

Transportation Improvement Program

2026-2030

NIRCC
***Northeastern Indiana Regional
Coordinating Council***

The FY 2026-2030 Transportation Improvement Program was adopted by the Northeastern Indiana Regional Coordinating Council (NIRCC) for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. As a component of the Indiana Statewide Transportation Improvement Program (INSTIP), this document includes specific categories of projects selected and approved by NIRCC within the Metropolitan Planning Area (MPA), and projects in Allen County outside the MPA selected by the Indiana Department of Transportation (INDOT), Allen County and the respective cities and towns. The Federally Funded categories of projects include:

1. Capital and operating assistance for elderly and disabled transportation services - FTA Section 5310 Funds
2. Rural Road Projects-Group IV (Counties and Areas under 5,000 population)–Surface Transportation Block Group (STBG) Funds
3. Rural Road Safety Projects – Group IV Highway Safety Improvement Funds (HSIP)
4. Urban Road Projects-Group I (Areas over 200,000 population)-(STBG)
5. Urban Road Safety Projects-Group I HSIP and Section 164 Penalty Funds
6. Urban Road Projects-Group I Carbon Reduction Funds
7. Urban Road Projects-Group I PROTECT Funds
8. Urban Transportation Projects-Group 1 Congestion Mitigation and Air Quality Funds (CMAQ)
9. Transportation Alternatives Projects–Group I, Group IV and Anywhere-Transportation Alternatives (TA) Funds
10. Railroad Crossing Safety Improvement Projects- Section 130 Railway-Highway Crossing Program
11. Indiana Department of Transportation Road Projects-National Highway Performance Program (NHPP) Funds; State STBG Funds, HSIP Funds and National Highway Freight Program Funds; Carbon Reduction Funds, and PROTECT Funds
12. Transit Projects-FTA Section 5307 Funds, Section 5339 Funds and 5340 Funds

Upon approval by the Urban Transportation Advisory Board that serves as NIRCC's Transportation Policy Board, the TIP is submitted to the Indiana Department of Transportation for review and approval; and to the Federal Highway Administration and Federal Transit Administration for review and air quality conformity finding. Following review and approval by the appropriate agencies, the TIP is included in the INSTIP document. The listing of Indiana Department of Transportation projects was developed based upon the Annual Program

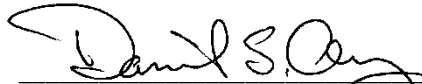
Development Process for INDOT Highway Projects. Local roadway and transit projects are submitted from local public agencies and selected by NIRCC for inclusion in the TIP.

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RESOLUTION

ADOPTING THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL FY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, The Northeastern Indiana Regional Coordinating Council is the organization designated by the Governor as the Metropolitan Planning Organization responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134 (Federal-Aid Highway planning requirements), and capable of meeting the requirements of 49 U.S.C. 5303 (Federal Transit Planning requirements) in the Fort Wayne Urbanized areas;
- WHEREAS, the Northeastern Indiana Regional Coordinating Council's Urban Transportation Advisory Board is the policy body for the Fort Wayne Urbanized Area Metropolitan Planning Organization;
- WHEREAS, the Infrastructure Investment and Jobs Act, signed into law in 2021, and associated federal regulations require that each MPO adopt a Transportation Improvement Program (TIP) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan planning area, and that the TIP shall cover a period of no less than four years;
- WHEREAS, The Northeastern Indiana Regional Coordinating Council has complied with the Clean Air Act Amendments of 1990 (CAAA) requirements as the pertain to the development and conformity of the FY2026-2030 Transportation Improvement Program;
- WHEREAS, the FY2026-2030 Transportation Improvement Program conforms to the State Implementation Plan for Air Quality according to the United States Environmental Protection Agency's Transportation Conformity Guidance for the South Coast II Court Decision, made available November 2018;
- WHEREAS, the FY2026-2030 Transportation Improvement Program, program of projects is both fiscally constrained and consistent with the 2045 Transportation Plan as Amended, and meets the requirements of 23 U.S.C. 450.326;
- WHEREAS, the FY2026-2030 Transportation Improvement Program was developed in cooperation with state, local, and transit officials in the region;
- WHEREAS The development of the FY2026-2030 Transportation Improvement Program involved the public and interested stakeholders in an open and transparent process that included a public comment period;
- THEREFORE BE IT RESOLVED, that the Northeastern Indiana Regional Coordinating Council's Urban Transportation Advisory Board at its meeting of May 6, 2025 adopted the Northeastern Indiana Regional Coordinating Council FY 2026-2030 Transportation Improvement Program.



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

May 6, 2025

TABLE OF CONTENTS

Chapters

| | | |
|------------|---|-----|
| I. | INTRODUCTION | 1 |
| II. | ORGANIZATION AND STUDY AREA | 4 |
| III. | TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS | 11 |
| IV. | PERFORMANCE MEASURES | 27 |
| V. | TRANSPORTATION PLAN | 43 |
| VI. | EMERGENCY RELIEF PROJECTS | 51 |
| VII. | FORECAST OF AVAILABLE FUNDS | 53 |
| VIII. | TRANSIT PROJECTS AND FINANCIAL ANALYSIS | 61 |
| | TOTAL OPERATING EXPENSES AND OPERATING REVENUES | 62 |
| | FUTURE PROJECTED OPERATING BUDGETS AND FORECASTED REVENUE | 62 |
| | PROJECTED FORMULA CAPITAL FUNDS | 63 |
| | SECTION 5310 PROJECTS | 63 |
| IX. | LOCAL PROJECTS | 66 |
| X. | LOCAL TRANSIT PROJECTS | 76 |
| XI. | INDOT HIGHWAY PROJECTS | 85 |
| | GROUPED PROJECTS | 97 |
| XII. | FY23 & FY24 STATUS REPORT | 100 |
| APPENDIX A | PARTICIPATION PLAN & PUBLIC INVOLVEMENT | |
| APPENDIX B | PROJECT SELECTION PROCESS FORMS | |
| APPENDIX C | PERFORMANCE MEASURES ASSESSMENT REPORT (PMAR) | |
| APPENDIX D | GROUP PROJECT LISTS | |
| APPENDIX E | MEDIA ARTICLES | |

LIST OF INITIALS AND ACRONYMS USED

3C - Continuing, Comprehensive, and Cooperative Planning Process
AC - Allen County
ADT - Average Daily Travel
AADT - Annual Average Daily Travel
AQ – Air Quality
CBD - Central Business District
CITILINK - Fort Wayne Public Transportation Corporation
CN - Construction Phase
CTN – Community Transportation Network
CRP – Carbon Reduction Program
FHWA - Federal Highway Administration
FRA – Federal Railroad Administration
FTA-Federal Transit Administration
FW – City of Fort Wayne
FY - Fiscal Year
HT – Town of Huntertown
INDOT - Indiana Department of Transportation
INSTIP – Indiana State Transportation Improvement Program
ITP – Indiana Trails Program
ITS - Intelligent Transportation System
LPA - Local Public Agency
LRP - Long Range Transportation Plan
LR&S - Local Road and Street Fund
MPO - Metropolitan Planning Organization
MPA – Metropolitan Planning Area
MTP – Metropolitan Transportation Plan
MVH - Motor Vehicle Highway Funds
NAAQS - National Ambient Air Quality Standard
NH – City New Haven
NHS - National Highway System
NIRCC - Northeastern Indiana Regional Coordinating Council
PE - Preliminary Engineering Phase
PM – Performance Measures
PMAR – Performance Measure Assessment Report
PTASP – Public Transit Agency Safety Plan
RW - Right-of-way Phase
TAC - Transportation Advisory Committee
TAM – Transit Asset Management Plan
TAMP – Transportation Asset Management Plan
TCM - Transportation Control Measure
TERM – Transit Economic Requirements Model
TIP - Transportation Improvement Program
TPC - Transit Planning Committee
TTC - Transportation Technical Committee
ULB – Useful Life Benchmarks
UTAB - Urban Transportation Advisory Board

FUNDING CLASSIFICATIONS:

CCMG – Community Crossing Matching Grant
CEDIT – County Economic Development Income Tax
CMAQ - Congestion Mitigation and Air Quality
FTA Section 5307, 5310, and 5339
HSIP - Highway Safety Improvement Program
LR&S - Local Road and Street
MVH - Motor Vehicle Highway
NHP – National Highway Performance Program
PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving
Railway-Highway Crossing Program Section 130
RAISE – Rebuilding American Infrastructure with Sustainability and Equity
RTP - Recreation Trails Program
SS4A – Safe Streets for All
STBG - Surface Transportation Block Group Program
TA – Transportation Alternatives Program
TIF – Tax Incremental Finance

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I. INTRODUCTION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), have required a Transportation Improvement Program (TIP) since 1977 from urbanized areas exceeding 50,000 population. The Transportation Improvement Program is required to obtain federal assistance for transportation projects within the Metropolitan Planning Area.

The regulations define the TIP as a staged multi-year transportation capital improvement program. While the Federal Highway and Federal Transit Administrations only recognize a four-year program of projects, the Indiana Department of Transportation and Indiana Metropolitan Planning Organizations agree to prepare a five-year program of projects. Therefore, the functional groups assisting the Northeastern Indiana Regional Coordinating Council (NIRCC) in transportation planning activities have developed a five-year program to serve the transportation needs of the Fort Wayne - New Haven - Allen County Metropolitan Planning Area.

The TIP includes projects recommended from the Management Systems and the long-range elements of the Transportation Study for Local Public Agencies (LPAs), Indiana Department of Transportation's Highway Improvement Program, and projects of the Fort Wayne Public Transportation Corporation (Citilink). The TIP is updated bi-annually (every two years) by NIRCC, which is the Metropolitan Planning Organization (MPO), as approved by its affiliated functional groups and involved implementation agencies.

The management systems, as implemented by the Indiana Department of Transportation, Local Governments, and the Northeastern Indiana Regional Coordinating Council, have replaced the

short-range Transportation System Management (TSM) program as a source of improvement projects. The management systems document transportation deficiencies and solutions on the transportation system. Projects from the management systems include safety, traffic operation, congestion mitigation, and transit improvements. The local emphasis of the Congestion Management System is to promote efficient use of existing capacity and access management tools. The Metropolitan Transportation Plan encompasses the management systems, and together as a comprehensive Transportation Plan, provides the planning support for projects selected for inclusion in the TIP.

The emphasis of the Safety Management System is to identify locations on the transportation network that show deficiencies and hazardous locations. Data is collected and reviewed annually to help identify safety issues. Projects and strategies are developed to address these safety issues in an attempt to lower crash rates within the metropolitan area. NIRCC works in conjunction with the Indiana Department of Transportation and the Indiana Strategic Highway Safety Plan. NIRCC has also initiated contact with the local office of Homeland Security. NIRCC will work with local representatives to establish evacuation routes and identify critical transportation infrastructures. NIRCC will provide transportation data as requested to support Homeland Security efforts. NIRCC has assisted Citilink in the acquisition of equipment to improve safety and security of transit operations.

The TIP serves the local officials of the Fort Wayne urbanized area as a program for transportation improvements that may be undertaken during the five-year period. The TIP (Fiscal Years 2026, 2027, 2028, 2029 and 2030) represent committed projects by local governments and INDOT. Road

and Transit Projects listed in the fifth year (2030) are considered as illustrative projects by the Federal Highway and Federal Transit Administrations and are provided for informational purposes.

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II. ORGANIZATION AND STUDY AREA




The Fort Wayne-New Haven-Allen County Transportation Study is being conducted as a part of the continuing, comprehensive and cooperative (3C) transportation planning process as directed by the 1962 Federal Aid Highway Act. The study is a cooperative effort by the Northeastern Indiana Regional Coordinating Council, Indiana Department of Transportation, Federal Highway Administration and Federal Transit Administration.

The Northeastern Indiana Regional Coordinating Council (NIRCC) was formed in 1974, as a regional planning agency in the State of Indiana. The jurisdictional area of NIRCC includes Adams, Allen, DeKalb and Wells Counties in Indiana. NIRCC functions not only as the regional development agency, but also as the Intergovernmental Review Agency for this multi-county area.

The Metropolitan Planning Area (MPA) for the Fort Wayne - New Haven - Allen County Area Transportation Study is a portion of the NIRCC regional planning jurisdiction which encompasses an area of approximately 399 square miles within Allen County, 21.5 square miles in Whitley County, and 3 square miles in Huntington County. This area includes the City of Fort Wayne and City of New Haven, and the Towns of Grabill, Huntertown, and Leo-Cedarville. (See Figure 1)

The Northeastern Indiana Regional Coordinating Council has created several functional groups to assist and advise it on transportation planning. Membership in these groups includes persons from Allen County, the City of Fort Wayne, the City of New Haven, the Fort Wayne Allen County Airport Authority, Fort Wayne Public Transportation Corporation, Federal Highway

Metropolitan Planning Area

-  Metropolitan Planning Area
-  City and Town Boundaries
-  County Boundary



Whitley

Allen

Huntington

HUNTERTOWN

LEO-CEDARVILLE

GRABILL

WOODBURN

FORT WAYNE

NEW HAVEN

MONROEVILLE

ZANESVILLE

US 30

US 30

SR 14

US 33

SR 3

SR 14

1469

SR 1

1469

US 27

US 27

SR 930

US 27

SR 1

SR 37

US 24

US 24

US 30

US 30

SR 101

SR 101

SR 101

US 30

US 30

Administration and Indiana Department of Transportation. Each group and its responsibilities are described below.

NIRCC Members

Dan Rickord - Mayor of Decatur
Colton Bickel - Adams County Commissioner's Representative
Shan Gunawardena - Mayor of Fort Wayne's Representative
Chris Cloud - Allen County Commissioner's Representative
Mike Fruchey - Allen County Commissioner's Representative
Bill Hartman - Allen County Commissioner's Representative
Mike Watson - DeKalb County Commissioner
Rick Ring - DeKalb County Council
John Whicker - Mayor of Bluffton
Blake Gerber - Wells County Commissioner
Gene Donaghy - Governor's Appointee
Dennis Bluhm - Adams County Council
Lindsey Hammond - Allen County Council
Dave Clark - Mayor of Auburn
Todd Mahnensmith - Wells County Council

1. The Urban Transportation Advisory Board (UTAB):

UTAB was established by NIRCC to assist in matters related to transportation planning within the urbanized area. Currently, a major function of UTAB is to advise NIRCC on matters of policy concerning the continuing phase of the Fort Wayne - New Haven - Allen County Transportation Study.

The membership of UTAB is composed of individuals from local government who are in positions of responsibility and able to make policy decisions. Duties and responsibilities of the Board include the following:

1. The Board acts in an advisory capacity to NIRCC for the planning of highways, roads and public transportation with the Metropolitan Planning Area.
2. The Board acts as the policy board for policy decisions required under Title 23, Section 134 of the U.S. Code.

3. The Board, with technical support from the NIRCC staff, performs functions listed under Title 23, Section 134 of the U.S. Code as specified in the Unified Planning Work Program.
4. Using the Transportation Technical Committee, Transit Planning Committee, and the NIRCC staff, UTAB is responsible for carrying out the continuous transportation planning phase. The responsibility includes the coordination of programs of the separate units of local government, and also includes the supplying of necessary information regarding land use, population, etc., needed to successfully complete the transportation work elements of the Unified Planning Work Program.
5. Working with the NIRCC staff, the UTAB is responsible for developing the transportation work elements of the Unified Planning Work Program.
6. UTAB reviews and appoints members to the Transportation Technical Committee and Transit Planning Committee.
7. UTAB has the authority and responsibility to approve the use of Surface Transportation Program (STP) Funds and determine the implementation priority for transportation improvement projects within the Metropolitan Planning Area.

UTAB Members

The membership of UTAB is composed of the following voting representatives:

- a. Four representatives from the City of Fort Wayne
 - Shan Gunawardena, Chair – Fort Wayne Board of Works
 - Paul Spoelhof – Fort Wayne Mayor’s Appointee
 - Patrick Zaharako – Fort Wayne City Engineer
 - Chris Beebe – Fort Wayne Plan Commission
- b. Four representatives from Allen County
 - Commissioner Therese Brown – Allen County Commissioner
 - Councilperson Lindsey Hammond – Allen County Council
 - Bill Hartman, Vice Chair – Allen County Highway Director
 - Mike Fruchey – Allen County Plan Commission
- c. One representative from the City of New Haven
 - Rick Kruchten – New Haven Mayor’s Appointee
- d. One representative from the Town of Huntertown
 - Hannah Walker – Town Manager Huntertown
- e. One representative from the Fort Wayne Public Transportation Corporation
 - John Metzinger – General Manager - Citilink
- f. One representative from the Fort Wayne-Allen County Airport Authority
 - Scott Hinderman – Director of Operations and Facilities
- g. One representative from the Indiana Department of Transportation, Fort Wayne
 - Jason Kaiser – Technical Services Director

Non-Voting members include:

- a. Federal Highway Administration
 - La’Kesha Stewart
- b. Indiana Department of Transportation
 - Stephanie Belch

2. The Transportation Technical Committee (TTC) and Transit & Planning Committee (TPC):

Associated with the UTAB are the Transportation Technical Committee and Transit Planning Committee that serve as working advisory committees. Working with the staff, these committees are the agents through which transportation planning information from local governments is channeled to the planning staff. The Transportation Technical Committee oversees the day-to-day coordination activities between local governments with primary regard to highways and roads. The Transit Planning Committee oversees the day-to-day coordination activities between local governments with primary regard to public transportation. Both committees work with other modes of transportation in relation to their respective areas. Similarly, there are occasions when these two committees work jointly on projects of mutual interest.

The membership of these committees is composed of local government staff members authorized to provide planning information, offer comment, and report on transportation related activities within their agency's jurisdiction. State and federal officials participate on these committees and may hold voting or non-voting memberships. Duties and responsibilities of the Transportation Technical Committee and Transit Planning Committee include the following:

1. The Committees are responsible for obtaining specific planning information and data from local governments and for working with staff to integrate this information into the planning process as specified in the transportation elements of the Unified Planning Work Program. This activity may include information related to land use, terminal facilities, traffic control features, zoning ordinances, subdivision regulations, building codes, financial resources and others as necessary.
2. The Committees through their subcommittees deal with and provide recommendations regarding the Site-Plan and Driveway applications, feasibility studies, Section 5310 grant applications, transit studies, etc.
3. The Committees through their meetings and subcommittees coordinate work activities regarding program implementation within the Metropolitan Planning Area.

4. With regard to the continuing phase of transportation planning, the Committees assist staff in developing the work elements of the various program components.

TTC Members

The membership of TTC is composed of the following voting representatives:

Philip LaBrash - Fort Wayne
Mason Gamble - Fort Wayne
Patrick Zaharako - Fort Wayne
Russ Garriott - Fort Wayne
Brian Sechler - Allen County
Jessica Chrisman - Allen County
Dana Plattner - Indiana Department of Transportation
Michelle Wood - Allen County Plan Commission
Nathan Hooley - New Haven

The membership of TTC is composed of the following non-voting representatives:

Stephanie Belch - Indiana Department of Transportation
La’Kesha Stewart - Federal Highway Administration

Feasibility Subcommittee Members

Phillip LaBrash (Chair) – Fort Wayne
Patrick Zaharako – Fort Wayne
Russell Garriott – Fort Wayne
Brian Sechler – Allen County
Jessica Chrisman – Allen County
Michele Wood - Allen County / Fort Wayne Department of Planning Services
Richard Kruchten – New Haven
Dana Plattner – Indiana Department of Transportation

Driveway Subcommittee Members

Phillip LaBrash (Chair) – Fort Wayne
Patrick Zaharako – Fort Wayne
Nick Jarrell - Fort Wayne
Russell Garriott - Fort Wayne
Brian Sechler - Allen County
Jessica Chrisman - Allen County
Michele Wood - Allen County / Fort Wayne Department of Planning Services
Richard Kruchten – New Haven
Dana Plattner – Indiana Department of Transportation

TPC Members

The membership of TPC is composed of the following voting representatives:

Justin Clupper, Chair – Community Transportation Network Representative
John Metzinger, Vice-Chair – Citilink GM/CEO Board Appointment

TPC Members - *continued*

Jacob Rose – Allen County Plan Commission Representative

Russ Garriott – Fort Wayne Representative (Planning and Policy)

Nathan Hooley – New Haven Representative (Planning)

Briana Phillips – Citilink Labor Representative

Luke Labas – The League - Consumer/Consumer Advocacy Representative

Becky Weimerskirch – Age Friendly Advisory Council - Consumer/Consumer Advocacy Representative

Kathy Baer – Turnstone Center - Consumer / Consumer Advocacy Representative

Beth Krudop – AIHS - Consumer/Consumer Advocacy Representative

Joni Schmalzried – AWS Foundation - Consumer/Consumer Advocacy Representative

The membership of TPC is composed of the following non-voting representative:
Jennifer Bennett, Indiana Department of Transportation

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III. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS

The procedure undertaken to update the TIP is illustrated in Figure 2 and described below.

1. Participation in the Transportation Planning Process

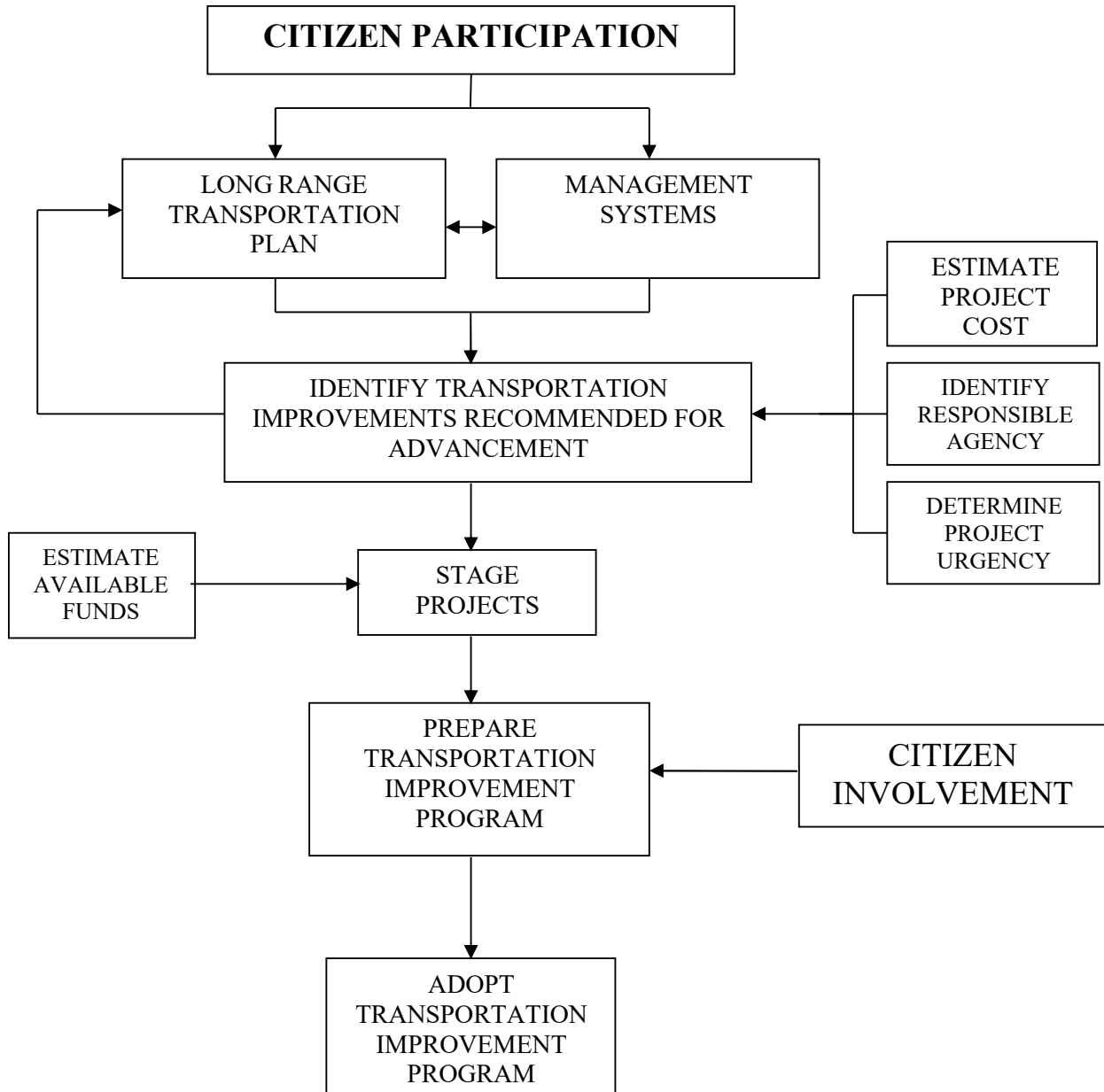
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating Council Office. These meetings are all open to the public.

The agendas for these meetings are also distributed to interested people, groups, and organizations, including those representing minority and low-income populations. The meeting schedules and agendas are routinely sent to the news media a week to ten days prior to each meeting. Discussion of agenda items are often conducted with the media to help citizens understand specifically what the Board intends to review and act upon. The results of board action are covered by the news media.

The Northeastern Indiana Regional Coordinating Council sponsors a Transportation Advisory Committee (TAC) and Transit Planning Committee to assist in the review of issues and capital grants regarding specialized transportation services to elderly and disabled persons. These committees include private transportation providers, human service agencies, and the local transit company. Consensus on staff recommendations on programs to be included in the TIP is sought from these groups prior to any action by UTAB.

TRANSPORTATION IMPROVEMENT PROGRAM CITIZEN INVOLVEMENT PROCESS

Figure 2



For over thirty years the Council has actively encouraged public participation. When preparing a long-range transportation plan, the Council routinely holds public forums at several stages of the plan development. The purpose of these sessions is to encourage citizen participation and input throughout the development of the transportation plan. The Year 2000, 2005, 2010, 2015, 2025, 2030, 2030-II, 2035, 2040 and 2045 Transportation Plans were all developed with a high level of public participation. Local land use management agencies and economic development agencies provide input to the Plan. The Transportation Plan is consistent with local comprehensive land use and economic development plans.

In addition, meetings are sponsored by the Council annually to gain public input to the long- and short-range transportation plans and programs including the Transportation Improvement Program. These meetings are informal, allowing citizens to ask questions, provide ideas, and discuss all aspects of local plans, programs, and funding for transit, highway, bicycle, and pedestrian travel. Visualization techniques involving maps created by geographical information systems and “PowerPoint” presentations are provided at these meetings to help explain projects and plans. Many of these items are also made available online at our website, including the Draft Transportation Improvement Program. Citizen comments and suggestions are routinely reviewed by the Urban Transportation Advisory Board and related subcommittees. Responses to comments and questions are prepared and provided to the citizens. Council provides draft documents of Programs resulting from public comment to the board for their adoption prior to becoming a part of a long-range plan or transportation system management program.

NIRCC consults with agencies and officials responsible for other planning activities within the Metropolitan Planning Area as part of the transportation planning process. The TIP is developed with consideration of other planning activities within and outside the Metropolitan Planning Area. This consideration includes review and comparisons with planning documents developed by other agencies. The Public Transportation operator is directly involved in the development of the TIP.

In addition, the development of the Transportation Plan includes opportunities to consult with Federal and State wildlife, land management, historic preservation, and regulatory agencies to discuss and document potential environmental mitigation activities at a policy and/or strategic level. NIRCC consults with such agencies for the purpose of defining potential environmental mitigation strategies. The environmental strategies and issues are documented in the Transportation Plan.

The Council periodically prepares and distributes annual reports and transportation planning briefs to the public. These publications contain information regarding the transportation improvement program and related projects. Presentations to organizations and neighborhood associations are further used to supplement the regular citizen participation program. These sessions include discussion and visual presentations of transit and highway improvements and afford these groups the opportunity to comment on transportation plans and programs of the Council.

Once transportation projects have been identified and selected for inclusion in the Transportation Improvement Program, the public is notified of this information. Project lists including both transit and highway projects are provided to the news media for publication and posted online. A citizen

involvement meeting is scheduled and meeting notices and agendas are provided to all interested parties including: neighborhood organizations; trucking industry groups; groups representing minority and low income populations such as the Fort Wayne Urban League and NAACP local chapter; private transportation providers; transit related groups; and other private sector organizations. The neighborhood associations receiving notices of these meetings include low income neighborhoods and neighborhoods high in minority populations. Anyone unable to attend a meeting is encouraged to mail, e-mail, fax, or phone their concerns to the NIRCC office. Comments received from the citizen involvement process are documented and responded to by staff and the planning committees. For further information refer to Appendix A - Documentation of Citizen Participation for the FY 26–FY 30 Transportation Improvement Program.

This process has been well received, and the news media has provided a valuable service to the transportation planning process through its coverage of transportation planning issues (see Appendix E for media articles). NIRCC reviews its Participation Plan to assure that the process provides full and open access to all people. NIRCC has taken proactive actions to directly contact minority and low-income groups to be more responsive to their needs. NIRCC has worked with these groups to arrange meetings with their leadership and attend meetings of their general membership. NIRCC will continue to evaluate its public, agency, and elected official involvement activities to encourage participation in the transportation planning process.

NIRCC works with the Indiana Department of Transportation (INDOT) to coordinate the metropolitan and statewide public involvement processes. NIRCC's public involvement process encourages citizens to voice concern and comment on any type of transportation project in the

metropolitan area regardless of local or state jurisdiction. NIRCC staff participate in INDOT's statewide public involvement process.

2. Transportation Plan

The transportation plan represents a twenty-year forecast of travel demands with specific strategies developed to meet the future demands. The strategies include projects and policies for both the bicycle/pedestrian, transit and highway systems. The strategies are prepared based upon realistic expectations coupled with efficient fiscal and environmental accountability. Currently the long-range transportation plan will be updated every five years. The current plan which is titled *2045 Transportation Plan* was adopted in July 2023, and amended in April 2025.

The Transportation Plan strives to minimize future congestion and maximize the efficiency of the transportation system. This is accomplished by testing alternative highway, transit, and other trip-making improvements to analyze their expected benefits. This process involves minimizing negative social and environmental impacts to the community including reducing vehicle miles of travel, vehicle emissions, and energy consumption. The Transportation Plan and Management Systems are coordinated to maximize the goals and objectives of the Plan and provide continuity throughout the planning and implementation phases of projects and policies.

3. Management Systems

NIRCC is responsible for the development of a Congestion Management Process (CMP), Safety Management Program, and the Coordinated Public Transit-Human Services Transportation Plan for the Metropolitan Planning Area. A congestion management process (CMP) is a systematic and

regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs. A safety management program is a set of procedures and policies to review and analyze crash data, identify safety issues, and develop strategies to improve roadway safety. The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation. NIRCC works with Citilink to prepare the Transit Asset Management Plan and endorses Citilink's Agency Safety Plan. The Indiana Department of Transportation and local public agencies conduct bridge inspections and prepare bridge and pavement management plans. The Transportation Plan, including the management systems components, provide the planning support for projects selected for inclusion in the TIP.

4. Identify Transportation Improvement Projects Recommended for Advancement

The Transportation Improvement Program consists of improvements recommended from the management systems and the *Transportation Plan*. Local governments, working with the Northeastern Indiana Regional Coordinating Council, identify projects from these sources for implementation. The Urban Transportation Advisory Board selects projects, based upon requests from local governments, for inclusion in the Transportation Improvement Program.

Projects from the Transportation Plan are generally system modifications or congestion relief improvements and require extensive capital resources. Management System projects are less capital-intensive providing congestion relief, safety enhancement, or a means for changing modal

emphasis. Examples of Management System projects include bus fleet expansion, intersection improvements, ridesharing, transit marketing program, and/or pedestrian/bikeway construction.

The identification of transportation improvement projects recommended for advancement is premised by the strategy of NIRCC and UTAB to ensure that all federal funds are utilized within the five-year period on practical transportation improvements so that no federal funds lapse. The selection process begins by reviewing the status and progress of projects in previous Transportation Improvement Programs. Projects ready for the next phase of implementation are identified.

A call for projects is issued to local jurisdictions in the Metropolitan Planning Area. Projects developed as part of the Transportation Plan, including the Congestion Management System are eligible for consideration. These projects are developed as part of the Transportation Plan to mitigate congestion, improve mobility, decrease emissions, and address safety issues. Transportation planning and analysis including the long-range plan, corridor analysis, intersection analysis, and subarea analysis provides the planning support for transportation improvement projects. A consistent minimum threshold of level of service “D” utilized in the Metropolitan Planning Area for identifying congestion. This means that when an intersection or corridor falls below level of service “D” feasible strategies are developed to mitigate the congestion. A portion of these strategies result in projects identified in the Transportation Plan and/or Congestion Management Process.

Projects ready to progress from the current TIP along with projects from the Transportation Plan and CMS are recommended by staff to the Urban Transportation Advisory Board for review. The Urban Transportation Advisory Board selects projects from these sources for inclusion in the TIP.

During the development of this stage, information concerning the proposed projects is provided to the public for citizen participation and comment. This procedure creates the second tier in the citizen participation process where public input is solicited and reviewed (see Appendix A). A third tier occurs when the TIP is complete, and the document is presented to the public.

While the selection process attempts to be fair to the local jurisdictions competing for the federal funds, projects are selected based upon their overall benefit to the entire community. An emphasis is maintained on completing previously committed projects.

The projects are selected based upon the following criteria.

- Project Implementation / Funding Status
- Safety Component
- Level of Service Impacts/System Wide Performance
- Travel Demands/Traffic Volumes (AADT)
- Economic Development/Private Sector Considerations
- Citizens Comments/Concerns
- Air Quality Benefits/Energy Conservation
- Coordination of Individual Projects
- Functional Classification
- Funding Availability/Other Funding Sources

When requests for project funding exceed available revenues, additional criteria will be used to select and prioritize projects. Eligible projects will be evaluated based on the Project Selection Process provided in Appendix B.

Each project will be evaluated based on the Project Selection Process and presented to the Transportation Technical Committee (TTC). TTC will review the evaluation process and recommend a prioritized list of projects to the Urbanized Transportation Advisory Board (UTAB). UTAB will review the prioritized project list and select projects for inclusion in the Transportation Improvement Program.

5. Estimate Project Costs

NIRCC works with each implementation agency to estimate the cost of the projects under its responsibility by project phases. The cost estimates are prepared based upon available design and engineering information, current costs for construction and/or capital goods, and historical project costs within the Metropolitan Planning Area. The cost estimates are adjusted to reflect year of expenditure dollars. The inflation rates used to adjust current cost to year of expenditure ranges from 3% to 5% depending on the project and phase. The Transportation Improvement Program is updated on a bi-annual (every two years) basis. Project costs are evaluated and revised as necessary to reflect the most current estimates to year of expenditure.

6. Identify Responsible Agency

According to the nature and location of each project, the agency or agencies that would be responsible for a given project are identified. Generally, for projects within the city limits of Fort Wayne, the City of Fort Wayne has the primary responsibility. Similarly, the City of New Haven has the responsibility for those projects within its city limits. Outside the boundaries of these two cities, Allen County has the primary responsibility. The Indiana Department of Transportation is generally responsible for projects on the State Highway System. Often there are situations in

which two or more agencies will work toward implementation of a project. Transit projects are the responsibility of the Fort Wayne Public Transportation Corporation (Citilink).

7. Determine Project Urgency

Projects in the Transportation Plan and Management System programs are developed on the basis of safety concerns and travel demands. The urgency of a project is determined by its anticipated benefits using indicators such as accident rate, level-of-service, and/or travel time. Staff evaluates projects to ensure safety and make certain that levels of service objectives are attainable through the selected design. The selection process ensures that projects reflect the area's short term as well as long-range goals and objectives. As the management systems are phased in they will provide information on the projects' urgency. The TIP serves as the last vehicle for making adjustments to reflect planning, policy and engineering judgments from year to year.

Projects receiving the highest preference are projects on which work such as preliminary engineering and/or right-of-way acquisition has been previously authorized or completed. Many high priority projects have been "in the works" for several years but insufficient funding has prevented implementation.

8. Estimate Available Funds

Based on the historical funding practices and the growth characteristics of the Metropolitan Planning Area, the amount of funds that are potentially available for road improvements and transit improvements for the duration of the TIP are estimated.

9. Stage Projects

Based on the information derived in steps four through eight, the improvement projects identified in step four are scheduled. The Urban Transportation Advisory Board programs the identified projects for specific Fiscal Years based upon project urgency, project status (current development stage of project and anticipated preparedness for moving to the next stage of implementation i.e. preliminary engineering, right of way acquisition, or construction), and available funds.

The phasing of large projects into several smaller projects is considered as projects are programmed. It may prove beneficial to phase specific projects to maximize efficient use of available funds. The availability of funds may also necessitate the phasing of certain projects. The projects programmed for the first fiscal year become the number one priority; the second-year become priority two; the third-year priority three; and the fourth-year are priority four.

10. Prepare Transportation Improvement Program

A culmination of steps one through nine allows for the preparation of a list of proposed transportation improvement projects. These projects are scheduled for implementation during the time period of July 1, 2025 to June 30, 2030 for local and state projects and January 1, 2026 to December 31, 2030 for transit projects. The projects are staged by fiscal years. The list provides information about the location of the project, type of improvement, planning support, funding type, anticipated project phase, the estimated cost, funding sources, priority, and responsible agencies.

11. Adopt Transportation Improvement Program

The Urban Transportation Advisory Board and Northeastern Indiana Regional Coordinating Council, upon completion of the previously mentioned steps, adopts the Transportation Improvement Program. Projects included in the Transportation Improvement Program are a subset of the projects approved in the Transportation Plan. It has been determined that the Transportation Plan conforms to the applicable air quality requirements. Therefore, the projects included in the Transportation Improvement Program also meet requirements subject to the Air Quality Conformity Regulations.

12. Citizen Involvement

The Transportation Improvement Program preparation and adoption process includes providing information to the public and encouraging citizen feedback on the proposed program. The interaction between these steps (preparation, adoption, and citizen involvement) forms a continuous loop and serves as public notice of the proposed and adopted TIP. A detailed discussion of the Participation Plan regarding the development of Transportation Improvement Program is included in Appendix A. The Participation Plan was prepared in accordance with current planning regulations. The summary, analysis, and report of the disposition of any significant written or oral comments are included with this discussion.

13. Amendments & Modifications

The Transportation Improvement Program is designed to provide the most accurate information available on transportation projects in Allen County. To meet this objective, the TIP is periodically revised through amendments and administrative modifications. The TIP may be revised at any

time consistent with the defined procedures for its development and approval. The following procedures have been developed for processing project amendments and modifications including opportunity for review and comment.

An amendment is required when there is a major change to a project. An amendment requires formal action by the Urban Transportation Advisory Board. The amendment process includes an opportunity for review and comment. A major change is defined as: 1) a significant change in project scope of work; 2) adding a project to, or removing a project from, the TIP; or 3) a significant change in project or program cost as determined by the amendment cost thresholds (see Tables III - 1 & III - 2).

Proposed TIP amendments are posted on the NIRCC Website, generally by the 10th of each month as needed. The comment period is open for 15 days. Whenever possible the full comment period will be observed, however certain circumstances may preclude a full comment period. Comments are documented and presented to UTAB for their consideration prior to approval. Comments are included in the appendix of the TIP. Simultaneously with the comment period, TIP amendments are submitted to the Interagency Consultation Group (ICG) for air quality conformity purposes. The TIP is revised in accordance with approved amendments.

Circumstances may occasionally arise that require a TIP Amendment to be processed in an expedited manner. If an Emergency TIP Amendment is needed, NIRCC will submit an emergency amendment to ICG and request an expedited review. The project description, schedule for implementation, and costs will be posted on the website for public comment and review. The ICG

review process can take up to seven days. After ICG concurrence has been received, NIRCC may request approval from UTAB via email to vote on the emergency amendment. The amendment will pass with seven or more UTAB members voting to approve the amendment. Processing emergency amendments in this manner can reduce the process by 30 days or more.

The TIP is also revised through an administrative modification process. Administrative modifications are minor changes to an approved TIP. Minor changes include splitting or combining projects without modifying project scope; updating project costs that fall below the Amendment threshold; changing project funding from federal to state or local funds; shifting a project schedule or project phase within the first four years of the TIP; and adding, deleting or modifying a “grouped project.” Certain revisions do not require an administrative modification such as correcting a data or typographical error; clarifying a project description that does not alter the project scope; and adding or modifying a designation or contract number. Administrative modifications are not posted for comment and do not require ICG or UTAB approval. The administrative modifications are processed by NIRCC staff and submitted to INDOT for inclusion in the Indiana Statewide Transportation Improvement Program (INSTIP). The TIP is revised in accordance with the administrative modification.

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Table III - 1. TIP Amendment Cost Thresholds for Local Projects

| Total Project Cost | Amendment | Administrative Modification |
|---------------------------------------|------------------------------|------------------------------------|
| Less than \$2,000,000 | Equal to or greater than 75% | Less than 75% |
| \$2,000,000 - \$14,999,999 | Equal to or greater than 50% | Less than 50% |
| \$15,000,000 - \$24,999,999 | Equal to or greater than 40% | Less than 40% |
| Equal to or greater than \$25,000,000 | Equal to or greater than 30% | Less than 30% |

Table III - 2. TIP Amendment Cost Thresholds for INDOT Projects and Transit Projects

| Total Project Cost | Amendment | Administrative Modification |
|---------------------------------------|------------------------------|------------------------------------|
| Less than \$2,000,000 | Equal to or greater than 75% | Less than 75% |
| \$2,000,000 - \$15,000,000 | Equal to or greater than 50% | Less than 50% |
| \$15,000,000 - \$75,000,000 | Equal to or greater than 40% | Less than 40% |
| Equal to or greater than \$75,000,000 | Equal to or greater than 30% | Less than 30% |

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IV. PERFORMANCE MEASURES

Recent transportation policies including the Infrastructure Investment and Jobs Act (IIJA), Fixing America's Surface Transportation (FAST) Act, and Moving Ahead for Progress in the 21st Century Act (MAP-21), establish requirements for performance management to ensure the most efficient investment of Federal transportation funds. States and Metropolitan Planning Organizations are to invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

National performance goals for Federal Highway programs:

- **Safety** – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability** – To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **System resiliency** – To enhance the recovery ability of the transportation system from natural disasters and other disruptions.
- **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance-based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives, and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOT, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plans and long-range transportation plans, 5- or 6-year highway plans also inform the TAMP and asset management processes. The INDOT, MPO and RPO Planning Roles, Responsibilities (PRR) and Planning Procedures Manual (PPM) clarify roles and responsibilities for transportation planning activities including the performance-based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant(STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including

performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP).

This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP – June 2022) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP.

Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through the Highway Safety Improvement Program are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets, and projects funded through the CMAQ program to meet emission reduction targets are selected by the Mobility Asset Management Team. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

The Federal Transit Administration has performance measures and published final regulations for Transit Asset Management. The Federal Highway Administration has performance measures and final regulations for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

Safety Performance

Safety performance targets are provided annually by INDOT to FHWA. INDOT, MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) collaborate to establish Safety Performance Targets for the Safety Performance Measures by the August 31 submission deadline. While NIRCC could establish its own safety targets, the MPO has elected to support the INDOT safety targets as published in their Highway Safety Improvement Program Annual Report. NIRCC supports those targets by reviewing and programming all HSIP projects within the MPO boundary that are included in the INDOT State Transportation Improvement Program (STIP). The most current safety targets are for calendar year 2025 and are based on an anticipated five-year rolling average (2021-2025).

The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The Statewide safety performance measures and targets are listed below. Table IV - 1 includes the safety performance targets for 2021 through 2025. To support progress towards approved highway safety targets, a total of \$108,097,560 has been programmed in the FY 2026-2030 TIP to improve highway safety.

Safety Performance Measures:

- Number of fatalities
- Rate of fatalities per 100 million miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

Safety Performance Targets:

2025 Number of fatalities – **812.4**

2025 Rate of fatalities per 100 million miles traveled – **1.009**

2025 Number of serious injuries – **3,031.9**

2025 Rate of serious injuries per 100 million miles traveled – **3.402**

2025 Number of non-motorized fatalities and serious injuries – **363.4**

INDOT and NIRCC manage safety programs that identify specific safety improvement projects and programs for funding. In addition to HSIP specific projects, the TIP also includes transportation projects that are not primarily intended to address safety deficiencies, such as congestion reduction or operational improvements, but do address such deficiencies as part of the larger project. These projects often contribute to a safer roadway environment, reduce fatalities or serious injuries for all modes, as well as result in safer travel environments specifically for bicyclists and pedestrians.

| Table IV - 1: NIRCC - Statewide Safety Targets | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|
| Safety Performance Measure | Target 2021 | Target 2022 | Target 2023 | Target 2024 | Target 2025 |
| Number of Fatalities - 5 year rolling average | 817.3 | 817.3 | 894.2 | 876.3 | 812.4 |
| Fatality Rate per 100 million VMT - 5 year rolling average | 1.006 | 1.006 | 1.088 | 1.072 | 1.009 |
| Number of Serious Injuries 5 year rolling average | 3311.4 | 3311.4 | 3348.1 | 3281.1 | 3031.9 |
| Serious Injury Rate per 100 million VMT - 5 year rolling average | 4.088 | 4.088 | 4.068 | 3.987 | 3.402 |
| Number of Non-Motorized Fatalities and Serious Injuries - 5 year rolling average | 393.6 | 393.6 | 399.6 | 391.6 | 363.4 |

Infrastructure Performance

The pavement and bridge condition performance measures are applicable to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The NHS includes the

Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measures for assessing bridge condition. Performance is assessed and reported over a four-year performance period, the current timeframe runs from January 1, 2023, through December 31, 2026. NIRCC has elected to adopt the INDOT targets. NIRCC supports the targets by reviewing and programming all pavement and bridge projects within the MPO boundary that contribute toward accomplishment of the state infrastructure performance measure targets as included in the INDOT State Transportation Improvement Program (STIP). Those investments include, but are not limited to, pavement replacement, road reconstruction, and surface treatments for the pavement program and bridge rehabilitation, thin deck overlays, and small structure projects for the bridge program. Table IV - 2 provides the pavement condition performance targets and Table IV - 3 includes the bridge performance condition targets. To support progress towards approved pavement and bridge targets, a total of \$72,664,790 and \$74,709,880 respectively has been programmed in the FY 2026-2030 TIP to improve pavement and bridge conditions. The Statewide pavement and bridge condition measures and targets are listed below.

Pavement Condition Performance Measures:

- Percentage of Interstate pavements in Good condition
- Percentage of Interstate pavements in Poor condition
- Percentage of non-Interstate NHS pavements in Good condition
- Percentage of non-Interstate NHS pavements in Poor condition

Pavement Condition Performance Targets:

- 2024 Percentage of Interstate pavements in Good condition – **60.0%**
- 2024 Percentage of Interstate pavements in Poor condition – **1.0%**
- 2024 Percentage of non-Interstate NHS pavements in Good condition – **50.0%**
- 2024 Percentage of non-Interstate NHS pavements in Poor condition – **1.5%**
- Revised 2026 Percentage of Interstate pavements in Good condition – **62.0%**

Revised 2026 Percentage of Interstate pavements in Poor condition – **1.0%**
Revised 2026 Percentage of non-Interstate NHS pavements in Good condition – **48.0%**
Revised 2026 Percentage of non-Interstate NHS pavements in Poor condition – **1.5%**

Bridge Condition Performance Measures:

Percentage of NHS bridges by deck area classified as in Good condition
Percentage of NHS bridges by deck area classified as in Poor condition

Bridge Condition Performance Targets:

2024 Percentage of NHS bridges by deck area classified as in Good condition – **49.0%**
2024 Percentage of NHS bridges by deck area classified as in Poor condition – **3.0%**
2026 Percentage of NHS bridges by deck area classified as in Good condition – **47.5%**
2026 Percentage of NHS bridges by deck area classified as in Poor condition – **3.0%**

| Table IV - 2: NIRCC - Statewide Pavement Condition Performance Targets | | |
|--|----------------|----------------|
| Pavement Condition Performance Measure | Target 2024 | Target 2026 |
| Percentage of Interstate pavements in Good condition | 60.0% | 62.0% |
| Percentage of Interstate pavements in Poor condition | 1.0% | 1.0% |
| Percentage of non-Interstate NHS pavements in Good Condition | 50.0% | 48.0% |
| Percentage of non-Interstate NHS pavements in Poor Condition | 1.5% | 1.5% |

| Table IV - 3: NIRCC - Statewide Bridge Condition Performance Targets | | |
|---|----------------|----------------|
| Bridge Condition Performance Measure | Target 2024 | Target 2026 |
| Percentage of NHS bridges by deck areas classified as in Good condition | 49.0% | 47.5% |
| Percentage of NHS bridges by deck area classified as Poor Condition | 3.0% | 3.0% |

NIRCC, INDOT and FHWA have collaboratively developed targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid Highway Program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS. Roadway sections and bridges on the NHS under the jurisdiction of local governments utilize Surface Transportation Block Group (STBG) funds to maintain proper infrastructure conditions.

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and five measures for the CMAQ program. As with the pavement and bridge performance process, performance is assessed and reported over a four-year performance period, the first of which runs from January 1, 2023, through December 31, 2026. NIRCC supports the targets by reviewing and programming all system performance projects within the MPO boundary that contribute toward accomplishment of the state system performance measure target as included in the INDOT State Transportation Improvement Program (STIP). Table IV - 4 provides the statewide NHS travel time reliability performance targets and Table IV - 5 includes the statewide Interstate freight reliability targets. The statewide on-road source emission performance targets are displayed in Table IV - 6. To support progress towards approved freight movement and CMAQ system performance targets, a total of \$166,890,650 has been programmed in the FY 2026-2030

TIP to improve system performance. The Statewide NHS Travel Time Reliability, Interstate Freight Reliability and On-Road Mobile Source Emission Targets are listed below.

NHS Travel Time Reliability Target Performance Measures

Statewide NHS Travel Time Reliability Performance Measures:

Level of Travel Time Reliability on Interstate

Level of Travel Time Reliability on non-Interstate NHS

Statewide Travel Time Reliability Targets:

2024 Percent of person miles reliable on Interstate – **93.0%**

2024 Percent of person miles reliable on non-Interstate NHS – **93.0%**

2026 Percent of person miles reliable on Interstate – **93.5%**

2026 Percent of person miles reliable on non-Interstate NHS – **93.5%**

| Table IV - 4: NIRCC - Statewide NHS Travel Time Reliability Performance Targets | | |
|---|----------------|----------------|
| Travel Time Reliability Performance Measure | Target 2024 | Target 2026 |
| Percent of person miles reliable on Interstate | 93.0% | 93.5% |
| Percent of person miles reliable on non-Interstate NHS | 93.0% | 93.5% |

Interstate Freight Reliability Target Performance Measure

Statewide Interstate Freight Reliability Performance Measure:

Truck Travel Time Reliability on Interstate

Statewide Truck Travel Time Reliability Targets:

2024 Truck travel time reliability index – **1.32**

2026 Truck travel time reliability index – **1.30**

| Table IV - 5: NIRCC - Statewide Interstate Freight Reliability Performance Targets | | |
|--|-------------|-------------|
| Truck Travel Time Reliability Performance Measure | Target 2024 | Target 2026 |
| Truck travel time reliability index | 1.32% | 1.30% |

On-Road Mobile Source Emission Target Performance Measures

Statewide On-Road Mobile Source Emissions Performance Measures:

- CMAQ project reduction volatile organic compounds (VOC)
- CMAQ project reduction carbon monoxide (CO)
- CMAQ project reduction oxides of nitrogen (NO_x)
- CMAQ project reduction particulate matter less than 10 microns (PM₁₀)
- CMAQ project reduction particulate matter less than 2.5 microns (PM_{2.5})

Statewide On-Road Mobile Source Reduction Targets:

- 2024 Volatile organic compounds reduction of **590 kilograms per day**
- 2024 Carbon Monoxide reduction of **330.0 kilograms per day**
- 2024 Oxides of nitrogen reduction of **690 kilograms per day**
- 2024 Particulate matter less than 10 microns reduction of **0.20 kilograms per day**
- 2024 Particulate matter less than 2.5 microns reduction of **3.0 kilograms per day**
- 2026 Volatile organic compounds reduction of **600 kilograms per day**
- 2026 Carbon Monoxide reduction of **520 kilograms per day**
- 2026 Oxides of nitrogen reduction of **725 kilograms per day**
- 2026 Particulate matter less than 10 microns reduction of **0.30 kilograms per day**
- 2026 Particulate matter less than 2.5 microns reduction of **4.0 kilograms per day**

NIRCC, INDOT and FHWA have collaboratively developed targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid Highway Program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

| Table IV - 6: NIRCC - Statewide On-Road Source Emission Performance Targets | | |
|---|----------------|----------------|
| Emission Performance Measure | Target 2024 | Target 2026 |
| Volatile organic compounds reduction of: | 590 kg/day | 600 kg/day |
| Carbon Monoxide reduction of: | 330 kg/day | 520 kg/day |
| Oxides of nitrogen reduction of: | 690 kg/day | 725 kg/day |
| Particulate matter less than 10 microns reduction of: | 0.02 kg/day | 0.03 kg/day |
| Particulate matter less than 2.5 microns reduction of: | 3.0 kg/day | 4.0 kg/day |

Transit Performance Measures

Citilink, is the sole recipient of public transit funds in the Fort Wayne Urbanized Area. Citilink is required to establish performance targets for safety and state of good repair; develop a transit asset management and transit safety plans; and report on their progress toward achieving targets. Citilink is directed to share information with their MPO and states so that all plans and performance reports are coordinated. Citilink and NIRCC have collaborated on the development of a transit asset management (TAM) plan and the development of a Public Transit Agency Safety Plan (PTASP). The 2023 targets for the TAM and Safety Plan have been established and approved by NIRCC. Transit Asset Management (TAM) Targets must be set by the transit provider for each applicable asset class annually. NIRCC worked with Citilink to develop 2024 data to set 2025 TAM Targets to be included in the Citilink TAM plan. The TAM plan for Citilink assessed the Useful Life Benchmarks (ULB) for the transit rolling stock and evaluated facilities utilizing the Transit

Economic Requirements Model (TERM). TERM is a capital needs analysis tool developed by the Federal Transit Administration. It was developed to provide a consistent process to assess the current physical condition and future investment needs of a transit operator's assets. TERM provides methodology for determining the State of Good Repair for rolling stock and transit facilities, assesses the backlog of investment and provides a 20-year projection of reinvestment need and evaluates the impact of variations in funding.

The process was applied to Citilink's rolling stock and facilities to establish the 2024 data and performance targets have been set since 2025. Tables IV - 7 and IV - 8 display the 2024 actual data and 2025 targets for rolling stock and facilities. The rolling stock includes large buses; medium and light duty buses; specialized vans used primarily by social service agencies for transporting

| Table IV - 7: Citilink and NIRCC – Transit Rolling Stock Performance Targets | | | | |
|--|--------------------------------------|--|--------------------------------------|--|
| Rolling Stock | 2024 Percent that Meet or Exceed ULB | 2025 Target Percent that Meet or Exceed ULB | 2024 Percent in State of Good Repair | 2025 Target Percent in State of Good Repair |
| Large Buses | 33.3% | 35% | 97% | 80% |
| Medium and Light Duty Buses | 19% | 25% | 81% | 85% |
| Specialized Vans | 54.8% | 30% | 83.9% | 90% |
| Non-Revenue Service Vehicles | 81% | 85% | 63% | 60% |

| Table IV - 8: Citilink and NIRCC – Facilities Performance Targets | | | | |
|---|---|---|--------------------------------------|--|
| Facilities | 2024 Percent Below Acceptable TERM Rating | 2025 Target Below Acceptable TERM Rating | 2024 Percent in State of Good Repair | 2025 Target Percent in State of Good Repair |
| Facilities | 0% | 0% | 100% | 90% |

elderly and/or disabled individuals; and non-revenue service vehicles. The amenities included in the facilities category are administrative building; maintenance garage; storage barn; and passenger transfer station.

For these measures, transit providers are required to annually set targets for the fiscal year, develop a four-year Transit Asset Management Plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments. Each provider of public transportation is required to adopt targets for the performance of their transit assets. Subsequently, MPOs need to adopt transit asset targets for their metropolitan planning area.

Transit operators that receive Section 5307 Urbanized Area Formula Grant Program funds are required to have a self-certified Public Transit Agency Safety Plan (PTASP). Citilink updated their Public Transit Safety Plan in 2022 that includes safety performance measures and targets for annual number of fatalities, injuries, safety events, and distance between major failures. NIRCC worked with Citilink to develop their PTASP and safety performance measures and targets. These performance measures and safety targets will be updated within the PTASP annually. The performance measures and safety targets are displayed in Table IV - 9.

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| Table IV - 9: Citilink and NIRCC – Safety Performance Targets | | | |
|---|--|-----------------------|----------------------------|
| Fixed Route-Safety Performance Category | | 2020-2023 Baseline | Target |
| Fatalities | Rate per 100,000 Vehicle Revenue Miles | 0.3 | 0 |
| Injuries (Minor/Major) | Rate per 100,000 Vehicle Revenue Miles | 4.0 | Reduction from baseline |
| Safety Events (Minor/Major) | Rate per 100,000 Vehicle Revenue Miles | 9.0 | Reduction from baseline |
| System Reliability (Minor/Major) | Vehicle Revenue Miles Between Failures (Total) | 11,774 | Increase from baseline |
| | | | |
| Paratransit-Safety Performance Category | | 2020-2023 Baseline | Target |
| Fatalities | Rate per 100,000 Vehicle Revenue Miles | 1 | 0 |
| Injuries (Minor/Major) | Rate per 100,000 Vehicle Revenue Miles | 0.5 | Reduction from baseline |
| Safety Events (Minor/Major) | Rate per 100,000 Vehicle Revenue Miles | 1.5 | Reduction from baseline |
| System Reliability (Minor/Major) | Vehicle Revenue Miles Between Failures (Total) | 30,005 | Increase from baseline |

The TIP includes projects that support the TAM and Safety Targets. The TIP includes between \$4 and \$7 million annually for Capital Assistance projects for Citilink to replace vehicles as needed, annual preventive maintenance efforts, and to make repairs to bus stops, shelters, terminals, and administration/maintenance facilities. The TIP also includes more than \$26 million annually for Operating Assistance. These Capital and Operating funds will help Citilink maintain their fleet and facilities in a state of good repair and ensure safe and reliable vehicles and facilities and provide safety training for drivers.

