

URBAN TRANSPORTATION ADVISORY BOARD
Minutes: February 3, 2026

The Urban Transportation Advisory Board convened on Tuesday, February 3, 2026, at 1:30 p.m. in Conference Room 220, Citizens Square, Fort Wayne, Indiana.

The following attended the meeting in person:

Members (voting):

Member Shan Gunawardena-Chair
Member William Hartman-Vice Chair
Member Chris Beebe
Member Therese Brown
Member Emily Grabill for Mike Fruchey
Member Scott Hinderman
Member Rick Kruchten
Member Dana Plattner
Member Patrick Rorick
Member Hannah Walker
Member Patrick Zaharako

The following attended the meeting virtually via Teams:

Member Paul Spoelhof

The following were not present:

Member Lindsey Hammond

Member Stephanie Belch (non-voting)

Member Erica Tait (non-voting)

Staff members present were Dan Avery, Executive Director, Jeff Bradtmiller, Senior Transportation Planner; Matt Vondran, Senior Planner; and Debbie Magsam, Administrative Assistant. Tim Elherding, Logan Gonya, Anthony Goodnight, Jason Kaiser, Phil LaBrash, and Wendy Reust were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of November 4, 2025, minutes. Ms. Brown moved that the minutes be approved. Mr. Zaharako seconded the motion and it carried.

Mr. Kruchten gave the progress report for the City of New Haven. Stage 3 plans are due on February 19, 2026, for the Rose Avenue and Linden Road Roundabout project and a public information meeting is scheduled for February 24, 2026, at 5:30 pm in the Community Room at the New Haven City Hall. A box culvert is being installed for the South Maplecrest Road Phase I project. The box culvert is part of the Allen

County Surveyor's Office Upper Trier project. A third Phase is being added to the South Maplecrest Road project due to cost.

Mr. Rorick gave the progress report for Citilink. Paratransit and Microtransit services are now being operated by the contractor. Three fixed route buses are expected to be delivered in February or March 2026. Citilink is awaiting pricing before seeking Citilink Board's approval for the purchase of three additional buses. The 5310 grant was approved. A grant to remove and replace underground storage tanks is awaiting obligation of funds from the FTA. Citilink has issued a Call for Projects for 5310 projects.

Mr. Hinderman gave the progress report for the Fort Wayne International Airport. The Terminal project is expected to be completed by June 2026. Work is ongoing for the parking lot when completed an additional 500 parking spaces will be available in the primary lot. The hangar remodel project is expected to be completed by August 2026. The Taxi-way Gulf project is on hold until funding can be secured. The new hangar project at Smith Field was awarded and will start this spring.

Mr. Zaharako gave the progress report for the City of Fort Wayne. Concepts and geometrics have been reviewed for the Ardmore Avenue project, and 30% plans will be submitted this spring. There has been no word on the Bridge Improvement Project grant application submitted in 2024 for the Tillman Road Bridge #550 project. The City of Fort Wayne is talking with NIRCC about possible funding. The North Clinton Street project is in the design phase. A field review was completed and currently working on storm sewer layout and early acquisition. A RFQ has been issued for the right-of-way phase. The right-of-way services are complete for the Hillegas Road project and currently working towards NEPA approval. Work is scheduled to resume April 1, 2026, for the Bluffton Road Bridge #358 project and the bridge will be reopened by June 2026. The Goeglein Road Bridge #113 project is expected to be completed by May 2026.

Mr. Hartman gave the progress report for Allen County Highway. PE is 95% for the Monroeville Road-Wayne Trace project. Trees have been cleared and utilities are starting to relocate. RW is 25% for the Hamilton Road Bridge #242 and Van Zile Road Bridge #32 projects. RW is 25% for the Coverdale Road-Indianapolis Road-Winters Road intersection project. PE is 90% and RW is 75% for the Cuba Road Bridge #24 project. PE is 90% and RW is 25% for the Woodburn Road Bridge #51 project. PE is 15% for the Corbin Road-Union Chapel Road Roundabout project. The Countywide Sign Inventory project is complete. Plans were reviewed by Allen County for the Un-Signalized Intersection Sign and Marking Visibility Improvement project. PE is 10% for the C.R.O.S.S Scott Road Railroad Crossing study. The Bass Road Phase 3B and 3C project was accepted by Allen County. The Grabill Road Bridge #29 project was accepted by Allen County. The Fogwell Parkway project was delayed due to weather and is expected to be completed in 2026. The final inspection was

completed for the Antwerp Road Bridge #15 project, and it was accepted by Allen County. The final inspection was completed for the Amber Road Bridge #226 project, and it was accepted by Allen County. Bridge demolition has begun for the Monroeville Road Bridge #277 project. The final inspection was completed for the Slusher Road Bridge #141 project, and it was accepted by Allen County.

Mr. Plattner gave the progress report for INDOT. There was one update to the list of projects. Contract R-43812 for a small structure replacement project was awarded to Morphe Construction, Inc. on December 18, 2025, for \$1,860,000.00.

Ms. Walker gave the progress report for Huntertown. Acceptance of the Kell Road Bridge project by INDOT will be done at the end of the winter season. Documents are being finalized for the close out of the Carroll Road Reconstruction project. The bid letting for the Carroll Road Roundabout project has been moved to fall of 2027.

