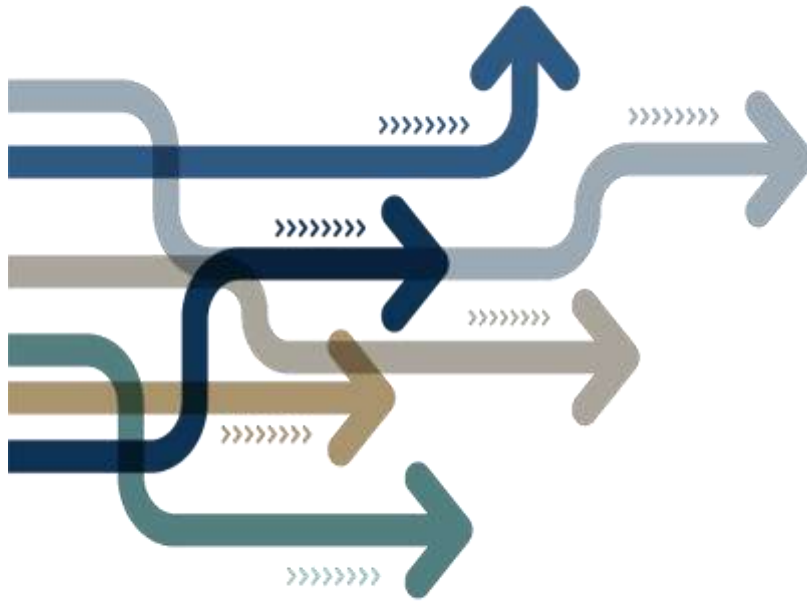




A Safe and Connected Gateway

Southeast Corridors
Planning Project

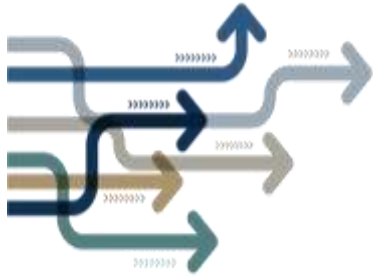
February 2024 RAISE
Grant Application



Fort Wayne, Indiana

Table of Contents

PROJECT DESCRIPTION	2
PROJECT BUDGET	7
MERIT CRITERIA	12
Safety	12
Environmental Sustainability	14
Quality of Life	16
Mobility and Community Connectivity.....	19
Economic Competitiveness.....	20
State of Good Repair.....	23
Partnership and Collaboration.....	25
Innovation	26
PROJECT READINESS	27
APPENDIX A: GEOGRAPHIC DESCRIPTION MAPS	
APPENDIX B: TRANSPORTATION SYSTEM MAPS	
APPENDIX C: ECONOMIC COMPETITIVENESS MAPS	
APPENDIX D: PUBLIC PARTICIPATION PLAN	
LETTERS OF SUPPORT & CITY COMMITMENT	



Project Description

Overview

Fort Wayne, Indiana is requesting funding to conduct the Southeast Corridors Planning Project. The city's Public Works and Community Development Divisions will lead this initiative. It will analyze the four interlinking and heavily used roads in the Southeast region of the city, S. Anthony Boulevard, E. Paulding Road, E. Tillman Road, and Fairfield Avenue to create a vision and approach to improve quality of life in this area as well as create a connected community.

The Southeast Corridors Planning Project study area initially developed as rural access roads in the mid-to-late 1800's, connecting to the industrial economy associated with rail located south of downtown Fort Wayne¹. These railroads linked the city to major markets including Pittsburg and Chicago and deeply shaped the overall development of Southeast Fort Wayne. In the early 20th century, diverse populations migrated to the area to live within proximity to employment, where they could walk or take a streetcar to work. Small commercial businesses popped up along the corridors to serve the needs of the surrounding neighborhoods.

In the last half of the 20th century, deindustrialization, rerouting of roads, and urban sprawl decreased the area's density and changed its' use. In addition, historical redlining limited homeownership². These factors have left the people in the area with fewer economic and wealth building opportunities, limited access to community services, and wide roads intended to move products rapidly rather than to connect the community. The project area is an Area of Persistent Poverty and a Historically Disadvantaged Community. Today, residential areas, school zones, and small businesses are intersected by wide roads with speeding traffic.

An absence of amenities³ contributes to a lack of community



Figure 1: Street View of Project Area

¹ City of Fort Wayne Community Development (2007). Southeast Strategy.

² Digital Scholarship Lab. (n.d.). *Mapping Inequality, Redlining in New Deal America: Fort Wayne 1937 Home Loan Corporation Map*. University of Richmond.

<https://dsl.richmond.edu/panorama/redlining/#loc=12/41.062/-85.234&city=fort-wayne-in>

³ Allen County GIS IMap: Points of Interest .

identity. The area has aging and deteriorated infrastructure, insufficient transit access, walkway gaps, and no bicycle facilities. The result is a disconnected community prone to accidents, poor health, and crime.

The purpose of the Southeast Corridors Planning Project is to:

- 1) Develop an approach to address the immediate multimodal transportation needs of the corridors using context sensitive solutions, and
- 2) Develop a long-term vision for the corridors to foster development that creates a vibrant urban environment in service of surrounding neighborhoods.

This initiative will highlight the interrelationship of transportation and land use planning and the cyclical nature of their influence on one another in terms of modalities and travel patterns as well as density and uses. Plan recommendations will be developed in a manner that balances the importance of both effective transportation and the development of a “sense of place” through land use that is reflective of the community.

The Southeast Corridors Planning Project will build off years of high-level planning by the City of Fort Wayne, including the recent *Southeast Strategy* (2022), and the *All In Allen Comprehensive Plan* (2023), by creating a specific set of roadway reconfiguration and development recommendations to improve safety, environmental sustainability, quality of life, and mobility/connectivity. The project will also be developed within the spirit of economic competitiveness, responsible repair of existing infrastructure, partnership, and innovation.

Transportation improvements will focus within the existing right-of-way. Surrounding neighborhood needs will be considered as part of transportation designs and incorporated into vision plans for the coordination of future affordable housing and land use redevelopment opportunities in connection to the transportation investments. Public input will be an important aspect of the initiative and has already been initiated through public information meetings and an online survey of area businesses and residents in the fall of 2022. Sensitivity will be given to the engagement of environmental justice populations that are affected by the project.

Scope of Work

The scope of work for the Southeast Corridors Planning Project will include the development of a comprehensive corridor plan including the following elements:

Historical and Demographic Context	EV & Smart Technology Infrastructure Plan
Public Engagement and Previous Plan Review	Landscaping Plan
Existing Development Patterns & Conditions	Gateway Branding and Public Art Plan
Market Analysis of Surrounding Community	Neighborhood Street and Sidewalk Plan
Commercial Node Site Plans	Inclusive, Urban-Mix Regeneration Plan
Preferred Access Management Plan	NEPA Environmental Review of Design
Bicycle and Pedestrian Connectivity Plan	Roadway Design Plans (from 10% to 60%)
Transit Access and Connectivity Plan	General Development and Action Plan
Resilience and Sustainability Plan	Cost Estimates and Funding Sources

Project Location Description

The Southeast Corridors Planning Project area is located entirely within the Urban Boundary of the City of Fort Wayne, Indiana (See Project Location File for the KML file map of the area). The project involves four interlinking and heavily used corridors in the Southeast region of the city. See Figure 2 for the Project Area Map.

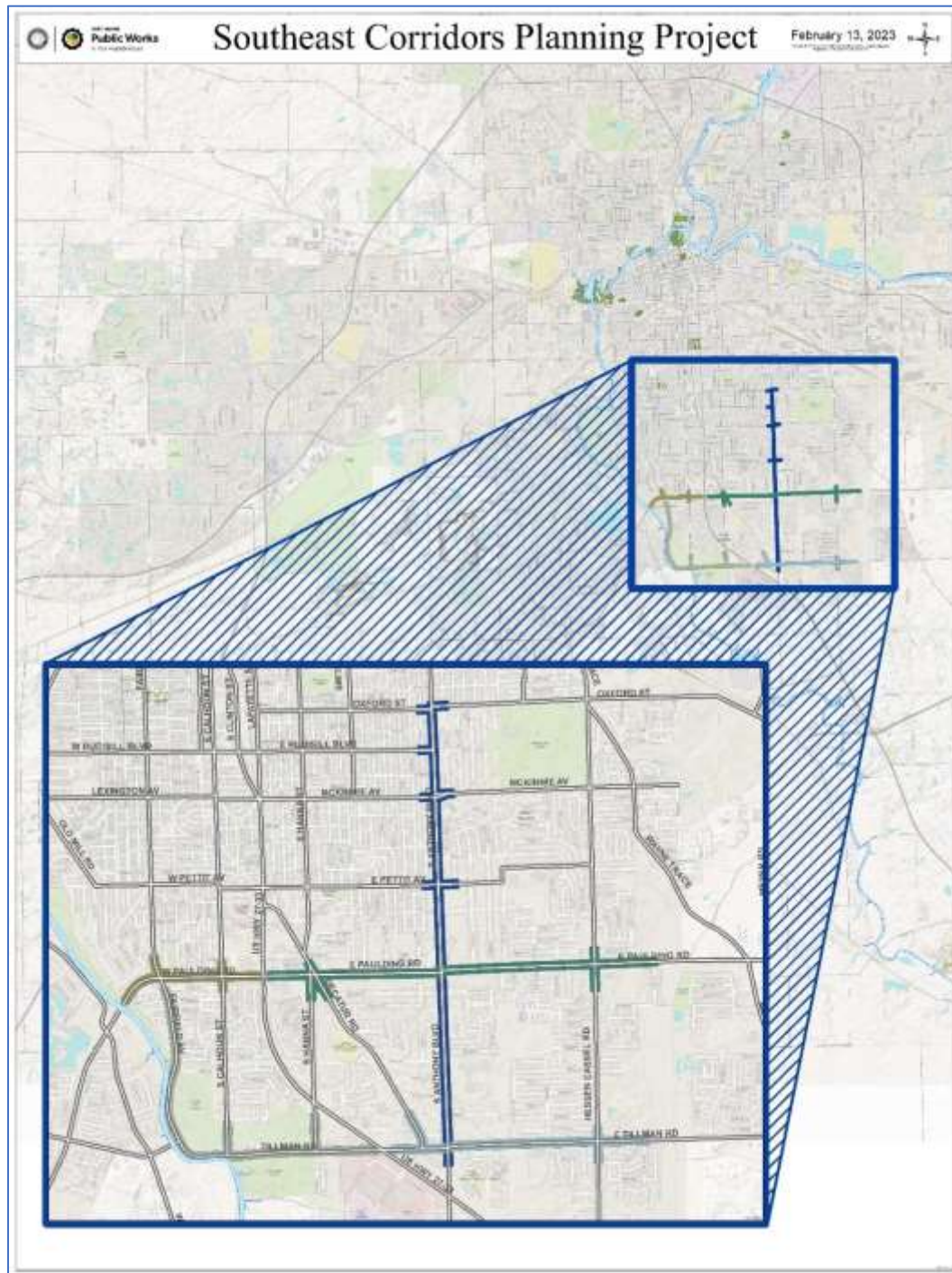


Figure 2: Project Area Map

The initiative will focus along 8.9 lineal miles of Urban Minor Arterial roadways within the City of Fort Wayne (2020 population: 263,886⁴). The segments include the following (see Figure 3).

- 1) S. Anthony Boulevard from Oxford Street to U.S. Highway 27 (14,500 LF.)
- 2) W. Paulding Road from St. Marys River to U.S. Highway 27 (4,500 LF.)
- 3) E. Paulding Road from U.S. 27 to east of Hessen Cassel Road (10,000 LF.)
- 4) Fairfield Avenue/Tillman Road from Paulding Road to U.S. Highway 27 (11,500 LF.)
- 5) E. Tillman Road from U.S. 27 to east of Hessen Cassel Road (6,700 LF.)

These corridors range from three to six lanes. Average daily traffic ranges from 5,000 to 15,000.

S. Anthony Boulevard is one of the most heavily used north-south corridors in Southeast Fort Wayne. It is a gateway into the city from U.S. 27 to the south and connects to several other east-west corridors including Oxford Street, Rudisill Boulevard, McKinnie Avenue, Petit Avenue, E. Paulding Road, and E. Tillman Road.

The two segments of Paulding Road move traffic from the Airport Expressway to US 27 and then over to the eastern edge of the city. This is also an important route for getting to schools including Bishop Luers and Towles Intermediate plus libraries and worship centers.

The segments of Tillman Road and Fairfield Avenue are important connectors for the southeast end of the city. These roads provide connections to the Southtown Centre commercial hub, Indiana Tech's Outdoor Track and Field Complex, plus worship centers, river crossing bridges, and the city's largest food bank.

This project will take a comprehensive approach to Complete Streets design and densification of land use, transitioning the area from being a pass-through to one where people stop, shop, work, and live. The place will be designed to be



Figure 3: Project Segment Map

⁴ 2020 U.S. Census Data.

easier to get to and safer to get through. Speeding traffic will be tamed with narrowed lanes and reduced speed limits. Pedestrians will be provided with safe and accessible walkways separated from speeding traffic, on street parking will facilitate park and walk behavior rather than cross parking lot parking, transit accessibility will be improved, and sustainable commercial, residential, and public space development will be fostered.

Detailed Geographic Description

Within the project area, the urban landscape is flat with an average elevation of 802 feet. The southwestern portion of the area follows the St. Marys River for 3,700 feet and is in a floodplain⁵. The remaining area includes residential areas with single family homes, apartments, churches, and schools. Businesses are clustered near intersections⁶. Primary commercial nodes exist at the intersection of S. Anthony Boulevard and McKinnie Avenue, in Southgate Plaza north of Paulding Road along U.S. 27, and at Southtown Centre south of Tillman along U.S. 27.

Weisser Park, McMillen Park, Foster Park, Tillman Park, and Brewer Park are all in or near the project area. Trail segments next to the corridors exist along S. Anthony Boulevard from Pettit Avenue to south of Fairfax Avenue (Anthony Boulevard Trail), along East Tillman Road (Six Mile Creek Trail), and along the St. Marys River (Rivergreenway)⁷. Portions of the project area fall within the Fort Wayne Park and Boulevard System Historic District, designed by George Kessler in 1912. Kessler's urban landscape plan incorporated the city's three rivers and connected existing parks to new parks and boulevards that incentivized residential and commercial development. S. Anthony north of Rudisill Boulevard, Rudisill Boulevard, and Fairfield Avenue are all part of this district. See Appendix A for Geographic Description Maps.

Area Designations

The proposed project is entirely in the City of Fort Wayne census designated urbanized area. The project area is also entirely within or adjacent to Historically Disadvantaged Community (HDC) census tracts and partially within Areas of Persistent Poverty (APP) census tracts⁸ (See Table 1). (See Project Location File for the KML file map of the area).

Table 1: Project Census Tracts and Area Designations

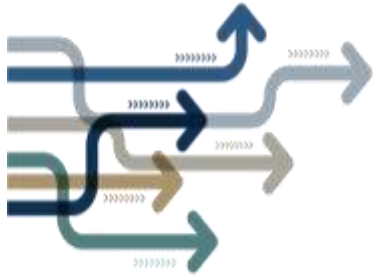
Census Tract #	Area Designations			Applicable Segments
23	Urban	APP	HDC	1- S. Anthony, 3-E. Paulding
30	Urban	APP	HDC	1-S. Anthony
31	Urban	APP	HDC	2-W. Paulding, 3-E. Paulding
32	Urban		Adjacent HDC	2. W. Paulding, 4-Fairfield
36	Urban		HDC	2. W. Paulding, 4-Fairfield
40	Urban	APP	HDC	1- S. Anthony, 3-E. Paulding
113.02	Urban	APP	HDC	1- S. Anthony, 3-E. Paulding, 5-E.Tillman
113.04	Urban	APP	HDC	1- S. Anthony, 5-E.Tillman

⁵ [Allen County GIS IMap](#): Floodplain Best Available 2022 layer selected

⁶ [Allen County GIS IMap](#): Zoning layer selected

⁷ [City of Fort Wayne Parks and Recreation Finder](#)

⁸ RAISE Mapping Tool



Project Budget

Budget Summary

Total Project Costs

The total project cost for the Southeast Corridors Planning Project is \$3,827,250.