Reporting

The program of projects included in NIRCC's TIP is developed through a selection evaluation

process. The TIP includes a set of projects that promotes the four performance measures (safety, infrastructure, system, and transit). The investment strategy in the Metropolitan Planning Area (MPA) is that locally derived roadway revenue is used for pavement and bridge management type projects. Federal funds are primarily used for expansion, intersection improvement, safety improvement and major pavement reconstruction projects. INDOT's program of projects primarily includes maintenance and preservation type of projects, but also contains intersection and interchange improvements. NIRCC's and INDOT's Transportation Plans describe the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the federally required performance targets, and report on progress made. NIRCC's TIP and INDOT's Statewide Transportation Improvement Programs (STIPs) link investment priorities to the targets in their respective Transportation Plans and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets. A comprehensive list of the projects in the TIP has been developed to assess specific performance measures each project addresses. This list has been completed and is available in Appendix C as the Performance Measures Assessment Report (PMAR). The PMAR will provide data demonstrating how each performance measure relates to projects.

NIRCC must report baseline roadway transportation system condition and performance data and progress toward the achievement of targets to INDOT if regional targets are set. The Federal Highway Administration and Federal Transit Administration will determine whether INDOT and Citilink met or have made significant progress towards meeting targets for their respective systems. Progress would be considered significant if an actual outcome is either equal to or better than the established target, or better than the baseline condition. Federal Highway

Administration and Federal Transit Administration will not directly assess MPO progress towards meeting targets for required performance measures. Instead, these agencies will review NIRCC's performance as part of ongoing transportation planning process reviews, including Transportation Management Area certification reviews.

The transportation performance target setting for all performance measures has been completed. NIRCC has elected to support the INDOT Statewide Targets and has collaborated with Citilink on the development and setting of Transit Asset Management and Public Transit Safety Targets.

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V. Transportation Plan

2045 Transportation Plan Projects - Allen County

The list below includes the air quality “Non-Exempt” and “Exempt” highway and transit projects.

Highway Improvements Air Quality Non-Exempt Projects

Widen To Four Lanes

Ardmore Avenue - Covington Road to Engle Road
Ardmore Avenue - Engle Road to Lower Huntington Road
Clinton Street - Auburn Road to Wallen Road
Clinton Street - Wallen Road to Diebold Road
Clinton Street – Diebold Road to Mayhew Road
Diebold Road - Clinton Street to Meijer Entrance Roundabout
Hillegas Road - s/o Bass Road to s/o State Boulevard
Hillegas Road - s/o State Boulevard to Coliseum Boulevard
Hillegas Road - Coliseum Boulevard to Washington Center Road
Tonkel Road - Dupont Road/State Road 1 to Hursh Road

Interchange - New Construction

Felger Road/Leesburg Road and US 30
Flaugh Road and US 30
Kroemer Road and US 30 (restricted access interchange)
Interstate 69 at Hursh Road (implemented when I-69 and Dupont Road, and I-69 and Union Chapel Road interchanges fail)

Bridge - New Construction

Butt Road over US 30
O’Day Road over US 30

Highway Improvements Air Quality Exempt Projects

Congestion Management Strategy Implementation

Center Turn Lane Improvement

Coldwater Road – Mill Lake Road to Union Chapel
Gump Road - Coldwater Road to Auburn Road (3-lane)
Maplecrest Road South – State Road 930 to Seiler Road (3-lane)

Reconstruction and Realignment

Amstutz Road - Hosler Road to State Road 1/Leo Road
Bass Road – Scott Road to Allen/Whitley County Line Road

Congestion Management Strategy Implementation – *continued*

Reconstruction and Realignment, continued

California Road – Flaugh Road to Kroemer Road
Carroll Road – State Road 3 to Coral Springs Drive
Carroll Road – e/o Bethel Road to Millstone Drive
Cedar Canyons Road – SR 3/Lima Road to Coldwater Road
Coldwater Road – Union Chapel Road to Gump Road
Coldwater Road – Gump Road to Shoaff Road
Cook Road - US 33 to O'Day Road
Dunton Road - Hathaway Road to Gump Road
Dunton Road – Gump Road to Cedar Canyons Road
Flaugh Road – s/o US 30 to California Road
Goshen Avenue – Cambridge Boulevard to Butler Road/Harris Road
Goshen Avenue – Butler Road/Harris Road to Coliseum Boulevard/State Road 930
Hathaway Road - Corbin Road to State Road 3
Hathaway Road - State Road 3 to Hand Road
Huguenard Road - Washington Center Road to Cook Road
Kroemer Road – s/o US 30 to California Road
Leesburg Road from Main Street to Jefferson Boulevard
Moeller Road - Hartzell Road to Adams Center
Old Lima Road – SR 3/Lima Road to Cedar Canyons Road
Pleasant Center Road from Bluffton Road to Thiele Road
Smith Road – realignment with Airport Expressway
State Boulevard - Maysville Road to Georgetown North Boulevard
Union Chapel – Coldwater Road to Auburn Road

Intersection Reconstruction

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

Other Highway Improvements

New Railroad Grade Separation

Airport Expressway and Norfolk Southern Railroad

Reconstruct Railroad Grade Separation

Fairfield Avenue and CSX Railroad

Bridge Reconstruction

Grabill Road Bridge over St. Joseph River

New Pedestrian Bridge Construction

Gump Road – Pedestrian Bridge over State Road 3

Pufferbelly Trail/Poka-Bache Connector Trail - Pedestrian Bridge over SR 930

Interchange Modification

Interstate 469 and US 24 Interchange

US 24 and Bruick/Ryan Road

Projects in Allen County – Outside the Metropolitan Planning Area

Intersection Improvement/Modification

US 30 and Stahlhut Road (Closed)

US 30 and Solon Road (Closed)

US 30 and Butt Road (Closed)

Additional Projects for Illustrative Purposes Only

New two-lane construction

Connector Street - Wells Street to Spy Run Avenue

Paul Shaffer Drive - California Road to Clinton Street

Widening Projects - six lanes

Interstate 69 from Dupont Road/SR 1 to Hursh Road

Interstate 469 from Maplecrest Road to Interstate 69

SR 3 from Dupont Road to Gump Road

Widening Projects - four lanes

SR 1/Bluffton Road from Interstate 469 to SR 116/124

Stellhorn Road - Maplecrest Road to Maysville Road

Washington Center Road – West Creek Boulevard/Country Forest Drive to US 33

Center Turn Lane Improvement

Auburn Road - Cook Road to Interstate 469 Exit Ramp (3-lane)

Engle Road - Bluffton Road to Smith Road (3-lane)

Saint Joe Center Road - Reed Road to Maplecrest Road (3-lane)

Additional Projects for Illustrative Purposes Only - *continued*

Center Turn Lane Improvement - *continued*

Saint Joe Center Road - Maplecrest Road to Meijer Drive (3-lane)
State Road 930 – Hartzell Road to Minnich Road

Reconstruction and Realignment

Adams Center Road – Seiler Road to Paulding Road
Adams Center Road - Paulding Road to Interstate 469
Allen County/Whitley County Line Road - US 24 to SR 14
Lake Avenue - Reed Road to Maysville Road
Saint Joe Road - Evard Road to Mayhew Road
Saint Joe Road - Maplecrest Road to Eby Road
Shoaff Road – SR 3/Lima Road to Coldwater Road
Till Road - Lima Road to Dawson Creek Boulevard
Wallen Road - Hanauer Road to Auburn Road
Wells Street - State Boulevard to Fernhill Avenue
Witmer Road - Schwartz Road to County Shoals Lane

Road Reconstruction-Lane Reduction

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

New Railroad Grade Separation

Anthony Boulevard and Norfolk Southern Railroad
Ryan Road and Norfolk Southern Railroad

New Bridge Construction

Moeller Road over Interstate 469

Bridge and pavement replacement and reconstruction projects included in the Transportation Improvement Program are not generally listed in the Transportation Plan. These types of projects are developed through data driven bridge and pavement asset management programs. Projects developed through these programs do not include added travel lanes but serve to maintain the existing system and are consistent with the policies of the Transportation Plan. When an added travel lanes type of project is listed in the Transportation Plan, any bridge within the scope of such project is considered a component of that project.

Transit Improvements

Public Transit Policies

Public Transit Improvement Projects

Identified Transportation Strategies from Coordinated Transit Plan

Air Quality Exempt Projects

Public Transit Policies

*Policies are numbered for identification purposes, not by priority

- Policy 1 In the urbanized portion of the Metropolitan Planning Area where fixed route transit service is the most efficient means of providing public transit, Citilink fixed route transit service will remain as the service of choice. Where fixed route transit service cannot meet established performance standards, other types of transit service will be considered. Opportunities for service coordination and connectivity should be explored by Citilink and other service providers.
- Policy 2 As the urbanized area grows; transit service should be expanded to meet the transit demands of the community. Increase frequency on routes where demand warrants.
- Policy 3 Enhance public transportation to support clean air strategies, energy conservation, congestion management, transportation choice and meet the needs of transit dependent populations.
- Policy 4 Land use policies should address the transit need for accessibility to private development through street and subdivision design. This is crucial to providing access to employment, senior housing, low-income housing, medical services, quality food, and other daily essential needs. The land use planning approval process should include pedestrian and public transportation issues and recommendations from appropriate providers and committees. Land use policies and recommendations should be consistent with the guidelines provided in the Coordinated Development and Transportation Services Guide.
- Policy 5 Citilink will have a role in urban core redevelopment. Mobility afforded by transit service and utilization of the Central Station can complement and encourage redevelopment activities.
- Policy 6 Continue to implement appropriate nontraditional transit services and evaluate vehicle type, design, and propulsion when purchasing new capital equipment. Citilink and other providers are encouraged to expand and replace their fleets with low or no emission vehicles.

- Policy 7 Citilink, Community Transportation Network, and other providers should be partners in the provision of specialized transportation services and access all potential financial resources to meet these specialized transportation needs.
- Policy 8 Investigate the provision of non-fixed route transportation services in the Metropolitan Planning Area.
- Policy 9 Consider opportunities for service integration with human service providers, taxi, and other private sector providers. In addition, investigate involvement in ridesharing type services.
- Policy 10 Transportation services should be coordinated with all providers (public, human service, and private) to maximize efficiency of available resources.
- Policy 11 Evaluate alternative route structures to improve transit service efficiency.
- Policy 12 Consider service connectivity with other providers operating in Allen County and the surrounding region that travel to and from the Metropolitan Area.

Public Transit Improvement Projects

*Projects are numbered for identification purposes not by priority

- Project 1 Expanded transit service in the growing urbanized area where ridership warrants. Potential locations include the Fort Wayne International Airport and surrounding area, Chapel Ridge and surrounding area, and Aboite, Perry, and Cedar Creek Townships. Types of service will be determined based upon projected demands and proposed service levels.
- Project 2 Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.
- Project 3 Install and upgrade bus shelters, benches, and other customer amenities by both Citilink and other entities (public and private). Placement of shelters (Bus Huts) should be consistent with Citilink service, accessible, and have sidewalk connectivity.
- Project 4 Reduce headways on selected routes where current and potential ridership levels warrant.

- | | |
|------------|--|
| Project 5 | Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services. |
| Project 6 | Provide customer access to innovative technology to promote and sustain transit ridership. |
| Project 7 | Design and construct a satellite transfer center to serve the northern portion of the service area. |
| Project 8 | Encourage the construction of accessible pedestrian facilities to and from bus stop locations, within developments, and in areas where pedestrian facilities currently do not exist (sidewalk placement and connectivity). |
| Project 9 | Designate high priority corridors to include amenities that allow busses and para-transit vehicles to safely load and unload passengers, as well as provide safe pedestrian facilities. Corridors for consideration include Broadway, Wells Street, Lima Road, Calhoun Street, Lafayette Street/Spy Run Avenue, Clinton Street, Anthony Boulevard, Washington Boulevard, Jefferson Boulevard/Maumee Avenue, State Boulevard, and Washington Center Road. |
| Project 10 | <p>Review and update the Comprehensive Operations Analysis / Transit Development Plan on a four-year cycle.</p> <ul style="list-style-type: none"> • Establishing Evaluation Markers • Establishing Performance Measures • Providing continuous monitoring and evaluation |
| Project 11 | Complete a regional connectivity study that identifies and recommends connection opportunities between transit and paratransit providers operating in Allen County and the surrounding region. |

Identified Transportation Strategies from the Coordinated Transit Plan

Strategies Applicable to All Programs and Providers:

1. Identify new revenue sources to increase operating budgets necessary to expand and maintain services and fleets
2. Keep costs low/maintain affordable rates

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Capital Funding

1. Maintain existing service and vehicle fleets
2. Maintain and increase coordination between all transportation providers

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Program – Capital Funding - *continued*

3. Expand existing service and vehicle fleets
4. Increase public awareness of available services and programs offered by providers that are available to them

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program –
Operational

1. Provide transportation above and beyond existing complimentary paratransit service
2. Provide transportation outside current service areas
3. Provide transportation within and outside current service schedules

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VI. EMERGENCY EVENTS

PERIODIC EVALUATION OF FACILITIES REPEATEDLY REQUIRING REPAIR AND RECONSTRUCTION DUE TO EMERGENCY EVENTS

Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that require repair and reconstruction activities on two or more occasions due to emergency events. To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where emergency repairs utilizing federal Emergency Relief funds have taken place are illustrated on the following map. To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where permanent emergency repairs utilizing federal Emergency Relief funds have taken place are illustrated on the following map. INDOT has identified only one location where two permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana. INDOT will continue to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years. If in the future, a second emergency-situation occurs where repairs are required at any of the identified locations, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge keeps washing out during a flood, INDOT could consider raising the bridge or installing an overflow structure. To better inform the STIP, any projects programmed or amended into the STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs. In locations that fall within or that will impact an MPO's Metropolitan Planning Area, INDOT will also consult with our MPO partners regarding those alternatives.

The infrastructure that received Emergency Funds in Allen County is located on SR 37. The Emergency Funds were used to repair the bridge in 1996.

Emergency Relief Projects

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- CountyBoundary



Landscaping and Other Scenic Beautification
0657059
Year 1991

4R - Restoration & Rehabilitation
7383001
Year 1991

Bridge New Construction
9999162
Year 2008

Bridge Rehabilitation - No Added Capacity
7228002
Year 1991

Safety
1173290
Year 2013

Safety
1173301
Year 2011

Mitigation of Water Pollution due to Highway Runoff
0500143
Year 2011

Other
1173285
Year 2011

New Construction Roadway
0500143
Year 2011

Facilities for Pedestrians and Bicycles
0901281
Year 2011

Facilities for Pedestrians and Bicycles
0710849
Year 2011

Safety
1173286
Year 2011

Safety
1400876
Year 2014

Safety
1173289
Year 2011

Safety
1401168
Year 2014

Safety
1400877
Year 2014

Safety
1401229
Year 2014

Safety
3262007
Year 1997

4R - Restoration & Rehabilitation
7679002
Year 1991

4R - No Added Capacity
1173542
Year 2011

Other
1173251
Year 2011

Other
0810473
Year 2008

Other
0810469
Year 2008

4R - Maintenance Resurfacing
1173284
Year 2011

4R - No Added Capacity
1173570
Year 2011

Other
1173273
Year 2011

Other
1173272
Year 2011

Other
5326002
Year 1996

4R - Maintenance Resurfacing
9931009
Year 1997

Safety
1801590
Year 2018

Safety
1801588
Year

Bridge Rehabilitation (Obsolete)
8403002
Year 1991

Safety
4469003
Year 1991

Bridge Rehabilitation (Obsolete)
8403002
Year 1991

Safety
4469003
Year 1991

Safety
5539001
Year 1991

Safety
5539001
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Year 1991

Bridge Replacement (Obsolete)
5102008
Year 1996

4R - Restoration & Rehabilitation
6824001
Year 1991

4R - Restoration & Rehabilitation
1401604
Year 2014

Safety
1173311
Year 2011

4R - No Added Capacity
1173539
Year 2011

4R - No Added Capacity
1173538
Year 2011

Safety
1382004
Year 2011

4R - No Added Capacity
1173540
Year 2011

4R - No Added Capacity
1173541
Year 2011

4R - Added Capacity
1173310
Year 2011

Safety
1173262
Year 2011

Safety
1801586
Year 2018

Other
0248019
Year 1996

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Map created by INDOT GIS Services
Using data from Engineering & Asset Management



VII. FORECAST OF AVAILABLE FUNDS

The most limiting factor affecting transportation improvements continues to be the financial resources available to the Metropolitan Planning Organization and local public agencies within the region. The growth and development experienced in the Fort Wayne-New Haven-Allen County Transportation Study Area and the desire to encourage economic development, has only served to exacerbate this problem.

It is increasingly important to provide all implementing agencies, including INDOT with good planning information on projected needs and system deficiencies. Moreover, it is necessary that public agency administrators and planning personnel coordinate their efforts very closely to reduce the complications that inevitably arise during the numerous phases of project development. This ensures that available resources can be put to the best use possible.

The complexity and diversity of highway and transit projects requires local agencies to identify all available financial resources. All types of funding are pursued including public and private sources necessary to satisfy local demand. In addition to the local and state resources available to this area, there are several categories of federal money available that are as follows: Surface Transportation Block Group (STBG), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Section 164 Penalty, Transportation Alternatives (TA), Carbon Reduction, PROTECT, Indiana Trail Program (ITP), Railway and Highway Crossings Program (Section 130), Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310), Urban Area Formula Program (Section 5307) and Capital Program (Section 5339). The

available funding categories are funded through the Infrastructure Investment and Jobs Act (IIJA), the current transportation bill was signed into law in 2021.

The Fiscal Year 2026-2030 TIP includes transit, highway, pedestrian and bicycle projects funded with federal funds in Allen County during the next five years. The Indiana Department of Transportation (INDOT) and NIRCC have agreed to produce a five-year State Transportation Improvement Program (STIP) and TIP. However, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years 2026-2029. The fifth year (Fiscal Year 2030) is for informational purposes only. Based on the report received by INDOT Policy and Budget division, the amount of available funds for programming projects in the urban area for Fiscal Years 2026 through 2029 in the Transportation Improvement Program is approximately \$55,951,680 (see Table VII - 1). Additional funds are available for specific projects through federal discretionary grants. The discretionary funds are summarized on Table VII - 1.

Surface Transportation Block Group (STBG), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Recreational Trail Program (RTP), and Railway and Highway Crossings Program (Section 130) are also available for the rural areas of Allen County for transportation projects. Allen County and communities such as Grabill, Leo-Cedarville, Monroeville, and Woodburn are eligible to apply for a portion of the statewide allocation to areas less than 5,000 population. These funds are generally provided to cover eighty percent of project costs. The Indiana Department of Transportation administers the “project call” and selection of projects for these funds.

Rail Highway Crossing funds are available to upgrade warning devices in both the urban and rural areas of Allen County. Projects involving warning signals or signals and gates are funded from Hazard Elimination and Protective Devices programs. The Indiana Department of Transportation administers these funds and selects projects based on statewide criteria, priorities and funding availability.

The Highway Safety Improvement Program (HSIP) funds are available for both urban and rural projects in Allen County that qualify as safety projects. Projects in the urban area are approved for these funds based upon their benefit from anticipated crash reduction strategies. Rural projects are prioritized statewide based on benefits, annual average daily traffic (AADT), cost, and optimization of available funds. The urbanized area is eligible to receive approximately 1.5 million dollars from HSIP and Section 164 Penalty funds annually.

Bridge Rehabilitation, Replacement, and Inspection funds are also available to local governments. The federal government will provide up to 80 percent of a project's cost in these categories.

The Congestion Mitigation Air Quality (CMAQ) funds are available for projects that relieve congestion, improve air quality and reduce transportation-related emissions. Projects must meet eligibility requirements prior to being approved for inclusion in the TIP. Typically, these projects receive funds to cover eighty percent of the project cost.

The Indiana Transportation Alternatives (TA) Program is funded through a portion of the funds the state receives from the Federal Highway Administration (FHWA). TA projects are

transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the multi-modal transportation system. TA projects can receive up to eighty percent of the total project cost. TA projects receive funding through NIRCC and the Indiana Department of Transportation.

The Fort Wayne Public Transportation Corporation (FWPTC) will receive \$2,152,745 from State Public Mass Transportation Funds (PMTF) for FY 26. Through Capitalization of Maintenance Costs, Complimentary Paratransit Costs and Special Rule Operations, \$5,405,090 will be available for operating funds through Federal Section 5307 and 5339 for FY26.

The federal dollars available for FY 26 through FY 30 and the amount of local matching funds are summarized in Table VII - 2. Table VII - 3 provides a summary of local roadway funds available for matching federal funds and system level estimates of revenues and funds available for highway maintenance and operations. These revenues are primarily comprised of Motor Vehicle Funds (MVH), Local Road and Street (LR&S), Wheel-tax Surtax revenues, and Major Bridge Fund. The State also allows counties, cities and towns to apply for up to \$1.5 million of Community Crossing Matching Grant (CCMG) funds. The CCMG funds assist with maintenance and upkeep of the transportation infrastructure. In addition to these funds, County Economic Development Income Tax (CEDIT) and Tax Incremental Finance (TIF) revenues are often utilized for roadway improvement projects. The local funds are based upon 2024 revenue receipts and 2025 budgets obtained from the Indiana Gateway for Government Units (<https://gateway.ifionline.org/>) and/or estimated local budgets.

Table VII - 4 summarizes the estimated total local funds available for each public agency, funds needed to match federal sources, and funds for operations and maintenance for Fiscal Years 2026 through 2030.

Table VII - 1: Federal Funds Available Fort Wayne Urbanized Area

| Fiscal Year | Funds Available to Urbanized Area | Programmed Funds | Remaining Funds |
|-------------|-----------------------------------|------------------|-----------------|
| FY 2026 | \$13,987,920 | \$13,539,834 | \$448,086 |
| FY 2027 | \$13,987,920 | \$13,980,584 | \$7,336 |
| FY 2028 | \$13,987,920 | \$13,960,584 | \$27,336 |
| FY 2029 | \$13,987,920 | \$13,410,584 | \$557,336 |
| FY 2030 | \$13,987,920 | \$13,980,584 | \$7,336 |

As indicated above the total program cost estimate is within a reasonable amount of the estimated federal funds from various transportation programs. Recognizing these numbers as estimates and factors such as: price favorability; unforeseen project cost increases and decreases for design and land acquisition; and construction cost volatility will undoubtedly affect these estimates, and the exact amount of federal funds available to the urban area is uncertain, FY2026-30 Transportation Improvement Program is reasonably constrained. Based on the estimated funds available and estimated project costs, the program shows slight under programmed amounts for FY2026-2030.

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Table VII - 2
ALLOCATED FEDERAL FUNDS

| FUND TYPE | Area | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 |
|------------------------------------|--|---------------------|---------------------|---------------------|---------------------|---------------------|
| STBG | | \$7,975,864 | \$7,975,864 | \$7,975,864 | \$7,975,864 | \$7,975,864 |
| HSIP | | \$1,028,729 | \$1,028,729 | \$1,028,729 | \$1,028,729 | \$1,028,729 |
| CMAQ | | \$948,037 | \$948,037 | \$948,037 | \$948,037 | \$948,037 |
| TA | Fort Wayne - New Haven - Allen County | \$1,110,529 | \$1,110,529 | \$1,110,529 | \$1,110,529 | \$1,110,529 |
| Carbon Reduction | Urbanized Area | \$1,918,918 | \$1,918,918 | \$1,918,918 | \$1,918,918 | \$1,918,918 |
| PROTECT | | \$358,075 | \$358,075 | \$358,075 | \$358,075 | \$358,075 |
| FY23 Adjustment | | \$299,734 | | | | |
| | Total | \$13,639,886 | \$13,340,152 | \$13,340,152 | \$13,340,152 | \$13,340,152 |
| CRRSA Funding for FY24 | | \$2,823,811 | | | | |
| Group IV Funding | Statewide allocations to rural Allen County including incorporated communities | \$9,580,844 | \$12,817,225 | \$2,705,934 | \$9,924,400 | \$0 |
| Transportation Alternative Program | Statewide allocation to local agencies in Allen County | \$0 | \$0 | \$0 | \$0 | \$0 |
| Recreational Trails Program | Statewide allocation to local agencies in Allen County | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA 5307/5339/5340 | | | | | | |
| Operating | | \$4,702,555 | \$4,641,158 | \$4,733,982 | \$4,828,661 | \$4,925,234 |
| Capital | | \$3,973,104 | \$1,413,354 | \$1,265,155 | \$1,295,642 | \$1,333,430 |
| PMTF | | \$2,174,272 | \$2,196,015 | \$2,217,975 | \$2,240,155 | \$2,262,557 |
| MATCHING FUNDS | | | | | | |
| JURISDICTION | | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 |
| Allen County | | \$2,621,935 | \$3,108,346 | \$676,484 | \$2,481,100 | \$200,000 |
| Fort Wayne | | \$1,615,100 | \$2,606,360 | \$2,518,750 | \$2,567,500 | \$87,500 |
| New Haven | | \$200,000 | \$0 | \$425,000 | \$0 | \$2,942,500 |
| Leo-Cedarville | | \$1,237,500 | \$0 | | \$0 | \$0 |
| Huntertown | | \$735,500 | \$184,000 | \$362,600 | \$50,000 | \$87,500 |
| NIRCC | | \$18,845 | \$18,845 | \$18,845 | \$18,845 | \$18,845 |
| Fort Wayne PTC | | | | | | |
| Operating | | \$13,489,677 | \$13,915,345 | \$14,520,040 | \$15,152,633 | \$15,814,456 |
| Capital | | \$1,053,276 | \$353,338 | \$316,289 | \$323,910 | \$333,358 |

**Table VII - 3: Source and Expenditure of Local Transportation Funds-
Annual Estimates**

CITY OF FORT WAYNE

| Source | Available Funds | Fund Utilization |
|--------------------|------------------------|---|
| Wheel Tax Surtax | \$5,635,760 | Materials and Maintenance |
| MVH and LR & S | \$28,416,870 | Operations, Traffic Maintenance and Modernization |
| CEDIT ¹ | \$44,182,145 | Pavement Management and Matching Funds |

CITY OF NEW HAVEN

| Source | Available Funds | Fund Utilization |
|--------------------|------------------------|---|
| Wheel Tax Surtax | \$423,580 | Maintenance, Reconstruction and Materials |
| MVH and LR & S | \$2,408,330 | Operations, Construction and Reconstruction |
| CEDIT ¹ | \$3,735,090 | Pavement Management and other |

ALLEN COUNTY

| Source | Available Funds | Fund Utilization |
|--------------------|------------------------|---|
| Wheel Tax Surtax | \$8,469,290 | Resurfacing and Maintenance |
| MVH and LR & S | \$20,705,370 | Operations, Construction and Reconstruction |
| Major Bridge | \$6,135,070 | Bridge Construction and Maintenance |
| CEDIT ¹ | \$75,470,780 | Resurfacing and Rehabilitation |

HUNTERTOWN

| Source | Available Funds | Fund Utilization |
|--------------------|------------------------|---|
| MVH and LR & S | \$843,150 | Operations, Construction and Reconstruction |
| CEDIT ¹ | \$2,484,460 | Resurfacing and Rehabilitation |

LEO-CEDARVILLE

| Source | Available Funds | Fund Utilization |
|--------------------|------------------------|---|
| MVH and LR & S | \$346,540 | Operations, Construction and Reconstruction |
| CEDIT ¹ | \$1,532,720 | Resurfacing and Rehabilitation |

GRABILL

| Source | Available Funds | Fund Utilization |
|--------------------|------------------------|---|
| MVH and LR & S | \$264,110 | Operations, Construction and Reconstruction |
| CEDIT ¹ | \$252,350 | Resurfacing and Rehabilitation |

Table VII - 4: Estimated Five-Year Transportation Budget Summary for Local Public Agencies

| Local Public Agency | Total Available Funds | Total Funds Needed to Match Federal Funds | Available for Maintenance and Operations |
|----------------------------|------------------------------|--|---|
| Allen County | \$553,902,550 | \$6,971,139 | \$546,931,411 |
| Fort Wayne | \$391,173,875 | \$22,362,730 | \$368,811,145 |
| Grabill | \$2,582,300 | \$0 | \$2,582,300 |
| Huntertown | \$16,638,050 | \$759,810 | \$15,878,240 |
| Leo-Cedarville | \$9,396,300 | \$0 | \$9,396,300 |
| New Haven | \$32,835,000 | \$4,336,110 | \$28,498,890 |

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VIII. PUBLIC TRANSPORTATION PROJECT JUSTIFICATION AND FINANCIAL ANALYSIS

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION / CITILINK

The Fort Wayne Public Transportation Corporation (Citilink) has submitted its financial capacity analysis to NIRCC. Revenue losses from the pandemic, increasing inflationary costs, flat State Funding and the Federal fiscal cliff have resulted in increased reliance upon federal funding and currently a structural deficit that the organization is working to resolve. The following narrative and tables show Citilink's structural deficit for fiscal year 2026-2030 however the organization is currently seeking other funding sources to sustain operations. These funding sources include additional local support and state funding. In addition, austere measures have been implemented in fiscal year 2025 and the projected financials include those austere measures.

Management is also continuing to explore alternative financing options to ensure financial stability for current and future operations and capital projects. Citilink has bonding authority but has not issued bonds since 1981. The transit agency has no long-term debt and has completed major capital projects without outside financing.

Table VII - 1 below lists financial data reported by Citilink to the Indiana Department of Transportation for 2019 through 2023. These figures reflect a period of fluctuations during the COVID-19 pandemic and recovery. The growth in future Citilink expenses is calculated using an expected increase of 4 percent per year for most categories.

Table VIII - 1: Operating Revenues and Expenses (Audited Actuals)

| | 2019 | 2020 | 2021 | 2022 | 2023 |
|--|--------------------|-------------------|-------------------|-------------------|-------------------|
| Revenues | | | | | |
| Operating Revenue (inc. Passenger Fares) | 1,438,035 | 1,003,629 | 695,189 | 1,196,340 | 1,258,116 |
| Fare Subsidy | 392,469 | 309,169 | 283,699 | 294,740 | 309,726 |
| Local Government Assessments & Taxes | 6,995,100 | 7,205,784 | 7,676,607 | 7,956,643 | 8,776,868 |
| Federal Grants and Reimbursements | 2,763,139 | 4,290,217 | 4,931,493 | 5,109,967 | 5,797,237 |
| State Operating Grants | 2,093,009 | 2,112,415 | 1,832,197 | 2,132,353 | 2,152,745 |
| Federal Pass-Through Revenue | (96,000) | (96,000) | (103,500) | (196,167) | (287,058) |
| Other Revenues | 123,972 | 100,027 | 79,218 | 76,847 | 128,542 |
| TOTAL REVENUE | 13,709,724 | 14,925,241 | 15,394,903 | 16,570,723 | 18,136,175 |
| Expenses | | | | | |
| Salaries and Wages | 5,975,719 | 6,350,777 | 6,286,258 | 6,849,816 | 7,484,710 |
| Fringe Benefits | 6,851,665 | 4,793,269 | 3,742,834 | 3,637,201 | 6,571,121 |
| Services | 730,942 | 638,553 | 722,245 | 840,557 | 975,244 |
| Fuel, Material, Supplies | 1,746,684 | 1,536,636 | 1,556,289 | 2,358,113 | 2,737,347 |
| Utilities | 121,873 | 122,697 | 129,286 | 152,800 | 150,153 |
| Casualty and Liability | 393,927 | 463,161 | 608,219 | 422,107 | 681,959 |
| Taxes | 6,908 | 7,985 | 9,089 | 9,756 | 21,841 |
| Miscellaneous | 174,388 | 220,467 | 123,293 | 278,376 | 362,058 |
| Lease and Rentals | 676 | 681 | 3,660 | 55,429 | 21,147 |
| Vehicle Tracking System | 37,218 | 36,945 | 37,423 | 26,872 | 31,052 |
| TOTAL OPERATING EXPENSE | 16,040,000 | 14,171,171 | 13,218,596 | 14,631,027 | 19,036,632 |
| Gain/(Loss) from Operations & Subsidy | (2,330,276) | 754,070 | 2,176,307 | 1,939,696 | (900,457) |

Table VIII - 2: Operating Revenues and Expenses (Projected for 2026-2030)

***Note the projected structural deficit is highlighted below with the line item "Other Local/State Funding Needed"; This projection includes austere measures.*

| | 2026 | 2027 | 2028 | 2029 | 2030 |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|
| Revenues | | | | | |
| Operating Revenue (inc. Passenger Fares) | 1,877,909 | 1,953,025 | 2,031,146 | 2,112,392 | 2,196,888 |
| Local Government Assessments & Taxes | 9,638,466 | 10,024,005 | 10,424,965 | 10,841,964 | 11,275,643 |
| Other Local/State Funding Needed | 1,268,644 | 946,734 | 2,251,583 | 2,638,015 | 2,962,836 |
| Federal Grants and Reimbursements | 6,575,139 | 6,700,468 | 5,928,751 | 6,049,062 | 6,183,481 |
| State Operating Grants | 2,152,745 | 2,152,745 | 2,152,745 | 2,152,745 | 2,152,745 |
| Other Revenues | 77,653 | 80,759 | 83,990 | 87,349 | 90,843 |
| TOTAL REVENUE | 21,590,556 | 21,857,736 | 22,873,181 | 23,881,527 | 24,862,436 |
| Expenses | | | | | |
| Salaries and Wages | 9,474,389 | 9,853,364 | 10,247,499 | 10,657,399 | 11,083,695 |
| Fringe Benefits | 4,953,828 | 5,151,981 | 5,358,060 | 5,572,383 | 5,795,278 |
| Materials and Supplies | 2,595,427 | 2,699,244 | 2,807,214 | 2,919,502 | 3,036,282 |
| Contractual Services | 1,160,728 | 1,207,158 | 1,255,444 | 1,305,662 | 1,357,888 |
| Utilities | 183,640 | 190,986 | 198,625 | 206,570 | 214,833 |
| Insurance | 827,934 | 952,125 | 1,094,943 | 1,259,185 | 1,448,063 |
| Taxes | 36,784 | 38,255 | 39,785 | 41,377 | 43,032 |
| Purchased Transportation | 564,720 | 587,309 | 610,801 | 635,233 | 660,643 |
| Miscellaneous Expenses | 376,533 | 391,594 | 407,258 | 423,548 | 440,490 |
| Equipment Leases | 18,928 | 19,685 | 20,473 | 21,291 | 22,143 |
| Vehicle Tracking System | 37,440 | 38,938 | 40,495 | 42,115 | 43,800 |
| TOTAL OPERATING EXPENSES | 20,230,351 | 21,130,638 | 22,080,597 | 23,084,265 | 24,146,146 |
| Local Contribution to Capital | 1,360,205 | 727,098 | 792,584 | 797,261 | 716,290 |
| TOTAL BUDGETED EXPENDITURES | 21,590,556 | 21,857,736 | 22,873,181 | 23,881,526 | 24,862,436 |
| PROJECTED OPERATING NET INCOME | - | (0) | (0) | 0 | 0 |

The table below projects federal formula (Secs. 5307, 5339) available for capital expenditure.

Local match funds are not displayed as a structural deficit is noted from 2026 through 2030.

See the local match funds needed for capital projects above. Additional local funds will be needed to meet current programmed projects. As this is the start of a new U.S. President administration that could cease certain federal funding programs (i.e. Lo/No Emission Program) , the 2026-2030 TIP includes additional federal programs for this possible change. This projection below only includes preferred programs and not alternative options.

Table VIII - 3: Projected Formula Capital Funds (2026-2030)

The table below projects federal formula (5307, 5339) funds available for capital expenditure.

| Year | Federal Carryover | Projected Apportionments | Total Available Federal | Minus Cap. Maint and Operating | **Minus Federal Capital Programmed | Federal Carryover for Capital |
|------|-------------------|--------------------------|-------------------------|--------------------------------|------------------------------------|-------------------------------|
| 2026 | 17,993,544 | 5,551,299 | 23,544,843 | (6,070,804) | (3,605,090) | 13,868,949 |
| 2027 | 13,868,949 | 5,259,477 | 19,128,426 | (6,182,780) | (3,053,090) | 9,892,556 |
| 2028 | 9,892,556 | 5,369,926 | 15,262,481 | (5,426,297) | (4,604,909) | 5,231,275 |
| 2029 | 5,231,275 | 5,482,694 | 10,713,969 | (5,491,759) | (2,708,842) | 2,513,367 |
| 2030 | 2,513,367 | 5,597,831 | 8,111,198 | (5,607,086) | (2,382,396) | 121,716 |

SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES OPERATIONAL AND CAPITAL ASSISTANCE AND PRIVATE ENTERPRISE PARTICIPATION

OPERATIONAL

In FY2026 through FY2030, Citilink will allocate Section 5310 Operational Assistance for the provision of transporting elderly and/or disabled persons to healthcare, grocery, shopping, recreation, community services and other resources.. The total cost of the project is \$1,688,305 of

which 50%, \$844,153 will be paid for with federal funds. Citilink will provide the local matching dollars of \$844,153.

CAPITAL

Citilink will administer Section 5310 funding for three (3) medium transit vehicles each year from FY2026 through FY2030. The total cost for the fifteen (15) transit vehicles is \$1,813,823 of which 80% (\$1,451,0588) will be paid for with federal funds. The subrecipient (to be determined) will pay the local match each year. All fifteen (15) vehicles will be used to transport elderly and/or disabled persons to healthcare, grocery, shopping, recreation, community services and other resources. The service area for all fifteen (15) vehicles will be within the urbanized area of Allen County.

AWARDS PROCESS

The Northeastern Indiana Regional Coordinating Council, the designated Metropolitan Planning Organization (MPO) for the Fort Wayne Urbanized Area, has maintained the Transit Planning Committee (TPC) and its subcommittee, the Transportation Advisory Committee (TAC) to assist in the planning and evaluation of transportation services for seniors and individuals with disabilities. The Urban Transportation Advisory Board provides final approval of the selections from both the Operational and Capital Assistance programs, in collaboration with Citilink.

PRIVATE ENTERPRISE PARTICIPATION

Participating on the TPC and TAC are private-for-profit transportation providers, which ensures their involvement in the transportation planning process. In addition, all known area providers, including private-for-profit transportation providers, are notified directly of each Section 5310

Call for Projects. The MPO has not received any additional comments, complaints or disputes concerning these grant applications or the subsequent provision of service.

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IX. LOCAL PROJECTS FY 2026-2030

Local Federal Funded Projects

2026-2030 TIP

| Project Information | DES # | Phase | Estimated Cost | | | | | Other Year | Federal Funds | Local Funds | Pri- ority | LPA | Contract # | Conformity | Comments |
|--|----------------|--------|----------------|-------------|-------------|--------------|-------|------------|---------------|-------------|---------------|-------------------------|--------------------------------------|------------|----------|
| | | | Fiscal Year | | | | | | | | | AM# | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | | Letting | AQ Finding | |
| Advanced Traffic Management System (ATMS) Installation of new system with server, 350 compatible traffic signal controllers, 325 cell modems for connectivity & training All local traffic signals in Fort Wayne, Hometown, New Haven, and Allen County Traffic Signals, Modernized | 2400580 | CN | \$3,000,000 | | | | | | \$0 | \$3,000,000 | 1 | FW | T-45590 | 4/30/2024 | |
| | | | | | | | | | | | | | Local | | |
| | | | | | | | | | | | | 24-153a | 1/15/2025 | exempt | |
| Total cost for project: | \$3,000,000 | | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$3,000,000 | | | | | |
| Airport Expressway and Norfolk Southern between Bluffton Rd and Airport Dr | 2500554 | PE | | | | | | 2023-25 | \$0 | \$1,100,000 | | FW | R-43142 | 3/5/2025 | |
| | | RW | | \$1,500,000 | | | | | \$1,200,000 | \$300,000 | 2 | | FRA Grade Crossing Elimination Grant | | |
| Railroad Grade Separation | | CN | | | | \$27,250,000 | | | \$21,800,000 | \$5,450,000 | 4 | 25-73a | Discretionary Funding 10/12/2028 | non-exempt | |
| Total cost for project: | \$29,850,000 | | \$0 | \$1,500,000 | \$0 | \$27,250,000 | \$0 | | \$23,000,000 | \$6,850,000 | | | | | |
| Allen County Bridge Inspection <i>(INDOT funded project)</i> | 2100106 | PE | \$561,976 | | | | | | \$449,581 | \$112,395 | 1 | AC | | 6/30/2023 | |
| | | PE | | \$83,793 | | | | | \$67,034 | \$16,759 | 2 | | Group III / IV | | |
| | | PE | | | \$714,200 | | | \$571,360 | \$142,840 | 3 | | | | | |
| Bridge Inspection | | PE | | | | \$89,033 | | | \$71,226 | \$17,807 | 4 | | | exempt | |
| Total cost for project: | \$1,449,002 | | \$561,976 | \$83,793 | \$714,200 | \$89,033 | \$0 | | \$1,159,201 | \$289,800 | | | | | |
| Ardmore Avenue Covington Rd to Lower Huntington Rd | 2300603 | PE | | | | | | 2025 | \$5,578,444 | \$1,394,611 | | | Ph 1 - R-46144 | 6/30/2023 | |
| | 2500556 - Ph 1 | RW-1 | | | \$1,125,000 | | | | \$900,000 | \$225,000 | 3 | FW | Ph 2 - R-46145 | | |
| Phase 1: Covington Rd to s/o Engle Rd | 2500557 - Ph 2 | RW-2 | | | | \$1,150,000 | | | \$920,000 | \$230,000 | 4 | | Ph 3 - R-46146 | | |
| Phase 2: s/o Engle Rd to s/o Sand Point Rd (south) | 2500558 - Ph 3 | RW-3 | | | | \$1,087,500 | | | \$870,000 | \$217,500 | 4 | | STBG | | |
| Phase 3: s/o Sand Point Rd (south) to Lower Huntington Rd | 2500556 - Ph 1 | CN - 1 | | | | | | 2032 | \$5,500,000 | \$1,375,000 | 7 | | | | |
| | 2500556 - Ph 1 | CE - 1 | | | | | | 2032 | \$100,000 | \$25,000 | 7 | | | | |
| | 2500557 - Ph 2 | CN - 2 | | | | | | 3034 | \$5,500,000 | \$1,375,000 | 9 | | | | |
| | 2500557 - Ph 2 | CE - 2 | | | | | | 3034 | \$100,000 | \$25,000 | 9 | | | | |
| Added Travel Lanes: from two lanes to four/five lane roadway with pedestrian facilities | 2500558 - Ph 3 | CN - 3 | | | | | | 3036 | \$5,500,000 | \$1,375,000 | 11 | 25-45m | 10/8/2031 | | |
| | 2500558 - Ph 3 | CE - 3 | | | | | | 3036 | \$100,000 | \$25,000 | 11 | 24-184m | | | |
| Total cost for project: | \$31,335,555 | | \$0 | \$0 | \$1,125,000 | \$2,237,500 | \$0 | | \$25,068,444 | \$6,267,111 | | | | | |
| Broadway & Taylor Street Single-lane roundabout and other corridor improvements to reduce crashes, calm traffic, and improve all VRUs' safety approx. 2600' on Broadway from Creighton Ave to Wall St approx. 2600' on Taylor St from Fairfield Ave to Nelson St Intersection Improvement/Roundabout & corridor | 2100146 | PE | | | | | | 2024 | \$707,200 | \$176,800 | | FW | R-43646 | 12/27/2023 | |
| | | RW | \$200,000 | | | | | | \$160,000 | \$40,000 | 1 | | SS4A Discretionary Grant | | |
| | | CN | | | \$5,350,000 | | | | \$4,280,000 | \$1,070,000 | 3 | | | | |
| | | CE | | | \$624,000 | | | | \$499,200 | \$124,800 | 3 | | | exempt | |
| | | | | | | | | | | | | 24-52a | 10/14/2027 | | |
| Total cost for project: | \$7,058,000 | | \$200,000 | \$0 | \$5,974,000 | \$0 | \$0 | | \$5,646,400 | \$1,411,600 | | | | | |
| Carroll Road at Shearwater Run/Coral Springs Run | 2101634 | PE | | | | | | 2022 | 252,676 | 63,169 | | HT | R-44126 | 6/30/2023 | |
| | | RW | | | | | | 2025 | 72,000 | 18,000 | | | STBG | | |
| | | CN | 2,125,000 | | | | | | 1,700,000 | 425,000 | 1 | | | | |
| Intersection Improvement, Roundabout | | CE | 361,550 | | | | | | 289,240 | 72,310 | 1 | 24-156m | 12/10/2025 | exempt | |
| Total cost for project: | \$2,892,395 | | \$2,486,550 | \$0 | \$0 | \$0 | \$0 | | \$2,313,916 | \$578,479 | | | | | |

Local Federal Funded Projects

2026-2030 TIP

| Project Information | DES # | Phase | Estimated Cost | | | | | Other Year | Federal Funds | Local Funds | Pri- ority | LPA | Contract # | Conformity | Comments |
|---|-----------------|--------|----------------|-------------|-------------|--------------|--------------|------------|---------------|--------------|---------------|---|----------------|------------|--|
| | | | Fiscal Year | | | | | | | | | AM# | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | | Letting | AQ Finding | |
| Clinton Street Auburn Rd to Mayhew Rd Phase 1: Riveroak Dr to Diebold Rd (2300719) Phase 2: Auburn Rd to Riveroak Dr (2300720) Phase 3: Diebold Rd to Mayhew Rd (2300721) Added Travel Lanes: expanding to 4 lane roadway with pedestrian facilities | 1901703 | PE | | | | | | 2024 | \$4,018,000 | \$1,004,500 | | FW / AC | R-42160 | 6/30/2023 | |
| | 2300719 - Ph 1 | RW-1 | \$1,500,000 | | | | | | \$1,200,000 | \$300,000 | 1 | | | | |
| | 2300720 - Ph 2 | RW-2 | | \$912,500 | | | | | \$730,000 | \$182,500 | 2 | | | | |
| | 2300721 - Ph 3 | RW-3 | | \$1,062,500 | | | | | \$850,000 | \$212,500 | 2 | | STBG | non-exempt | |
| | 2300719 - Ph 1 | CN - 1 | | | | \$14,717,780 | | | \$11,774,224 | \$2,943,556 | 4 | | | | |
| | 2300719 - Ph 1 | CE - 1 | | | | \$500,000 | | | \$400,000 | \$100,000 | 4 | | | | |
| | 2300720 - Ph 2 | CN - 2 | | | | | \$14,518,770 | | \$11,615,016 | \$2,903,754 | 5 | | | | |
| | 2300720 - Ph 2 | CE - 2 | | | | | \$37,500 | | \$30,000 | \$7,500 | 5 | | | | |
| | 2300720 - Ph 2 | CE - 2 | | | | | | 2031 | \$844,000 | \$211,000 | 6 | 25-98m 24-65m | 11/15/2028 | | |
| | 2300721 - Ph 3 | CN - 3 | | | | | | 2032 | \$7,600,000 | \$6,339,232 | 7 | | | | |
| 2300721 - Ph 3 | CE - 3 | | | | | | 2032 | \$100,000 | \$25,000 | 7 | | | | | |
| Total cost for project: | \$53,390,782 | | \$1,500,000 | \$1,975,000 | \$0 | \$15,217,780 | \$14,556,270 | | \$39,161,240 | \$14,229,542 | | | | | |
| Corbin Road & Union Chapel Road Intersection Intersection Improvement, Roundabout | 2400742 | PE | | | | | | 2025 | \$754,108 | \$188,527 | | AC | R-45670 | 7/15/2024 | |
| | | RW | | | \$1,000,000 | | | | \$800,000 | \$200,000 | 3 | 25-53m 25-21a | STBG & CMAQ | exempt | |
| | | CN | | | | | | 2031 | \$2,500,000 | \$625,000 | 6 | | | | |
| | | CE | | | | | | 2031 | \$300,000 | \$75,000 | 6 | | | | |
| Total cost for project: | \$5,442,635 | | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | | \$4,354,108 | \$1,088,527 | | | | | |
| Coverdale Rd-Indianapolis Rd-Winters Rd Intersection Intersection Improvement, Roundabout | 2300604 | PE | | | | | | 2024 | \$0 | \$800,000 | | AC | R-45450 | 6/30/2023 | |
| | | RW | \$1,000,000 | | | | | | \$900,000 | \$100,000 | 1 | 24-185m 24-48m | STBG & HSIP | exempt | |
| | | CN | | \$3,333,333 | | | | | \$3,000,000 | \$333,333 | 2 | | | | |
| | | CE | | \$244,444 | | | | | \$220,000 | \$24,444 | 2 | | | | |
| Total cost for project: | \$5,377,777 | | \$1,000,000 | \$3,577,777 | \$0 | \$0 | \$0 | | \$4,120,000 | \$1,257,777 | | | | | |
| Cuba Road Bridge #24 Bridge #24 over Oberhaltzer Ditch <i>(INDOT funded project)</i> Bridge Replacement: 2 lane bridge | 2101756 | PE | | | | | | 2023 | \$237,032 | \$59,258 | | AC | B-44315 | 6/30/2023 | |
| | | RW | | | | | | 2025 | \$24,000 | \$6,000 | | 25-39m | Group III / IV | exempt | |
| | | CN | | | \$1,180,000 | | | | \$944,000 | \$236,000 | 3 | | | | |
| | | CE | | | \$177,000 | | | | \$141,600 | \$35,400 | 3 | | | | |
| Total cost for project: | \$1,683,290 | | \$0 | \$0 | \$1,357,000 | \$0 | \$0 | | \$1,346,632 | \$336,658 | | | | | |
| Ewing Street Bridge High St to Superior St (at roundabout) Superstructure Bridge Replacement and Road Reconfiguration (Lane Reduction with Added Pedestrian Features) | LocalFWBr 01-26 | PE | \$1,000,000 | | | | | | \$0 | \$1,000,000 | | FW | | 5/6/2025 | new City of FW project, requesting earmark; two bridges converting into one vehicle bridge and one pedestrian bridge |
| | | | | | | | | | \$0 | \$12,000,000 | | 25-102a | Local | exempt | |
| | | CN | | | | 12,000,000 | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Total cost for project: | \$13,000,000 | | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$13,000,000 | | | | | |
| Federal Railroad Administration Corridor ID Program Develop a scope, schedule, and cost estimate for preparing, completing, and document service development plan for passenger rail to connect Chicago, IL, to Pittsburgh, PA through Fort Wayne, IN and Columbus, OH. | FRA 01-24 | | | | | | | | | | | FW | | 12/19/2023 | |
| | | PE | | | | | | 2024 | \$500,000 | \$0 | | 24-51a | FRA | exempt | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Total cost for project: | \$500,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | | \$500,000 | \$0 | | | | | |
| Ferguson Rd Bridge #404 Bridge over St Marys River, 1.14 mi w/o US 27 <i>(INDOT funded project)</i> Bridge Rehabilitation or Repair | 2301666 | PE | | | | | | 2025 | \$166,560 | \$41,640 | | AC | B-45527 | 3/21/2024 | |
| | | PE | \$208,200 | | | | | | \$166,560 | \$41,640 | 1 | 24-240a | Group III / IV | exempt | |
| | | PE | | | \$208,200 | | | | \$166,560 | \$41,640 | 3 | | | | |
| | | RW | | | \$68,000 | | | | \$54,400 | \$13,600 | 3 | | | | |
| | | CN | | | | | \$8,300,000 | | \$6,640,000 | \$1,660,000 | 5 | | | | |
| | | CE | | | | | \$830,000 | | \$664,000 | \$166,000 | 5 | | | | |
| Total cost for project: | \$9,822,600 | | \$208,200 | \$0 | \$276,200 | \$0 | \$9,130,000 | | \$7,858,080 | \$1,964,520 | | | | | |

Local Federal Funded Projects

2026-2030 TIP

| Project Information | DES # | Phase | Estimated Cost | | | | | Other Year | Federal Funds | Local Funds | Pri- ority | LPA | Contract # | Conformity | Comments |
|--|--|--|--|-------------|-----------|-----------|-------|------------------------------|--|--|--------------------------|---|----------------|------------|----------|
| | | | Fiscal Year | | | | | | | | | AM# | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | | Letting | AQ Finding | |
| Goeglein Road Bridge #113 Bridge over Bullerman Drain <i>(INDOT funded project)</i> Bridge Replacement | 1902836 | PE | | | | | | 2021 | \$184,880 | \$46,220 | | FW | B-42843 | 6/30/2023 | |
| | | RW | | | | | | 2023 | \$0 | \$1,000 | | | Group III / IV | | |
| | | CN | \$1,163,143 | | | | | | \$842,098 | \$321,044 | 1 | 24-155m | | exempt | |
| | | CE | \$145,377 | | | | | | \$116,302 | \$29,075 | 1 | 24-67 | 8/6/2025 | | |
| Total cost for project: | \$1,540,620 | | \$1,308,520 | \$0 | \$0 | \$0 | \$0 | | \$1,143,280 | \$397,340 | | | | | |
| Gump Road and State Road 3/Lima Road Pedestrian bridge over SR 3/Lima Road | 2300620 | PE | | \$562,500 | | | | | \$450,000 | \$112,500 | 2 | HT | | 6/30/2023 | |
| | | PE | | | \$125,000 | | | | \$100,000 | \$25,000 | 3 | | | | |
| | | RW | | | | \$625,000 | | | \$500,000 | \$125,000 | 4 | | STBG & TA | | |
| | | CN - TE/TAP | | | | | | 2031 | \$8,000,000 | \$2,000,000 | 6 | | | exempt | |
| | | CE - TE/TAP | | | | | | 2031 | \$800,000 | \$200,000 | 6 | | 10/9/2030 | | |
| Total cost for project: | \$12,312,500 | | \$0 | \$562,500 | \$125,000 | \$625,000 | \$0 | | \$9,850,000 | \$2,462,500 | | | | | |
| Hamilton Road Bridge #242 Bridge over Rebecca Knight Drain <i>(INDOT funded project)</i> Bridge Rehabilitation or Repair: 2 lane bridge | 2101768 | PE | | | | | | 2023 | \$228,000 | \$69,516 | | AC | B-44316 | 6/30/2023 | |
| | | RW | \$60,000 | | | | | | \$48,000 | \$12,000 | 1 | | Group III / IV | | |
| | | CN | | \$2,115,000 | | | | | \$1,692,000 | \$423,000 | 2 | | | exempt | |
| | | CE | | \$317,000 | | | | | \$253,600 | \$63,400 | 2 | | 8/5/2026 | | |
| Total cost for project: | \$2,789,516 | | \$60,000 | \$2,432,000 | \$0 | \$0 | \$0 | | \$2,221,600 | \$567,916 | | | | | |
| Hillegas Road State Blvd to Coliseum Blvd Phase 1: n/o Butler Rd to Coliseum Blvd #2500056 Phase 2: State Blvd to n/o Butler Rd #2201692 Added Travel Lanes: expanding to 4 lane roadway with pedestrian facilities | 1901705 1901705 2500056 - Ph 1 2500056 - Ph 1 2201692 - Ph 2 2201692 - Ph 2 | PE RW CN - Ph 1 CE CH - Ph 2 CE | \$9,400,000 \$550,000 \$9,500,000 \$550,000 | | | | | 2022 2024 | \$1,945,948 \$1,500,000 \$7,520,000 \$440,000 \$7,600,000 \$440,000 | \$430,000 \$375,000 \$1,880,000 \$110,000 \$1,900,000 \$110,000 | 1 1 2 2 | FW < | | | |

Local Federal Funded Projects

2026-2030 TIP

| Project Information | DES # | Phase | Estimated Cost | | | | | Other Year | Federal Funds | Local Funds | Pri- ority | LPA | Contract # | Conformity | Comments |
|--|-----------------|--|--------------------------------------|----------------------------------|----------------------------------|------------------|------------------|------------------------------|--|---|---|---|--|-------------------------|----------|
| | | | Fiscal Year | | | | | | | | | AM# | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | | Letting | AQ Finding | |
| Monroeville Road Bridge #277 Bridge over Hoffman Drain <i>(INDOT funded project)</i> Bridge Replacement: 2 lane bridge | 1902826 | PE RW CN CE | \$1,683,394 \$230,815 | | | | | 2021 2024 | \$0 \$0 \$1,016,000 \$152,800 | \$278,950 \$10,000 \$667,394 \$78,015 | 1 1 | AC 25-52m | B-42838 Group III / IV 9/10/2025 | 6/30/2023 exempt | |
| Total cost for project: | \$2,203,159 | | \$1,914,209 | \$0 | \$0 | \$0 | \$0 | | \$1,168,800 | \$1,034,359 | | | | | |
| Monroeville Road - Wayne Trace Intersection <i>(INDOT funded project)</i> Intersection Improvement, Roundabout | 2003073 | PE RW CN CE | | \$2,520,917 \$315,115 | | | | 2023 \$2,025 | \$350,910 \$0 \$1,205,100 \$180,765 | \$75,620 \$206,624 \$1,315,817 \$134,350 | 2 2 | AC 25-38m 25-19m | R-43623 Group III/HSIP 7/8/2026 | 6/30/2023 exempt | |
| Total cost for project: | \$3,469,186 | | \$0 | \$2,836,032 | \$0 | \$0 | \$0 | | \$1,736,775 | \$1,732,411 | | | | | |
| Pufferbelly Trail Bridge Pedestrian bridge over Coliseum Blvd/SR 930 (approx. 1,150' e/o Lima Rd/US 27) New Pedestrian Bridge | LocalTrBr 01-25 | PE PE RW CN CE | \$7,000,000 \$750,000 | | | | | 2023 2024 2025 | \$0 \$0 \$0 \$0 | \$50,000 \$700,000 \$500,000 \$750,000 | 1 1 | FW 25-41m | Local - FW 10/18/2025 | 6/30/2023 exempt | |
| Total cost for project: | \$9,000,000 | | \$7,750,000 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$9,000,000 | | | | | |
| Rose Avenue and Linden Street Intersection Intersection Improvement, Roundabout | 2300608 | ¹ PE ² RW ² CN ² CE | \$500,000 | | \$3,555,555 \$355,555 | | | 2024 | \$450,680 \$450,000 \$3,200,000 \$320,000 | \$112,670 \$50,000 \$355,555 \$35,555 | 1 3 3 | NH 24-152m 24-56m | ¹ STBG & ² HSIP 10/14/2027 | 6/30/2023 exempt | |
| Total cost for project: | \$4,974,459 | | \$500,000 | \$0 | \$3,911,110 | \$0 | \$0 | | \$4,420,679 | \$553,780 | | | | | |
| St. Mary's River Bank Stabilization Bluffton Road from Engle Road to approx. 550' n/o Brooklyn Ave (Indian Village Park)(total length 2400') Roadside Work, Other | PRO 01-26 | PE CN | \$4,400,000 | | | | | 2024 | \$0 \$3,520,000 | \$900,000 \$880,000 | 1 | FW 24-3 | PROTECT Discretionary Funding | 6/28/2023 exempt | |
| Total cost for project: | \$5,300,000 | | \$4,400,000 | \$0 | \$0 | \$0 | \$0 | | \$3,520,000 | \$1,780,000 | | | | | |
| Scott Road and Norfolk Southern between Bass Rd and Illinois Rd Railroad Grade Separation Study | 2500555 | PE | \$500,000 | | | | | | \$400,000 | \$100,000 | 1 | AC 25-74a | FRA Grade Crossing Elimination Grant Discretionary Funding | 3/5/2025 exempt | |
| Total cost for project: | \$500,000 | | \$500,000 | \$0 | \$0 | | | | \$400,000 | \$100,000 | | | | | |
| Southeast Corridor Planning Project S. Anthony Blvd, E. & W. Paulding Rd, E. Tillman Rd, Fairfield Ave Address multimodal transportation needs along with community development Other Type Project | RAISE 01-25 | PE | | | | | | 2025 | \$3,827,250 | \$0 | < | | | | |

