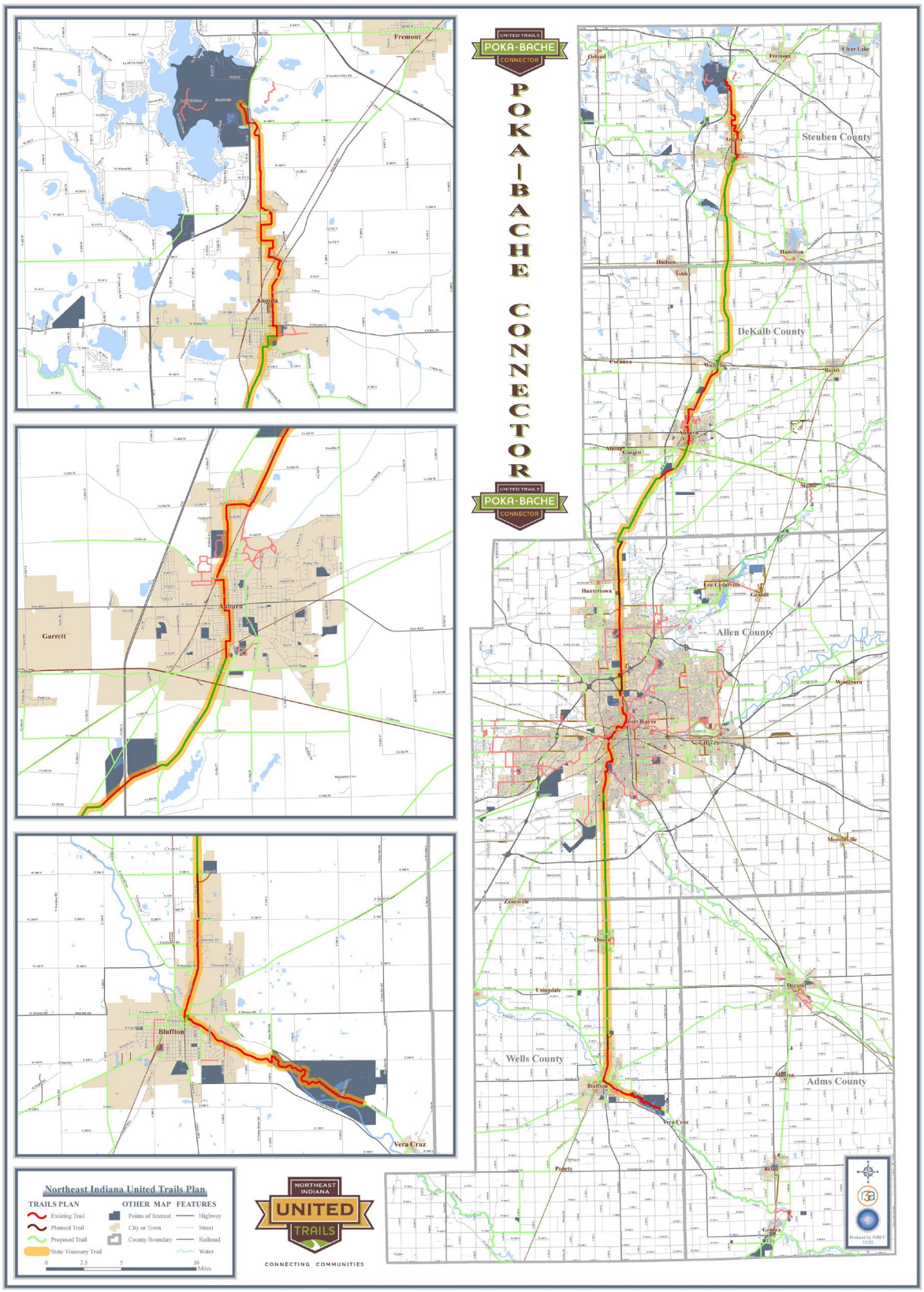
The Poka-Bache Trail Coalition's mission is to complete the State Visionary Trail between Pokagon State Park and Ouabache State Park by fostering equitable collaboration, coordination, and cooperation between public and private entities in northeast Indiana. The coalition envisions a complete and uniform trail that will improve northeast Indiana residents' health and wellness, spur economic development, improve access to the natural environment, and attract tourism.

The following people are part of the Poka-Bache Trail Coalition:

- Amanda Cope, City of Angola
- Brent Shull, Town of Hamilton
- Chip Porter, Steuben County
- Ken Shelton, Steuben County
- John Longenecker, Steuben County Trails
- Jennifer Sharkey, Steuben County Trails
- Pam Howard, Town of Waterloo
- Kellie Knauer, City of Auburn
- Eric Ditmer, City of Auburn
- Mike Watson, DeKalb County
- Rick Ring, DeKalb County
- Chris Gaumer, DeKalb County
- Bill Spohn, Auburn / Waterloo Trails
- Kathleen Alter, Community Foundation DeKalb County
- Tanya Young, Community Foundation DeKalb County
- Beth Shellman, Town of Huntertown
- Shan Gunawardena, City of Fort Wayne
- Steve McDaniel, City of Fort Wayne
- Dawn Ritchie, City of Fort Wayne

- Patrick Zaharako, City of Fort Wayne
- Lara Dorsett, Allen County
- Bill Hartman, Allen County
- Jon Bomberger, Fort Wayne Trails
- Megan McClellan, Fort Wayne Trails
- Mike Kelly, Fort Wayne Trails
- Emily Hill, Visit Fort Wayne
- Luann Martin, Town of Ossian
- John Whicker, City of Bluffton
- Mike Lautzenheiser, Wells County
- Michael Galbraith, Regional Development Authority
- Dan Avery, Northeast Indiana Regional Coordinating Council
- Matt Peters, Northeast Indiana Regional Coordinating Council
- Jason Kaiser, Indiana Department of Transportation Fort Wayne office
- Dale Brier – Indiana Department of Natural Resources
- Amy Marisavljevic, Indiana Department of Natural Resources
- Rory Robinson, National Parks Service (retired)
- Dennis Kruse, State of Indiana
- Mary Martin, Senator Braun's Office

Map: Poka-Bache Connector trail



Data inputs

To calculate the economic impact of the Poka-Bache Connector corridor, CRI and the partners agreed to include three areas of spending and economic activity:

- Constructed trails in the Poka-Bache Connector
- Planned trails in the Poka-Bache Connector
- Spending by trail visitors or users as a result of the Poka-Bache Connector

The trail construction inputs reflect costs associated with the engineering and actual construction of the trail segments. The cost of land acquisition is not part of the data inputs because that is considered to be a wealth transfer and not a new or additional economic activity to be captured in an economic impact analysis.

The spending by trail visitors includes both residents who use the trail as a means of recreation or transportation and visitors who come to the four-county region specifically to use the trails. The estimates for these visitors include both those who travel to use the trail for the day and those who have an overnight stay in the four-county region. It does not include visitors who use the Poka-Bache Connector while in the area for another reason. For example, overnight guests in town for a wedding who use the trail while visiting the area or business travelers who decide to use the trail for exercise while here on a sales call are not included in this spending because the trail was incidental to their visit, not the cause of the trip to the region.

Each of these input categories are further explored in the respective sections of this report.

All economic impacts in this report are reported as 2022 dollars.

Constructed trails in the Poka-Bache Connector

The constructed trails in the Poka-Bache Connector reflect trail segments engineered or built after the 2006 establishment of the Poka-Bache Connector through 2022.[2] While the name here can be misleading – constructed – CRI opted to include all actual activity that has occurred with both engineering and construction to capture the full spending that has taken place through 2022 and thus be included for the Poka-Bache Connector's constructed trails section. With that said, most trail spending in this section reflects trails that have been built and are available for use in 2022.

Some years the respective jurisdictions had only engineering costs in preparation for construction at a later date. Some projects had construction and engineering in the same year. If the construction and engineering happened in the same year, that data was entered in IMPLAN solely as a construction activity.

Neither the constructed trails nor future trails inputs include costs outside engineering or construction, including right-of-way acquisition or legal costs.

[2] Some trail segments within the Poka-Bache Connector were built before the establishment of this State Visionary Trail.

For the data inputs of the constructed trails, the years listed in the respective figures were used for the "dollar year" and "data year." For example, an event that occurred in 2012 had the dollars entered as a 2012 value and the software used the economic model for 2012 to track the flow of that dollar through the local economy. For the 2021 and 2022 constructed data, CRI ran the inputs through IMPLAN's 2020 data year since it does not have the 2021 or 2022 data years available when the models were run in September 2022.

For multiyear projects in the constructed trails section, CRI divided the cost evenly over the project years and entered them accordingly into the inputs, as shown in the data input figures within this report.

The reported economic impacts reflect 2022 dollars for constructed trails, regardless of the dollar year entered for the inputs.

Future trails in the Poka-Bache Connector

The future trails, as discussed earlier in this report, combine proposed and planned sections of the Poka-Bache Connector. In other words, it reflects trail sections to be built or engineered in 2023 or later. The information was entered as 2022 dollars and run as the 2019 data year because future data years are not available and the project costs were estimated using current costs without an attempt to adjust for future inflation so that the estimated economic impacts are reported in 2022 dollars.

Information about the future trails is further explained in the IMPLAN results for future trail sections.

Visitor and retail spend as a result of the Poka-Bache Connector

In addition to the construction of the trails, this project included the following activities of trail visitors and users:

- Overnight accommodations for people visiting for the purpose of using the Poka-Bache Connector
- Retail spending at general merchandise or sporting goods/specialty retailers for items needed to use the trails like bicycles or running shoes[3] (split evenly between the two sectors)
- Food and beverage spend by local users and trail visitors (10% for full-service restaurants, 50% for limited-service restaurants, 40% for "other food and beverage establishments" including bars and ice cream shops)

Within IMPLAN, CRI ran these inputs as 2022 dollars in the 2019 data year to avoid the pandemic's influence on 2020's models, which hit restaurants and hotels especially hard.

Nodir Adilov, professor and chair of the PFW Department of Economics and Finance; Heather L.R. Tierney, associate professor of economics; and PFW economics and finance students Nikolas Albertson, David Bresnahan, and Viet Tran created the data inputs for the visitor-retail section using the following data sources:

- U.S. Census Bureau for population
- U.S. General Services Administration for hotel and meal costs for overnight visitors
- Fort Wayne Regional Trails Network infrared trail counter numbers for trail usage

[3] Since Wells County does not have a sporting goods store, the retail spend was fully allocated to general merchandise

- Visit Fort Wayne information for the number of out-town visitors coming to use the trails to calculate the number of hotel overnights

Adilov, Tierney, and their students used the following formulas to calculate the visitor and retail spends, as shown in Figure 1.

Figure 1: Visitor and retail spends as a result of the Poka-Bache Trail, 2022 dollars

	County				Total for the four counties
	Allen	DeKalb	Steuben	Wells	
Completed trail segments (miles)[A]	10.28	9.84	6.59	2.0	28.71
Annual number of overnight trail visitors[B]	5,400	568	536	333	6,336
Average number of nights[C]	1.8	1.8	1.8	1.8	1.8
Lodging spending by overnight visitors[D]	$ 1,049,760	$ 98,116	$ 92,553	$ 57,493	$ 1,297,922
Spending on restaurants and beverage food establishments by overnight visitors[E]	$ 622,080	$ 60,300	$ 56,882	$ 35,334	$ 774,597
Spending on general merchandise and sporting goods by local trail users[F]	$ 301,244	$ 31,675	$ 29,879	$ 18,561	$ 381,359
Spending on restaurants and beverage food establishments by local trail users[F]	$ 1,380,216	$ 145,127	$ 136,900	$ 85,041	$ 1,747,283
Total annual visitor-retail spending[G]	$ 3,353,299	$ 335,219	$ 316,214	$ 196,429	$ 4,201,161

Notes:
A – Based on the data provided by the county representatives of the Poka-Bache Trail Coalition.
B – PFW research group estimates using the data from Visit Fort Wayne and the Census Bureau.
C – Based on the economic impact of tourism in Fort Wayne study.
D – Annual visitors multiplied by the average number of nights multiplied by the average cost of a hotel stay. The average nightly hotel stay cost data is from GSA.
E – Annual visitors multiplied by the average number of nights multiplied by the average cost of daily meals. The average cost of meals data is from GSA.
F – PFW research team calculations using the Fort Wayne trails usage data and inflation-adjusted cost estimates relying on Lindsey et al. (2015) economic impact study.
G – The summation of expenditures from local and nonlocal Poka-Bache Connector trail users.

Source: PFW Economics Department with data from U.S. Census Bureau, U.S. General Services Administration, Visit Fort Wayne, Fort Wayne Regional Trail Network infrared counters

PFW and the Poka-Bache Trail Coalition used a conservative approach in calculating the visitor spend. Rather than capture the visitor spend of any out-of-town trail user, this project only included visitors coming to the four-county Poka-Bache Connector to use that specific trail, and not incidental trail users, such as wedding guests who use the trails before leaving town or a business traveler who runs on the trail as part of his morning workout. This way it allows coalition members to measure the direct visitor impact of the trails. While business travelers and wedding guests may enjoy using the trails, the trails did not cause the visit and thus did not create a direct economic impact.