Source, Amount, and Type of Funds for Eligible Project Costs

All funds for this project will come from the 2024 RAISE Grant.

Non-Federal Funds

The project is eligible for 100% funding from RAISE, so no non-federal funds will be used.

Documentation of Funding Commitments

The in-kind time and talent of various city departments and stakeholders are being committed to the project. See Funding Commitment File and Letters of Support File.

Use of Funds

The Southeast Corridors Planning Project Budget is \$3,827,250 as shown in Table 2.

Table 2: Use of Funds for Southeast Corridor Planning Project (FY 2024 RAISE Project)

Funding Source	Planning Project Funding Amount	Total Funding Funding Amount
RAISE Funds:	\$3,827,250	\$3,827,250
Other Federal Funds:	\$0	\$0
Non-Federal Funds:	\$0	\$0
Total:	\$3,827,250	\$3,827,250

A basis for this cost is broken down in Table 3. The three main elements of the initiative are design, NEPA environmental review, and development of the overarching corridors plan. Future construction costs for each of the corridors was established based on 10% design plans and the City's experience in implementing Complete Streets projects similar in nature in other parts of the city. Design numbers were estimated at 15% of estimated construction costs, and Corridor Plan Development was estimated at 2.5% of construction costs. NEPA costs were estimated based on experience with other projects as well. No right-of-way will be acquired as part of this phase of the project. City staff will be actively involved in the development of this plan. Their participation and contribution towards the scope of work will mitigate project cost overruns.

Other local sources may also be accessed, if needed, including County Economic Development Income Tax. The Fort Wayne City Engineer developed the costs for the project.

Table 3: Detailed Budget

Southeast Corridors Planning Project Budget

		Grant Request								
ID	Limits	Preliminary Engineering	NEPA Env. Review	Corridor Plan	Total Grant Request	Final Engineering	Construction	Construction Inspection	Project Contingency	Total Project Cost
1	S. Anthony Blvd. from Oxford St. to US 27	\$945,000	\$105,000	\$262,500	\$1,312,500	\$630,000	\$10,500,000	\$840,000	\$2,100,000	\$15,382,500
2	W. Paulding Rd. from Fairfield Ave. to US 27	\$472,500	\$52,500	\$131,250	\$656,250	\$315,000	\$5,250,000	\$420,000	\$1,050,000	\$7,691,250
3	E. Paulding Rd. from US 27 to Hessen Cassel Rd.	\$472,500	\$52,500	\$131,250	\$656,250	\$315,000	\$5,250,000	\$420,000	\$1,050,000	\$7,691,250
4	Fairfield Ave. to E. Tillman Rd. to US 27	\$315,000	\$52,500	\$52,500	\$420,000	\$210,000	\$2,100,000	\$168,000	\$420,000	\$3,318,000
5	E. Tillman Rd. from US 27 to Hessen Cassel Rd.	\$598,500	\$52,500	\$131,250	\$782,250	\$399,000	\$5,250,000	\$420,000	\$1,050,000	\$7,901,250
		\$2,803,500	\$315,000	\$708,750	\$3,827,250	\$1,869,000	\$28,350,000	\$2,268,000	\$5,670,000	\$41,984,250

*Preliminary Engineering: Survey, Existing Development Pattern and Condition Analysis, Commercial Node Analysis, Preferred Access Management Plan, Bicycle and Pedestrian Connectivity Plan, Transit Access and Connectivity Plan, EV Infrastructure Plan, Landscaping Plan, Neighborhood Street and Sidewalk Connection Plan, 60% Design.

**Corridor Plan Development will include: Historic and Demographic Context, Public Engagement, Equity Analysis, Market Analysis, Gateway Branding/Art, Urban-Mix Regeneration Plan, Action Plan, Overall Plan Integration with Preliminary Engineering.

Project Cost per Census Tract

The proposed project area is 100% urban. Project alignment is within several census tracts, most of which are either an Area of Persistent Poverty (APP) and all which are in/or adjacent to tracts designated as an Historically Disadvantaged Community (HDC). Therefore, the project is eligible for 100% of the Federal share limit. The share of the budget in each tract is below in Tables 4a-c and a map of the census designations is provided in Figures 4-7.

Table 4a.

2020 Census Tract(s)	Costs Per Census Tract
23	\$539,221
30	\$210,823
31	\$235,149
32*	\$243,257
36	\$1,070,333
40	\$409,483
113.02	\$624,361
113.04	\$494,623
Total	\$3,827,250

*Adjacent roadway to HDC Census Tract 36.

Table 4b.

2010 Census Tract(s)	Costs Per Census Tract
23	\$539,221
30	\$210,823
31	\$235,149
32*	\$243,257
36	\$1,070,333
40	\$409,483
113.02	\$624,361
113.04	\$494,623
Total	\$3,827,250

Table 4c: Project Costs per Census Tract

Census Tract(s)	Project Cost per Census Tract	APP/HDC Costs	APP/HDC %
23 (APP, HDC, Urban)	\$539,221	\$539,221	100%
30 (APP, HDC, Urban)	\$210,823	\$210,823	100%
31 (APP, HDC, Urban)	\$235,149	\$235,149	100%
32 (Adjacent to HDC, Urban)	\$243,257	\$243,257	100%
36 (Urban, HDC)	\$1,070,333	\$1,070,333	100%
40 (APP, HDC, Urban)	\$409,483	\$409,483	100%
113.02 (APP, HDC, Urban)	\$624,361	\$624,361	100%
113.04 (APP, HDC, Urban)	\$494,623	\$494,623	100%
Total Project Cost	\$3,827,250	\$3,827,250	100%

Table 4d.

Urban/Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	\$3,827,250
Rural (Located outside of 2020 Census designated urban area with a population greater than 200,000)	\$0
Total Project Costs	\$3,827,250

Project Area Census Designation Maps

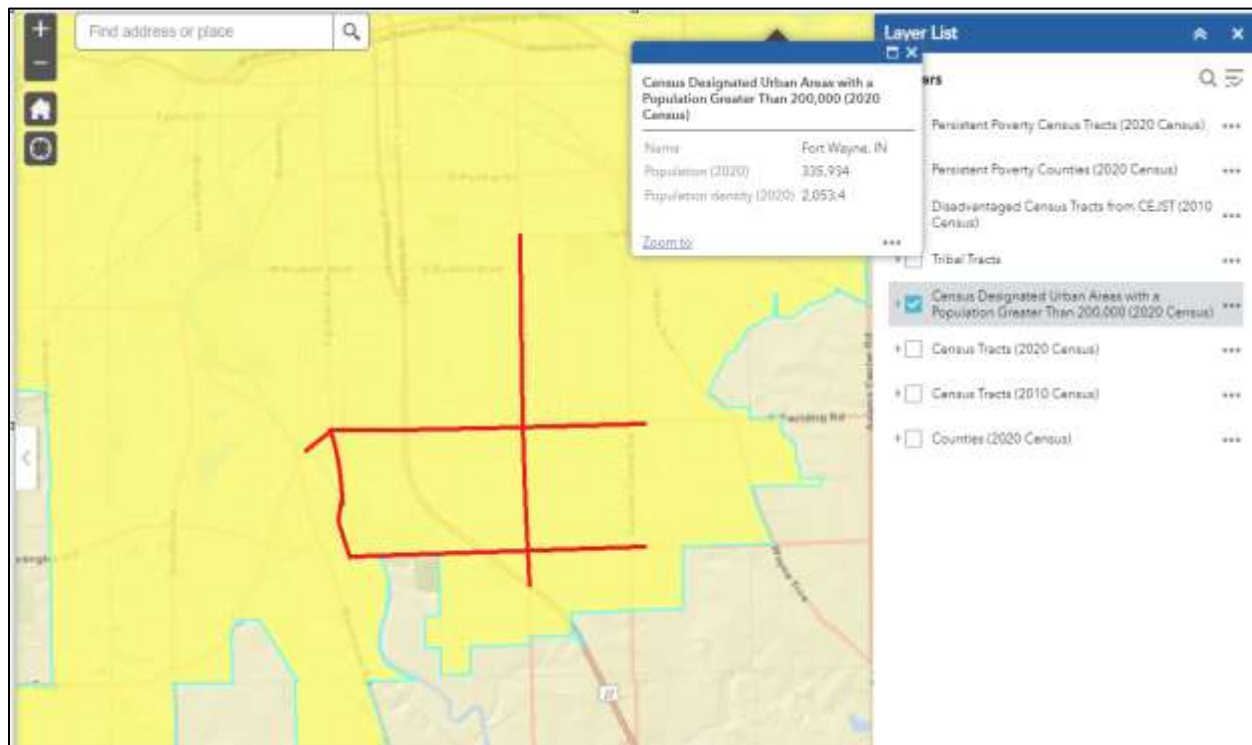


Figure 4: Urban Designation (2020 Census)

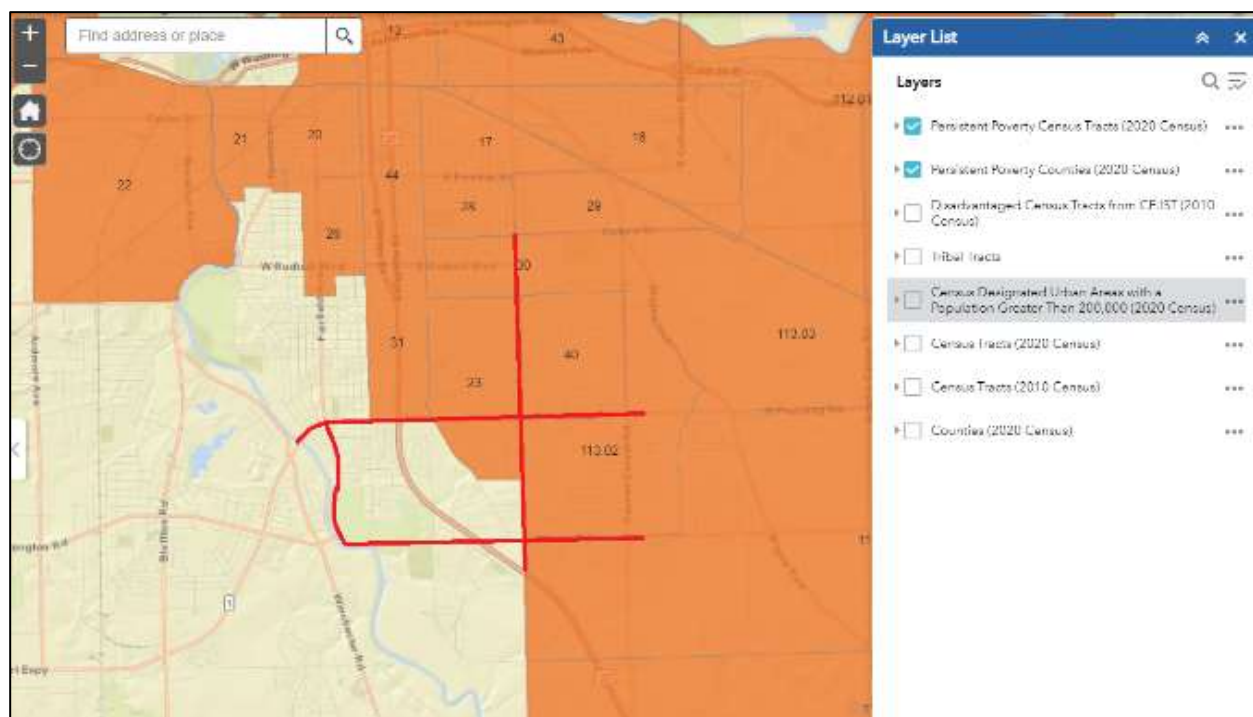


Figure 5: Areas of Persistent Poverty (2020 Census)

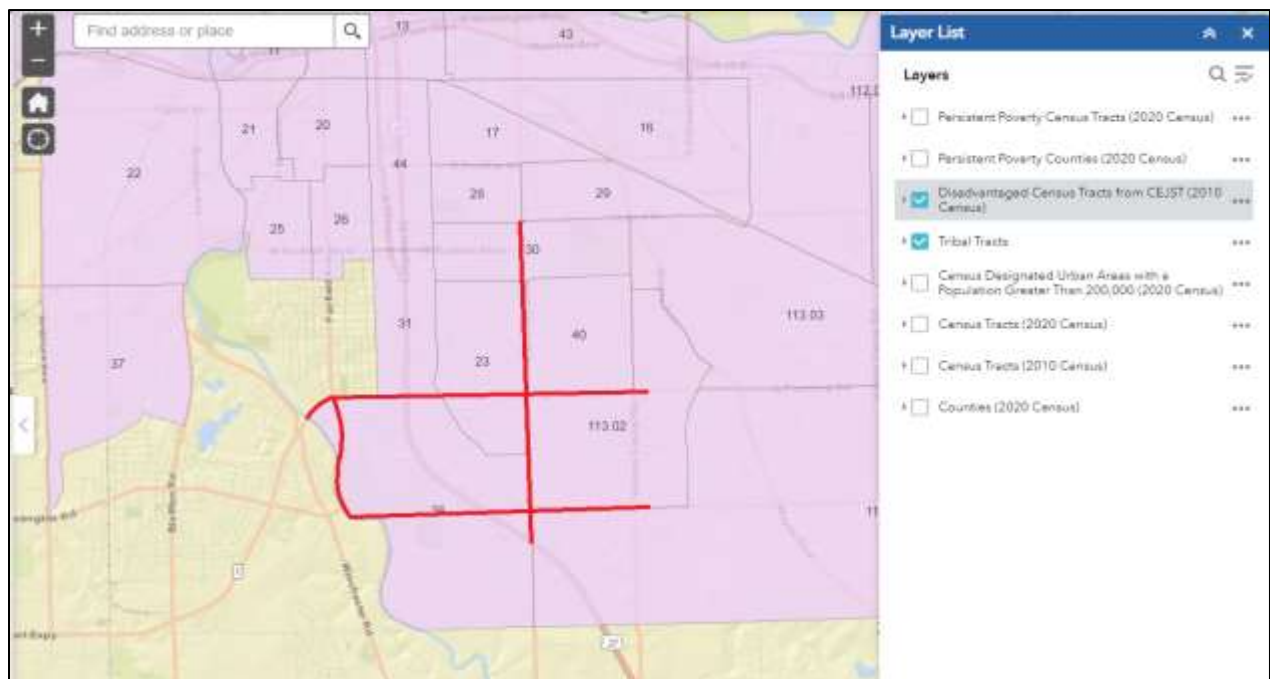


Figure 6: Historically Disadvantaged Communities from CEJST (2010 Census)

