

Transportation News



Transportation Enhancement Funding

Transportation Enhancement (TE) funding is a program started for the purpose of funding transportation related projects other than the traditional road improvement, road maintenance, and capacity adding projects. A provision in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required that states set aside ten percent of their Surface Transportation Program (STP) funds for these nontraditional projects. The program was updated in 1997 under the Transportation Equity Act for the 21st Century (TEA-21).

Transportation Enhancement funds provide money for a variety of transportation related projects. According to the Indiana Transportation Enhancement (TE) Program Guide 2004-2005, the following activities or projects are eligible for TE funding:



1. Provision of facilities for pedestrians and bicycles
2. Acquisition of scenic easements and scenic or historic sites
3. Scenic or historic highway programs (including provision of tourist and welcome center facilities)
4. Landscaping and other scenic beautification
5. Historic preservation
6. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)



Transportation Enhancement Funding continued on page 4

Community Development Updates



Town of Waterloo

We are proud to announce that the Town of Waterloo has completed their Water Mains Improvement Project. The project was partially funded with a \$300,000 Community Focus Fund (CFF) Grant that the town was awarded in November 2003. The funding is federal Community Development Block Grant (CDBG) money that is allocated from the U.S. Department of Housing and Urban Development and administered by the Indiana Office of Rural Affairs. The town is currently in the closeout stage of the grant process. NIRCC staff will continue to work with the town and the Indiana Office of Rural Affairs Grants Management Division until all requirements have been satisfied and the grant can be closed out.



Community Development Updates continued on page 8

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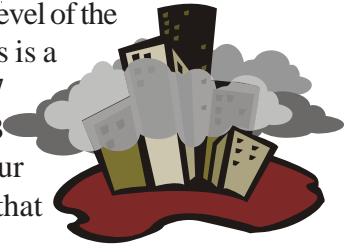
Transportation News

Winter 2006

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) under the Clean Air Act Amendments of 1990 to create healthier levels of air quality by funding transportation projects and programs. The CMAQ program is only available to areas that are designated as non-attainment or maintenance areas.

As of June 15, 2004 the United States Environmental Protection Agency designated Fort Wayne and Allen County as a non-attainment area for ground-level ozone emissions. This means that Allen County was above the attainment level of the 8 Hour Ozone National Ambient Air Quality Standard. This is a health-based standard for ground-level ozone established in 1997 by the EPA. The 8-hour ozone standard is defined at 85 PPB (parts per billion) and is based on an average 4th-high 8-hour ozone value over a three year period. Counties with values that exceed this standard are considered to be in violation.



For projects to be eligible for CMAQ funds they must contribute to the attainment of national ambient air quality standards based on an emissions analysis. Matching funds for the projects depend on the project type. According to the Federal Highway Administration, the federal share for these types of projects may range from 80% to 100%. The types of projects that may fall under this category include the following:

1. Limiting sections of roadway surface of areas of a metropolitan area to the use of nonmotorized vehicles
2. Programs to encourage bicycling and providing bicycle facilities
3. Construction of bicycle and pedestrian facilities and establishment of bicycle and pedestrian coordinator positions
4. Projects in an approved State Implementation Plan that will benefit air quality
5. Projects that reduce vehicle miles traveled, fuel consumption, or other factors that may contribute to the attainment of a national ambient air quality standard
6. A traffic monitoring, management, or control facility/program that will contribute to the attainment of a national ambient air quality standard
7. Other programs that include outreach activities, fare and fee subsidy programs, and innovative financing mechanisms

In the Fort Wayne Metropolitan Planning Area there are several CMAQ projects that have been selected for application. These projects are voted on by the Urban Transportation Advisory Board (UTAB) as to whether or not the projects will be applied for.

Air Quality Marketing & Education Activities

This CMAQ application is for the funding of education and marketing program expenses to increase community awareness of air quality concerns. The Northeastern Indiana Regional Coordinating Council and local governmental agencies will work together to market and educate the community about the impacts of human behavior

on air quality. Activities will include acquisition of a marketing consultant to aid in an advertising campaign, cooperative effort of classroom education with local schools, and a gas can exchange program.

Dartmouth Drive & Washington Center Road

This CMAQ application is for traffic flow improvements at the intersection of Dartmouth Drive and Washington Center Road. Washington Center Road is a four-lane east – west arterial that carries 31,000 vehicles per day. Dartmouth Drive is a residential roadway that provides access to two large residential areas north and south of Washington Center Road. The proposed improvements at this intersection will include construction of dedicated left-turn lanes on Washington Center Road for the east and west approach, signal modernization, and improved pedestrian related controls.