For the retail spend, it does not reflect all spending for goods to be used with the trails in the respective county. Rather the purchase needed to be used on the Poka-Bache Connector. Since all four counties

have trails not on this trail path, there are other trail-related purchases that were not included in this project because they could not be sufficiently attributed to the Poka-Bache Connector.

To capture the true economic impact of dollars spent, whether it be a sports tournament, the opening of a new restaurant, or going to a movie theater, it needs to reflect the "but-for" or new spending of that event. In other words, was the spending "but for" this event – new money added to the economy – or is it simply a shift in what would have otherwise been spent to a new location? Only that new money should be included in an economic impact study, otherwise it is just shifting money that is already flowing through the economy.

An example to demonstrate the difference between a new and a shifting spend for this project would be the trail user who rewards herself with a $5 coffee from her favorite coffee shop along the trail on the mornings she bikes to work on the Poka-Bache Connector. On the other days, she brings a travel mug of coffee from home when she drives to work. That $5 coffee spend should be attributed to the trail since it only occurs because of the trail – new money that would not otherwise be spent. In contrast, if she always buys a $5 coffee on her way to work – regardless of whether she drives or bikes to work that bike-to-work $5 spend should not be attributed to the trail because she would have spent that money regardless. In the daily-coffee example, the trail does not create a new economic activity. Accordingly, for this project, CRI and the Poka-Bache Trail Coalition did not attempt to capture sales of businesses on or near the trail in total and instead created the visitor or retail spend as a direct result of the trail.

Data inputs: Allen County

This section tallies the specific data inputs in Allen County for the following:

- **Figure 2**: Constructed trails, 2008-2022 (year, location, annual project costs, category, and length)
- **Figure 3**: Future trails, 2023-2032 (year, location, annual project costs, category, and length)
- **Figure 4**: Annual visitor-retail spend (goods, overnight accommodations, and food and beverage)

Figure 2: Allen County constructed trails, 2008-2022

Year	County	Location	Annual project costs	Category	Length in Miles
2008	Allen	Salomon Farm Loop (Y entrance to Dupont)	$33,761.00	Construction	0.13
2009	Allen	Wallen Rd to YMCA engineering	$130,977.50	Engineering	
2010	Allen	Wallen Rd to YMCA engineering	$130,977.50	Engineering	
2010	Allen	Wallen Rd to YMCA	$936,440.00	Construction	0.90
2010	Allen	State Blvd to Fernhill (including spur to Franke Park) engineering	$58,106.00	Engineering	
2011	Allen	State Blvd to Fernhill (including spur to Franke Park) engineering	$58,106.00	Engineering	
2012	Allen	State Blvd to Fernhill (including spur to Franke Park) engineering	$58,106.00	Engineering	

2013	Allen	State Blvd to Fernhill (including spur to Franke Park) engineering	$58,106.00	Engineering	
2013	Allen	Carroll Rd to Lifebridge Church	$7,664.00	Construction	0.40
2014	Allen	Dupont Rd to Carroll Rd	$619,294.00	Construction	1.25
2014	Allen	State Blvd to Fernhill (including spur to Franke Park) engineering	$58,106.00	Engineering	
2014	Allen	Carroll Rd to Lifebridge Church	$341,630.27	Construction	0.40
2015	Allen	State Blvd to Fernhill (including spur to Franke Park) engineering	$58,106.00	Engineering	
2015	Allen	Bluffton Rd: Foster Park to Lower Huntington Rd engineering	$64,153.50	Engineering	
2015	Allen	Carroll Rd to Lifebridge Church	$20,196.80	Construction	0.40
2016	Allen	State Blvd to Fernhill (including spur to Franke Park) engineering	$58,106.00	Engineering	
2016	Allen	Bluffton Rd: Foster Park to Lower Huntington Rd engineering	$64,153.50	Engineering	
2016	Allen	Carroll Rd to Lifebridge Church	$13,911.84	Construction	0.40
2017	Allen	Wallen Rd to Washington Center	$750,702.00	Construction	1.00
2017	Allen	State Blvd to Fernhill (inc spur to Franke Park) engineering	$58,106.00	Engineering	
2017	Allen	Bluffton Rd: Foster Park to Lower Huntington Rd	$1,044,378.00	Construction	1.50
2018	Allen	Wallen Rd to Washington Center	$750,702.00	Construction	1.00
2018	Allen	State Blvd to Fernhill (including spur to Franke Park) engineering	$58,106.00	Engineering	
2018	Allen	State Blvd to Fernhill (including spur to Franke Park)	$1,381,539.00	Construction	1.60
2018	Allen	State Blvd to Fourth Street	$668,625.00	Construction	0.65
2018	Allen	Ice Way (inc trailhead and amenities)	$625,000.00	Construction	0.30
2018	Allen	Lifebridge church to Fitch Rd engineering	$28,570.00	Engineering	
2019	Allen	Dupont Rd Below Grade Crossing	$1,473,482.00	Construction	0.05
2019	Allen	Lifebridge church to Fitch Rd engineering	$115,095.00	Engineering	
2020	Allen	State Blvd Pedestrian Bridge and Trail to Jacobs Ave	$2,037,622.00	Construction	0.30
2020	Allen	Lifebridge Church to Fitch Road engineering	$257,215.00	Engineering	
2021	Allen	Lifebridge Church to Fitch Road engineering	$22,340.00	Engineering	

2022	Allen	Lifebridge Church to Fitch Road engineering	$44,630.00	Engineering	
2022	Allen	Fitch Road to DeKalb County Line engineering	$50,100.00	Engineering	
2022	Allen	Lifebridge Church to Fitch Road engineering	$34,980.00	Engineering	
2022	Allen	Fitch Road to DeKalb County Line engineering	$10,100.00	Engineering	
		Total	**$12,181,193.91**		**10.28**

Source: Representatives from Allen County

Figure 3: Allen County future trails, 2023-2032

Year	County	Location	Annual project costs	Category	Length in Miles
2023	Allen	Washington Center to Ice Way, including spur to Glenbrook Square	$3,859,823.00	Construction	1.80
2023	Allen	Pufferbelly Trail Pedestrian Bridge over Coliseum Blvd engineering	$362,500.00	Engineering	
2023	Allen	Urban Trail Enhancements along the River Downtown to Jacobs Ave	$1,100,000.00	Construction	0.37
2023	Allen	Lifebridge church to Fitch Rd	$5,333,933.45	Construction	4.30
2023	Allen	Fitch Rd to DeKalb County Line	$619,625.00	Construction	0.50
2023	Allen	Ferguson Rd to Wells Co line	$1,200,000.00	Engineering	
2024	Allen	Pufferbelly Trail Pedestrian Bridge over Coliseum Blvd	$362,500.00	Engineering	
2024	Allen	Urban Trail Enhancements along the River Downtown to Jacobs Ave	$1,100,000.00	Construction	0.37
2024	Allen	Moving trail off Thieme Dr	$66,000.00	Construction	0.34
2025	Allen	Pufferbelly Trail Pedestrian Bridge over Coliseum Blvd	$362,500.00	Engineering	
2025	Allen	Ferguson Rd to Wells Co line	$4,000,000.00	Construction	4.00
2026	Allen	Bluffton Rd: Lower Huntington Rd to Ferguson Rd	$533,333.33	Construction	0.71
2026	Allen	Pufferbelly Trail Pedestrian Bridge over Coliseum Blvd	$362,500.00	Engineering	
2026	Allen	Ferguson Rd to Wells Co line	$2,580,000.00	Construction	1.00
2027	Allen	Bluffton Rd: Lower Huntington Rd to Ferguson Rd	$533,333.33	Construction	0.71
2028	Allen	Bluffton Rd: Lower Huntington Rd to Ferguson Rd	$533,333.33	Construction	0.71
2030	Allen	Pufferbelly Trail Pedestrian Bridge over Coliseum Blvd	$7,000,000.00	Construction	0.23
2030	Allen	Moving trail off Brown St and Juliette Ave	$300,000.00	Construction	0.36
2032	Allen	Moving trail off Vesey Ave	$350,000.00	Construction	0.38

Total	**$30,559,381.45**	**15.79**

Source: Representatives from Allen County

Figure 4: Allen County annual visitor-retail spend data

Category	Annual spend attributed to Poka-Bache Connector (2022 dollars)
Allen County General Merchandise	$150,621.77
Allen County Sporting Goods	$150,621.77
Allen County Full Service Restaurants	$200,229.56
Allen County Limited Service Restaurants	$1,001,147.78
Allen County Other Food and Beverage Establishments	$800,918.22
Allen County Overnight Lodging	$1,049,760.00
Total	**$3,353,299.09**

Source: Estimates calculated by PFW using data from the U.S Census Bureau, U.S. General Services Administration, Fort Wayne Regional Trails Network trail counter data, and Visit Fort Wayne

Data inputs: DeKalb County

This section tallies the specific data inputs in DeKalb County for the following:

- **Figure 5**: Constructed trails, 2010-2022 (year, location, annual project costs, category, and length)
- **Figure 6**: Future trails, 2023-2045 (year, location, annual project costs, category, and length)
- **Figure 7**: Annual visitor-retail spend (goods, overnight accommodations, and food and beverage)

Figure 5: DeKalb County constructed trails, 2010-2022

Year	County	Location	Annual project costs	Category	Length in Miles
2010	DeKalb	City of Auburn: Betz Road and north Rieke Trail intersection traveling east to North Main Street intersection	$185,000.00	Construction	0.5
2011	DeKalb	City of Auburn: Town trail from ACD Museum to the southside of Rieke Trail Entrance	$710,000.00	Construction	1.5
2011	DeKalb	City of Auburn: Rieke Trail From North Street to Betz Road	$586,000.00	Construction	1.27
2015	DeKalb	Auburn/Waterloo Trail maintenance/repair	$43,333.33	Maintenance/repair	0.8
2016	DeKalb	Auburn/Waterloo Trail maintenance/repair	$43,333.33	Maintenance/repair	0.8
2017	DeKalb	Auburn/Waterloo Trail maintenance/repair	$43,333.33	Maintenance/repair	0.8
2018	DeKalb	Auburn/Waterloo Trail maintenance/repair	$43,333.33	Maintenance/repair	0.8
2019	DeKalb	City of Auburn: Poka-Bache wayfinding trail signs and posts	$5,800.00	Construction	

2019	DeKalb	City of Auburn: Resurface Rieke Trail Maintenance/Repair	$112,604.00	Maintenance/repair	1.27
2019	DeKalb	Auburn/Waterloo Trail maintenance/repair	$43,333.33	Maintenance/repair	0.8
2020	DeKalb	Auburn/Waterloo Trail maintenance/repair	$43,333.33	Maintenance/repair	0.8
2020	DeKalb	Town of Waterloo Trail from Auburn Waterloo Trail to Walnut St.	$64,366.00	Engineering	
2021	DeKalb	Town of Waterloo Trail from Auburn Waterloo Trail to Walnut St.	$300,000.00	Construction	0.5
2022	DeKalb	Auburn/Waterloo Trail, Widening project	$191,000.00	Engineering	
		Total	**$2,414,770.00**		**9.84**

Source: Representatives from DeKalb County

Figure 6: DeKalb County future trails, 2023-2045

Year	County	Location	Annual project costs	Category	Length in Miles
2023	DeKalb	Auburn/Waterloo Trail widening project	$1,319,000	Construction	4.8
2023	DeKalb	Walnut St.to Rope St. Head west on Rope St.	$160,000	Engineering	
2024	DeKalb	Allen County line to 9A/I&M Prop	$102,500	Engineering	
2025	DeKalb	Allen County line to 9A/I&M Prop	$640,000	Construction	0.8
2026	DeKalb	9A/I&M Prop east to CR 327	$50,000	Engineering	
2026	DeKalb	9A/I&M Prop east to CR 327	$320,000	Construction	0.4
2026	DeKalb	McGee to CR 66/CR 11A	$125,000	Engineering	
2026	DeKalb	Walnut St.to Rope St. Head west on Rope St.	$1,000,000	Construction	1
2027	DeKalb	McGee to CR 66/CR 11A	$800,000	Construction	0.9
2027	DeKalb	CR 66/CR 11A to US Rail Vest Corp	$125,000	Engineering	
2028	DeKalb	CR 66/CR 11A to US Rail Vest Corp	$800,000	Construction	1
2028	DeKalb	US Rail Vest Corp to CR 17	$125,000	Engineering	
2029	DeKalb	US Rail Vest Corp to CR 17	$800,000	Construction	1
2029	DeKalb	CR 17 to CR 56	$160,000	Engineering	
2030	DeKalb	CR 17 to CR 56	$1,000,000	Construction	0.8
2030	DeKalb	CR 11A & Opportunity Blvd. north, follow parking lot northeast through tunnel under I-69	$175,000	Engineering	
2032	DeKalb	CR 11A & Opportunity Blvd. north, follow parking lot northeast through tunnel under I-69	$1,200,000	Construction	1