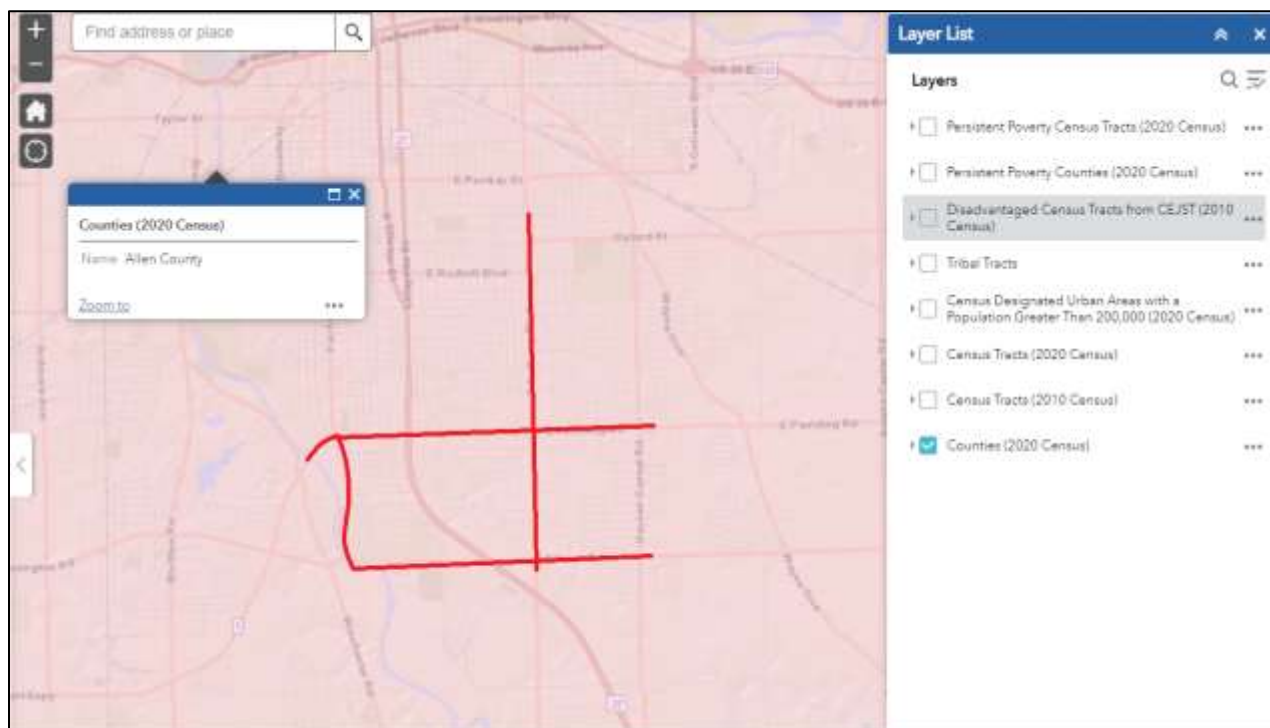
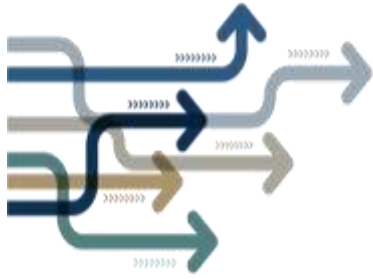


Figure 7: County Census (2020 Census)



Merit Criteria

The Southeast Corridors Planning Project addresses each of the eight Merit Criteria of the RAISE Grant. The study involves improving four interlinking corridors in Fort Wayne, Indiana including S. Anthony Boulevard, Paulding Road, E. Tillman Road, and Fairfield Avenue. The proposed project area is 100% urban. Project alignment is within several census tracts, most of which are an Area of Persistent Poverty (APP) and all which are in/or adjacent to tracts designated as an Historically Disadvantaged Community (HDC)⁹. The purpose of the Southeast Corridors Planning Project is to:

- 3) Develop an approach to address the immediate multimodal transportation needs of the corridors using context sensitive solutions, and
- 4) Develop a long-term vision for the corridors to foster development that creates a vibrant urban environment in service of surrounding neighborhoods.

The scope of work for the Southeast Corridors Planning Project will include the development of a comprehensive corridor plan including the following elements:

Historical and Demographic Context	EV & Smart Technology Infrastructure Plan
Public Engagement and Previous Plan Review	Landscaping Plan
Existing Development Patterns & Conditions	Gateway Branding and Public Art Plan
Market Analysis of Surrounding Community	Neighborhood Street and Sidewalk Plan
Commercial Node Site Plans	Inclusive, Urban-Mix Regeneration Plan
Preferred Access Management Plan	NEPA Environmental Review of Design
Bicycle and Pedestrian Connectivity Plan	Road/Water Utility Design Plans (10 to 60%)
Transit Access and Connectivity Plan	General Development and Action Plan
Sustainability and Resilience Plan	Cost Estimates and Potential Funding Sources

Safety

Safety Concerns

The roads within the Southeast Corridors Planning Project were originally designed to efficiently facilitate vehicular movement. The current infrastructure is aging and not suited for pedestrian and bicycle use. Existing lanes are wide, making speeding more prevalent. Sidewalks and multi-use paths are in disrepair, lacking, and/or are near the streets, causing unsafe conditions by forcing pedestrians and bicyclists to operate next to fast moving vehicles.

⁹ RAISE Mapping Tool

Crashes

Indiana State Police ARIES crash data from 2018 to 2022 revealed that 1,511 crashes occurred along the project corridors, resulting in 544 people injured and seven fatalities. The predominant crash types were rear ends, left turns, right angles, same direction sideswipes, and having been run off the road. Common contributing factors were failure to yield the right-of-way, unsafe lane movement, running off the right side of the road, improper turning, and unsafe speeds.

Speeding

Speed limits in the area are posted between 35-45 mph. See Transportation System Maps in Appendix B. Due to the current design of the roads, these speeds are consistently and commonly exceeded. This is particularly concerning adjacent to schools and residential areas where pedestrians are at risk from speeding traffic. See Figure 8.

Criminal Activity

The project area also has high criminal activity. Over the previous four-year period of 2020 to 2023, Fort Wayne Police responded to 3,385 incidents. This averages approximately 2.3 incidents serious enough to call the police with an activity that community members experience daily. The most common incident is Accident/Hit & Skip, with 1,572 accidents reported along these four roads, 46.4% of all criminal activity in these neighborhoods. Other serious criminal activities included Disturbances (613 incidents), Shots Fired (138 incidents), Battery (127 incidents), Burglary (70 incidents), Fights (35 incidents), and Strong-Armed Robbery (20 incidents). While crime has decreased overall across Fort Wayne, there remains a concern with the criminal activity levels near these roads.

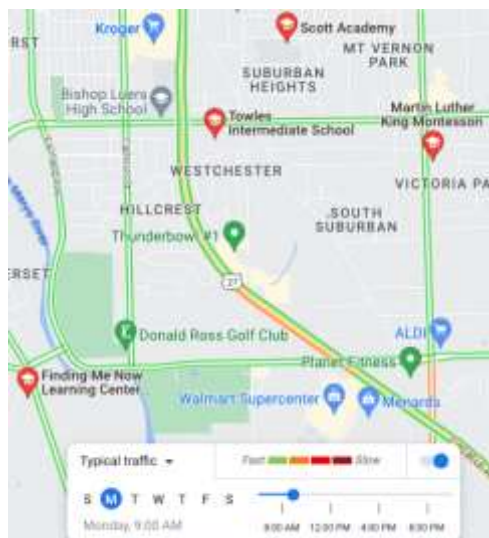


Figure 8: Typical Fast Traffic

How the Plan will Address Safety Concerns

This interconnected network of streets will be redesigned to address the high crash rate, speeding concerns, and high criminal activity. Designs will calm traffic by reducing speeds as well as reducing and narrowing lanes through road diets where appropriate. Vehicular, pedestrian, and bicyclist needs will be incorporated into corridor designs that follow the City of Fort Wayne Complete Streets policy.

Pedestrian safety will be enhanced with new ADA compliant sidewalks and multi-use paths. Designs will include on-street parking, lighting, and trees that separate pedestrians and bicyclists from vehicular traffic. Visibility will be accommodated from both far away and up close through established site lines and streetlighting that will illuminate the space. Pedestrian signals with push buttons will also be added to improve crossing safety. These actions will collectively reduce fatalities and injuries from vehicular crashes, trip and fall incidents, and criminal activity. Similar road reconfigurations within Fort Wayne have reduced crashes by 55-100%.

The Southeast Corridor Planning Project aligns with the Urban Transportation Advisory Board's Toward Zero Policy to reduce road related fatal and serious injury crashes by 50% in Allen

County by 2045 by applying the Safe System Approach. It also aligns with the National Roadway Safety Strategy to design a system that minimizes human vulnerability as follows:

- Safer People: Separating pedestrians/bicyclists from vehicles and increasing visibility,
- Safer Roads: Implementing proven safety countermeasures by implementing crosswalk visibility enhancements, medians and pedestrian refuge islands, bicycle lanes,
- Safer Speeds: Narrowing roads and reducing speeds.

Crime Prevention Through Environmental Design (CPTED) best practices will help guide design decisions such as lighting, landscaping, and hardscaping to promote natural observation of the area and provide a clear delineation between public and private spaces. The city recently completed a neighborhood infrastructure project on High Street which was designed using the universal principles of CPTED and saw a stunning change in crime rates. In the first year of measurement, High Street saw a 44.5% decrease in overall crime from the peak year measured, and in the second year, a 54% drop in crime rates over the previous 10-year average. This has helped the city understand the importance of investing in place-based crime prevention strategies, which this project shares many similarities.

Environmental Sustainability

Environmental Sustainability Concerns

Fort Wayne developed in a logical, incremental, and efficient manner up until the 1950's. Since that time, urban sprawl has occurred, enabled by the automobile and the extension of transportation infrastructure. In fact, Fort Wayne's density was 5.99 persons per acre in 1950, compared to 3.70 today^{10,11}. Geographic dispersion has also led to increases in transportation related air pollution caused by increases in vehicle miles travelled and greenhouse gas emissions.

Vehicle Miles Traveled

The annual average weekday vehicle miles traveled (VMT) has increased significantly in the Fort Wayne area. According to the Northeastern Indiana Regional Coordinating Council (NIRCC) - MPO, between 1986 and 2021, VMT increased from 450,000 to 7,660,000! In 2021, 88% of the VMT was from passenger vehicles, with 12% from trucks¹².

Greenhouse Gas Emissions

A greenhouse inventory was conducted for a cohort of Indiana Cities, including Fort Wayne¹³. The report showed in 2017, an estimated 2,940,637 metric tons of carbon dioxide equivalent (CO₂e) were emitted within Fort Wayne city limits, with 52% of that coming from the transportation sector, more than any other Indiana city included in the cohort. Urban sprawl and

¹⁰ Allen County and City of Fort Wayne, Indiana. (n.d.). [*A Comprehensive Plan for Allen County and Fort Wayne Existing Conditions Report – Land Use*](#). Allen County and City of Fort Wayne, Indiana.

¹¹ City of Fort Wayne. (n.d.). [*Fort Wayne Fast Facts*](#). City of Fort Wayne.

¹² Northeastern Indiana Regional Coordinating Council. (2022). [*Transportation Summary Report, Fiscal Year 2022*](#).

¹³ Environmental Resilience Institute (2020). [*2019 Resilience Cohort Results Summary*](#).

the location of the city as a crossroad connection to Midwest economic and population centers explain the transportation sector's high contribution to Fort Wayne's total emissions¹⁴.

Urban Tree Canopy

Trees provide quantifiable environmental benefits including stormwater management, temperature moderation and cooling, reduction of air pollutants, and more. An urban tree canopy assessment conducted in 2022 by the Urban Green Infrastructure Resilience Cohort found that the City of Fort Wayne currently has tree cover in 24% of the city, less than the preferred amount of 33% cover, while noting that as much as 55% of the city is available and considered "plantable" for tree canopy¹⁵. When prioritizing areas of Fort Wayne to be planted with tree cover, the Southeast Corridor Planning Project area was prioritized as "Very High."

Anticipated Climate Change Impacts

Serious threats to the area due to climate change include an increase in extreme heat events and a rise in extreme precipitation events. The number of extreme heat events in the area are projected to increase significantly, tripling by 2050¹⁶. Additional anticipated climate change impacts include affects to transportation infrastructure, homes, and businesses¹⁷. According to the American Planning Association, damage to roads due to extreme heat and increased flooding will lead to higher costs to maintain and adapt to ensure the overall structural integrity of roads and safety for road users. Increased stormwater and extreme precipitation may disrupt transportation systems and lead to flooding of homes and businesses. These impacts are disproportionately disruptive to populations that have experienced the cumulative impacts of both environmental and socio-economic burdens.

Alignment to Regional Climate Planning Guide and City Climate Action Plan

This project aligns with recommendations of the City of Fort Wayne's climate action plan, *Sustaining Fort Wayne*¹⁸, and regional guidance regarding using climate information in local planning¹⁹. These include reducing gas emissions and air pollutants, increasing readiness for extreme heat and extreme precipitation including preparing roadways for an increase in maximum temperatures and freeze-thaw events, promoting robust and diverse transportation options, increasing the tree canopy, and reducing heat impacts in the built environment.

How the Plan will Address Environmental Sustainability Concerns

This project will align with the *U.S. National Blueprint for Transportation Decarbonization*²⁰. This will be accomplished by "Increasing Convenience" through community design, "Improving

¹⁴ ICLEI-Local Governments for Sustainability USA, (2019). City of Fort Wayne: Inventories of 2017 Community-Scale and 2018 Local Government Operations Greenhouse Gas Emissions.

¹⁵ Environmental Resilience Institute. (2022). [Urban Tree Canopy Assessment Summary Report](#).

¹⁶ Environmental Resilience Institute, Indiana University. <https://eri.iu.edu/who-we-work-with/local-governments/beat-the-heat.html>

¹⁷ American Planning Association. (2019) [Using Climate Information in Local Planning: A Guide for Communities in the Great Lakes](#).

¹⁸ City of Fort Wayne Utilities (2023). <https://sustainingfortwayne.org/climate-action-and-adaptation-plan/>

¹⁹ American Planning Association. (2019) [Using Climate Information in Local Planning: A Guide for Communities in the Great Lakes](#).

²⁰ U.S. Joint Office of Energy and Transportation. (2023) [EERE TranspoDecarb factsheet-508 0.pdf](#) ([energy.gov](#))

Efficiency” through increasing modal options, and “Transferring to Clean Energy Options.” Transportation-related air pollution and greenhouse gas emissions will be reduced within Southeast Fort Wayne, an Area of Persistent Poverty, and an Historically Disadvantaged Community, by providing a plan to increase density and incorporate compact, walkable, and green mixed-use design changes along the corridors in relationship to neighborhood centers. Alternative means of travel will be encouraged other than gas-fueled vehicles, thereby reducing vehicle miles travelled. Designs for walking and biking infrastructure will create more accessible options of transport from surrounding neighborhoods and connect to transit hubs that provide interconnection to work, commerce, and recreation throughout the city. Vehicle miles will also be reduced as transit increases in service span, frequency, and through extending or adding new routes²¹. Lowering emissions by reducing vehicle miles travelled in Allen County is projected to provide up to a 19% decrease in the number of days of extreme heat over 95 degrees by 2040²². See Letters of Support for NIRCC – MPO letter.

Alternative fuels will be supported with the integration of planned zero-emission EV infrastructure and energy efficiency is supported with LED lighting. Improvements to the stormwater infrastructure will increase the resilience of the area to withstand flooding during extreme weather events brought on by climate change. An increase in the tree canopy will provide added shade and improve carbon sequestration in the area. The use of other innovative technologies including low carbon material solutions will also be explored.

Quality of Life

Quality of Life Concerns

Improving the quality of life of area residents is a primary purpose of the Southeast Corridor Planning Project. Currently, residential areas, school zones, and businesses are intersected by wide roads with speeding traffic. The transit system is underdeveloped and there is a lack of safe pedestrian walkways and bike lanes. An absence of amenities²³ contributes to a lack of community identity. The result is a disconnected community disproportionately home to poor overall health and quality of life.

