

URBAN TRANSPORTATION ADVISORY BOARD

Minutes: February 7, 2023

The Urban Transportation Advisory Board convened on Tuesday, February 7, 2023 at 1:30 p.m. in Conference Room 440, Citizens Square, Fort Wayne, Indiana.

The following were present:

Members (voting):

- Member Shan Gunawardena-Chair
- Member William Hartman-Vice Chair
- Member Mike Thornson for Therese Brown
- Member Mike Fruchey
- Member David Armstrong for Jason Kaiser
- Member Paul Spoelhof
- Member Judi Wire
- Member Patrick Zaharako

The following were not present:

- Member Scott Hinderman
- Member Paul Lagemann
- Member Steve McMichael
- Member John Metzinger
- Member Stephanie Belch (non-voting)
- Member Kari Carmany George (non-voting)
- Member Erica Tait (non-voting)

Staff members present were Dan Avery, Executive Director; Jeff Bradtmiller, Senior Transportation Planner; Matt Vondran, Senior Transportation Planner; and Debbie Magsam, Administrative Assistant. Jodi Coblentz, Wendy Reust, Eli Samaan, Jeff Weaver, and Tinisha Weigelt were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the January 3, 2023, minutes. Ms. Wire moved that the minutes be approved. Mr. Hartman seconded the motion and it carried.

Mr. Armstrong gave the progress report for INDOT. The HMA overlay project on US 24 was awarded on January 27, 2023, to Brooks Construction Company Inc. The Intersection Improvement with Added Turn Lanes on SR 930 at US 27 will be re-let later this month.

Mr. Zaharako gave the progress report for the City of Fort Wayne. Design work continues for the Bluffton Road Bridge and Goeglein Road Bridge projects. Design work is 60% complete for the Hillegas Road project. A design contract is in process for the North Clinton Street project. Once a consultant is selected and approved, the North Clinton Street project will be added to the list. An RFP (request for proposals) is out for the trail bridge on the Pufferbelly Trail over Coliseum Boulevard.

Mr. Hartman reported for Allen County Highway. The Bass Road Phase 3B & 3C project will be rebid February 10, 2023. Preliminary Engineering (PE) is 75% complete and right of way (RW) is 15% complete for the Bluffton Road Bridge #257 project. PE is 70% complete for the Fogwell Parkway project. PE is 35% complete for the Grabill Road Bridge #29 project. There has been an increase in the estimated overall project cost, construction estimate and federal funding for the Amber Road Bridge #226 project. The residence access issue with the Amber Road Bridge #226 project has caused delays with environmental and has impacted RW funding. The Monroeville Road – Wayne Trace project has an increase in estimated overall project cost and the construction estimate. INDOT has authorized PE funds for the Woodburn Road Bridge #51 project, Cuba Road Bridge #24 project, Hamilton Road Bridge #242 project, and the Van Zile Road Bridge #32 project and the NTPs were issued January 9, 2023. The South County Line Road Bridge #271 project was bid on January 19, 2023. RL McCoy was the lowest of the three bidders. The Bass Road Phase 1B project had two change orders. The Bass Road Phase 2A project had one change order.

There was no progress report for the City of New Haven.

There was no progress report for Citilink.

There was no progress report for the airport.

The first item of new business was the 2022 Monthly Factors and Vehicle Miles of Travel (VMT) Report presented by Mr. Avery. Mr. Avery went over the average daily traffic totals for each month and the monthly factor. The VMT for 2022 were shown and compared for the freeway, expressway, arterial, and collector roads. VMT was down .89% in 2022 from 2021. The collector roads had a 10.47% increase in VMT, and the arterial roads had a 4.92% decrease in VMT in 2022. INDOT counts the VMT on the interstate every two years. Gas prices and snow fall are monitored to see if they impact VMT.

The next item of new business was the Transit Asset Management (TAM) Targets presented by Mr. Avery. The TAM sets performance measures for the rolling stock/revenue vehicles, equipment/non-revenue vehicles, and facilities. The revenue services vehicles are categorized by buses (large), cutaway buses, and specialized vans. Both useful life benchmark (ULB) and state of good repair (SGR) are looked at with the revenue and non-revenue vehicles and used to set targets. Mr. Avery went over the targets and actual figures for 2022. The proposed 2023 targets for rolling stock/revenue vehicles are for buses (large) that 5% meet or exceed ULB and 90% are in SGR, cutaway buses 35% meet or exceed ULB and 70% are in SGR, specialized vans 40% meet or exceed ULB and 90% are in SGR. The proposed 2023 targets for non-revenue vehicles are 85% meet or exceed ULB and 60% are in SGR. The facilities are rated using a TERM (transit economic requirements model scale) rating scale. The TERM rating scale is from 1 (poor) to 5 (excellent). An acceptable TERM rating is 3 or greater. The facilities include the administration and maintenance building, the storage barn, and passenger station. The proposed 2023 targets for facilities are 0% meet or exceed ULB and 90% are in SGR. The passenger shelters are not included in this year's report because not all the recently purchased shelters have been accessed. Ms. Wire moved that the 2023 Transit Asset Management Targets be adopted. Mr. Zaharako seconded the motion and it carried.

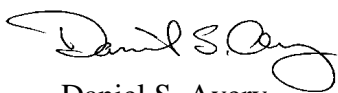
The next item of new business was the 2045 Transportation Plan - Transit presented by Mr. Avery. Mr. Avery covered the transit portion of the Transportation Plan. All transit projects and policies are from the Citilink 2030 Transit Development Plan Final Report. The Transit Development Plan addresses the importance of employment and housing density and the distribution of the transit-dependent populations. The transit-dependent populations included the following: seniors, youth, persons with disabilities, low-income and poverty households, households with zero vehicles, and persons with limited English proficiency. Several maps were presented showing the distribution of transit dependent populations throughout the service area. Citilink currently offers three services including fixed-route, flexible, and complementary paratransit. Community input was received as part of the Transit Development Plan and several changes were suggested for potential improvements to Citilink services. The proposed service changes would expand the service area, expand service hours, provide Sunday service, and more frequent service. Those changes would require an increase in the budget. The public transit policies were listed and will be distributed to the Board members.

The US 30 projects are currently out for public comment and will be voted on at the March 2023 UTAB meeting to be amended into the 2040 Transportation Plan and the 2022 – 2026 TIP (Transportation Improvement Program).

Mr. Spoelhof made the Board aware that the Federal Rail Administration released a Notice of Funding Opportunity for passenger rail corridor identification. The Northern Indiana Passenger Rail Association (NIPRA) has asked the City of Fort Wayne to apply for the program. The corridor contemplated by NIPRA is Chicago, Illinois to Columbus, Ohio. The towns and cities along the corridor enthusiastically support the application. The city is hoping to submit an application by the March 20, 2023, deadline. INDOT will be submitting an application for the corridor of Chicago, Illinois to Louisville, Kentucky that will include service in Indianapolis.

At this point, Mr. Gunawardena asked for public comment. There were no comments.

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



Daniel S. Avery

Executive Director - Northeastern Indiana Regional Coordinating Council