2032	DeKalb	East side of I-69 tunnel follow abandoned rail line to Auburn Dr	$165,000	Engineering	
2033	DeKalb	East side of I-69 tunnel follow abandoned rail line to Auburn Dr	$1,040,000	Construction	1.3
2033	DeKalb	Cross Auburn Dr. follow rail line Northeast to Van Buren St.	$160,000	Engineering	
2034	DeKalb	Cross Auburn Dr. follow rail line Northeast to Van Buren St.	$1,000,000	Construction	0.8
2035	DeKalb	Rope St./SR 427 to CR 39/Old 27 north to Steuben County	$820,000	Engineering	
2041	DeKalb	Rope St./SR 427 to CR 39/Old 27 north to Steuben County	$1,024,000	Construction	1.28
2042	DeKalb	Rope St./SR 427 to CR 39/Old 27 north to Steuben County	$1,024,000	Construction	1.28
2043	DeKalb	Rope St./SR 427 to CR 39/Old 27 north to Steuben County	$1,024,000	Construction	1.28
2044	DeKalb	Rope St./SR 427 to CR 39/Old 27 north to Steuben County	$1,024,000	Construction	1.28
2045	DeKalb	Rope St./SR 427 to CR 39/Old 27 north to Steuben County	$1,024,000	Construction	1.28
		Total	**$17,206,500**		**20.2**

Source: Representatives from DeKalb County

Figure 7: DeKalb County annual visitor-retail spend data

Category	Annual spend attributed to Poka-Bache Connector (2022 dollars)
DeKalb County General Merchandise	$15,837.63
DeKalb County Sporting Goods	$15,837.63
DeKalb County Full Service Restaurants	$20,542.76
DeKalb County Limited Service Restaurants	$102,713.79
DeKalb County Other Food and Beverage Establishments	$82,171.03
DeKalb County Overnight Lodging	$98,116.06
Total	**$335,218.90**

Source: Estimates calculated by PFW using data from the U.S Census Bureau, U.S. General Services Administration, Fort Wayne Regional Trails Network trail counter data, and Visit Fort Wayne

Data inputs: Steuben County

This section tallies the specific data inputs in Steuben County for the following:

- **Figure 8**: Constructed trails, 2010-2022 (year, location, annual project costs, category, and length)
- **Figure 9**: Future trails, 2023-2028 (year, location, annual project costs, category, and length)
- **Figure 10**: Annual visitor-retail spend (goods, overnight accommodations, and food and beverage)

Figure 8: Steuben County constructed trails, 2010-2022

Year	County	Location	Annual project costs	Category	Length in Miles
2008	Steuben	From South John St at Commons Park to Northcrest Drive	$1,429,584.00	Construction	2.5
2009	Steuben	From Northcrest Drive to City of Angola limits at Wendell Jacob Avenue	$495,890.00	Construction	1.1
2010	Steuben	From City of Angola limits at Wendell Jacob Avenue north to trailhead at CR 300 N traveling along SR 127 engineering	$77,242	Engineering	
2011	Steuben	From City of Angola limits at Wendell Jacob Avenue north to trailhead at CR 300 N traveling along SR 127 engineering	$77,242	Engineering	
2012	Steuben	From City of Angola limits at Wendell Jacob Avenue north to trailhead at CR 300 N traveling along SR 127 engineering	$77,242	Engineering	
2013	Steuben	From City of Angola limits at Wendell Jacob Avenue north to trailhead at CR 300 N traveling along SR 127 engineering	$77,242	Engineering	
2014	Steuben	From City of Angola limits at Wendell Jacob Avenue north to trailhead at CR 300 N traveling along SR 127 engineering	$77,242	Engineering	
2015	Steuben	From City of Angola limits at Wendell Jacob Avenue north to trailhead at CR 300 N traveling along SR 127 engineering	$77,242	Engineering	
2016	Steuben	From City of Angola limits at Wendell Jacob Avenue north to trailhead at CR 300 N traveling along SR 127	$2,277,855.00	Construction	1.25
2016	Steuben	From trailhead at CR 300 N north to SR 727 traveling along SR 127 and through Pokagon State Park engineering	$223,755.00	Engineering	
2017	Steuben	From trailhead at CR 300 N north to SR 727 traveling along SR 127 and through Pokagon State Park engineering	$223,755.00	Engineering	

2018	Steuben	From trailhead at CR 300 N north to SR 727 traveling along SR 127 and through Pokagon State Park	$1,078,278.00	Construction	0.87
2019	Steuben	From trailhead at CR 300 N north to SR 727 traveling along SR 127 and through Pokagon State Park	$1,078,278.00	Construction	0.87
		Total	**$7,270,845.00**		**6.59**

Source: Representatives from Steuben County

Figure 9: Steuben County future trails, 2023-2028

Year	County	Location	Annual project costs	Category	Length in Miles
2023	Steuben	From Water St traveling west along E Prospect St then south along S Washington St then west along E Felicity St then south along S Wayne St/Old 27 to City of Angola limits at Glen Beatty Ave	$156,000.00	Engineering	
2023	Steuben	From Water St traveling west along E Prospect St then south along S Washington St then west along E Felicity St then south along S Wayne St/Old 27 to City of Angola limits at Glen Beatty Ave	$550,000	Construction	0.5
2024	Steuben	From Water St traveling west along E Prospect St then south along S Washington St then west along E Felicity St then south along S Wayne St/Old 27 to City of Angola limits at Glen Beatty Ave	$156,000.00	Engineering	
2024	Steuben	From Water St traveling west along E Prospect St then south along S Washington St then west along E Felicity St then south along S Wayne St/Old 27 to City of Angola limits at Glen Beatty Ave	$550,000	Construction	0.5
2024	Steuben	From City of Angola limits at Glen Beatty Ave south to DeKalb County line at CR 800 S traveling along Old 27	$763,579	Engineering	
2025	Steuben	From City of Angola limits at Glen Beatty Ave south to DeKalb County line at CR 800 S traveling along Old 27	$763,579	Engineering	

2026	Steuben	From City of Angola limits at Glen Beatty Ave south to DeKalb County line at CR 800 S traveling along Old 27	$763,579	Engineering	
2027	Steuben	From City of Angola limits at Glen Beatty Ave south to DeKalb County line at CR 800 S traveling along Old 28	$4,086,400	Construction	3.2
2028	Steuben	From City of Angola limits at Glen Beatty Ave south to DeKalb County line at CR 800 S traveling along Old 29	$4,086,400	Construction	3.2
		Total	**$11,875,536.00**		**7.4**

Source: Representatives from Steuben County

Figure 10: Steuben County annual visitor-retail spend data

Category	Annual spend attributed to Poka-Bache Connector (2022 dollars)
Steuben County General Merchandise	$14,939.74
Steuben County Sporting Goods	$14,939.74
Steuben County Full Service Restaurants	$19,378.14
Steuben County Limited Service Restaurants	$96,890.71
Steuben County Other Food and Beverage Establishments	$77,512.57
Steuben County Overnight Lodging	$92,553.48
Total	**$316,214.38**

Source: Estimates calculated by PFW using data from the U.S Census Bureau, U.S. General Services Administration, Fort Wayne Regional Trails Network trail counter data, and Visit Fort Wayne

Data inputs: Wells County

This section tallies the specific data inputs in Wells County for the following:

- **Figure 11**: Constructed trails, 2016 (year, location, annual project costs, category, and length)
- **Figure 12**: Future trails, 2023-2031 (year, location, annual project costs, category, and length)
- **Figure 13**: Annual visitor-retail spend (goods, overnight accommodations, and food and beverage)

Figure 11: Wells County constructed trails, 2016

Year	County	Location	Annual project costs	Category	Length in Miles
2016	Wells	Interurban Trail	$1,646,617.09	Construction	2

Source: Representatives from Wells County

Figure 12: Wells County future trails, 2023-2031

Year	County	Location	Annual project costs	Category	Length in Miles
2023	Wells	Interurban Trail Phase 2	$484,842.00	Construction	0.9

2023	Wells	Lancaster Park Loop Trail	$250,000.00	Construction	0.6
2027	Wells	Poka-Bache Through Ossian	$1,800,000.00	Construction	1.8
2029	Wells	Poka-Bache Bluffton to Ossian	$5,600,000.00	Construction	5.6
2031	Wells	Poka-Bache To Allen County	$2,000,000.00	Construction	2
		Total	**$10,134,842.00**		**10.9**

Source: Representatives from Wells County

Figure 13: Wells County annual visitor-retail spend data

Category	Annual spend attributed to Poka-Bache Connector (2022 dollars)
Wells County General Merchandise	$18,560.72
Wells County Full Service Restaurants	$12,037.54
Wells County Limited Service Restaurants	$60,187.68
Wells County Other Food and Beverage Establishments	$48,150.15
Wells County Overnight Lodging	$57,492.96
Total	**$196,429.05**

Source: Estimates calculated by PFW using data from the U.S Census Bureau, U.S. General Services Administration, Fort Wayne Regional Trails Network trail counter data, and Visit Fort Wayne

IMPLAN results: economic impact and supported jobs

This section explores the economic impact – calculated by cost, total labor income, and value added – of the three economic activities in this report: 1) constructed trails, 2) future trails, and 3) visitor-retail spend.

The constructed trails reflect one-time engineering and construction expenses incurred between 2008 and 2022 for a length of 28.71 miles. The future trails are 54.29 miles of proposed and planned trails in the Poka-Bache Connector to be built between 2023 and 2045. Like the constructed trails, these are one-time costs. The visitor-retail spend reflects annual spending as a direct result of the Poka-Bache Connector in the following areas: overnight hotel stays, retail purchases used on the trail like a bicycle or running shoes, and food and beverage purchases.

The IMPLAN model follows a dollar through the economy to create the economic impact of that activity. It reports three levels of economic activity with both supported jobs and economic value:[4]

1. **Direct**: These are the inputs into the IMPLAN model. For this project, CRI used the project cost for constructed and future trails and consumer spend for visitors and retail.
2. **Indirect**: Indirect values are derived from the business-to-business supply chain transactions as a result of the direct spend. For example, the construction company needs to purchase insurance so the insurance agent would be an indirect support from the direct spend.
3. **Induced**: Induced values are a result of the employees supported by the direct spend and their household purchases. In this case, the bookkeeper at the engineering firm that designed a trail

[4] https://blog.implan.com/understanding-implan-effects

section who dines out at a local restaurant demonstrates the induced economic activity as a result of trail construction.

The three levels – direct, indirect, and induced – are then totaled together to create the total economic impact of that original direct spend, reflecting the multiplier effect of the initial spend within the economy.

CRI ran the data inputs at both the regional level – Allen, DeKalb, Steuben, and Wells counties together – and then the respective county's inputs at the individual county level. Because of how the IMPLAN modeling works, the four county-level results cannot be totaled to create the regional impact. Instead, the county and regional geographies needed to be run separately for data accuracy.

Furthermore, each of the respective economic activities, i.e. industries, have separate categories within IMPLAN to reflect how that dollar moves through the economy to create the multiplier effect. Accordingly CRI used the following categories for the constructed trails spend:

- Construction of new highways and streets
- Architectural, engineering, and related services
- Maintenance and repair of construction of highways, streets, bridges, and tunnels

For the model to reflect how the dollar flowed through the economy, the year and respective geography, and the dollar's value at the time it was spent to reflect the buying power of the dollar at the time must be entered into the IMPLAN model. For example, the City of Auburn resurfaced 1.27 miles of the Reike Trail at a cost of $112,604 in 2010. In the data inputs, CRI allocated $112,604 in road maintenance and repair to 2010 dollars and DeKalb County in 2010 for the county-level analysis and 2010 for the four-county region in the regional impact, thus reflecting 2010 as the dollar year and data year.

Constructed trails

This section reflects economic activity for trails that have been engineered or constructed since the Northeast Indiana Regional Coordinating Council (NIRCC) designated the Poka-Bache Connector in 2006. Between 2008[5] and 2022, jurisdictions in the four-county region consisting of Allen, DeKalb, Steuben, and Wells built 28.71 miles of trails, as shown in Figure 14. The constructed trails calculations include engineering costs that happened through 2022 for sections of planned trails – sections that are under development but not yet constructed – because the engineering spend already occurred in the studied time period. Engineering costs scheduled for 2023 or later are in the future trail calculations.

The complete list of constructed trail sections is listed in the data inputs section for each of the four counties.

The data inputs for the constructed trails were entered for the year in which they occurred for both the "data year" and the "dollar year" through 2020. For events in 2021 and 2022, they were run as the 2020 data year, which is the newest data year available in IMPLAN, with the respective calendar dollar year.

[5] While NIRCC designated the trail corridor in 2006, the first Poka-Bache activity occurred in 2008. Some trail sections were built before the corridor's designation and are not included in this analysis.