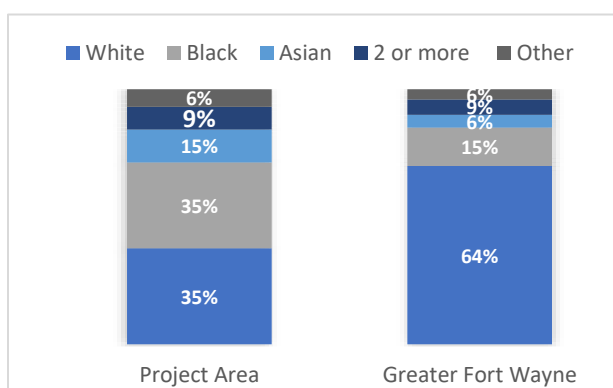


Figure 9: Race demographics of Project Area

Community Demographics²⁴

Census tracts identify a population of 38,512 people that live in the project area, 14.6% of the City of Fort Wayne’s total population of 264,590 per the 2022 American Community Survey. The residents that live in the area are also more diverse than the city as shown in Figure 9.

²¹ Fort Wayne Citilink (2020). Citilink 2030 Transit Development Plan Final Report.

²² US Global Change Research (2023). [Climate Mapping for Resilience and Adaptation Mapping Assessment Tool](#)

²³ [Allen County GIS IMap](#): Points of Interest

²⁴ 2022 American Community Survey 5 Year Estimates

Median household incomes are \$46,354 compared to \$53,978 for the city and owner-occupied vs rental living is a 58/42 percentage split compared to 63/37 percentage split for the entire city.²⁵ Economic status is significantly diminished in the project area compared to Allen County and the United States. A comparison of data of each area census tract to Allen County shows that, median household income is lower, children living below the poverty level is higher, and the percentage of renters spending 30% or more of their household income on rent is higher²⁶.

Community Health

The Parkview Health Database²⁷ paints a picture of a community struggling with health equity, mental health, and food insecurity. In all but one of the census tracts within the project area, needs in these areas are described as “High Need” in comparison to other census tracts within the area and in the United States. See Table 5 below. In addition, the census tracts within the project area lead both the county and the United States in serious health problems. These are listed in Table 6 below.

Table 5. Health Equity, Mental Health, and Food Insecurity

Census Tract #	Health Equity Index	Level of Need	Mental Health Index	Level of Need	Food Insecurity Index	Level of Need
23	98.3	High	94.8	High	99.1	High
30	94.5	High	89.6	High	98.2	High
31	94.3	High	71.3	Med-High	89.1	High
32	58.3	Med	45.6	Med	52.6	Med
36	92.4	High	94.9	High	94.1	High
40	88.1	High	89.7	High	85.5	High
113.02	93.6	High	89.9	High	89.5	High
113.04	81.1	High	90.3	High	86	High

Table 6. Health Problems where Residents Exceed County and National Averages.

Adults who are Obese	Adults with Arthritis
Adults who are Sedentary	Adults with Kidney Disease
Adults with COPD	Poor Physical Health 14+ days
Adults with Current Asthma	Insufficient Sleep
Adults who Smoke	Self-reported General Health Assessment: Poor or Fair

According to the City of Fort Wayne’s *Southeast Strategy Update*²⁸, life expectancy in the area is significantly lower than other areas of the city, up to 10 years shorter. Many factors play into this. Notably, diabetes and obesity are about 50% more common in adults living in the area compared to other parts of the city.

Access to Amenities

An additional contributing factor to health problems is the fact that the area is a food desert. Residents must travel a considerable distance to reach full-service grocers, significantly limiting

²⁵ Ibid.

²⁶ Parkview Health (2023). [Demographics Dashboard](#)

²⁷ Parkview Health. (2022). [Community Health Data: Allen County](#)

²⁸ City of Fort Wayne Community Development (2021) [Southeast Strategy Update](#)

access to affordable and healthy foods. Residents without access to a personal vehicle (14% compared to 7% in other areas of the city), are unable to walk long distances on dangerous streets or find public transit, leaving them extremely limited.

The area also lacks amenities that provide community identity and recreational opportunities. While Fort Wayne has been recognized for how public art has been an important part of downtown revitalization,²⁹ the project area lacks appealing and uniquely identifying signage or art. Also, while Fort Wayne has a robust trail system totaling over one hundred miles throughout the city, trail segments exist within the project area, but are not extensively interconnected.

How this Plan will Address Quality of Life Concerns

The planned project would improve the quality of life for residents of the area. This plan improves affordable transportation choices in the Southeast community by planning for active transportation usage in connection with transit, thereby decreasing personal vehicle dependence. The anticipated increase in public transportation service routes and access points as well as the addition of bike lanes and safe pedestrian walkways will provide residents much improved access to community services and amenities, including schools, parks, and full-service grocery stores, including the new Pontiac Market developed by the City of Fort Wayne, Parkview Health, and other partners to increase healthy food access in Southeast Fort Wayne (Figure 10).



Figure 10: Pontiac Street Market³⁰

In addition, residents will be offered pleasant and safe areas for healthy physical activity. Increasing tree canopy in the area from current levels will mitigate heat and improve aesthetic appeal; it also has the potential to remove 48,512 lbs. of localized air pollutants³¹.

The plan will also provide an inclusive, urban-mix regeneration plan which will include strategies on reducing vacancy, increasing housing diversity and affordability, increasing neighborhood connectedness to opportunity, and avoiding displacement³². The plan will explore

²⁹ Wise, Cat. (2021). PBS. <https://www.pbs.org/newshour/show/how-an-indiana-citys-investment-in-public-art-mirrors-its-overall-turnaround>

³⁰ Pontiac Street Market (2024). <https://www.pontiacstreetmarket.com/>

³¹ City of Fort Wayne Community Development (2023). [Fort Wayne RAISE-Tree Canopy Cover Data](#).

³² UNHABITAT for a Better Urban Future (2022), https://unhabitat.org/sites/default/files/2022/05/report_egm_urban_regeneration.pdf

bottom-up approaches to land ownership including land trusts and housing cooperatives and will consider the coordination of mixed-use development and affordable housing in relationship to the multi-modal infrastructure to create more livable communities. New housing development is starting to occur in the area. Village Premiere is an affordable, residential/mixed use development at S. Anthony Boulevard and McKinnie Avenue, and Roosevelt Reserves, is the first new market rate housing development in the area in 30 years. Improved pedestrian access between commercial and other neighborhood assets such as schools, churches, and parks within neighborhoods adjacent to the corridors will be explored. Landscaping, public art, decorative street furniture, and other corridor thematic enhancements will promote a positive image for the community. See Letters of Support from Parkview Health, City Council, the Fort Wayne Housing Authority, Housing Developers, Indiana Tech, and Local Schools.

Mobility and Community Connectivity

Mobility and Community Connectivity Concerns

Gaps in multi-modal connectivity were identified in several plans developed with community input, including the *Southeast Strategy Update* and the *All in Allen Comprehensive Plan*. Increased connectivity of trails and bike paths down major corridors including S. Anthony Boulevard and Paulding Road has been requested by residents. Community members expressed a desire to see residents, especially youth, have safe, non-automobile access between neighborhoods and parks and schools³³. Sidewalk gaps are identified in Appendix B: Transportation System Maps.

Citilink, a public transit provider, currently has three bus transfer centers located in the southern part of the city which include: Southgate Plaza, Southtown Centre (Walmart), and Hanna Creighton Transit Center/Urban League. None of these are within the bounds of the proposed Southeast Corridors Planning Project area, although one is within a block away. Routes within the area include Routes 5 (portion of Fairfield Ave. and Tillman Rd.), 7 (along S. Anthony Blvd.), 8 (along portions of Paulding Rd. and Tillman Rd.), and 3 (along Paulding Rd.). A stretch of Tillman Rd. has no existing bus routes. Riders surveyed indicate that the barriers to taking transit include the service taking too long and the schedule not being convenient³⁴.

In Allen County, 12.5% of the population has a disability, and in most census tracts within the project area, the percentage is even higher (reaching as high as 23% in census tract 23). This number jumps up with age, where up to 40% of adults 65 years and older have a disability³⁵. While the City of Fort Wayne and Citilink have been working on Americans with Disabilities Act (ADA) upgrades, there are several sidewalk ramps and bus stops throughout the area that are still out of compliance. See ADA compliance of ramps and bus stops in Appendix B: Transportation System Maps.

Citilink does operate a complementary paratransit service called Access within the project area with service to any location within ¾ mile of a fixed route bus or within the City of Fort Wayne.

³³ City of Fort Wayne Community Development (2021) [Southeast Strategy Update](#)

³⁴ City of Fort Wayne Community Development (2021) [Southeast Strategy Update](#)

³⁵ Parkview Health (2023). [Community Health Data](#)

Passengers are certified for eligibility according to ADA standards, and once certified may pre-schedule curb-to-curb service using Access. See Letters of Support from Citilink, Fort Wayne Trails, and League for the Blind.

How this Plan will Address Mobility and Community Connectivity Concerns

Mobility and community connectivity is a primary need for this project. This planning project will create a Complete Streets design that improves system-wide connectivity through improved roads, walking and biking infrastructure, and transit connections. An expanded on-demand transit network will be evaluated. Proposed changes to public transit to be studied include increases in service span, enhancing service frequency on routes, adding Sunday service, extending routes, and adding new routes³⁶. These changes will remove barriers for individuals by connecting the community to direct, affordable transportation options. Changes will also provide riders with disabilities with additional choice beyond current offerings.

The Southeast Corridor Planning Project will support the transportation goals in the Fort Wayne-Allen County Comprehensive Plan, *All In Allen*.³⁷ These include the following:

- Goal 1: Support high-quality infrastructure and systems for all transportation modes that align with community needs and facilitate economic development.
- Goal 2: Plan for and integrate new transportation technology and emerging best practices into the transportation network.
- Goal 3: Increase safe, attractive multimodal transportation opportunities.

Economic Competitiveness

Economic Competitiveness Concerns

As an older industrial city, Fort Wayne has experienced economic structural changes brought about by Rust Belt decline.

Exportable jobs such as those provided in the manufacturing sector have remained flat for Allen County since 1969, while non-exportable jobs, including those in the lower-paying service sector, have increased by 250%³⁸. See Figure 11. The three top industries according to employment earnings in Allen County are Health Care and Social Services at 15%, Manufacturing at 12% and Retail at 10%³⁹.

Exportable/Non-Exportable Sector Employment, Allen County

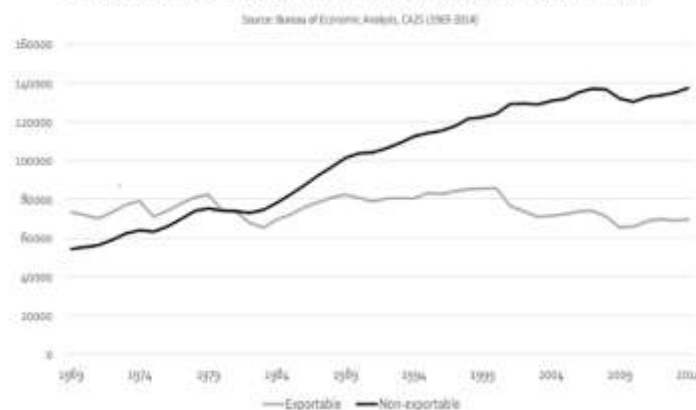


Figure 11: Exportable/Non-exportable Sector Employment for Allen County 1969-2014

³⁶ Fort Wayne Citilink (2020). Citilink 2030 Transit Development Plan Final Report.

³⁷ Allen County and the City of Fort Wayne (2022). <http://allinallen.org/>

³⁸ Indiana Communities Institute. (2018). *Considerations for Building Stellar Communities*. [PowerPoint]. Ball State University. <https://www.dropbox.com/s/ht5j6bwl9c1huhl/East%20Allen%20County.Final%20%281%29.pdf?dl=0>

³⁹ U.S. Bureau of Economic Analysis. (2022). *Allen County: Indiana Employment Earnings by Employment, 2022*. STATS Indiana. https://www.stats.indiana.edu/profiles/profiles.asp?schose_choice=a&county_changer=18003

During the 1970s and 1980s, the manufacturing sector began to decline. Southeast Fort Wayne, once a working-class area formed around the industry it supported, experienced disproportionate disinvestment. One of the hardest hits was the 1983 closing of the International Harvester Plant that once employed over 10,000 workers⁴⁰. The attraction of the General Motors (GM) plant in 1984 helped with recovery, however, the new plant was constructed on agricultural ground southwest of the city, along Interstate 69, causing a vehicular dependence to access jobs and only a portion of employees were local new hires⁴¹.

The retail environment subsequently suffered in Southeast Fort Wayne. After struggling in the 1990s, Southtown Mall was demolished. This had previously been a significant regional attraction with approximately 950,000 square feet of retail space. The area was redeveloped as Southtown Centre, with Walmart and Menards as anchors, although the area has never regained the retail prominence of the Southtown Mall⁴². A gap has been created which limits consumer choices and requires travel out of the area to obtain goods and services. As national chains have a formulaic approach to selecting sites for new retail areas, it has been difficult to attract chains⁴³.

A drive-by survey was conducted by city staff along the project corridors. A total of forty-seven businesses were identified. The businesses were comprised of gas stations, auto sales and service establishments, health and beauty services, restaurants, small retail shops, small food markets, a laundry mat, and a daycare center. The businesses are locally owned, and at least 57% are confirmed as having minority-ownership.

Future Redevelopment and Growth

A market study of the Southeast area was conducted in 2015 and will be updated as part of this project. This study noted a widening in the gap between the southeast quadrant and the rest of the city in terms of income and retail demand⁴⁴. The 2015 study determined that a market exists in the area that could support additional retail. It is estimated that \$57 million in new sales could be captured in the area. Currently, residents drive out of the area for desirable shopping, dining, and entertainment. The area is situated in a desirable location as the corridors are on the homebound route for workers. Existing anchors such as Walmart, Kroger, and Menards can draw in significant consumer traffic daily. Finally, there is good potential walkability for retail. Additional retail development could draw in nearby neighborhood consumers who either prefer to walk to local retail or have no method of vehicular transportation to drive.

Within the study area is an Opportunity Zone identified by the IRS⁴⁵, which is meant to spur investment in undercapitalized communities. This provides incentives and tax benefits to investors. Only 12% of census tracts are Opportunity Zones, which can make the area

⁴⁰ McMaken, C. (2017, 29 June). *Throwback Thursday: Last Truck Rolls Off Line at Harvester Plant*. Journal Gazette <https://journalgazette.net/features/20170629/international-harvester-truck-plant-closes-july-15-1983>

⁴¹ Frazier, L.M. (n.d.) Out with Harvester on to GM. *The News Sentinel*.

<http://egen.fortwayne.com/ns/projects/history/2000/1980/econ0.php>

⁴² City of Fort Wayne Community Development (2021) [Southeast Strategy Update](#)

⁴³ *ibid*

⁴⁴ Gibbs Planning Group (2015). [South Fort Wayne Retail Market Analysis](#).

⁴⁵ Internal Revenue Service (2023). [Opportunity Zones](#)

particularly appealing to potential investors⁴⁶. In addition, portions of the area are also included in the City of Fort Wayne Summit City Entrepreneur and Enterprise District (SEED). SEED also provides tax incentives for real estate and building improvements as well as grants and loans within the area. Since 2017, SEED has graduated 253 individuals through their Build Institute Entrepreneur Education Program, 76% which are minority and 76% women (See Figure 12). Of the graduates, more than 97 (39%) have fully operating businesses that are either store fronts or online. See Appendix C for Economic Competitiveness Maps.