Local Federal Funded Projects

2026-2030 TIP

| Project Information | DES # | Phase | Estimated Cost | | | | | Other Year | Federal Funds | Local Funds | Pri- ority | LPA | Contract # | Conformity | Comments |
|--|-------------|-------|----------------|-------------|-------------|------|-------|------------|---------------|-------------|------------------------|------------------------|----------------|------------|----------|
| | | | Fiscal Year | | | | | | | | | AM# | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | | Letting | AQ Finding | |
| Van Zile Road Bridge #32 Bridge #32 over the St Joseph River <i>(INDOT funded project)</i> Bridge Rehabilitation or Repair: 2 lane bridge | 2101761 | PE | | | | | | 2023 | \$243,483 | \$60,871 | | AC | B-44317 | 6/30/2023 | |
| | | RW | | | | | | 2025 | \$48,000 | \$12,000 | | | Group III / IV | | |
| | | CN | \$2,970,000 | | | | | | \$2,376,000 | \$594,000 | 2 | | | | |
| | | CE | \$445,000 | | | | | | \$356,000 | \$89,000 | 2 | | 9/2/2026 | exempt | |
| Total cost for project: | \$3,779,354 | | \$0 | \$3,415,000 | \$0 | \$0 | \$0 | | \$3,023,483 | \$755,871 | | | | | |
| Various Various locations in Allen County <i>Increase drivers' awareness by installing larger (36") dual stop signs, warning signs and stop bars focusing on higher accident locations</i> Un-Signalized Intersection Sign & Marking Visibility Improvement | 2401521 | PE | | | | | | 2025 | \$45,000 | \$5,000 | | AC | T-45968 | 12/11/2024 | |
| | | CN | \$300,000 | | | | | | \$270,000 | \$30,000 | 1 | | HSIP (INDOT) | | |
| | | CE | \$50,000 | | | | | | \$45,000 | \$5,000 | 1 | 25-47a | 1/14/2026 | exempt | |
| Total cost for project: | \$400,000 | | \$350,000 | \$0 | \$0 | \$0 | \$0 | | \$360,000 | \$40,000 | | | | | |
| Various <i>New sign inventory system using GPS technology, incorporating it into the County's current computer-based asset management system</i> Signing, Countywide | 2401532 | PE | \$250,000 | | | | | | \$225,000 | \$25,000 | 1 | AC | | 12/11/2024 | |
| | | | | | | | | | | | | | HSIP (INDOT) | exempt | |
| | | | | | | | | | | | | 25-48a | 1/14/2026 | | |
| Total cost for project: | \$250,000 | | \$250,000 | \$0 | \$0 | \$0 | \$0 | | \$225,000 | \$25,000 | | | | | |
| Various Intersections in Fort Wayne Washington Ctr Rd & Stoney Creek Dr; Washington Ctr Rd & Northwood Middle School; St Joe Ctr Rd & Parker Dr <i>Left turn lane realignment: improve left turn sight distance at intersections w/uncontrolled or permissive left turns by installing positive offset left turn lanes</i> Pavement Markings | 2401587 | CN | \$190,000 | | | | | | \$171,000 | \$19,000 | 1 | FW | T-45970 | 12/11/2024 | |
| | | | | | | | | | | | | | HSIP (INDOT) | | |
| | | | | | | | | | | | | | 1/14/2026 | exempt | |
| | | | | | | | | | | | 25-50a | | | | |
| Total cost for project: | \$190,000 | | \$190,000 | \$0 | \$0 | \$0 | \$0 | | \$171,000 | \$19,000 | | | | | |
| Woodburn Road Bridge #51 Bridge #51 over the Grover Drain #2 <i>(INDOT funded project)</i> Bridge Replacement: 2 lane bridge | 2101762 | PE | | | | | | 2023 | \$249,176 | \$62,294 | | AC | B-44314 | 6/30/2023 | |
| | | RW | | | | | | 2025 | \$30,400 | \$7,600 | | | Group III / IV | | |
| | | CN | \$1,490,000 | | | | | | \$1,192,000 | \$298,000 | 3 | | | | |
| | | CE | \$224,000 | | | | | | \$179,200 | \$44,800 | 3 | 25-40m | 7/14/2027 | exempt | |
| Total cost for project: | \$2,063,470 | | \$0 | \$0 | \$1,714,000 | \$0 | \$0 | | \$1,650,776 | \$412,694 | | | | | |
| *Amendment or Modificaiton#State Funding | | | | | | | | | | | | | | | |
| ^The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2026-2029. The Fifth year (FY 2030) is for informational purposes only. | | | | | | | | | | | | | | | |

NO FEDERAL FUNDING - LOCAL FUNDING ONLY

| Project Information | LPA | Phase | Estimated Cost per Fiscal Year | | | | |
|---|-----|-------|--------------------------------|--------------|-------------|--------------|-------------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030 |
| Airport Expressway Bridge #500 over the St Mary's River Deck Replacement | FW | CN | | | \$4,500,000 | | |
| Amber Road US 24 to 950' s/o Redding Dr Road Widening & Resurfacing | AC | CN | \$1,705,000 | | | | |
| Cedar Canyons Road Kell Rd to Quarry Blvd Road Resurface | HT | CN | | \$220,000 | | | |
| Cedar Canyons Road Quarry Blvd to Creekside Dr Road Resurface | HT | CN | | \$57,000 | | | |
| Cedar Canyons Road Creekside Dr to Coldwater Rd Road Resurface | HT | CN | | \$425,000 | | | |
| Coldwater Road - Phase I Badiac Rd to Union Chapel Rd Road Reconstruction & Widening w/Sidewalks | FW | CN | | \$10,100,000 | | | |
| Coldwater Road - Phase II Dupont Rd to Badiac Rd Road Reconstruction & Widening w/Sidewalks | FW | CN | | | | | \$6,800,000 |
| Edgerton Rd Webster Rd to 1000' w/o Ryan Rd (railroad tracks/City Boundary) Road Reconstruction | NH | CN | \$2,252,000 | | | | |
| Ewing Street Bridge #543 over the St Mary's River Superstructure Replacement | FW | CN | | | | \$10,000,000 | |
| Fort Recovery Road SR 3 to Carroll Rd access Road Reconstruction | HT | CN | | | \$1,275,000 | | |
| Goshen Road - Phase II Cambridge Blvd to NS RR underpass Road Reconstruction w/Sidewalks | FW | CN | | | | \$8,000,000 | |
| Gump Road (Old) Lima Rd to SR 3 Road Reconstruction | HT | CN | | \$888,000 | | | |
| Hand Road Bridge #62 over Willow Creek Bridge Rehabilitation | AC | CN | \$1,434,000 | | | | |
| Hand Road Carroll Rd to 2650' n/o Carroll Rd Road Reconstruction | HT | CN | | | \$400,000 | | |
| Kell Road Cedar Canyons Rd to 2650' n/o Kell Rd Road Resurface | HT | CN | | | | \$440,000 | |
| Leesburg Road at Flaugh Rd Intersection Improvement, Roundabout | AC | CN | | | | | \$2,100,000 |

NO FEDERAL FUNDING - LOCAL FUNDING ONLY

| Project Information | LPA | Phase | Estimated Cost per Fiscal Year | | | | |
|---|-----|-------|--------------------------------|-------------|-------------|-------------|-------------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030 |
| Leesburg Road at Butler Rd Intersection Improvement, Roundabout | AC | CN | | | | | \$3,900,000 |
| Leesburg Road at Kroemer Rd Intersection Improvement, Roundabout | AC | CN | | | | | \$2,500,000 |
| Liberty Mills Road Bridge #217 over Aboite Creek Bridge Rehabilitation | AC | CN | | | \$1,700,000 | | |
| Meyer Road Bridge #194 over Trier Drain Bridge Rehabilitation | AC | CN | | | \$1,450,000 | | |
| Milan Center Road Bridge #118 over Botterman Drain Bridge Replacement | AC | CN | | | | \$1,450,000 | |
| Milan Center Road (Extension) SR 37 to Notestine New Road | AC | CN | | | \$3,800,000 | | |
| Minnich Road Trail Lincoln Highway to 800' s/o SR 930 New Trail & Street Lights | NH | CN | \$487,000 | | | | |
| Parrot Road Maplecrest Rd to Hartzell Rd Road Raising (to get out of floodway) | AC | CN | | | | | \$3,000,000 |
| Paulding Road Bridge #403 over Trier Drain Bridge Replacement | FW | CN | | | | | TBD |
| Paulding Road Fairfield Rd to Calhoun St Road Reconstruction | FW | CN | \$400,000 | | | | |
| Scott Road Illinois Rd to Bass Rd New Trail | AC | CN | | \$1,000,000 | | | |
| Springfield Center Road Bridge #329 over the Hamm Interceptor Bridge Replacing a Small Structure (to prevent flooding) | AC | CN | \$1,000,000 | | | | |
| Winchester Road FWCS Sidewalks, west side, Dunkelberg Rd to Kinnerk Rd New Sidewalks | AC | CN | \$1,000,000 | | | | |
| Wallen Road Hanauer Rd from n/o Hollyock Dr to Wallen Rd on west side of roadway Wallen Rd from Hanauer Rd to Cestiny Chapel Church on north side of roadway New Sidewalks | AC | CN | | \$1,000,000 | | | |


Local TIP

Type of Funding

 Locally Funded

Projects FY 26 - 30

 Road Projects

 Trail/Sidewalk Projects

 Bridge Project

 Intersection Project

Other Map Features

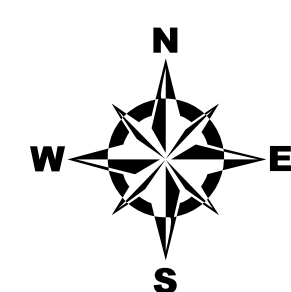
 Rivers

 Railroads

 City of Fort Wayne

 City of New Haven

 Other City/Town Boundaries

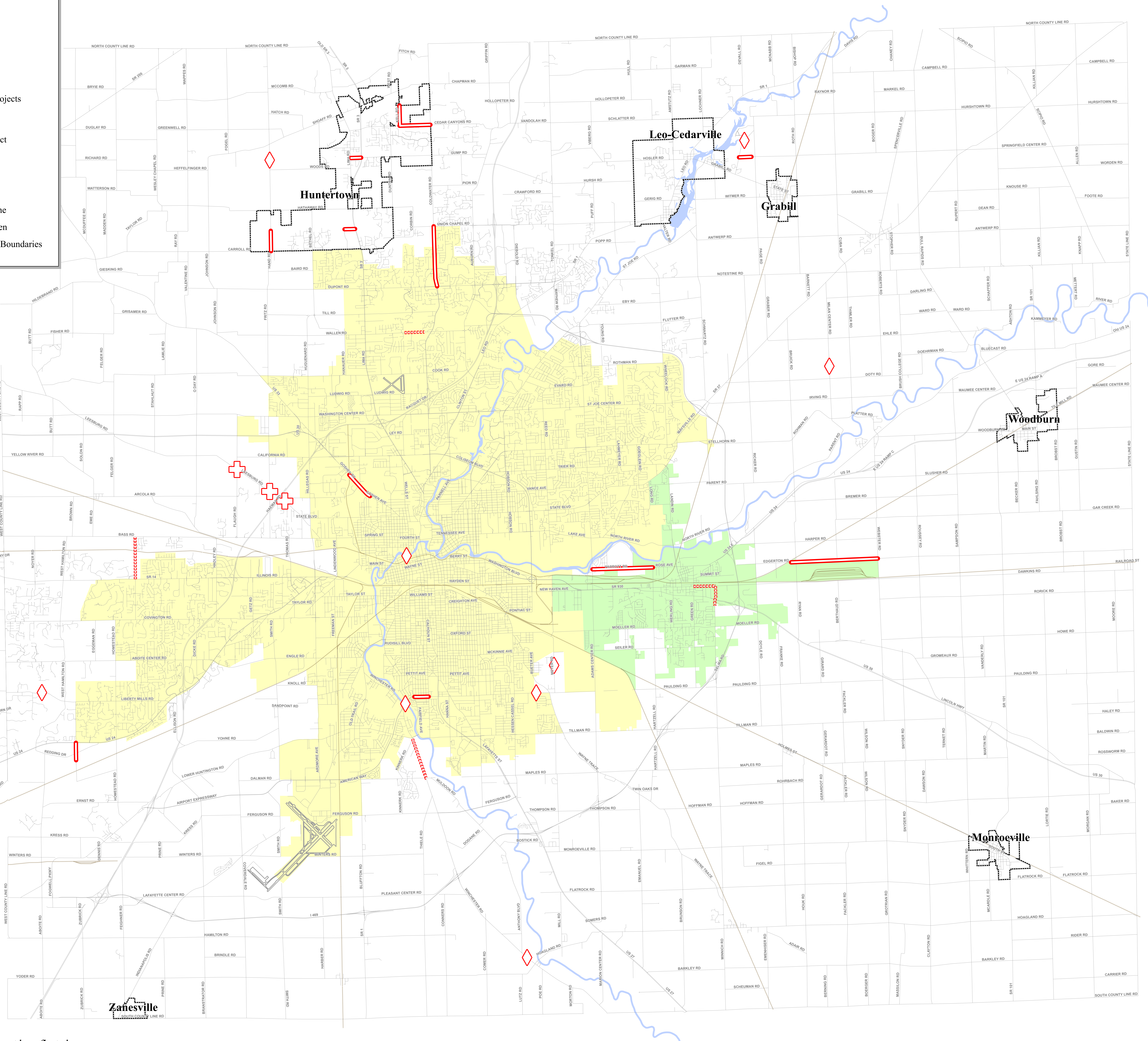


Prepared by NIRCC
3/2025



Zanesville

* Approved amendments may not be reflected on map.



X. LOCAL TRANSIT PROJECTS FY 2026-2030

FEDERAL TRANSIT ADMINISTRATION

Section 5307 / Section 5339 / Section 5310- Funds

Fort Wayne Public Transportation Corporation

FY 2026

Capital Equipment Purchases (Section 5307 and 5310 Funds)

| | |
|---|-------------|
| Computer hardware, software, office equipment, security cameras | \$32,000 |
| Three (3) Heavy Duty Replacement Buses - STBG Funds | \$1,800,000 |
| General Facility Rehabilitations | \$80,000 |
| Three (3) Medium Transit Vehicles | \$385,840 |

Capital Equipment Purchases (Section 5339 Funds)

| | |
|--|-------------|
| Hybrid Heavy Duty Bus Replacements - up to 3 per year | \$2,575,680 |
| Replace underground Storage Tanks (UST) | \$400,000 |
| Service Vehicle Replacements - Up to 3 vehicles per year | \$216,000 |
| Bus Components | \$120,000 |
| Maintenance Equipment | \$24,000 |

| | |
|---------------------------------------|-------------|
| Total Capital Projects | \$7,041,900 |
| Federal Share (Section 5307 and 5310) | \$2,297,840 |
| Federal Share (Section 5339) | \$3,335,680 |
| Local Share | \$1,408,380 |

Operating Funds and Preventative Maintenance Expenses

| | |
|--|-------------|
| Program Administration (Section 5310) | \$45,600 |
| Work Force Training (Hybrid Bus Training) | \$11,002 |
| Capitalization of Maintenance Costs (Section 5307) | \$1,592,760 |
| Complimentary Paratransit Costs (Section 5307) | \$900,000 |
| 5307 Special Rule Operations | \$3,567,057 |
| 5310 Operating Assistance | \$159,000 |

| | |
|-----------------------|--------------|
| Total Operating Funds | \$26,333,434 |
| Federal Share | \$6,275,419 |
| State Share PMTF | \$2,152,745 |
| Local Share | \$17,905,270 |

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5310 - Funds

Fort Wayne Public Transportation Corporation

FY 2027

Capital Equipment Purchases (Section 5307 and 5310 Funds)

| | |
|---|-------------|
| Computer hardware, software, office equipment, security cameras | \$16,000 |
| Two (2) Heavy Duty Replacement Buses | \$1,124,066 |
| General Facility Rehabilitations | \$80,000 |
| Three (3) Medium Transit Vehicles | \$254,616 |

Capital Equipment Purchases (Section 5339 Funds)

| | |
|---|-------------|
| Hybrid Heavy Duty Bus Replacements - up to 3 per year | \$2,575,680 |
| Two (2) Service Vehicle Replacements | \$120,000 |
| Bus Components | \$80,000 |
| Maintenance Equipment | \$24,000 |

| | |
|---------------------------------------|-------------|
| Total Capital Projects | \$5,342,953 |
| Federal Share (Section 5307 and 5310) | \$1,474,682 |
| Federal Share (Section 5339) | \$2,799,680 |
| Local Share | \$1,068,591 |

Operating Funds and Preventative Maintenance Expenses

| | |
|--|-------------|
| Program Administration (Section 5310) | \$46,968 |
| Work Force Training (Hybrid Bus Training) | \$11,002 |
| Capitalization of Maintenance Costs (Section 5307) | \$1,626,208 |
| Complimentary Paratransit Costs (Section 5307) | \$900,000 |
| 5307 Special Rule Operations | \$3,645,585 |
| 5310 Operating Assistance | \$163,770 |

| | |
|-----------------------|--------------|
| Total Operating Funds | \$26,685,682 |
| Federal Share | \$6,393,533 |
| State Share PMTF | \$2,152,745 |
| Local Share | \$18,139,404 |

FEDERAL TRANSIT ADMINISTRATION

Section 5307 / Section 5339 / Section 5310 - Funds

Fort Wayne Public Transportation Corporation

FY 2028

Capital Equipment Purchases (Section 5307 and 5310 Funds)

| | |
|---|-------------|
| Computer hardware, software, office equipment, security cameras | \$16,000 |
| Replacement Minibus (Body on Chassis) ACCESS up to six (6) | \$625,430 |
| Three (3) Replacement Minibus (Body on Chassis)-FLEX | \$406,389 |
| Two (2) Heavy Duty Replacement Buses | \$1,162,359 |
| General Facility Rehabilitations | \$600,000 |
| Three (3) Medium Transit Vehicles | \$262,254 |

Capital Equipment Purchases (Section 5339 Funds)

| | |
|---|-------------|
| Hybrid Heavy Duty Bus Replacements - up to 3 per year | \$2,575,680 |
| Two (2) Service Vehicle Replacements | \$120,000 |
| Bus Components | \$80,000 |
| Maintenance Equipment | \$24,000 |

| | |
|---------------------------------------|-------------|
| Total Capital Projects | \$7,340,141 |
| Federal Share (Section 5307 and 5310) | \$3,072,432 |
| Federal Share (Section 5339) | \$2,799,680 |
| Local Share | \$1,468,029 |

Operating Funds and Preventative Maintenance Expenses

| | |
|--|-------------|
| Program Administration (Section 5310) | \$48,377 |
| Work Force Training (Hybrid Bus Training) | \$11,002 |
| Capitalization of Maintenance Costs (Section 5307) | \$1,660,358 |
| Complimentary Paratransit Costs (Section 5307) | \$0 |
| 5307 Special Rule Operations | \$3,754,952 |
| 5310 Operating Assistance | \$168,683 |

| | |
|-----------------------|--------------|
| Total Operating Funds | \$26,946,150 |
| Federal Share | \$5,643,372 |
| State Share PMTF | \$2,152,745 |
| Local Share | \$19,150,033 |

FEDERAL TRANSIT ADMINISTRATION

Section 5307 / Section 5339 / Section 5310 - Funds

Fort Wayne Public Transportation Corporation

FY 2029

Capital Equipment Purchases (Section 5307 and 5310 Funds)

| | |
|---|-------------|
| Computer hardware, software, office equipment, security cameras | \$16,000 |
| Replacement Minibus (Body on Chassis) ACCESS up to six (6) | \$773,032 |
| Three (3) Replacement Minibus (Body on Chassis)-FLEX | \$418,580 |
| Heavy Duty Replacement Buses up to two (2) | \$1,197,230 |
| General Facility Rehabilitations | \$80,000 |
| Three (3) Medium Transit Vehicles | \$270,122 |

Capital Equipment Purchases (Section 5339 Funds)

| | |
|--------------------------------------|-----------|
| Two (2) Service Vehicle Replacements | \$120,000 |
| Bus Components | \$80,000 |
| Maintenance Equipment | \$24,000 |

| | |
|---------------------------------------|-------------|
| Total Capital Projects | \$3,723,705 |
| Federal Share (Section 5307 and 5310) | \$2,754,964 |
| Federal Share (Section 5339) | \$224,000 |
| Local Share | \$744,741 |

Operating Funds and Preventative Maintenance Expenses

| | |
|--|-------------|
| Program Administration (Section 5310) | \$49,828 |
| Capitalization of Maintenance Costs (Section 5307) | \$1,695,226 |
| Complimentary Paratransit Costs (Section 5307) | \$0 |
| 5307 Special Rule Operations | \$3,796,533 |
| 5310 Operating Assistance | \$173,744 |

| | |
|-----------------------|--------------|
| Total Operating Funds | \$28,363,751 |
| Federal Share | \$5,715,332 |
| State Share PMTF | \$2,152,745 |
| Local Share | \$20,495,674 |

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5310 - Funds

Fort Wayne Public Transportation Corporation

FY 2030

Capital Equipment Purchases (Section 5307 and 5310 Funds)

| | |
|---|-------------|
| Computer hardware, software, office equipment, security cameras | \$16,000 |
| Replacement Minibus (Body on Chassis) ACCESS up to six (6) | \$398,111 |
| Three (3) Replacement Minibus (Body on Chassis)-FLEX | \$431,138 |
| Heavy Duty Replacement Buses up to two (2) | \$1,233,147 |
| General Facility Rehabilitations | \$80,000 |
| Three (3) Medium Transit Vehicles | \$278,226 |

Capital Equipment Purchases (Section 5339 Funds)

| | |
|--------------------------------------|-----------|
| Two (2) Service Vehicle Replacements | \$120,000 |
| Bus Components | \$80,000 |
| Maintenance Equipment | \$24,000 |

| | |
|---------------------------------------|-------------|
| Total Capital Projects | \$3,325,777 |
| Federal Share (Section 5307 and 5310) | \$2,436,622 |
| Federal Share (Section 5339) | \$224,000 |
| Local Share | \$665,155 |

Operating Funds and Preventative Maintenance Expenses

| | |
|--|-------------|
| Program Administration (Section 5310) | \$51,323 |
| Capitalization of Maintenance Costs (Section 5307) | \$1,730,826 |
| Complimentary Paratransit Costs (Section 5307) | \$0 |
| 5307 Special Rule Operations | \$3,876,261 |
| 5310 Operating Assistance | \$178,956 |

| | |
|-----------------------|--------------|
| Total Operating Funds | \$29,438,845 |
| Federal Share | \$5,837,365 |
| State Share PMTF | \$2,152,745 |
| Local Share | \$21,448,735 |

Transit Projects

FY 2026-2030

| Project Information | Transit Project ID # | FUND TYPE | Fiscal Years & Estimated Costs | | | | | FEDERAL FUNDS | STATE PMTF FUNDS | LOCAL FUNDS | PRI-ORITY | LPA | Conformity Date | Comments | | | | | | | | | | | | | | | |
|--|---|---------------|--------------------------------|--------------|--------------|--------------|--------------|---------------|------------------|--------------|-----------|----------|-----------------|----------|-------------|-------------|-------------|-------------|-------------|-----------|-----------|--------|----------|----------|-----|---------|---|---------|---|
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | A/M | AQ Finding | | | | | | | | | | | | | | | | |
| Citilink - Transit Operating | FOR-26-001 | State PMTF | \$15,031,018 | \$15,173,492 | \$16,961,303 | \$18,254,335 | \$19,113,556 | \$0 | \$2,152,745 | \$12,878,273 | 1 | Citilink | 6/30/2023 | | | | | | | | | | | | | | | | |
| Costs associated with transit operations in the Fort Wayne Urbanized Area | FOR-27-001 | | | | | | | \$0 | \$2,152,745 | \$13,020,747 | 2 | | | | | | | | | | | | | | | | | | |
| | FOR-28-001 | | | | | | | \$0 | \$2,152,745 | \$14,808,558 | 3 | | | | exempt | | | | | | | | | | | | | | |
| | FOR-29-001 | | | | | | | \$0 | \$2,152,745 | \$16,101,590 | 4 | | | | | | | | | | | | | | | | | | |
| | FOR-30-001 | | | | | | | \$0 | \$2,152,745 | \$16,960,811 | 5 | | | | | | | | | | | | | | | | | | |
| Total cost for project: | \$84,533,703 | Totals | \$15,031,018 | \$15,173,492 | \$16,961,303 | \$18,254,335 | \$19,113,556 | \$0 | \$10,763,725 | \$73,769,978 | | | | | | | | | | | | | | | | | | | |
| Citilink - Capitalization of Maintenance Costs | FOR-26-002 | FTA Sec. 5307 | \$1,990,950 | \$2,032,760 | \$2,075,448 | \$2,119,033 | \$2,163,533 | \$1,592,760 | \$0 | \$398,190 | 1 | Citilink | 2/26/2024 | | | | | | | | | | | | | | | | |
| Maintenance costs associated with preserving or extending the functionality and serviceability of transit capital assets | FOR-27-002 | | | | | | | \$1,626,208 | \$0 | \$406,552 | 2 | | | | | | | | | | | | | | | | | | |
| | FOR-28-002 | | | | | | | \$1,660,358 | \$0 | \$415,090 | 3 | | | | 24-98 | exempt | | | | | | | | | | | | | |
| | FOR-29-002 | | | | | | | \$1,695,226 | \$0 | \$423,807 | 4 | | | | | | | | | | | | | | | | | | |
| | FOR-30-002 | | | | | | | \$1,730,826 | \$0 | \$432,707 | 5 | | | | | | | | | | | | | | | | | | |
| Total cost for project: | \$10,381,723 | Totals | \$1,990,950 | \$2,032,760 | \$2,075,448 | \$2,119,033 | \$2,163,533 | \$8,305,378 | \$0 | \$2,076,345 | | | | | | | | | | | | | | | | | | | |
| Citilink - Complementary Paratransit Costs | FOR-26-003 | FTA Sec. 5307 | \$1,800,000 | \$1,800,000 | | | | \$900,000 | \$0 | \$900,000 | 1 | Citilink | 6/30/2023 | | | | | | | | | | | | | | | | |
| Cost of providing paratransit service to people with disabilities as required by the Americans with Disabilities Act | FOR-27-003 | | | | | | | \$900,000 | \$0 | \$900,000 | 2 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | exempt | | | | | | | | | | | | | | |
| Total cost for project: | \$3,600,000 | Totals | \$1,800,000 | \$1,800,000 | \$0 | \$0 | \$0 | \$1,800,000 | \$0 | \$1,800,000 | | | | | | | | | | | | | | | | | | | |
| 5307 Special Rule Operations | FOR-26-004 | FTA Sec. 5307 | \$7,134,113 | \$7,291,170 | \$7,509,904 | \$7,593,067 | \$7,752,521 | \$3,567,057 | \$0 | \$3,567,057 | 1 | Citilink | 6/30/2023 | | | | | | | | | | | | | | | | |
| Costs associated with transit operations under Section 5307 in the Fort Wayne Urbanized Area | FOR-27-004 | | | | | | | \$3,645,585 | \$0 | \$3,645,585 | 2 | | | | | | | | | | | | | | | | | | |
| | FOR-28-004 | | | | | | | \$3,754,952 | \$0 | \$3,754,952 | 3 | | | | exempt | | | | | | | | | | | | | | |
| | FOR-29-003 | | | | | | | \$3,796,533 | \$0 | \$3,796,533 | 4 | | | | | | | | | | | | | | | | | | |
| | FOR-30-003 | | | | | | | \$3,876,261 | \$0 | \$3,876,261 | 5 | | | | | | | | | | | | | | | | | | |
| Total cost for project: | \$37,280,776 | Totals | \$7,134,113 | \$7,291,170 | \$7,509,904 | \$7,593,067 | \$7,752,521 | \$18,640,388 | \$0 | \$18,640,388 | | | | | | | | | | | | | | | | | | | |
| Citilink - Capital Equipment Purchases | Three (3) Replacement Minibus (Body on Chassis) ACCESS | FTA Sec. 5307 | | | \$781,788 | \$966,290 | | \$625,430 | \$0 | \$156,358 | 3 | Citilink | 2/26/2024 | | | | | | | | | | | | | | | | |
| Up to 6 Replacement Minibus (Body on Chassis) ACCESS (FY28, FY29) | | | | | | | | | | | | | | | FOR-28-005 | \$781,788 | \$966,290 | \$497,639 | \$398,111 | \$0 | \$99,528 | 5 | 24-99 | exempt | | | | | |
| | | | | | | | | | | | | | | | FOR-29-004 | | | | | | | | | | | | | | |
| Total cost for project: | \$2,245,717 | Totals | \$0 | \$0 | \$781,788 | \$966,290 | \$497,639 | \$1,796,574 | \$0 | \$449,143 | | | | | | | | | | | | | | | | | | | |
| Citilink - Capital Equipment Purchases | FOR-26-006 | FTA Sec. 5307 | | \$1,405,083 | \$1,452,949 | \$1,496,537 | | \$1,124,066 | \$0 | \$281,017 | 2 | Citilink | 2/26/2024 | | | | | | | | | | | | | | | | |
| Up to 2 Heavy Duty Replacement Buses (per year) | FOR-27-006 | | | | | | | | | | | | | | \$1,405,083 | \$1,452,949 | \$1,496,537 | \$1,541,434 | \$1,233,147 | \$0 | \$308,287 | 5 | 24-100 | exempt | | | | | |
| | FOR-28-006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FOR-29-005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FOR-30-005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total cost for project: | \$5,896,003 | Totals | \$0 | \$1,405,083 | \$1,452,949 | \$1,496,537 | \$1,541,434 | \$4,716,802 | \$0 | \$1,179,201 | | | | | | | | | | | | | | | | | | | |
| Citilink - Capital Equipment Purchases | Three (3) Replacement Minibus (Body on Chassis) FLEX (FY28, FY29, & FY30) | FTA Sec. 5307 | | | \$507,986 | \$523,225 | | \$406,389 | \$0 | \$101,597 | 3 | Citilink | 2/26/2024 | | | | | | | | | | | | | | | | |
| FOR-28-007 | | | | | | | | | | | | | | | \$507,986 | \$523,225 | \$538,922 | \$431,138 | \$0 | \$107,784 | 5 | 24-101 | exempt | | | | | | |
| FOR-29-006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FOR-30-006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total cost for project: | \$1,570,133 | Totals | \$0 | \$0 | \$507,986 | \$523,225 | \$538,922 | \$1,256,106 | \$0 | \$314,027 | | | | | | | | | | | | | | | | | | | |
| Citilink - Capital Equipment Purchases | FOR-26-010 | FTA Sec. 5307 | \$40,000 | \$20,000 | \$20,000 | \$20,000 | | \$32,000 | \$0 | \$8,000 | 1 | Citilink | 2/26/2024 | | | | | | | | | | | | | | | | |
| Computer hardware and software, office equipment, and facility security camera system replacement | FOR-27-008 | | | | | | | | | | | | | | \$40,000 | \$20,000 | \$20,000 | \$20,000 | \$16,000 | \$0 | \$4,000 | 2 | | | | | | | |
| | FOR-28-008 | | | | | | | | | | | | | | | | | | | | | | \$20,000 | \$16,000 | \$0 | \$4,000 | 3 | | |
| | FOR-29-007 | | | | | | | | | | | \$16,000 | \$0 | | | | | | | | | | | | | | | \$4,000 | 4 |
| | FOR-30-007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total cost for project: | \$120,000 | Totals | \$40,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$96,000 | \$0 | \$24,000 | | | | | | | | | | | | | | | | | | | |

Transit Projects

FY 2026-2030

| Project Information | Transit Project ID # | FUND TYPE | Fiscal Years & Estimated Costs | | | | | FEDERAL FUNDS | STATE PMTF FUNDS | LOCAL FUNDS | PRI-ORITY | LPA | Conformity Date | Comments | |
|---|----------------------|--------------------|--------------------------------|-----------|-----------|-----------|------------------|------------------|------------------|-----------------|-----------|-------------------------|------------------------|----------|-----------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | A/M | AQ Finding | | |
| Citilink - Capital Equipment Purchases Replace underground Storage Tanks (UST) with Above Ground Storage | FOR-26-034 | FTA Sec. 5339 | \$500,000 | | | | | \$400,000 | \$0 | \$100,000 | 1 | Citilink | 8/16/2023 | | |
| | | | | | | | | | | | | 24-40 | exempt | | |
| Total cost for project: | \$500,000 | | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 | \$0 | \$100,000 | | | | | |
| Citilink - Capital Equipment Purchases Up to 3 Heavy Duty Replacement Buses | FOR-26-013 | FTA Sec. 5307 STBG | \$2,250,000 | | | | | \$1,800,000 | \$0 | \$450,000 | 1 | Citilink | 8/16/2023 | | |
| | | Carbon Reduction | | | | | | | | | | 24-106 | exempt | | |
| Total cost for project: | \$2,250,000 | Totals | \$2,250,000 | \$0 | \$0 | \$0 | \$0 | \$1,800,000 | \$0 | \$450,000 | | | | | |
| Citilink - Capital Equipment Purchases Service Vehicle Replacements - Up to 3 vehicles per yr | FOR-26-014 | FTA Sec. 5339 | \$270,000 | \$150,000 | \$150,000 | \$150,000 | | \$216,000 | \$0 | \$54,000 | 1 | Citilink | 2/26/2024 | | |
| | FOR-27-012 | | | | | | | \$120,000 | \$0 | \$30,000 | 2 | | | | |
| | FOR-28-012 | | | | | | | \$120,000 | \$0 | \$30,000 | 3 | 24-107 | exempt | | |
| | FOR-29-008 | | | | | | | \$120,000 | \$0 | \$30,000 | 4 | | | | |
| | FOR-30-008 | | | | | | | <i>\$150,000</i> | <i>\$120,000</i> | <i>\$30,000</i> | 5 | | | | |
| Total cost for project: | \$870,000 | Totals | \$270,000 | \$150,000 | \$150,000 | \$150,000 | <i>\$150,000</i> | \$696,000 | \$0 | \$174,000 | | | | | |
| Citilink - Capital Equipment Purchases Bus Components | FOR-26-015 | FTA Sec. 5339 | \$150,000 | \$100,000 | \$100,000 | | | \$120,000 | \$0 | \$30,000 | 1 | Citilink | 2/26/2024 | | |
| | FOR-27-013 | | | | | | | \$80,000 | \$0 | \$20,000 | 2 | | | | |
| | FOR-28-013 | | | | | | | \$80,000 | \$0 | \$20,000 | 3 | 24-108 | exempt | | |
| | FOR-29-009 | | | | | | | \$80,000 | \$0 | \$20,000 | 4 | | | | |
| | FOR-30-009 | | | | | | | <i>\$100,000</i> | <i>\$80,000</i> | <i>\$20,000</i> | 5 | | | | |
| Total cost for project: | \$550,000 | Totals | \$150,000 | \$100,000 | \$100,000 | \$100,000 | <i>\$100,000</i> | \$440,000 | \$0 | \$110,000 | | | | | |
| Citilink - Capital Equipment Purchases Maintenance equipment | FOR-26-016 | FTA Sec. 5339 | \$30,000 | \$30,000 | \$30,000 | | | \$24,000 | \$0 | \$6,000 | 1 | Citilink | | | |
| | FOR-27-014 | | | | | | | \$24,000 | \$0 | \$6,000 | 2 | | 24-109 | | 2/26/2024 |
| | FOR-28-014 | | | | | | | \$24,000 | \$0 | \$6,000 | 3 | exempt | | | |
| | FOR-29-010 | | | | | | | \$24,000 | \$0 | \$6,000 | 4 | | | | |
| | FOR-30-010 | | | | | | | <i>\$30,000</i> | <i>\$24,000</i> | <i>\$6,000</i> | 5 | | | | |
| Total cost for project: | \$150,000 | Totals | \$30,000 | \$30,000 | \$30,000 | \$30,000 | <i>\$30,000</i> | \$120,000 | \$0 | \$30,000 | | | | | |
| Citilink - Capital Equipment Purchases General Facility Rehabilitations | FOR-26-017 | FTA Sec. 5307 | \$100,000 | \$100,000 | \$750,000 | | | \$80,000 | \$0 | \$20,000 | 1 | Citilink | 2/26/2024 | | |
| | FOR-27-015 | | | | | | | \$80,000 | \$0 | \$20,000 | 2 | | | | |
| | FOR-28-015 | | | | | | | \$600,000 | \$0 | \$150,000 | 3 | 24-112 | exempt | | |
| | FOR-29-011 | | | | | | | \$80,000 | \$0 | \$20,000 | 4 | | | | |
| | FOR-30-011 | | | | | | | <i>\$100,000</i> | <i>\$80,000</i> | <i>\$20,000</i> | 5 | | | | |
| Total cost for project: | \$1,150,000 | Totals | \$100,000 | \$100,000 | \$750,000 | \$100,000 | <i>\$100,000</i> | \$920,000 | \$0 | \$230,000 | | | | | |
| Citilink /TBD Subrecipients Three (3) Medium Transit Vehicles | FOR-26-012 | FTA Sec. 5310 | \$482,300 | \$318,270 | \$327,818 | | | \$385,840 | \$0 | \$96,460 | 1 | Citilink | 2/26/2024 | | |
| | FOR-27-010 | | | | | | | \$254,616 | \$0 | \$63,654 | 2 | | | | |
| | FOR-28-010 | | | | | | | \$262,254 | \$0 | \$65,564 | 3 | 24-113 | exempt | | |
| | FOR-29-012 | | | | | | | \$270,122 | \$0 | \$67,531 | 4 | | | | |
| | FOR-30-012 | | | | | | | <i>\$347,782</i> | <i>\$278,226</i> | <i>\$69,556</i> | 5 | | | | |
| Total cost for project: | \$1,813,823 | Totals | \$482,300 | \$318,270 | \$327,818 | \$337,653 | <i>\$347,782</i> | \$1,451,058 | \$0 | \$362,765 | | | | | |
| Citilink Program Administration | FOR-26-200 | FTA Sec. 5310 | \$45,600 | \$46,968 | \$48,377 | | | \$45,600 | \$0 | \$0 | 1 | Citilink | 5/13/2024 | | |
| | FOR-27-200 | | | | | | | \$46,968 | \$0 | \$0 | 2 | | | | |
| | FOR-28-200 | | | | | | | \$48,377 | \$0 | \$0 | 3 | 24-154a | exempt | | |
| | FOR-29-013 | | | | | | | \$49,828 | \$0 | \$0 | 4 | | | | |
| | FOR-30-013 | | | | | | | <i>\$51,323</i> | <i>\$51,323</i> | <i>\$0</i> | 5 | | | | |
| Total cost for project: | \$242,097 | Totals | \$45,600 | \$46,968 | \$48,377 | \$49,828 | <i>\$51,323</i> | \$242,097 | \$0 | \$0 | | | | | |

Transit Projects

FY 2026-2030

| Project Information | Transit Project ID # | FUND TYPE | Fiscal Years & Estimated Costs | | | | | FEDERAL FUNDS | STATE PMTF FUNDS | LOCAL FUNDS | PRI-ORITY | LPA | Conformity Date | Comments |
|--|----------------------|---------------|--------------------------------|-------------|-------------|-----------|-----------|---------------|------------------|-------------|-----------|----------|-----------------|----------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | A/M | AQ Finding | |
| Citilink/TBD Subrecipients Operating Funds | FOR-26-050 | FTA Sec. 5310 | \$318,000 | \$327,540 | \$337,366 | \$347,487 | \$357,912 | \$159,000 | \$0 | \$159,000 | 1 | Citilink | TBD | |
| | FOR-27-050 | | \$163,770 | | | | | \$0 | \$163,770 | 2 | | | | |
| | FOR-28-050 | | \$168,683 | | | | | \$0 | \$168,683 | 3 | exempt | | | |
| | FOR-29-014 | | \$173,744 | | | | | \$0 | \$173,744 | 4 | | | | |
| | FOR-30-014 | | \$178,956 | | | | | \$0 | \$178,956 | 5 | | | | |
| Total cost for project: | \$1,688,305 | Totals | \$318,000 | \$327,540 | \$337,366 | \$347,487 | \$357,912 | \$844,153 | \$0 | \$844,153 | | | | |
| Citilink - Work Force Development Work Force Training for Hybrid Bus Replacements | FOR-26-040 | FTA Sec. 5339 | \$13,752 | \$13,752 | \$13,752 | | | \$11,002 | \$0 | \$2,750 | 1 | Citilink | 3/24/2025 | |
| | FOR-27-040 | | \$11,002 | | | | | \$0 | \$2,750 | 2 | | | | |
| | FOR-28-040 | | \$11,002 | | | | | \$0 | \$2,750 | 3 | | exempt | | |
| Total cost for project: | \$41,256 | Totals | \$13,752 | \$13,752 | \$13,752 | \$0 | \$0 | \$33,005 | \$0 | \$8,251 | | | | |
| Citilink - Capital Equipment Purchases Hybrid Heavy Duty Bus Replacements - up to 3 per yr | FOR-26-041 | FTA Sec. 5339 | \$3,219,600 | \$3,219,600 | \$3,219,600 | | | \$2,575,680 | \$0 | \$643,920 | 1 | Citilink | 3/24/2025 | |
| | FOR-27-041 | | | | | | | \$2,575,680 | \$0 | \$643,920 | 2 | | | |
| | FOR-28-041 | | | | | | | \$2,575,680 | \$0 | \$643,920 | 3 | | exempt | |
| Total cost for project: | \$9,658,800 | Totals | \$3,219,600 | \$3,219,600 | \$3,219,600 | \$0 | \$0 | \$7,727,040 | \$0 | \$1,931,760 | | | | |
| ^The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2026-2029. The Fifth year (FY 2030) is for informational purposes only. | | | | | | | | | | | | | | |
| *Amendment or Modification to original listing | | | | | | | | | | | | | | |
| TBD: Once the new conformity date is determined it will be added into the TIP project listing. | | | | | | | | | | | | | | |