As noted earlier in the report, the economic impact was run for both the four-county region and then a separate calculation for the respective project county. Both the regional and county-specific numbers are listed in the charts for the constructed and future trails and the visitor-retail spend.

Figure 14 represents the length of the constructed trails from 2008 to 2022, with a total of 28.71 miles. It does not include sections of trail that were engineered in this timeframe but will be built in 2023 or later.

Figure 14: Poka-Bache constructed trails, 2008-2022

County	Length in miles
Allen	10.28
DeKalb	9.84
Steuben	6.59
Wells	2
Total	**28.71**

The data inputs for the constructed sections of trail were 1) design and engineering, 2) construction of new trails, and 3) maintenance and repair of existing trails in the Poka-Bache Connector. Some years have both construction and engineering, which were entered as construction. No costs of land purchases or right-of-way acquisition are included in this analysis as that is considered a wealth transfer, not an economic impact for the IMPLAN model.

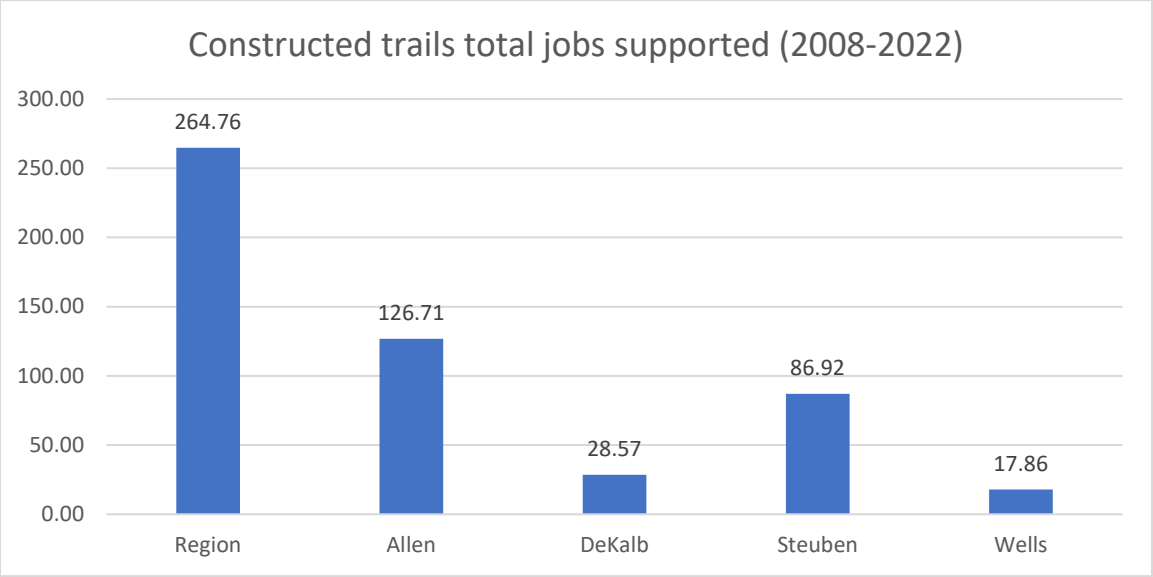
This section has charts for the following reflecting constructed trails:

- Chart 1: Total jobs supported
- Chart 2: Direct, indirect, and induced jobs supported
- Chart 3: Total economic impact
- Chart 4: Direct, indirect, and induced economic impact
- Chart 5: Total labor income
- Chart 6: Direct, indirect, and induced labor income
- Chart 7: Total value added
- Chart 8: Direct, indirect, and induced value added

Highlights of constructed trails' economic impact are:

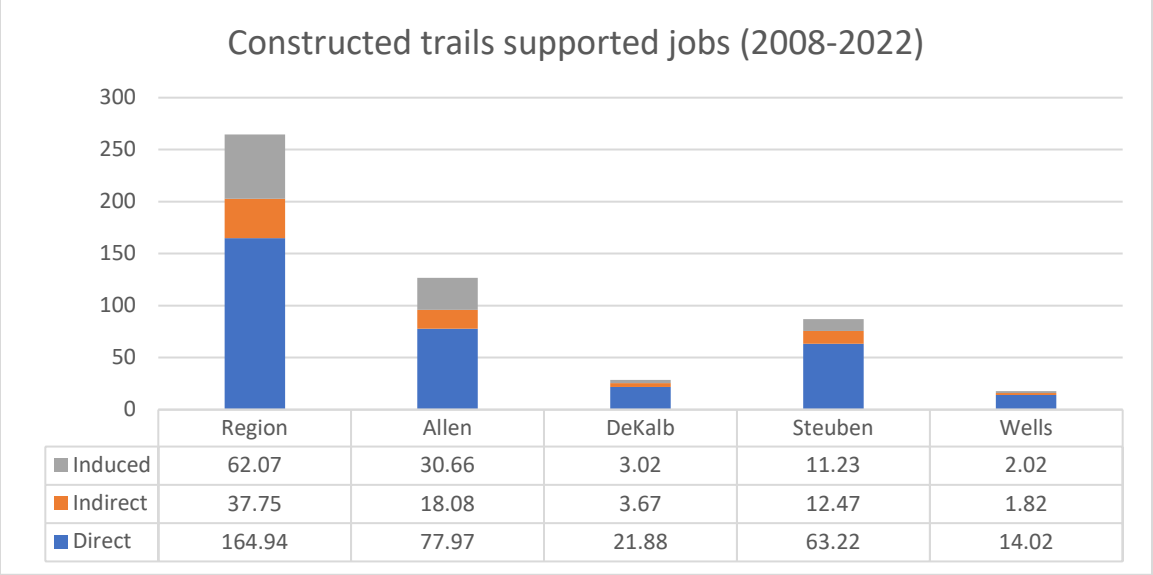
- Construction and engineering of existing trail sections supported 264.8 jobs between 2008 and 2022
- Using 2022 dollars, constructed trails had an economic impact in the four-county region of $42.4 million from 2008 to 2022
- The size of impacts are derived from the amount of the engineering and construction spends and are not related to population size or length of trail, only the project cost
- These are one-time, actual impacts that occurred over a 14-year time period

Chart 1: Total jobs supported by constructed trails, 2008-2022



Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

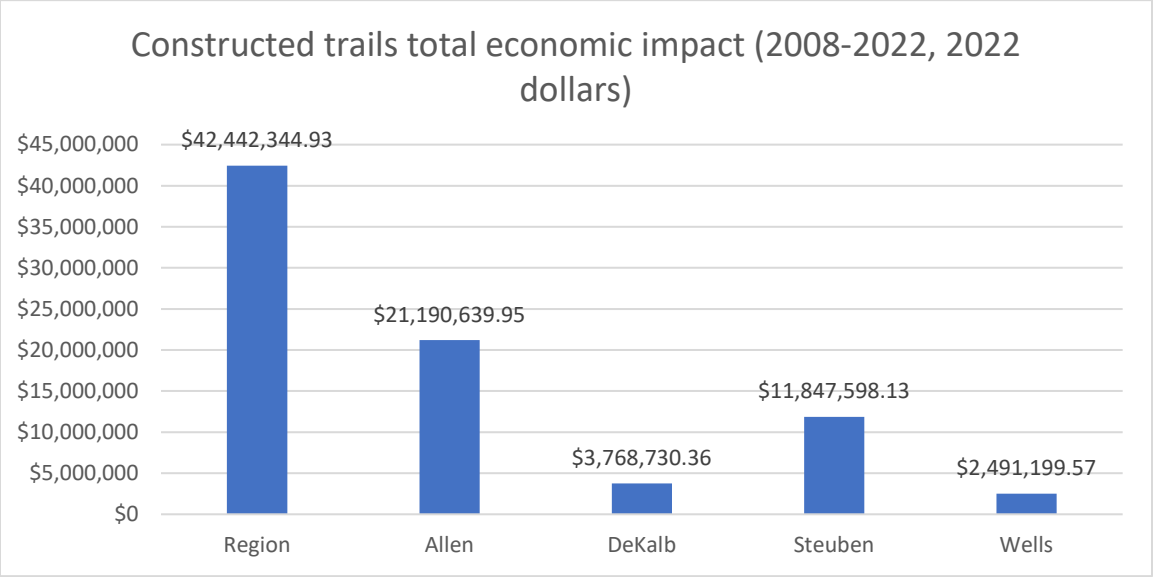
Chart 2: Direct, indirect, and induced jobs supported by constructed trails, 2008-2022



	Region	Allen	DeKalb	Steuben	Wells
Induced	62.07	30.66	3.02	11.23	2.02
Indirect	37.75	18.08	3.67	12.47	1.82
Direct	164.94	77.97	21.88	63.22	14.02

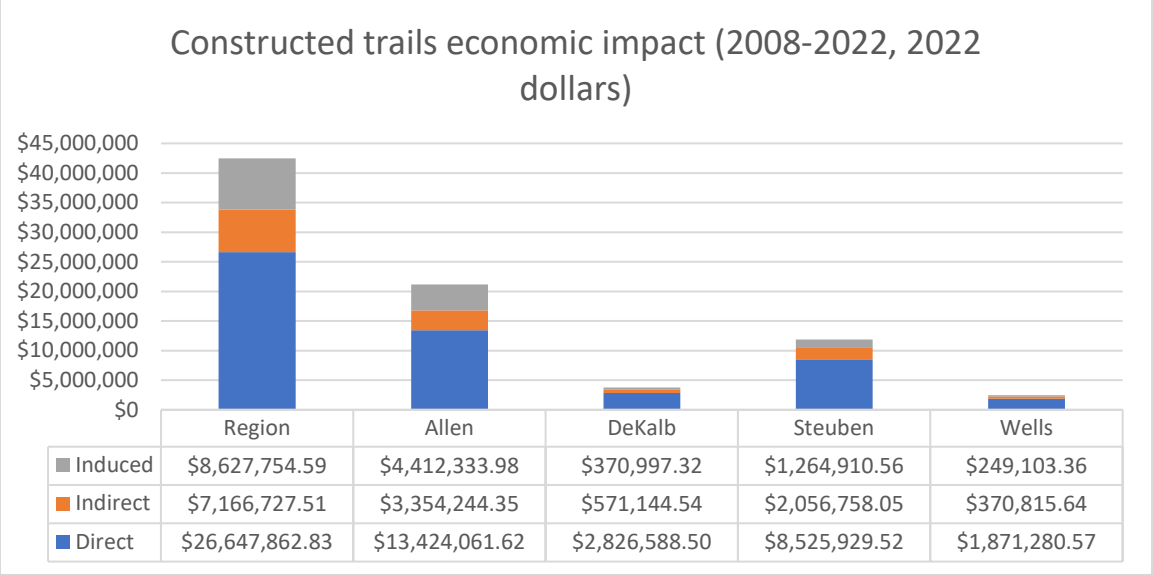
Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Chart 3: Total economic impact of constructed trails, 2008-2022 (2022 dollars)



Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

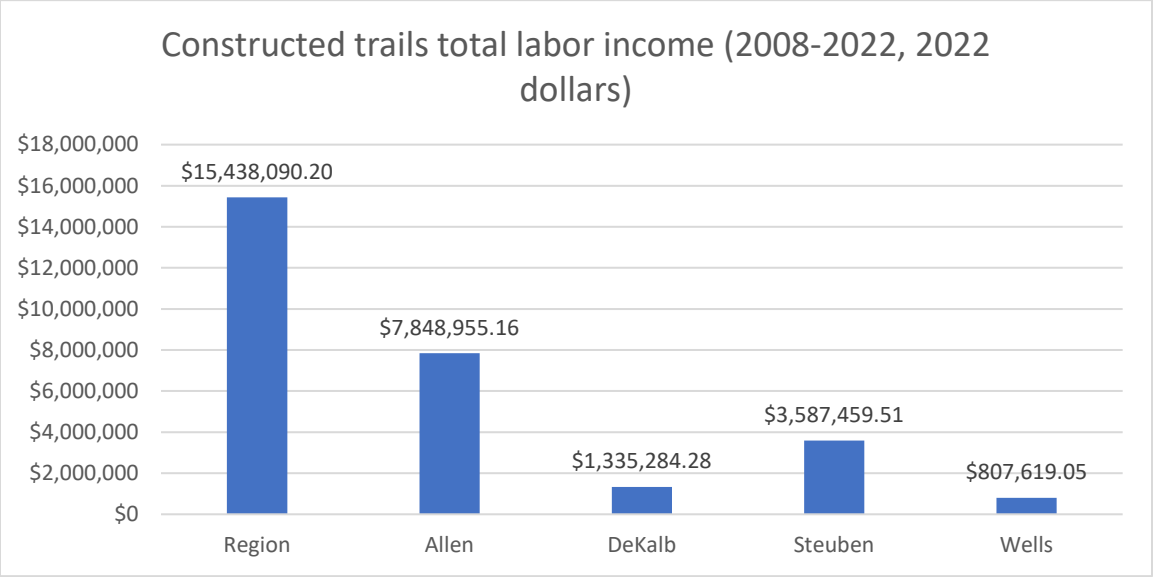
Chart 4: Direct, indirect, and induced economic impact of constructed trails, 2008-2022 (2022 dollars)