Figure 12: SEED Build Institute Graduating Class

In January of 2024, Google announced their purchase of close to nine hundred acres for an initial \$440M investment into a data center two miles west of the project area⁴⁷. Future investment is in the game-changing \$3-\$4 billion range. The Adams Center tax increment finance (TIF) district was expanded in February 2024 to capture the property tax revenue to be received by Google for reinvestment into commercial areas in Southeast Fort Wayne.

How this Plan will Address Economic Competitiveness Concerns

This plan will be designed to promote both public and private investments that increase land use productivity along the corridors. Through the focus on transportation-related mixed-use commercial and residential development, the density of activity will be increased, thereby improving the economic viability of the area.

General aesthetics and functionality will be improved creating a renewed sense of place and welcoming environment for commercial and residential private investment. New decorative street lighting with landscaped medians, wide park strips with landscaping and park benches, accessible bus shelters, on street parking lane with curb turnouts, bus pullout areas, and bicycle accommodations will all be part of design considerations.

This project will design an environment that is attractive and economically viable for local entrepreneurs and will promote wealth building in the area. An updated market study and improved public safety will inform commercial reinvestment along the corridors and the overlying TIF and SEED District will provide valuable financial redevelopment tools. SEED, and Greater Fort Wayne, Inc. (the Local Economic Development Agency) will be key stakeholders throughout the process to advance their inclusive economic development approaches through the cultivation of minority and women owned businesses. This design will promote long-term economic growth for the community in a manner that is equitable and inclusive.

⁴⁶ Tax Policy Center Urban Institute. (2023) [Briefing Book](#).

⁴⁷ WishTV (2024). <https://www.wishtv.com/news/indiana-news/google-buys-land-to-develop-data-center-in-fort-wayne/>

Improvements that enhance travel for all users can have a positive impact on business sales by changing the corridor from a place where people ‘drive through’ to a place where people ‘drive to.’ Improvements such as those proposed by this study have shown to increase retail sales, reduce street noise, and increase sales tax revenues^{48, 49}, improving economic conditions. See Letters of Support from SEED and Greater Fort Wayne, Inc.

State of Good Repair

State of Good Repair Concerns

The current state in Southeast Fort Wayne, as an Area of Persistent Poverty and a Historically Disadvantaged Community, is a picture of economic decline and deteriorating infrastructure that has failed to keep up with the changing times. Significant portions of sidewalks, roadways, sewers, and water mains are near the end of their useful life. Pavement Surface and Evaluation Rating (PASER) data was reviewed for the area. Roadway conditions range from 2 to 9 throughout the area based on a 1-10 scale. Road surfaces are uneven, having been damaged from use and freeze-thaw deterioration that has been repeatedly patched and damage to roads will continue to accelerate with high-volume, high-speed traffic and increased extreme temperature fluctuations due to climate change. Where sidewalks exist, they are in varying states of disrepair. It is estimated that 17,281 ft. of sidewalk needs to be replaced at an estimated cost of \$1,468,916. See Figure 13 for images of sidewalk and roadway conditions of the area below.

Figure 13. Disrepair along Southeast Corridor Planning Project Area



Sidewalk Damage on Paulding Road



Road Surface Damage on S. Anthony Boulevard

Sewer, water, and stormwater collection systems, essential for public health, are at a minimum 50+ years old, with portions along the corridor dating back to the 1890s. Aging pipelines, prone to leaks and contamination, pose risks to residents. The city has documentation of 106 water main breaks along the corridors. Water main replacement alone for the area is estimated at \$9.5

⁴⁸ Project for Public Spaces (n.d.). [Road Diet Case Study: La Jolla, a Jewel of a Boulevard.](#)

⁴⁹ Cullen McCormick (n.d.). York Blvd: [The economics of a road diet.](#)

million. The ongoing need to fix, patch, and repair the existing infrastructure assets can create significant equity concerns. Losing access to water or sewer is of particular concern for vulnerable populations in the area such as the elderly, children, and individuals with health problems.

How the Plan will Address State of Good Repair Concerns

Fostering a state of good repair is a primary aspect of this project. Infrastructure assets that have met the end of their useful life and previous design intent will be planned to be replaced with modern, integrated, Complete Street systems. Road diets, walkway improvements and increased transit access will better serve neighborhood needs. Construction maintenance will be reduced through efficient and well-integrated design that includes stormwater and green infrastructure improvements to support longevity. The design will shore up both above and below ground transportation and water utility infrastructure within the existing built environment that is of particular concern to vulnerable members of this historically underserved community.

An action plan will include a priority project list with costs for each planning element. Initial estimates for the entire implementation are in the \$42M range. Potential funding sources will be explored, including a future RAISE Capital Grant. Local financial resources will be applied toward capital improvements including, at a minimum, the 20% match required for a RAISE Capital application; funds could come from Motor Vehicle Highway, Local Road and Street, and Local Income Tax funds in addition Adams Center Tax Increment Finance District revenue.

Maintenance of future infrastructure improvements will be integrated into the asset management budget of the City of Fort Wayne Public Works Division for roadways, sidewalks, trails, street trees, and lighting; Fort Wayne City Utilities for Water, Wastewater, and Stormwater infrastructure; and Citilink for transit infrastructure. Public Works keeps a running list of maintenance needs and integrates them into a five-year capital improvement plan.

Approximately \$45M in city funds are committed to city-wide capital improvement and maintenance projects each year. Roads and sidewalks are inspected and receive a PASER Rating every two years to help determine priority within the maintenance schedule. The Public Works Street and Solid Waste Departments have dedicated crews for maintaining roadways, sidewalks, trails, streetlights, bike racks, furnishings, and trash cans in the right-of-way. Public Works Traffic Engineering provides oversight to traffic signs, lights, and other traffic control equipment and technology.

While funding assistance is needed for large capital projects, the city is in a good financial position with a current bond rating of Aa1 by Moody's. An extensive annexation strategy in the 1980's – 2000's captured suburban outgrowth revenue to reinvest into the "donut hole" of deindustrialization disinvestment in the urban core. Since 2009, over \$1.5B in private investment has occurred in Fort Wayne's downtown. Targeted focus is now being expanded to collar neighborhoods adjacent to the downtown and Southeast. Due to these growth management and reinvestment strategies, the city is in a sound financial position to maintain this improved infrastructure once it is constructed. In addition, increases in the density of development will increase property tax revenue and city utilities user fees to cover increased maintenance costs.

Partnership and Collaboration

Partnership and collaboration will be a key component to the Southeast Corridors Planning Project. This project will be led by a Project Management Team consisting of the following:

City of Fort Wayne, Indiana: Project leadership will be provided through the city's Public Works and Community Development Divisions. Additional involvement will include the Mayor's Office, City Council, Controller's Office, City Utilities, Police, Fire and Parks Departments.

Fort Wayne Citilink: The public transportation operator for the metro area of Fort Wayne and Allen County, Indiana.

Northeastern Indiana Regional Coordinating Council: The designated Metropolitan Planning Organization (MPO) for conducting transportation planning within the Fort Wayne-New Haven-Allen County Metropolitan Planning Area.

Additional stakeholders will be engaged throughout the planning process. Documented support thus far includes the following: Federal legislators, City Council, NIRCC, Citilink, Fort Wayne Trails, Parkview Health, Greater Fort Wayne, Inc., Summit City Entrepreneur and Enterprise District, Fort Wayne Housing Authority, Indiana Tech, Fort Wayne Community Schools, East Allen County Schools, League for the Blind, Community Foundation of Greater Fort Wayne, Bridge of Grace Ministries, Village Premier mixed-use development and Roosevelt Reserve housing development. Stakeholders will bring alignment between the project and their efforts of equity-based economic development, social supports, affordable housing, and other investments.

This project is building off extensive engagement conducted over the last three years through the community-wide *All in Allen* Comprehensive Plan development and the neighborhood-scale *Southeast Strategy Update*. Public meetings and an online survey were conducted specific to the S. Anthony Corridor in the Fall of 2022.

Upon award, this project will meaningfully engage the public and involve them in transportation decision making, as recommended in DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-making Guide⁵⁰. A draft Community Participation Plan has been developed and is provided in Appendix D. The plan includes an equity analysis and outlines the roles of the Project Management Team, Community Advisory Committee, and Technical Advisory Committee. The plan also details how outreach will be conducted with community organizations, businesses, and the general public, including through the use of the City's new Engage Fort Wayne website and social media public engagement tool that can be viewed here: <https://engage.cityoffortwayne.org/>. This website is based on Pittsburgh's platform, which won the IAP2 award for best city community participation platform in the world in 2023. Additional engagement will include interviews, advisory committees, public meetings, and print products to increase transparency and access.

⁵⁰ Department of Transportation (2022). [Promising Practices for Meaningful Public Involvement in Transportation Decision-making Guide](#).

Innovation

Innovation Needs

The project area is currently lacking in innovative technology. Electric vehicle charging stations are non-existent along the project area and there is little support for electrified public transportation. However, there are ongoing projects in greater Fort Wayne that will support increased access to electronic vehicle (EV) charging stations such as a recent award received from the Indiana Department of Environmental Management (IDEM) VW Diesel Emissions Environmental Mitigation Trust of 37 L2 chargers. The city continues to promote additional public and private investment into electrification. An official statement from City spokesperson John Perlich stated there is public support for increasing EV charging stations in Fort Wayne⁵¹.

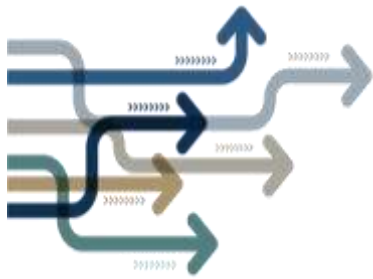
The City of Fort Wayne is also exploring other innovative technologies to integrate into the overall transportation system. For example, there is interest in integration of intelligent traffic control, intelligent infrastructure monitoring, and AI-based prediction and management into the common operating platform to bring together multiple aspects of connected and automated vehicles, smart infrastructure, and Machine-Learning based big data analytics to deploy a cohesive ecosystem.

How the Plan Addresses Innovation Needs

This planning project includes an EV and Smart Infrastructure element to the overall corridor plan. This will involve increasing the availability of electric vehicle infrastructure by including electric distribution upgrades and charging infrastructure into the design. In addition, other innovative technologies will also be explored that are not currently being implemented by the city, including a Smart Cities Operating Platform, solar powered streetlighting, hotspots on streetlights to expand broadband access, low carbon impact materials (concrete), and visual attention software, amongst other things. Transportation designs will consider the interface of cyber, physical, and social systems comprised of connected and automated vehicles, human driven vehicles, pedestrians, and infrastructural elements.

In addition to technology, the layered approach to the corridor planning project is an example of urban regeneration innovation. Historically, corridor planning has focused mostly on technical solutions to design related problems along roadways. This planning initiative will give voice to the context of the place through a historical and demographic review as well as equity-based public engagement activities. In addition, a more holistic approach will be taken to the corridor planning by delving into multi-modal designs in both commercial and residential contexts. An inclusive sense of place will be enhanced through commercial node amenities as well as gateway branding, public art, affordable housing, displacement prevention strategies, and neighborhood street and sidewalk improvement recommendations. This human-centered plan will cultivate a sustainable and equitable place for ALL.

⁵¹ Wayne.com 15 (2021). [EV Charging Stations Being Installed in Downtown Fort Wayne, with Plans to Add More](#)



Project Readiness

Technical Assessment

Capacity

The leadership team of the Southeast Corridors Planning Project has experience in transportation planning, community development, and management of federally funded projects. Below is a summary of the experience that individual leadership team members bring to the project.

Patrick Zaharako, PE: City Engineer, City of Fort Wayne

Mr. Zaharako has 30 years' experience as a civil engineer. He has worked in both the private and public sectors leading federally funded and local projects. Project types include roadways, trails, water, wastewater, stormwater, and flood control. He has a bachelor's degree in Civil and Environmental Engineering from Rose-Hulman Institute of Technology and a master's degree in Business Administration from Purdue University Fort Wayne.

Shan Gunawardena, PE, PTOE: Director of Public Works, City of Fort Wayne

Mr. Gunawardena has 30 years' experience as a civil engineer and received both his bachelor's and master's degrees in Civil Engineering from Purdue University. Mr. Gunawardena's experience is rooted in Transportation and Traffic Engineering. He has experience leading projects funded through the U.S. Department of Transportation in local, state, and private sector roles.

Kyle Winling, CPII: Traffic Engineer, City of Fort Wayne

Mr. Winling has 25 years' experience as an engineer and community liaison for public construction projects. At the City of Fort Wayne, his work with neighborhoods and community organizations on making roadway improvements either through the Neighborhood Traffic Calming Program, Tactical Urbanism Projects, or cooperation projects with the Active Transportation Coalition have helped neighborhoods take a more active role with the Public Works Division. Mr. Winling has dual bachelor's degrees in Construction Engineering and Construction Engineering Technology from Montana State University – Bozeman.

Dan Baisden: Community Dev. Neighborhood Planning Team Leader, City of Fort Wayne

Mr. Baisden has 10 years' experience in community and economic development. His work has involved Main Street capacity building, Urban Planning, Neighborhood Activation, and Public Art facilitation. Mr. Baisden has a bachelor's degree in Community and Regional Planning and Sociology from Arizona University and a master's degree in Community and Economic

Development from Penn State University. He is also a Vice Chair of the Board for the Congress for New Urbanism – Midwest.

Dan Avery: Executive Director, Northeastern Indiana Regional Coordinating Council (MPO)

Dan Avery is the Executive Director of the Northeastern Indiana Regional Coordinating Council, the Metropolitan Planning Organization for the Fort Wayne Urbanized Area, and Regional Planning Organization for a four-county area in Northeast Indiana. Dan has over forty years of transportation planning and community development experience. He earned his bachelor's and master's degrees from Indiana University, School of Public and Environmental Affairs through Indiana-Purdue at Fort Wayne.

John Metzinger - General Manager, Fort Wayne Citilink

Mr. Metzinger has 21 years' experience in transit administration. He has a master's in Business Administration from Indiana Wesleyan University. Mr. Metzinger's responsibilities have ranged from planning, marketing, finance, budgeting, grants management and compliance, facility, and vehicle management, and more. He has experience managing federally funded projects through the U.S. Department of Transportation.

Kristi Sturtz, ALM, AICP – Grant Administration & Strategic Investment Bridging Agent

Ms. Sturtz is an expert in strategic investment planning and facilitation of collaborative community groups. She has raised and managed over \$300 million in federal funds for a variety of projects, including the Waterloo Amtrack Train Station Project funded with U.S. Department of Transportation TIGER II funds. Ms. Sturtz has provided oversight to *East Allen's Rural Revival Strategic Investment Plan* and \$65 million project portfolio. She has a bachelor's degree in Public and Environmental Affairs from Indiana University and a master's degree in Global Development Practice (Sustainability) from Harvard Extension School.

Additional Staff Support and Project Experience

The City of Fort Wayne Public Works Division and Community Development Division have an additional eighty-three staff that will directly support the effort and two hundred staff that will provide additional support. Collaboration has already occurred while conducting public input meetings and an online survey in the project area in the Fall of 2022.

The City of Fort Wayne Public Works Division has experience managing complex, federal transportation projects including over \$67 million in federal funding over the last 10 years. The project will be designed to comply with all applicable Federal requirements including Buy America provisions, ADA regulations, Civil Rights requirements, and Federal Motor Vehicle Safety Standards (FMVSS).