XI. INDOT PROJECTS FY 2026-2030

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|---|-------------|----------------------------|---|-------------|-----------|-----------|-----------|------------------|---|--|---|-----------------------------------|-------------------------|----------|
| | | | | | | | | | | | | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Letting | AQ Finding | |
| SR 1 Bridge over Harber Ditch, 0.13 mi w/o SR 1 and 0.11 mi w/o SR 1; I-469 EB & WB bridge over Harber Ditch, 0.12 mi w/o SR 1; SR 1 bridge over I-469 EB/WB, 8.54 mi n/o US 224 Bridge Deck Overlay | 2200543 | PE CN CN | \$6,668,000 | | | | | 2024 2025 | \$309,600 \$8,000 \$5,334,400 | \$77,400 \$2,000 \$1,333,600 | 24-180m 24-18 | B-43742 STBG 7/9/2025 | 6/30/2023 exempt | |
| Total cost for project: | \$7,065,000 | Totals | \$6,668,000 | \$0 | \$0 | \$0 | \$0 | | \$5,652,000 | \$1,413,000 | | | | |
| SR 1 Bridge over Cedar Creek, 4.56 mi n/o I-69 Bridge Deck Overlay | 2200544 | PE CN CN | \$751,701 | | | | | 2024 2025 | \$120,000 \$8,000 \$601,361 | \$30,000 \$2,000 \$150,340 | | B-44530 STBG 10/7/2026 | 6/30/2023 exempt | |
| Total cost for project: | \$911,701 | Totals | \$0 | \$751,701 | \$0 | \$0 | \$0 | | \$729,361 | \$182,340 | | | | |
| SR 3 From I-69 to 0.5 miles n/o I-69 Auxillary Lanes | 2200027 | PE CN | | | | | \$643,424 | 2025 | \$68,000 \$514,739 | \$17,000 \$128,685 | 24-135 | R-44542 STBG 7/12/2028 | 6/30/2023 exempt | |
| Total cost for project: | \$728,424 | Totals | \$0 | \$0 | \$0 | \$643,424 | \$0 | | \$582,739 | \$145,685 | | | | |
| SR 14 From 7.11 miles e/o SR 9 (Whitley/Allen CL) to 2.44 M w/o I-69 (Scott Rd), includes- SR 14 Culvert over Durnell Ditch, 0.10 mile w/o I-69 and SR 14 over UNT Sugar Creek, 3.03 miles e/o SR 5 HMA Overlay, Preventive Maintenance | 2100198 | PE RW CN CN CN | \$1,621,592 \$1,310,000 \$3,009,607 | | | | | 2024 2025 | \$16,000 \$0 \$8,000 \$1,297,274 \$1,048,000 \$2,407,686 | \$4,000 \$0 \$2,000 \$324,318 \$262,000 \$601,921 | 24-144a | R-43802 STBG 7/9/2025 | 4/15/2024 exempt | |
| Total cost for project: | \$5,971,199 | Totals | \$5,941,199 | \$0 | \$0 | \$0 | \$0 | | \$4,776,959 | \$1,194,240 | | | | |
| SR 14 SR 14 bridges over Silver Creek, 0.71 mile w/o SR 13, Beal-Taylor Ditch, 04.17 mile w/o I-69, and Sugar Creek, 0.36 mile e/o SR 5; SR 19 over Tippecanoe River, 0.28 mile s/o SR 10; SR 13 over Paw Paw Creek, 1.73 mile s/o SR 16 Scour Protection (Erosion) | 2300215 | CN | \$660,759 | | | | | | \$528,607 | \$132,152 | | 44932 STBG 8/5/2026 | 6/30/2023 exempt | |
| Total cost for project: | \$660,759 | Totals | \$0 | \$660,759 | \$0 | \$0 | \$0 | | \$528,607 | \$132,152 | | | | |
| SR 14 Bridges over Deeds Creek, 1.90 mi s/o US 30; SR 14 over Seegar Ditch, 03.28 mi w/o I-69; SR 15 over Silver Creek, 1.42 mi s/o SR 114 Scour Protection (Erosion) | 2400463 | PE CN | | | \$297,826 | | | 2025 | \$873,600 \$238,261 | \$9,700 \$59,565 | 25-16a | B-45641 STBG 11/10/2027 | 6/17/2024 exempt | |
| Total cost for project: | \$1,181,126 | | \$0 | \$0 | \$297,826 | \$0 | \$0 | | \$1,111,861 | \$69,265 | | | | |
| US 24 From I-469 E to 0.21 mile e/o SR 101 at the Ohio St Line Install New Cable Rail Barriers | 1902822 | PE CN | \$1,500,000 | | | | | 2020 | \$66,160 \$1,200,000 | \$16,540 \$300,000 | | R-43577 NHPP 2/10/2027 | 6/30/2023 exempt | |
| Total cost for project: | \$1,582,700 | Totals | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | | \$1,266,160 | \$316,540 | | | | |
| US 27 US 30 UNT Martin Ditch, 0.82 mi e/o I-469; US 27 over UNT Spy Run Creek, 0.54 mi n/o SR 930, over UNT St Mary's River, 3.91 mi n/o I-469; SR 101 over UNT Flatrock Creek, 04.00 mi s/o US 30 Small Structure Pipe Lining | 2100774 | PE RW CN | \$1,983,000 | | | | | 2023 2025 | \$140,000 \$32,000 \$1,586,400 | \$35,000 \$8,000 \$396,600 | | R-43812 STBG 11/13/2025 | 6/30/2023 exempt | |
| Total cost for project: | \$2,198,000 | Totals | \$1,983,000 | \$0 | \$0 | \$0 | \$0 | | \$1,758,400 | \$439,600 | | | | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|--|--------------|----------------------------|-----------------------|---|--------------|------|--------------|----------------------|---|--|----------------|---------------------------------------|-----------------------------|----------|
| | | | | | | | | | | | | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Letting | AQ Finding | |
| US 30 0.78 mi w/o US 33, at Kroemer Road, 1.55 mi w/o US 33 , at Flaugh Road, 2.56 mi w/o US 33, at O'Day Road, 4.59 mi w/o US 33, at Felger Road/Leesburg Road New Interchange Construction | 1901890 | PE RW CN | | | | | | 2020 2024 | 3,600,000 2,432,000 | 900,000 608,000 | | R-41079 NHPP 3/12/2025 | 1/31/2024 non-exempt | |
| Total cost for project: | \$18,717,053 | Totals | \$11,177,053 | \$0 | \$0 | \$0 | \$0 | | \$14,973,642 | \$3,743,411 | | | | |
| US 30 at Leesburg/Felger Road, at Solon Road, at Butt Road, and at Solon Ditch New Interchange Construction | 2200455 | PE PE RW CN | | | | | | 2023 2024 2025 | 196,800 2,803,200 400,000 | 49,200 700,800 100,000 | | R-44331 NHPP 10/14/2027 | 6/30/2023 non-exempt | |
| Total cost for project: | \$49,583,622 | Totals | \$0 | \$0 | \$45,333,622 | \$0 | \$0 | | \$39,666,898 | \$9,916,724 | | | | |
| US 33 From US 30 to 1.94 mi n/o US 30 Concrete Pavement Restoration (CPR) | 2200802 | PE RW CN CN | | | | | | 2024 2025 2025 | \$240,000 \$20,000 \$12,000 | \$60,000 \$5,000 \$3,000 | | R-44550 NHPP 1/1/2030 | 6/30/2023 exempt | |
| Total cost for project: | \$4,358,798 | Totals | \$0 | \$0 | \$0 | \$0 | \$4,018,798 | | \$3,215,038 | \$803,760 | | | | |
| US 33 From 1.94 mi n/o US 30 to 0.63 mi s/o SR 205 (12 pipes) HMA Overlay Minor Structural | 2301136 | PE RW CN CN | \$120,000 \$15,000 | | | | | 2025 | \$1,850,560 \$96,000 \$12,000 | \$462,640 \$24,000 \$3,000 | 24-115 | R-45074 NHPP 7/11/2029 | 2/26/2024 exempt | |
| Total cost for project: | \$16,373,294 | Totals | \$135,000 | \$0 | \$0 | \$0 | \$13,925,094 | | \$11,140,075 | \$2,785,019 | | | | |
| SR 37 From 0.27 mi w/o I-469 to I-469 and I-469 to 2.44 mi s/o SR 101, inc Amstutz Ditch, Wilbur Ditch, Grice Ditch, Interceptor Ditch, Roth Ditch, Spindler Ditch and at Cuba Road Shoulder Rehabilitation | 2200030 | PE RW CN CN CN | | \$13,756,450 \$5,326,558 \$2,155,880 \$1,310,000 | | | | 2024 2025 | 4,376,913 2,720,000 | 1,094,228 680,000 | | R-44528 STBG 9/2/2026 | 6/30/2023 exempt | |
| Total cost for project: | \$31,420,029 | Totals | \$0 | \$22,548,888 | \$0 | \$0 | \$0 | | \$11,005,160 \$4,261,246 \$1,724,704 \$1,048,000 | \$2,751,290 \$1,065,312 \$431,176 \$262,000 | 24-146 24-7 | | | |
| I-69 I 69 NB & SB bridges over Cedar Creek, 03.62 miles n/o SR 1; I 469 EB & WB bridges over NS RR (New Castle), 00.56 mile w/o SR 1 Bridge Thin Deck Overlay | 2100606 | CN | \$1,620,000 | | | | | | | | | B-43816 NHPP 12/10/2025 | 6/30/2023 exempt | |
| Total cost for project: | \$1,620,000 | Totals | \$1,620,000 | \$0 | \$0 | \$0 | \$0 | | \$11,005,160 \$4,261,246 \$1,724,704 \$1,048,000 | \$2,751,290 \$1,065,312 \$431,176 \$262,000 | | | | |
| I-69 I 69 NB & SB bridges over Eight Mile Creek, 06.68 miles n/o US 224,Yoder Road Bridge over I-69 NB/SB, 07.75 miles n/o US 224 and over Flat Creek, 05.43 mile n/o US 224 Bridge Thin Deck Overlay | 2100654 | CN | \$1,484,000 | | | | | | | | | B-43817 NHPP 12/10/2025 | 6/17/2024 exempt | |
| Total cost for project: | \$1,484,000 | | \$1,484,000 | \$0 | \$0 | \$0 | \$0 | | \$1,335,600 \$148,400 | \$148,400 | 25-1 | | | |
| I-69 SB/NB bridges over Washington Center Road, 0.62 miles n/o SR 3, and SB/NB over Spy Run Creek, 0.42 miles s/o SR 3 Bridge Deck Overlay | 2200786 | PE CN CN | | \$6,822,432 | | | | 2024 2025 | 511,480 8,000 | 127,870 2,000 | 24-13 | B-44534 NHPP 11/5/2026 | 6/30/2023 exempt | |
| Total cost for project: | \$7,471,782 | Totals | \$0 | \$6,822,432 | \$0 | \$0 | \$0 | | \$6,140,189 | \$682,243 | | | | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|--|-------------|-------------------------|----------------------|-----------|-------------|-----------|-----------|---------------|--|---|-----------------------|------------------------------|-------------------------|--|
| | | | | | | | | | | | | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Letting | AQ Finding | |
| I-69 Bridge over I-69 NB/SB, 1.08 mi n/o SR 14 Bridge Rehabilitation or Repair | 2300253 | CN | | | | \$268,007 | | | 241,206 | 26,801 | 24-73 | B-44926 NHPP 9/13/2028 | 6/30/2023 exempt | |
| Total cost for project: | \$268,007 | Totals | \$0 | \$0 | \$0 | \$268,007 | \$0 | | \$241,206 | \$26,801 | | | | |
| I-69 Yohne Road over I-69 NB/SB, 01.25 mile s/o US 24 Bridge Deck Overlay | 2300873 | PE RW CN CN | \$22,000 \$10,000 | | | | | 2025 | 135,000 19,800 9,000 678,416 | 15,000 2,200 1,000 75,380 | 24-125 | B-45357 NHPP 9/12/2029 | 6/30/2023 exempt | |
| Total cost for project: | \$935,795 | | \$32,000 | \$0 | \$0 | \$0 | \$753,795 | | \$842,216 | \$93,580 | | | | |
| I-69 Hillegas Rd over US 30 & US 33, 0.23 mi e/o US 33 and I-69 NB/SB Bridge over Hadley Rd, 0.97 mi s/o SR 14 Bridge Deck Overlay | 2300874 | PE CN CN | \$30,000 | | | | | 2025 | \$258,750 \$27,000 \$3,345,544 | \$28,750 \$3,000 \$371,727 | 24-123 | B-45082 NHPP 9/15/2027 | 6/30/2023 exempt | |
| Total cost for project: | \$4,034,771 | Totals | \$30,000 | \$0 | \$3,717,271 | \$0 | \$0 | | \$3,631,294 | \$403,477 | | | | |
| I-69 Hursh Rd Bridge over I-69 NB/SB, 2.95 mi n/o SR 1 Bridge Replacement | 2300876 | PE RW CN CN | \$55,000 \$10,000 | | | | | 2025 | 891,899 \$49,500 \$9,000 \$3,578,959 | 99,100 \$5,500 \$1,000 \$397,662 | 25-36m 24-116a | B-45073 NHPP 7/14/2027 | 2/26/2024 exempt | |
| Total cost for project: | \$5,032,620 | Totals | \$65,000 | \$0 | \$3,976,621 | \$0 | \$0 | | \$4,529,358 | \$503,262 | | | | |
| I-69 EB bridge over CFE RR, 3.81 mile E US 27 and EB/WB bridge over Tillman Road, 3.62 mile W US 30; I 69 NB bridge over NS RR, McCulloch Ditch, 0.80 mile S US 24 and NB/SB bridge over US 24 EB/WB, 3.21 mile S SR 14 Repair or Replace Joints | 2400506 | PE CN | | | | | | 2025 | 112,500 \$647,882 | 12,500 \$71,987 | 25-10a | B-45637 NHPP 1/14/2026 | 6/17/2024 exempt | |
| Total cost for project: | \$844,869 | | \$719,869 | \$0 | \$0 | \$0 | \$0 | | \$760,382 | \$84,487 | | | | |
| I-69 From 0.77 mi s/o US 224 to 0.64 mi s/o I-469 S jct Pavement Patching | 2400567 | CN | \$7,000,000 | | | | | | \$6,300,000 | \$700,000 | | R-45581 NHPP 2/11/2026 | 6/30/2023 exempt | This was listed as only in Huntington County, but it is also in Allen County |
| Total cost for project: | \$7,000,000 | | \$7,000,000 | \$0 | \$0 | \$0 | \$0 | | \$6,300,000 | \$700,000 | | | | |
| SR 101 Over Hetrick Drain, 7.34 miles n/o US 30 and over Old SR 14 Drain, 4.11 miles n/o US 30 Small Structure Pipe Lining | 2200658 | RW CN CN | | | | | | 2025 2025 | 17,600 8,000 331,633 | 4,400 2,000 82,908 | 24-129 | R-44543 STBG 1/13/2027 | 6/30/2023 exempt | |
| Total cost for project: | \$446,541 | | \$0 | \$414,541 | \$0 | \$0 | \$0 | | \$357,233 | \$89,308 | | | | |
| SR 101 Bridges over Smith-Fry Ditch, over Romy Bobilya Ditch, and over Miller Ditch, 4.27, 4.61 and 5.61 mi n/o US 30 Small Structure Replacement | 2300946 | PE RW CN CN | \$44,000 \$30,000 | | | | | 2025 | \$120,000 \$35,200 \$24,000 \$831,190 | \$30,000 \$8,800 \$6,000 \$207,798 | 24-130 | R-45091 STBG 12/8/2027 | 6/30/2023 exempt | |
| Total cost for project: | \$1,262,988 | Totals | \$74,000 | \$0 | \$1,038,988 | \$0 | \$0 | | \$1,010,390 | \$252,598 | | | | |
| I-469 EB & WB Bridge over CFE RR, 2.71 mi w/o US 30 and NB & SB Bridge at US 30/SR 930 Bridge Thin Deck Overlay | 2002140 | PE CN - RR CN | | | | | | 2022 2025 | \$91,125 \$13,500 \$1,070,100 | \$10,125 \$1,500 \$118,900 | 24-134 | B-43272 NHPP 9/15/2027 | 6/30/2023 exempt | |
| Total cost for project: | \$1,305,250 | Totals | \$0 | \$0 | \$1,189,000 | \$0 | \$0 | | \$1,174,725 | \$130,525 | | | | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|---|-------------|-------------|-------------|-------------|-------------|------|-------|---------------|------------------|----------------|----------------|------------|------------|----------|
| | | | | | | | | | | | | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Letting | AQ Finding | |
| I-469 I 469 bridge over Drainage Ditch, 00.16 mile E of US 27 and 0.43 mile N of US 30 and 0.39 mile W of SR 37; I 69 over ditch, Lafayette Center I/C, 5.54 mile S of US 24 (S.JCT), Lafayette Center I/C, 5.54 mile S of US 24 (S.JCT), 00.16 mile S of I-469 and 5.54 mile S of US 24 Bridge Rehab-Pipe Lining | 2100627 | PE | | | | | | 2023 | \$289,980 | \$32,220 | | B-43850 | 6/30/2023 | |
| RW | | | | | | | 2025 | \$94,500 | \$10,500 | | NHPP | | | |
| CN | | \$5,499,000 | | | | | | | \$4,949,100 | \$549,900 | | 3/11/2026 | | |
| Total cost for project: | \$5,926,200 | Totals | \$5,499,000 | \$0 | \$0 | \$0 | \$0 | | \$5,333,580 | \$592,620 | | | | |
| I-469 Minnich Rd NB/SB bridge over I-469 NB/SB, 1.73 mi w/o US 30 Replace Superstructure | 2200710 | PE | | | | | | 2024 | \$668,659 | \$74,295 | 24-11 23-42 | B-44533 | 11/9/2023 | |
| CN | | | | | | | 2025 | \$27,000 | \$3,000 | NHPP | | exempt | | |
| CN | | | \$5,093,526 | | | | | \$4,584,173 | \$509,353 | 11/5/2026 | | | | |
| Total cost for project: | \$5,866,480 | | \$0 | \$5,093,526 | \$0 | \$0 | \$0 | | \$5,279,832 | \$586,648 | | | | |
| I-469 EB/WB (S Jct) Bridge over I-69 NB/SB, 5.51 mi s/o US 24 Bridge Thin Deck Overlay | 2200984 | PE | | | | | | 2024 | 8,000 | 2,000 | | B-44535 | 6/30/2023 | |
| CN | | | \$501,000 | | | | | \$450,900 | \$50,100 | | NHPP | exempt | | |
| CN | | | \$767,233 | | | | | \$690,510 | \$76,723 | | 11/5/2026 | | | |
| Total cost for project: | \$1,278,233 | Totals | \$0 | \$1,268,233 | \$0 | \$0 | \$0 | | \$1,149,410 | \$128,823 | | | | |
| I-469 I-469 NB/SB Bridge over NS RR (Huntington), 0.50 mi s/o SR 37 Bridge Deck Overlay | 2300915 | PE | | | | | | 2025 | 500,400 | 55,600 | 25-42m | B-45078 | 6/30/2023 | |
| CN | | \$30,000 | | | | | | 27,000 | 3,000 | 24-120 | NHPP | | | |
| CN | | | \$4,243,846 | | | | | 3,819,461 | 424,385 | | 8/11/2027 | exempt | | |
| Total cost for project: | \$4,829,846 | | \$30,000 | \$0 | \$4,243,846 | \$0 | \$0 | | \$4,346,861 | \$482,985 | | | | |
| I-469 Over UNT Swift Ditch, 0.46 mile w/o I-69 Small Structure Replacement | 2301050 | PE | | | | | | 2025 | 134,400 | 33,600 | 24-133 | R-45149 | 6/30/2023 | |
| CN | | \$10,000 | | | | | | 8,000 | 2,000 | NHPP | | | | |
| CN | | | \$1,026,063 | | | | | 820,850 | 205,213 | | | 9/15/2027 | exempt | |
| Total cost for project: | \$1,204,063 | | \$10,000 | \$0 | \$1,026,063 | \$0 | \$0 | | \$963,250 | \$240,813 | | | | |
| I-469 EB bridges over St Mary's Rvr, 0.45 mile W US 27; SR 18 over Salamonie Rvr, 5.83 mi E SR 3; SR 930 WB over St Joseph Rvr, 1.74 mi E US 27; SR 218 over Wabash Rvr, 0.73 mile E SR 116; US 224 over St Mary's Rvr, 0.85 mile E US 27 Debris Removal from Channel | 2400496 | PE | | | | | | 2025 | 133,200 | 14,800 | | B-45642 | 6/17/2024 | |
| | | | | | | | | | | | | NHPP | | |
| CN | | | \$558,064 | | | | | \$502,258 | \$55,806 | 25-18a | 2/9/2028 | exempt | | |
| Total cost for project: | \$706,064 | | \$0 | \$0 | \$558,064 | \$0 | \$0 | | \$635,458 | \$70,606 | | | | |
| I-469 EB bridges over St Mary's Rvr, 0.45 mile W US 27; SR 18 over Salamonie Rvr, 5.83 mi E SR 3; SR 930 WB over St Joseph Rvr, 1.74 mi E US 27; SR 218 over Wabash Rvr, 0.73 mile E SR 116; US 224 over St Mary's Rvr, 0.85 mile E US 27 Debris Removal from Channel | 2400497 | PE | | | | | | 2025 | 133,200 | 14,800 | | B-45640 | 6/17/2024 | |
| | | | | | | | | | | | | NHPP | | |
| CN | | | \$544,544 | | | | | \$490,090 | \$54,454 | 25-15a | 1/13/2027 | exempt | | |
| Total cost for project: | \$692,544 | | \$0 | \$544,544 | \$0 | \$0 | \$0 | | \$490,090 | \$54,454 | | | | |
| I-469 From 0.55 mile e/o I-69 S jct to 2.03 mile e/o SR 1 Pavement Patching | 2400568 | | | | | | | | | | | 45582 | 6/30/2023 | |
| | | | | | | | | | | | | NHPP | | |
| CN | | | \$8,094,485 | | | | | | \$7,285,037 | \$809,449 | | 11/5/2026 | exempt | |
| Total cost for project: | \$8,094,485 | | \$0 | \$8,094,485 | \$0 | \$0 | \$0 | | \$7,285,037 | \$809,449 | | | | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments | |
|---|--------------|--------------------------------------|--|--------------------------|---|--------------------------|--------------------------|--------------------------------------|--|---|----------------------------|--|-----------------------------|--------------------------|--|
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Funding | Date | | |
| | | | | | | | | | | | | Letting | AQ Finding | | |
| SR 930 From I-69 to 7.48 mi e/o I-69 (Cloverleaf), includes bridges WB over NS RR, 5.36 mi e/o US 27; over NS RR, 04.38 mi w/o I-469; EB over NS RR, 5.36 mi e/o US 27; over Maumee River, 05.05 mi e/o US 27 HMA Overlay, Preventive Maintenance | 2100202 | PE PE RW CN CN CN | \$21,470,837 \$5,389,767 \$560,613 | | | | | 2023 2024 2025 | 1,919,320 129,600 28,000 \$17,176,670 \$4,311,814 \$448,490 | 479,830 32,400 7,000 \$4,294,167 \$1,077,953 \$112,123 | | R-43798 STBG 9/10/2025 | 6/30/2023 exempt | | |
| Total cost for project: | \$30,017,367 | Totals | \$27,421,217 | \$0 | \$0 | \$0 | \$0 | | \$24,013,894 | \$6,003,473 | | | | | |
| SR 930 SR 15 over Deer Ck, 1.84 mi n/o US 35; SR 16 over Washonis Ck, 0.83 mi w/o SR 19; SR 930 over St Joseph Rvr, 1.74 mi e/o US 27; SR 218 over Wabash Rvr, 0.85 mi e/o US 27; US 224 over St Mary's Rvr, 0.85 mi e/o US 27; I 69 Br over Salamonie Rvr, road, 1.31 mi s/o SR 5, SR 18 & SR 124 Debris Removal From Channel | 2200915 | PE CN | \$631,213 | | | | | 2024 | \$34,000 \$504,970 | \$8,500 \$126,243 | | B-44594 STBG 2/11/2026 | 6/30/2023 exempt | | |
| Total cost for project: | \$673,713 | Totals | \$631,213 | \$0 | \$0 | \$0 | \$0 | | \$538,970 | \$134,743 | | | | | |
| SR 930 1.08 mi e/o US 27 at Clinton Street, and bike/pedestrian facilities from 2.10 mi e/o I-69 to 0.62 mi w/o I-469 Intersect Improv w/Added Turn Lanes | 2300699 | PE RW RW CN CN | \$175,000 \$330,000 \$368,000 \$50,000 | | \$11,862,755 \$2,577,857 | | | 2025 | 407,340 \$140,000 \$264,000 \$9,784,604 \$2,102,286 | 45,260 \$35,000 \$66,000 \$2,446,151 \$525,571 | 24-149m 24-117a | R-45084 STBG 9/15/2027 | 2/26/2024 exempt | | |
| Total cost for project: | \$15,816,212 | Totals | \$923,000 | \$0 | \$14,440,612 | \$0 | \$0 | | \$12,698,230 | \$3,117,982 | | | | | |
| Various Statewide Various locations - Conflict Warning System Intersction Improvement | 2001561 | CN | \$1,537,734 | | | | | | \$1,230,187 | \$307,547 | | 42995 STBG 1/14/2026 | 3/31/2025 exempt | | |
| Total cost for project: | \$1,537,734 | Totals | \$1,537,734 | \$0 | \$0 | \$0 | \$0 | | \$1,230,187 | \$307,547 | | | | | |
| Various Geotechnical on call - multiple locations throughout the state Other Type Project (Miscelaneous) | 2001788 | PE | \$3,000,000 | | | | | | \$2,400,000 | \$600,000 | | STBG | TBD exempt | new project | |
| Total cost for project: | \$3,000,000 | Totals | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | | \$2,400,000 | \$600,000 | | | | | |
| Various Software License for Statewide ATMS for FY26 ITS Program Contracted Servies | 2002952 | PE | \$500,000 | | | | | | \$450,000 | \$50,000 | | NHPP | TBD exempt | new project | |
| Total cost for project: | \$500,000 | Totals | \$500,000 | \$0 | \$0 | \$0 | \$0 | | \$450,000 | \$50,000 | | | | | |
| Various Statewide TMC Dispatcher Operations Contract for FY26 ITS Program Contracted Servies | 2002953 | PE | \$1,800,000 | | | | | | \$1,620,000 | \$180,000 | | NHPP | TBD exempt | new project | |
| Total cost for project: | \$1,800,000 | Totals | \$1,800,000 | \$0 | \$0 | \$0 | \$0 | | \$1,620,000 | \$180,000 | | | | | |
| Various Statewide O&M fee for CARS (Condition Acquisition & Reporting System) For FY26 ITS Program Contracted Servies | 2002955 | PE | \$500,000 | | | | | | \$400,000 | \$100,000 | | STBG | TBD exempt | new project | |
| Total cost for project: | \$500,000 | Totals | \$500,000 | \$0 | \$0 | \$0 | \$0 | | \$400,000 | \$100,000 | | | | | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|--|-------------|--------|-------------|-------------|------|------|-------|---------------|------------------|----------------|-----|------------|------------|-------------|
| | | | | | | | | | | | | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Letting | AQ Finding | |
| Various Statewide INRIX Traffic Data for FY26 ITS Program Contracted Servies | 2002956 | PE | \$1,200,000 | | | | | | \$1,080,000 | \$120,000 | | | TBD | new project |
| | | | | | | | | | | | | NHPP | exempt | |
| | | | | | | | | | | | | | | |
| Total cost for project: | \$1,200,000 | Totals | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | | \$1,080,000 | \$120,000 | | | | |
| Various Various Signal Locations within the FW District Traffic Signals Modernization | 2100160 | PE | | | | | | 2024 | \$148,000 | \$37,000 | | T-43854 | 6/30/2023 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | \$2,127,307 | | | | | | \$1,701,846 | \$425,461 | | 4/8/2026 | exempt | |
| Total cost for project: | \$2,312,307 | Totals | \$2,127,307 | \$0 | \$0 | \$0 | \$0 | | \$1,849,846 | \$462,461 | | | | |
| Various Various RPM Locations within the FW District Raised Pavement Markings, Refurbished | 2100163 | | | | | | | | | | | T-43851 | 6/30/2023 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | \$697,875 | | | | | | \$558,300 | \$139,575 | | 3/11/2026 | exempt | |
| Total cost for project: | \$697,875 | Totals | \$697,875 | \$0 | \$0 | \$0 | \$0 | | \$558,300 | \$139,575 | | | | |
| Various Safety Revisions: Various Locations within the FW District, Stop Control Visibility Safety Revisions | 2100180 | | | | | | | | | | | T-43790 | 6/30/2023 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | \$560,613 | | | | | | \$448,490 | \$112,123 | | 7/9/2025 | exempt | |
| Total cost for project: | \$560,613 | Totals | \$560,613 | \$0 | \$0 | \$0 | \$0 | | \$448,490 | \$112,123 | | | | |
| Various Various locations within the FW District Safety Revisions | 2100183 | | | | | | | | | | | T-43855 | 10/18/2024 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | \$750,000 | | | | | | \$600,000 | \$150,000 | | 4/8/2026 | exempt | |
| Total cost for project: | \$750,000 | Totals | \$750,000 | \$0 | \$0 | \$0 | \$0 | | \$600,000 | \$150,000 | | | | |
| Various Post-Construction BMP Program Implementation / MSR MCM5 - Various Locations Other Type Project (Miscelaneous) | 2101642 | PE | \$1,107,300 | | | | | | \$885,840 | \$221,460 | | | TBD | new project |
| | | | | | | | | | | | | STBG | | |
| | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$1,107,300 | Totals | \$1,107,300 | \$0 | \$0 | \$0 | \$0 | | \$885,840 | \$221,460 | | | | |
| Various Various Safety Revision Locations within the FW District Safety Revisions | 2201084 | | | | | | | | | | | T-44555 | 6/30/2023 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | | \$500,000 | | | | | \$400,000 | \$100,000 | | 2/10/2027 | exempt | |
| Total cost for project: | \$500,000 | Totals | \$0 | \$500,000 | \$0 | \$0 | \$0 | | \$400,000 | \$100,000 | | | | |
| Various Various locations within the FW District Other Type Project (Miscelaneous) | 2201085 | | | | | | | | | | | T-44559 | 6/30/2023 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | | \$214,654 | | | | | \$171,723 | \$42,931 | | 3/10/2027 | exempt | |
| Total cost for project: | \$214,654 | Totals | \$0 | \$214,654 | \$0 | \$0 | \$0 | | \$171,723 | \$42,931 | | | | |
| Various Various Locations within the Fort Wayne District Other Intersection Improvement | 2201086 | | | | | | | | | | | T-44560 | 6/30/2023 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | | \$1,121,733 | | | | | \$897,386 | \$224,347 | | 3/10/2027 | exempt | |
| Total cost for project: | \$1,121,733 | Totals | \$0 | \$1,121,733 | \$0 | \$0 | \$0 | | \$897,386 | \$224,347 | | | | |
| Various Various RPM Locations within the FW District Raised Pavement Marking, Refurbished | 2201087 | | | | | | | | | | | T-44553 | 6/30/2023 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | | \$677,507 | | | | | \$542,006 | \$135,501 | | 2/10/2027 | exempt | |
| Total cost for project: | \$677,507 | Totals | \$0 | \$677,507 | \$0 | \$0 | \$0 | | \$542,006 | \$135,501 | | | | |
| Various Various Signal Locations within the FW District Traffic Signals Modernization | 2201089 | | | | | | | | | | | T-44557 | 6/30/2023 | |
| | | | | | | | | | | | | STBG | | |
| | | CN | | \$4,844,657 | | | | | \$3,875,726 | \$968,931 | | 3/10/2027 | exempt | |
| Total cost for project: | \$4,844,657 | Totals | \$0 | \$4,844,657 | \$0 | \$0 | \$0 | | \$3,875,726 | \$968,931 | | | | |
| Various Statewide Cell Service for Communications for Signals and ITS Devices for FY26 ITS Operations and Maintenance Contracts | 2201179 | PE | \$1,250,000 | | | | | | \$1,000,000 | \$250,000 | | | TBD | new project |
| | | | | | | | | | | | | STBG | | |
| | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$1,250,000 | Totals | \$1,250,000 | \$0 | \$0 | \$0 | \$0 | | \$1,000,000 | \$250,000 | | | | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|---|-------------|--------|-------------|-------------|-------------|------|-------|---------------|------------------|----------------|-----|-----------------|------------|-------------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Funding | Date | |
| | | | | | | | | | | | | Letting | AQ Finding | |
| Various Statewide ITS Field Device Cell Hardware (Modern) Upgrades for FY26 ITS Program Equipment | 2201180 | CN | \$350,000 | | | | | | \$280,000 | \$70,000 | | STBG | TBD | new project |
| Total cost for project: | \$350,000 | Totals | \$350,000 | \$0 | \$0 | \$0 | \$0 | | \$280,000 | \$70,000 | | | exempt | |
| Various Statewide High Mast Tower Lighting Replacement at various interchanges Repair Or Replace Lighting | 2201247 | CN | | \$3,891,590 | | | | | \$3,113,272 | \$778,318 | | 44741 STBG | TBD | new project |
| Total cost for project: | \$3,891,590 | Totals | \$0 | \$3,891,590 | \$0 | \$0 | \$0 | | \$3,113,272 | \$778,318 | | 7/8/2026 | exempt | |
| Various Fort Wayne/Allen County Signal Controller/Camera/Communications Upgrade ITS Traffic Management Systems | 2201706 | CN | \$744,881 | | | | | | \$595,905 | \$148,976 | | T-44798 STBG | 6/30/2023 | |
| Total cost for project: | \$744,881 | Totals | \$744,881 | \$0 | \$0 | \$0 | \$0 | | \$595,905 | \$148,976 | | 2/11/2026 | exempt | |
| Various Fort Wayne & LaPorte District ITS & Signal Maintenance Contract ITS Devices Maintenance Contracts | 2201709 | CN | \$522,642 | | | | | | \$418,114 | \$104,528 | | T-44800 STBG | TBD | new project |
| Total cost for project: | \$522,642 | Totals | \$522,642 | \$0 | \$0 | \$0 | \$0 | | \$418,114 | \$104,528 | | 2/11/2026 | exempt | |
| Various FY25 IDIQ Road Contract Pavement Patching | 2300071 | CN | \$1,000,000 | | | | | | \$800,000 | \$200,000 | | 44814 STBG | TBD | new project |
| Total cost for project: | \$1,000,000 | Totals | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | | \$800,000 | \$200,000 | | 2/11/2026 | exempt | |
| Various FY26 IDIQ Bridge Contract District Wide Bridge Maintenance | 2300072 | CN | \$1,000,000 | | | | | | \$800,000 | \$200,000 | | 44815 STBG | TBD | new project |
| Total cost for project: | \$1,000,000 | Totals | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | | \$800,000 | \$200,000 | | 2/11/2026 | exempt | |
| Various Statewide Underwater Bridge Inspection FY24 through FY27 Bridge Inspections | 2300076 | PE | \$400,000 | \$400,000 | | | | | \$640,000 | \$160,000 | | STBG | TBD | new project |
| Total cost for project: | \$800,000 | Totals | \$400,000 | \$400,000 | \$0 | \$0 | \$0 | | \$640,000 | \$160,000 | | | exempt | |
| Various Statewide Vertical Clearance measuring over/under bridges FY24 through FY27 Bridge Inspections | 2300077 | PE | \$200,000 | \$100,000 | \$100,000 | | | | \$320,000 | \$80,000 | | STBG | TBD | new project |
| Total cost for project: | \$400,000 | Totals | \$200,000 | \$100,000 | \$100,000 | \$0 | \$0 | | \$320,000 | \$80,000 | | | exempt | |
| Various Various Locations within the Fort Wayne District Other Type Project (Miscelaneous) | 2301209 | CN | | | \$1,000,000 | | | | \$800,000 | \$200,000 | | T-45102 STBG | TBD | new project |
| Total cost for project: | \$1,000,000 | | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | | \$800,000 | \$200,000 | | 4/5/2028 | exempt | |
| Various Various Locations within the Fort Wayne District Other Intersection Improvement | 2301210 | CN | | | \$1,872,000 | | | | \$1,497,600 | \$374,400 | | T-45103 STBG | TBD | new project |
| Total cost for project: | \$1,872,000 | | \$0 | \$0 | \$1,872,000 | \$0 | \$0 | | \$1,497,600 | \$374,400 | | 4/5/2028 | exempt | |
| Various Various RPM Locations within the Fort Wayne District Raised Pavement Markings, Refurbished | 2301211 | CN | | | \$600,000 | | | | \$480,000 | \$120,000 | | T-45104 STBG | TBD | new project |
| Total cost for project: | \$600,000 | | \$0 | \$0 | \$600,000 | \$0 | \$0 | | \$480,000 | \$120,000 | | 4/5/2028 | exempt | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|--|-------------|----------------|-------------|-----------|-------------|------|-------|---------------|-------------------------------|----------------------------|-----|-----------------------------|-------------------------|-------------|
| | | | | | | | | | | | | Funding | Date | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Letting | AQ Finding | |
| Various Various Signal Locations within the Fort Wayne District Traffic Signals Modernization | 2301212 | CN | | | \$4,384,400 | | | | \$3,507,520 | \$876,880 | | T-45105 STBG 4/5/2028 | TBD exempt | new project |
| Total cost for project: | \$4,384,400 | | \$0 | \$0 | \$4,384,400 | \$0 | \$0 | | \$3,507,520 | \$876,880 | | | | |
| Various Various Locations in the FW District Safety Revisions | 2301582 | CN | | \$853,906 | | | | | \$683,125 | \$170,781 | | 45407 STBG 3/10/2027 | TBD exempt | new project |
| Total cost for project: | \$853,906 | Totals | \$0 | \$853,906 | \$0 | \$0 | \$0 | | \$683,125 | \$170,781 | | | | |
| Various HELPERS Program for Local Roads and Streets - Statewide LPA Training, Planning and Local Assist Other Type Project (Miscellaneous) | 2400077 | PE PE PE | \$328,000 | \$336,000 | | | | | 262,400 268,800 275,200 | 65,600 67,200 68,800 | | STBG | 6/30/2023 exempt | |
| Total cost for project: | \$1,008,000 | Totals | \$328,000 | \$336,000 | \$344,000 | \$0 | \$0 | | \$806,400 | \$201,600 | | | | |
| Various All non-Interstate, State Roads, and US Hwys throughtout the Fort Wayne Sub Mowing | 2400085 | CN | | | | | | | | | | 45480 STBG 1/14/2026 | TBD exempt | new project |
| Total cost for project: | \$550,000 | Totals | \$550,000 | \$0 | \$0 | \$0 | \$0 | | \$440,000 | \$110,000 | | | | |
| Various Fort Wayne District Urban Interstate Mowing Mowing | 2400089 | CN | | | | | | | | | | 45483 NHPP 1/14/2026 | TBD exempt | new project |
| Total cost for project: | \$425,000 | Totals | \$425,000 | \$0 | \$0 | \$0 | \$0 | | \$382,500 | \$42,500 | | | | |
| Various Fort Wayne District (for herbicide-broadcast) Herbicide Treatment | 2400090 | CN | | | | | | | | | | 45484 STBG 4/8/2026 | TBD exempt | new project |
| Total cost for project: | \$500,000 | Totals | \$500,000 | \$0 | \$0 | \$0 | \$0 | | \$400,000 | \$100,000 | | | | |
| Various Fort Wayne District (for herbicide-spot) Herbicide Treatment | 2400091 | CN | | | | | | | | | | 45485 STBG 4/8/2026 | TBD exempt | new project |
| Total cost for project: | \$1,200,000 | Totals | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | | \$960,000 | \$240,000 | | | | |
| Various Noise Analysis Technical Review Support - Small Purchase Contract - Statewide Other Intersection Improvement | 2400095 | PE | \$250,000 | | | | | | \$200,000 | \$50,000 | | STBG | TBD exempt | new project |
| Total cost for project: | \$250,000 | Totals | \$250,000 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$0 | | | | |
| Various Various Rural Locations for Fort Wayne District Mowing | 2400131 | CN | | | | | | | | | | 45586 NHPP 1/14/2026 | TBD exempt | new project |
| Total cost for project: | \$500,000 | Totals | \$500,000 | \$0 | \$0 | \$0 | \$0 | | \$450,000 | \$50,000 | | | | |
| Various Various Urban Locations in Fort Wayne District Roadside Work, Other | 2400132 | CN | | | | | | | | | | 45537 STBG 12/10/2025 | TBD exempt | new project |
| Total cost for project: | \$625,000 | Totals | \$625,000 | \$0 | \$0 | \$0 | \$0 | | \$500,000 | \$125,000 | | | | |
| Various Various bridges around the state Bridge Inspections | 2400543 | PE | \$500,000 | | | | | | \$400,000 | \$100,000 | | STBG | TBD exempt | new project |
| Total cost for project: | \$500,000 | Totals | \$500,000 | \$0 | \$0 | \$0 | \$0 | | \$400,000 | \$100,000 | | | | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|--|-------------|--------|------|-------------|-------------|------|-------|---------------|------------------|----------------|-----|------------------------------|------------|-------------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Funding | Date | |
| | | | | | | | | | | | | Letting | AQ Finding | |
| Various Statewide ATMS Cameras/Communications/Detection/DMS Replacements ITS Traffic Management Systems | 2400803 | CN | | \$300,000 | | | | | \$270,000 | \$30,000 | | | TBD | new project |
| Total cost for project: | \$300,000 | Totals | \$0 | \$300,000 | \$0 | \$0 | \$0 | | \$270,000 | \$30,000 | | | exempt | |
| Various Software License for Statewide ATMS for FY27 | 2400804 | PE | | \$500,000 | | | | | \$450,000 | \$50,000 | | | TBD | |
| ITS Program Contracted Servies | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$500,000 | Totals | \$0 | \$500,000 | \$0 | \$0 | \$0 | | \$450,000 | \$50,000 | | | | |
| Various Statewide TMC Dispatcher Operations Contract for FY27 | 2400806 | PE | | \$1,800,000 | | | | | \$1,620,000 | \$180,000 | | | TBD | new project |
| ITS Program Contracted Servies | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$1,800,000 | Totals | \$0 | \$1,800,000 | \$0 | \$0 | \$0 | | \$1,620,000 | \$180,000 | | | | |
| Various Statewide O&M fee for CARS (Condition Acquisition & Reporting System) For FY27 | 2400807 | PE | | \$500,000 | | | | | \$400,000 | \$100,000 | | | TBD | new project |
| ITS Program Contracted Servies | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$500,000 | Totals | \$0 | \$500,000 | \$0 | \$0 | \$0 | | \$400,000 | \$100,000 | | | | |
| Various Statewide INRIX Traffic Data for FY27 | 2400808 | PE | | \$1,200,000 | | | | | \$1,080,000 | \$120,000 | | | TBD | new project |
| ITS Program Contracted Servies | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$1,200,000 | Totals | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | | \$1,080,000 | \$120,000 | | | | |
| Various Statewide Cell Service for Communications for Signals and ITS Devices for FY27 | 2400809 | PE | | \$1,250,000 | | | | | \$1,000,000 | \$250,000 | | | TBD | new project |
| ITS Operations and Maintenance Contracts | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$1,250,000 | Totals | \$0 | \$1,250,000 | \$0 | \$0 | \$0 | | \$1,000,000 | \$250,000 | | | | |
| Various Statewide ITS Field Device Cell Hardware (Modern) Upgrades for FY27 | 2400810 | CN | | \$350,000 | | | | | \$280,000 | \$70,000 | | | TBD | new project |
| ITS Program Equipment | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$350,000 | Totals | \$0 | \$350,000 | \$0 | \$0 | \$0 | | \$280,000 | \$70,000 | | | | |
| Various Fort Wayne District ITS & Signal Maintenance Contract - FY27 | 2400814 | CN | | \$838,000 | | | | | \$670,400 | \$167,600 | | T-45719 STBG 1/13/2027 | TBD | new project |
| ITS Devices Maintenance Contracts | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$838,000 | Totals | \$0 | \$838,000 | \$0 | \$0 | \$0 | | \$670,400 | \$167,600 | | | | |
| Various Statewide INRIX Traffic Data for FY28 | 2400818 | PE | | | \$1,200,000 | | | | \$1,080,000 | \$120,000 | | | TBD | new project |
| ITS Program Contracted Servies | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$1,200,000 | Totals | \$0 | \$0 | \$1,200,000 | \$0 | \$0 | | \$1,080,000 | \$120,000 | | | | |
| Various Software License for Statewide ATMS for FY28 | 2400819 | PE | | | \$750,000 | | | | \$675,000 | \$75,000 | | | TBD | new project |
| ITS Program Contracted Servies | | | | | | | | | | | | | exempt | |
| Total cost for project: | \$750,000 | Totals | \$0 | \$0 | \$750,000 | \$0 | \$0 | | \$675,000 | \$75,000 | | | | |

INDOT Projects

FY 2026-2030

| Route Project Location Work Type | DES # | Phase | | | | | | Other Year | Federal Funds | State Funds | A/M | Contract # | Conformity | Comments |
|--|---------|-------|------|------|-------------|------|-------|---------------|------------------|----------------|--|------------|------------|-------------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030* | | | | | Funding | Date | |
| | | | | | | | | | | | | Letting | AQ Finding | |
| Various Statewide O&M fee for CARS (Condition Acquisition & Reporting System) For FY28 ITS Program Contracted Servies | 2400820 | PE | | | \$500,000 | | | | \$400,000 | \$100,000 | | | TBD | new project |
| | | | | | | | | | | | | STBG | exempt | |
| Total cost for project: | | | | | | | | | | | | | | |
| Various Statewide TMC Dispatcher Operations & Engineering Support contract for FY28 ITS Program Contracted Servies | 2400821 | PE | | | \$1,800,000 | | | | \$1,620,000 | \$180,000 | | | TBD | new project |
| | | | | | | | | | | | | NHPP | exempt | |
| Total cost for project: | | | | | | | | | | | | | | |
| Various Cameras/Communications/Detection/DMS Replacements - FY28 ITS Traffic Management Systems | 2400823 | | | | | | | | | | | | TBD | new project |
| | | | | | | | | | | | | NHPP | exempt | |
| Total cost for project: | | | | | | | | | | | | | | |
| Various Statewide Cell Service for Communications for Signals and ITS Devices for FY28 ITS Operations and Maintenance Contracts | 2400824 | PE | | | \$1,250,000 | | | | \$1,000,000 | \$250,000 | | | TBD | new project |
| | | | | | | | | | | | | STBG | exempt | |
| Total cost for project: | | | | | | | | | | | | | | |
| Various Statewide ITS Field Device Cell Hardware (Modern) Upgrades for FY28 ITS Program Equipment | 2400825 | | | | | | | | | | | | TBD | new project |
| | | | | | | | | | | | | STBG | exempt | |
| Total cost for project: | | | | | | | | | | | | | | |
| ^The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2026-2029. The Fifth year (FY 2030) is for informational purposes only. | | | | | | | | | | | TBD: Once the new conformity date is determined it will be added into the TIP project listing. | | | |
| *This project has been modified | | | | | | | | | | | | | | |

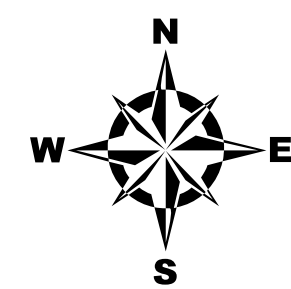
Indiana Department of Transportation

Projects FY 26 - 30

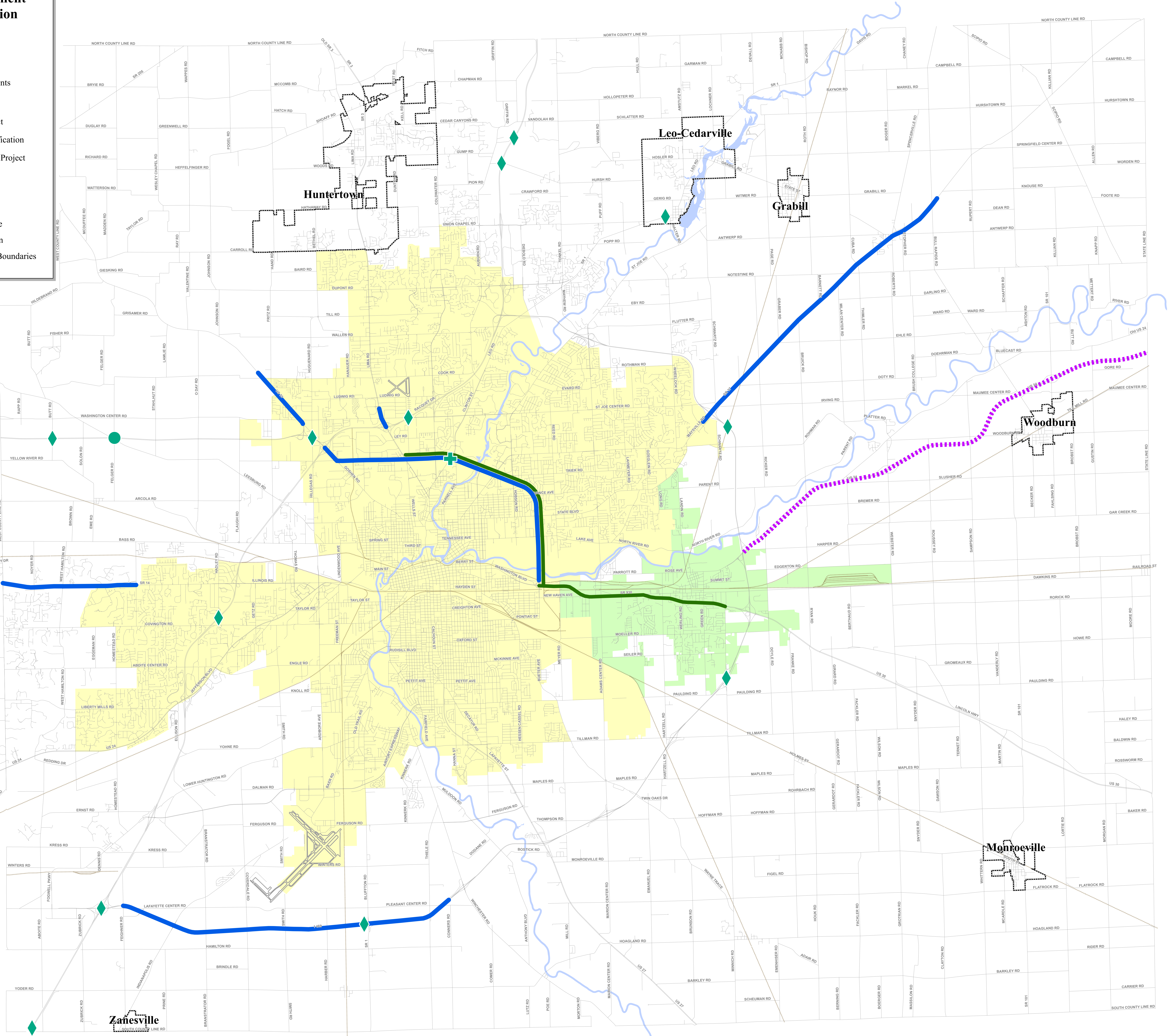
- Road Projects
- Ped Facilities
- Safety Improvements
- Bridge Project
- Intersection Project
- Interchange Modification
- Railroad Crossing Project

Other Map Features

- Rivers
- Railroads
- City of Fort Wayne
- City of New Haven
- Other City/Town Boundaries



Prepared by NIRCC
4/2025



* Approved amendments may not be reflected on map.

GROUPED PROJECTS

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs (TIPs) allow projects that are not considered to be of appropriate scale for individual identification to be combined or grouped under a single listing. Such listings are grouped by function, work type, and /or geographic area and must be consistent with the exempt project classification contained in the Environmental Protection Agency's Transportation Conformity Regulations (40 CFR part 93). Such projects are usually non-controversial and produce negligible impacts (other than positive benefits for safety, traffic operations, or preservation). Typically, these types of projects are undertaken to correct existing problems/deficiencies, enhance preservation, or improve safety. They may be the result of successful grant applications by local governments or entities.

For the reasons noted above, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification rather than Amendment simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Northeastern Indiana Regional Coordinating Council (NIRCC), the Fort Wayne Metropolitan Planning Organization (MPO) are shown in the attached table. The list was developed cooperatively with INDOT and FHWA. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types

of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

When projects fitting within a Grouped Project category are identified by INDOT they will be forwarded to the MPO with a commitment of funding (within financially constrained balances available on a statewide level) for inclusion in the TIP. Project information will include estimated costs, type of funds and fiscal year. Fiscal constraint for grouped projects is maintained by the state transportation agency on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

FY 2026-2030 TIP Grouped Projects

| Grouped Project Category | Est Cost | Year | Federal | State | Sponsor |
|---|----------|------|---------|-------|---------|
| 1. Pavement Preservation | 0 | 2026 | 0 | 0 | INDOT |
| | 0 | 2027 | 0 | 0 | |
| | 0 | 2028 | 0 | 0 | |
| | 0 | 2029 | 0 | 0 | |
| | 0 | 2030 | 0 | 0 | |
| 2. Bridge, Culvert & Small Structure Preservation | 0 | 2026 | 0 | 0 | INDOT |
| | 0 | 2027 | 0 | 0 | |
| | 0 | 2028 | 0 | 0 | |
| | 0 | 2029 | 0 | 0 | |
| | 0 | 2030 | 0 | 0 | |
| 3. Signing, Marking, Striping & Rumble Strips | 0 | 2026 | 0 | 0 | INDOT |
| | 0 | 2027 | 0 | 0 | |
| | 0 | 2028 | 0 | 0 | |
| | 0 | 2029 | 0 | 0 | |
| | 0 | 2030 | 0 | 0 | |
| 4. Traffic Signal & Lighting System Improvements | 0 | 2026 | 0 | 0 | INDOT |
| | 0 | 2027 | 0 | 0 | |
| | 0 | 2028 | 0 | 0 | |
| | 0 | 2029 | 0 | 0 | |
| | 0 | 2030 | 0 | 0 | |
| 5. Guardrail & Median Protection/Cable Barriers | 0 | 2026 | 0 | 0 | INDOT |
| | 0 | 2027 | 0 | 0 | |
| | 0 | 2028 | 0 | 0 | |
| | 0 | 2029 | 0 | 0 | |
| | 0 | 2030 | 0 | 0 | |
| 6. Rail Crossing Protection | 0 | 2026 | 0 | 0 | INDOT |
| | 0 | 2027 | 0 | 0 | |
| | 0 | 2028 | 0 | 0 | |
| | 0 | 2029 | 0 | 0 | |
| | 0 | 2030 | 0 | 0 | |
| 7. Bicycle/Pedestrian Facilities (identified in local or state Transition Plans to meet requirements of ADA) | 0 | 2026 | 0 | 0 | INDOT |
| | 0 | 2027 | 0 | 0 | |
| | 0 | 2028 | 0 | 0 | |
| | 0 | 2029 | 0 | 0 | |
| | 0 | 2030 | 0 | 0 | |
| 8. Statewide and Non-Construction Activities | 0 | 2026 | 0 | 0 | INDOT |
| | 0 | 2027 | 0 | 0 | |
| | 0 | 2028 | 0 | 0 | |
| | 0 | 2029 | 0 | 0 | |
| | 0 | 2030 | 0 | 0 | |

Federal Regulations permit projects that are not considered to be of appropriate scale for individual listing to be combined or Grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's *Transportation Conformity Regulations* (40 CFR part 93). Individual projects from the grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved.

See Appendix D for a detailed listing of each Grouped Project amended into the FY2026-2030 Transportation Improvement Program (TIP).

XII. STATUS REPORT FOR FY 2023 & FY 2024 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

STATUS REPORT

FY23 from the 2022-2026 TIP

NIRCC LOCAL PROJECTS

ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STPG/CMAQ/HES/HSIP/BR/PL

| DES # | Project | Phase | LPA | Status | Letting Date |
|---------|--|-------|-----|------------|--------------|
| 1901699 | Bass Rd: w/o bridge to Brenton Glens Ln | CN | AC | In Process | 2/10/2023 |
| 1401273 | Bass Rd: Brenton Glens Ln to Scott Rd | CN | AC | In Process | 2/10/2023 |
| 1801749 | Carroll Rd: SR 3/Lima Rd to Coral Springs/Shearwater Run | CN | HT | In Process | 5/10/2023 |
| 1801748 | Carroll Rd: e/o Bethel Rd to Millstone Dr | CN | HT | In Process | 5/10/2023 |

Rural Bridge Projects PROJECTS FUNDED WITH GROUP III & IV

| DES # | Project | Phase | LPA | Status | Letting Date |
|---------|------------------------------------|-------|-----|------------|--------------|
| 1702810 | South County Line Road Bridge #271 | CN | AC | In Process | 1/19/2023 |

STATUS REPORT

FY23 from the 2022-2026 TIP

NIRCC INDOT PROJECTS

| Project Location (Description of Project) | Contract # | DES # | Phase | Status | Letting Date/Comments |
|---|------------|---------|-------|------------|--|
| SR 1 Over Conrad Ditch, 6.68 mi n/o I-69 Bridge Replace, Other Construction | B-41545 | 1800050 | CN | Completed | 11/16/2022 |
| SR 1 Small structure over UNT of St Joe River, 9.77 mi n/o I-69 Debris Removal from Channel | 43194 | 2000541 | CN | In Process | 11/16/2022 |
| SR 3 4 various locations in Allen County and Noble County Small Structure & Drains Construction | R-42689 | 1902892 | CN | In Process | 9/13/2023 |
| SR 14 Bridge over Inverness Pond, 1.06 mi w/o I-69 Bridge Thin Deck Overlay | B-43172 | 2000794 | CN | In Process | 10/13/2022 |
| US 24 EB over Aboite Crk, 4.11 mi w/o I-69 Bridge Replacement, Other Constr | 42357 | 1800058 | CN | In Process | 12/13/2023 |
| US 24 WB over Aboite Crk, 4.11 mi w/o I-69 Bridge Replacement, Other Constr | 42357 | 1800059 | CN | In Process | 12/13/2023 |
| US 24 from 0.62 mi w/o I-69 (680' w/o Liberty Mills Rd) to I-69 HMA Overlay, Preventive Maintenance | R-43179 | 2000983 | CN | In Process | 1/19/2023 |
| US 24 from I-69 to 0.26 mi e/o I-69 HMA Overlay, Preventive Maintenance | R-43179 | 2001129 | CN | In Process | 1/19/2023 |
| US 27 2 locations on US 27 in Allen County Small Structure & Drains Construction | 42692 | 1902894 | CN | Eliminated | This proejct is being eliminated as work is not needed |
| US 27 from SR 930 to I-69 HMA Overlay, Preventive Maintenance | R-41579 | 2000976 | CN | In Process | 2/10/2023 |
| US 30 7.4 mi w/o US 33 (at CR 800 E/ County Line Road) Other Intersestion Improvement | R-41641 | 1801807 | CN | Eliminated | This proejct is being removed from the contract and will be eliminated |
| US 30 from I-469 to 1.55 mi e/o I-469 Concrete Pavement Restoration (CPR) | R-43173 | 2001128 | CN | In Process | 8/10/2022 |
| I-69 Covington Rd Bridge over I-69 NB/SB, 1.21 mi s/o SR 14 Bridge Thin Deck Overlay | B-43172 | 2000907 | CN | In Process | 10/13/2022 |
| SR 101 Bridge over us 24, 6.71 mi s/o SR37 Bridge Thin Deck Overlay | B-43464 | 2000905 | CN | In Process | 9/13/2023 |
| I-469 SB off-ramp at SR 37 Interchange Modification | R-41568 | 1800034 | CN | In Process | 7/10/2024 |
| I-469 at I-69 N Junction Interchange Modification | R-41580 | 1800089 | CN | In Process | 11/16/2022 |
| I-469 At the US 24 Interchange Interchange Modification | R-42360 | 1800092 | CN | In Process | 1/18/2024 |

STATUS REPORT

FY23 from the 2022-2026 TIP

NIRCC INDOT PROJECTS

| Project Location (Description of Project) | Contract # | DES # | Phase | Status | Letting Date/Comments |
|--|------------|---------|-------|------------|-----------------------|
| I-469 Small structure for Koehlinger Drain, 3.47 mi e/o US 27 Small Structure Pipe Lining | R-43168 | 2000583 | CN | In Process | 9/14/2022 |
| I-469 Small structure at Maplecrest Rd, 3 mi e/o I-69 Small Structure Pipe Lining | R-43168 | 2000599 | CN | In Process | 9/14/2022 |
| I-469 Small structure for Grove Ditch, 1.41 mi n/o US 30 Small Structure Replacement | R-43168 | 2000601 | CN | In Process | 9/14/2022 |
| I-469 Pipe liner for UNT Tieman Ditch, 2.30 mi w/o SR 37 Small Structure Pipe Lining | R-43168 | 2000603 | CN | In Process | 9/14/2022 |
| I-469 Pipe liner for UNT Bender Ditch, 3.73 mi e/o SR 27 Small Structure Pipe Lining | R-43168 | 2000791 | CN | In Process | 9/14/2022 |
| I-469 Bridge over St Joe Rd, 4.33 mi w/o SR 37, EB Bridge Deck Overlay | R-41580 | 2000803 | CN | In Process | 11/16/2022 |
| I-469 Bridge over St Joe Rd, 4.33 mi w/o SR 37, WB Bridge Deck Overlay | R-41580 | 2000805 | CN | In Process | 11/16/2022 |
| I-469 Bridge over St Joe River, 1.39 mi e/o I-69 EB Bridge Deck Overlay | R-41580 | 2000806 | CN | In Process | 11/16/2022 |
| I-469 Bridge over St Joe River, 1.39 mi e/o I-69 WB Bridge Deck Overlay | R-41580 | 2000807 | CN | In Process | 11/16/2022 |
| I-469 Pipe Liner over UNT Martin Ditch, US 30 I/C Small Structure Pipe Lining | R-43168 | 2000812 | CN | In Process | 9/14/2022 |
| I-469 Pipe Liner over ditch, 1.67 mi e/o US 27 Small Structure Pipe Lining | R-43168 | 2000814 | CN | In Process | 9/14/2022 |
| I-469 Pipe Liner over ditch, US 30 I/C at I-469 Small Structure Pipe Lining | R-43168 | 2000898 | CN | In Process | 9/14/2022 |
| I-469 Pipe Liner over UNT Rock Ditch, 1.76 mi e/o US 27 under EBR Small Structure Pipe Lining | R-43168 | 2000899 | CN | In Process | 9/14/2022 |
| I-469 Small structure over ditch, Minnich Rd I/C, 1.74 mi s/o US 30 Small Structure Replacement | R-43168 | 2000908 | CN | In Process | 9/14/2022 |
| I-469 Small structure over ditch, 6.0 mi e/o US 27 Small Structure Replacement | R-43168 | 2000911 | CN | In Process | 9/14/2022 |
| I-469 Small structure over UNT Rock Ditch, 1.67 mi e/o US 27 Small Structure Replacement | R-43168 | 2000912 | CN | In Process | 9/14/2022 |
| I-469 Small structure over UNT Rock Ditch, 1.76 mi e/o US 27 Small Structure Replacement | R-43168 | 2000914 | CN | In Process | 9/14/2022 |

STATUS REPORT

FY23 from the 2022-2026 TIP

NIRCC INDOT PROJECTS

| Project Location (Description of Project) | Contract # | DES # | Phase | Status | Letting Date/Comments |
|---|------------|---------|-------|------------|---|
| I-469 Bridge over Grice Ditch, 1.04 mi w/o SR37 Bridge Rehab-Pipe Lining | R-43259 | 2001168 | CN | In Process | 7/10/2024 |
| SR 930 at US 27/Lima Rd Add Left Turn Lanes on E, W, & S Approaches Intersect. Improv. W/ Added Turn Lanes | R-41579 | 1401845 | CN | In Process | 2/10/2023 |
| SR 930 At Maplecrest/Adams Ctr Rd, 3.66 mi w/o I-469 Other Intersection Improvement | R-42358 | 1900107 | CN | In Process | 2/15/2024 |
| SR 930 from 0.71 mi w/o I-469 to I-469 Concrete Pavement Restoration (CPR) | R-43173 | 2000979 | CN | In Process | 8/10/2022 |
| Various Locations Statewide Statewide On-Call Consultant Review | | 1802826 | CN | In Process | |
| Various Locations in the Fort Wayne District Guardrail Attenuators, New or Modernize | T-43188 | 1902897 | CN | In Process | 9/14/2022 |
| Various Locations in the Fort Wayne District ADA Sidewalk Ramp Construction | R-42967 | 2001518 | CN | Completed | 11/16/2022 |
| Various Locations in the Fort Wayne District Various Uninterruptible Power Supplies (UPS) at Various Signal Locations within the FW District Traffic Signals Modernization | T-43189 | 2001537 | CN | Completed | 8/10/2022 |
| Various Locations in the Fort Wayne District Various Signal and Flasher Locations Traffic Signals Modernization | T-43195 | 2001717 | CN | Eliminated | Locations moved to another DES for remaining locations |

STATUS REPORT

FY23 from the 2022-2026 TIP

NIRCC TRANSIT PROJECTS

| Transit Project ID # | Capital Equipment Purchases (Section 5307/5310/5339/5340 Funds) | LPA | STATUS |
|-------------------------|---|----------|------------------------|
| FOR-23-002 | Capitalization of Maintenance | Citilink | Obligated |
| FOR-23-003 | Paratransit | Citilink | Removed |
| FOR-23-004 | Special Rule Operations | Citilink | Obligated |
| FOR-23-005 | Two (2) Replacement Minibus (Body on Chassis) ACCESS | Citilink | Resubmitted for FY2024 |
| FOR-23-006 | One (1) Heavy Duty Replacement Bus | Citilink | Resubmitted for FY2024 |

| STATUS REPORT FY24 from the 2024-2028 TIP NIRCC LOCAL PROJECTS | | | | | |
|--|---|-------|----------------|------------------------------|--------------|
| ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STPG/CMAQ/HES/HSIP/BR/PL | | | | | |
| DES # | Project | Phase | LPA | Status | Letting Date |
| 1801426 | Amstutz Rd: Hosler Rd to Leo Rd/SR 1 | CN | Leo-Cedarville | In Process | 12/13/2023 |
| 1901912 | Amstutz Rd: Hosler Rd to Leo Rd/SR 1 (Ditch Bridge) | CN | Leo-Cedarville | In Process | 12/13/2023 |
| 1901913 | Amstutz Rd: Hosler Rd to Leo Rd/SR 1 (Ped Bridge) | CN | Leo-Cedarville | In Process | 12/13/2023 |
| 1801748 | Carroll Rd: e/o Bethel Rd to Millstone Dr (west section) | CN | Huntertown | Was bid in FY23 (in Process) | 5/10/2023 |
| 1801749 | Carroll Rd: SR 3/Lima Rd to Coral Springs & Shearwater Run (east section) | CN | Huntertown | Was bid in FY23 (in Process) | 5/10/2023 |
| RURAL BRIDGE PROJECTS PROJECTS FUNDED WITH GROUP III & IV | | | | | |
| DES # | Project | Phase | LPA | Status | Letting Date |
| 1902824 | Bluffton Rd Bridge #257 | CN | Allen County | In Process | 12/13/2023 |

STATUS REPORT
FY24 from the 2024-2028 TIP
TRANSIT PROJECTS
Section 5307 / 5310 / 5339 / 5340 - Funds

| Transit Project ID # | Capital Equipment Purchases (Section 5307/5310/5339/5340 Funds) | LPA | STATUS |
|----------------------|---|--------------|------------------------|
| FOR-24-002 | Capitalization of Maintenance | Citilink | OBLIGATED |
| FOR-24-003 | Paratransit | Citilink | REMOVED |
| FOR-24-004 | Special Rule Operations | Citilink | OBLIGATED |
| FOR-24-005 | Two (2) Replacement Minibus (Body on Chassis) ACCESS | Citilink | OBLIGATED - IN PROCESS |
| FOR-24-006 | Two (2) Heavy Duty Replacement Bus | Citilink | OBLIGATED - IN PROCESS |
| FOR-24-030 | One (1) Replacement Minibus (Body on Chassis) FLEX | Citilink | OBLIGATED - IN PROCESS |
| FOR-24-010 | Computer hardware & software, office equipment, and facility security camera system replacement | Citilink | OBLIGATED |
| FOR-24-031 | Fare collection equipment replacement | Citilink | OBLIGATED - IN PROCESS |
| FOR-24-011 | CAD/AVL system replacement | Citilink | OBLIGATED |
| FOR-24-032 | Marketing and Education Expenses | Citilink | REMOVED |
| FOR-24-020 | Operating Funds (CTN) | Citilink/CTN | OBLIGATED - IN PROCESS |
| FOR-24-033 | One (1) Medium Transit Vehicle (CTN) | Citilink/CTN | OBLIGATED - IN PROCESS |

STATUS REPORT

FY24 from the 2024-2028 TIP

INDOT PROJECTS

| Project Location (Description of Project) | Contract # | DES # | Phase | Status | Letting Date/Comments |
|--|------------|---------|-------|-------------|-----------------------|
| SR 3 SR 3 and Shoaff Rd, 8.00 miles north of I-69 New Signal Installation | T-44325 | 2200440 | CN | In Process | 4/10/2024 |
| US 24 EB over Aboite Crk, 4.11 mi w/o I-69 Bridge Replacement, Other Constr, existing 4 lane (no added travel lanes) | B-42357 | 1800058 | CN | In Process | 4/10/2024 |
| US 24 WB over Aboite Crk, 4.11 mi w/o I-69 Bridge Replacement, Other Constr, existing 4 lane (no added travel lanes) | B-42357 | 1800059 | CN | In Process | 4/10/2024 |
| US 24 US 24, 2.44 Miles East of SR 114, Carries UNT of Graham-McCullough Ditch #1 Small Strcuture Replacement | B-42357 | 1900070 | CN | In Process | 4/10/2024 |
| US 24 US 24 over UNT Aboit Creek, 0.48 miles E of SR 114 Small Structure Main and Repair | B-42357 | 2000548 | CN | In Process | 4/10/2024 |
| US 30 At Flaugh Rd, 1.55 mi w/o US 33 (bridge: #2101193) New Interchange Construction | R-41079 | 1901890 | CN | Resubmitted | 11/14/2024 |
| I-69 From 1.25 mi s/o US 24 to 2.13 mi s/o US 30 Concrete Pavement Restoration (CPR) | R-42463 | 1900619 | CN | In Process | 10/13/2022 |
| I-469 At the US 24 Interchange Interchange Modification, New Ramp Construction (EB US 24 to SB I-469 and SB I-469 to WB US 24/Rose Avenue) | R-42360 | 1800092 | CN | In Process | 1/18/2024 |
| I-469 NB on-Ramp Bridge over I-469, EB/WB, 0.17 mi e/o I69 Bridge Deck Overlay | B-43458 | 2000969 | CN | In Process | 7/12/2023 |
| I-469 From 0.48 mi w/o I-69 to 0.57 mi w/o SR 1 (R/R Bridge) Drainage Ditch Correction, existing 4 lane | R-43145 | 2001755 | CN | In Process | 3/13/2024 |
| SR 930 At Maplecrest/Adams Ctr Rd, 3.66 mi w/o I-469 Intersection Safety Improvement | R-42358 | 1900107 | CN | In Process | 2/15/2024 |
| SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27, EB Bridge Thin Deck Overlay | B-43464 | 2000925 | CN | In Process | 9/13/2023 |
| SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27, WB Bridge Thin Deck Overlay | B-43464 | 2000926 | CN | In Process | 9/13/2023 |
| SR 101 SR 101 Bridge over US 24, 6.71 miles S of SR 37 Bridge Thin Deck Overlay | B-43464 | 2000905 | CN | In Process | 9/13/2023 |
| US 24 EB Bridge over Doyle Road, 1.10 miles E of I-469 Bridge Thin Deck Overlay | B-43464 | 2000930 | CN | In Process | 9/13/2023 |
| US 24 WB Bridge over Doyle Road, 1.10 miles E of I-469 Bridge Thin Deck Overlay | B-43464 | 2000931 | CN | In Process | 9/13/2023 |
| US 24 EB Bridge over NS RR (Tire Plant Spur), 3.04 miles W of SR 101 Bridge Thin Deck Overlay | B-43464 | 2000932 | CN | In Process | 9/13/2023 |

STATUS REPORT
FY24 from the 2024-2028 TIP
INDOT PROJECTS

| Project Location (Description of Project) | Contract # | DES # | Phase | Status | Letting Date/Comments |
|--|------------|---------|-------|------------|-----------------------|
| US 24 WB Bridge over NS RR (Tire Plant Spur), 3.04 miles W of SR 101 Bridge Thin Deck Overlay | B-43464 | 2000933 | CN | In Process | 9/13/2023 |
| US 24 State Line Road Bridge over US 24 EB/WB, 2.42 miles E of SR 101 Bridge Thin Deck Overlay | B-43464 | 2000952 | CN | In Process | 9/13/2023 |
| Various Locations in the Fort Wayne District Guardrail Attenuators, New or Modernize | T-43461 | 1902012 | CN | In Process | 3/13/2024 |
| Various Other Type Project (Miscelaneous) High Friction Surface Treatment | T-44082 | 1902013 | CN | In Process | 2/15/2024 |
| Various District Intersection Improvement Project Auxiliary Lanes, Accel & Decel or Turn Lanes | R-44081 | 1902014 | CN | In Process | 2/15/2024 |
| Various District Signal Improvement Traffic Signals Modernization | T-43474 | 1902015 | CN | In Process | 1/18/2024 |
| Various District Traffic Project Raised Pavement Markings, Refurbished | T-44080 | 1902016 | CN | In Process | 1/18/2024 |
| Various At various locations within Elkhart, Fort Wayne & Wabash subdistricts ADA Sidewalk Ramp Construction | R-42968 | 2001519 | CN | In Process | 3/13/2024 |
| Various Various locations throughout the state Electric vehicle charging infrastructure at various locations along Indiana interstates Other Type Project (Miscellaneous) | T-44987 | 2300274 | CN | In Process | FY24 thru FY26 |

APPENDIX A

Participation Plan Transportation Improvement Program

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have required a Transportation Improvement Program (TIP) since 1977 from urbanized areas that have a population exceeding 50,000 people. The preparation and submission of a TIP is necessary in order to obtain federal assistance for transportation projects within the metropolitan planning area. The regulations define the TIP as a staged multi-year program of federally assisted transportation projects. The functional groups assisting the Northeast Indiana Regional coordinating council (NIRCC) in this regard have determined a four-year program, updated annually best serves the transportation needs of the Fort Wayne-New Haven-Allen County Metropolitan Planning Area.