	Region	Allen	DeKalb	Steuben	Wells
Induced	$8,627,754.59	$4,412,333.98	$370,997.32	$1,264,910.56	$249,103.36
Indirect	$7,166,727.51	$3,354,244.35	$571,144.54	$2,056,758.05	$370,815.64
Direct	$26,647,862.83	$13,424,061.62	$2,826,588.50	$8,525,929.52	$1,871,280.57

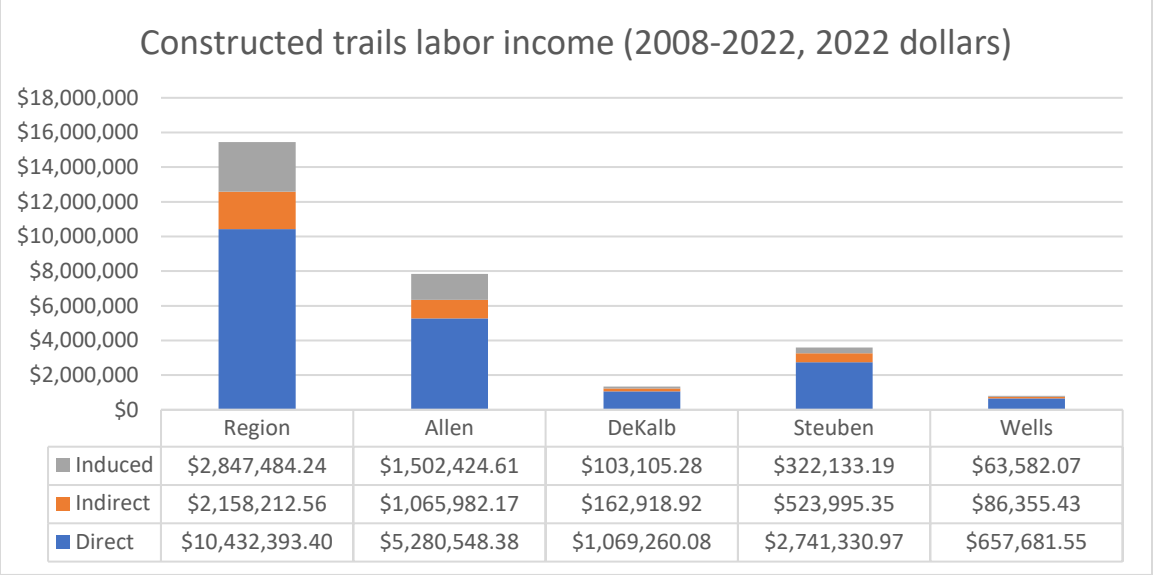
Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Chart 5: Total labor income of constructed trails, 2008-2022 (2022 dollars)



Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

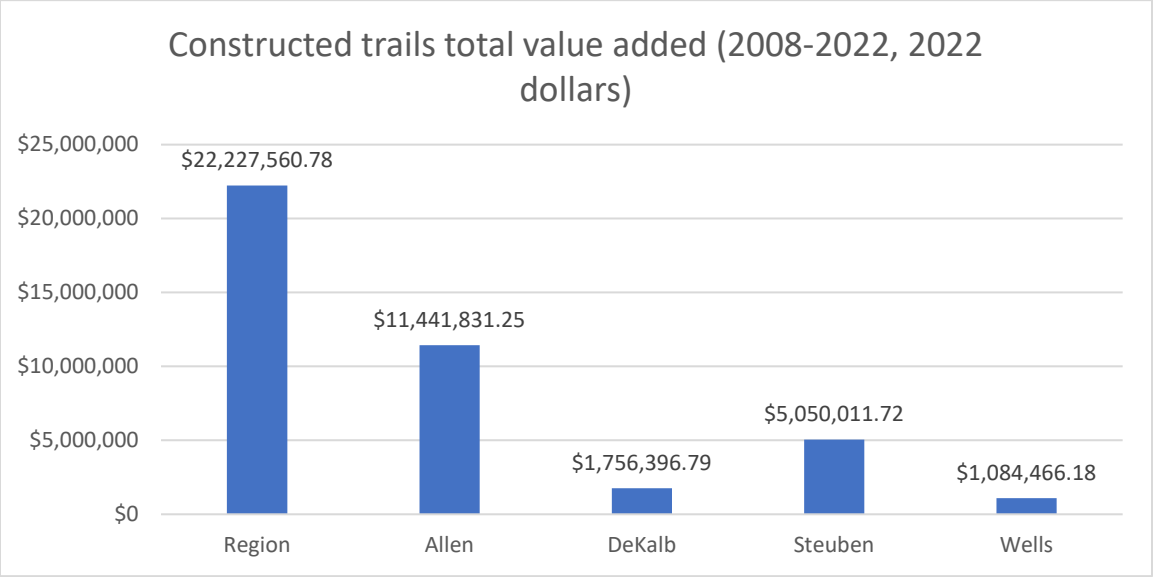
Chart 6: Direct, indirect, and induced labor income of constructed trails, 2008-2022 (2022 dollars)



	Region	Allen	DeKalb	Steuben	Wells
Induced	$2,847,484.24	$1,502,424.61	$103,105.28	$322,133.19	$63,582.07
Indirect	$2,158,212.56	$1,065,982.17	$162,918.92	$523,995.35	$86,355.43
Direct	$10,432,393.40	$5,280,548.38	$1,069,260.08	$2,741,330.97	$657,681.55

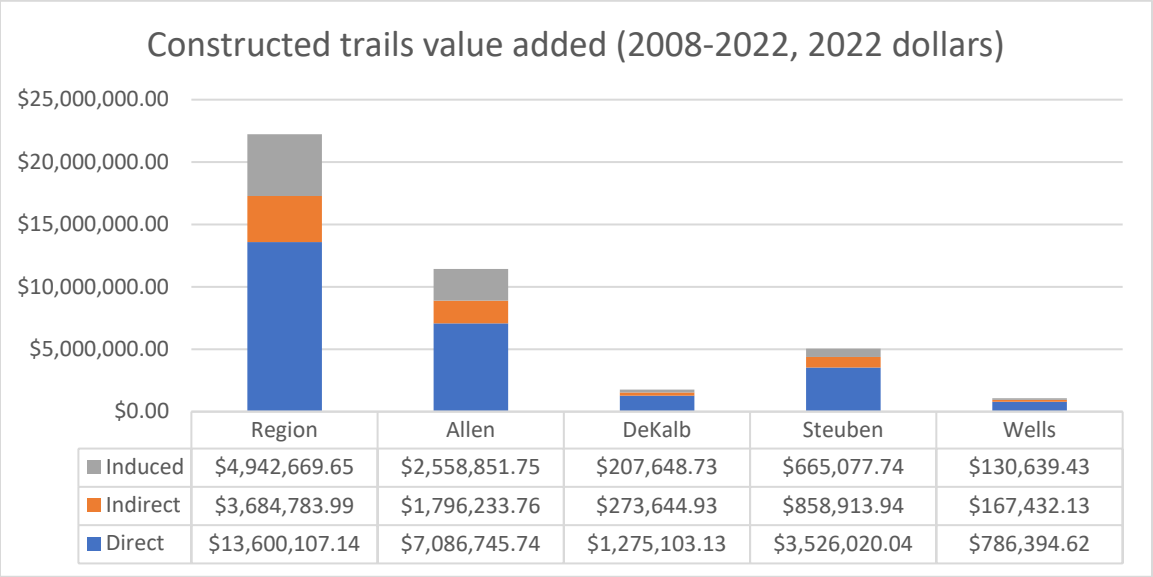
Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Chart 7: Total value added of constructed trails, 2008-2022 (2022 dollars)



Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Chart 8: Direct, indirect, and induced value added of constructed trails, 2008-2022 (2022 dollars)



	Region	Allen	DeKalb	Steuben	Wells
Induced	$4,942,669.65	$2,558,851.75	$207,648.73	$665,077.74	$130,639.43
Indirect	$3,684,783.99	$1,796,233.76	$273,644.93	$858,913.94	$167,432.13
Direct	$13,600,107.14	$7,086,745.74	$1,275,103.13	$3,526,020.04	$786,394.62

Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Future trail sections

This section explores the economic impact of trail sections within the Poka-Bache that have yet to be constructed. This includes both planned sections and proposed sections. Planned sections can be considered "under development" with commitment to completing that segment in the near future as it is either fully or partially funded or in some stage of development including engineering, right-of-way acquisition, or actual construction of the trail itself. Proposed trail segments are "conceptual" and may not represent the final trail alignment. They are not yet under development but are listed on the trail plan map with an intention to be constructed and completed in the future. For the purposes of the

economic impact study, both proposed and planned segments were treated equivalently for the data inputs.

The data inputs for future trail sections were design and engineering or construction of new trails. Some years have both construction and engineering for the same project, which were entered as construction if occurring in the same year.

Same as the constructed trail inputs, no land purchases or right-of-way acquisition are included in this analysis as that is considered a wealth transfer, not economic impact activity.

For future trail inputs, these were entered as 2022 dollars for the 2019 data year in IMPLAN. CRI expects the future trail costs, and their associated economic impacts save marginal increases in jobs, will increase due to inflation over time but the prices for these inputs were calculated using current costs.

As shown in Figure 15, the Poka-Bache Connector has 54.29 miles of future trails to complete the four-county route as currently planned. The detailed list of future trail sections is listed in the respective data inputs for each of the four counties.

Figure 15: Poka-Bache future trails, 2023-2045

Location	**Length in miles**
Allen	15.79
DeKalb	20.2
Steuben	7.4
Wells	10.9
Total	**54.29**

This section has charts for the following reflecting future trails:

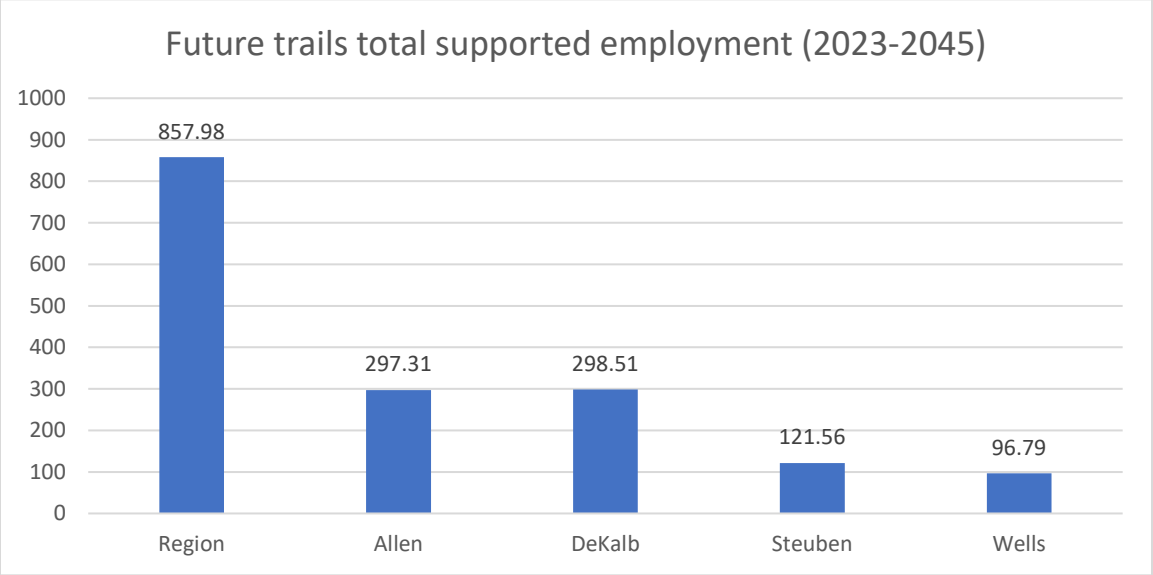
- Chart 9: Total jobs supported
- Chart 10: Direct, indirect, and induced jobs supported
- Chart 11: Total economic impact
- Chart 12: Direct, indirect, and induced economic impact
- Chart 13: Total labor income
- Chart 14: Direct, indirect, and induced labor income
- Chart 15: Total value added
- Chart 16: Direct, indirect, and induced value added

Highlights of future trails' economic impact are:

- Total economic impact of $136.9 million in 2022 dollars from constructing the remaining trail sections of the Poka-Bache Connector across the four-county region
- Construction and engineering of future trail sections could support 858 jobs from 2023 to 2045
- The actual economic impact is expected to be higher when it occurs because this was calculated using 2022 dollars and construction costs are likely to increase over time due to inflation
- Since future trails' economic impact were calculated from trail construction costs, the respective county's population was not a factor for the inputs