The City of Fort Wayne Public Works Division has also implemented similar road projects with Complete Streets approaches including:

- Calhoun Street from Tillman to Pettit (7,500 VPD)
- Hobson Road from State to Crescent (9,600 VPD)
- Lake Avenue from Anthony to Coliseum (13,300 VPD)
- Rudisill Boulevard from Old Mill to Anthony (13,600 VPD)

Timeline

The RAISE planning grant will be used to select qualification-based consultant(s) to assist the city in the development of five transportation project segments from concept (10%) to 60% design, NEPA environmental review, and developing an overarching corridor development plan. Upon notification of award by the end of June 2024, it is anticipated that contract execution with the USDOT would occur by the end of the year 2024 (See the Timeline in Figure 14 below). Consultant procurement would then occur in early 2025. Community engagement and preliminary design would begin in the spring of 2025 with initiation of the NEPA environmental review in the Fall of 2025. Section 106 will be a driving factor of the length of the environmental review with an anticipated 30-month schedule. A NEPA Finding of No Significant Impact (FONSI) is anticipated by the end of 2027. Public engagement and overall corridor plan development will occur from spring of 2025 to the conclusion of the project at the end of 2027.

Figure 14: Timeline

	2024		2025				2026				2027			
Planning Phase Timeline	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant Award	■	■												
Contract with USDOT		■												
Consultant Selection			■											
Preliminary Engineering				■	■	■	■	■	■	■				
Right-of-way Design								■	■	■				
NEPA Environmental Review					■	■	■	■	■	■	■	■	■	■
Public Engagement / Corridor Plan Development				■	■	■	■	■	■	■	■	■	■	■

Environmental Approval

The NEPA Environmental Review is required for the future construction of the project. A Category 1-2 level of review is anticipated. Project design will focus mostly within existing right-of-way within an already built environment. There are Section 106 historic resources along the corridors including portions of S. Anthony Boulevard and Fairfield Avenue roadways which are part of the Fort Wayne Park and Boulevard System Historic District. In addition, there are several Section 4f resources which will require review and coordination including the S. Anthony Trail within the project area and the Rivergreenway Trail, Six-Mile Trail, Foster Park, and Tillman Park adjacent to the project area. The St. Mary's River also runs along the west side of the project area which will necessitate a Waters of the U.S. Delineation and Determination. U.S. Army Corps of Engineers 401 and 404 permits may be required. There are mapped hazardous material sites along the corridors that will require further investigation.

Future Phases

Given that this project phase will be funded from a RAISE *Planning* grant, right-of-way acquisition, final design and construction will occur in a future project phase(s).

State and Local Planning Coordination

Several partners support this project including federal legislators, local officials, local nonprofits, economic development agencies, and neighborhood entities (See Letters of Support File). The City of Fort Wayne will work closely with our Metropolitan Planning Organization (MPO),

Northeastern Indiana Regional Coordinating Council (NIRCC) and the Indiana Department of Transportation (INDOT) to include this project in the next Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Community Participation Coordination

This project was developed with public input received during the *All In Allen* (2023) comprehensive plan and the *Southeast Strategy Update* (2022) processes. Project specific input was also received in the fall of 2022 through community meetings and a survey. A draft Community Participation Plan has been developed and is provided in Appendix D. The plan includes an equity analysis and outlines the roles of the Project Management Team, Community Advisory Committee, and Technical Advisory Committee. The plan also details how outreach will be conducted with community organizations, businesses, and the public, including using the city's new Engage Fort Wayne website.

Financial Completeness Review

This request is for \$3,827,250 which is 100% of the project costs for this portion of the project. The city will provide staff support to mitigate cost overruns. For example, city staff can take the lead on public input and other planning components to reduce the costs for consultants. Other sources including County Economic Development Income Tax can be accessed to cover overages as needed.

The RAISE Planning grant would provide the funding needed to achieve 60% design, NEPA approval, and a Corridor Development Plan. Project corridor segments can advance to the final design and construction stage with future funding. The city will pursue funding opportunities for future phases including through a RAISE Capital request, INDOT 2028 NOFA grant, etc. Local match funding will be provided as required for construction through one or more local sources, including: Tax Increment Financing, County Economic Income Tax (CEDIT), Local Income Tax (LIT), Allen County-Fort Wayne Capital Improvement Board Funds, etc. City staff will continue to support through the final design and construction stages.

Table 7 below provides an overview of the RAISE Planning Grant Budget within the context of the entire project estimate for the Southeast Corridors Project from design to conclusion of construction. See Project Budget File for additional information.

Table 7: Detailed Southeast Corridors Project Budget

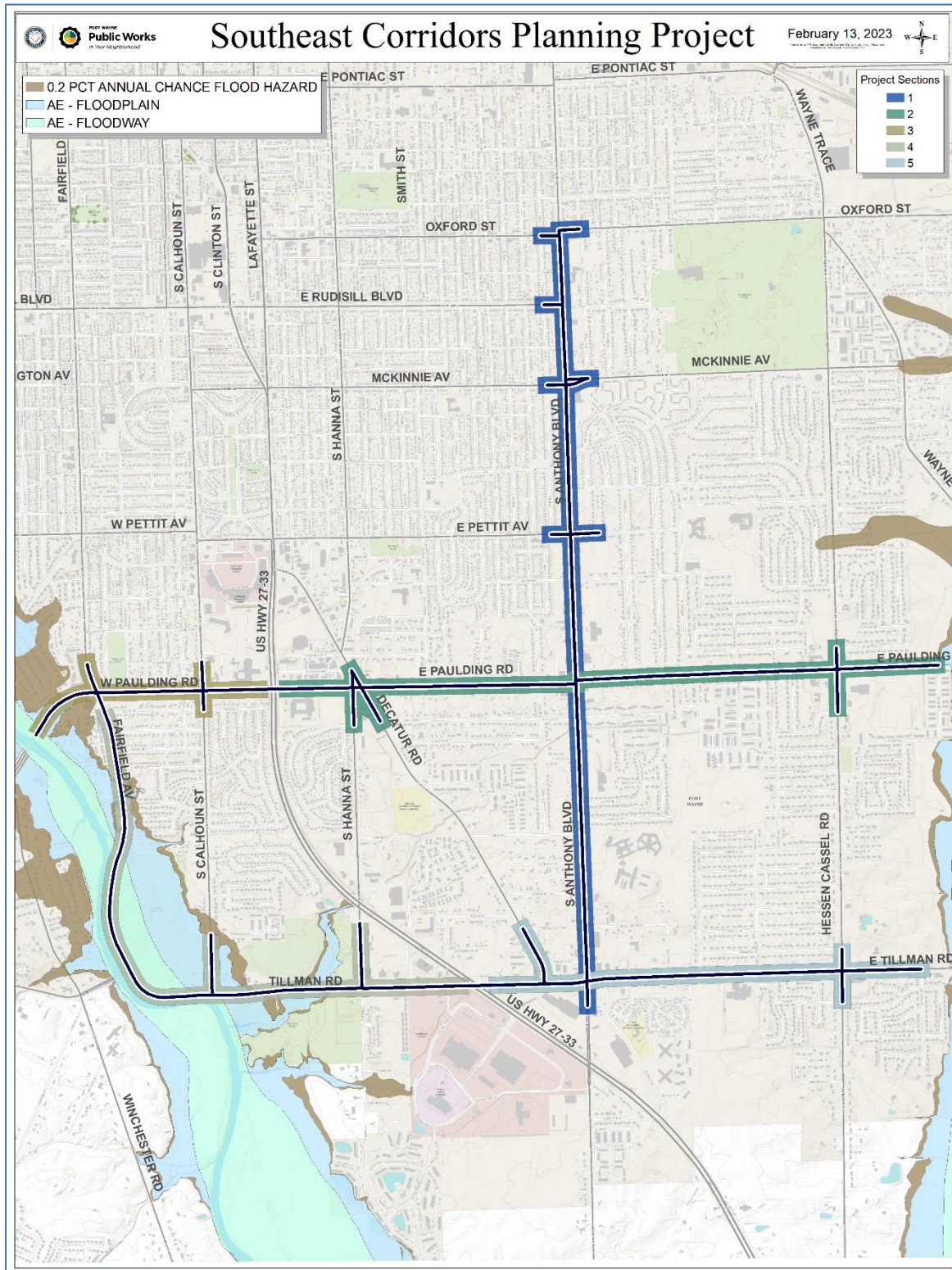
Southeast Corridors Planning Project Budget

		Grant Request								
		Preliminary Engineering	NEPA Env. Review	Corridor Plan	Total Grant Request	Final Engineering	Construction	Construction Inspection	Project Contingency	Total Project Cost
ID	Limits									
1	S. Anthony Blvd. from Oxford St. to US 27	\$945,000	\$105,000	\$262,500	\$1,312,500	\$630,000	\$10,500,000	\$840,000	\$2,100,000	\$15,382,500
2	W. Paulding Rd. from Fairfield Ave. to US 27	\$472,500	\$52,500	\$131,250	\$656,250	\$315,000	\$5,250,000	\$420,000	\$1,050,000	\$7,691,250
3	E. Paulding Rd. from US 27 to Hessen Cassel Rd.	\$472,500	\$52,500	\$131,250	\$656,250	\$315,000	\$5,250,000	\$420,000	\$1,050,000	\$7,691,250
4	Fairfield Ave. to E. Tillman Rd. to US 27	\$315,000	\$52,500	\$52,500	\$420,000	\$210,000	\$2,100,000	\$168,000	\$420,000	\$3,318,000
5	E. Tillman Rd. from US 27 to Hessen Cassel Rd.	\$598,500	\$52,500	\$131,250	\$782,250	\$399,000	\$5,250,000	\$420,000	\$1,050,000	\$7,901,250
		\$2,803,500	\$315,000	\$708,750	\$3,827,250	\$1,869,000	\$28,350,000	\$2,268,000	\$5,670,000	\$41,984,250

*Preliminary Engineering: Survey, Existing Development Pattern and Condition Analysis, Commercial Node Analysis, Preferred Access Management Plan, Bicycle and Pedestrian Connectivity Plan, Transit Access and Connectivity Plan, EV Infrastructure Plan, Landscaping Plan, Neighborhood Street and Sidewalk Connection Plan, 60% Design.

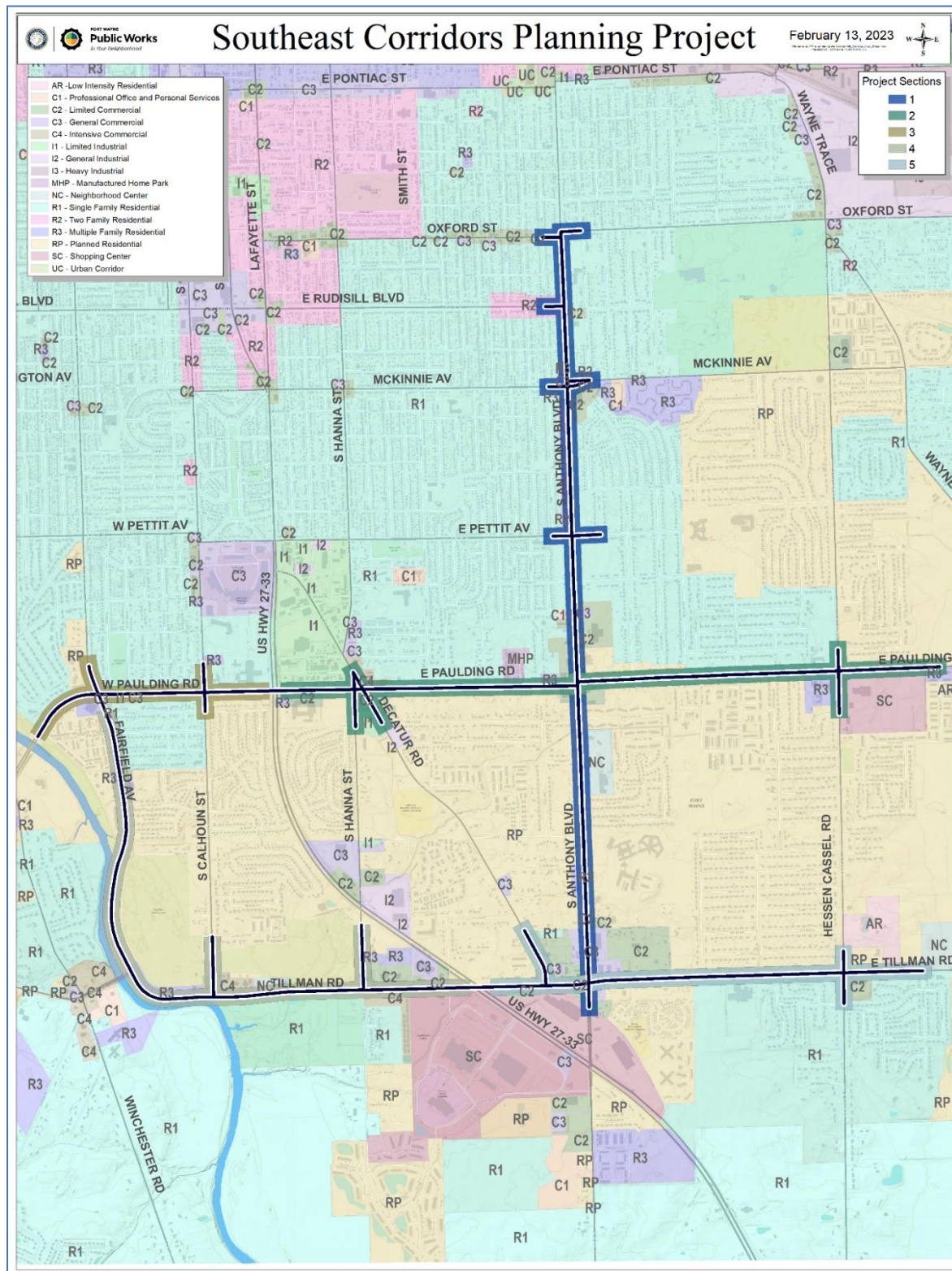
**Corridor Plan Development will include: Historic and Demographic Context, Public Engagement, Equity Analysis, Market Analysis, Gateway Branding/Art, Urban-Mix Regeneration Plan, Action Plan, Overall Plan Integration with Preliminary Engineering.