The TIP has historically included projects selected from the Management Systems and the Transportation Plan. The TIP has also included projects from the Indiana Department of Transportation and from the Fort Wayne Public Transportation Corporation (CITILINK). The TIP has been updated annually by the Urban Transportation Advisory Board and approved by NIRCC as the Metropolitan Planning Organization (MPO). The implementing agencies with jurisdiction in the metropolitan planning area have participated on UTAB and NIRCC for many years. The TIP has served the local officials of the Fort Wayne urbanized area as a transportation capital improvement program for federally assisted projects.

The primary concern for this process is to ensure that interested parties can participate in the process with a reasonable opportunity to comment before the TIP is adopted. The process is initiated through a high level of direct public involvement in the Management Systems and the Transportation Plan (the two areas where projects are selected for inclusion in the TIP). Therefore, projects and policies selected for inclusion in the TIP should be familiar to local residents and interested parties. In addition, specific steps to inform the public and interested parties of the development and content of the TIP are described below.

The public involvement process with the TIP includes several mechanisms to fulfill this objective. These include: open board and committee meetings; citizen and agency meetings; newsletters and annual reports; release of information to the news media; posting of the TIP on the NIRCC web site; and publication of the adopted TIP document.

The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. The preparation of the TIP including project selection is primarily conducted at UTAB meetings. The UTAB meetings are scheduled for the entire calendar year and are generally on the first Tuesday of each month. The NIRCC meetings are scheduled “as needed” at least two weeks in advance. The meetings of both NIRCC and UTAB are all open to the public. Meeting notices, agendas, and minutes are sent to all interested parties including: citizens; affected public agencies; representatives of transportation agency employees; organizations representing minority and low income populations; and private providers of transportation services.

Citizen meetings are sponsored by the Council to gain public input to the transportation planning process. These meetings are informal, allowing citizens to ask questions, provide ideas, and discuss all aspects of local plans, programs, and funding for both transit and highway projects. In addition, presentations to organizations and neighborhood associations are used to supplement the citizen participation program through the exchange of information. These sessions include discussion of transit and highway improvements, and afford these groups the opportunity to comment on transportation plans and programs of the Council.

The general citizen involvement meeting held in the spring of each year will have a special emphasis on presenting and discussing the upcoming TIP. This meeting is held prior to TIP adoption to allow opportunity for public comment. Comments regarding the TIP are presented to UTAB and NIRCC. Any significant oral or written comment and response is appropriately documented in the TIP. As part of the TIP process, an annual list of federally obligated transportation projects will be published and posted on the NIRCC web site.

The Council prepares and distributes to the public annual reports and newsletters. These publications contain information on a wide range of transportation planning issues. Special sections in these publications describe the Transportation Improvement Program, display maps of project locations, and list highway and transit projects.

The meeting schedules and agendas are routinely sent to the news media one week to ten days prior to each meeting. Discussion of agenda items are often conducted with the media to help them understand specifically what UTAB intends to review and approve. Special requests are made to the news media to print highway and transit projects as proposed for inclusion in the TIP. This process has been well received and the news media has provided a valuable service to the transportation planning process through its coverage of transportation planning issues. In addition, the results of board action are also covered by the news media.

NIRCC consults with agencies and officials responsible for other planning within the Metropolitan Planning Area as part of the transportation planning program. The TIP is developed with consideration of other planning activities within, and outside the Metropolitan Planning Area. This consideration includes review and comparisons with planning documents developed by other agencies. The Public Transportation operator is directly involved in the development of the TIP.

Finally, upon completion and adoption, the TIP is published as a document and made available for review in the NIRCC office. The TIP contains highway, transit, bicycle and pedestrian projects for both local and state governments within the Metropolitan Planning Area. The TIP includes responses to comments and concerns received through the participation process. Copies of the TIP are available to UTAB members, implementing agencies, and other public officials via the NIRCC website.

Comments from the NIRCC Transportation Open House & Comment Period March 5 – March 26, 2025

1) Comment/Question: The sidewalks on the Columbia Street bridge are part of the River Greenway, yet the sidewalks are too narrow for people traveling in opposite directions to safely pass each other. The bridge design does not take into account the large percentage of our community who do not drive automobiles. It is time to make the safety of ALL bridge users into account and redesign the bridge sidewalks. I suggest making the walks wider and narrowing the driving lanes.

Response from City of Fort Wayne: Due to the historic nature of the Columbia Street bridge, it is very difficult to modify the existing bridge. We are going to study alternative means of getting pedestrians and bicyclists across this location of the Maumee River. We will continue to work towards making Fort Wayne a safe location for all modes of transportation. Thank you for your comment and concern for all people in Fort Wayne.

2) Comment/Question: There have been two fatal crashes recently at US 27 / Flatrock Road. Both were caused by drivers turning into the wrong lane. It's a wide open intersection on a hill, not well marked - it's easy to get confused because it looks like a 2-lane road instead of 4-lane, the way that it angles (I have personally turned into the wrong lane and had to veer back at least a few times, so I can see how it would happen to an older guy). Who is the best person to ask about this? Is there a state department that does studies or reports on intersections to determine if there are improvements to be made? A few more signs and some of those reflective pylons might be all that it takes to make it more clear.

Response from NIRCC: INDOT and NIRCC are aware of safety concerns at several intersections on US 27, including Flatrock Road. INDOT has a proposed improvement for the US 27 and Flatrock Road Intersection. The improvement that has been discussed is a Reduced Conflict Intersection (RCI) or essentially a J-Turn type intersection, similar to what's in place at US 30 and SR 101. The INDOT District has submitted the RCI improvement at US 27 and Flatrock Road for funding and is currently waiting for a notice of approval.

Comments from the INDOT TIP/STIP Open House and Comment Period – April 2025

1) Comment/Question: The trail crossing at the Tennessee Avenue bridge (west side of bridge, east of Griswold) is very dangerous because visibility is very limited, and cars drive quickly over the bridge.

Response from City of Fort Wayne: Thank you for your comment. We will evaluate potential improvements to existing signage and pavement markings to increase visibility and awareness of the crossing.

2) Comment/Question: Vehicles on Washington Boulevard (west of Van Buren Street) drag race frequently along this strip... even crossing guards are too scared to work here.

Response from City of Fort Wayne: We appreciate your concern. We have been coordinating with the Fort Wayne Police Department to monitor speeding and illegal racing. The traffic signals in this area are a part of the timed and coordinated downtown signals which promote traffic to travel the posted speed limit. We will audit the traffic control devices in the school zone for increased safety and visibility.

3) Comment/Question: Thieme Drive near the Thieme Overlook (southwest of Rockhill Street) is an ideal location for a boat ramp and dock.

Response from City of Fort Wayne: Thank you for the suggestion. We will share this idea with our Parks and Recreation and Riverfront teams to assess feasibility and alignment with long-term riverfront access planning.

4) Comment/Question: The area from Hale Avenue to Carlton Avenue along Juliete Avenue needs a dedicated greenway trail rather than using streets and sidewalks (as it does now).

Response from City of Fort Wayne: We agree that dedicated trails improve safety and user experience. This area will be reviewed for future trail connectivity improvements as part of our Greenways Master Plan updates. The Rivergreenway will be moved off Juliette Avenue to the west side of the St. Mary's River in the future. The project is currently in design with land acquisition scheduled in 2026.

5) Comment/Question: Drag racing along W. Washington Boulevard (west of College Street) as people head out of downtown.

Response from City of Fort Wayne: We will work with the Fort Wayne Police Department on enforcement strategies in this corridor.

6) Comment/Question: On Fairfield Avenue at the railroad bridge/grade separation, semi-trucks continue to use this road, ignoring (or missing) the low clearance signs and running into the overpass.

Response from City of Fort Wayne: We will evaluate the signage visibility and placement for the low clearance warning. Additional measures may be considered, such as flashing signs or advance warnings, to prevent future collisions. A long-term project of lowering the roadway to improve clearance distances is being evaluated.

7) Comment/Question: Main Street (at Rockhill Street) needs a better, more visible pedestrian/bike crosswalk here for the trail system.

Response from City of Fort Wayne: Additional signage and refreshed piano-key style crosswalk marking were provided in 2024. The location will continue to be evaluated for safety and visibility.

8) Comment/Question: Main Street (at Roosevelt Park, near Camp Allen Drive) needs a better, more visible pedestrian/bike crosswalk here for the trail system.

Response from City of Fort Wayne: Additional signage and refreshed piano-key style crosswalk marking were provided in 2024. The location will continue to be evaluated for safety and visibility.

9) Comment/Question: Jefferson Boulevard between Rockhill Street and Union Street is a bad roadway. Surface has deteriorated.

Response from City of Fort Wayne: This segment will be reviewed by our Public Works team and considered for resurfacing in upcoming pavement management planning.

10) Comment/Question: Berry Street between College Street and Thieme Drive needs to be resurfaced after years of construction equipment created divots.

Response from City of Fort Wayne: Thank you for your comment. We will inspect this location and determine if it meets criteria for inclusion in a future resurfacing project.

NIRCC Transportation Comments from FY24 & FY25

1) Comment/Question: Driving north on SR 3 / Lima Road north of Dupont Road there are lights at Hathaway Road and a new light at Shoaff Road but no right-hand turn lane. Traffic on this highway travel 55+ mph and those of us that head north and turn right at these lights nearly get rear-ended by speedy traffic. These are “do not pass” lanes yet there is a lane there marked off with lines. If there is a lane there, why is it not an actual turn lane to get slower moving traffic wanting to turn right and the faster moving straight traffic.

Response from INDOT: These intersections noted (as well as Cedar Canyons) have shoulders that may be wide enough to pass a vehicle in the right lane but are not wide enough to be constituted as a right turn lane. Additionally, these shoulders are not typically constructed with full depth pavement to accommodate traffic. Consequently, we are not able to stripe these shoulders as right turn lanes. Additional widening and pavement thickness is needed to do so. As a result, we have chosen to hatch out the shoulders (along with adding signage) indicating that the lane should not be used to pass vehicles. Using the shoulder to turn right creates conflicts with vehicles in the right lane legally turning right from the correct lane.

That all said, a project to develop a dedicated northbound right turn lane will be constructed this year at Cedar Canyons intersection. INDOT hopes to develop a similar project at Hathaway sometime in the future.

2) Comment/Question: Coldwater Road north of Dupont Road to Union Chapel Road is extremely bad, patched and re-patched potholes and heavy traffic in that area due to growth – can this be widened and resurfaced?

Response from City of Fort Wayne: Coldwater Road north of Dupont Road up to Union Chapel Road is in design and scheduled for construction improvements starting in 2026 or 2027. The roadway will be widened in a combination of 3 lane and 5 lane configurations where needed. Storm sewers and curbs will be added along with sidewalk on both sides of the road.

- Additional information on the Coldwater Road project from Dupont Road to Union Chapel Road can be found at the following links:
 - <https://www.cityoffortwayne.org/road-projects.html> This is the City of Fort Wayne’s website (cityoffortwayne.org). At this website you can find additional information on the road improvement project including the PowerPoint presentation from the public meeting held on May 26, 2022, a video presentation, and preliminary designs on aerial maps.
 - <https://engage.cityoffortwayne.org/coldwater-road-widening-dupont-union-chapel> This is another City of Fort Wayne website called Engage Fort Wayne (engage.cityoffortwayne.org).

Comments from the NIRCC Transportation Open House & Comment Period June 3 – June 18, 2024

1) Comment/Question: A sidewalk or trail is needed on the north side of St Joe Center Road from Reed Road to the Kroger entrance near Maplecrest Road. Children going to St Joseph Elementary School, walk and ride their bikes in the grass.

Response from City of Fort Wayne: A trail will be constructed as part of the “NE Trail” in 2025/26 on the north side of St Joe Center Road from Salge Drive to the St. Joe Township Park to the east. The trail will cross St. Joe Center Road at Salge/YMCA Park Blvd to connect with the YMCA. There are no plans for a trail from Salge to Reed on the north side. A sidewalk was constructed on the south side from Reed Road to Maplecrest Road about 7 years ago.

2) Comment/Question: A trail is needed that connects the subdivisions on Lower Huntington Road near Homestead Road to the trail on Homestead Road that starts at Repka Park.

Response from City of Fort Wayne: A trail is proposed on the east side of Homestead Road from Repka Park to US 24/City limits. This trail is not a high priority at this time as all of the neighborhoods on both the east and west sides of Homestead Road from US 24 to Liberty Mills Road have internal sidewalk/trail connections to the Liberty Mills Road Trail, which connects these neighborhoods with the Aboite Trails Network.

Response from Allen County Highway Department: At this time, there is not a proposed trail to run along Homestead Rd from Lower Huntington Rd.

APPENDIX B

Project Selection Process

Corresponds to Evaluation

1. This will be completed by NIRCC
2. This will be completed by NIRCC
3. Is this a rehabilitation project? No added travel lanes included in this project.
4. Will this project improve access and circulation to the existing properties with added turn lanes, new signals, etc.?
5. Have improvements been made to other segments of this corridor previously? Such as added travel lanes?
6. This will be completed by NIRCC
7. This will be completed by NIRCC
8. Will this project encourage other modes of transportation? Does it include new trails or sidewalks? Do the trails or sidewalks connect to other trails or sidewalks now? Are there new bus huts? Is there a park & ride lot?
9. Have accesses been closed or made into right-in/right-out with this project?
10. This will be completed by NIRCC
11. This will be completed by NIRCC
12. Does this project make undeveloped property more attractive to developers? By providing new access, new signals, etc.
13. Is there more than one commercial/industrial area within the project limits (or just beyond the limits) that is now connected by this project?
14. Will congestion be reduced in this area because of this project allowing better service to existing commercial and industrial facilities? Because of this project will it be easier to access major corridors in the area to expedite movement of goods?
15. Does this project increase the likelihood of development of vacant land and/or buildings because of better access and movement of goods?
16. Will the project increase the efficient movement of people and goods?
17. Is this project adjacent to an intermodal facility? Is this project part of the main corridor to an intermodal facility?
18. Will congestion be reduced in this area because of this project allowing more efficient service to an intermodal facility?
19. Will this project be using safety funds?
20. Does this project add any sidewalks/trails/paths? Is it on both sides of road or just one side?
21. Will people or businesses be displaced because of this project?

22. Is it anticipated that this project will reduce flooding in the adjacent areas? Will this project protect the environment in any other ways? Will this project eliminate or reduce any pollutions (noise, air, water &/or light)?
23. Is it anticipated that this project will increase economic activities/opportunities in this area? Will sidewalks, parks or connection to other recreational facilities be added with this project? Is this project supported by the adjacent neighborhoods?
24. If this project received at least 12 points in all of the categories (system info, congestion management, safety/crash, economic factors, intermodal, and quality of life) then it receives an additional 10 points.

Project:

System Info

| | | points | score |
|------------------------|--|---|----------|
| 1 | Federal Functional Classification | Expressway 15 Arterial 10 Collector 5 | |
| 2 | Existing ADT (Average of Corridor Segments) | ADT x .00075 5000 (Max: 25pts) | |
| 3 | Existing System <i>Does project serve to maintain the existing system (rehabilitation project)?</i> | 5 | |
| 4 | Existing Development <i>Does the project enhance access and circulation to existing land uses?</i> | 5 | |
| 5 | Corridor Continuation <i>Is this project a continuation of improvements for this corridor?</i> | 25 | |
| Total: (75 max) | | | 0 |

Congestion Management

| | | points | score |
|------------------------|---|---|----------|
| 6 | Existing Operations (Level of Service - LOS) | LOS = F 20 LOS = E 15 LOS = D 10 LOS = C or higher 0 | |
| 7 | Future Operations (Year 2030 LOS Without Project) | LOS = F 10 LOS = E 5 | |
| 8 | Alternative Transportation Modes <i>Does the project promote increased transit ridership? Does the project support or promote increased use of other modes of transportation (i.e. bicycles, vanpooling, rideshare, etc.)?</i> | 5 | |
| 9 | Improved Access <i>Example: reduction or limiting the number of access points that enter a major corridor</i> | 5 | |
| Total: 40 (max) | | | 0 |

Safety/Crash (minimum of 3 years of data)

| | | points | score |
|---|-------------------------------------|--|-------|
| 10 | Intersection | RMV ≥ 2.50 OR $I_{cc} \geq 1.00$ 20 | |
| | RMV - number of crashes/million | RMV ≥ 2.00 OR $I_{cc} \geq 1.00$ 15 | |
| | entering vehicles OR Crash Severity | RMV ≥ 1.50 OR $I_{cc} \geq 0.75$ 10 | |
| | Index | RMV ≥ 1.00 OR $I_{cc} \geq 0.50$ 5 | |
| *Add an additional 5 points for any location that has a RMV > than 2.00 AND an $I_{cc} > 1.00$ | | | |

OR

| | | | |
|---|------------------|--|----------|
| 11 | Roadway Segments | RMV ≥ 1 OR $I_{cc} \geq 1.00$ 20 RMV ≥ 0.75 OR $I_{cc} \geq 0.75$ 15 RMV ≥ 0.5 OR $I_{cc} \geq 0.5$ 10 RMV < 0.5 OR $I_{cc} < 0.5$ 0 | |
| *Add an additional 5 points for any location that has a RMV > than 2.00 AND an $I_{cc} > 1.00$ | | | |
| Total: 25 (max) | | | 0 |

| Economic Factors | | points | score |
|-------------------------|--|-----------------|----------|
| 12 | Projected Development <i>Does the project support or enhance access and circulation to any known or potential future development?</i> | 10 | |
| 13 | Economic Activity <i>Does the project connect economic activity areas?</i> | 5 | |
| 14 | Enhanced Service <i>Does the project enhance service to existing activity centers?</i> | 5 | |
| 15 | Development & Redevelopment <i>Does the project support in-fill land development and/or redevelopment of areas?</i> | 5 | |
| 16 | Movement of People and Goods <i>Does the project enhance the movement of goods and persons?</i> | 5 | |
| Total: | | 30 (max) | 0 |

| Intermodal | | points | score |
|-------------------|---|-----------------|----------|
| 17 | Improved Access <i>Does the project complete a missing link to an intermodal facility (seaports, airports, bus terminals, and rail yards)? Does the project improve access to or reduce congestion surrounding an intermodal facility?</i> | 10 | |
| 18 | Congestion <i>Does the project improve congestion on an established truck route?</i> | 5 | |
| 19 | Safety & Mobility <i>Improves safety and/or eliminates existing impediment on established truck route</i> | 5 | |
| Total: | | 20 (max) | 0 |

| Quality of Life | | points | score |
|------------------------|--|-----------------|----------|
| 20 | Includes sidewalk and/or trails both sides of road one side of road | 10 5 | |
| 21 | Permanent Neighborhood Disruption / Relocation No Acq of homes or businesses No knowledge Requires Acq of homes or businesses | 5 0 -5 | |
| 22 | Protecting the Environment <i>Example: will reduce flooding in area; reduces noise, air, water &/or light pollution</i> | 5 | |
| 23 | Benefit to the community <i>Does the project provide economic, social, environmental, safety or physical benefits to the community?</i> | 5 | |
| Total: | | 25 (max) | 0 |

| Bonus | | points | score |
|--------------|---|--------|-------|
| 24 | received 12 pts or more in all categories | 10 | |

Total: 225 (max) 0

APPENDIX C

Performance Measures Assessment Report (PMAR)

Local project list
Transit project list
INDOT project list

Local Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|---|------------------|--------------------|----------------|--------|---------|
| Airport Exp & NS RR overpass | 2400580 | ● | | ● | |
| Allen County Bridge Inspection | 1592872 | | ● | | |
| Ardmore Ave: Covington Rd to Lower Huntington Rd | 2300603 | ● | ● | ● | |
| Broadway & Taylor St Intersection & corridor | 2100146 | ● | | ● | |
| Carroll Rd at Shearwater/Coral Springs Roundabout | 2101634 | ● | | ● | |
| Clinton St: Auburn Rd to Mayhew Rd | 1901703 | ● | ● | ● | |
| Corbin Rd & Union Chapel Rd Intersection | 2400742 | ● | | ● | |
| Coverdale Rd at Indianapolis & Winters Roundabout | 2300604 | ● | | ● | |
| Cuba Rd Bridge #24 | 2101756 | | ● | | |
| Ewing St Bridge | Local/FWBr 01-26 | | ● | ● | |
| Ferguson Rd Bridge #404 | 2301666 | | ● | | |
| Goeglein Rd Bridge #113 | 1902836 | | ● | | |
| Gump Rd and SR 3/Lima Rd Pedestrian Bridge | 2300620 | | ● | ● | |
| Hamilton Rd Bridge #242 | 2101768 | | ● | | |
| Hillegas Rd: State Blvd to Coliseum Blvd | 1901705 | ● | ● | ● | |
| Illinois Rd Trail | LocalTrBr 01-26 | | ● | ● | |
| Lower Huntington Rd | 2401569 | ● | | ● | |

Local Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--|-----------|--------------------|----------------|--------|---------|
| Maplecrest Rd (South): SR 930 to Seiler Rd | 2100622 | ● | ● | ● | |
| Monroeville Rd Bridge #277 | 1902826 | | ● | | |
| Monroeville Rd & Wayne Trace Roundabout | 2003073 | ● | | ● | |
| Rose Ave & Linden St Roundabout | 2300608 | ● | | ● | |
| St Mary's River Bank Stabilization | PRO 01-26 | ● | | ● | |
| Scott Rd and NS RR study | 2500555 | ● | | ● | |
| Tillman Rd Bridge #550 | 2201281 | | ● | | |
| Van Zile Rd Bridge #32 | 2101761 | | ● | | |
| Various Un-signalized Intersection Sign & Marking Visibility Improvement | 2401532 | | | ● | |
| Various Signing Countywide using GPS | 2401532 | | | ● | |
| Various Intersections in Fort Wayne, Pavement Markings | 2401587 | | | ● | |
| Woodburn Rd Bridge #51 | 2101762 | | ● | | |

Transit Projects

| Project | System Reliability | Infrastructure | Safety | Transit |
|---|--------------------|----------------|--------|---------|
| Citilink - Transit Operating | ● | | | ● |
| Citilink - Capitalization of Maintenance Costs | ● | | | ● |
| Citilink - Complementary Paratransit Costs | ● | | | ● |
| 5307 Special Rule Operations | ● | | | ● |
| Citilink - Capital Equipment Purchases Three (3) to six (6) Replacement Minibus (Body on Chassis) ACCESS | ● | | | ● |
| Citilink - Capital Equipment Purchases Two (2) Heavy Duty Replacement Bus | ● | | | ● |
| Citilink - Capital Equipment Purchases Three (3) Replacement Minibus (Body on Chassis) FLEX | ● | | | ● |
| Citilink - Capital Equipment Purchases Computer hardware and software, office equipment, and facility security camera system replacement | ● | | | ● |
| Citilink - Capital Equipment Purchases New above ground storage tanks | ● | | | ● |
| Citilink - Capital Equipment Purchases Up to Three (3) Heavy Duty Replacement Busses | ● | | | ● |
| Citilink - Capital Equipment Purchases Service Vehicle Replacements - up to 3/yr | ● | | | ● |
| Citilink - Capital Equipment Purchases Bus Components | ● | | | ● |
| Citilink - Capital Equipment Purchases Maintenance Equipment | ● | | | ● |
| Citilink - Capital Facility Rehabilitations General Facility Rehabilitations | ● | | | ● |

Transit Projects

| Project | System Reliability | Infrastructure | Safety | Transit |
|---|--------------------|----------------|--------|---------|
| Citilink / TBD Subrecipients Three (3) Medium Transit Vehicles | | | | ● |
| Citilink Program Administration | | | | ● |
| Citilink / TBD Subrecipients Operating Funds | | | | ● |
| Citilink - Work Force Development Work Force Training for Hybrid Bus Replacements | ● | | | ● |
| Citilink - Capital Equipment Purchases Hybrid Heavy Duty Bus Replacements - up to 3/yr | ● | | | ● |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--|---------|--------------------|----------------|--------|---------|
| SR 1 Bridge over I-469 EB/WB, 8.54 mi n/o US 224 Bridge Deck Overlay | 2200543 | | ● | | |
| SR 1 Bridge over Cedar Creek, 4.56 mi n/o I-69 Bridge Deck Overlay | 2200544 | | ● | | |
| SR 3 From I-69 to 0.5 miles N of I-69 Auxillary Lanes | 2200027 | ● | | ● | |
| SR 14 SR 14 from 8.48 mi e/o SR 9 (900' w/o W. Hamilton Rd) to 2.44 mi w/o I-69 (Scott Rd) HMA Overlay, Preventive Maintenance | 2100198 | | ● | | |
| SR 14 Beal-Taylor Ditch, 04.17 mile W of I-69 Scour Protection (Erosion) | 2300215 | | ● | | |
| SR 14 Bridges over Deeds Creek, 1.90 mile S US 30; SR 14 over Seegar Ditch, 03.28 mile W I-69 Scour Protection (Erosion) | 2400463 | | ● | | |
| US 24 from I-469 E Jct to 2.11 mi e/o SR 101 at the Ohio St Line Install New Cable Rail Barriers | 1902822 | | | ● | |
| US 27 US 27 culvert over UNT Spy Run Creek 0.54 mi n/o US 30 Small Structure Pipe Lining | 2100774 | | ● | | |
| US 30 0.78 mi w/o US 33, at Kroemer Road, 1.55 mi w/o US 33 , at Flaugh Road, 2.56 mi w/o US 33, at O'Day Road, 4.59 mi w/o US 33, at Felger Road/Leesburg Road New Interchange Construction | 1901890 | ● | | ● | |
| US 30 at Leesburg/Felger Road New Interchange Construction | 2200455 | ● | | ● | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|---|---------|--------------------|----------------|--------|---------|
| US 33 From US 30 (HMA/PCCP joint n/o Goshen Rd) to 1.94 mi n/o US 30 (HMA/PCCP joint north) Concrete Pavement Restoration (CPR) | 2200802 | | ● | | |
| US 33 From 1.94 mi n/o US 30 to 0.63 mi s/o SR 205 HMA Overlay Minor Structural | 2301136 | | ● | | |
| SR 37 From 0.2 miles N of I-469 to 5.8 miles N of I-469 Shoulder Rehabilitation | 2200030 | | | ● | |
| I-69 I-69 SB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay | 2100606 | | ● | | |
| I-69 I 69 NB & SB bridges over Eight Mile Creek, 06.68 miles N of US 224, Yoder Road Bridge over I-69 NB/SB, 07.75 miles N of US 224 and over Flat Creek, 05.43 mile N of US 224 Bridge Thin Deck Overlay | 2100654 | | ● | | |
| I-69 SB Bridge over Washington Ctr Rd, 0.62 mi n/o SR 3 Bridge Deck Overlay | 2200786 | | ● | | |
| I-69 Bridge over I-69 NB/SB, 1.08 mi n/o SR 14 Bridge Rehabilitation or Repair | 2300253 | | ● | | |
| I-69 Yohne Road over I-69 NB/SB, 01.25 mile s/o US 24 Bridge Deck Overlay | 2300873 | | ● | | |
| I-69 I-69 NB Bridge over Hadley Rd, 0.97 mi s/o SR 14 Bridge Deck Overlay | 2300874 | | ● | | |
| I-69 Hursh Rd Bridge over I-69 NB/SB, 2.95 mi n/o SR 1 Bridge Replacement | 2300876 | | ● | | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--|---------|--------------------|----------------|--------|---------|
| I-69 EB bridge over CFE RR, 3.81 mile E US 27 and EB/WB bridge over Tillman Road, 3.62 mile W US 30; I 69 NB bridge over NS RR, McCulloch Ditch, 0.80 mile S US 24 and NB/SB bridge over US 24 EB/WB, 3.21 mile S SR 14 Repair or Replace Joints | 2400506 | | ● | | |
| I-69 From 0.77mile S of US 224 to 0.64 mile S of I-469 S jct Pavement Patching | 2400567 | | ● | | |
| SR 101 Over Hetrick Drain, 7.34 miles N US 30 and over Old SR 14 Drain, 4.11 miles N US 30 Small Structure Pipe Lining | 2200658 | | ● | | |
| SR 101 SR 101 carries Smith-Fry Ditch, 4.27 mi n/o US 24 Small Structure Replacement | 2300946 | | ● | | |
| I-469 EB & WB Bridge over CFE RR, 2.71 mi w/o US 30 and NB & SB Bridge at US 30/SR 930 Bridge Thin Deck Overlay | 2002140 | | ● | | |
| I-469 I 469 bridge over Drainage Ditch, 00.16 mile E of US 27 and 0.43 mile N of US 30 and 0.39 mile W of SR 37; I 69 over ditch, Lafayette Center I/C, 5.54 mile S of US 24 (S.JCT), Lafayette Center I/C, 5.54 mile S of US 24 (S.JCT), 00.16 mile S of I-469 and 5.54 mile S of US 24 Bridge Rehab-Pipe Lining | 2100627 | | ● | | |
| I-469 Minnich Rd NB bridge over I-469 NB/SB, 1.73 mi w/o US 30 Replace Superstructure | 2200710 | | ● | | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|---|---------|--------------------|----------------|--------|---------|
| I-469 EB/WB (S Jct) Bridge over I-69 NB/SB, 5.51 mi s/o US 24 Bridge Thin Deck Overlay | 2200984 | | ● | | |
| I-469 I-469 NB Bridge over NS RR (Huntington), 0.50 mi s/o SR 37 Bridge Deck Overlay | 2300915 | | ● | | |
| I-469 Over UNT Swift Ditch, 0.46 mile W I-69 Small Structure Replacement | 2301050 | | ● | | |
| I-469 EB bridges over St Mary's Rvr, 0.45 mile W US 27; SR 18 over Salamonie Rvr, 5.83 mi E SR 3; SR 930 WB over St Joseph Rvr, 1.74 mi E US 27; SR 218 over Wabash Rvr, 0.73 mile E SR 116; US 224 over St Mary's Rvr, 0.85 mile E US 27 Debris Removal from Channel | 2400496 | | ● | | |
| I-469 EB bridges over St Mary's Rvr, 0.45 mile W US 27; SR 18 over Salamonie Rvr, 5.83 mi E SR 3; SR 930 WB over St Joseph Rvr, 1.74 mi E US 27; SR 218 over Wabash Rvr, 0.73 mile E SR 116; US 224 over St Mary's Rvr, 0.85 mile E US 27 Debris Removal from Channel | 2400497 | | ● | | |
| I-469 From 0.55 mile E of I-69 S jct to 2.03 mile E of SR 1 Pavement Patching | 2400568 | | ● | | |
| SR 930 From I-69 to 7.48 mi e/o I-69 (Cloverleaf), includes bridges WB over NS RR, 5.36 mi e/o US 27; over NS RR, 04.38 mi w/o I-469; EB over NS RR, 5.36 mi e/o US 27; over Maumee River, 05.05 mi e/o US 27 HMA Overlay, Preventive Maintenance | 2100202 | | ● | | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--|---------|--------------------|----------------|--------|---------|
| SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27 Debris Removal From Channel | 2200915 | | ● | | |
| SR 930 1.08 miles east of US 27 at Clinton Street, and bike/pedestrian facilities from 2.10 miles E of I-69 to 0.62 miles W of I-469 Intersect Improv w/Added Turn Lanes | 2300699 | ● | | ● | |
| Various Statewide Various locations - Conflict Warning System Intersction Improvement | 2001561 | ● | | ● | |
| Various Geotechnical on call - multiple locations throughout the state Other Type Project (Miscellaneous) | 2001788 | | | ● | |
| Various Software License for Statewide ATMS for FY26 ITS Program Contractd Servies | 2002952 | ● | | ● | |
| Various Statewide TMC Dispatcher Operations Contract for FY26 ITS Program Contractd Servies | 2002953 | ● | | ● | |
| Various Statewide O&M fee for CARS (Condition Acquisition & Reporting System) For FY26 ITS Program Contractd Servies | 2002955 | ● | | ● | |
| Various Statewide INRIX Traffic Data for FY26 ITS Program Contractd Servies | 2002956 | ● | | ● | |
| Various Various Signal Locations within the FW District Traffic Signals Modernization | 2100160 | ● | | ● | |
| Various Various RPM Locations within the FW District Raised Pavement Markings, Refurbished | 2100163 | | | ● | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--|---------|--------------------|----------------|--------|---------|
| Various Various Stop Control Visibility Locations within the FW District Safety Revisions | 2100180 | | | ● | |
| Various Various locations within the FW District Safety Revisions | 2100183 | | | ● | |
| Various Post-Construction BMP Program Implementation / MSR MCM5 - Various Locations Other Type Project (Miscellaneous) | 2101642 | | | ● | |
| Various District Traffic Project Safety Revisions | 2201084 | | | ● | |
| Various Various locations within the FW District Other Type Project (Miscellaneous) High Friction Surface Treatment | 2201085 | | | ● | |
| Various District Intersection Improvement Project Slotted Left Turn Project | 2201086 | | | ● | |
| Various Pavement Marking Project Raised Pavement Marking, Refurbished | 2201087 | | | ● | |
| Various Various Locations within the FW District Traffic Signals Modernization | 2201089 | ● | | ● | |
| Various Signals and ITS Devices for FY26 ITS Operations and Maintenance Contracts | 2201179 | ● | | ● | |
| Various Upgrades for FY26 ITS Program Equipment | 2201180 | ● | | ● | |
| Various Statewide High Mast Tower Lighting Replacement at various interchanges Repair Or Replace Lighting | 2201247 | ● | | ● | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|---|---------|--------------------|----------------|--------|---------|
| Various Locations Fort Wayne/Allen County Signal Controller/Camera/Communications Upgrade ITS Traffic Management Systems | 2201706 | ● | | ● | |
| Various Fort Wayne & LaPorte District ITS & Signal Maintenance Contract ITS Devices Maintenance Contracts | 2201709 | ● | | ● | |
| Various FY25 IDIQ Road Contract Pavement Patching | 2300071 | | ● | | |
| Various FY26 IDIQ Bridge Contract District Wide Bridge Maintenance | 2300072 | | ● | | |
| Various Statewide Underwater Bridge Inspection FY24 through FY27 Bridge Inspections | 2300076 | | ● | | |
| Various Statewide Vertical Clearance measuring over/under bridges FY24 through FY27 Bridge Inspections | 2300077 | | ● | | |
| Various Various Locations within the Fort Wayne District Other Type Project (Miscellaneous) | 2301209 | | | ● | |
| Various Various Locations within the Fort Wayne District Other Intersection Improvement | 2301210 | ● | | ● | |
| Various Various RPM Locations within the FW District Raised Pavement Markings, Refurbished | 2301211 | | | ● | |
| Various Various Signal Locations within the FW District Traffic Signals Modernization | 2301212 | ● | | ● | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--|---------|--------------------|----------------|--------|---------|
| Various Various Locations in the FW District Safety Revisions | 2301582 | | | ● | |
| Various HELPERS Program for Local Roads and Streets - Statewide LPA Training, Planning and Local Assist Other Type Project (Miscellaneous) | 2400077 | | ● | | ● |
| Various All non-Interstate, State Roads, and US Hwys throughout the Fort Wayne Sub Mowing | 2400085 | | | ● | |
| Various Fort Wayne District Urban Interstate Mowing Mowing | 2400089 | | | ● | |
| Various Fort Wayne District (for herbicide-broadcast) Herbicide Treatment | 2400090 | | | ● | |
| Various Fort Wayne District (for herbicide-spot) Herbicide Treatment | 2400091 | | | ● | |
| Various Noise Analysis Technical Review Support - Small Purchase Contract - Statewide Other Intersection Improvement | 2400095 | ● | | ● | |
| Various Various Rural Locations for Fort Wayne District Mowing | 2400131 | | | ● | |
| Various Various Urban Locations in Fort Wayne District Roadside Work, Other | 2400132 | | | ● | |
| Various Various bridges around the state Bridge Inspections | 2400543 | | ● | | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--|---------|--------------------|----------------|--------|---------|
| Various Statewide ATMS Cameras/Communications/Detection/DMS Replacements - FY27 ITS Traffic Management Systems | 2400803 | ● | | ● | |
| Various Software License for Statewide ATMS for FY27 ITS Program Contracted Servies | 2400804 | ● | | ● | |
| Various Statewide TMC Dispatcher Operations Contract for FY27 ITS Program Contracted Servies | 2400806 | ● | | ● | |
| Various Statewide O&M fee for CARS (Condition Acquisition & Reporting System) For FY27 ITS Program Contracted Servies | 2400807 | ● | | ● | |
| Various Statewide INRIX Traffic Data for FY27 ITS Program Contracted Servies | 2400808 | ● | | ● | |
| Various Statewide Cell Service for Communications for Signals and ITS Devices for FY27 ITS Operations and Maintenance Contracts | 2400809 | ● | | ● | |
| Various Statewide ITS Field Device Cell Hardware (Modern) Upgrades for FY27 ITS Program Equipment | 2400810 | ● | | ● | |
| Various Fort Wayne District ITS & Signal Maintenance Contract - FY27 ITS Devices Maintenance Contracts | 2400814 | ● | | ● | |
| Various Statewide INRIX Traffic Data for FY28 ITS Program Contracted Servies | 2400818 | ● | | ● | |
| Various Software License for Statewide ATMS for FY28 ITS Program Contracted Servies | 2400819 | ● | | ● | |

PMAR INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|---|---------|--------------------|----------------|--------|---------|
| Various Statewide O&M fee for CARS (Condition Acquisition & Reporting System) For FY28 ITS Program Contracted Services | 2400820 | ● | | ● | |
| Various Statewide TMC Dispatcher Operations & Engineering Support contract for FY28 ITS Program Contracted Services | 2400821 | ● | | ● | |
| Various Statewide ATMS Cameras/Communications/Detection/DMS Replacements - FY28 ITS Traffic Management Systems | 2400823 | ● | | ● | |
| Various Statewide Cell Service for Communications for Signals and ITS Devices for FY28 ITS Operations and Maintenance Contracts | 2400824 | ● | | ● | |
| Various Statewide ITS Field Device Cell Hardware (Modern) Upgrades for FY28 ITS Program Equipment | 2400825 | ● | | ● | |

APPENDIX D

Group Project Lists

Example Work Types that may be used for projects in the identified Group Project categories.

1. Pavement Preservation: Includes PPI projects, 1 & 2 overlays

Asphalt Patching
Concrete Pavement Restoration (CPR)
Crack & Seat Composite Pavement & HMA Overlay
Crack & Seat PCCP & HMA Overlay
Crack Sealing
Drainage Inspection and Cleaning
HMA Overlay, Preventive Maintenance
Institution & Park Road Maintenance
Patch And Rehab Bituminous Pavement
Patch And Rehab Pavement
Patch and Rehab PCC Pavement
PCCP Cleaning and Sealing Joints
PCCP on PCC Pavement
PCCP Patching
Profiling, PCCP
Repair PCCP & HMA Overlay
Resurface over Asphalt Pavement
Resurface PCC Pavement (Partial 3/R Standards)
Retrofit Joint Load Transfer
Rubbilize Composit & HMA Overlay
Rubbilize PCCP & HMA Overlay
Shoulder Rehabilitation And Repair
Surface Treatment, Chip Seal
Surface Treatment, Microsurface
Surface Treatment, PM
Surface Treatment, Thin HMA Overlay
Surface Treatment, Ultrathin Bonded Wearing Course
Undersealing
Wedge And Level

2. Bridge, Culvert and Small Structure Preservation: Includes BCPI, bridge painting, inspections, scour, deck overlay, pipe lining/replacements

Arch Reconstruction Or Repair
Box Culvert Replacement
Bridge Channel Correction
Bridge Cleaning
Bridge Deck Barrier Wall
Bridge Deck Overlay
Bridge Deck Patching
Bridge Deck Sealing
Bridge Inspections
Bridge Maintenance And Repair
Bridge Painting

| |
|---|
| 2. Bridge, Culvert and Small Structure Preservation - <i>continued</i> |
| Bridge Rehabilitation Or Repair |
| Bridge Rehab-Pipe Lining |
| Bridge Thin Deck Overlay |
| Channel Clearing And Protection |
| Culvert Clean And Repair |
| Debris Removal From Channel |
| District Wide Bridge Maintenance |
| Lower Pavement |
| Other Sewer/Curb/Gutter Construction |
| Paved Side Ditch Repair |
| Railing Replace Or Repair |
| Remove Bridge Abutments |
| Repair Or Replace Joints |
| Repair/Replace Cathodic Protection |
| Repairs To Approach Slab |
| Scour Protection (Erosion) |
| Single Location Bridge Inspection |
| Slotted Drain Or Inlet Replacement |
| Small Structure Maint and Repair |
| Small Structure Paved Invert |
| Small Structure Pipe Lining |
| Small Structure Replacement |
| Small Structures & Drains Construction |
| Storm Sewer Repair Or Replacement |
| Straighten Beam |
| Substructure Repair And Rehabilitation |
| Underwater Bridge Inspections |
| 3. Signing, Marking, Striping and Rumble Strips |
| Centerline & Edge Line Rumble Stripes Installation |
| Centerline Rumble Stripes Installation |
| Curve Sign and Marking Visibility Improvements |
| Edge Line Rumble Stripes Installation |
| Line, Paint |
| Line, Preformed Plastic |
| Line, Thermoplastic |
| New Sign Installation |
| Overhead Sign Install |
| Overhead Sign Repair |
| Pavement Markings |
| Raised Pavement Markings, New |
| Raised Pavement Markings, Refurbished |
| Signing |
| Signing Installation / Repair |
| Sign Modernization (Series Of Units) |
| Un-Signalized Intersection Sign & Marking Visibility Imp |

| 4. Traffic Signal and Lighting System Improvements |
|---|
| Closed Loop Interconnect System |
| Flashers, Modernize |
| Freeway Traffic Control System |
| Install Lighting |
| Install Loop Detector |
| Install New Continuous Lighting |
| Lighting |
| Lighting Installation / Maintenance |
| Lighting Maintenance |
| Modernize Continuous Lighting |
| New Flasher Installation |
| New Signal Installation |
| Repair Or Replace Lighting |
| Signs, Lighting, Signals And Markings |
| Tower Lighting |
| Traffic Signal Maintenance |
| Traffic Signal Repair |
| Traffic Signals |
| Traffic Signals Modernization |
| Traffic Signals, New Or Modernized |
| Intelligent Transportation Systems (ITS) |
| ITS Communications Systems |
| ITS Devices Maintenance Contracts |
| ITS Operations And Maintenance Contracts |
| ITS Program Contracted Services |
| ITS Program Equipment |
| ITS Traffic Management Systems |
| ITS Traffic Monitoring Systems |
| ITS Traveler Information Systems |
| Mod Traf Flow Detection Devices/Hardware |
| Modernize Dynamic Message Sign (Dms) |
| Modernize Dynamic Message Sign (Har) |
| Modernized Communications Towers |
| Modernized Fiber Optic Systems |
| Modernized Wireless Communication System |
| New Communication Towers |
| New Dynamic Message Sign (Dms) |
| New Fiber Optic Systems |
| New Highway Advisory Radio (Har) |
| New Traf Flow Detection Devices/Hardware |
| New Wireless Communications Systems |
| Pedestrian Flashing Beacons, Installed |
| Software Dev And App For Dyn. Mess Sign |
| Software Dev And App For Traf. Flow Det. |

| |
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| 4. Traffic Signal and Lighting System Improvements - <i>continued</i> |
| Software Dev And App For Traf.Mess. Sys. |
| Software Dev And App For Wireless System |
| Traffic Hardware Modernization |
| Traffic Signal Visibility Improvements |
| Traffic, Other |
| Work Zone Traffic Management Systems |
| 5. Guardrail and Median Protection/Cable Barriers |
| Barrier Wall |
| Cable Rail Barrier Maintenance or Repair |
| Glare Screen And/Or Extensions |
| Guard Rail Attenuators, New Or Modernize |
| Guardrail, Maintenance |
| Guardrail, Maintenance Or Repair |
| Install New Cable Rail Barriers |
| Install New Guard Rail |
| Repair Guard Rail |
| Repair Or Replace Barrier Wall |
| Replace Guard Rail |
| 6. Rail Crossing Protection |
| Railroad Work |
| Railroad Protection |
| Railroad Protection & Surface |
| 7. Bicycle/Pedestrian Facilities (<i>identified in local or state Transition Plans to meet requirements of ADA</i>) |
| Construct ADA Approved Sidewalk Ramps |
| Small Community Sidewalk |
| 8. Statewide and Non-Construction Activities |
| Inspection Contracts |
| Maintenance: Tree trimming, mowing, fence replacement/repair |
| Purchases: Drones, survey equipment, data, software/licensing/fees, etc. |
| State Police Patrols |
| Statewide consultant/contract services: Plan Review, Testing, Utility Coordination, Dispatch Operations, HELPERS, etc. |

APPENDIX E

Media Articles

Weigh in with your suggestions, concerns for area trail system

- [Editorial board | The Journal Gazette](#) 5-23-2023

About the survey

About the survey

The City of Fort Wayne and the Northeastern Indiana Regional Coordinating Council have launched an online survey to gather insight into the public's preferences and usage of bike and walking trails.

The survey is found at <https://www.surveymonkey.com/r/R9QW9X9> and will be available through June 30.

For more information or to request a hard-copy survey, call 311. Hard copies of the survey in Spanish and Burmese are available.

In October, local government officials unveiled a summary of Fort Wayne and Allen County's new comprehensive plan, All In Allen – the blueprint that will guide area land use decision-making for the next 10 to 20 years.

Sherese Fortriede, senior planner with Fort Wayne Planning & Policy, told The Journal Gazette at that time one of the new concerns voiced by residents included “neighborhood walkability.”

“People want to be within walking distance or have walking access to amenities, needs of daily living, their schools, their shopping, parks,” she said.

To that end, the city and the Northeastern Indiana Regional Coordinating Council have created an online survey to better understand the public's preferences and usage of the area's bicycling and walking infrastructure.

The survey, which can be found at <https://www.surveymonkey.com/r/R9QW9X9>, will help inform future bike and pedestrian path planning and policy decisions, the city said in a press release last week. And its importance can be found in the time it takes to bring a trail from the idea phase to completion.

According to Fort Wayne Trails, it takes between two and five years just to figure out whether there's enough money, partners and public desire for a proposed stretch of trail. And each mile of trail averages between \$800,000 and \$1.2 million.

"People in general need to be more active. And one of the simplest ways to do that is to incorporate physical activity into your daily routines," Megan McClellan, executive director of Fort Wayne Trails, told The Journal Gazette. "But people aren't likely to do that if they don't feel comfortable in their surroundings.

"This survey helps to gauge people's comfort levels with different forms of active transportation and will allow the city of Fort Wayne and NIRCC to better accommodate people's desires."

"Active transportation" refers to any form of human-powered transportation: walking, biking or any other non-motorized transportation mode.

"I'm pretty sure that most of us recognize that neighborhoods continue to be the backbone of our city," Fort Wayne Mayor Tom Henry said in his 2023 State of the City address. "One way we can help ensure ongoing progress is by constantly addressing their infrastructure needs.

"We're going to spend a record \$48 million this year to improve streets and roads and sidewalks and alleys and curbs and bridges and streetlights and trails."

Currently, the Fort Wayne area trail system includes 134 miles, with 100 miles inside city limits. Trail projects this year feature work on Covington Road, Hannah Street, Liberty Mills Road, Ludwig Road, the Urban Trail downtown, and Franke Park. Henry said earlier in the year a new section of the Pufferbelly Trail, from Washington Center Road to the intersection of Lima Road and Ice Way, also will be bid.

The national group Walk Score rates 12 Fort Wayne neighborhoods as "very walkable." Residents of Williams Park, Poplar, Hoagland Masterson, Fairfield, Williams-Woodland

Park, Creighton Home, LaRez, Bloomingdale, West Central, Oakdale, Lafayette Place and Downtown can accomplish most errands on foot.

Walk Score, however, says 62 Fort Wayne neighborhoods are car-dependent, where most errands require a vehicle for transportation. And while some might dismiss “quality of life” issues, the nonpartisan Brookings Institution sees infrastructure improvement as interconnected with economic development.

“Our research on smaller communities has found that community amenities such as recreation opportunities, cultural activities, and excellent services (e.g., good schools, transportation options) are likely bigger contributors to healthy local economies than traditional ‘business-friendly’ measures,” said a Brookings article from January 2022. “Smaller places with a higher quality of life experience both higher employment and population growth than similarly situated communities, including those that rank high by traditional economic competitiveness measures.”

Community residents here and around the country are increasingly realizing that resilient infrastructure, including parks and trails, are vital to economic growth. Being outside supports an active and healthy lifestyle, which has shown to increase life expectancy, improve sleep quality and reduce cancer risk, and mental wellness benefits associated with being outdoors lower risks of depression and faster psychological stress recovery, according to the U.S. Forest Service.

Make your voice heard and take the online Active Transportation Survey via Survey Monkey. Creating walkable and bikeable neighborhoods has been a central piece to Fort Wayne and northeast Indiana’s development efforts for some time. Now is the time for you to weigh in with your suggestions and concerns. Don’t pass up the opportunity.

Public input on city bike and walking infrastructure wanted

Kymmi Amato May 16, 2023

FORT WAYNE, Ind. (WFFT) - The City's Community Development Division and the Northeastern Indiana Regional Coordinating Council (NIRCC) launched an online survey to gather public opinion on the bike and walking infrastructure in Fort Wayne.

The agencies want to gain insight into the public's usage of and preferences for active transportation.

Active transportation refers to human-powered transportation such as walking, biking, or using other non-motorized forms of getting around.

Information gathered will help future pedestrian and bike planning and policy decisions.

The Active Transportation Survey can be filled out via [Survey Monkey](#) and will be available until June 30.

Wells County receives \$1.1 million federal grant to redirect Hoosier Highway

James D. Wolf Jr. | The Journal

Gazette Jun 6, 2023

Wells County is receiving more than \$1.1 million in federal money to move the Hoosier Highway west, allowing traffic traveling to and from the Bluffton-Decker Industrial Park to avoid three railroad crossings.

Wells is one of five Indiana municipalities and 63 projects nationwide to receive a share of \$570 million from the Railroad Crossing Elimination Grant Program, according to a federal announcement Monday. The money is part of the 2021 Infrastructure and Jobs Act, and its purpose is to reduce collisions between trains and road vehicles and reduce blocked crossings.

Nate Rumschlag, Wells County engineer, said the Norfolk Southern railroad's tracks are busy, and the Hoosier Highway connects the industrial park to Indiana 218 and brings traffic up from further south around Montpelier.

Trucks and workers can get held up by trains more than once, because the Hoosier Highway travels diagonally from southwest to northeast, he said. They first cross the Norfolk Southern tracks south of Bluffton while going east. Vehicles going to the industrial park or the west side of the city then cross tracks again going west on another road.

"By moving a mile of road, drivers can avoid the railroad tracks," Rumschlag said.

The project will extend South Adams Street, on the west side of Bluffton, further south of its stop at a T-intersection with East County Road 200 South, he said. The new section will go south until it hits the Hoosier Highway.

The new road will keep industrial park traffic away from residential areas, too, Rumschlag added.

Bidding for the project could come by February 2024, and construction could be completed by fall 2025, he said. Planning for the new route began in 2018, and Wells County received previous grants.

When the Indiana Department of Transportation and the county heard about the Railroad Crossing Elimination Grant, they applied for it as partners, he said. The new grant expedites the work and eases the local financial burden.

The federal news release said the project will create continuous traffic flow and reduced delays. The project funding includes \$4 million previously received from Federal Highway Administration funds. Wells County, the state of Indiana and Norfolk Southern will contribute 87% in matching funds toward the total cost.

Chad Kline, executive director for Wells County Economic Development, said the new stretch of road will benefit businesses and workers. Some of Wells County's biggest employers are in the Bluffton-Decker Industrial Park, which represents more than 2,000 manufacturing jobs. Businesses in the industrial park include Peyton's Northern Distribution Center, which delivers to Kroger stores, and the Valero Renewable Fuels ethanol plant.

"I see this as a major development to the transportation and logistics," Kline said.

Businesses seek direct transport lines, and that could influence employers to come to Wells County, he said. The industrial park still has open lots and a 200,000-square-foot speculative building available.

Other Indiana communities also received funding.

Peru received up to \$76,000 for a study of six at-grade – or ground level – railroad and one underpass along the Norfolk Southern tracks, the news release said. This study will assess the feasibility of eliminating one or more crossings and of constructing an additional underpass or overpass.

"Trains are required to stop at the nearby rail yard for crew transfers, which results in frequent crossing blockage," according to the news release.

Hammond was granted up to \$7 million for a Governors Parkway Railroad Overpass Project. It will eliminate two at-grade crossings, the news release said. The city will build an overpass and new road alignment to be called Governor's Parkway.

Gary will receive up to \$4.5 million for its Buffington Harbor Gateway Project. Proposed reconstruction of a roadway between a newly built overpass and another road will eliminate eight at-grade crossings that see 134 trains a day.

Schererville was granted up to \$8.4 million for its Kennedy Avenue Railroad Overpass Project. The current at-grade crossing sees 32 trains daily.

Closure of major northeast Fort Wayne intersection postponed until 2024

by: [Joe Carroll](#), [Lydia Reuille](#) Updated: Jun 29, 2023 / 10:41 AM EDT

FORT WAYNE, Ind. (WANE) – Good news for drivers that frequently travel through northeast Fort Wayne. Next week’s planned closure of the intersection of East State Boulevard and Maplecrest Road has been postponed until 2024, the city announced Thursday.

“Due to complexities of the work involved and traffic flow concerns, the work at the intersection will occur in 2024 with modifications that will allow for the intersection to remain open during the work,” the city’s Public Works department said Thursday in a release.

The month-long closure was originally set to start July 5 and reopen August 9, right around the start of the new school year. The East State Boulevard concrete rehabilitation improvement project from Reed to Maplecrest roads continues, the city said.

We’re one step closer to having horse trails in Allen County

by: [Marin Murphy](#) Jun 29, 2023

FORT WAYNE, Ind. (WANE) — The Allen County Board of Commissioners is inviting locals to the groundbreaking for the new horse-riding trails.

The trail will feature more access to trails around Fort Wayne with handicapped-accessible mounting options and will serve as a destination for riders across the region.

The groundbreaking is Thursday at 2 p.m. at 5434 E. Paulding Road. Access to the field where the groundbreaking will be held is on a gravel road east of the Allen County Sheriff’s K-9 Training Center.

The project was made possible by the partnership of county commissioners, Three Rivers Horse Trails, and the Indiana Department of Natural Resources.

Ground broken on horse trail system

Allen County officials break ground on horse trail in southeast Fort Wayne

James D. Wolf Jr. | The Journal Gazette 6-30-2023



Allen County Commissioner Rich Beck speaks during Thursday afternoon's groundbreaking ceremony for the trailhead of the new horse-riding trails in southeast Allen County along Paulding Road.

By November, Allen County will have 10 miles of trails solely for horse

riders.

Allen County Commissioner Rich Beck, members of Three Rivers Horse Trails and other local officials broke ground on the unnamed, \$298,000 trail system Thursday. The ceremony took place where the trailhead is being constructed on county-owned land at 5434 E. Paulding Road.

The county had identified the land last year as a possible site for a new Allen County Jail before choosing another location.

Lynn Sroufe, president of the nonprofit Three Rivers Horse Trails, said Allen County has one of the largest horse populations in Indiana.

The trails will fill a void felt by many equine enthusiasts. "There's nowhere to ride horses in our county," Sroufe said. "So there are going to be a lot of happy people."

Dawn Ritchie, Fort Wayne Greenways and Trails manager, said the trails also will attract riders from Ohio and Michigan. Visitors will spend money here, so the site will be an economic driver, too, she said.

Mayor Tom Henry is also excited about the trail, Ritchie said, adding that he trained horses on his uncle's farm and knows the value of them for recreation, as well as for the local economy.

Ritchie credited Beck with making the trails happen. She and Sroufe worked on the project for three years almost two decades ago but didn't make progress.

Beck said it was a team effort, including the two women, Three Rivers Horse Trails, Visit Fort Wayne, Fort Wayne Trails and the Northeastern Indiana Regional Coordinating Council, which helped apply for and is administering a \$250,000 Indiana Department of Natural Resources grant.

Krafft Water Solutions of St. Joe, the contractor, already started work on the project. Ben Krafft, who owns the firm, said the trails will be 10 feet wide with a 10-foot overhead clearance and covered with mulch. He hopes to finish earlier than the projected date, although his firm has to wait until October to remove a few large trees for preservation of bat habitat, he said.

The trails will include riding obstacles, but the types and areas haven't been confirmed, Krafft said. Three Rivers Horse Trails board members have mentioned bridges, gates, doors and slalom courses as possibilities.

The trails will be between the Allen County Sheriff's Department K-9 training facility to the west and the department's Regional Training Center and shooting range on Adams Center Road. Beck said he heard gunfire on the range earlier that day and suggested the county should develop a flag system to warn horse riders about days where there will be noise.

Editorial

Grant will help link Stillwater prairie garden to trail system

Editorial board | The Journal Gazette 6-30-2023



A 2-acre plot connected to the Stillwater Hospice campus in southwest Fort Wayne hosts numerous species from mink to coyotes to bald eagles.

- Photos by Jeff Kovaleski | The Journal Gazette

A 2-acre portion of Stillwater Hospice is home to a prairie garden of about 50 native flowering plants and 10 indigenous species of grasses, but is little known to many area residents. That's about to

change.

Fort Wayne Trails Inc. will partner with the city of Fort Wayne and Stillwater to improve access from the public trail system to the hospice provider's prairie garden and other amenities, giving Stillwater the chance to share with the community.