Clinton Street & Washington Center Road

This CMAQ application is for traffic flow improvements at the intersection of Clinton Street and Washington Center Road. Washington Center Road and Clinton Street are four-lane arterials that collectively carry 60,000 vehicles per day. Each roadway carries approximately 50 percent of this traffic. The proposed improvements would increase the number of vehicles able to move through the intersection while reducing the delay, congestion, and emissions. The improvement will also decrease the number of vehicles that back up into the south-bound left-through lane due to the limited storage.

Jefferson Boulevard / Getz Road / Covington Road

This CMAQ application is for traffic flow improvements at the intersections of West Jefferson Boulevard & Getz Road, West Jefferson Boulevard & Covington Road, and Getz Road & Covington Road. Some of the improvements to the intersection will include changing a one-way section of Covington Road to a two-way section, elimination of an access at the intersection of West Jefferson Boulevard and Covington Road, signal modernization, and turn lane improvements.

IPFW Pedestrian Bridge over St. Joseph River

This CMAQ application is for a pedestrian bridge across the St. Joseph River adjacent to the Indiana University – Purdue University Fort Wayne Campus (IPFW). The proposed bridge, which will also utilize TE funding (see section Transportation Enhancement Funding, pg 5), will be built to create a pedestrian and bicycle-based crossing of the river. In the future it will serve to connect the Fort Wayne River Greenway's north route to the portion of the River Greenway that leads to downtown and other points south. The new structure will also serve as a link to the IPFW University path network, which in turn links to the Crescent Avenue pedestrian/bicycle crossing that provides access to/from University housing and surrounding residential neighborhoods.

Transit Awareness/Fare Free Ozone Alert Days

This program will promote alternatives to single-occupant vehicle travel by increasing awareness of Citilink transit service, ride sharing, and increasing transit use on Ozone days by offering free fares. It will build and maintain an attractive, effective promotional and public relations campaign that promotes transit use and funds the free transit rides on ozone action days.

Additional Peak Hour Transit Service

This program will reduce traffic congestion by providing more frequent service during peak hours on selected routes. By making transit service more available and convenient, Citilink can promote more ridership from single occupant automobile transportation.

Transportation Enhancement Funding continued...

7. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bike trails)
8. Control and removal of outdoor advertising
9. Archaeological planning and research
10. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
11. Provision of safety and educational activities for pedestrians and bicyclists
12. Establishment of Transportation Museums



If a Transportation Enhancement project is approved, the cost of the project must have at least 20% coming from a local source. Up to 80% of the funding is reimbursable through the Transportation Enhancement program.

Current TE Applications

In January 2006 several applications for TE funding were endorsed by NIRCC (Northeastern Indiana Regional Coordinating Council) and submitted for approval. These applications compete for the available funds with similar projects from all over the state of Indiana. Last year one application was approved for funding. Also, several applications that were previously accepted and funded were completed.

In 2006 Aboite New Trails Inc., in conjunction with the city of Fort Wayne, submitted an application to construct a 10 foot wide multi-use trail along Covington Rd. The city of Fort Wayne also submitted an application to construct a 10 foot wide multi-use trail from Johnny Appleseed Park to Shoaff Park. The city of New Haven applied for a historic restoration project combined with a trail corridor improvement. The city of Bluffton and Wells County is applying for the rehabilitation of the historic Wells County highway garage.

The multi-use trail along Covington Rd would request approximately \$1 million to construct nearly 3.5 miles of trail east from West Hamilton Rd to the existing sidewalks of the Inverness Lakes subdivision. This trail is a piece of the Aboite Trails comprehensive network of over 50 miles of trails to be constructed over the next 6 to 10 years. These trails would connect neighborhoods, schools, shopping areas and businesses, and parks.

The multi-use trail from Johnny Appleseed Park to Shoaff Park is a much anticipated extension to the existing Fort Wayne greenway and would also be requesting approximately \$1 million. The current application for this project will include only the first phase of the trail construction. This first phase will begin at Johnny Appleseed Park and cross the St Joseph River on Coliseum Blvd (SR 930) which will be widened and include a walkway. Then the trail will traverse under the SR 930 bridge to the IPFW campus. From here it will cross the IPFW pedestrian bridge over the St Joseph River which was funded in the 2004/2005 TE program (described later). The trail will extend up to St Joe Center Rd along the west bank of the St Joseph River where it will cross under the road and loop across the bridge to the east side of the St Joseph River where it will terminate.