Appendix A: Geographic Description Maps



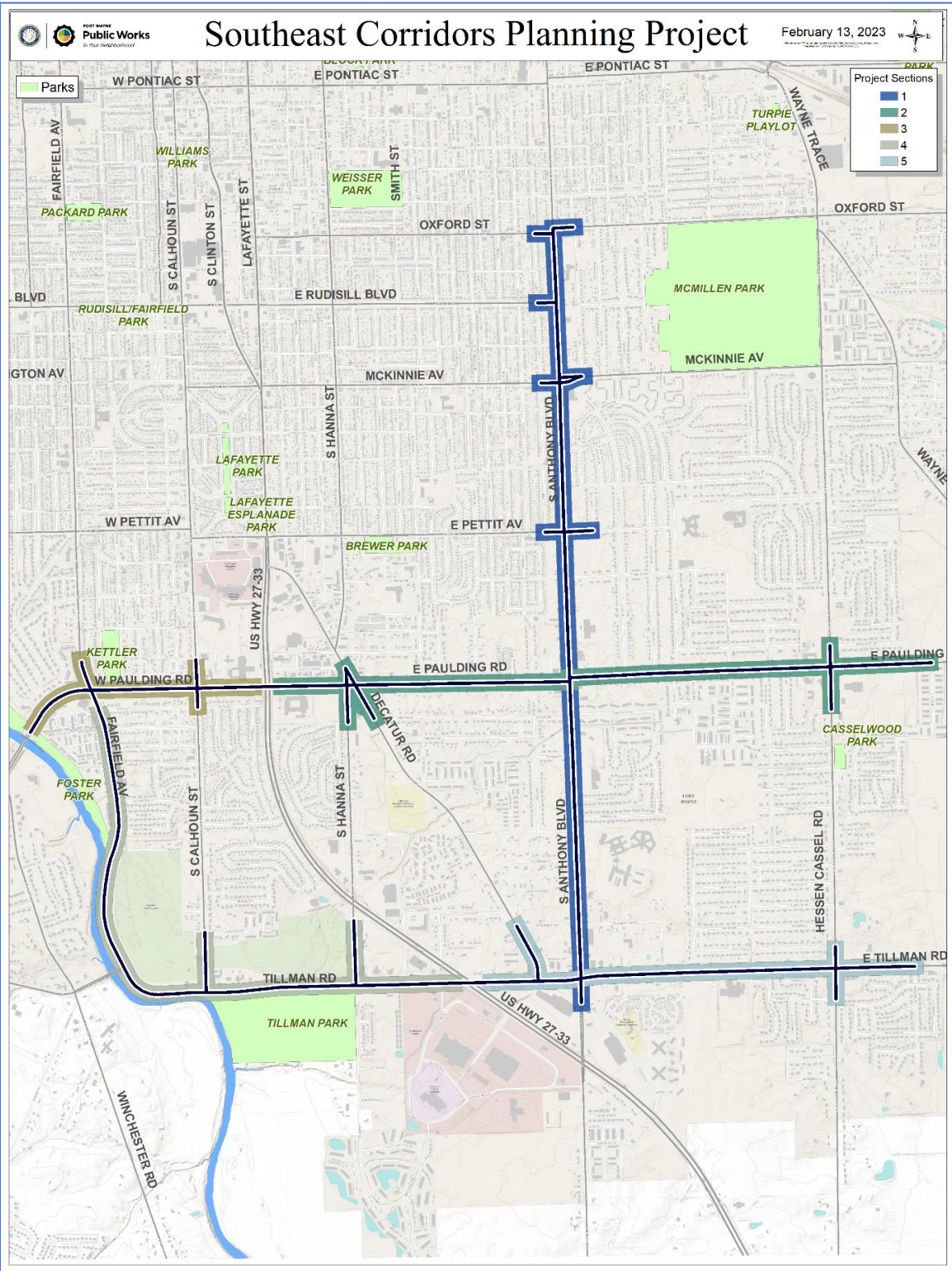
Floodplain Map

Appendix A: Geographic Description Maps



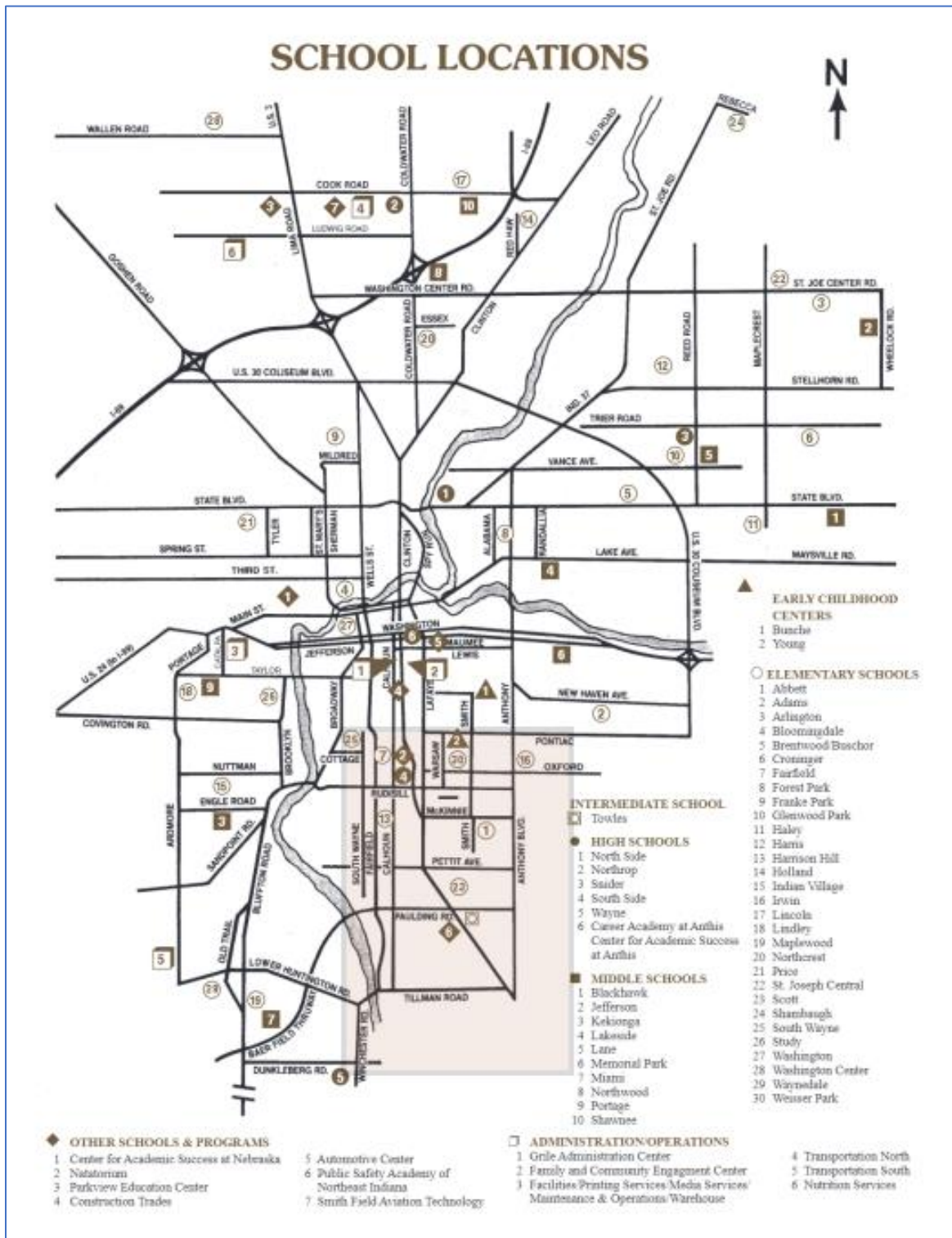
Zoning Map

Appendix A: Geographic Description Maps



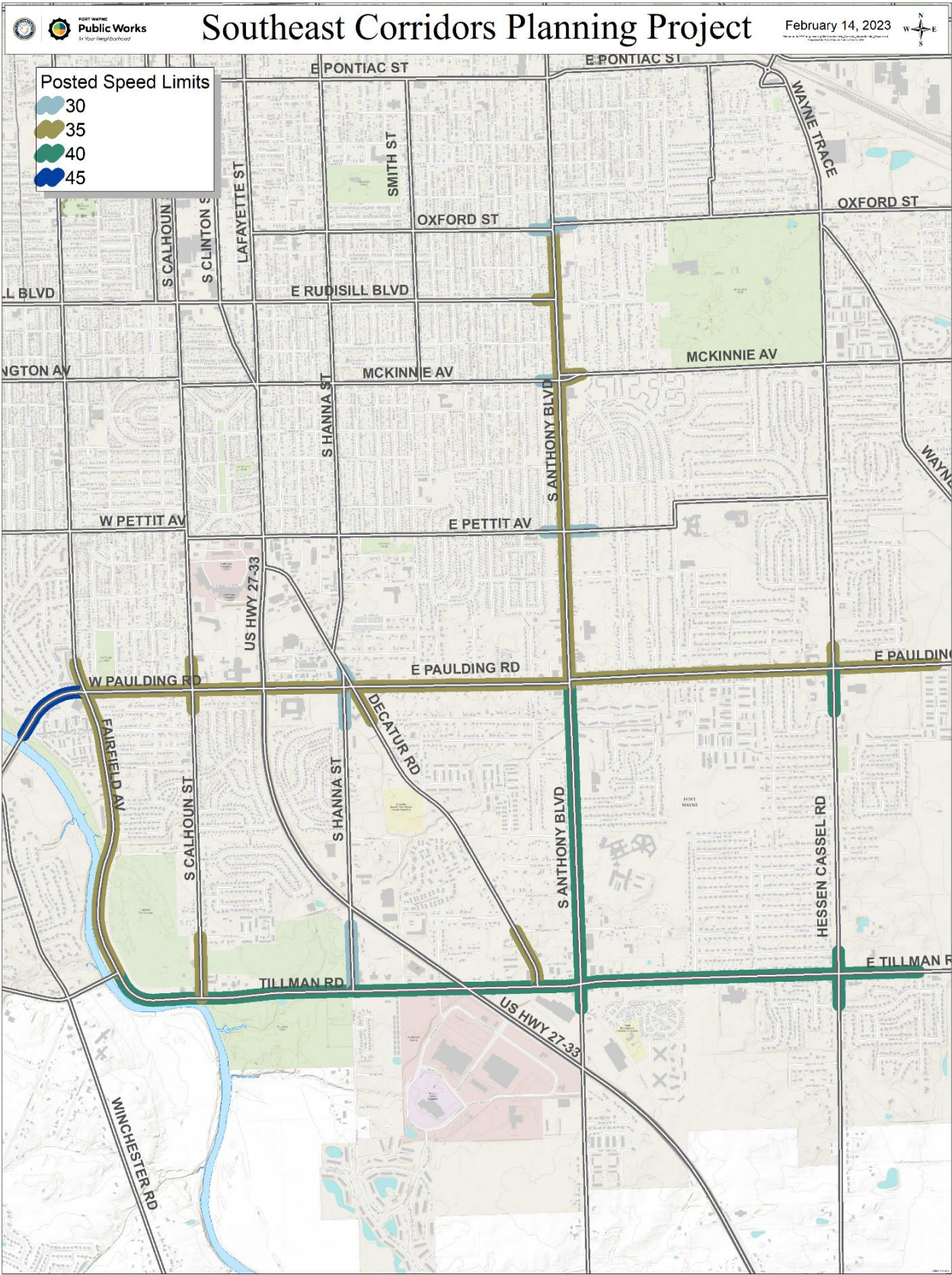
Parks Map

Appendix A: Geographic Description Maps



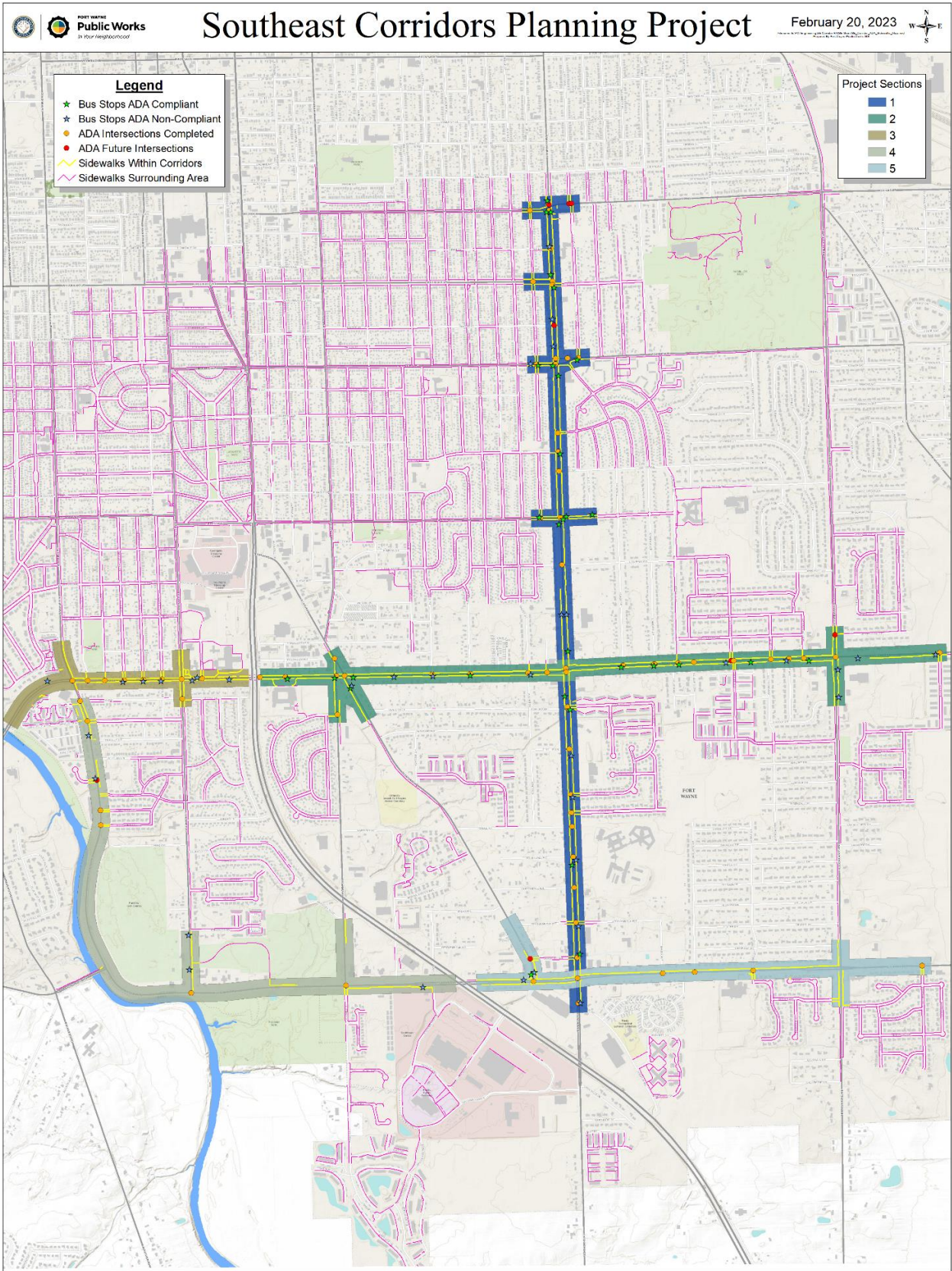
Fort Wayne Community Schools Map
(Highlighted Area: Project Location)