"I think having the opportunity to be connected to the trails in this way will get people out to our campus to take a stroll through, and maybe just learn a little bit more about the services we have to provide," Mary Shankster, chief development officer for Stillwater, told The Journal Gazette.

Fort Wayne Trails is one of 310 organizations, selected from more than 3,600 applicants, to receive a 2023 AARP Community Challenge grant. Though AARP doesn't disclose grant amounts, Megan McClellan, executive director of Fort Wayne Trails, told The Journal Gazette's Lisa Green the local nonprofit was awarded \$7,477 to connect the public trail system to the hospice organization. The grant will allow the installation of curb ramps, signage and bicycle parking.

"Not only is Stillwater's campus a place of comfort and healing for people who use Stillwater's services, it is also open to the public for community residents to enjoy, but many trail users were unaware of this fact, or unable to traverse the path connecting the public trail system to these amenities," Fort Wayne Trails said in a news release.

The cost of those improvements has not been determined.

In addition to the 2-acre prairie, the Stillwater campus at 5910 Homestead Road also has a pond, located between the prairie garden and the Grief Center and encircled by a paved path. A ¾-mile mulched path winds through the thousands of native plants.

“(The prairie garden) was started from seed by Heartland Restoration Co. in 2006,” John Gevers, Stillwater’s groundskeeper and an Indiana Master Naturalist, told The Journal Gazette. “Stillwater was called Visiting Nurse back then, and they had the foresight to think about these 2 acres being returned to its native landscape as a place of comfort and solace for the people that we serve here.”

During the worst of the COVID pandemic, Gevers said invasive species moved in as maintenance to the prairie garden stalled. Plants such as Callery pears, autumn olives and honeysuckle were removed, and the native plant species have since sprung back.

“The wildlife loves it,” Gevers said. “We have a resident mink. We’re sure she has a mate; we just haven’t seen him. We have regular whitetail deer. We have coyotes and red foxes. We have bald eagles, blue herons, and the sandhill cranes that pass overhead sometimes land here.”

Fort Wayne Mayor Tom Henry said in his 2023 State of the City address that his administration will spend a record \$48 million this year to improve roads, sidewalks, alleys, curbs, bridges, streetlights and trails.

Currently, the Fort Wayne area trail system includes 134 miles, with 100 miles inside city limits. Trail projects this year feature work on Covington Road, Hannah Street, Liberty Mills Road, Ludwig Road, the Urban Trail downtown and Franke Park. Henry said earlier in the year a new section of the Pufferbelly Trail, from Washington Center Road to the intersection of Lima Road and Ice Way, also will be bid.

Kudos to Fort Wayne Trails for writing a winning grant application to AARP that will help make such a connection possible, and to Stillwater for its willingness to share its prairie garden and other amenities with area residents.

Horse trail expected to fill need for equestrians

- James D. Wolf Jr. | The Journal Gazette Jul 1, 2023

An equestrian trail coming to southeast Allen County is expected to fill a gap for an area that ranks fourth in the state for the number of horses owned.

The Allen County commissioners broke ground Thursday for what will be the area's first publicly accessible horse trails, 10 miles of paths starting at 5434 E. Paulding Road in Fort Wayne.

"It's just something we are missing in terms of amenities," said Commissioner Rich Beck, who also owns horses with his wife on their small farm.

Beck said the currently unnamed trail system will include features missing in many public riding spots: areas with equestrian obstacles and a ramp and concrete pads to help those who use wheelchair or walkers mount a horse.

Other planned features include a well for watering horses and parking at the trailhead off Paulding, he said. The trails will be developed in loops so riders can more easily choose how long they want to ride.

The site will be only for horses and daytime use, and it won't offer horse rentals, he said. A collection box will be there to pay fees on the honor system, much like Metea Park.

Long time coming

Beck became involved with creating public trails in 2019. Officials from Visit Fort Wayne approached county officials about a place to ride. Commissioners Nelson Peters and Therese Brown asked Beck to take the lead because of his equestrian experience.

But work to bring horse trails to Allen County started roughly 18 years ago, Beck said. Lynn Sroufe, a horse owner, and Dawn Ritchie, Fort Wayne Greenways & Trails manager, attempted to drum up interest but couldn't find the political support needed to make it happen.

"Back then, trails weren't as popular," Beck said.

He contacted Sroufe and Ritchie, and the county held a public meeting in 2019 to gauge interest in having someplace local to ride, he said. More than 100 people attended the meeting, and not all were from Allen County, Beck said.

Sroufe said she and other horse riding enthusiasts then started a non-profit steering committee, Three Rivers Horse Trails. They recruited people with various skills to help the site get built and to maintain the trails after they're finished.

Sroufe is the organization's president, and she's a seasoned endurance rider. The only local option to practice that is alongside roads, she said. It's not a great option, though, because asphalt is hard on hooves, she said.

Riders can have trouble because drivers aren't always courteous to people on horses or bikes. Also, horses – despite their size – are prey animals and easily spooked if not trained to remain calm despite distractions.

The Allen County trails' obstacle areas will help riders desensitize horses using gates, sharp turn paths, teeter-totter boards, poles to walk over and other challenges.

Andi Adams, vice president for Three Rivers Horse Trails, said the Salamonie Reservoir in Huntington has the nearest trails dedicated to horses and riders. Many Allen County residents must drive their horses at least an hour for someplace to ride. The longest most horse enthusiasts will drive for a day trip is two hours, she said.

Since the planned local site was announced in the last few years, Three Rivers Horse Trails has heard from equestrians from Lafayette, Michigan and Ohio who are excited about coming to Allen County, Adams said. The trails will be a destination and an economic benefit for Allen County because those riders will spend money on gas, food and horse feed, she added.

Horsing around

When it comes to horses, Allen County is an Indiana leader with 4,082, according to the 2017 U.S. Department of Agriculture's Census of Agriculture. The county ranks fourth among the state's 92 counties.

In 2017, the two Indiana counties with the largest horse populations were LaGrange with 14,720 and Elkhart with 6,626, census data showed. Both are less than a two-hour drive from Allen County. The county with the third largest population is Daviess with 4,628, in southwest Indiana.

Local horse-based therapy programs will also benefit from having easily accessible trails.

Allison Wheaton, director of Summit Equestrian Center, said having a place for longer rides will make a difference for those who receive physical and emotional therapy from her organization. The center, at 10808 La Cabreah Lane in northern Fort Wayne, is on a 4-acre farm, which Wheaton said isn't a lot of land.

The center's staff and clients often drive to Salamonie Reservoir; Battle Creek, Michigan; and other places, she said. The organization will still travel after the Allen County site opens, but Wheaton said she said her group will probably use the local site at least once a month.

Beck said the trails will cost about \$298,000. The commissioners awarded the project in May to Krafft Water Solutions out of St. Joe. The company's bid for was \$172,000 less than the \$470,000 engineers projected.

A \$250,000 Indiana Trails Program grant from the Indiana Department of Natural Resources will cover most of the costs. The grant, which the county received in 2021, required the commissioners to pay for 20% of expenses, including \$400,000 in engineering, but the lower bid means they'll pay only the difference between the grant and Krafft's bid.

Beck said the county commissioners will own the trail system and are looking to trim expenses to build and maintain it.

The county and Three Rivers Horse Trails are looking into business sponsorships for the park name and for the obstacles areas. Organizations that provide financial support could earn naming rights, Sroufe said.

Most of the construction costs will be for the special features and gravel at the trailhead area. The rest of the paths will be dirt, which makes them easy to maintain. The county will try to avoid cutting down trees to make the proposed paths.

Beck said Krafft is committed to building a first-class trail because the company's owners are horse lovers.

Taking the reins

Allen County owns most of the property for the trails. The commissioners originally planned for the trail to be 5 miles long on land west of the Allen County Sheriff's

Department Regional Training Center and shooting range on Adams Center Road. It's part of the site once proposed for the new Allen County jail.

Part of the additional 5 miles will go on the southern part of 64 acres the county bought at a tax sale, Beck said. That land lies along Meyer Road and is the former home of a demolition and heavy crane operation company. The commissioners plan to sell the large building on the north side and keep a smaller one for storage, he added.

The farmer to the north left a 10-foot space along his fields for the county to use, Beck said. Paths already exist in the woods north of the ditch, so work in some areas will simply be clearing ways for horses to go.

Site maintenance will primarily include mowing paths and removing fallen trees, he said. Indiana Trail Riders Association makes rounds to trails throughout the state to help with trees and do clean up, so Three Rivers Horse Trails members will have that support in maintenance. Horse riders help each other, Beck added.

Megan McClellan, executive director of Fort Wayne Trails, said the area needs publicly accessible places to ride horses. The city's 134 miles of trails are solely for walkers, bikers and non-motorized transportation including in-line skates and scooters.

Horses aren't allowed on other local trails except on small areas for special events, such as Trot the Trail, when a section is designated for a few hours' use, said McClellan, who is also a board member for the Three Rivers Horse Trails.

Beck said the city trails' asphalt is slippery for horses, and many people don't realize what kind of danger an animal that size can be to the rider and others on a mixed-use trail.

McClellan said having designated horse trails will mean the horses will have a better venue for their requirements – and fewer conflicts with bicyclists, hikers and joggers.

When people want to ride horses on the trail system, she has to say they can't. But soon, McClellan said, she'll be able to say she knows of a local option.

Allen County commissioners approve \$2.3 million for Fogwell Parkway construction

Madelyn Kidd | The Journal Gazette 11-3-2023

NovThe Allen County commissioners on Friday approved spending more than \$3.9 million toward local roadwork totaling more than \$11.6 million. The remainder will be paid by the Indiana Department of Transportation using federal dollars. The state first agreed to pay its 80% share of the project in 2019.

One project is for 1 mile on Fogwell Parkway from Lafayette Center Road to Winters Road for more than \$8.8 million, and the other is to upgrade the Monroeville Road bridge over Hoffman drain at more than \$1.1 million. The county will pay more than \$2.3 million for the Fogwell Parkway project and more than \$230,000 for the bridge plans.

Fogwell Parkway has suffered from damage by heavy truck traffic and weather and has an ineffective drainage system, according to a county news release that announced the aid in 2019.

The county plans to reconstruct the four-lane road with new drains under the pavement, curb and gutter along with upgrading the guardrail, signs and additional drainage. Bill Hartman, Allen County highway director, said the next steps are soliciting bids and selecting a contractor. He said that will likely occur in July. Commissioners Nelson Peters and Richard Beck approved the two project funds. Commissioner Therese Brown was absent.

Peters asked where the county's contribution will come from. Last week, Peters said the commissioners will have to start denying projects brought to the board because of the lack of cash for next year. The County Council approved a jail funding plan Oct. 26 that will use \$30 million from the county's general fund for next year – the vast majority of the \$32.2 million budgeted. Peters said that leaves the county with very little cash to spend on projects in 2024.

The projects were approved Friday, however, because payment for the construction will come from the local gas tax fund, Hartman said.

For each gallon of gas sold, 18 cents goes to the federal government in taxes. The project is a way for the area to get that money back, Hartman said.

Northeast Indiana counties receive more than \$17.8 million for roads and bridges

Devan Filchak | The Journal Gazette 11-9-2023

By the numbers

By the

numbers

Northeast Indiana communities received the following amounts in state Community Crossing matching funds that can be used for roads and bridges:

Adams: \$1,655,025

Allen: \$2,680,185

DeKalb: \$1,511,766

Huntington: \$469,507

Kosciusko: \$1,386,092

LaGrange: \$2,243,197

Noble: \$334,017

Steuben: \$2,111,020

Wabash: \$1,615,556

Wells: \$2,067,720

Whitley: \$1,768,000

More than \$17.8 million in state money has been awarded to 27 communities in northeast Indiana for road and bridge work.

Indiana has awarded more than \$91.5 million in Community Crossings Matching Grants program. This is the second round of Community Crossings grants this year.

The Indiana Department of Transportation matching funds can be used for road and bridge preservation programs with Americans with Disabilities Act compliance, along with material costs for chip sealing and crack filling operations.

Towns, cities and counties across Indiana received funds with nearly 20% of the awards going to 11 northeast Indiana counties. Six of the northeast awards are for \$1 million.

Allen County received the most funds out of the northeast Indiana counties with more than \$2.6 million in awards going to three communities: \$1 million each for Grabill and New Haven and more than \$680,000 for Monroeville.

Other northeast counties that received more than \$2 million in matching funds are LaGrange, Steuben and Wells.

LaGrange's awards include \$1 million each for the county itself and Shipshewana and more than \$243,000 for Topeka.

Steuben County received \$825,000 for Clear Lake, more than \$762,000 for Angola and nearly \$524,000 for Hamilton.

Wells County netted \$1 million for Bluffton, about \$651,000 for Ossian and more than \$416,000 for the county itself.

Adams, DeKalb, Kosciusko, Wabash and Whitley counties received more than \$1 million.

Adams County's awards include more than \$810,000 for Decatur, nearly \$580,000 for Berne and about \$264,000 for Monroe. DeKalb gained more than \$767,000 in matching funds for Butler and nearly \$744,000 for Garrett.

Kosciusko has received nearly \$856,000 for the county itself, \$294,000 for North Webster and more than \$236,000 for Mentone.

Wabash County netted more than \$868,000 for the county itself, more than \$510,000 for North Manchester and about \$236,000 for the city of Wabash.

In Whitley County, \$1 million in matching funds were awarded to Columbia City and \$768,000 to South Whitley.

Two northeast counties received matching funds for one community each: more than \$469,000 in Huntington and about \$334,000 for Kendallville in Noble County.

Smaller communities must put forward 25% of the funds to receive a 75% match, and larger communities have to put forward 50%. Smaller communities are defined by the state department as 10,000 or fewer residents for towns and cities and a population of 50,000 or less for counties.

The Community Crossings program has awarded more than \$1 billion to improve local roads and bridges since 2016.

Pufferbelly Trail extension now open

Journal Gazette 11-21-2023

Allen County and state officials on Monday celebrated the opening of the Pufferbelly Trail extension near the Allen-DeKalb county line. The 4.33-mile, asphalt, multi-use track was constructed by Allen County with help from a \$3.2 million Next Level Trails grant. The county received the award in May 2019 as part of a first-round Next Level Trails grant.

The new trail extends the existing Pufferbelly Trail north from the Life Bridge Church Trailhead at Union Chapel Road to Fitch Road near the line that separates Allen and DeKalb counties. The trail is part of the planned Poka-Bache Trail, which is an 81.3-mile state visionary trail. The Poka-Bache Trail will eventually connect Pokagon State Park in Angola and Ouabache State Park in Bluffton.

Dan Bortner, Indiana Department of Natural Resources director, said in a statement that the trail's extension was essential. "This extension of the Pufferbelly Trail is a key connection – in the region and as part of our continued growth of trails across the state as part of the Next Level Trails initiative," he said.

In April 2022, Fort Wayne received a third-round Next Level Trails grant, which will be used to complete the final gap of the Pufferbelly Trail in Allen County. Once completed, the trail will extend more than 13 miles – from downtown Fort Wayne to the county line, the news release said.

Megan McClellan, Fort Wayne Trails executive director, said in a statement that the county now has more than 140 miles of trails that create a network of well-used active transportation and recreation opportunities.

"This new 4.33-mile stretch of the Pufferbelly Trail will connect thousands of additional residents to this system, while also connecting to beautiful natural areas like Payton County Park and Willow Creek," she said.

Building a mile-long section of trail can cost between \$800,000 and \$1.2 million, McClellan has said.

The Next Level Trails grants are the largest infusion of trails funding in state history, the news release said. The \$180 million program is administered by the Department of Natural Resources and facilitates trail connections within and between Indiana communities.

Of 75 Next Level Trails projects, 31 have been completed, which represents more than 95 miles of trail built since the program's start, the news release said.

The fourth-round of Next Level Trails funding – about \$30 million – was announced in May. The state department anticipates the next round of recipients will be announced in December.

More information about the grants is available online at <https://tinyurl.com/2p8e7szy>.

FWA experiences an increase in travelers

by: [Taylor King](#) Nov 20, 2023

FORT WAYNE, Ind. (WANE) – Whether if you are traveling by car or by plane for the holidays, it is no surprise that roadways and airports will have more traffic than usual. Fort Wayne International Airport said that the demand for travel in general is high. FWA has seen a 9.4% increase in travelers since last year.

Scott Hinderman the executive director of airports says it's a combination of people traveling for business and traveling for leisure. Hinderman also mentioned that FWA is well recovered from the pandemic. If you are flying out of FWA in the next few days, Hinderman suggests you don't forget to pack your patience.

"It's a good time to practice some patients show up a little early especially if you are going some place to family and you are bringing Christmas presents," said Hinderman. "You might want to show up a little early if you are checking them, but either way there is going to be lines whether it is at the local store or the airport give yourself a little extra time, have some patience and you'll enjoy time with family."

Hinderman said that the busiest time of day for FWA is the mornings, FWA said that people like to get up early and catch a flight so they can get to their destination as soon as possible.

If you are traveling by road, Indiana State Police says they will be stepping up their patrols during the holidays. Impaired driving and fatal crashes rise during the Thanksgiving holiday.

City Council approves \$300K trail construction

Madelyn Kidd | The Journal Gazette

11-22-2023

Fort Wayne can now move forward with constructing a quarter-mile portion of the Hanna Street Trail after City Council on Tuesday approved a more than \$360,000 contract.

The council approved spending \$263,060 of local income tax revenue for Krafft Water Solutions LLC to construct the trail from Burns Boulevard to Decatur Road.

The remaining \$100,000 will be paid by Fort Wayne's nonprofit partner Fort Wayne Trails from donor funds, said Dawn Ritchie, the city's greenways manager.

The construction bid was 31% lower than what engineers estimated for the project. Krafft Water Solutions was the lowest and most responsive of five bidders, Ritchie said.

The project – along with the 8-foot-wide concrete trail – will add new curb ramps, commercial driveway approaches and curving along the road to improve drainage on the west side of the street.

During the discussion, Councilwoman Sharon Tucker, D-6th, asked about the various surface types being used in construction for different phases of the trail.

Ritchie said concrete was chosen instead of asphalt for this phase because the new curbs and other additions will be made of the same material.

“It's more economically feasible for us to hire a concrete contractor to do both the concrete driveway approaches and the curbing – for instance, on this project – as well as making the trail a concrete trail,” she said.

This addition is roughly a quarter-mile long and will be followed by the last phase of the Hanna Street Trail, which is expected to be constructed in 2025.

The Hanna Street Trail is planned to connect the downtown area and the Six-Mile Street Trail by Tillman Park once completed.

According to the city parks' website, traveling on foot or by bicycle between downtown and the Six-Mile Creek Trail is currently possible through sidewalks, but the goal is to have a trail flow continuously through the area.

The construction contract was approved by the council 8-0 with Councilman Tom Freistroffer, R-at large, absent.

Ritchie also updated the council on the countywide Rivergreenway Trail project to connect existing trails to create a 23-mile long path through parts of Fort Wayne, New Haven and unincorporated Allen County.

The newest part of the Pufferbelly Trail – a 4.3-mile segment of the project – was unveiled Monday.

For the next and largest portion of the long-term project, the city and county will finish the 13-mile Copper Valley Trail in 2024, Ritchie said.

The county's portion of the trail will run from Fitch Road to the DeKalb County line, and the city's part goes from Washington Center Road near the I-69 overpass to Glenbrook Commons.

Plan for passenger train through Fort Wayne moves forward

Madelyn Kidd | The Journal Gazette 12-7-2023

Fort Wayne is one step closer to having passenger rail return to the city after 30-plus years as a federal grant has been approved to conduct a study of a five-state route.

The Federal Railroad Administration has approved a \$500,000 Corridor Identification grant for the Midwest Connect project. Midwest Connect would run from Chicago to Pittsburgh with stops in Fort Wayne and Columbus. Fort Wayne's former passenger rail station – Baker Street Station – closed in 1990.

Mayor Tom Henry said in a statement that bringing rail service back to the area would be good for the city and the region.

"The prospect of restoring passenger rail service to Fort Wayne is an exciting game-changer for our regional economy," he said.

City Councilman Geoff Paddock, D-5th, is a member of the Northern Indiana Passenger Rail Association. Paddock said funding the study is a big step toward the possibility of bringing passenger rail to Indiana. Along with Fort Wayne, the passenger line is planned to have Indiana stops in Warsaw, Plymouth, Valparaiso and Gary.

Before the funding was approved, Paddock said conversations about creating the corridor and returning passenger trains to Fort Wayne was only an idea on paper.

"After all this work and discussions and meetings and trying to make our case – we're finally getting a thumbs-up from the Federal Railroad Administration," he said.

Since applying in March, the city has played a collaborative role in this project.

Henry said city officials are excited to continue the partnership through northern Indiana, Ohio, Illinois, West Virginia and Pennsylvania for the next step in the process that would connect the five states.

"This opportunity to collaborate with so many great communities and partners is a testament to the unprecedented growth and momentum in Fort Wayne as well as years of planning and coordination," he said.

Officials plan to use the grant funds to plan and identify what would need to be done for the passenger rail line to work, Paddock said. This includes what existing rails and buildings – such as Baker Street Station – could be used for the route and what would need to be constructed.

The study will help determine whether passenger trains planned for this route can share the same rails as freight trains.

Paddock said the hope is for Baker Street Station to be utilized as a passenger rail station again, but the city will have to wait until the study is completed to know whether that's possible.

With the grant's announcement Tuesday, the study's start date will be announced later, Paddock said. However, the study should only take months – not years – to complete, he added.

"I'm hoping relatively soon – certainly not too far into the new year," he said.

Preliminary engineering is expected to follow the study, if it's successful. In this stage, the funding will come from a 10% local match with 90% paid from federal funds.

Next would come construction paid by a 20% local funding match, with the rest coming from federal dollars.

Paddock said most of the local match could come from state funding based on previous conversations with the Indiana Department of Transportation and Republican and Democrat legislators.

The development would greatly benefit city residents, he said.

"We're the largest city in the state of Indiana without train service and one of the largest in the country," he said.

A passenger train station would also bring economic growth to the city and draw new residents by creating jobs, Paddock said.

"When you think about a train coming in – just like a plane at an airport, just like vehicles on the highway – it's moving goods, it's moving people," he said.

Letters to the Editor – Journal Gazette 12-28-2023

Roundabouts effective traffic-calming tool

In his Dec. 15 letter, W. Patrick Sefton dismisses roundabouts as an effective traffic control method and instead believes the city needs more police officers patrolling our roads.

I disagree. Roundabouts keep traffic moving while also slowing it down. Drivers don't race to beat a light, and cars don't sit idle at traffic lights where there are roundabouts. Even streets such as Clinton, Lafayette/Spy Run, Washington and Jefferson/Maumee would be safer with roundabouts instead of traffic lights.

Those streets would also be safer if they were two-way streets and narrower. But even if they remain one-way streets, narrowing those streets and turning all of the intersections into roundabouts through downtown would keep traffic moving while slowing it down.

I suggest Sefton visit the Indianapolis suburb of Carmel to see the effectiveness of roundabouts.

Michael D. Roeger

Planning accelerates for expanded rail service

Geoff Paddock 1-13-2024



An Amtrak train departs Chicago, the western terminus of the rail corridor that could revitalize travel through Fort Wayne on the way to Columbus, Ohio, and Pittsburgh.
Associated Press

The Northern Indiana Passenger Rail Association and many of us in city government have worked for years to promote the return of passenger rail service to Fort Wayne. For decades this was a dream that was politely acknowledged by government leaders, but never believed to be possible. Now we are taking another positive step forward, and the news is promising.

Thanks to President Joe Biden, Transportation Secretary Pete Buttigieg and

a bipartisan group of Democratic and Republican members of Congress, the Infrastructure and Investment Jobs Act of 2021 is identifying rail projects for future development. The bipartisan infrastructure bill, as it is popularly called, has allocated nearly \$36 billion to make improvements so future passenger rail projects can connect more cities with new or improved service.

Last year, NIPRA worked with Mayor Tom Henry, city planner Paul Spoelhof and a transportation consulting specialist to submit a grant proposal to secure some of this money. This was a collaboration among five states (Indiana, Illinois, Ohio, West Virginia and Pennsylvania) as part of the Midwest Connect Regional Rail Initiative to apply for federal funding.

On Dec. 5, the Federal Railroad Administration announced that our project — the Chicago to Fort Wayne, Columbus and Pittsburgh Corridor — had been selected for further study and analysis as part of a nationwide Corridor Identification and Development Program.

The railroad administration will award \$500,000 for us to submit a Service Development Plan and further layout details for adding rail service to the northern portion of our state. Our proposal suggests a number of stops in Indiana and specifically identifies Fort Wayne, Warsaw, Plymouth, Valparaiso and the Gary Regional Airport, before reaching downtown Chicago. Traveling east, Lima is the first proposed stop in Ohio.

These cities were chosen after a previously completed feasibility study identified cities, specifically Fort Wayne, that would attract the number of passengers necessary to support a viable line between Chicago and Pittsburgh. Train service to our city would boost economic development, tourism, and provide a much-needed transportation alternative for our citizens. On Jan. 8, NIPRA board members, city administrative staff and I participated in a one-hour Zoom meeting with Federal Railroad Administration officials. Work on the Service Development Plan has begun.

The plan will specifically lay out what needs to happen in order to restore passenger rail service from Chicago to Pittsburgh without interfering with freight rail service in the Midwest. We need to accommodate both. Fort Wayne lost passenger rail service in 1990. Columbus, Ohio, lost service in 1979. This is a key link of a vital Midwest Rail Initiative that was identified many years ago. It should be restored as part of a vital transportation network of rail, linking large and small cities across the United States.

How long will this take? We at NIPRA hope the Service Development Plan will take a matter of months to complete then be submitted to the Federal Railroad Administration for review. We have a good working relationship with our Indiana Department of Transportation and our partners in Ohio, the Midwest Ohio Regional Planning Council. They have worked with us for years.

If the Federal Railroad Administration approves the plan, a partnership could take the next steps — preliminary engineering and construction of the line. Existing track remains in place to serve freight trains. However, new passing track, signalization and highway overpasses would have to be constructed to make this an efficient, fast and

reliable route. The bipartisan infrastructure Act states that 80% of preliminary engineering and construction would be covered by federal funding. This is substantial, but the five states involved would have to come up with a 20% match. This is identical to the Interstate Highway Act of 1956, championed by President Dwight D. Eisenhower.

How do we acquire a 20% match? NIPRA President Fred Lanahan and I have been briefing our area state legislators and local officials in northern Indiana. Last summer we met with Rep. Jeff Thompson, chairman of the Indiana House Ways and Means Committee, to broach the subject of a 20% match of state funds, again following the Interstate Highway Act of 1956.

We have also met with the commissioner of the Indiana Department of Transportation and hope to brief Gov. Eric Holcomb. NIPRA will also encourage the Democratic and Republican candidates for governor to positively address this issue during the 2024 campaign. There is no budget estimate yet, but there would be costs to improve infrastructure to add passenger trains, and local governments might also be asked to participate with the matching funds.

These improvements would also benefit our existing freight train traffic. The required steel for rails could be manufactured by Steel Dynamics in nearby Whitley County, sustaining and perhaps adding jobs. The Service Development Plan should guide us on the cost and the improvements that need to be made and the time frame to accomplish them.

What can citizens do? Please contact your state legislators and ask them to support the advancement of passenger rail service in Indiana. Two other Indiana Corridor Identification Plans were also approved on Dec. 5. One would make improvements to the Indianapolis to Chicago existing line, and one would add additional service from Indianapolis to Louisville.

It is important all three plans move forward in 2024 and we secure the 20% matching money in our next state budget in 2025.

Please visit our website, niprarail.org and check out the NIPRA Facebook Page. Together, we can make this happen and restore passenger rail service to our great city.

Allen County commissioners approve traffic study for Carroll Center development

- [Madelyn Kidd | The Journal Gazette 1-13-2024](#)

Experts will study the traffic surrounding a proposed mixed-use development in Huntertown before plans move forward.

The Allen County commissioners approved a \$49,000 traffic impact study with Engineering Resources Inc. Friday for the Carroll Centre development.

The traffic study is anticipated to be completed in February as some preliminary work has already been done, said Chris Cloud, the commissioners' chief of staff.

The Carroll Centre, a 60-acre development at the northwest corner of Carroll and Lima roads in Huntertown, is proposing 20 lots for office, retail and residential properties.

The developer – Sturges Property Group – anticipates the first phase of development will be completed by June. In the first phase, 19 parcels are expected to be ready for purchase for sizes ranging from less than an acre to more than 12.

Three parcels are planned for commercial or office spaces; 14 for only commercial; two for medical offices; and one for multi-family housing or homes for people older than 55. The commissioners approved 3-0 the traffic impact study with Engineering Resources Inc. as required by law for state roads. Lima Road, also known as Indiana 3, will be studied to determine traffic levels and access points for the Carroll Centre project.

The Sturges Property Group estimates more than 35,000 vehicles pass the development site daily, according to an advertisement for the parcels. The parcels are advertised to cost from more than \$370,000 to more than \$7.8 million depending on size and space usage type, according to the advertisement.

In the second phase of development, five more parcels – four commercial and one for a medical office – are planned for the southwest corner of Carroll and Lima Road. The sizes of the future parcels range from 2.5 acres to nearly 12.8.

Gunawardena shares thoughts on U.S. 30 potential

- [Nicole Kauffman | The Journal Gazette](#) 1-16-2024



Shan Gunawardena, Public Works director, talks to Rotary Club of Fort Wayne Monday about the potential of U.S. 30 becoming an east-west interstate.

Nicole Kauffman | The Journal Gazette

Plans to turn U.S. 30 into an east-west interstate are the focus of an 11-county coalition, and benefits of such a change are great, Fort Wayne's Public Works director said Monday.

Shan Gunawardena, a featured speaker at Rotary Club of Fort Wayne, told about 30 people at the invitation-only club meeting about the long-term project.

Benefits include easier access to Interstate 75; the attraction of desirable economic development between Valparaiso and the Ohio state line; and shaving an hour off travel time from Fort Wayne to Chicago and Lake Michigan.

Fort Wayne is one of few large cities where an interstate just runs north-south and not east-west, he said.

On a good day, it takes more than three hours to drive from Fort Wayne to Chicago.

"It shouldn't take that long," Gunawardena said.

According to the U.S. 30 Coalition, a freeway-style U.S. 30 could bring 10,572 new jobs, a \$959 million increase in the gross regional economic product and a \$943 million spike in income for residents.

But if the highway through northern Indiana doesn't become an interstate, it will develop like the stretch from Merrillville to Joliet, Illinois, where a traffic light disrupts the flow of vehicles every half-mile, Gunawardena said.

Gunawardena encouraged Rotary Club members to let officials know they support the project.

Rotary President Stephanie Veit said the future of the U.S. 30 corridor is a topic that keeps resurfacing, so the club invited Gunawardena to present information and answer questions.

“We can educate our members and then we get to help disseminate that information,” Veit said.

The Indiana Department of Transportation spent more than a year collecting public input on the corridor in its ProPEL study. It will develop and present alternatives to the interstate and is expected to wrap up the study late this year, according to the ProPEL U.S. 30 web site.

Even with full support, formidable barriers to a roadway transition would still exist, Gunawardena said.

A shortage in the labor force for skilled tradespeople and those specializing in land acquisition and surveying has made the process harder.

“We are just not seeing people want to be part of those professions and it’s hurting us,” he said. Costs rise when contractors have trouble securing labor, he added.

A decrease in institutional knowledge also is an issue, as younger generations only stay at jobs an average of three years, he said. Relying on the wisdom of Public Works officials who have 30 to 40 years under their belts becomes increasingly more difficult.

Gunawardena acknowledged that many questions about the long-term project persist, including whether tolls would be introduced and what a timeline would look like. Rotary member Chuck Wolfe asked for Gunawardena’s thoughts on bringing mass transit to the corridor.

The Federal Railroad Administration in December gave a \$500,000 Corridor Identification grant to the Midwest Connect Regional Rail Initiative. The money will fund a proposal for a passenger railway that would run from Chicago to Pittsburgh and stop in Fort Wayne. But mass transit is unlikely, the longtime city employee said.

“Density is what creates the need for mass transit, and right now our city is so spread out,” Gunawardena said. There simply aren’t enough uses to sustain the cost, and Fort Wayne couldn’t be supported by fares, as some other cities can.

“It’s not just about moving people, it’s about moving goods as well,” he said.

Allen County to close intersection of Bass Road at Scott Road through November

- [Madelyn Kidd | The Journal Gazette 2-2-2024](#)

More than 1.5 miles of Bass Road will be closed from Monday until November by the Wescott Ridge neighborhood, according to a county news release.

The closure will be from west of the intersection of Bass and Scott roads and continue east past the neighborhood.

A portion of the construction will remain open for local traffic to allow only residents of the Wescott Ridge neighborhood to leave the area.

Allen County Highway Director Bill Hartman said in the news release the department is aware of logistical issues that will be caused by the closure and posted warning signs Jan. 24.

“Bass Road is a strategic corridor cutting through the west central part of Allen County,” he said in a statement. “Due to many low-lying areas and several waterways, the road work has required extensive engineering and stretches of bridgework and roundabouts, features that increase construction time.”

Construction on Bass Road began in April 2017. The project has been divided into five phases expected through 2025, the news release said. Along with concrete work, clearing of right of way, utility relocation, storm sewer installation and trail construction are included in the project’s plans. Federal funding will cover 80% of the project costs.

The department has heard from neighbors most about blocked railroad crossings when commuting to school or work, a separate news release said. The section of Bass Road runs parallel to a railroad, and trains could block crossroads on streets used to travel around construction.

Trains are not prevented by state or federal from sitting on railroad crossings, the release said. However, the Federal Railroad Administration has a website portal for people to report blocked crossings.

The web address to report incidents of blocked crossings is www.fra.dot.gov/blockedcrossings/.

Each crossing has its own ID number, which residents will need to know for the report.

The railroad crossing on Scott Road south of Bass is 478034S, according to the release.

Allen County Engineering Services Manager Margaret Hershberger said the Bass Road project revolutionizes how streets are built in the state.

The project includes integrating E5 liquid fly ash – an environmentally friendly ingredient to decrease carbon dioxide contribution – into the pavement mix to improve the workability, strength and durability of hardened concrete, the release said.

“Allen County is leading the way; we are the first agency to use this technology for a complete road project in the United States,” Hershberger said in a statement. “This road is a crucial step towards smart highway technology and innovation.

“By reducing cement and improving the internal properties of concrete, we have taken a monumental step towards sustainable infrastructure and reducing the carbon footprint.”

The county asks people to drive slowly and observe road signs and posted detour routes when traveling in the area, the release said.

INDOT invites public to meeting to improve dangerous intersection in NE Allen Co.

by: [Taylor King](#) Posted: Feb 27, 2024 / 05:22 PM EST

ALLEN COUNTY, Ind. (WANE) – The Indiana Department of Transportation (INDOT) announced a public information meeting for a proposed construction project at the intersection of State Road 37 and Notestine Road.

In a press release, the proposed project would realign the intersection to help improve safety due to slight distances concerns. INDOT said from 2016-2023 there were 40 crashes, two if them were fatal.

INDOT has an engineering department that specifically looks at intersections to see if there are ways to improve certain areas. Public Relations director, Hunter Petroviak spoke with WANE 15 about why the community should come to the public meeting.

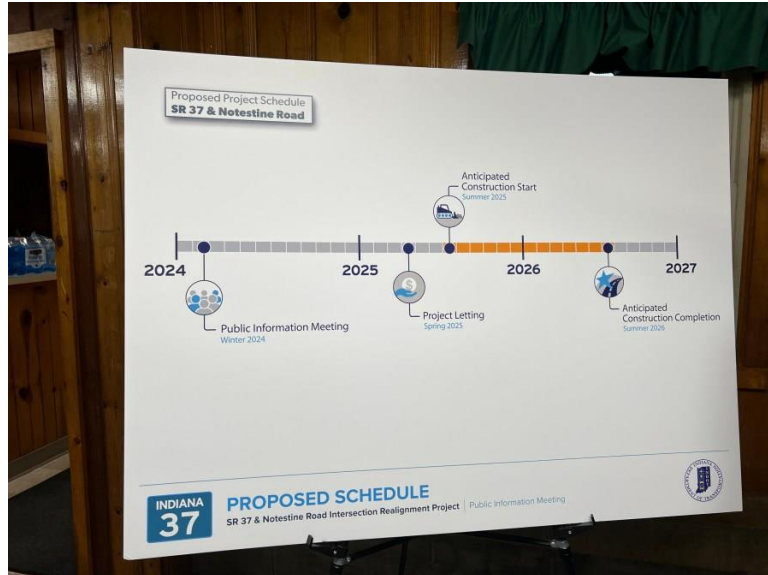
“There certainly is nothing set in stone yet, it’s one of the great things about this process is that we can take all these comments into consideration and really go back to the drawing board if we need to,” said Petroviak.

The public information meeting is Tuesday, February 27, from 6 p.m. to 8 p.m. The meeting will be held at the Harlan Community Park Shelter House, located at 17701 2nd Street, Harlan, IN 46743.

Doors will open at 6 p.m., with a presentation starting at 6:30 p.m. Project representatives will be available before and after the presentation to speak with the public and answer questions.

Construction on the intersection realignment is expected to begin late summer or early fall of 2025.

INDOT holds public meeting to address dangerous intersection near Harlan



by: [Mia Pettigrew](#) Posted: Feb 27, 2024 / 10:51 PM EST

Updated: Feb 27, 2024 / 11:18 PM EST

ALLEN COUNTY, Ind. (WANE) – The Indiana Department of Transportation (INDOT) held a public information meeting Tuesday night for a proposed construction project at the intersection of State Road 37 and Notestine Road.

The main concern posed at Tuesday's meeting were sight distance issues.



Officials say the angle in which the two roads connect makes it hard for drivers to turn safely onto the intersection. INDOT evaluated four different alternatives to the issue but ultimately recommended aligning the intersection.

That would add a 90-degree intersection reconstruction while also adding cul-de-sacs for residents to be able to get

to and from their houses. INDOT said from 2016-2023 there were 40 crashes, seven with injury and two of them were fatal.

If approved, the project would cost \$2.6 million and is set to begin construction in summer 2025.

Citilink fights to preserve bus shelter location at Southgate Plaza

Sherry Slater | The Journal Gazette Mar 9, 2024



People wait for the bus Friday at the Citilink shelter at Southgate Plaza. About 230 riders use the stop every day, Citilink says.
Stan Sussina | The Journal Gazette

Citilink officials are requesting the public's help in advocating for its bus shelter in front of Southgate

Plaza.

About 230 bus riders use the stop daily, making it the public transportation system's busiest location, according to Casey Claypool, Citilink's marketing and development manager.

But the plaza's owner, Kellams Enterprises Inc., wants to move the shelter because it has become a popular gathering spot.

"The property owner believes our riders are loitering and causing issues," Claypool said Thursday through email. She added that the public transportation system has not been able to substantiate that claim.

Moving the bus shelter to the proposed location would increase riders' risk of injury, Citilink officials contend. They say the site doesn't comply with the federal Americans with Disabilities Act's accessibility requirements.

"This move will push us toward the public right-of-way, relocating the stop further away, down a steep hill, and requires passengers to cross Calhoun to catch the bus," Claypool wrote. "We believe there is a more feasible solution that keeps our community connected and accessible in a food desert."

The issue isn't new. Because of the property owner's concerns, Citilink has increased supervision of the site and said the Fort Wayne Police Department has increased patrols.

Citilink officials say they have also proposed alternatives that were rejected by the property owner. Those include moving the bus stop to the front of Kroger, hiring

Redevelopment Commission gets approval for study to improve Washington Center Road

by: [Marin Murphy](#) Posted: Mar 11, 2024 / 09:46 PM EDT

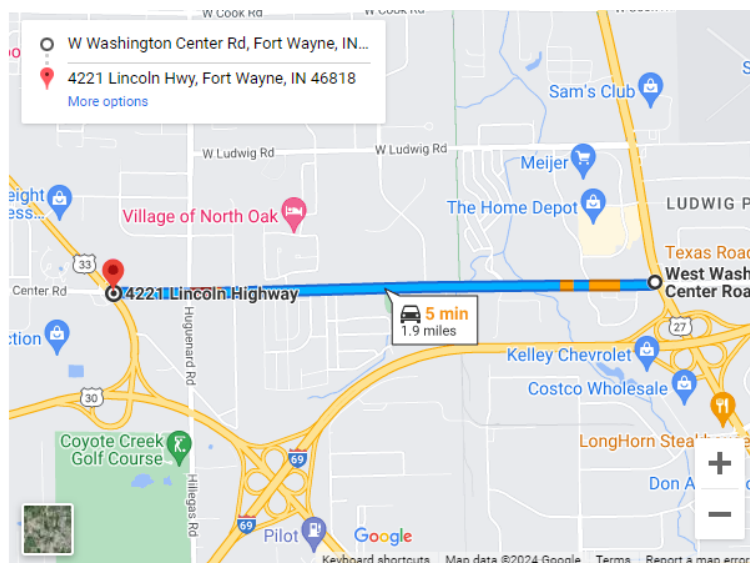
FORT WAYNE, Ind. (WANE) — Monday, the Redevelopment Commission got approval for a study to improve a key east-to-west road in northwest Fort Wayne.

The Redevelopment Commission got approval for a study that focuses on the beginning stages of how the city will work to improve the stretch of Washington Center Road between SR 3 and SR 33.

The Redevelopment Commission says long-term the plan is to widen the roadway to accommodate the developing area. Short-term the commission wants to focus on finding the cost and planning for improvement of the intersections.

Patrick Zaharako, a City Engineer with Public Works, said the building on the project is not likely to happen anytime soon. “These projects take a very long time to get through. The planning and design will probably take 6 to 8 years,” said Zaharako. “These projects that are tens of millions of dollars will take close to a decade to get through.”

Tom Didier with the Redevelopment Commission said that this project is much needed with the amount of residential building that is happening in the area. Expansion on the road is likely to begin in the 2030s.



Northeast Indiana roads, bridges to receive state funds for maintenance, repair

- [Sherry Slater | The Journal Gazette 4-11-2024](#)

By the numbers

By the numbers

Northeast Indiana recipients of Community Crossings matching grants less than the \$1.5 million maximum were:

Albion – \$269,459

Ashley – \$622,500

Auburn – \$500,000

Avila – \$965,798

Huntington – \$1,059,540

Huntington County – \$1,365,898

LaFontaine – \$149,958

Larwill – \$214,909

Nappanee – \$826,707

Orland – \$510,000

Rome City – \$189,536

Silver Lake – \$225,000

Steuben County – \$956,631

Wabash County – \$779,829

Warsaw – \$990,953

Whitley County – \$1,322,663

Winona Lake – \$835,551

Zanesville – \$210,000

Nearly \$27 million is coming to northeast Indiana from the state to help repair and maintain roads and bridges, officials announced Wednesday.

Gov. Eric Holcomb and the Indiana Department of Transportation revealed the 252 recipients of the Community Crossings matching grants program, which awarded \$207 million in total.

“Year after year, Indiana’s local Community Crossings program enables hundreds of critically important infrastructure improvements to happen,” Holcomb said during a news conference held in Clay County. “I cannot overstate the transformative significance of this program and the positive impacts it has throughout our cities, towns and counties across the Hoosier State known as the Crossroads of America.”

Allen County and its communities will receive more than \$4.7 million. The maximum award is \$1.5 million, which was the amount approved for each Fort Wayne, New Haven and Allen County.

In March, state officials announced that more than \$20 million in federal transportation funding had been approved for northeast Indiana. As part of that allocation, Allen County will receive \$7.3 million for a local bridge project on Ferguson Road.

Local state legislators greeted Wednesday’s announcement with enthusiasm. Their statements were included in a joint news release. “The Community Crossings Matching Grant Program is an exceptional opportunity for smaller communities that may not have the needed funding to complete projects without help from the state,”

said Rep. Martin Carbaugh, R-Fort Wayne. “Having well-maintained roadways and other infrastructure is a benefit to everyone within our community.”

Rep. Chris Judy, R-Fort Wayne, said the grant program promotes growth.

“Ongoing road maintenance is necessary, especially if (we) want to continue to see new economic opportunities come to our communities,” he said.

Additional northeast Indiana recipients of the maximum award of \$1.5 million are: Adams, LaGrange and Noble counties and the cities of Fremont, Markle, South Whitley and Topeka. In all, 28 recipients are in this region.

Communities submitted applications for funding during a competitive call for projects in January. Funding for Community Crossings, which was created in 2016, comes from the state’s local road and bridge matching grant fund.

Transportation Commissioner Michael Smith participated in the announcement. “Partnership with our local communities is vital to enhancing our state’s transportation network,” he said in a statement. “Community Crossings is just one of many ways INDOT is working with local agencies to improve safety, mobility and connectivity in the places they call home.”

The next call for projects will open in July. Communities that want more information can find it on the transportation department’s website.

To qualify for the competitive grant, smaller municipalities provide a 25% match in local funds, while larger communities provide a 50% match. State law requires 50% of the available matching funds be awarded annually to communities within counties with a population of 50,000 or fewer. Since 2016, Community Crossings has awarded more than \$1.6 billion to improve local roads and bridges.

Rep. Bob Morris, R-Fort Wayne, encouraged more small communities to apply for the state grants. “This program allows for small and large, and urban and rural communities to stretch their budgets to make needed improvements to local roads and bridges,” he said.

Transportation guide available for Allen County residents

Libby Hubbard Apr 18, 2024



Citilink bus

ALLEN COUNTY, Ind. (WFFT) - Allen County residents now have access to a completed and updated Transportation Resource Guide for public use.

The Northeastern Indiana Regional Coordination Council (NIRCC) and Transportation Advisory Committee completed the guide April 2024.

The NIRCC says the guide is a valuable community resource providing contact information for public, non-profit, and private transportation abilities available within the Fort Wayne, New Haven, and Allen County areas.

The guide can be read below, with contact information open to the public. NIRCC says the list will be updated [online](#) quarterly.

Transportation Resource Guide questions can be voiced to Matt Vondran at 260-449-7903 or sent via email to matt.vondran@co.allen.in.us

| TRANSPORTATION RESOURCE GUIDE | | |
|--|----------------------------------|--|
| A GUIDE TO TRANSPORTATION SERVICES PROVIDED IN THE FORT WAYNE, NEW HAVEN, ALLEN COUNTY AREA. | | |
| THIS GUIDE IS NOT AN EXHAUSTIVE LIST OF PROVIDERS OR AN ALL-INCLUDING LIST OF PROVIDERS. PLEASE CONTACT PROVIDERS FOR INFORMATION REGARDING SERVICES, HOURS OF OPERATION, SERVICE AREA, COSTS, SCHEDULING, AGENCIES, ELIGIBILITY, AND ADDITIONAL COVERAGE. | | |
| PUBLIC TRANSPORTATION | | |
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Allen County Area Transportation Resource Guide: Northeastern Indiana Regional Coordinating Council (NIRCC), Transportation Advisory Committee
Northeastern Indiana Regional Coordinating Council (NIRCC) Transportation Advisory Committee

Safety record marks another achievement for Fort Wayne International

The Journal Gazette Editorial Board 5-7-2024



For a decade, Fort Wayne International Airport has gone without a discrepancy in its annual safety inspections. The achievement is a testament to the dedication of every airport employee.

Journal Gazette files

Fort Wayne International Airport recently achieved a significant milestone by completing a decade without any discrepancies in its annual safety inspections

conducted by the FAA.

This accomplishment, verified during the most recent inspection on April 3-4, underscores the airport's unwavering commitment to safety and adherence to federal regulations. The inspection covered all aspects of airport operations, including public safety, maintenance and fueling, affirming compliance across the board.

Scott Hinderman, the local executive director of airports, expressed profound admiration for the airport staff's diligent efforts and highlighted the achievement's rarity and significance.

"Our team also works diligently to maintain a top-notch airport facility for the northeast Indiana community," he said in a news release last month. "Ten years with zero discrepancies is a huge accomplishment that not many airports can claim, and every airport authority employee should be proud of that."

These zero-discrepancies accomplishments included the stress of a global pandemic and the airport's undertaking of an extensive expansion known as Project Gateway. Phase one was completed in May 2023, with the opening of the \$47 million west terminal and rehabilitation project. Construction included a new gate area with lounge seating, work tables, a hearing loop and other accessibility features. There's also a children's play area.

The next phase, a \$70 million expansion of the east terminal, is expected to be completed by June of 2025. Spanning 35,000 square feet, the expansion and rehabilitation project includes moving all airline gates and passenger boarding bridges upstairs, enlarging the TSA security checkpoint area, shifting the airport

restaurant, and adding a new frequent flyer lounge. The airport is also increasing accessibility, along with new and improved restrooms, baggage claim and rental car areas.

Last year, Fort Wayne International had record-breaking traffic, ending the year with more than 398,000 outbound passengers and nearly 796,000 passengers in total. This was a 10.26% increase over 2022 and a 0.2% increase over the previous record set in 2019.

According to a January 2020 report by Community Research Institute, the Fort Wayne-Allen County Airport Authority had an economic impact of \$536.1 million in northeast Indiana.

The airport's safety and growth reputation undoubtedly influenced Delta's decision to restore nonstop service to Detroit Metro Airport. The once-daily flight begins June 7, two-and-a-half years after Delta halted the route.

Reinstating the Detroit route is significant for the region, providing convenient access to more than 140 nonstop destinations globally.

With 13 nonstop destinations across four airlines (Allegiant, American, Delta and United), Fort Wayne International Airport continues to bolster the region's economic growth and travel convenience with an earned sense of confidence and reassurance.

Citilink and Turnstone Center break ground on new accessible bus stop

by: [Caleigh Keating](#) May 21, 2024 FORT WAYNE — People with disabilities will soon have better access to an agency that serves their needs. [Citilink](#), Fort Wayne's public transportation service, and the [Turnstone Center for Children and Adults with Disabilities](#), a center that aims to support those with disabilities, broke ground on a new, accessible bus stop and shelter in a Tuesday event.



The fully accessible bus stop, which will be located on N. Clinton Street at the Turnstone Center's front entrance, aims to provide better access to services in Fort Wayne for individuals with disabilities, improving mobility and independence, the organizations announced Friday.

Groundbreaking ceremony for accessible bus shelter at Turnstone, 5/21/24.

The construction of the bus stop is funded by the AWS Foundation, a Fort Wayne-based foundation that aims to promote independence, inclusion, and achievement among those with disabilities. Funding for the project was obtained through the American Rescue Plan Act (ARPA), a 2021 federal law that provides stimulus assistance to families, states, and local areas in the wake of COVID-19.

The accessible transportation infrastructure, approved and facilitated by the Fort Wayne City Council, aligns with the city's mission, according to a press release.

"The project supports the city's commitment to inclusivity and accessibility for all residents," the press release read.

Study shows strengths, gaps in northeast Indiana transportation services



- [Devan Filchak | The Journal Gazette 5-24-2024](#)

Justin Clupper, executive director of Community Transportation Network, talks Thursday about the findings of the Northeast Indiana Regional Transportation Needs Assessment.

Northeast Indiana residents would benefit from counties working together to provide accessible public transportation across the region, according to an assessment released Thursday.

About 23% of survey respondents said they skip medical appointments if they don't have transportation. Justin Clupper, executive director of Community Transportation Network, said that's troubling because it aligns with a national report produced last year by the Robert Wood Johnson Foundation and the Urban Institute.

"That's frightening for folks because if you're not getting your regular checkups, if you're missing those early indicators for health concerns, you're missing an opportunity to manage that concern quickly and maybe take that healing much faster," Clupper said.

The network, in partnership with funders and partners, on Thursday released the Northeast Indiana Regional Transportation Needs Assessment. Jared Helge, Community Transportation Network's board chairman, said the agency decided to pursue the assessment about four years ago. Data was gathered over more than a year.

Community Transportation Network was formed after a 1998 assessment in Allen County showed transportation gaps. The organization's board pursued the new study on 11 northeast Indiana counties to assess the needs on a much large scale.

The study was commissioned with funding support from more than a dozen foundations and organizations, and Community Transportation Network collaborated with 15 providers throughout the region.

The network hired RLS & Associates, which collected more than 4,200 surveyors and conducted 17 public meetings, 14 focus groups and 12 provider interviews.

The respondents were of all adult ages and abilities. Of the 4,223 survey participants, 16% were ages 65 or older, 21% were pregnant or had been within the last 18 months, 21% had a legal violation that keeps them from driving and 24% have a disability or live with someone who has a disability or other physical or cognitive limitations that affect their ability to drive.

The counties included are Adams, Allen, DeKalb, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells and Whitley.

The report found that about 28% of respondents felt transportation services weren't available and 27% said the schedules were inconvenient. All counties have transportation services, so Clupper said raising awareness of those services would likely help.

The report includes nine recommendations. Some are regionwide, such as creating a regional scheduling and dispatching software initiative and designing a regional transportation network.

Northeast Indiana also would benefit from more nonemergency medical transportation providers and creating a vehicle sharing program, in which providers could lease or rent vehicles for individual or group trips.

Two recommendations were made for specific areas. Expanding public transportation that could be called on demand in rural Allen County would help increase transportation options for all residents, especially for low-income residents or people with disabilities.

The second recommendation involves Kosciusko County, where the Kosciusko Area Bus Service currently serves residents who call, the assessment said. However, creating a fixed route would help passengers who want to ride without making a reservation.

Some of the recommendations weren't focused on public transportation, such as creating a regional carpool/vanpool program. The survey also showed that assisting with the cost of personal vehicle maintenance and parts and increasing participation in the Medicaid Family Member and Associate Transportation Provider program would help people use their personal vehicles to get to appointments and other services.

More services will cost more money as many providers don't have enough money to expand. Clupper said providers "need a greater investment from everybody," including local, state and federal governments.

June 1 Recreation Briefs:

Bluffton begin work on Interurban Trail extension

Journal

Gazette 6-1-2024

The Indiana Department of Natural Resources and the city of Bluffton celebrated the start of construction for the Interurban Trail extension last month. The 1.06-mile asphalt multi-use trail will be constructed by the City of Bluffton with help from a \$404,035 Next Level Trails grant. The award was announced by Gov. Eric J. Holcomb in April 2022 as part of the third grant round of NLT. “Next Level Trails is all about making connections between people and communities,” Dan Bortner, DNR director said in a news release. “When this new trail extension is complete, Bluffton residents will have a new connection to Ouabache State Park and all of the great resources it provides to the region.” The new trail will extend the existing Interurban Trail north from the current terminus at Monroe Street. The extension follows State Road 1, ending south of Jackson Street. Upon completion of the extension, the total length of the Interurban Trail will be more than 3 miles, connecting the Wabash River to Lancaster Park.

“Walking trails are by far the most used park amenities, and developing this trail has been a long-term goal in Bluffton for many years,” Brandy Fiechter, Bluffton Parks and Recreation superintendent said in a news release. “This mile of trail will complete the final connection from the newly developed Lancaster Park to the historic downtown, ending at Ouabache State Park. This segment is also part of the bigger 81-mile Indiana Visionary Poka-Bache trail system, which, once complete, will increase tourism opportunities in the cities it connects. We are very grateful to Gov. Holcomb’s Next Level Trails initiative for partnering with us to turn this goal into a reality.”

As part of Gov. Holcomb’s Next Level Connections initiative, NLT is the largest infusion of trails funding in state history. The now \$180 million program is administered by the DNR and facilitates critical trail connections within and between Hoosier communities. Thirty-two of the 89 NLT projects are complete, totaling more than 97 miles of trail built since the program’s inception. Several projects are under construction, with many more slated to break ground during the next year. In December 2023, Gov. Holcomb announced that 14 communities received a combined \$31.2 million for 28 miles of new trail as a part of NLT’s fourth round. The grants awarded in the fourth round include seven regional projects and seven local projects. The list of awards, project descriptions, and a map are posted at on.IN.gov/nlt-round-4.

Transportation Improvement Program lays out upcoming investment in roads, trails

- [Sherry Slater | The Journal Gazette](#) 6-4-2024

Markesha Jones navigates her downtown Fort Wayne neighborhood while sitting in a motorized wheelchair.

When she wants to travel farther, the 32-year-old boards Citilink buses or schedules rides on Citilink Access vans to go out to dinner or hang out with friends.

That's why she was one of the people who attended Tuesday evening's transportation planning open house hosted by the Northeastern Indiana Regional Coordinating Council at Citizens Square.

"I wanted to check it out because I get out in the community and wanted to see where Citilink goes and where it stops," she said while parked in front of one of 13 large maps mounted on poster board and resting on tripods in the basement meeting room.

Transportation Improvement Program details shared with the public included a four-year plan of road, bridge and trails investments in Fort Wayne, New Haven, Hometown, Monroeville, Leo-Cedarville, Grabill and unincorporated Allen County.

A separate transportation plan, also available Tuesday, lists priorities stretching out to 2045. Those projects don't include dollar figures because it's impossible to predict how much they will cost when they are moved to the four-year schedule.

Dan Avery, the coordinating council's executive director, said how quickly a project moves from the long-range list to the more immediate plan depends on various factors, including the amount of growth in a particular area. After a 500-home development is approved, the nearest road might need to be widened to handle the increased traffic, for example.

Among the most expensive items in the four-year plan are a \$44 million project to expand North Clinton Street, a \$29 million plan to widen and reconstruct Ardmore Avenue and a \$20 million project to reconstruct and add a new bridge to Bass Road.

For these projects, about 80% of the cost is being paid by the federal government. Local funding covers the remainder.

“We try to stay up with the growth, but there’s only so much money to go around,” said Avery, who has devoted his 44-year career to working on transportation issues.

Avery was among 17 city, county and state transportation department employees in the room to answer questions at the open house.

Dawn Ritchie was also one of those in-person resources. The city’s greenways manager said 9 miles of trails are being added this year inside Fort Wayne city limits. Each of the city’s quadrants will receive some of the investment, she said.

All of the projects – whether trails, roads, bridges or something else – take time to execute. Widening a road, for example, requires conducting environmental studies and securing rights-of-way, Avery said.

“Planning take patience,” he said. “But when you see a road improved, even if it’s taken 10 years, when you see a new road open and people drive on it, it’s a reward. Or when you see people using a new trail, it’s rewarding.”

“Maybe it’s like raising children, getting them from kindergarten to college,” he added.

Jones, who uses a wheelchair, is just focused on getting to the grocery store and various local events. Parkview Health’s human resources department allows her to work remotely, but she’s far from homebound. Jones would like to see additions to Citilink’s operating hours, number of stops and network of routes. The ease of everyday living – and her social life – depend on it.