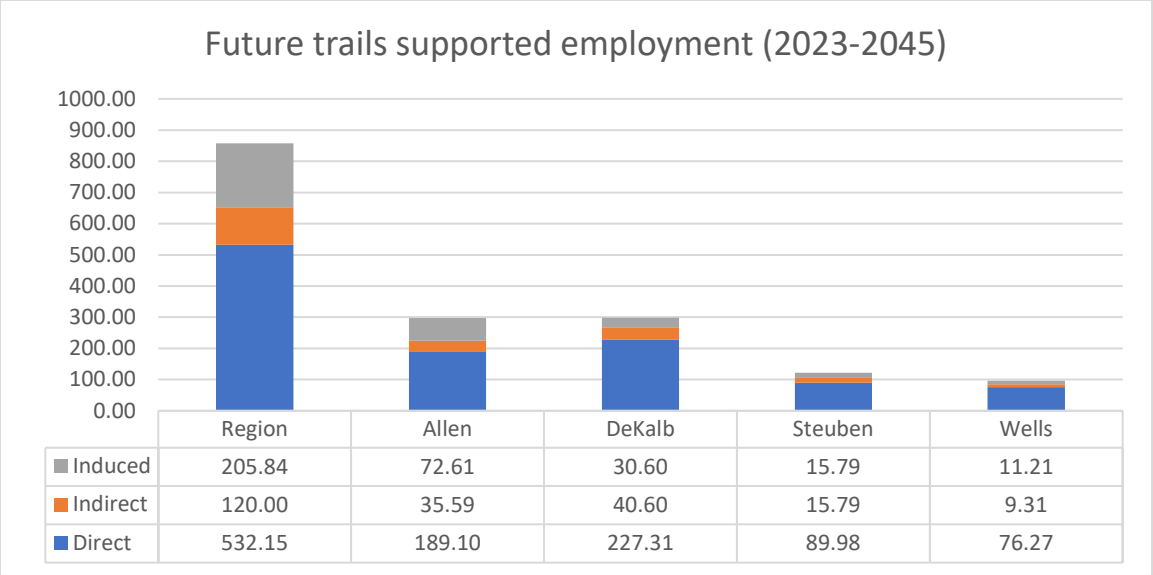
- These are one-time impacts that will not be realized until the engineering and construction spending occurs

Chart 9: Total jobs supported by future trails, 2023-2045



Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

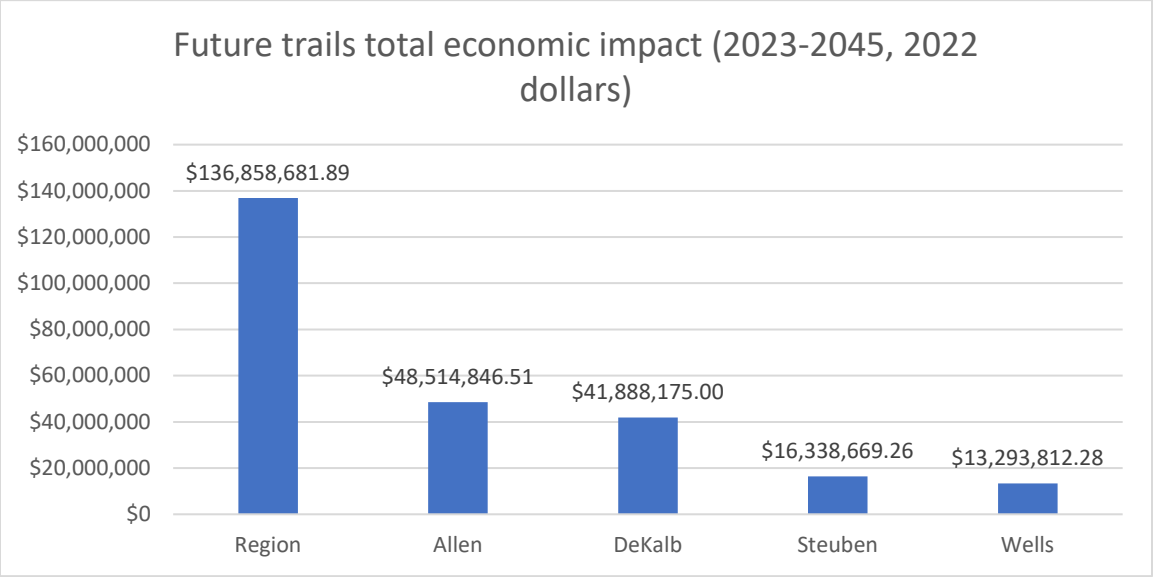
Chart 10: Direct, indirect, and induced jobs supported by future trails, 2023-2045



	Region	Allen	DeKalb	Steuben	Wells
Induced	205.84	72.61	30.60	15.79	11.21
Indirect	120.00	35.59	40.60	15.79	9.31
Direct	532.15	189.10	227.31	89.98	76.27

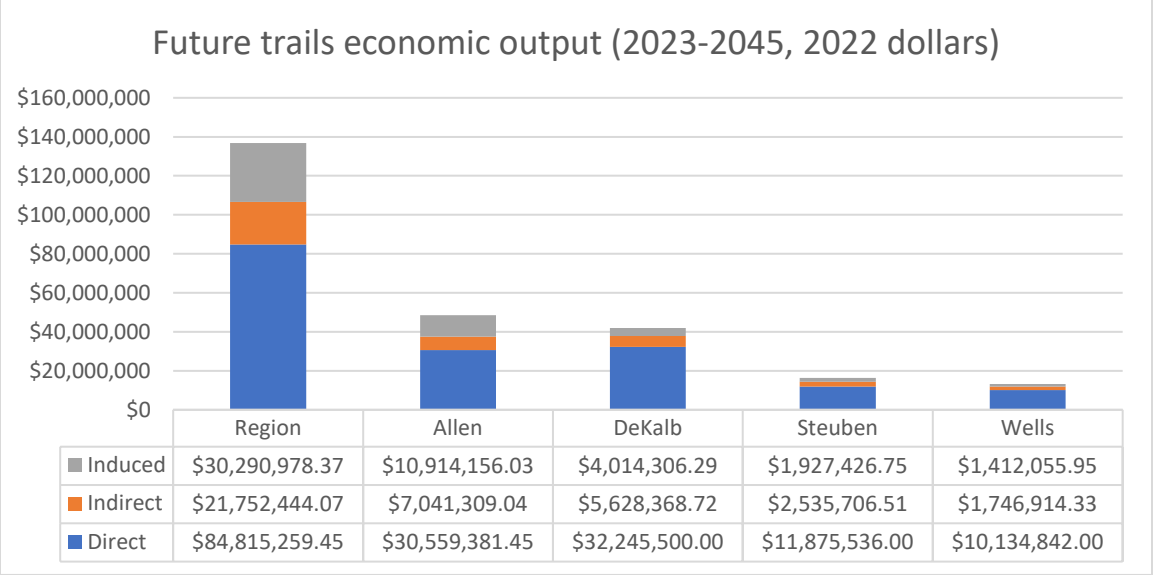
Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Chart 11: Total economic impact of future trails, 2023-2045 (2022 dollars)



Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

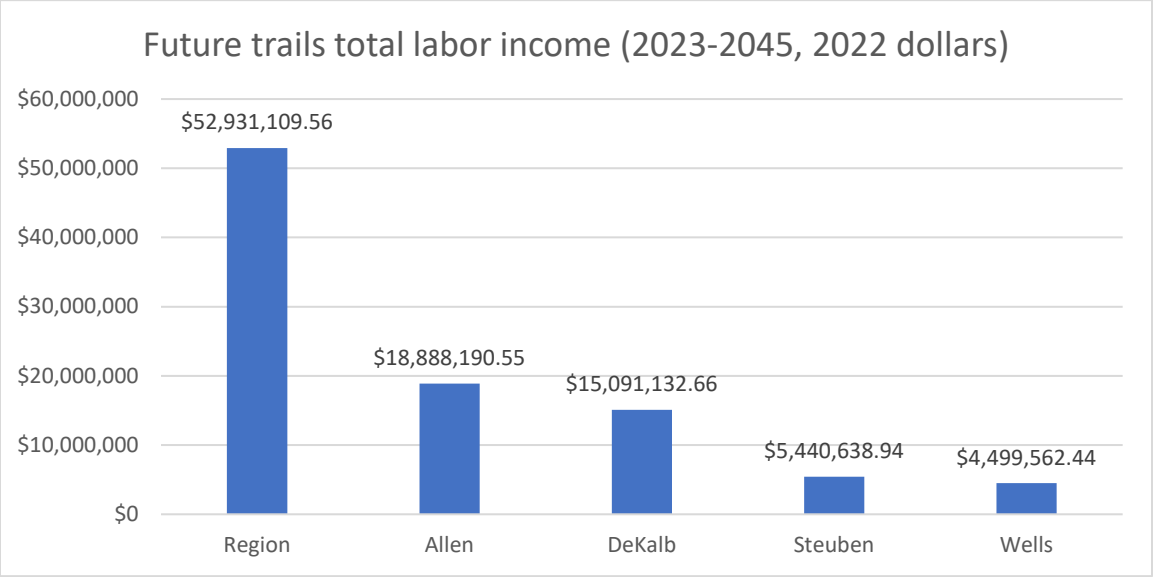
Chart 12: Direct, indirect, and induced economic impact of future trails, 2023-2045 (2022 dollars)



	Region	Allen	DeKalb	Steuben	Wells
Induced	$30,290,978.37	$10,914,156.03	$4,014,306.29	$1,927,426.75	$1,412,055.95
Indirect	$21,752,444.07	$7,041,309.04	$5,628,368.72	$2,535,706.51	$1,746,914.33
Direct	$84,815,259.45	$30,559,381.45	$32,245,500.00	$11,875,536.00	$10,134,842.00

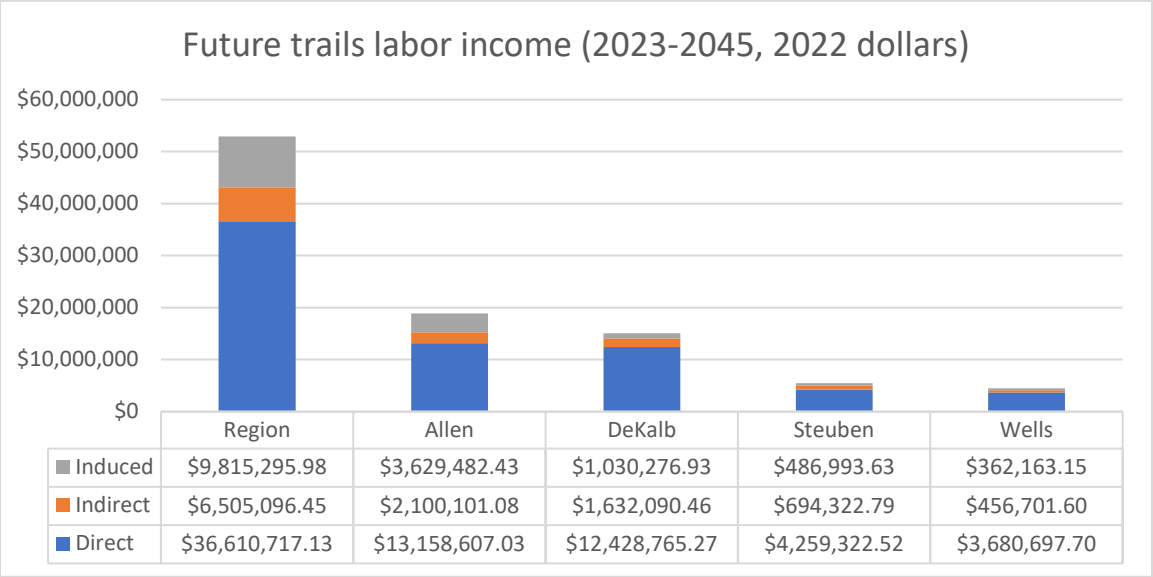
Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Chart 13: Total labor income of future trails, 2023-2045 (2022 dollars)



Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

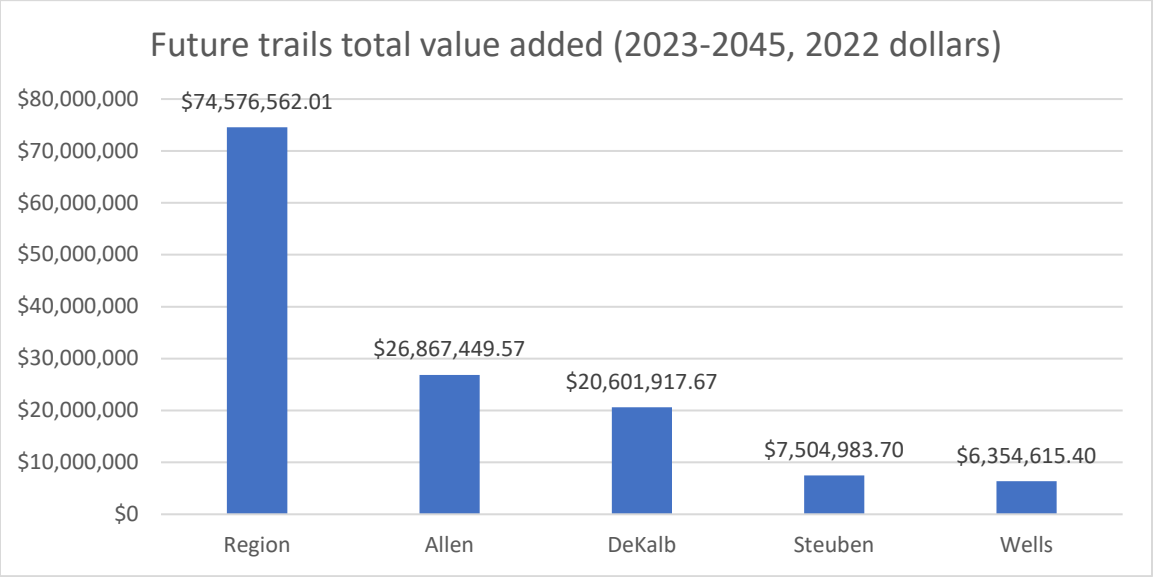
Chart 14: Direct, indirect, and induced labor income of future trails, 2023-2045 (2022 dollars)