The first item of new business was the FY2027-28 Unified Planning Work Program by Mr. Avery. The work program outlines the activities that will be performed by NIRCC. The major planning activities for FY27 are development of the 2050 Metropolitan Transportation Plan, monitor crash data and address safety concerns, complete the Resiliency Improvement Plan, and implement projects in the TIP. Mr. Avery went over planning activities in the metropolitan planning area (MPA) and the Small Urban and Rural Planning-Transportation Program (SURTP). Ms. Brown moved that the FY27-28 UPWP and SURTP be approved with the ability for staff to amend and modify as needed without additional policy board approval. Mr. Zaharako seconded the motion and it carried.

The next item of new business was the Citilink – Agency Safety Plan presented by Mr. Avery. The Citilink Agency Safety Plan has two goals. Goal 1 is to create a culture that supports employee safety and security and safe system operation (during normal and emergency conditions) through motivated compliance, rules and procedures, the appropriate use and operation of equipment, and an active safety promoting role for everyone in the organization. Goal 2 encourages safe system operation through identifying hazards, mitigating risk, and reducing occurrences. The objectives of the goals were presented. A safety event was defined along with the explanation of what is a major event and what is a minor event. Major and minor mechanical system failures that could create a safety event were presented. The Fixed Route Safety Performance Baseline and Targets were presented. The target rates are based on per 100,000 vehicle revenue miles (VRM). The 2020-2024 baseline rate for Fixed Route Fatalities is 0 and the target is 0. The 2020-2024 baseline rate for Fixed Route Injuries (minor/major) is 3.27 and the target is 2.94. The 2020-2024 baseline rate for Fixed Route Safety Events (minor/major) is 7.7 and the target is 6.96. The 2020-2024 baseline for Fixed Route System Reliability is 6,588.26 VRM and the target is 7,247.09. The Paratransit Safety Performance Baseline and Targets were also presented. The 2020-2024 baseline rate for Paratransit Fatalities is 5.15

and the target is 4.64. The 2020-2024 baseline rate for Paratransit Injuries (minor/major) is 7.7 and the target is 6.96. The 2020-2024 baseline rate for Paratransit Safety Events (minor/major) is 6.7 and the target is 6.03. The 2020-2024 baseline for Paratransit System Reliability is 30,310.78 VRM and the target is 33,341.85. Mr. Gunawardena moved to endorse the Citilink – Agency Safety Plan. Mr. Hartman seconded the motion and it carried.

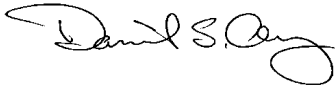
The next item of new business was the 2025 Monthly Count Factors and Vehicle Miles of Travel presented by Mr. Avery. Mr. Avery went over the average daily traffic totals for each month and the monthly factor. The monthly factor is used to adjust the traffic counts to get the annual average daily traffic volume. The VMT is based on the data from eight permanent counter stations located throughout the metropolitan planning area. The VMT for 2025 was shown and compared for the freeway, expressway, arterial, and collector roads. VMT increased by .12% in 2025. The freeway had a .57% increase, the expressway had a .15% decrease, the arterial roads had a .63% decrease, and the collector roads had a 1.62% increase in VMT. A chart was shown comparing the VMT from 1985 to 2025. Gas prices and snowfall are charted to see if they impact VMT.

The next item of new business was the Citilink – Transit Asset Management (TAM) Plan presented by Mr. Avery. The TAM sets performance measures for the revenue service vehicles, non-revenue service vehicles, and facilities. The revenue services vehicles are categorized by buses (large), cutaway buses, and specialized vans. Both useful life benchmark (ULB) and state of good repair (SGR) are looked at with the revenue service and non-revenue services vehicles and used to set targets. Citilink is responsible for reporting TAM information to the FTA (Federal Transit Administration). NIRCC is responsible for assisting with the development and adoption of the targets. A table of the number of revenue service vehicles and non-revenue service vehicles from 2022 – 2025 was shown. A table of the performance measures for 2025 was shown for the revenue service vehicles and non-revenue service vehicles. The 2025 targets and actual figures were compared. The proposed 2026 Targets for Rolling Stock are for buses (large) that 35% meet or exceed ULB and 80% are in SGR, cutaway buses 25% meet or exceed ULB and 85% are in SGR, Section 5310 vehicles 30% meet or exceed ULB and 90% are in SGR, Section 5310 Mini Vans 0% meet or exceed ULB and 100% are in SGR, and non-revenue vehicles 85% meet or exceed ULB and 60% are in SGR. The facilities are rated using a TERM (transit economic requirements model scale) rating scale. The TERM rating scale is from 1 (poor) to 5 (excellent). An acceptable TERM rating is 3 or greater. The facilities include the administration and maintenance building, the storage barn, and passenger station. The proposed 2026 Targets for Facilities are 0% below term and 90% are in SGR. Mr. Beebe moved to adopt the Citilink – Transit Asset Management Plan Targets. Ms. Brown seconded the motion and it carried.

The last item of new business was the TIP Amendment presented by Mr. Avery. There are four amendments one local project and three INDOT projects. Mr. Zaharako moved to approve the TIP Amendments as submitted. Mr. Hinderman seconded the motion and it carried.

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

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

A handwritten signature in black ink, appearing to read "Daniel S. Avery". The signature is written in a cursive style with a large, looping initial "D".

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