“I’m excited that it’s summer,” she said. “I can’t wait to get out to all the festivals.”

Open house offers platform to discuss transportation in northeast Indiana

by: [Clayton McMahan](#) Jun 4, 2024 / 07:04 PM EDT

FORT WAYNE, Ind. (WANE) — The Northeastern Indiana Regional Coordinating Council (NIRCC) hosted an open house in Fort Wayne Tuesday to provide information on the current state and future plans for transportation in northeast Indiana.

Discussion revolved around various modes of transportation, including transit, highway, pedestrian and bicycle improvements.

“We want to make sure the public is aware of all the different projects that are being proposed and can have an opportunity to weigh in on those and let us know what they think,” said NIRCC Executive Director Dan Avery.

The NIRCC works with the Indiana Department of Transportation, a portion of Whitley County and several municipalities within Allen County to plan transportation projects and programs in the region.

The projects being discussed in the near future can be found in the NIRCC’s 2024-2028 Transportation Improvement Program that can be found on the [organization’s website](#).

Those who were unable to attend Tuesday’s open house can also send comments by email to Dan.Avery@co.allen.in.us until June 18.

103.9 FM Transportation Planning open house be held on Tuesday

By Joey Martin Jun 4, 2024 | 8:25 AM

FORT WAYNE, Ind. (ADAMS) – The Northeastern Indiana Regional Coordinating Council (NIRCC) would like to invite the public and all interested parties to a Transportation Planning open house. The open house will provide information on current and future transportation plans that include transit, highway, pedestrian, and bicycle improvements.

The following was issued by the Northeastern Indiana Regional Coordinating Council:

NIRCC is the Metropolitan Planning Organization for the Fort Wayne-Allen County Urbanized Area. As the Metropolitan Planning Organization, NIRCC in conjunction with the Cities of Fort Wayne, New Haven, and Woodburn; the Towns of Grabill, Huntertown, Leo-Cedarville, and Monroeville; Citilink; the Indiana Department of Transportation; Allen County and a portion of Whitley County, is responsible for planning transportation projects and programs.

The projects and programs are documented in the Fiscal Year 2024-2028 [Transportation Improvement Program \(TIP\)](#) that will be available for review and is posted on the NIRCC website at nircc.com. The TIP includes all regionally significant projects planned for implementation between 2024 and 2028. The 2045 Transportation Plan and related Air Quality Conformity Determinization will also be available for review. The 2045 Metropolitan Transportation Plan identifies existing and transportation needs. NIRCC would like to hear your thoughts and ideas on current and future transportation issues and how investments to the transportation system should be prioritized.

An online Virtual Open House will be available for anyone that cannot attend in person. Project lists along with maps will be available for review and comment. In addition, the [2045 Long Range Plan](#) and the [Ped-Bike Plan](#) will be available. You may view the materials on our website (www.NIRCC.com). You may also review the documents at the NIRCC office. Please call (260) 449-7610 to schedule an appointment.

You may send comments by mail or e-mail to the locations listed below or as indicated on the website. The intent of the online and in-person open house is to solicit input and comments from the public regarding the documents. NIRCC will accept comments from June 3, 2024 through June 18, 2024. With advance notice NIRCC can provide accommodations for persons with disabilities and persons requiring auxiliary aids for the hearing and visually impaired. Accommodations for Limited English Proficiency (LEP) persons such as language translation services/interpreters can also be provided. Please contact the NIRCC Office at (260) 449-7309 should accommodations be needed.

This public notice, and time established for public review and comment on the Transportation Improvement Program, satisfies the program-of-projects notice requirements of the Federal Transit Administration Urbanized Area Formula Programs (Section 5307, 5310 and 5339) for the Fort Wayne Public Transportation Corporation/Citilink.

Get more [here](#)

Public invited to Transportation Planning open house to be held next week

Kymmi Amato May 30, 2024



FORT WAYNE, Ind. (WFFT) - The Northeastern Indiana Regional Coordinating Council (NIRCC) invites the public and all interested parties to a Transportation Planning open house that will be held on Tuesday.

The open house will take place from 4-6 p.m. in the Omni Room (#045) at Citizen's Square, 200 E. Berry Street.

There will be a public comment period that will run from Monday through June 18.

Information will be presented on current and future transportation plans that include highway, transit, bicycle and pedestrian improvements.

NIRCC, in conjunction with the Cities of Fort Wayne, New Haven and Woodburn, the Towns of Hometown, Grabill, Leo-Cedarville and Monroeville, Citilink, the Indiana Department of Transportation (INDOT), Allen County and a portion of Whitley County, is responsible for transportation project and program planning.

The programs and projects are documented in the Fiscal Year 2024-2028 [Transportation Improvement Program \(TIP\)](#) and will be available for review on the NIRCC website at nircc.com.

The TIP includes all regionally significant projects planned for implementation between 2024 and 2028.

An online Virtual Open House will be available for anyone who cannot attend in person.

Fort Wayne cuts ribbon on Summit Park Trail and Sidewalk Project

Journal Gazette 6-7-2024



Mayor Sharon Tucker addresses media and city officials at the celebration of the Summit Park Trail and Sidewalk Project's completion on Tuesday.



Dawn Ritchie, Fort Wayne's greenways manager, talks about the completion of the Summit Park Trail and Sidewalk Project on Thursday.



The Summit Park Trail and Sidewalk Project is designed to make it easier for pedestrians and cyclists to get around in the Lima Road area.

Officials on Thursday celebrated the completion of a project that created a 1.2-mile trail and about a mile of new sidewalks in northwest Fort Wayne.

The Summit Park Trail and Sidewalk Project connects four mobile home parks with bicycle and pedestrian infrastructure near Lima Road.

The four-phase project was funded with \$2.6 million from the Summit Industrial Park Tax Increment Financing District. The districts work by capturing property tax revenue generated in a certain area and using it on infrastructure improvements, as needed.

Construction on the project's last phase started in October and included a park bench and a pedestrian bridge over Spy Run Creek, the city said in a news release.

About 0.7 mile of 10-foot-wide trail was included in the project's final phase. It connects the Lima Road Trail from Ludwig Road to Dupont Road and the 5-mile Dupont Road Trail.

The trail connects people to businesses and destinations, including Meijer, Applebee's, a strip mall with Starbucks, Nothing Bundt Cakes, Sweet Monster Ice Cream and Gamestop.

Mayor Sharon Tucker said trails provide a great recreational opportunity for residents and visitors.

"We're enhancing the quality of life in Fort Wayne by growing our trails and greenways system and adding sidewalks for connectivity," she said in a statement. "I'm encouraged to see the Public Works and Community Development divisions partner on this initiative to help make our community a great place to live, work and play."

The project's first three phases, which were constructed from 2018 and 2020, included a rest area, a trailhead parking lot and a park bench.

The parking lot was partially funded with a federal grant. The funding was for environmentally friendly permeable pavers, which can help alleviate the negative effects of stormwater runoff and drought conditions, the release said.

The trail is part of the regional Fishing Line Trail on the former Grand Rapids-Indiana Railroad Corridor and is expected to eventually stretch from Fort Wayne to Grand Rapids, Michigan.

The city now has 102 miles of trails within its limits and 143 miles in the Fort Wayne Area Trails network.

Southeast Fort Wayne corridor infrastructure project receives \$3.8 million for engineering

- [Devan Filchak | The Journal Gazette 6-27-2024](#)

Federal funds will cover the \$3.8 million needed for the engineering of a southeast Fort Wayne corridor project.

U.S. Transportation Secretary Pete Buttigieg on Wednesday announced \$26 million for three Indiana projects. The awards are part of \$1.8 billion in federal awards from the Rebuilding American Infrastructure with Sustainability and Equity, the discretionary grant program also known as RAISE, the department said in a news release.

The Southeast Corridors Planning Project in Fort Wayne is set to receive more than \$3.8 million. Public Works Director Shan Gunawardena said in an email this is the first step. Once the engineering work is done, the city can apply for a future construction grant through the RAISE program.

The city won't know how much the overall project is expected to cost until the engineering work is done, he said.

Gunawardena said the project will create transportation enhancements along four corridors:

- South Anthony Boulevard from south of Rudisill Boulevard to U.S. 27
- Paulding Road from Fairfield Avenue to Hessen Cassel Road
- Tillman Road from Lower Huntington Road to Hessen Cassel
- Fairfield from Paulding to Lower Huntington.

The network of streets will be redesigned to address the high crash rate, speeding and high amount of criminal activity.

The project will use narrowed lanes and road diets to reduce speeds, leading to calmer traffic.

Road diets are created when lanes are removed from existing roads.

The designs will also include walking and biking infrastructure, which will create more accessible options for traveling from surrounding neighborhoods.

It will also provide connections to work, commerce and recreation throughout the city by connecting transit hubs.

“Our goal is to get these four street projects engineered with this planning grant and submit for a construction grant through the RAISE program in 2026 or 2027,” Gunawardena said.

The grants are competitive. The department received nearly \$13 billion in requests for the \$1.8 billion available this year, the release said.

The other projects in Indiana are \$21 million for the Washington Street Modernization and Safety Upgrades project in Marion County and more than \$800,000 for connecting trails in St. Joseph and Elkhart counties.

The funding is split between urban and rural areas, and many of the grants support regions “defined as historically disadvantaged or areas of persistent poverty,” the release said.

For more information, go to www.transportation.gov/grants/raise/raise-2024-award-fact-sheets.

Proposed addition to Pufferbelly Trail aims to connect most of Allen County's trails

by: [Clayton McMahan](#) Jun 25, 2024 FORT WAYNE, Ind. (WANE) — On Tuesday, Fort Wayne City Council looked at an ordinance that could turn a 1.78-mile path into the missing puzzle piece to Allen County's network of trails. Dubbed the "Golden Spike Section" in reference to the Transcontinental Railroad, the proposed addition to the Pufferbelly Trail would create 115 miles of interconnected trails across the county, [according to Fort Wayne Trails](#).

Constructing the trail would require changes to some of Fort Wayne's busiest roads, including Coliseum Boulevard along with Lima and Washington Center roads, to connect to existing parts of the Pufferbelly Trail that each end at Washington Center Road and Ice Way.



"The quality of life in Fort Wayne — especially the connectivity of trails — [is] something to really be proud of," said 2nd District Fort Wayne City Councilman Russ Jehl. The project would also include a multitude of additions and changes:

- A "hub rest area"
- Landscaping
- New intersection and mid-block crossing signage
- Pavement markings for safety
- Connection to Glenbrook Square
- Water fountains
- Bike racks
- Park benches
- Picnic tables
- Trash cans
- Lighting
- Fencing
- Drainage structures

Fort Wayne Trails described the project as the "most important section of trail in our community's

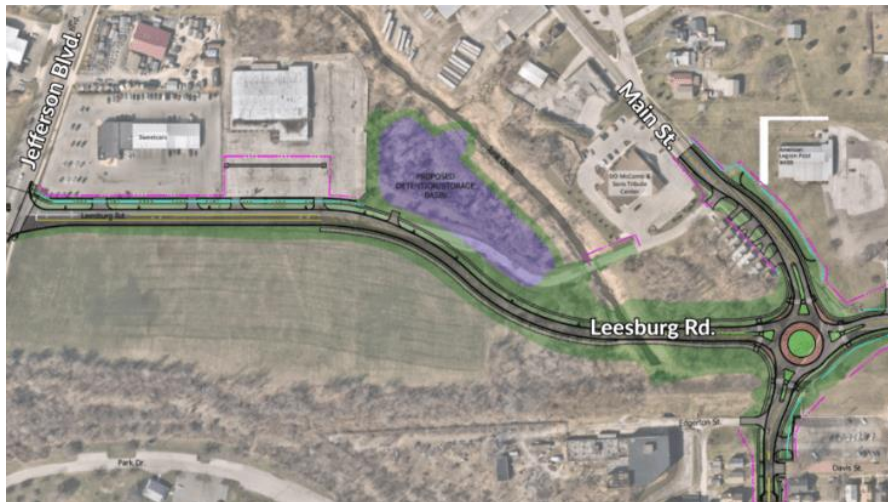
history."

City of Fort Wayne to host public meeting on Leesburg Road, Main Street roundabout project

by: [Clayton McMahan](#) 7-5-2024

FORT WAYNE, Ind. (WANE) — In a few weeks, Fort Wayne residents will have the opportunity to see what city officials have in mind for a notable intersection just outside downtown Fort Wayne.

The City of Fort Wayne will host a public meeting Wednesday, July 17, at 6:00 p.m. to showcase plans for the city's roundabout project at the intersection of Leesburg Road and Main Street.



A roundabout planned for the intersection of Leesburg Road and Main street would also extend Leesburg Road to Jefferson Boulevard with the goal of ...[Read More](#)

According to the City of Fort Wayne, the project will also bring ADA-complaint sidewalks, drainage improvements, street lighting and urban landscaping to the area around the roundabout.

The project will also extend Leesburg Road to Jefferson Boulevard and add a stoplight at Jefferson Boulevard where SweetCars is located.

Patrick Zaharako, city engineer for the City of Fort Wayne, told WANE 15 in December 2023 that the project should “significantly” reduce crashes in the area.



Once construction is finished, a stoplight will be added to Jefferson Boulevard where the extension to Leesburg Road will end, which is in front of SweetCars.

“It’ll be a three-lane road with north and southbound lanes and a center turn lane,” Zaharako said in December. “The three-prong intersection that is at Main and Leesburg will become a four-prong roundabout.”

The roundabout will also be receiving a Wounded Veterans Memorial Monument, and city officials plan to show renderings of the monument and the roundabout during the meeting.

City officials hope to begin construction in 2025 and have the roundabout ready by summer 2026.

The meeting will have a public comment period for those in attendance.

Section of Ardmore Avenue to close for road widening project

by: [Lydia Reuille](#) Jul 9, 2024

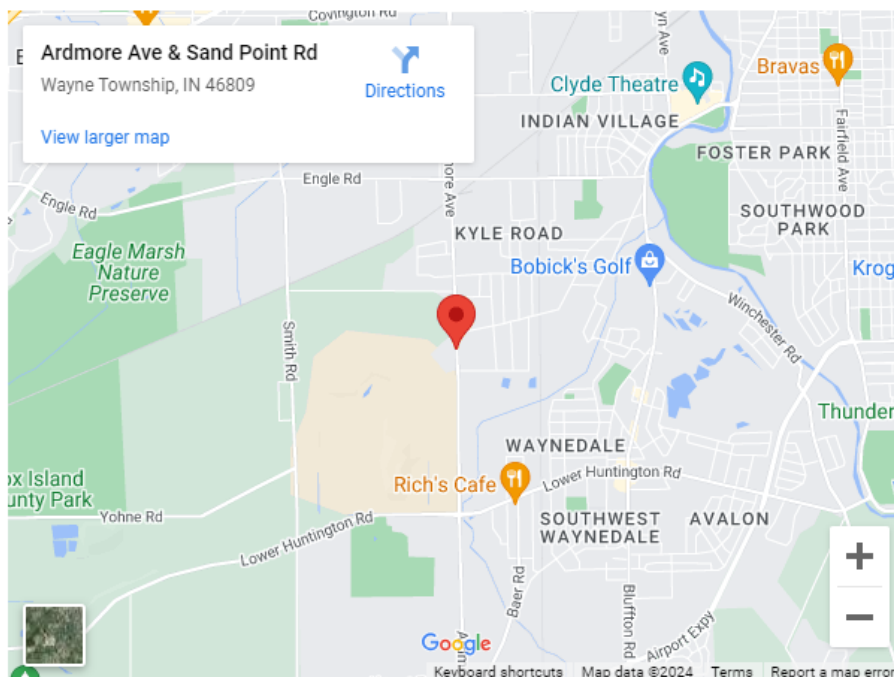
FORT WAYNE, Ind. (WANE) – A portion of a heavily traveled road in southwest Fort Wayne is undergoing construction that will eventually make for smoother driving following a five-week closure.

The intersection of Ardmore Avenue and Sand Point Road will be closed starting July 15, Fort Wayne Public Works announced Tuesday.

The westbound detour takes Engle, Smith, and Lower Huntington roads back to Ardmore Avenue. The east detour uses Engle, Bluffton, and Lower Huntington roads to Ardmore Avenue.

The closure aligns with the Ardmore Avenue Turn Lane Project, which will widen Ardmore by 12 feet to add a southbound left turn lane at Sand Point. According to the release, the Turn Lane Project will also include new curbs, drive approaches and pavement striping, along with minor stormwater improvements by way of linear ditch grading, drive culverts and curb turnouts.

The project is expected to wrap up in the fall.



Fort Wayne officials to talk about roundabout project at event

Journal Gazette 7-10-2024

Meeting set on Main-Leesburg project

Fort Wayne officials invite the public to attend an open house to view plans for the Leesburg Road and Main Street roundabout project, including the Wounded Veterans Memorial Monument. The meeting will be at 6 p.m. July 17 at VFW Post 857, 2202 W. Main St.

The project will include accessible sidewalks and urban street design with curbs and gutters. Drainage improvements will include new storm sewers, green infrastructure, street lighting and urban landscaping. Construction is expected to begin next year and be complete in summer 2026.

During the meeting, a team from the city will unveil concept renderings of the monument and the roundabout and the tentative timeline. This is a time for questions from the public. An American sign language interpreter will be available at the meeting.

Fort Wayne City Council paves path forward for important addition to Pufferbelly Trail

by: [Clayton McMahan](#) 7-9-2024

FORT WAYNE, Ind. (WANE) — On Tuesday, Fort Wayne City Council approved an ordinance that will allow for the construction of what some city officials have described as the “most important trail” in Fort Wayne’s history.

City Council voted 7-0 — two councilmembers were absent — in favor of constructing a 1.78-mile addition to the Pufferbelly Trail that would run from Washington Center Road to Ice Way.

Dubbed the “Golden Spike Section” in reference to the Transcontinental Railroad, the future addition to the Pufferbelly Trail would create more than 100 miles of interconnected trails across the county and cross over some of Fort Wayne’s busiest roads such as Coliseum Boulevard and Lima Road.

The trail will also feature a multitude of amenities including a rest area, water fountains, bike racks, park benches and picnic tables.

Dawn Ritchie, Greenway & Trails manager for the City of Fort Wayne, said the trail will be able to receive these features thanks to a grant from the State of Indiana’s Next Level Trails program along with local donors. “We are able to make this a very, very special trail,” Ritchie said. “We don’t usually have the money, frankly, to put a lot of amenities along our trails.”

Several councilmembers applauded the efforts of Ritchie and her team during Tuesday’s meeting and discussed the importance of having quality trails in Fort Wayne.

“This sounds really exciting. I think it’s definitely something that’s needed,” 6th District Fort Wayne City Councilwoman Rohli Booker said during the meeting. “It’s one of those things that really does attract people to this part of our region and definitely our city.”

The Golden Spike Section is expected to be finished by fall 2025; however, another key piece of the trail that is separate from the ordinance City Council approved is a pedestrian bridge that will raise the trail over Coliseum Boulevard.

Between land acquisition, construction and engineering costs, the entire project is estimated to total around \$8.9 million, Ritchie said. Roughly \$7 million of that will be solely for construction.

Ritchie told City Council during Tuesday’s meeting that the City of Fort Wayne still needs to acquire some land and funding for construction of the bridge, but she anticipates being able to bid the project in 2025 and have it built by 2026.

Citilink to receive nearly \$11 million for new ‘electric-hybrid’ buses

by: [Clayton McMahan](#) 7-9-2024

FORT WAYNE, Ind. (WANE) — Thanks to a large grant from the federal government, Citilink is on track to receive new buses and move forward with its plans to become more sustainable.

On Tuesday, the U.S. Department of Transportation’s (USDOT) Federal Transit Administration (FTA) announced Citilink will be one of several organizations across the country to receive funding through the Bipartisan Infrastructure Law.

As a result, Citilink will receive [\\$10,987,062 to buy approximately 12 “electric-hybrid” buses](#) and replace diesel-fueled buses within its fleet.

According to a description of the grant, the project will provide Fort Wayne residents with an “efficient and more environmentally friendly” public transportation system.

“These grants will help deliver cleaner and greener transportation, designed to reach everyone, and to work for everyone, particularly in places that haven’t received enough resources in the past,” said FTA Acting Administrator Veronica Vanterpool in a press release Tuesday.

Citilink has expressed a desire in the past to become a more sustainable company and has also issued public surveys as recently as March 2023 to incorporate community input in the matter.

The FTA has awarded more than \$5 billion in the past three years in order to replace transit buses across the country.

Roughly 80% of the buses that have received federal funding under the Bipartisan Infrastructure Law will run on zero or low-emission technology, according to the FTA.

City Council approves \$3.1M for last Pufferbelly Trail segment

- [Madelyn Kidd | The Journal Gazette](#) 7-11-2024

About 130 miles of trails within Allen County are closer to being connected after Fort Wayne City Council approved the last local segment for the project.

The council on Tuesday unanimously approved more than \$3.1 million for the construction of 1.7 miles of the Pufferbelly Trail from the Ice Way/Lima Road intersection to Washington Center Road at Interstate 69.

Dawn Ritchie, the city's greenway manager, said the more than \$3.1 million cost is being funded through three revenue sources. The last trail segment for Pufferbelly Trail will connect with Glenbrook Square mall, more than 680 businesses and nearly 1,400 residents within a half mile of the trail section.

"This is probably the most important trail we've ever built because of the connectivity," she said.

The city received more than \$2.1 million from the Indiana Next Level grant program and about \$300,000 in other donations, and the city is paying the rest. The more than \$750,000 being paid for by the city will come from local income tax funds, Ritchie added.

Securing state grant funds and donations allowed the city to include more with this project, Ritchie said.

"We are able to make this a very special trail," she said. "We don't usually have the money, frankly, to put a lot of amenities along our trails."

Councilwoman Michelle Chambers, D-at large, said she was pleasantly surprised the project's costs are 5% below the engineer's estimate. Ritchie said the city has been working to ensure that engineer estimates account for recent inflation in construction costs so the projects are properly budgeted.

Chambers said other proposals presented to council have commonly been 15% to 20% above the estimated cost.

Construction for the final segment of Pufferbelly Trail is expected to start Aug. 5 and end in October 2025.

The trail construction will include installing a rest area, benches, picnic tables and water fountains.

“It’s mainly about quality of life,” Ritchie said. “It’s about attracting and retaining talent. And it’s about connecting our neighborhoods with destinations, whether it be shopping, or schools or parks or libraries, medical facilities, downtown, connecting them with our rivers and other natural areas.”

The new segment will also include a bike repair station at an undetermined spot on the trail.

Councilman Paul Ensley, R-1st, showed interest in the station and how it works.

Ritchie said the city has already installed four or five such stations along existing trails and has a need for more. She said the stations allow trail users to hang up a bike and provides the tools needed to fix a flat tire or broken chain.

The trail segment is the last one in the city that is needed to create the 130 miles of connected trails throughout sections of Fort Wayne, New Haven and Allen County. Ritchie said the county has one last trail segment to bid before the connectivity project would be finished.

Although the last segment of trail construction will be between Lima Road/Ice Way and Washington Center Road, the city also is planning to build a pedestrian bridge to cross Coliseum Boulevard where the Pufferbelly Trail segment is divided by the high-traffic road.

Ritchie said the bridge is in the design phase and the ballpark construction estimate is about \$7 million. City officials plan to return to council later next year with a contract so construction can start in 2026.

Citilink to replace buses with \$11 million federal grant

- [Ashley Sloboda | The Journal Gazette](#) 7-12-2024



Metzinger

Fort Wayne's public transportation system announced Thursday it is getting a nearly \$11 million boost to buy electric-hybrid buses.

Citilink's vehicle replacement effort is among 117 projects nationwide receiving federal dollars through the Bipartisan Infrastructure Law. The U.S. Department of Transportation's Federal Transit Administration said this third round of funding totaled about \$1.5 billion.

As one of two Indiana recipients, Citilink will use the money to buy about 12 electric-hybrid buses, replacing diesel-fueled vehicles, a news release said. Citilink said this shift to electric-hybrid technology will reduce emissions and promote a cleaner environment for the community.

Citilink has been pursuing sustainability initiatives and has gathered community input, including through a public survey last year, the release said.

John Metzinger, Citilink general manager and CEO, said in a statement he is proud of his team for preparing a competitive grant application, which was complemented by letters of support from local leaders and organizations.

The federal agency received 477 eligible project proposals totaling \$9 billion in funding requests, the release said.

"Citilink's acquisition of electric-hybrid buses marks a significant step towards a more sustainable future for Fort Wayne," Metzinger said. "With the support of this federal grant, the company is poised to enhance its services while minimizing its environmental impact."

The transit administration prioritized projects that will help strengthen U.S. bus manufacturing, stabilize the cost of new buses and accelerate the delivery of new vehicles, the agency said in a news release.

By the numbers

By the numbers

The Federal Transit Administration this week announced \$1.5 billion in funding to support 117 public transportation projects nationwide. Here's a by-the-numbers look at the grants:

477 eligible applications

\$9 billion requested by applicants

\$1.5 billion awarded

117 projects funded in 47 states

\$1.1 billion in low- or no-emission grants to 62 projects in 32 states

\$390 million in buses and bus facilities grants to 55 projects in 30 states

1,149 buses to be purchased

"The Biden-Harris Administration is helping agencies replace old buses running on dirtier, expensive fuels by delivering modern and zero-emission buses, manufactured by American workers, that will connect more people to where they need to go," Pete Buttigieg, U.S. transportation secretary, said in a statement.

Veronica Vanterpool, the transit administration's acting administrator, reiterated that sentiment.

"Thanks to the Bipartisan Infrastructure Law, we are creating new opportunities to improve the lives of millions of Americans who rely daily on buses," Vanterpool said in a statement.

The other Indiana recipient – Lafayette's transit agency – received about \$10.5 million to buy zero- and low-emission buses, install a hydrogen refueling station

and modify its bus maintenance facility to store its fleet indoors, the federal agency said.

Fort Wayne Trails to provide accessible county trail maps

- [Madelyn Kidd | The Journal Gazette](#) 7-12-2024



Fort Wayne Trails announced Thursday they will begin distributing accessible trail maps divided into four sections of Allen County.

Fort Wayne Trails and AWS Foundation announced Thursday the two organizations partnered to create accessible trail maps for residents. Kent Castleman, executive director of Fort Wayne Trails, said in a news

release the goal of the project is to make Allen County's more than 140 miles of trails more accessible for everyone.

The maps will be available starting Wednesday during weekday business hours at AWS Foundation, Fort Wayne Trails, the League and Turnstone, the release said. Supply is limited, and maps will be prioritized for people with disabilities. The new trail maps are divided into four quadrants – north, east, southwest and central/southeast. Dividing into sections helps provide more details about trails within the quadrant, the release said.

The maps will feature larger font sizes and bolder colors to help readability and accessibility. The design change will help individuals with vision impairments or those who prefer clearer and more legible maps to use the trails, the release said. A sticker sheet will be included to allow residents to mark important places on the map including home, restrooms, school and mile markers. Blank stickers will also be included to allow map users to personalize location markers.

Patti Hays, chief executive officer of AWS Foundation, said in the release the advocacy group is pleased with their part in increasing trail accessibility in the county. "These maps were designed with critical input from others who wanted to enhance the use of the trails," she said. "Principles of Universal Design have helped us pilot these changes. We need everyone to work with us to make them even better."

Fort Wayne Trails, AWS Foundation, the League, the Inclusion Institute, CASS Housing and Citilink worked together to gather feedback on how to create more accessible maps, the release said.

Fort Wayne Trails already creates a complete county trail map and one covering downtown Fort Wayne. Fort Wayne Trails plans to implement information from creating the accessible trail maps into next year's county and downtown trail maps.

Auburn Road section closed to northbound traffic

The Journal Gazette 7-12-2024

Auburn Road is closed to northbound traffic through Saturday between Dupont Road and Trader's Crossing during a turn-lane improvement project, the city of Fort Wayne said tonight.

The intersection of Auburn and Dupont roads is restricted through July 26, Fort Wayne Public Works said in a statement. The work is part of a safety project to improve the left-turn lanes at all four legs of the intersection, the statement said. Its anticipated completion date is Sept. 1. Auburn Road remains open to southbound traffic, the statement said.

Fort Wayne Trails receives significant gift from retired local business leader

Sherry Slater | The Journal Gazette

Gazette 7-18-2024



The bridge shown in this rendering will connect the Pufferbelly Trail across Coliseum Boulevard. It will be paid for with a \$5 million gift from the Vann Family Foundation.



Lee and Jim Vann are shown in this undated photo.

The man behind a \$5 million gift to underwrite a local trails project describes himself as lucky that his career brought his family to Fort Wayne.

Bikers and runners will likely consider themselves the lucky ones when the donation connects two stretches of the Pufferbelly Trail with a bridge over Coliseum Boulevard.

The Vann Family Crossing is being underwritten with the donation from the Vann Family Foundation, which was created by Jim and Lee Vann.

“Like so many others, we wanted to find a way to give back to our community,” Jim Vann said in comments provided by his family. “When we heard about the opportunity to help complete the trails, we couldn’t believe our luck.”

Jim Vann, who now lives in Colorado, led Rea Magnet Wire Co. for years before retiring as its majority shareholder. Lee, his wife, died in May 2023.

In a letter about the donation, their children described it as being made to celebrate the 42nd anniversary of their parents’ move to Fort Wayne from Australia, where Jim Vann worked for Alcoa. Their children are Stephanie Moen of Highlands Ranch, Colorado; Sherry Connolly of Fort Wayne; James Vann III of Lafayette; and Debra Gilreath of Wake Forest, North Carolina.

“When we left Alcoa Australia for Fort Wayne in 1982, we really knew nothing about the community,” Jim Vann said. “It was the best move we ever made. Nowhere else have we lived with people so genuine and so generous of their time.”

Vann has attempted to return the favor over the years with various gifts to the city.

In 2022, he donated Rea Magnet Wire’s former headquarters and surrounding 14 1/2 acres at 3600 E. Pontiac St. to the Fort Wayne Parks and Recreation Department. At the time, Vann said he hoped the gift would spark a comeback for the city’s southeast side similar to downtown Fort Wayne’s renaissance.

The Vanns’ children credited their parents for inspiring them. “Our parents’ story is just one of many, and what makes Fort Wayne so unique. They have been part of a generational ‘core of giving’ that has been truly inspirational,” they said in a statement. “Fortunately for all of us, our community’s culture of ‘doing good for others’ is as strong as ever and will continue to be the foundation for our city’s future prosperity.”

Jim Vann said the local trails were “one of Lee’s real passions.” The Vanns’ support for the trails dates back to 2002, when their foundation contributed to the Aboite New Trails project. “We think the trails is a great way to unite our entire community,” he said.

Fort Wayne Trails Inc. is a nonprofit that partners with donors and Allen County communities “to promote the equitable development and maintenance of trails,” according to its website. Advocates say a safe, accessible trail system “improves the quality of life and encourages economic development.”

When the Pufferbelly Trail is completed, it will be part of the Poka-Bache Connector, running from Ouabache State Park in Bluffton to Pokagon State Park in Angola, trails officials say. The trail will connect Steuben, DeKalb, Allen and Wells counties.

Vann’s provided comments singled out Mayor Sharon Tucker and the late Mayor Tom Henry for praise.

“We really can’t believe how Fort Wayne has changed over the years,” he said. “We are so proud of what our community has accomplished. We have been blessed with great leadership.”

Vann, who retired his bicycle many years ago, expects to enjoy the trail’s addition from a distance. “Well, I wish I could still ride a bike,” he said. “But knowing so many families are on the trail is a real joy for us.”

Northern Indiana leaders discuss future of US 30 corridor

[Marcus Truscio](#) Jul 17, 2024

WARSAW, Ind. (WANE)— More than 100 community leaders from across northern Indiana gathered on Wednesday in Warsaw for a panel discussion about the future of the U.S. 30 corridor.

The vision to turn U.S. 30 into a freeway has been talked about for a long time and a Planning and Environmental Linkage (PEL) study looking at the impact such a project would have, has been ongoing since 2022. That study is expected to wrap up by the end of 2024 or early 2025.

The main purpose of Wednesday's panel discussions was to get political and business leaders completely on board with the project. Panelists focused on the benefit a freeway would have on public safety, traffic flow, and economic development in the region. The proposed freeway would extend from the Ohio-Indiana state line in the east, to Valparaiso, Ind. in the west. Fort Wayne mayor, Sharon Tucker, attended the event. She highlighted the economic impact this would have on the Summit City.

"It's important that we support this initiative moving forward for the safety, for the economic development, and all that it means to the growth of the city of Fort Wayne," Tucker said.

The panel discussion was hosted by the U.S. 30 Coalition. A consultant for the coalition, Laurie Maudlin, said she has never seen more support for a project in her career, but there are still hurdles. That's why the support of those in attendance is important to the coalition. She said the biggest hurdle is funding from the Indiana Department of Transportation.

"There's been such a huge amount of inflation they've had to deal with," Maudlin said. "INDOT has less money to spend on projects. The legislature is going to be dealing with that this next session, and hopefully we'll be able to see U.S. 30 rise to the top in those types of discussions."

According to Maudlin, once funding is secured, individual projects along the corridor will be chosen to break ground first. Those top priority projects will be at the intersections with the highest safety concerns. Those areas of concern are stretches with the most traffic volume, like around Warsaw and Columbia City, Maudlin said.

Proposed changes for U.S. 30 in Allen County include:

- An interchange at Felger and Leesburg Roads
- Closing off Solon Road's access to U.S. 30
- Creating an overpass at Butt Rd.
- An interchange at the Allen-Whitley County line



City of Fort Wayne holds public meeting for Leesburg Road Extension Project(City of Fort Wayne)

By [Alexander Bullock](#) Published: Jul. 17, 2024

FORT WAYNE, Ind. (WPTA) - On Wednesday, the City of Fort Wayne held a public meeting at the VFW Post 857 for the Leesburg Road Extension Project.

During the public meeting, the City of Fort Wayne invited the public to view plans for the Leesburg Road Extension Project, including renderings of and timelines for the roundabout and accompanying Wounded Veterans Memorial Monument.

The Leesburg Road and Main Street Roundabout Project will include ADA-compliant sidewalks, urban street design with curb and gutter, drainage improvements with new storm sewers, green infrastructure, street lighting, and urban landscaping.

Construction for the Leesburg Road and Main Street Roundabout Project is set to begin in 2025 and end in the summer of 2026.

More information about the Leesburg Road Extension Project can be found [here](#).

Work on Auburn Waterloo trail set to begin

Staff Reports July 18, 2024

AUBURN — Construction to widen the Auburn Waterloo Trail to 10 feet will begin next week. The work will happen in three phases:

Phase 1: Morningstar Road to C.R. 36;

Phase 2: C.R. 36 to C.R. 34; and

Phase 3: C.R. 34 to Waterloo.

Right-of-way and utility flags have been posted along the route, and residents on the east side of C.R. 427 have been contacted. Traffic should be minimally disrupted while the work is going on. Construction is expected to wrap up by early October. Local company M. F. Projects will construct the widened trail.

Widening the Auburn Waterloo Trail to 10 feet will make the trail safer for multiple-use users and qualify it to be part of the Poka-Bache Connector Trail, which will run from Pokagon State Park in Steuben County to Ouabache State Park in Wells County. When finished, the trail will be the longest in Indiana, at 81 miles in length.

The funds for this project are made possible by the Indiana Department of Natural Resources Next Level Trails program designed to incentivize collaborative efforts to accelerate trail connections. The grant was written by the Community Foundation DeKalb County.

The Auburn Waterloo Trail is maintained by the Auburn Waterloo Trail Committee. Members actively fundraise for trail maintenance and are often seen out on the trail picking up trash and trimming grass to keep it looking attractive. If you would like to donate to the trail's maintenance, you can do so by going to the community foundation website (cfdekalb.org) and making a donation to the Auburn Waterloo Trail Endowment Fund.

Contact Kathleen at the community foundation with any questions.

City to hold public meeting for North Clinton Street project

- JOURNAL GAZETTE 7-23-224

North Clinton Street needs improvements to accommodate future traffic, and the city has scheduled a meeting next week where the public can learn more and provide input.

Improvements are planned between Auburn and Mayhew roads. Work is expected to take place between 2028 and 2030.

If You Go

If You Go

What: Clinton improvement project open house

When: 6 p.m. July 31

Where: Dupont Branch Library, 536 E. Dupont Road

Accommodations: An ASL interpreter will be on-site for deaf and hearing-impaired individuals. For additional special accommodations, call 317-547-5580 or email ljurek@structurepoint.com by Thursday.

“The need for the North Clinton Street Improvements project is evident based on anticipated increase in traffic volumes and resulting congestion,” the city said in a Monday news release.

“An additional need for the project is lack of connectivity of pedestrian facilities along North Clinton Street.”

The federally funded project involves some cost-sharing among government entities, including the city, the release said.

Exact areas for expected improvements were not provided. The scope of the project, the release said, is not fully defined but may include widening Clinton throughout a

designated corridor.

The project will help provide a roadway that can “effectively accommodate future traffic volumes and operate at an acceptable level of service ... and to increase connectivity of pedestrian facilities,” the news release said.

Those who attend the meeting, which is scheduled for July 31, will learn more about the project location and schedule and be able to provide comments before the project advances.

The improvements are expected to be done in three stages, with one of them funded by Allen County, the release said.

The two city phases will be bid through the Indiana Department of Transportation in 2028 and 2030.

For more information about the project and to provide comments, individuals can go to engage.cityoffortwayne.org/north-clinton-street-improvements on or after July 31.

Those without internet access can call Lexie Jurek, environmental specialist at American Structurepoint, at 317-547-5580.

All comments are requested by Aug. 30.

The news release also said comments will be accepted and considered as the project advances. Formal responses to comments, however, will not be provided.

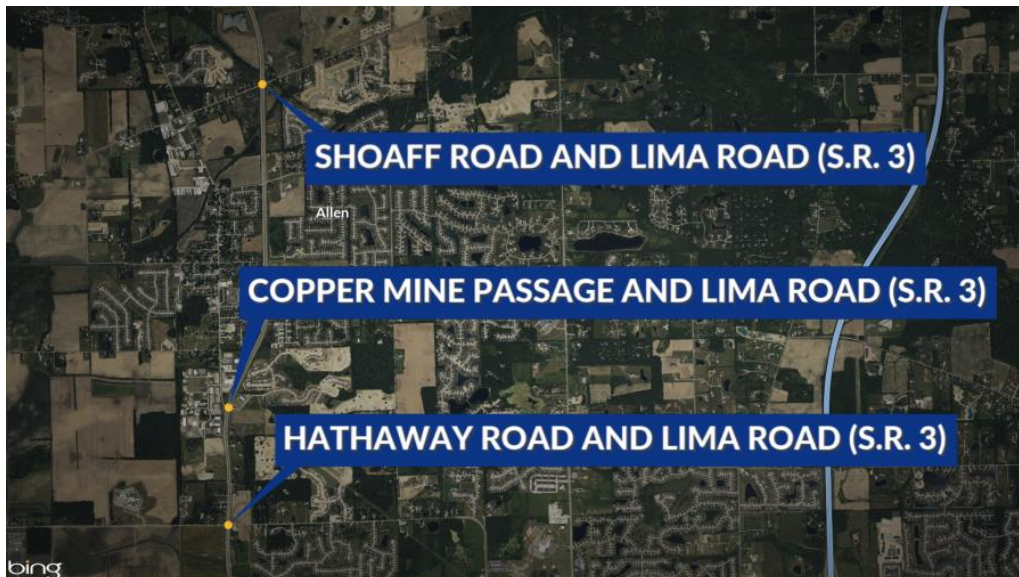
Multiple Hometown intersections to see big changes, safety to increase

by: [Ethan Dahlen](#) Jul 25,

HUNTERTOWN, Ind. (WANE) — The Indiana Department of Transportation is making adjustments at three Lima Road intersections in Hometown.

The following intersections will receive changes:

- Shoaff Road and Lima Road (S.R. 3)
- Copper Mine Passage and Lima Road (S.R. 3)
- Hathaway Road and Lima Road (S.R. 3)



A map showing the intersections that are set to change.

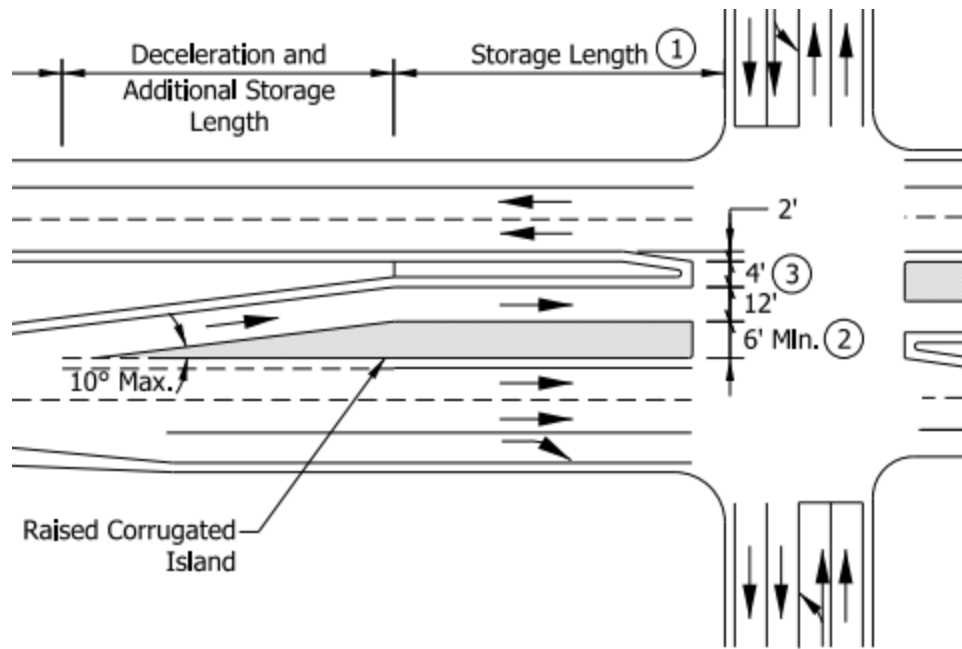
The intersection of Lima Road, Old Lima Road and Copper Mine Passage will be changed so, “the existing turn signals at S.R.

3 and Copper Mine Passage so that only protected left turns or ‘left on green arrow only’ movements from the north and south will be allowed between the hours of 3 p.m. and 7 p.m,” according to Hunter Petroviak, public relations director for INDOT’s Northeast District.

The decision was made based on crash reports and traffic logs.

“Multiple times I’ve been in here when crashes have happened,” Austin Hegerfeld, Kitchen Manager at Peppi’s Bar and Grill, said. “There been cars in ditches over there. I’ve seen the firetrucks and cops just fly by the bar to get up to the accident, and sometimes it takes them quite some time to get it cleared up.”

INDOT said that since lights were installed at the intersection in 2019 they have been studying the intersection to improve safety by installing a leftbound turn signal on Copper Mine Passage.



An explanation of the

slotted left turn lane from INDOT.

According to Petroviak, their studies will also impact the other intersections, leading them to “install slotted left turn lanes at Copper Mine Passage, Hathaway Rd., and Shoaff Rd. to improve sight distance.”

Slotted left turn lanes give space and a raised island between the straight lanes and the lane turning left.

According to INDOT, this style of turn lane gives drivers better visibility of oncoming traffic, decreases the possibility of hitting oncoming vehicles that are turning left and allows more left-turning vehicles to be in the turn lane.

Officials, community kick off construction of the final piece of Pufferbelly Trail

Devan Filchak | The Journal Gazette

Aug 6, 2024



The rendering shows how the Vann Family Bridge over West Coliseum Boulevard will look.



Dawn Ritchie, the city's greenways manager, talks at a news conference Monday about the last segment of the Pufferbelly Trail.

• Devan Filchak | The Journal Gazette

Brian and Kyla Zehr have spent hundreds – if not thousands – of hours on Fort Wayne Trails, they said Monday.

Brian Zehr said the completion of the Pufferbelly Trail will make it a safer place to exercise.

“Otherwise, I’d be on the roads, dodging traffic,” he said. For Kyla Zehr, it’s about connecting for the community, and that’s why they have donated to the trail project.

“I see so many ages and races of people of varying physical abilities on the trails,” she said, “and it just makes me feel a part of the community.”

Fort Wayne and state officials and community members celebrated the beginning of constructing the final piece of the Pufferbelly Trail. The ground-breaking ceremony was set for behind PNC Bank on Coliseum Boulevard, but it was moved to the fourth floor of Citizens Square because of inclement weather.

The trail from Ice Way to Washington Center Road on Fort Wayne’s north side marks a more than \$3 million investment. The section of trail will be called “the Golden

Spike,” named after the spikes used for the Transcontinental Railroad, said Dawn Ritchie, the city’s greenways manager.

The final phase of the trail is about 1.7 miles with a 12-foot-wide asphalt trail. It will provide connectivity to nearly 700 businesses, retail areas, restaurants and entertainment, such as Glenbrook Square mall, Glenbrook Commons, SportONE Parkview Fieldhouse and SportONE Parkview Icehouse, the city said in a news release.

The project’s funding includes a nearly \$2.7 million Next Level Trails grant from the state and \$300,000 in donor funds from Fort Wayne Trails, a nonprofit that partners with the city.

Because of the trail’s funding, it will have more features, including seven landscaping areas that “beautify the corridor,” Ritchie said. Other features include a trail hub rest area, a pavilion, a new intersection, accessible pedestrian signals and a bike repair station.

The trail is expected to be completed by fall of next year. Constructing the previously announced Vann Family Crossing bridge across Coliseum Boulevard will follow. The Vann Family Foundation provided a \$5 million gift toward the future bridge’s funding.

The bridge will provide a safe way to cross one of the busiest roads in Fort Wayne and northeast Indiana: Coliseum. More than 37,500 vehicles travel Coliseum each day, city officials have said.

The bridge is expected to be constructed in 2026, pending necessary approvals such as from local government.

The trail and bridge are expected to connect 130 miles of existing trails in the greater Fort Wayne area. The Pufferbelly Trail is a segment of the 81-mile Poka-Bache connector trail from Pokagon State Park in Angola to Ouabache State Park in Bluffton, which is 60% funded.

Mayor Sharon Tucker said trails provide a great way for residents and visitors to enjoy Fort Wayne and northeast Indiana. The trails also create an enhanced quality of life and health opportunities.

“Creating our connectivity from beginning to end helps make our area stand out way farther than our competing communities around us. We continue to focus on making Fort Wayne a family friends and safe place to drive, walk and bicycle.”

City holds public meeting to discuss changes planned for Paulding Road

By [Cierra Parker](#)

Published: Aug. 8, 2024 at 11:00 AM EDT|Updated: 5 hours ago

FORT WAYNE, Ind. (WPTA) - On Wednesday, the City of Fort Wayne held a public meeting at the Shawnee Public Library for the Paulding Road Improvements Project.

During the public meeting, the City of Fort Wayne invited the public to learn more about what's planned for the project.

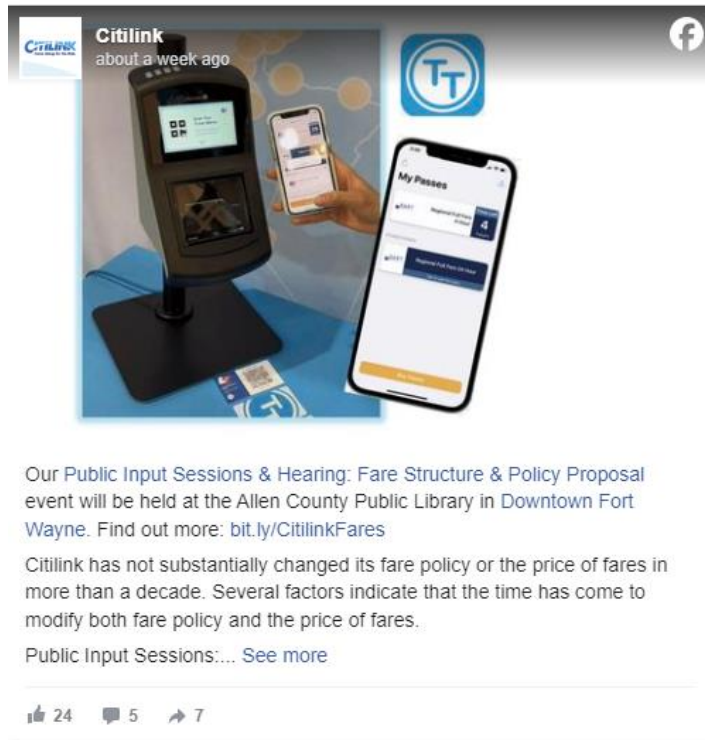
The Paulding Road Improvements Project will include the following changes:

- Lane Reduction and Reconfiguration
- South Side Improvements
- North Side Enhancements
- Lighting, landscaping, and public art
- ADA Access and Safety
- Traffic Signal Upgrades
- Sidewalk Addition

Construction improvements are planned Summer/Fall of 2025.

More information about the Paulding Road Improvements Project can be found [here](#).

Citilink eyes potential changes in bus fares and funding, impacting riders and employees



By [Arianna Betterly](#)

Published: Aug. 7, 2024 at 5:27 PM

EDT|Updated: 22 hours ago

FORT WAYNE, Ind. (WPTA) - The Citilink CEO says questions about their funding are forcing the company to make changes to raise fares and consider potential layoffs.

Citilink announced a potential increase in bus fares on August 1. CEO John Metzinger says it will be the first time since 2008 that the company is reviewing its [fare policies](#).

He says as costs have grown in recent years, it's time for them to look into funds and fares. "What we have to keep in mind is how vulnerable our riders are to our fare prices," Metzinger said.

"We propose to raise the base price from \$1.25 to \$1.50."

Metzinger says after announcing the bus fare changes, Citilink will be hosting input and public hearing sessions. "In a few weeks, we will hear from the community more about the impact and certainly we will be considering how fare impacts our riders, as we make decisions about fares next year," Metzinger said

Metzinger says Citilink is implementing new ways for riders to pay. He says they are using a [Token Transit electronic system](#) to move away from payment in cash form.

"We're going to be offering incentives in terms of price for mobile tickets for riders who want to continue to pay a lower fare," Metzinger said. "If they just download our Token Transit app, they'll be able to take advantage of those discounts."

A tip to the 21Alive Newsroom suggested Citilink was considering layoffs. We asked Metzinger if layoffs were something Fort Wayne could see happen in the future. "Citilink is facing a budget deficit and we're confident we can raise revenue to avoid having to reduce service next year, and any talk of layoffs would be premature," he said. The public hearings take place on [August 27 and September 3](#).

Auburn Waterloo Trail reconstruction begins

- [By Jeff Jones jjones@kpcmedia.com](mailto:jjones@kpcmedia.com) 8-20-2024



A crew from M.F. Projects has begun reconstruction of the Auburn Waterloo Trail. The existing six-foot concrete trail will be replaced with a 10-foot asphalt trail. The trail is scheduled to be reopened in October.

[Jeff Jones](#)

AUBURN – Work has begun to widen the Auburn Waterloo Trail.

M.F. Projects LLC is overseeing the project, which will take place in three phases to widen the entire path to 10 feet. Phase

one is from Morningstar Road to C.R. 36. The second phase is from C.R. 36 to C.R. 34. The last phase is from C.R. 34 to Waterloo.

Widening the Auburn Waterloo Trail to 10 feet will make the trail safer for multiple-use users and qualify it to be part of the Poka-Bache Connector Trail, which will run from Pokagon State Park in Steuben County to Ouabache State Park in Wells County. When finished, the Poka-Bache Trail will be the longest in Indiana, at 81 miles in length.

The final layer of asphalt will be laid in mile stretches, Matt Faber of M.F. Projects explained. “We’ll have some intermediate completion, to get binder and stuff down to keep the work we’ve done protected and covered up to where we do the final lay of asphalt in mile stretches.”

The existing trail is six feet wide and of concrete construction. Concrete and stone will be removed down to the sub-base, Faber said.

All three phases are to be open by the end of October. “We want to be ahead of schedule, under budget and people can get back to using it,” Faber said.

“Bear with us while we’re working through it. It’s going to be another good quality of place project for our community,” he added.

Funds for the project are made possible by the Indiana Department of Natural Resources Next Level Trails program designed to incentivize collaborative efforts to accelerate trail connections. The grant was written by the Community Foundation DeKalb County.

The Auburn Waterloo Trail is maintained by the Auburn Waterloo Trail Committee. Members actively fundraise for trail maintenance and are often seen out on the trail picking up trash and trimming grass to keep it looking attractive.

To donate to the trail's maintenance, visit the community foundation website at cfdekalb.org and making a donation to the Auburn Waterloo Trail Endowment Fund.

Citilink plans 2025 fare increases, will host public meetings and hearing

Lisa Green | The Journal Gazette 8-21-2024

Citilink plans to boost its fares next year – generally 17% to 25% for many fixed routes – to help cover costs of upgrading its system and will host meetings to solicit feedback.

The public transportation system announced the proposed fare increases and other changes in a Tuesday news release.

The public meetings for feedback are scheduled Tuesday, followed by a public hearing Sept. 3.

A regular adult fare on a fixed route, for example, now costs \$1.25 with exact cash and passes. The proposed price increase would boost that 20%, to \$1.50, according to Citilink's website.

An Access Plus single ride fare currently priced at \$2.50 would increase 80% to \$4.50 next year. Access Plus business fares are for service to or from destinations beyond three-quarters of a mile of a fixed-route bus.

As part of the proposal, Citilink plans to replace the current Genfare Odyssey fare boxes on all fixed-route buses with new fare validators. This upgrade aims to enhance fare validation through automation, reduce vehicle downtime for fare box maintenance and eliminate the \$30,000 maintenance costs per bus associated with the Genfare system.

The Genfare fare boxes will continue to accept payments for at least another year, but Citilink plans to eventually transition all fare media to the new system.

In an explanation on its website, Citilink said it has not “substantially changed its fare policies or the price of fares in more than a decade.”

It identified several reasons for the need now:

- Forecast fiscal challenges require consideration of all sources of revenue;

- The Genfare Odyssey fare box used on fixed route service is obsolete and no longer supported;
- Maintenance costs for Genfare fare boxes are high and result in vehicle downtime;
- Automated fare validation will improve the customer experience and grow equity, and reduce potential disputes between drivers and customers about fares.

In March 2024, Citilink's board of directors approved a contract with Token Transit to install new fare validators aboard all fixed-route buses, eventually replacing the fare box. The technology will make fare payments more convenient for customers and provide more reliable fare validation through automation, according to Citilink's website.

But the transportation provider said it will still consider the needs of riders who benefit from lower costs.

"We're committed to maintaining reduced fares for those who qualify and ensuring that our service remains affordable," John Metzinger, general manager and CEO of Citilink, said in a statement.

If approved, the new fares will take effect on April 1 next year, with Access Plus fares following on July 1, 2025. "Our goal is to create a more efficient, equitable, and sustainable transit system for Fort Wayne," Metzinger said.

Citilink provided a snapshot of how a local proposed based fixed route fare of \$1.50 compares to other metro areas in Indiana. In Muncie, the cost is 50 cents and it is 75 cents in Evansville. South Bend, Bloomington, and Lafayette charge \$1 while Indianapolis charges \$1.75.

Citilink's board of directors can implement the fare increases without any approval from other boards, agencies or the state, according to an email response from the agency. "Most transit agencies have not increased fares for more than a decade; however, some are currently studying fare increases," Citilink says on its website.

Tuesday's announcement comes a month after Citilink said it was been awarded a nearly \$11 million federal grant to help buy 12 electric-hybrid buses that will replace existing diesel-fueled ones.

Citilink said that transition would mark a substantial step toward a greener future for the city, "enhancing our commitment to sustainability and environmental responsibility."

Officials, others celebrate completion of southwest Fort Wayne trail

Journal Gazette 9-5-2024



Mayor Sharon Tucker talks Wednesday about the completion of the Liberty Mills Road Trail in southwest Fort Wayne.

Fort Wayne officials, nearby businesses and trail users celebrated the completion of a trail Wednesday that is less than a mile but will connect several neighborhoods and businesses.

The Liberty Mills Road Trail Project spans 0.75 miles from

Middle Grove Road to the intersection of Falls Drive and Coventry Lane. It will connect southwest Fort Wayne trail users to several neighborhoods, businesses and churches, including the Village at Coventry, Aboite Baptist Church, Kroger, Liberty Mills Church of the Nazarene, Zesto, Salsa Grille and the Allen County Public Library's Aboite branch, the city said in a news release.

The 10-foot-wide trail can accommodate bicyclists, walkers, runners and users with mobility aids, the release said. Features include a boardwalk, Americans with Disabilities Act curb ramps, retaining walls, signage, a park bench, pavement markings and erosion control measures. Trail construction began early last year. The nearly \$1.5 million project was funded through the Coventry Lane Tax Increment Financing District and the city's federal American Rescue Plan Act funding.

"Our greenways and trails provide opportunities for residents and visitors to enjoy all that Fort Wayne has to offer in a safe, fun, and family friendly manner," Mayor Sharon Tucker said in a statement. "I'm encouraged that the Public Works and Community Development divisions partnered on this project to add another important trail to our network." The contractor was API Construction Corp., and A&Z Engineering designed the trail. Several property and business owners donated right of way for the trail. The Liberty Mills Road Trail connects to nearly 18 miles of existing trails in Aboite Township, the release said. The city now has 103 miles of trails within city limits. "We're committed to meeting the needs of the public by providing enhanced quality of life amenities that position our community for current and future success," Tucker said.

Fort Wayne City Council approves \$5.6 million grant for Broadway, Taylor corridors

- [Devan Filchak | The Journal Gazette](#) 9-18-2024

Fort Wayne can move forward with a \$7 million project to make the Taylor Street and Broadway corridors safer over the next five years after getting the City Council's approval Tuesday.

The city in December announced the \$5.6 million Safe Streets for All grant from the Federal Highway Administration. The Fort Wayne City Council gave unanimous support for that grant, despite one councilman's opposition last month.

The grant will cover 80% of transforming the corridors at Broadway and Taylor just south of Electric Works. Fort Wayne is the first Indiana entity to implement a Safer Streets for All grant, City Engineer Patrick Zaharako said.

The project at the intersection of Broadway and Taylor will feature a low-speed, single-lane roundabout that will be designed to improve road safety and efficiently accommodate vehicles, including semis, Zaharako said. The plan includes Broadway from Wall Street to Creighton Avenue and Taylor from Rivergreenway access at the St. Marys River to Fairfield Avenue.