	Region	Allen	DeKalb	Steuben	Wells
Induced	$9,815,295.98	$3,629,482.43	$1,030,276.93	$486,993.63	$362,163.15
Indirect	$6,505,096.45	$2,100,101.08	$1,632,090.46	$694,322.79	$456,701.60
Direct	$36,610,717.13	$13,158,607.03	$12,428,765.27	$4,259,322.52	$3,680,697.70

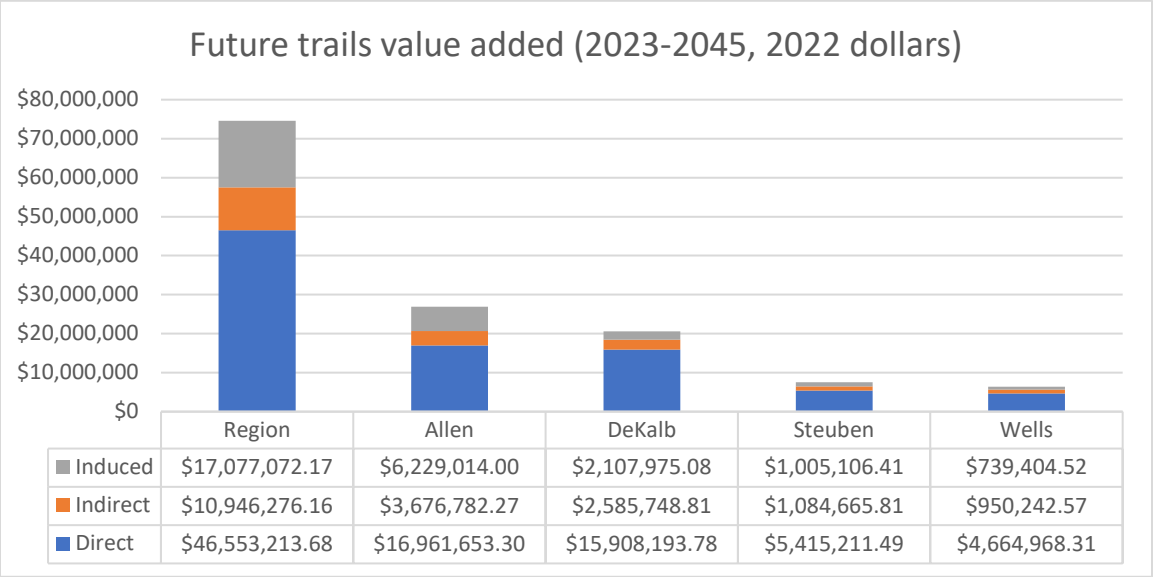
Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Chart 15: Total value added of future trails, 2023-2045 (2022 dollars)



Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Chart 16: Direct, indirect, and induced value added of future trails, 2023-2045 (2022 dollars)



	Region	Allen	DeKalb	Steuben	Wells
Induced	$17,077,072.17	$6,229,014.00	$2,107,975.08	$1,005,106.41	$739,404.52
Indirect	$10,946,276.16	$3,676,782.27	$2,585,748.81	$1,084,665.81	$950,242.57
Direct	$46,553,213.68	$16,961,653.30	$15,908,193.78	$5,415,211.49	$4,664,968.31

Source: IMPLAN with data inputs from PFW and Poka-Bache Trail Coalition members

Annual visitor-retail spend attributed to Poka-Bache Connector

This section evaluates the annual economic impact of the spending of visitors and users of the Poka-Bache Connector in the areas of overnight accommodations, retail spending for items to be used on the trail, and food and beverage purchases attributed to trail use. It does not reflect retail or overnight accommodations spending for all trails in the respective geographies, rather it is the spending that can be attributed to the existence of the Poka-Bache.

As discussed in the data inputs section, the food and beverage spending captures the new or but-for spending as a result of the Poka-Bache Connector, not the spending at restaurants along the Poka-Bache Corridor. The food and beverage inputs reflect spending that would not otherwise occur in that

geography but for the existence of the Poka-Bache Connector, regardless of the specific location of the spend, i.e. it does not need to occur on a location along the trail's route.

Unlike the one-time spends for trail construction that cover multiple years, this spending by trail users and trail visitors happens year over year.

All of the calculations for this section were calculated as 2022 dollars in the 2019 data year.

How the data inputs were calculated for the visitor-retail spend are detailed in Figure 1 in the visitor and retail spend section earlier in this report.

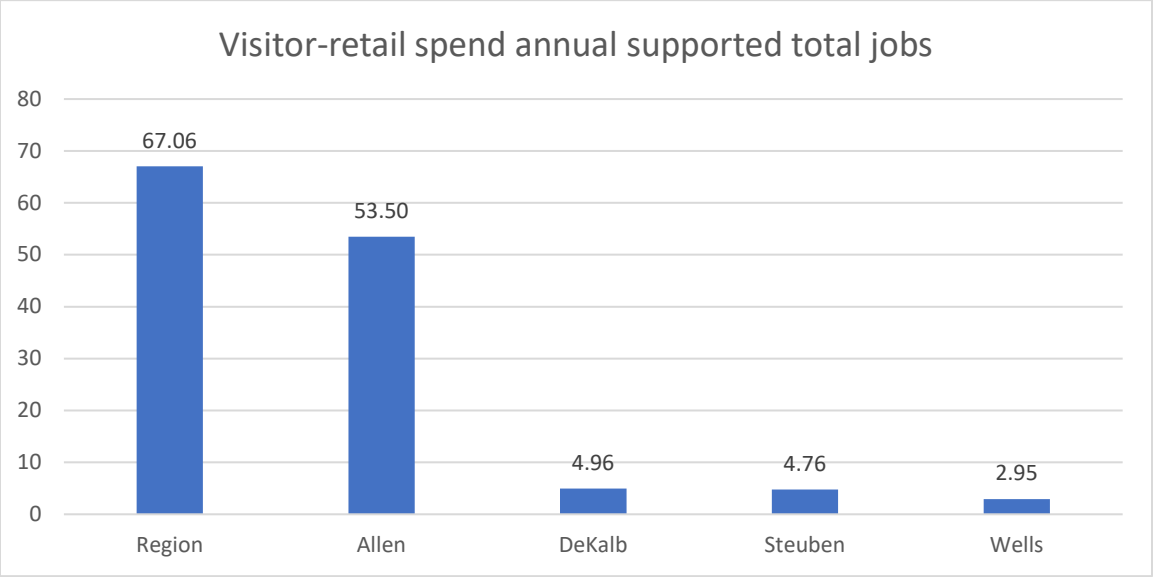
This section has charts for the following reflecting the annual visitor-retail spend:

- Chart 17: Total jobs supported
- Chart 18: Direct, indirect, and induced jobs supported
- Chart 19: Total economic impact
- Chart 20: Direct, indirect, and induced economic impact
- Chart 21: Total labor income
- Chart 22: Direct, indirect, and induced labor income
- Chart 23: Total value added
- Chart 24: Direct, indirect, and induced value added

Highlights of the visitor-retail spend's economic impact using the Figure 1 data inputs:

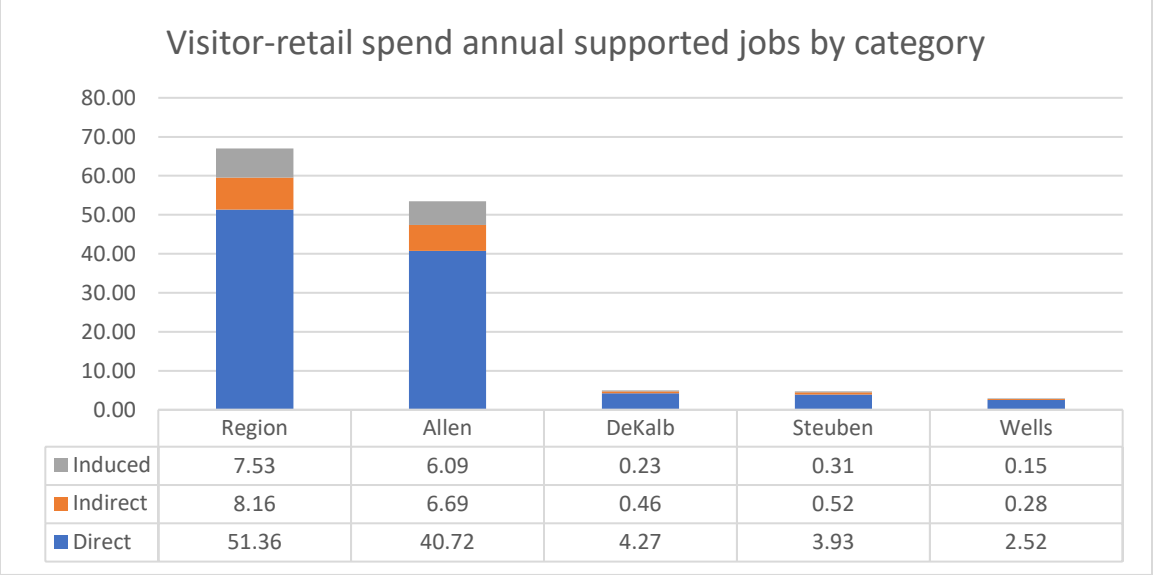
- Trail-related purchases of goods, food and beverage, and overnight accommodations support 67.1 jobs each year in the four-county region
- Annual spending by trail users and trail visitors as a direct result of the Poka-Bache Connector has a total economic impact of $6.4 million measured in 2022 dollars
- Because this calculation uses population-based inputs, Allen County has the largest impact and job count with the other three counties reflecting a smaller-scale impact
- These are annual impacts so they will occur year and after year
- Unlike trail construction, which is typically funded with tax dollars, the visitor and retail spend reflects nearly entirely private-sector spending
- Since PFW used a conservative approach to calculate the user-spend inputs, opportunities exist to increase the visitor-retail spend by increasing trail use and positioning the Poka-Bache Connector as a tourist destination

Chart 17: Total jobs supported annually from visitor and retail spend, 2022



Source: IMPLAN with data inputs from PFW's calculations and estimates

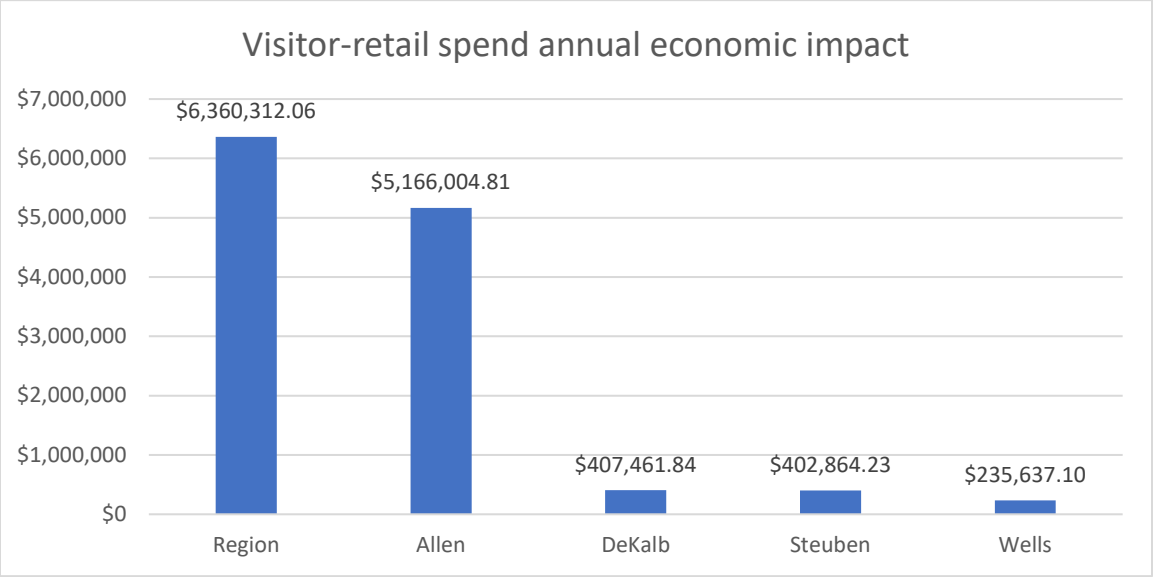
Chart 18: Direct, indirect, and induced jobs supported annually from visitor and retail spend, 2022