The restoration and corridor project that the city of New Haven is applying for involves the historic Wabash Railroad Depot in downtown New Haven and trail improvements along three blocks of Main St connecting the depot, the New Haven Trail System at Moser Park, and downtown New Haven. The funds requested would total roughly \$740,000. The preservation of the Wabash Railroad Depot and the improvements to the trails connecting downtown New Haven will be a great benefit to the vitalization of New Haven by providing a connection to the Fort Wayne River Greenway system and serving as a historical landmark.

The city of Bluffton and Wells County is requesting approximately \$270,000 from the TE program to restore

the historic Bluffton Interurban Car Barn (Wells County highway garage). Once serving as the headquarters facility of two interurban railroads that were based in Bluffton, it now serves as the Wells County highway garage. The restoration of this facility would not only preserve an important historical structure, but also maintain its functionality to the public.

Approved TE Projects

This past year two TE applications were approved for this area. The pedestrian/bicycle bridge over the St Joseph River submitted by IPFW and an application for a multi-use trail applied for by the city of Bluffton and Wells County.

The request by IPFW for nearly \$2 million of TE funding was approved for the pedestrian/bicycle bridge over the St Joseph River. This project connects the IPFW campus to an expanded IPFW campus and park as well as a planned community youth education center on the west side of the St Joseph River. The planned bridge will also be a vital link in the extension of the Fort Wayne River Greenway from Johnny Appleseed Park to Shoaff Park which was resubmitted this year for funding in the TE program.

The city of Bluffton and Wells County had their application for a multi-use trail approved for TE funding. The trail will be constructed along SR 1 from the existing greenway along the Wabash River to County Rd 300 north where it will connect Lancaster Central School to downtown Bluffton. Not only will this trail serve Bluffton, but it will also be an important piece of a conceptual regional trail connecting Ouabache State Park to Pokagon State Park in Steuben County. The regional trail would connect the cities/towns of Bluffton, Ossian, Fort Wayne, New Haven, Huntertown, Auburn, Waterloo, and Angola.

Completed TE Projects

Recently there have been three TE projects completed in Allen County. A greenway extension along West Jefferson Blvd from Swinney Park to Rockhill Park was dedicated in 2005. The Historical Nickel Plate Road steam locomotive number 765 has been completely restored. Also, New Haven has nearly completed an extension to the Fort Wayne River Greenway which previously terminated at Maysville Rd. The trail runs along the Maumee River and will soon connect with trails in New Haven.

The newly constructed greenway extension along Jefferson Blvd is approximately 7/8 miles in length. It extends the Fort Wayne greenway system from the west edge of the St Mary's River west through Swinney Park. It travels across several business frontages on the north side of the railroad viaduct at Main St. The trail then uses an existing pedestrianway at the viaduct and is continued through a portion of Rockhill Park to the northeast corner of the Jefferson Blvd/Freeman St intersection. This trail will eventually feed into the Towpath Trail that will connect Aboite Township with the city of Fort Wayne.

The Historical Nickel Plate Road steam locomotive number 765 is currently located east of New Haven on Edgerton Rd. This historical locomotive was intact but non operational. Also, with recent revisions to the Federal steam locomotive boiler regulations, there was a large amount of work to be done. Locomotive 765 is owned by the Fort Wayne Railroad Historical Society. Much of the work to the locomotive has been done by the Society's experienced steam locomotive mechanics with some help from outside contractors for parts of the project beyond the Society's expertise. This project allows for locomotive 765 to be put back into service for excursions held by the Society.

Transportation Enhancement Funding continued...

The trail extension into New Haven has been delayed by a lift station / sewer project along Landin Rd. This trail is 1.8 miles long and begins at the eastern terminus of the Fort Wayne River Greenway system. It travels along the St Mary's River to Landin Rd where it continues southbound along the street. It connects with the completed section from Rose Ave to Moser Park where it continues to the existing sidewalks at Rufus St. It is anticipated that construction will be complete in the middle of May. There will be a grand opening/ribbon cutting on Sunday, June 4th at 1:00 pm at the boat launch on North River Rd. The events planned include a ceremony from 1:00 - 1:30 pm along with a canoe run, recreational bike ride, 5 & 10 K fun run and a walk starting at 1:40pm.



CMAQ Program continued...