The planned improvements also include a raised intersection at Broadway and Wall, widened sidewalks, updated curb ramps for accessibility, curb extensions, enhanced crossings and large pedestrian islands.

Better signs, decorative fencing to guide pedestrians, added greenspace, new LED lighting and an improved roadway surface also will be included.

"So ultimately, this project is being put together to create a safe system approach for this area where it's safer roads, safer speeds and safer people and better post-crash care for ambulance and (emergency medical services)," Zaharako said.

Councilman Nathan Hartman, R-3rd, asked how long the city has worked on the project. Zaharako said the city started the grant process last year, but the plan has been about 10 years in the making.

The project will take about five years to complete: two years for design work, a year for land acquisition and a year or two for construction, Zaharko said. The work also will include an environmental review, as required with all federally funded projects.

The project was first discussed by the council last month as it considered a professional services agreement with American Structurepoint Inc., and all members except one approved it. Councilman Russ Jehl, R-2nd, voted against it because he opposed the roundabout and was concerned local businesses weren't appropriately involved in the planning process.

Jehl supported the grant Tuesday, however, because he didn't want to obstruct the financing that will save local taxpayers 80% of the project's cost.

Councilman Geoff Paddock, D-5th, said his excitement has grown as he's heard more about the project.

"Not only are we going to make a large improvement to that particular area, but there are other intersections there that will be, I think, affected," he said. "Safety has got to be improved dramatically."

Council members approved the grant with a preliminary vote Tuesday, but a final decision will be made next week. Preliminary decisions rarely change.

Universally Accessible bus shelter opens on North Clinton Street

by: [Allie McKibben](#) October 2, 2024

FORT WAYNE, Ind. (WANE) – The first Universally Accessible bus shelter in the United States opens for public use on Wednesday on North Clinton Street, in front of Turnstone. Citilink and Turnstone celebrate the fully operational bus stop and shelter after breaking ground on the project in May and working towards the construction of the shelter for 20 years.

Casey Claypool, marketing and development director at Citilink, said previously, city buses could not safely stop or turn into Turnstone. She said this project eased public transportation users' daily hassle from being unable to access Turnstone to having a direct route to the facility.

"We were not able to turn into Turnstone," Claypool said. "People were having to walk quite a way to get to get to Turnstone and access their services, and now, we're able to access them every 30 minutes by pulling into this newly created road."

The project took a bus stop previously located on was funded by AWS Foundation and American Rescue Plan Act (ARPA) dollars, approved by the Fort Wayne City Council. This funding includes the road leading into Turnstone that was redone to incorporate Citilink buses.



The bus shelter is located on North Clinton Street.

Claypool said this shelter is "the first of its kind" that Citilink knows of, and she said the emphasis Citilink puts on accessibility in public transportation will improve people with disabilities' quality of life.

"We're creating opportunities for people to access services,"

Claypool said. “There’s CASS housing around the way and [residents will] be able to utilize [the shelter] to get out, spend some money, do the things that they want to do and live an independent life as much as they can.”

The new bus shelter has room for about three to four wheelchairs, a lean bench for people unable to sit, and a bench outside the shelter for people who experience social anxiety. The shelter’s design includes no ads to provide a less-crowded visual space for people with anxiety or claustrophobia, as well as yellow stripes contrasted on white and glass walls for people with low vision.

More accessibility features are planned to be added to the bus shelter. A computerized dispatch which will serve as a bus tracker plans to be established in 2025. Digital signage, including elevated lettering, braille, and a push-talk function may be installed as early as 2025. Additional signage with route maps is currently in the design phase.

According to Claypool, two other Universally Accessible bus shelters are in the process of being added to the Citilink bus route. One will be located near the League For the Blind-Disabled on Anthony Boulevard and the Bowen Center on Goshen Road.

The Universally Accessible bus shelter is located on 3320 N. Clinton St. at Turnstone’s front entrance.

For more information on the accessible bus stop and shelter, visit the article on wane.com.

Covington Road trail head to be celebrated Tuesday

Journal Gazette 10-18-2024

A groundbreaking has been scheduled to celebrate the Venderly-Stephens trail hub on the soon-to-be completed Covington Road Trail corridor.

The groundbreaking will be at 5 p.m. Tuesday, followed by a ceremony at 7014 Covington Road, said a Thursday news release from Fort Wayne Trails.

The future trail hub, which is just east of Hadley Road, provides users with a location to rest and features a monument to donors who supported it, the release said.

The newest trail section, built by city of Fort Wayne Public Works, is almost a mile long and closes a trail gap between Hadley Road and Time Corners at Getz Road, the release said. Fort Wayne Trails provided \$243,000 to the Covington Road Trail project.

Trail hubs are owned and maintained by Fort Wayne Trails and this is one of three projects in the works. The Venderly-Stephens trail hub is at the future site of a trail-user parking lot.

FORT WAYNE, Ind. (WPTA) - A 'Rally for Rail' was held in support of the return of Fort Wayne's passenger rail system Sunday.

In addition to the speakers, the event had a panel discussion led by community leaders providing updates on the Midwest Connect Passenger Rail Corridor project and how it could impact the local and regional economy. Entertainment and refreshments were also provided.

The \$500,000 grant is being used to develop a scope, schedule, and budget for a Service Development Plan (SDP), which will provide further details such as the project's cost and environmental impact.

If the plan is selected by the U.S. Department of Transportation, roughly 80% of construction costs would be covered by federal funds through the [Bipartisan Infrastructure Law](#). The remaining 20% would be covered by matching funds, Paddock says.

Paddock says City Planner Paul Spoelhof is working with the Federal Railroad Association and professional rail planners on the "lengthy and intricate" required feasibility study. It is expected to be complete in 2025, NIPRA says.

"The NIPRA board has worked for years to bring us to this point, and with designation from the FRA and help with matching money, we can have train service back in Fort Wayne and Northern Indiana in the coming years," NIPRA board member Jack Daniel says.

The Summit City remains the largest in the state without a passenger rail system after the Baker Street Station, which served railroad passengers from 1914 to 1990, closed down.

Auburn Waterloo Trail to hold ribbon cutting

11-12-2024 KPC News



The Auburn Waterloo Trail has been widened to 10 feet from Morningstar Road to just north of the Schwartz Ditch. A ribbon cutting ceremony will take place at 9 a.m. Wednesday.

[Jeff Jones](#)

AUBURN — The Auburn Waterloo Trail will host a ribbon-cutting ceremony at 9 a.m. Wednesday to celebrate the completion of its

widened 3.2-mile section from Morningstar Road to just north of the Schwartz Ditch.

Speakers and questions will take place at the Fortify Center at Greenhurst, 1740 N. Main St., followed by the ribbon cutting at the beginning of the trail at Main Street and Morningstar Road.

In 2022, the Auburn Waterloo Trail was awarded a Next Level Trail grant from the Indiana Department of Natural Resources, with matching contributions from DeKalb County and the City of Auburn.

The grant funded an expansion of the trail width to 10 feet, allowing for safer and more accessible use by walkers, bikers, strollers, and handicapped-accessible vehicles. This expansion has also made the trail ADA-compliant and prepares it to join the Poka-Bache Connector Trail, an 81-mile path that will stretch from Pokagon State Park in Steuben County to Ouabache State Park in Wells County, making it Indiana's longest trail upon completion.

Originally established in 1973, the Auburn Waterloo Trail was one of Indiana's first rail-to-trail conversions and has long been popular among local walkers, joggers, and students as a safe route to school. A dedicated group of local citizens has been fundraising and maintaining the trail since 1974, later formalizing its efforts with the creation of the Auburn Waterloo Trail Committee in 2014.

“The Auburn Waterloo Trail Committee is very pleased to see the completion of our widened and asphalt-paved trail. This was accomplished with the cooperation and help of IDNR, the City of Auburn, DeKalb County, the Community Foundation of DeKalb County, and our contractors and supporters. Thank you all,” said Dick Shankle, Auburn Waterloo Trail committee chair

To support ongoing and future maintenance, the trail committee manages two funds: a semi-permanent fund for immediate needs and an endowment fund to secure the trail’s long-term care. Donations are welcome and can be made online at cfdekalb.org or the Community Foundation DeKalb County, 700 S. Main St., Auburn, IN 46706.

STAR Bank, Fort Wayne International Airport announce lounge for business travelers

- [Lisa Green | The Journal Gazette](#) Nov 13, 2024



This rendering shows the Fort Wayne International Airport business lounge.

STAR Financial Bank and Fort Wayne International Airport on Tuesday announced a lounge will be developed to cater to business travelers.

The Gateway Lounge is expected to open early next year, a room with just over 2,000 square

feet, a spokeswoman said through email.

The lounge will give travelers “an upscale and peaceful environment to work, relax, and unwind, offering a first-class experience within FWA,” a news release said.

Financial details, including how much it will cost travelers to use the space with daily passes or annually, are still being finalized. They should be available within the next few weeks.

“STAR Bank has a significant focus on investing in our community, and The Gateway Lounge is a great example of another way we can serve our region,” Jim Cook, executive vice president of Commercial Banking at STAR, said in a statement.

The bank company said it is thrilled to partner with the airport on the project.

In August, STAR celebrated the opening of a multimillion-dollar headquarters building in downtown Fort Wayne.

The airport lounge is expected to offer a “quiet and comfortable space away from the bustling terminals,” the news release said.

It will feature cozy seating and workspaces for travelers who want to take or break or be productive as they travel.

Lounge members and day-pass holders will enjoy complimentary light refreshments, private restrooms and a kitchenette.

Tuesday's announcement comes less than a month after the airport announced a new restaurant, coffee shop and market area as part of its East Terminal Expansion Project.

Scott Hinderman, executive director of the Fort Wayne International Airport, said the lounge will be a "fantastic addition" for travelers and convenience.

"Last year, FWA served over 795,000 passengers, marking a record year for the airport," he said. "Alongside our ongoing and completed terminal improvements, these thoughtful amenities make a difference in the lives of travelers every day.

"We are grateful for STAR's leadership and partnership in bringing this project to life."

The lounge is owned and operated by the Airport Authority and is not restricted to any airline, credit card or other airport lounge loyalty program, the news release said.

People interested in becoming members of the Gateway Lounge will be able to access information and sign up to join through FWA's website at fwairport.com/travelers/gateway lounge.

A registration portal will be live on the airport lounge page in the coming weeks.

Access to the lounge will be "self-serve" through a digital membership pass.

It will be accessible prior to the first flight out in the morning through the final arrival in the evening and located next to the newest, local food and beverage spaces to open – Hop River Brewing and Bon Bon's Coffee.

STAR, the lounge partner, has grown to nearly \$3 billion in assets.

INDOT announces future US 30 improvements near Steel Dynamics in Whitley County

- JOURNAL GAZETTE 11-14-2024

The Indiana Department of Transportation said Wednesday it is proposing a new exit at the intersection of U.S. 30 and Whitley County Road 700 East and an overpass at County Road 600 East.

The price of the infrastructure improvements was not disclosed. Costs will be split between INDOT and Steel Dynamics, which operates a facility near the improvements, INDOT said in a statement.

It said both projects will soon begin the design phase and will continue through the development process before moving to construction, which could begin as soon as 2029. “Business is booming in northeast Indiana,” Gov. Eric Holcomb said in the statement. “Each year we’re moving 724 million tons of freight through the Hoosier State, and that number is only going to grow.

“We’re working to put the necessary infrastructure in place to continue that trend both safely and efficiently, providing a competitive advantage for manufacturing and distribution here in Indiana.”

Other potential projects and results from INDOT’s ongoing ProPEL U.S. 30 study will provide and recommend additional improvements on other sections of U.S. 30, specifically west of County Road 700 East, the statement said.

More information is available online at propelus30.com/.

“We are excited to collaborate with INDOT on the proposed future improvements to U.S. 30 near our Structural and Rail Division in Columbia City,” said Barry T. Schneider, president and chief operating officer of Steel Dynamics, in the statement.

“Safety is core to our values, and we welcome the opportunity to assist with the announced infrastructure plans to improve safety on U.S. 30 for our team members and community.”

Matching grant program builds roads, connect communities

- [The Journal Gazette Editorial Board](#) 11-14-2024

Residents of Hometown and New Haven have reason to rejoice, as do residents of Angola, Columbia City, Auburn and other communities in northeast Indiana where roads need an upgrade.

In an era of skepticism about government efficiency, Indiana's Community Crossings Matching Grant Program stands out as a shining example of how taxpayer dollars can be effectively used to benefit communities statewide.

Launched in 2016 and bolstered by the Next Level Roads initiative, the program has not only improved infrastructure but also strengthened local economies and enhanced the quality of life for Hoosiers across all 92 counties.

The recent announcement by outgoing Gov. Eric Holcomb that more than \$24 million will be allocated to 11 northeast Indiana counties underscores the program's ongoing commitment to infrastructure development. Among the 232 communities that received funding, 41 are in northeast Indiana.

Community Crossings is a collaborative funding model, requiring local governments to match a portion of the grant. This shared responsibility fosters a sense of ownership and accountability that purely state-funded initiatives often lack.

Since its inception, Community Crossings has funneled more than \$1.8 billion into local road and bridge projects. The tangible results are evident: nearly 14,000 miles of roadways improved and more than 200 bridges replaced or rehabilitated since 2017. These aren't just statistics; they're lifelines that connect communities, facilitate commerce and enhance public safety.

Moreover, the program's design promotes fairness and inclusivity. By scaling the matching requirements based on population size, smaller towns and rural counties that often struggle with limited budgets are given a chance to upgrade their infrastructure without exhausting local funds. This equitable approach ensures no community is left behind, bridging the urban-rural divide that so often plagues state funding programs.

This Community Crossings Matching Grant Program is a “great tool for local governments to use when planning for necessary infrastructure improvements, since high-quality roads and bridges are critical in maintaining a well-functioning community,” commented state Sen. Liz Brown, whose district includes Huntertown and New Haven, in a statement. “I commend our local leaders for taking advantage of this great funding opportunity and look forward to seeing the positive impacts that will come from it.”

Economic development is another cornerstone of the Community Crossings initiative. Improved transportation networks are a magnet for businesses, leading to job creation and increased economic activity. Reliable roads and bridges reduce vehicle maintenance costs and enhance emergency response times.

In essence, every dollar invested in infrastructure yields dividends that ripple throughout the local and state economy.

The Community Crossings Matching Grant Program exemplifies what effective government should look like: responsive to the needs of its citizens, judicious in the use of taxpayer funds and collaborative in its approach. This is how government can help build stronger, more connected communities.

Conference highlights Fort Wayne's secret to success: its neighborhood associations

- [Editorial board | The Journal Gazette](#) 11-22-2024



This week, Fort Wayne hosted the 2024 OKI Regional Planning Conference. “OKI” stands for Ohio, Kentucky and Indiana, and 300 to 350 community planners from all three states traveled to the Summit City to learn new ideas they can use to improve their neighborhoods, cities and towns.

Since the mid-1990s, when then-Mayor Paul Helmke elevated the importance of Fort Wayne’s neighborhood associations, their members have been instrumental in identifying and planning many of the city’s economic goals and quality- of-place improvements.

To ensure it continues initiating developments supported and welcomed by residents, the city’s Community Development Division created the Neighborhood Planning and Activation Workgroup in January 2022. In May, Mayor Sharon Tucker and workgroup members announced nearly four dozen

neighborhood projects to receive funding for initiatives that include new landscaping, playground equipment and bus-stop benches.

Jonathan Pacheco Bell is a senior planner at 4LEAF Inc. and lecturer in urban and regional planning at Cal Poly Pomona. Bell emphasizes street-level planning within a community, which he calls “embedded planning.”

“Embedded planning is planning on the ground, planning at the street level,” Bell told The Journal Gazette Wednesday, before delivering a keynote address during a lunchtime workshop at Draft Taproom & Coffee, 1833 N. Wells St. “Fort Wayne has taken the idea of embedded planning and fully implemented it here.”

Embedded planning involves working directly from community spaces and places, engaging residents in their everyday environments. This approach helps planners gain a deeper understanding of local needs and aspirations, ensuring that community voices shape planning decisions.

By embedding themselves into neighborhoods, Bell said, planners build strong, authentic relationships with residents, moving beyond transactional consultations to create lasting and impactful partnerships.

“Urban planning, from its inception, has been a desk-bound practice. It has been one that, oftentimes, professionals from outside the neighborhoods are doing the work for neighborhoods they don’t even go to and don’t know,” said Bell, who is also vice president/public information officer of the nonprofit Florence-Firestone Community Organization in South Central Los Angeles. “What’s exciting is that Dan (Baisden, head of the Fort Wayne Department of Neighborhoods) and the team have fully implemented it with support from the city of Fort Wayne.

“It’s the opposite of what I dealt with. I was dealing with deep resistance from management, and this city is saying, ‘Go out and do embedded planning.’ ”

American participation in civic life is essential to sustaining governments at the national, state and local levels. Of increasing concern to many social and political scientists is the declining level of civic engagement across the country, a trend that started decades ago. This lack of engagement has reduced participation in community organizations and elections, especially among young people.

Fort Wayne is bucking that trend where community and economic development planning is involved. Neighborhood associations are the lifeblood of Fort Wayne and the secret to its quality of life. Decades of city leaders partnering with neighborhoods have built a strong foundation of funding community-driven projects.

Get involved in your neighborhood association; city officials want to hear from you.

With renovations, airport making strong first impression of northeast Indiana

[Editorial board](#) | [The Journal Gazette](#)

[Gazette](#) Nov 22, 2024



Fort Wayne International Airport.
Jeff Kovaleski | The Journal Gazette

In May, the Census Bureau released its U.S. population estimates, and Fort Wayne — at 269,994 residents — is the nation's 83rd most populous city. It's the 22nd fastest-growing community in the country, and its 2.12% increase in

population since 2020 makes it the fastest-growing city in the Midwest.

Fort Wayne International Airport reflects that growth.

Last year, nearly 800,000 air travelers passed through its gates. This year, it's on track to see a 7% increase in passenger traffic, about 56,000 additional travelers.

"The economy in northeast Indiana is strong. People are coming here to do business, or people here are going elsewhere to do business," said Scott Hinderman, executive director of Fort Wayne International Airport. "We're making sure that our airport can support the growth of our region moving forward."

In 2019, following 10 consecutive years of passenger growth, the airport launched Project Gateway to transform the 1970s-era facility into a modern air hub. The renovation project has included rehabilitating the parking lot, expanding the rental car return lot, and a long-awaited terminal expansion.

The West Terminal project was completed in May 2023, with the East Terminal expansion kicked off in June of that year. When finished, Fort Wayne Airport will have added \$145 million in improvements.

"That was supposed to be done over a six-year period, but we were successful in competing for and getting some bipartisan federal government grants to help fund a

large portion of this project,” Hinderman told The Journal Gazette Wednesday. “If we were to do nothing, we would start seeing (a negative) impact on air service.”

Here’s a look at some of the new improvements and coming amenities:

AccessibilityThe AWS Foundation, Turnstone and the Northeast Indiana Disability Advocacy Coalition play a significant role in working to promote accessible spaces for all people in the area. With their help, the airport planned the East and West Terminals to make them more accessible.

The airport incorporated such design features from the curb to the gate, including a rolled curb for easy loading and unloading, low-profile baggage scales and high-contrast signage.

For those with visual impairments, a cane trail leads to ticket counters and baggage claim. And for those using Bluetooth hearing aids, the airlines’ public service announcements are automatically linked so they don’t miss a flight.

A service-animal relief area was installed, though Hinderman said it gets used a bit more by families traveling with pets. A green carpet of artificial turf has a drain beneath it that families can spray to clean up after their animal.

A sensory room also was included for families traveling with a person on the autism spectrum. The airport used an AWS Foundation grant to buy furniture and equipment to help people relax before their flight.

Other amenities

In October, the airport welcomed a new restaurant, coffee shop and market area to the second floor as part of its East Terminal expansion.

Local businesses Hop River Brewing and Bon Bon’s Coffee have opened inside the airport under Tailwind Hospitality Inc. of Wilmington, North Carolina.

The new concessions have enhanced the passenger experience.

“We’re right at about a month old, and we’re getting a lot of good feedback from consumers that they like the restaurant better up here,” Hinderman said.

Currently under construction is a new area developed to cater to business travelers. The Gateway Lounge is expected to open early next year, featuring a cozy setting and workspaces for flyers who want to take a break or be productive as they travel.

Lounge members and day-pass holders will enjoy complimentary refreshments, private restrooms and a kitchenette.

Gateway Lounge will be owned and operated by the Airport Authority and is not restricted to any airline, credit card or other airport lounge loyalty programs. People interested in becoming members will be able to access information and sign up to join through the airport's website at fwairport.com/travelers/gatewaylounge. A register portal will be live on the airport lounge page in the coming weeks.

Fort Wayne International Airport must get people on and off an airplane, but that wasn't Project Gateway's only goal.

"If you're from northeast Indiana, we want you to be proud of your airport," Hinderman said. "If you're coming to Indiana to visit family or to do commerce, we want you to be subjected to an awesome first impression as soon as you get off that airplane."

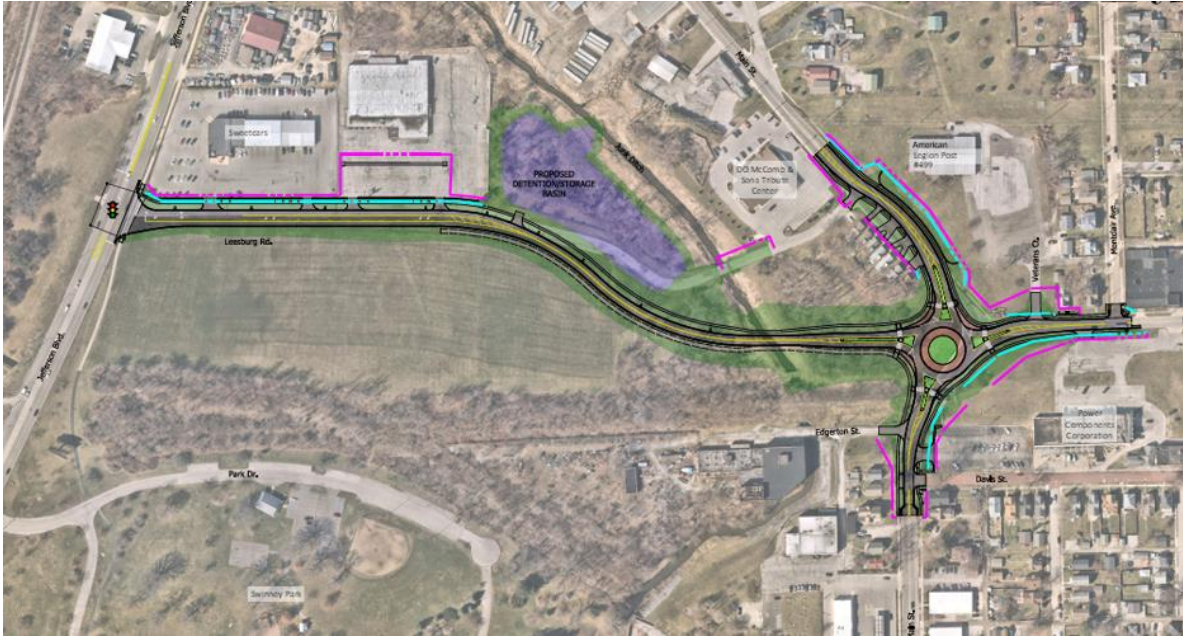
Kudos to the Airport Authority, Hinderman and his team for nailing their stated goal, and readying the airport for continued passenger growth in the years to come.

Fort Wayne City Council gives initial OK for 4 neighborhood infrastructure projects

[Tony Sandleben](#) | [The Journal Gazette](#) 12-5-2024



A rendering shows the planned roundabout at Leesburg Road and Main Street.



A rendering shows the Leesburg Road extension project, including a planned roundabout at the intersection with Main Street.

Fort Wayne is moving forward on four neighborhood infrastructure projects, including a nearly \$12 million one that will put a roundabout at the intersection of Leesburg Road and Main Street.

The projects totaling about \$22.4 million were unanimously supported by Fort Wayne City Council on Tuesday.

The most expensive project will extend Leesburg Road so it connects with West Jefferson Boulevard on the city's southwest side. It currently stops at Main Street.

Councilman Russ Jehl, R-2nd, supported the bill but shared his concern that about \$12 million is a high cost for a small stretch of road.

City Engineer Patrick Zaharako said that intersection will be made into a single-lane roundabout.

Zaharako said the new Jefferson and Leesburg intersection will have a stoplight directing traffic. The extension will include 11-foot-wide travel lanes with curbs and gutters, a new 5-foot sidewalk and storm infrastructure where needed.

The city has been working on this project for four years, first coming to council in 2020 for design approval.

“We’re now ready to get to construction,” Zaharako said. “So, this project is one of the biggest projects we’ve done locally funded.”

This extension will be funded over three years entirely by the city of Fort Wayne. Roadwork is generally partially funded by state or federal governments, but this project will not be.

Jehl noted the nearly \$12 million price tag.

“Our local (road) funding annually is about \$40 million,” Jehl said at Tuesday night’s meeting. “So, you’re talking about taking over a quarter of a year’s funding just for this little, tiny stretch when we have 1,800 miles of roads to fund.”

Zaharako said this project is the best long-term fix for Leesburg Road.

“We’ve taken a diversity of approaches to rehab, maintain and fix our roads that has, in my opinion, extended the life quite a bit and will help us stretch out dollars so that we can do these types of projects where we know we need to spend the big money to deal with some major safety issues,” Zaharako said.

“So, we can work towards our Vision Zero of reducing deaths and injuries on our roads over time to hopefully, eventually that zero number.”

Jehl said he and Zaharako spoke about the councilman’s concerns before Tuesday’s meeting. Jehl joined in giving preliminary plan approval with an 8-0 vote. Councilman Geoff Paddock, D-5th, missed the vote because of travel delays.

Zaharako said he plans to start construction next year and finish it in 2026, weather permitting.

Council also gave initial approval for three other neighborhood infrastructure projects. Ardmore Avenue is set to be widened between Covington and Lower Huntington roads. That project will cost nearly \$7 million with 80% being funded by the federal government. Construction would be in three phases starting in 2032, 2034 and 2036.

It will widen Ardmore to five lanes of traffic, two travel lanes in each direction with a turn lane in the center.

The second phase of Harvester Community asphalt street reconstruction, a nearly \$2.4 million road reconstruction plan for a stretch of Edsall Avenue from Pontiac Street to Reynolds Street, would start “as soon as possible” with substantial

completion late next year and full restoration in spring 2026, city officials said in a news release.

Funding would come from federal American Rescue Plan Act pandemic relief dollars.

The city also has a more than \$1 million plan for Mount Vernon Park that includes reconstructing Fairfax Avenue from Gaywood Drive to Hanna Street. Construction would start early next spring and would also be funded with American Rescue Plan Act dollars, according to officials.

Public Works Director Shan Gunawardena said in a statement that the city and council are making significant progress in Fort Wayne neighborhoods.

“The approval at the committee session step is a significant win for residents and neighborhoods as we advance projects that will have a lasting and positive impact on our community,” he said.

All projects were unanimously supported by council Tuesday. City officials said they expect council to vote on final approval next week. Preliminary votes rarely change.

Citilink announces new technology for riders in Fort Wayne

Tony Sandleben | The Journal Gazette 12-6-2024

Citilink announced it is rolling out new technology on its buses this week and more will be implemented next summer. Citilink debuted its Token Transit mobile validators on its buses, it said in a news release. The release said those allow for contactless mobile-payment options via the Token Transit app. Riders can buy fares on the app and scan a QR code with the validator on the bus. This payment method will give riders the option to board without cash or paper tickets.

The Token Transit app is available on both the App Store and Google Play as well as the Citilink website, according to the release. John Metzinger, Citilink general manager and CEO, said the new system helps the organization's mission of making rides easier and more equitable. "These innovative validators are easy to use and are more efficient for our riders," he said in a statement. "We are excited to join cities across the country in modernizing public transit with contactless mobile payments."

Citilink also announced a partnership with Equans, a company focused on global transit and transport technology. Officials said that partnership allows Citilink to implement Equans' NAVINEO Computer Aided Dispatch/Automatic Vehicle Location solution next summer.

The location program aims to provide real-time information about bus locations to all passengers, the release said. That information will include "insights into ridership at individual stops, on-time performance and analysis of run times," the release said.

Citilink said by analyzing the differences between scheduled and actual run times, it can make informed adjustments to its schedules to account for traffic patterns and other road conditions in real time. That will improve "overall service efficiency," it added. Citilink will be the first agency in Indiana to use the Equans system, the release said.

"This new system will enhance operational efficiencies so we can best serve our community – and provide us critical support and resources when we have the opportunity to expand our routes and services even further," Pam Schieber, Citilink chief operations officer, said in a statement. The cost of the new additions was unavailable Thursday. The announcement comes a month and a half after Citilink discussed its \$2.5 million deficit at a Fort Wayne City Council meeting.

Harrison to lose lane to Urban Trail

12-14-2024 Journal Gazette

Beginning Monday, the northbound lane of Harrison Street between Berry and Main streets will be closed to accommodate construction on the Urban Trail Extension Project, city officials announced Friday.

The city's Community Development Division said the closure is necessary to remove parking on the east side of Harrison Street and construct an 8-foot-wide brick trail alongside a 6-foot-wide concrete sidewalk.

The project also includes upgraded ADA-compliant ramps, improved stormwater structures, landscaping and new street lighting, a news release said.

Crosby Excavating is managing the estimated \$1.2 million project, which is expected to be completed by October.

During this phase, motorists are encouraged to use alternate routes and use caution in the area. A detour will be in place.

The Urban Trail is a 10-foot-wide multiuse pathway that will connect key destinations throughout downtown Fort Wayne including Electric Works, Parkview Field and Promenade Park when the project is finished.

For more information on the Urban Trail, go online to engage.cityoffortwayne.org/urban-trail.

– Journal Gazette

Fort Wayne receives \$3.2 million grant for St. Marys River bank stabilization project

- [Devan Filchak | The Journal Gazette 12-19-2024](#)

The city of Fort Wayne has accepted a \$3.2 million grant that will pay for most of a project to stabilize the bank of the St. Marys River along Bluffton Road.

The grant from the Federal Highway Administration will cover 80% of the \$4.4 million project, which will prevent or limit erosion and protect Bluffton Road. City Engineer Patrick Zaharako said Tuesday that Fort Wayne is the first Indiana community to receive a grant from the Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation program, known as PROTECT.

Fort Wayne City Councilman Geoff Paddock, D-5th, said he's excited for the project because he has heard about this issue for a long time. "I can remember sending this in to Shan (Gunawardena, Public Works director,) and others when people would literally call me saying, 'Some of the bank of the river is falling in, you know, in Foster Park in your district. What are you going to do about it?'" he said.

Paddock said it was admirable that the city found a way for the federal government to cover 80% of the project. Zaharako said his team worked on studies for about five years to find a "reasonable cost solution."

The stretch of riverbank that will be stabilized is about a half mile from Brooklyn Avenue to Engle Road. The riverbank won't be stabilized further because the river isn't along a road. The city will green infrastructure to stabilize the toe zone of the river that is most susceptible to erosion. Some trees on unstable parts of the bank will need to be removed, Zaharako added.

The PROTECT grant program is funded by the Bipartisan Infrastructure Law. The program awarded about \$300 million this year for projects that "help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes and at-risk coastal infrastructure," according to its website.

City Council members unanimously approved the grant Tuesday. Councilman Tom Freistroffer was absent.

DeKalb County gets \$5 million for Poka-Bache Connector Trail

by: [Lydia Reuille](#)

Posted: Jan 4, 2025 / 11:40 AM EST

DEKALB COUNTY, Ind. (WANE) – A \$5 million grant is bringing DeKalb County one step closer to connecting a trail through northeast Indiana.

Community Foundation DeKalb County (CFDC) received the funds from Lilly Endowment Inc. as part of a statewide initiative to strengthen the quality of life for Hoosiers. In an effort to do just that, the Poka-Bache Connector Trail will eventually span over 80 miles through Allen, DeKalb, Steuben and Wells counties.

Among this past year's developments related to the trail is the [connection between Auburn and Waterloo](#), along with an [extended trail in Bluffton](#). The [Pufferbelly Trail bridge](#) is also in its planning stage over Coliseum Boulevard in Fort Wayne.

The name Poka-Bache comes from the two state parks that will be connected by the trails once the project is complete: Pokagon and Ouabache.

"We are so excited. This is the largest grant Community Foundation DeKalb County has ever received," said executive director Tanya Young. "And the timing is perfect with the recent expansion of the Auburn Waterloo Trail. This award will also set the exact route for the trail moving forward. CFDC is committed to working with multiple entities to complete the 21 miles of trails needed across the county."

Citilink to hold meeting, proposes change in accessibility funding

by: [Allie McKibben](#) 1-10-2025

FORT WAYNE, Ind. (WANE)— Citilink is inviting the public to listen to and respond to its new plans for transportation accessibility on Thursday.

As the public transportation agency's funds [continue to dip](#), John Metzinger, CEO and General manager of Citilink, said he wants his agency to keep previously distributed federal funds in 2026.

"With our budget challenges, we think it's time for us to use those federal funds that are allocated directly to Citilink," Metzinger said.

The funds come from a federal program titled [Section 5310](#). This federal assistance program aims to enhance the mobility of seniors and individuals with disabilities through public and private transportation.

Fort Wayne annually receives \$440,000 to promote this goal. In the past, Citilink has passed these funds to local non-profits, including [Community Transportation Network](#), or CTN.

But on Thursday, Citilink will propose a new plan to the public and CTN executives.

This draft will allow Citilink to allocate \$150,000 of Section 5310 funds towards their own program, [Citilink Access](#). The on-demand service operates curb-to-curb through the city, giving rides to people with disabilities.

Metzinger said Citilink Access has grown in popularity, granting an average of 325 rides each day. "Last month, our ridership was 16% higher than the year before," Metzinger said. "We hope to use this additional source of federal funds to offset our costs."

Citilink proposes the remaining Section 5310 funds be directed toward CTN.

The meeting will be held this afternoon at 3:30 p.m.. Attendees will gather in Meeting Room A at the Allen County Public Library's main branch, located on 9000 Library Plz.

Feds award grant to build an overpass at busy railroad crossing on Airport Expressway in Fort Wayne

by: [Joe Carroll](#), [Marcus Truscio](#) Posted: Jan 10, 2025 / 03:23 PM EST

FORT WAYNE, Ind. (WANE) A “rough” railroad crossing near Fort Wayne International Airport is set to undergo a major transformation that will make it much safer thanks to millions of dollars in grant money from the Federal Government.

The U.S. Department of Transportation (USDOT) on Friday announced that up to \$23.2 million will be available to build and overpass at the railroad crossing on Airport Expressway just west of the intersection with Bluffton Road. Norfolk Southern and the City of Fort Wayne will most likely contribute a combined \$5.8 million not provided by the grant. The project is estimated to cost a total of \$29 million.

According to Fort Wayne City Engineer Patrick Zaharako, the overpass will be about 20 feet over the railroad, similar to the railroad overpass on Hillegas Rd. just north of Illinois Rd. “We’ll have some earth and berms and some retaining walls to get road up and over the railroad,” Zaharako said.

The estimated \$29 million price tag is slightly higher than normal because the city will also have to reconstruct the bridge over Fairfield Ditch just to the east of the railroad crossing.

The project still needs to go through the design phase, be approved by the city, and then go through the final federal approval process. Because of this, construction isn’t likely to begin until 2029. The project is estimated to take between 1-2 years once ground is broken. Once that happens, Airport Expressway between Ardmore Ave. and Bluffton Rd. will be closed.

“This is really such a major construction project,” Zaharako said. “It’s just about the only way to do it.” In a news release announcing the funding, the USDOT news release indicated the project will reduce the number of crashes in the area and enhance access to the [new IU Health hospital](#) being built nearby on Ernst

Road. It will also provide more direct routes for deliveries and smoother commutes for motorists.

“Safety is always one of the paramount things,” Zaharako said. “And it’s not only safety for the traveling public, but for EMS services to quickly get to all the hospitals around the city.”

Zaharako said that there will be public meetings hosted by the city once a design is created.

Citilink seeks riders on route to travel equity

John Metzinger 2-4-2025

On this day, we celebrate Transit Equity Day, honoring Rosa Parks on her 112th birthday.

Her courageous stand against segregation (refusing to give up her seat on a Montgomery, Alabama bus in 1955, setting off a boycott) reshaped public transportation. Yet today, transit equity remains under threat.

Thousands of residents rely on transit because of age, disability, income or choice. However, continued disinvestment in public transit signals to nondrivers — just as segregation once did — that they are second-class citizens.

This lack of equitable mobility limits access to jobs, education, housing and health care, exacerbating societal inequalities.

Public transit is not just a convenience; it's a lifeline. Yet, financial challenges threaten Citilink's ability to serve Fort Wayne, with potential 14% service cuts that could eliminate 300,000 trips annually and drain \$12 million from the local economy.

The fight for transit equity is more urgent than ever.

Citilink is advancing equity with fare capping, ensuring riders never pay more than the cost of a day or monthly pass.

Thanks to the AWS Foundation, smart cards featuring Rosa Parks' image and the phrase "Equity in Every Ride" will be distributed through nonprofits. Public versions, themed "Linking People to Life," will be available for \$4, allowing users to load cash and access discounted fares.

Fort Wayne has made progress with hybrid-electric buses, ADA-compliant vehicles, universal shelters and with real-time tracking coming this summer. However, underfunding and car-centric policies continue to hinder progress.

Service cuts disproportionately impact those who need transit most — low-income individuals, seniors, people with disabilities and essential workers.

On Transit Equity Day, let's do more than reflect — let's act:

Advocate for funding: Support policies that invest in transit and prevent service cuts.

Ride the bus: Show your support by using public transit. Need help? Our Travel Trainer is ready to assist.

Share your story: Tell local leaders why transit is vital to Fort Wayne's growth and equity.

Dream big: Envision a city where transit connects all neighborhoods, fuels economic development and reduces our carbon footprint.

Transit Equity Day isn't just about history; it's about the future. Fort Wayne is pushing ahead with universal shelters, accessible routes and partnerships with organizations such as the YWCA and Amp Lab students.

Let's continue Rosa Parks' legacy by prioritizing public transit and ensuring no one is left behind.

Join us today. Ride, advocate and reimagine what transit can be. And don't forget to pick up a smart card — because every swipe is a step toward a more just, connected community.

Equity isn't just a destination — it's a journey we take together.

John Metzinger is general manager/CEO of Citilink.

Commissioners asking INDOT to study intersection

By [KATHRYN BASSETT](#)

kbassett@kpcmedia.com Feb 3, 2025



A pickup truck drives north on S.R. 1 Monday at the intersection with C.R. 40. DeKalb County officials are sending a letter asking the Indiana Department of Transportation to study the intersection after a Bryan, Ohio woman died in a crash there Saturday.

Jeff Jones

AUBURN — The DeKalb County Commissioners will send a letter to the Indiana Department

of Transportation requesting a study of the intersection of C.R. 40 and S.R. 1, citing safety concerns.

A Bryan, Ohio woman died and two people were injured in a two-vehicle crash that was reported at 3:10 p.m. Saturday at the intersection south of Butler.

Signage at the intersection is controlled by INDOT, Highway Superintendent Ben Parker confirmed. Dual stop signs are located for both eastbound and westbound traffic on C.R. 40. Dual advance stop signs are also placed in both directions.

Commissioner Kellen Dooley noted the county sent a letter to INDOT in 2023 asking the state to look at the intersection. “I would say we send another letter again, per Ben’s recommendation, to have them reevaluate that intersection,” Dooley said.

“I think, write INDOT a letter showing your concern and requesting is not a bad idea,” Parker said. “It’s probably good for the county to show the initiative, the concern, but I wouldn’t want to overstep and then have that come back on us, because there’s nothing we can change as far as jurisdictional control over that.”

Commissioners’ attorney Andrew Kruse noted the letter would come as a recommendation from the commissioners. “Just voicing your concern, and for them to look at it, evaluate it,” Parker added.

Improvements previously made by INDOT at the intersection include the addition of double stop signs and stop bars, he said. “I still think illuminated signs would be effective. I feel that they would be. You’ve seen in their 2023 response they didn’t feel that way,” Parker said. “I think it would be noticeable.” Parker explained INDOT illuminated signs have a solar panel installed and the outer perimeter of the sign flashes.

“I appreciate you guys putting together a letter,” said rural Butler resident Andrew Provines. He also asked where he should look to find a history of accidents at the intersection, noting there have been many accidents at that location over the years.

Parker suggested that Provines start with the DeKalb County Sheriff’s Office.

“Is it advantageous for us to put a petition together as people, as citizens out there?” Provines asked.

“It can’t hurt,” said commissioners’ president William Hartman.

In other business Monday:

The commissioners accepted a bid of \$1,736,931 from API Construction for Community Crossings Matching Grant repaving projects that will be completed this year. The projects are: C.R. 35 from Auburn Drive to C.R. 72; C.R. 72 between C.R. 327 and the Allen County line; and C.R. 60 from C.R. 327 to S.R. 205.

The commissioners accepted a quote of \$49,950 from Zachrich Construction to repair a small concrete box structure on C.R. 39, just north of C.R. 12.

Code enforcement officer Jhace Sleeper reported there has been some progress made in the clean-up of a property at 3593 C.R. 427. The property is owned by Frank Albright and is used by his construction business, the commissioners heard at their Jan. 6 meeting. At that time, Sleeper reported the property needed to be cleaned up. The commissioners have requested Sleeper to provide progress reports every two weeks.

As some progress is being made, Sleeper said he will revisit the property in two weeks. Progress also has been made on the clean-up of property at 2122 C.R. 35, the commissioners heard.

Jim Miller will serve as the commissioners’ representative on the DeKalb County Economic Development Partnership board. He will replace former commissioner Todd Sanderson.

Citilink asks for support, announces new features for all at Transit Equity Day

- [Devan Filchak | The Journal Gazette](#) Feb 4, 2025



Citilink continually introduces new ways to better serve all residents, but it can't do that without funding, the leader of the public transportation agency said Tuesday.

That was the message John Metzinger expressed at the annual Transit Equity Day celebration. The annual Feb. 4

celebration draws attention to the importance of affordable, equitable public transportation and to commemorate the birthday of civil rights activist Rosa Parks.

Citilink introduced new bus fare caps and announced its third universal shelter that serves riders of all abilities. But Metzinger, Citilink's general manager and CEO, said the organization faces "a devastating 14% cut in services, resulting in 300,000 fewer rides annually."

State lawmakers' choices for continued disinvestment in public transit "sends the message to non-drivers that they are second-class citizens," Metzinger said.

Gov. Mike Braun's proposed budget includes 0% more funding for public transit. That's after 9% growth in funding over the last 12 years, during which operating costs for public transportation have increased by about 60%, Metzinger said.

He's advocating for public transportation Thursday at the Indiana Statehouse, and he asked people to do what they can to help. That includes contacting elected officials to express their support of public transit and riding buses more.

Citilink announced last fall that it faces a \$2.5 million deficit. Fort Wayne City Council approved up to \$500,000 in funding as a stop-gap measure for Citilink in October.

Mayor Sharon Tucker said Tuesday that she wanted to start her remarks by taking a moment of “executive privilege.” Citilink has expanded its services to serve all residents, but that can’t continue without appropriate funding.

“I would ask all of you to lobby to help them, lobby by letting your representatives know, your senators know the need that they have here to keep services going forward for our community,” she said.

She proclaimed Tuesday as Transit Equity Day. Through the proclamation, Tucker recognized the value of public transportation as a connection to education, employment, health care, recreation and other opportunities.

She also included that public transit is a human right, “yet unequal access based on age, visibility, gender, income and race still persists to this day, compounded by inadequate public funding...”

Officials also announced the recipient of the first-time Rosa Parks Equity Award. City Councilwoman Rohli Booker, who is also a Citilink board member, said the award honors people who show a deep commitment to transit equity to make sure public transportation remains inclusive.

Ernie Johnson, a retired Citilink driver, received the honor for his lifelong dedication to serving the Fort Wayne community. He referenced a new video of Citilink riders and community members sharing the importance of having the public transportation system in Fort Wayne.

“Everything they said in there is true,” he said. “Put your keys down for 24 hours and take the bus.”

The public transportation agency announced a new initiative through which riders will never pay more than a monthly pass when they buy individual rides over four weeks.

People can use Citilink’s token transit app or smart cards that will monitor fare caps and will offer riders a lower fare than if they paid cash. That’s expected to come when new fares are launched April 1.

Metzinger said the progress and features are meant to show that Citilink is more than a bus.

Citilink, Bowen Health partner for third universal bus shelter in Fort Wayne

[Devan Filchak | The Journal Gazette](#) Feb 4, 2025



Citilink's new universal bus shelter is seen Tuesday afternoon at Bowen Health's Goshen Road location.

- [Stan Sussina | The Journal Gazette](#)

Citilink's newest universal bus shelter in front of Bowen Health's Goshen Road location is the third of its kind in Fort Wayne.

The shelters are designed to be welcoming to people of varying abilities. Citilink already has universal shelters in front of Turnstone and The League, both of which serve people with disabilities.

The shelter at Bowen Health, a provider of mental and physical health care, was introduced Tuesday at Citilink's Transit Equity Day. Some officials, bus riders and other attendees rode the Rosa Parks commemorative bus from Electric Works to Bowen to check out the new structure after the event.

The three shelters are expected to cost about \$95,000, which includes infrastructure, said Casey Claypool, Citilink marketing and development director. Of that, Citilink has paid \$19,000, which covered consulting and public meetings to design the unique shelters.

Bowen paid for its shelter and infrastructure, which included adjusting where the street meets the bus stop. Jayme Yates, director of community engagement at Bowen Health, said the shelter will soon have heat.

Turnstone received American Rescue Plan Act funds for its infrastructure costs. Most other costs were covered by AWS Foundation grants, Claypool said.

The shelters include space for up to four wheelchairs, a lean bench for people unable to sit, an outdoor bench for people experiencing social anxiety and glass panels to create openness for people who struggle with claustrophobia, Citilink said in a news release.

Each shelter has unique features. Claypool said The League's bus depot will soon have a cane path for people who use mobility aids.

Yates said patients and bus riders previously had to wait along the road for public transportation. That can be a barrier for people who have important appointments or treatment.

"I ask you this, if that were you, would you attend your appointments knowing you might have to stand in the freezing cold or the snow, the rain, the wind, the extreme heat?" Yates said. "We called Citilink to see if there was more we could do to uphold the dignity of our patients and to help improve access to our health clinic."

Improving transit equity also improves health outcomes, Yates said.

"Studies have shown that improving transit equity leads to better access to health services, increased physical activity, reduced stress and overall better health," she said. "It also provides opportunities for employment and education, which in turn provides greater economic stability and also increases long term wellbeing."

Open house planned for Stelhorn Road trail project

- The Journal Gazette 2-15-2025

Open house set for Stelhorn Road trail

Fort Wayne officials are inviting the public to attend an open house to learn more about the Stelhorn Road trail from Maplecrest to Wheelock roads.

The meeting will be at 6:30 p.m. Feb. 27 in the Arlington Park Clubhouse, 4630 W. Arlington Park Blvd.

Project representatives from the city and engineering consultants with DLZ will share the preliminary design of the 10-foot-wide asphalt trail, which will be built along the north side of Stelhorn Road from Maplecrest to Wheelock in 2027.

Public feedback about the project, as well as questions, will be welcomed.

An ASL interpreter will be on-site for deaf people and those who are hard of hearing.

Designs sought for storm drain murals

Clean Drains Fort Wayne: Be River SmART invites local creatives to brush a little love onto the city's storm drains – the gateways to three local rivers.

City Utilities, in collaboration with Art This Way and Downtown Fort Wayne, celebrates the fifth year of the Clean Drains Fort Wayne initiative with new locations.

Throughout the life of the project, Clean Drains' partners have painted vibrant public art encouraging all residents to keep trash, chemicals and debris out of storm drains, and in turn, to stop those pollutants from getting into the rivers.

Organizers are seeking original storm drain mural designs that reflect the theme "Only Rain in the Drain." Artists of all levels may apply until the May 18 deadline.

For an application and more details, go online to www.artthiswayfw.com/artist-call/.

– Journal Gazette

PUBLIC NOTICE
Public Comment Period for proposed
amendment to 2045 Transportation
Plan, Fiscal Year 2024-2028 Transpor-
tation Improvement Program, and the
Transportation Conformity Document

Notice is hereby given that a public comment period will commence on March 5, 2025, for the 2045 Transportation Plan. The Transportation Plan includes major highway transit, bicycle and pedestrian infrastructure improvements planned for implementation between 2023 and 2045 within the Fort Wayne-Allen Haven-Allen County Metropolitan Planning Area. The 2045 Plan and Conformity Document are prepared by the Northwestern Indiana Regional Coordinating Council. The comment period will end on March 26, 2025. The intent of the comment period is to solicit comments from the public regarding the proposed amendment to the 2045 Transportation Plan. The proposed amendment includes the following project locations:

Airport Expressway Grade Separation over the Norfolk Southern Railroad between Elkhart Road and Airport Drive Planning Study for four road grade separations over the Norfolk Southern Railroad between Bass Road and Illinois Road/State Road 14

A proposed amendment to include these project locations in the FY 2024-2028 Transportation Improvement Program is also open for public review and comment. (No public notice, and time established for public review and comment on the Transportation Plan and Transportation Improvement Program, satisfies the program of project notice requirements of the Federal Transit Administration Urbanized Area Formula Programs (Sections 5307, 5310 and 5339) for the Fort Wayne Public Transportation Corporation/Cities.)

The 2045 Transportation Plan, Transportation Conformity Document, and FY 2024-2028 Transportation Improvement Program are available for review at the Northwestern Indiana Regional Coordinating Council, Citizen Rooms, 200 East Berry Street, Suite 200, Fort Wayne, Indiana, 46802. Office hours are between 9:00am and 4:30pm. You may also view the materials on our website at www.nircc.com. NIRCC is also sponsoring an Open House on March 12, 2025, from 4:00 PM - 6:00 PM at Citizens Square in the Omni Rooms (Rooms 8045) located at 200 E. Berry Street, Fort Wayne, IN 46802. Accommodations for Limited English Proficiency (LEP) persons such as language translation services/interpreters can be made, with advance notice. Please contact the NIRCC Office at (260) 449-7309 should accommodations be needed. Comments can be submitted by mail to the address provided above, by email to dan.evans@nircc.com or by phone at (260) 449-7309. If you have any questions or would like more information about these materials, please contact NIRCC by phone, mail or email.

New app lays out bike routes in Fort Wayne

by: [Marcus Truscio](#) Mar 12, 2025 / 06:05 PM EDT

FORT WAYNE, Ind. (WANE)— In a city not necessarily known for its state-of-the-art biking infrastructure, one Fort Wayne man created an app to make cycling in the summit city a little easier.

Jonah Updegrove, an avid biker, launched “Fort Wayne Bike Maps Explorer” at the beginning of March. “Identifying the routes and the paths that have the most connections throughout the city was really important to me,” Updegrove said.

The app has an interactive map with all of the possible identified bike routes in Fort Wayne. The routes are color-coded based on how ideal they are for biking. They are also labeled with warnings if there are stairs on the route or if it’s shared with pedestrians. The app also has a feature showing all the bike racks in the city.

“If I know exactly where to park my bike when I get there, I can actually get to the place I’m trying to go [to] faster,” Updegrove said. “So I’m not looking around all the time.”

Updegrove said a common issue he has run into while biking in Fort Wayne is he would be biking on a trail that abruptly ended with no obvious alternate continuing route. “What I wanted to help address with this app was, ‘Hey, maybe one street over the sidewalk doesn’t end,’” Updegrove said.

Bike and pedestrian-friendly infrastructure is something Updegrove is very passionate about. He is part of a group behind Fort Wayne’s “[Complete Streets](#)” initiative. “Complete Streets” is an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders, according to Smart Growth America.

Fort Wayne passed a Complete Streets Resolution in 2016, but activists like Updegrove are calling for more updated ordinances.

“We want to be, as citizens, able to hold the city accountable to really [be] considering bike users and pedestrians and bus users when we’re planning for the city,” Updegrove said.



Indiana Department of Transportation News Release

Quadrant Roadway construction to begin

ALLEN COUNTY, Ind. – INDOT announces the beginning of construction of the quadrant roadway at the intersection of State Road 930 and Maplecrest Road.

Starting on or after March 17, crews will begin working on the quadrant roadway. During construction, a majority of the work will take place off the roadway in the southeast portion of the intersection. Drivers should watch for lane shifts and narrow lanes on S.R. 930 during construction. Work on the project is expected to last until the beginning of October. All work is weather-dependent and schedules are subject to change.

INDOT encourages drivers to consider safety for all by slowing down, using extra caution and driving distraction-free when travelling in and around all work zones.

About Quadrant Roadways

Quadrant roadways help improve safety at intersections by restricting left turns from the main intersection. Left turns are moved to the intersections with the new roadway. The new intersections will be signalized and coordinated with the main intersection to allow for consistent flow through the signals.



Ribbon cutting set Monday for Cedar Creek Parks Trails expansion

The Journal Gazette 3-13-2025

Fort Wayne Trails will join with Allen County and other local officials Monday to celebrate work on the Cedar Creek Parks Trail expansion. A ribbon cutting for the more than \$5 million project is scheduled for 2 p.m. Monday at the corner of Halter and Hursh roads, a news release said today. Those attending are asked to park along the side of Halter Road.

Allen County Commissioners, Allen County Council members, representatives from Grabill and Leo-Cedarville are among those expected to participate in the celebration of the completion and beginning of new sections of the Cedar Creek Parks Trail.

The Cedar Creek Parks Trail projects represent a significant investment in the community, totaling nearly \$5.4 million, the news release said. Funding has come from multiple stakeholders, including \$1,776,238 from the Allen County Commissioners, \$1.5 million from the Allen County Fort Wayne Capital Improvement Board, and \$1,125,000 from Allen County Council. In addition, Leo-Cedarville contributed nearly \$796,500 and Grabill provided \$200,000.

The ribbon cutting will celebrate the completion of a new 1.5-mile section of the Cedar Creek Parks Trail in Leo-Cedarville, completed along Halter Road and Hosler Road, from Hursh Road to Amstutz Road. After that, a groundbreaking ceremony will be held on the opposite side of the road for two new projects. A planned one-half mile trail extension will connect from Halter Road to North Metea Park along Hursh Road and a new trail in the town of Grabill from the western town limits to the Leo-Grabill Sports Complex.

"This trail represents true collaboration with so many partners working over the last seven years to accomplish this 5-mile trail connecting two main street communities and five parks," Trails Executive Director Kent Castleman said in a statement. "It will be a great destination trail and is planned to tie into the whole system one day using the Union Chapel Trail that will extend from Diebold to South Metea Park."

The collaborative effort underscores "a shared commitment to enhancing local parks and recreational opportunities, fostering connectivity, and improving the quality of life for residents," the news release said. The Cedar Creek Parks Trail project was one of the NewAllen Alliance complementary projects that won the Regional Stellar Designation in 2018.

Trail to New Haven may finally have an end date

by: [Marin Murphy](#) 3-13-2025

FORT WAYNE, Ind. (WANE) — A trail that began its journey in 2007 may finally have an end date in mind as it begins its next phase.

Dawn Ritchie, City of Fort Wayne Greenways and Trails Manager told WANE 15 Thursday the 6-Mile Creek Trail is set to embark on its next phase.

The 6-mile Creek Trail began planning in 2007, with its first groundbreaking for the trail beginning in 2009. The trail began at Tillman Park, extending from the River Greenway to the Public Safety Academy.

The next phase of the project, which began planning in 2023, hopes to expand from Fellowship Missionary Church to the Crown Colony Neighborhood, which according to Ritchie is about a mile away. This phase hopes to be wrapped up in 2028, with the final phase set to expand

Ritchie explains that this trail expands beyond just the City of Fort Wayne, making planning and a timeline a bit more difficult to nail down.

“About 60% of the length of the entire trail is in the city of Fort Wayne,” Ritchie said. But she made sure to clarify that the project is not just reliant on the City of Fort Wayne’s efforts.

“About 40% of it [the trail] is in New Haven city limits,” Ritchie said. “So this is not just a city of Fort Wayne project, this is City of Fort Wayne, East Allen County Schools, and Allen County.”

She said the continuation of working on the trail depends on all involved in the project.

“Our goal is in the next five years is to get that trail at least over to the schools on Wayne Trace,” Ritchie said, amplifying the importance of having the schools connected to the trail.

The hope is to expand the trail further down Tillman Road alongside the Trier Ditch, allowing it to connect to several schools.

“Depending on when Allen County, East Allen County Schools and New Haven start working on their sections, that’ll help us prioritize the remaining sections that we have.”

Ritchie is hopeful that the entire trail will be completed in the next ten years.

A map of the 6-Mile Creek [can be found here](#).

Community gives input on future transportation plans for northeast Indiana

by: [Clayton McMahan](#) Mar 12, 2025 / 08:54 PM EDT

FORT WAYNE, Ind. (WANE) — The [Northeastern Indiana Regional Coordinating Council](#) (NIRCC) hosted a public meeting Wednesday to gather input on a future transportation plan that could affect the region.

The open house revolved around a proposed amendment to the organization's [2045 Transportation Plan](#) while also looking at a draft for the [2026-2030 Transportation Improvement Program \(TIP\)](#).

If approved, the amendment would add two railroad-related projects. One would be a grade separation project for Airport Expressway, and the other would be a planning study for a grade separation on Scott Road.

NIRCC Executive Director Dan Avery said the 2045 Transportation Plan serves as a long-term vision for transportation in northeast Indiana, while TIP focuses on short-term goals.

"In addition, all those projects also have bicycle and pedestrian infrastructure, so it offers that to the folks who want to walk or ride their bike. It will give them some safe infrastructure," Avery said.

For those who missed the meeting, the NIRCC also offers an online open house on its website where project lists and maps can be viewed.

The public comment period for the proposals ends March 26.

New traffic signal to be activated in Leo-Cedarville

ALLEN COUNTY, Ind. – INDOT announces the upcoming activation of a new traffic signal in Leo-Cedarville.

Starting on or after Monday, March 17, the new signal at the intersection of State Road 1 and Clay Street will be activated. The signal is being installed to address additional traffic on Clay Street due to the Grabill Road detour, but will remain permanently.

Drivers should use extra caution in the area while traffic adjusts to the new traffic pattern.

INDOT encourages drivers to consider safety for all by slowing down, using extra caution and driving distraction-free when travelling in and around all work zones. All work is weather-dependent and schedules are subject to change.