	Region	Allen	DeKalb	Steuben	Wells
Induced	7.53	6.09	0.23	0.31	0.15
Indirect	8.16	6.69	0.46	0.52	0.28
Direct	51.36	40.72	4.27	3.93	2.52

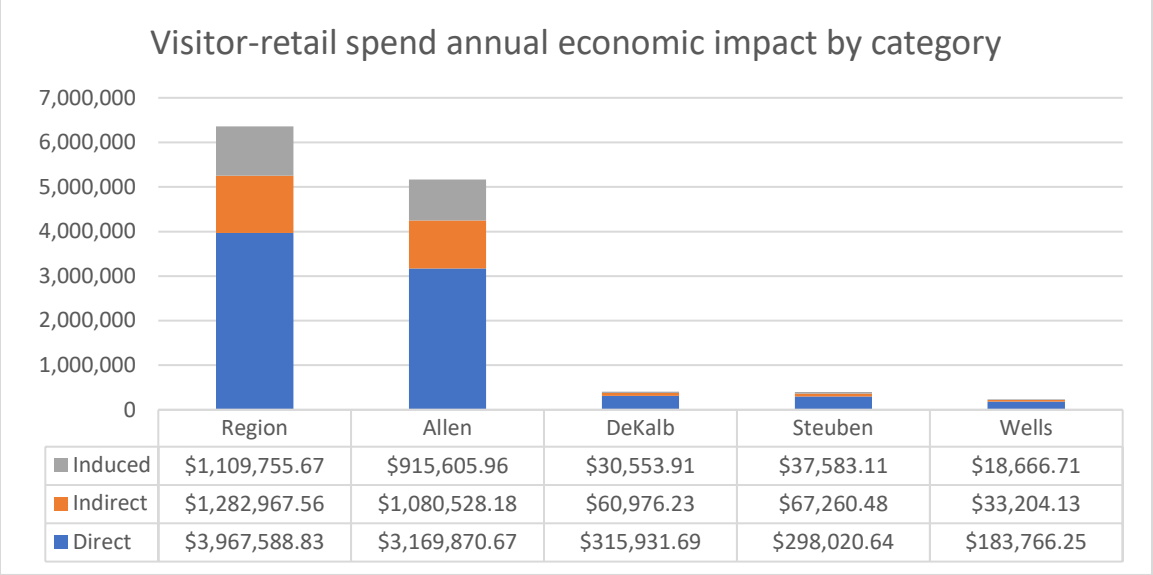
Source: IMPLAN with data inputs from PFW's calculations and estimates

Chart 19: Total economic impact annually from visitor and retail spend, 2022



Source: IMPLAN with data inputs from PFW's calculations and estimates

Chart 20: Direct, indirect, and induced economic impact annually from visitor and retail spend, 2022



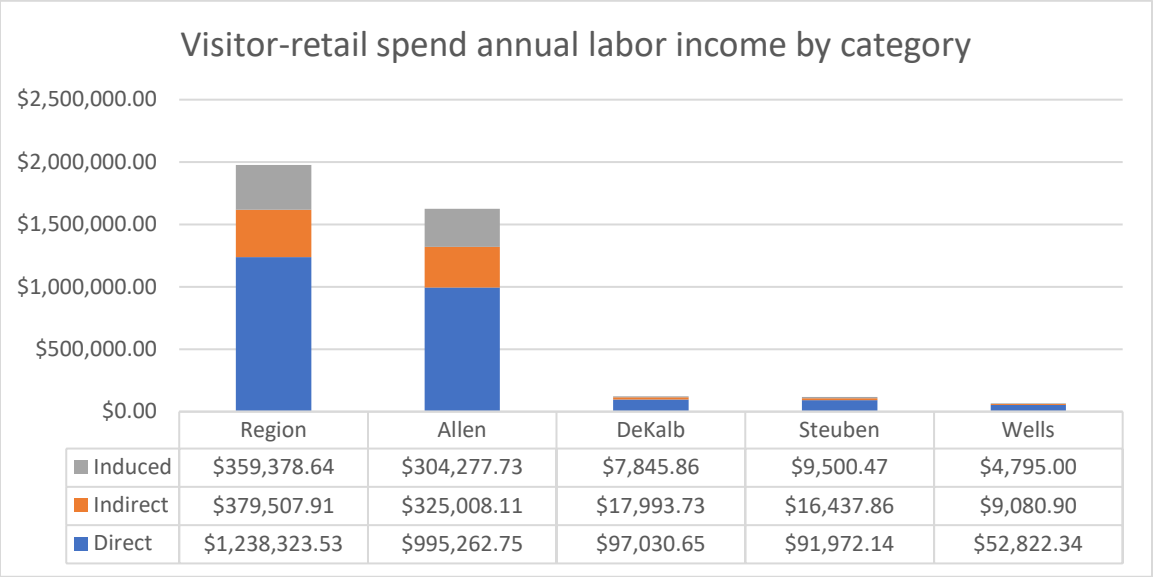
	Region	Allen	DeKalb	Steuben	Wells
Induced	$1,109,755.67	$915,605.96	$30,553.91	$37,583.11	$18,666.71
Indirect	$1,282,967.56	$1,080,528.18	$60,976.23	$67,260.48	$33,204.13
Direct	$3,967,588.83	$3,169,870.67	$315,931.69	$298,020.64	$183,766.25

Source: IMPLAN with data inputs from PFW's calculations and estimates

Chart 21: Total labor income annually from visitor and retail spend, 2022

Source: IMPLAN with data inputs from PFW's calculations and estimates

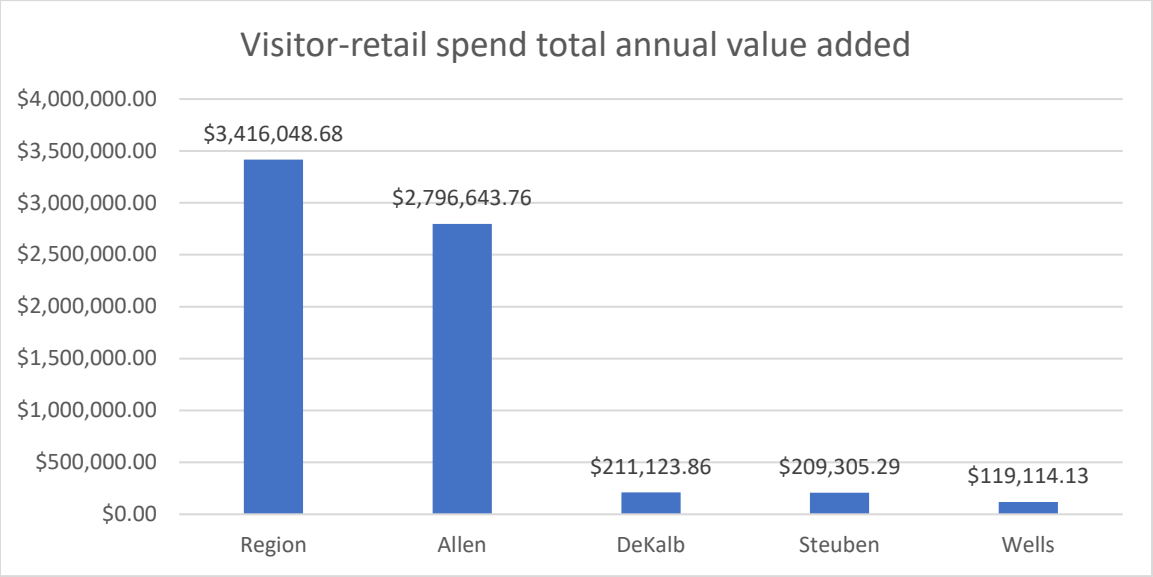
Chart 22: Direct, indirect, and induced labor income annually from visitor and retail spend, 2022



	Region	Allen	DeKalb	Steuben	Wells
Induced	$359,378.64	$304,277.73	$7,845.86	$9,500.47	$4,795.00
Indirect	$379,507.91	$325,008.11	$17,993.73	$16,437.86	$9,080.90
Direct	$1,238,323.53	$995,262.75	$97,030.65	$91,972.14	$52,822.34

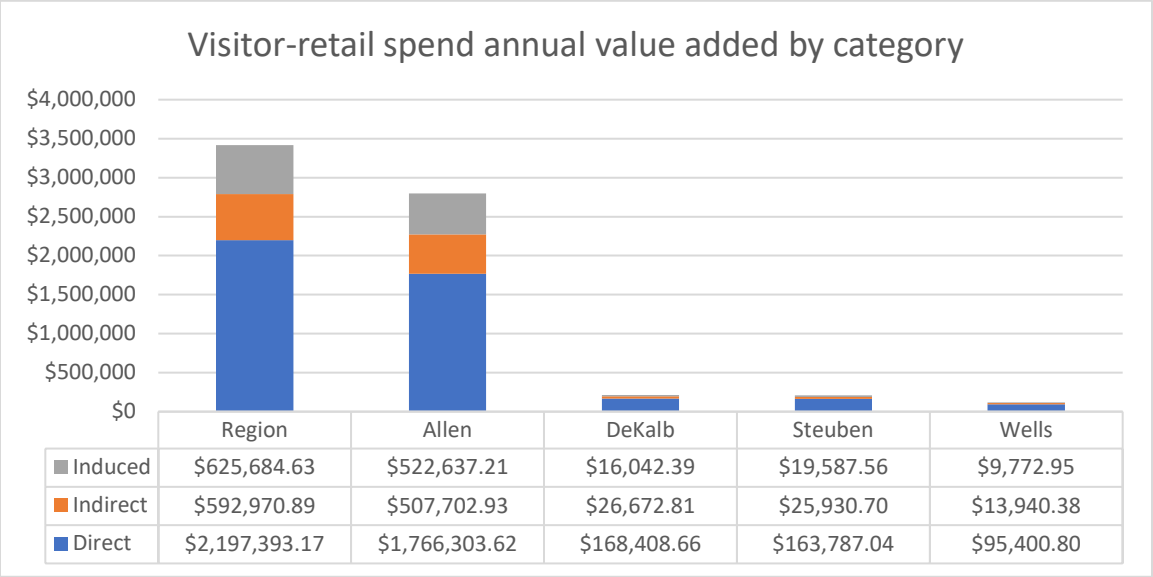
Source: IMPLAN with data inputs from PFW's calculations and estimates

Chart 23: Total value added of future trails annually from visitor and retail spend, 2022



Source: IMPLAN with data inputs from PFW's calculations and estimates

Chart 24: Direct, indirect, and induced value added annually from visitor and retail spend, 2022



	Region	Allen	DeKalb	Steuben	Wells
Induced	$625,684.63	$522,637.21	$16,042.39	$19,587.56	$9,772.95
Indirect	$592,970.89	$507,702.93	$26,672.81	$25,930.70	$13,940.38
Direct	$2,197,393.17	$1,766,303.62	$168,408.66	$163,787.04	$95,400.80

Source: IMPLAN with data inputs from PFW's calculations and estimates

Summary

To conclude, investing in trails, specifically the Poka-Bache Connector in Allen, DeKalb, Steuben, and Wells counties, have a two-fold impact when measured by a traditional economic impact analysis: 1) the initial, one-time spend to design and construct multiuse trails and 2) the annual trail-user spend from visitors and local residents who spend money as a direct result of the trails.

The initial trail investment via engineering and construction, at least in Indiana, tends to be mostly or entirely public dollars, whether they be federal, state, or local taxes. The user spend, as calculated here, are private dollars being spent directly as a result of that initial public-sector investment.

Trail construction has a multiplier effect from the physical trail build – engineering, moving dirt, and laying pavement – and then extends to the trail-user spend for things like buying bicycles or new running shoes, visiting a restaurant or coffee shop, or traveling to use the trails and incorporating an overnight stay at a hotel. The construction spending is a one-time event, typically spread out over multiple years for a project the scale of the Poka-Bache Connector, while the visitor-retail spend happens year after year.

The visitor-retail spend also is uniquely positioned to expand over time as the Poka-Bache Connector becomes a tourist destination for people committed to an active lifestyle, using the trails as a means for both recreation and transportation between two state parks, and many other destinations a short distance from the trail.

In sum, this economic impact study of the Poka-Bache Connector demonstrates trail segments already constructed have supported as many 264.8 jobs and provided $42.4 million of economic impact when measured in 2022 dollars in a 14-year period in the four-county region. Looking ahead, future sections of the Poka-Bache Connector could create $136.9 million of economic impact in today's dollars with support of another 858 jobs between 2023 and 2045 in Allen, DeKalb, Steuben, and Wells counties. Again using 2022 dollars for the four counties, the annual economic impact of users and visitors of the Poka-Bache Connector totals $6.4 million and up to 67.1 jobs supported.