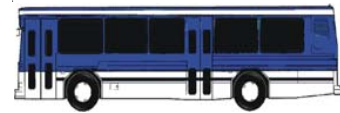
Biodiesel Alternative Fuel

By using alternative fuels, transit bus emissions can be reduced. The goal is to assist Citilink in the incorporation of biodiesel fueled vehicles for the agency's transit fleet. Public transportation fleets have been targeted for more stringent EPA emission targets than other vehicles. This has put a great strain on public transit systems to comply with these unfunded standards. The cost differential for alternative fuels is an eligible CMAQ expense. These funds will allow Citilink to pursue fuel based clean air options that would otherwise be out of reach utilizing existing resources.



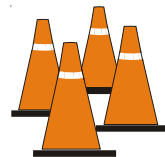
Hybrid Bus Purchase

This program would assist Citilink in the incorporation of hybrid technology in their agency's transit fleet. It is anticipated that existing diesel powered vehicles would be replaced with hybrid powered vehicles. This proposal would be in addition to the biodiesel fuel options.



Road Report

Intersection improvements at the intersection of Landin Road and North River Road
Construction of the new Ardmore Avenue extension from Lower Huntington Road to Airport Expressway has begun.
Construction on Rose Avenue will begin this summer.



The widening of Dupont Road from Pine Mills Road to Auburn Road will begin this summer.



Air Quality

Redesignation

This spring the Northeastern Indiana Regional Coordinating Council (NIRCC), along with its air quality partners, will be submitting a petition to redesignate Allen County as a maintenance area. Allen County was designated nonattainment in June of 2004 for failing to meet National Ambient Air Quality Standards (NAAQS). The Indiana Department of Environmental Management (IDEM) will be submitting this petition to the United States Environmental Protection Agency (USEPA). Allen County became eligible to petition to become a maintenance area this year.

A three year average of air quality pollutants generated between 2001 and 2003 caused Allen County to be designated as nonattainment in 2004. Since then, NIRCC, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) have been teaming up with IDEM to develop implementation steps and improve Allen County's air quality. New averages of air quality pollutants generated during the three year period between 2003 and 2005 make Allen County eligible to become a maintenance area.

For mobile emissions there would still be strict rules and regulations to follow if Allen County becomes a maintenance area. Economic development would benefit by having a less restrictive permitting process. Rules and regulations on pollution permitting would become less demanding for new developments or expansions to existing businesses. Although economic development activities would become more accommodating, transportation agencies such as NIRCC would still be required to follow specific guidelines for implementing transportation improvements as they currently do under the nonattainment designation.

By the end of 2006 Allen County should know if the USEPA has redesignated the area as a maintenance area. In the meantime, NIRCC and its air quality partners continue to implement new strategies and projects that will increase the quality of our air and decrease its harmful affects on human health.



Transportation Improvement Program

NIRCC Calendar and Newsletter

Transportation Resource Guide (Listing of area transit providers)

Access Standards Manual

GO TO OUR WEBSITE!!!

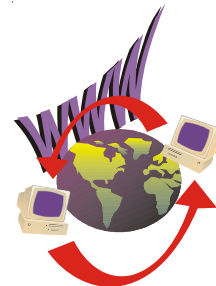
Your source for transportation planning information for the Fort Wayne-New Haven-Allen County Metropolitan Area.

www.nircc.com

2030 Transportation Plan

Bicycle-Pedestrian Transportation Plan

Traffic Count Info



Coordinating Development and Transportation Services Guide

NIRCC

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Community Development Updates continued...

Town of Monroeville

NIRCC is currently working with the Town of Monroeville in Allen County, to obtain a CFF Planning Grant to finance a study and plan for their sanitary sewer and storm water utilities. The Town plans to apply for a \$40,000 grant and provide a local match of at least 10% of the total project cost.

In recent years, several areas of the town have experienced flooding after heavy rains, causing heavy damage to property and homes. The cause of these problems has been attributed to problems with the sanitary sewer and storm water systems. This study and plan will evaluate each system and provide options to eliminate these problems. The town plans to submit the planning application in February of 2006.



Transit News

Bus Stop Study

During the summer of 2005, NIRCC staff began a study to identify the location of each bus stop on the Citilink (Fort Wayne's Public Transit Corporation) bus system. Using a handheld GPS device, staff traveled to each bus stop location on the system to gather coordinates and relative information about the stop such as the presence of a sidewalk, ramp, crosswalk, and bench and/or shelter. The information has been used to create a map and database that is currently being evaluated by both NIRCC and Citilink staff.

The information gathered during this study will be extremely beneficial for future transportation and transit studies. Plans are currently being made to display the bus stop locations and the transit system's routes on Allen County's iMap website (www.acimap.us) in the early Spring of 2006.