Appendix B: Transportation System Maps



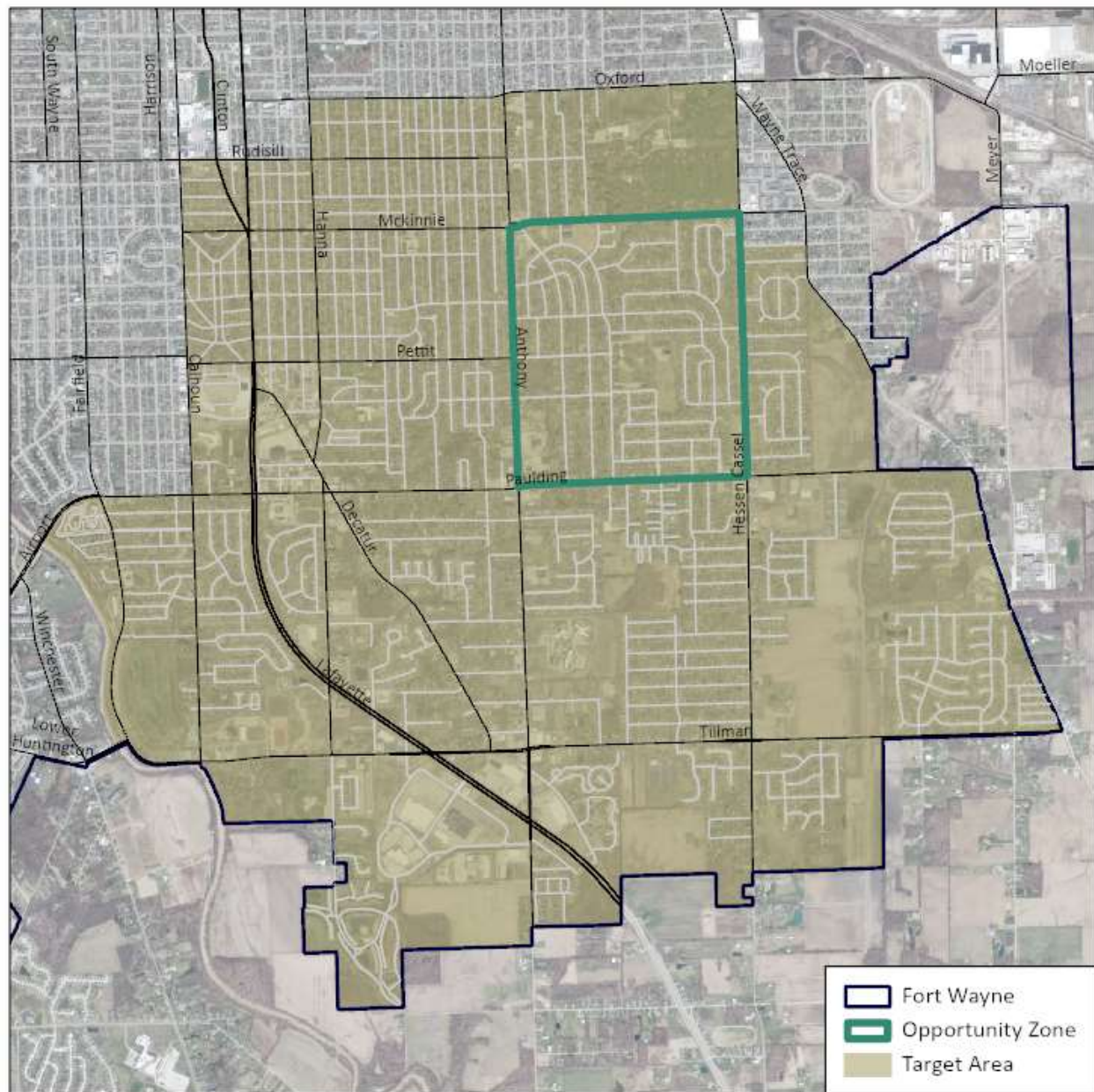
Speed Limit Map

Appendix B: Transportation System Maps



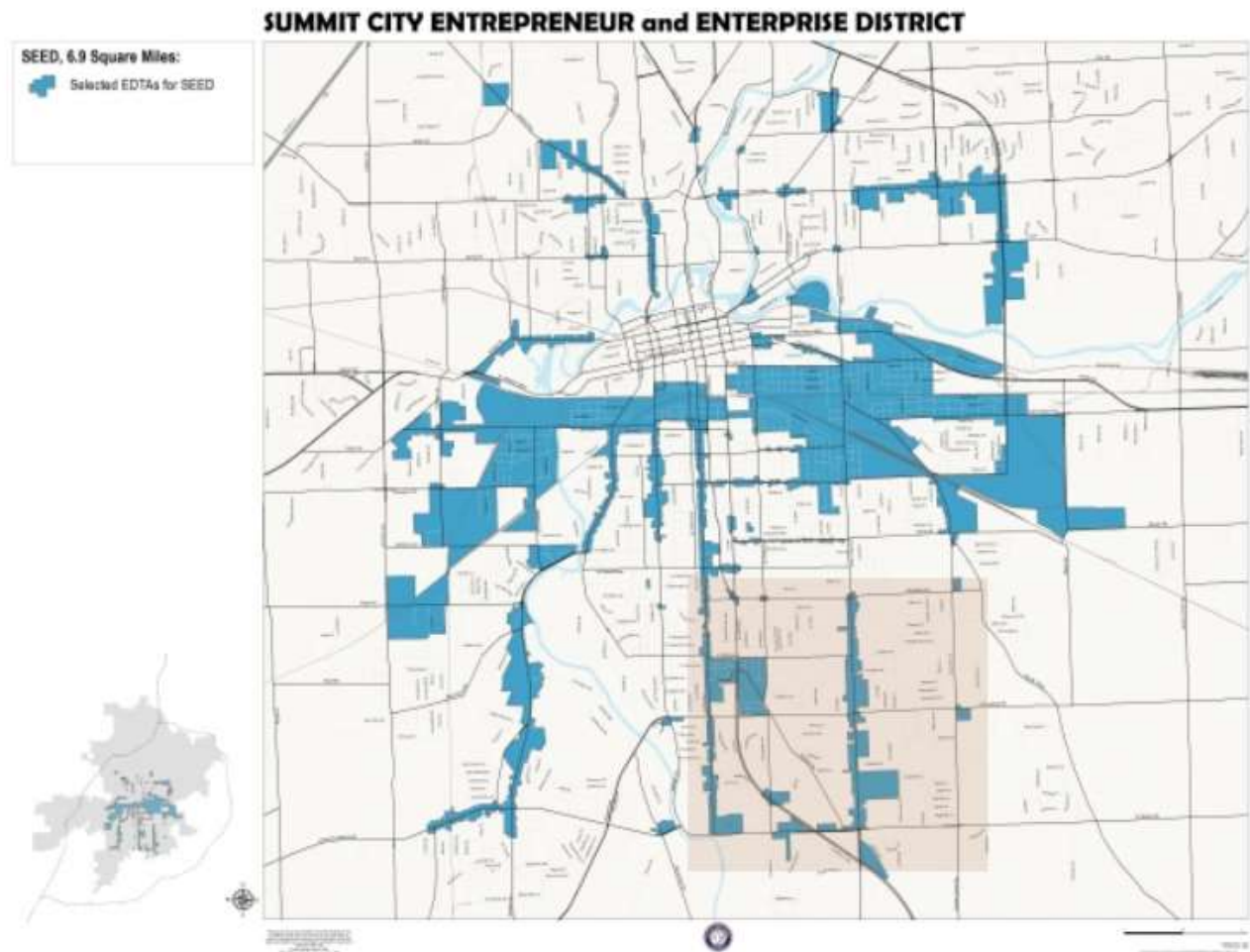
Sidewalk, Ramp, and Bus Stop Existing Conditions Map

Appendix C: Economic Competitiveness Maps



Opportunity Zone Map

Appendix C: Economic Competitiveness Maps



Summit City Entrepreneur and Enterprise District Map
(Highlighted: Project Area)

Appendix D: Community Participation Plan (Draft)

Purpose

The purpose of this Community Participation Plan is to help the Southeast Corridors Planning Area Community understand the goals, scope, and outcomes of this project, as well as the places where they will engage with the Project Management Team to make key decisions. This plan also provides an organization structure for the initiative and details methods to be used for community outreach.

Project Goals

- 1) To develop an approach to address the immediate multimodal transportation needs of the corridors using context sensitive solutions, and
- 2) To develop a long-term vision for the corridors to foster development that creates a vibrant urban environment in service of surrounding neighborhoods.

Principals

The following Principles for Community Participation will guide the project:

- Careful Planning and Preparation
- Inclusion and Demographic Diversity
- Collaboration and Shared Purpose
- Transparency and Trust
- Impact and Action
- Use of Established Community Networks
- Understand and Consider Community Context in Planning and Design
- Do Not Operate from Preconceived Notions

Rules for Engagement

Prior to each major decision point, the project management team will communicate with stakeholders about:

- Who will make the decisions
- How stakeholders can influence the decisions
- When stakeholders will have opportunities to participate
- How stakeholder input will be considered
- Who will respond to public comments

Appendix D: Community Participation Plan (Draft)

Equity Analysis

At the beginning of the project, an equity analysis will be conducted to identify environmental justice populations within the project area so that specific approaches to communicate with these populations could be developed. The EPA's Environmental Justice Screening and Mapping Tool will be used to conduct this analysis.

Organizational Structure

Key roles in the project include:

Project Management Team

- Small core team tasked with making day-to-day decisions in a timely manner.
- Comprised of City Public Works and Community Development staff and hired planning, design, environmental review, administration, and public participation consultants.
- This team will carry out the work plan.

Technical Advisory Committee

- Comprised of City and partner agency staff and serves as advisory body to the Project Management Team.
- Participants represent their own project or departmental interests and communicate how the project fits within the broader City/County context.
- Provides technical support to the project and conducts analysis, when appropriate.
- Vets ideas, policies, or potential capital projects for feasibility in balance with budgets and other City priorities.

Community Advisory Committee

- Represents varied voices of the project area.
- Advises Project Management Team and Technical Advisory Committee.
- Works with City staff and Technical Advisory Committee to give input to products and outcomes.

Community Organizations

- During key decision points in the project, the organizations will be consulted and help get the word out about public meetings.
- The organizations will also keep the project connected to current projects, actions, and community led advocacy efforts.

Appendix D: Community Participation Plan (Draft)

General Public

- At a few key milestones in the process, the Project Management Team will reach out to the public. At these points, materials will be easy to understand with clear methods for input.
- The Project Management Team will prepare a public involvement update at the end of each key milestone, as well as a summary at the end of the project that includes outcomes of the public involvement activities, along with comments and public contacts collected throughout the life of the project.
- Community stakeholders include area property owners, residents, renters, affordable housing interests, business owners and employees, organizations and advocacy groups, institutions, public agencies, local transportation interests, media, and emergency service providers.
- To actively involve businesses, the project will need individual visits to businesses to involve them in the project.
- The project team will conduct active outreach to achieve full and fair participation by under-represented populations including youth, communities of color, and individuals with low incomes, limited English proficiency or disabilities.
- Outreach to under-represented populations will occur by collaborating with organizations, businesses, and agencies that have built trust and communication networks. Input methods must meet the needs of the underserved, including translation.

Communications

Communications to the interested parties list will focus on timeframes when public input is important to the decision process. The following methods will be used by the project:

- Engage Fort Wayne Website and Social Media
- Email Updates to the Neighborhood & Community Organization List
- Community Advisory Committee meetings (open to the public)
- Media (at key decision points)

Public Input and Response

The city will collect comments via email and the website and respond individually within three working days. Responsiveness is one of the best ways to build trust and accountability and offers a chance to acknowledge what has been said and explain more detailed information to the interested person.

Appendix D: Community Participation Plan (Draft)

Direct Outreach

Direct outreach is a key component of how the project will involve businesses as well as Environmental Justice communities. The project will pro-actively initiate outreach such as:

- Display outreach (otherwise known as “tabling”) at one to two key points in the decision process with a focus on community events frequented by people under-represented at public meetings.
- Informal meetings with businesses and leaders to discuss issues and share opinions.
- Business outreach to collect opinions at a key point in the decision process.

February 23, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to express my support for the City of Fort Wayne, Indiana in its application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

The city's Public Works and Community Development divisions will lead the Southeast Corridors Planning Project, which will involve the study of four interlinking and heavily used roads in the southeast region of the city. The project has two purposes: 1) to develop an approach to address the immediate multimodal transportation needs of the corridors using context-sensitive solutions, and 2) to develop a long-term vision for the corridors to foster development that creates a vibrant urban environment in service of surrounding neighborhoods.

The project aims to serve the residents of Fort Wayne, Indiana's second-largest city, through improved road safety and traffic flow; environmental sustainability; mobility and connectivity improvements; and quality of life enhancements. These updates will also make better economic opportunities possible for the city.

I ask that you give this application full and fair consideration within applicable laws and regulations. If I can provide additional information, please contact my grants coordinator, Dianne Powell. She can be reached by email, Dianne_Powell@young.senate.gov.

Thank you in advance for your assistance.

Sincerely,



Todd Young
United States Senator

United States Senate

February 5, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg,

I write on behalf of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application. Should the grant be awarded, the funds will be utilized to improve the southeast corridor of Fort Wayne.

According to the application, the grant would fund improving system-wide transportation connectivity, economic viability, aesthetics and functionality. RAISE would also be utilized to update corridor designs to ensure safety for pedestrians, bicyclists, and public transit users. Creating more pedestrian friendly areas will benefit public health, which will decrease City-wide costs.

I ask that you give all due consideration to the City of Fort Wayne's RAISE grant application that would be used for corridor improvements on the city's southeast side. Please contact my Indianapolis office at (317)822-8240 if I can provide any additional information, resources, or answer any questions.

Sincerely,



Mike Braun
US Senator



Congress of the United States
House of Representatives
Washington, DC 20515-1403

February 22, 2024

The Hon. Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590-0001

Dear Secretary Buttigieg,

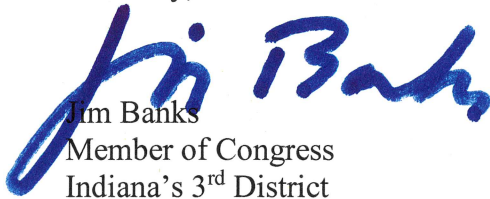
I am writing to express my support of the City of Fort Wayne, Indiana's RAISE grant application for the Southeast Corridors Planning Project.

The City of Fort Wayne would like to improve surface transportation in the Southeast Fort Wayne area through the RAISE program. The Southeast Corridors Planning Project will develop an approach to address the immediate multimodal transportation needs of southeastern Fort Wayne corridors and foster development that creates a vibrant environment in service of the surrounding neighborhoods. These developments will help improve safety, quality of life, mobility and opportunity for area residents.

Should this application receive approval there will be an improved quality of life by increasing affordable transportation choices near residential neighborhoods, improved access to neighborhood assets, as well as improved public health by addressing increased walkability. The Complete Streets corridor designs set out to ensure a safe and accessible multi-modal environment for vehicles, pedestrians, bicyclists, and transit users in consultation with community input.

Please give this application every consideration possible under U.S. Code and federal regulations. Any information you can share with me regarding the status of their application will be very much appreciated.

Sincerely,


Jim Banks
Member of Congress
Indiana's 3rd District



FORT WAYNE CITY COUNCIL

Office of the Common Council

200 E. Berry Street, Suite 120, Fort Wayne, Indiana 46802

260.427.1445 (office) www.cityoffortwayne.org/city-council.html

January 22, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

I am the elected Council representative for the Southeast portion of Fort Wayne, a socioeconomically diverse section of our community. I hear daily from residents who use these corridors for their transportation needs and who need the corridors improved to better live their lives. This area has every imaginable type of transportation participant – people who rely on individual vehicles, bus riders, cyclists, and walkers. As we work to rehabilitate this area of town and encourage private investment, a usable transportation system that works for all people is imperative.

Southeast Fort Wayne prides itself on a long history of involved citizen participation and strong neighborhoods. The work proposed as part of the Southeast Corridors Planning Project will continue this history and engage these residents on their needs and how we can best serve them, while improving the quality of life for those living or visiting the area. Making this area more accessible through all modes of transportation will ensure that this area has the tools to thrive like other parts of the community have done. The City of Fort Wayne is investing heavily in this area, but there is more that needs to be done to make it accessible and a target for investment. This project will serve as the catalyst for many other improvements.

Please feel free to contact me at Sharon.tucker@cityoffortwayne.org or 260-348-5946 for further information. I'm always happy to share stories of my community and the potential for greatness that exists. Thank you for your consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon Tucker", with a long horizontal line extending to the right.

Sharon Tucker
Fort Wayne City Council, 6th District

Northeastern Indiana Regional Coordinating Council



January 22, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I am writing to express my support for the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the Southeast Corridors Planning Project. As the Metropolitan Planning Organization, the Northeastern Indiana Regional Coordinating Council is responsible for the coordination of transportation planning in the region. We recognize the benefits of redesigning these corridors to be safe, accessible, and provide a multi-modal environment for vehicles, pedestrians, cyclists, and transit users.

If this grant application is selected for funding, the planning can commence through a collaborative and innovative approach for improving the five corridor segments in southeast Fort Wayne. The project will revitalize streetscapes that will stabilize neighborhoods and support redevelopment efforts. The planning process will address safety, environmental sustainability, quality of life, mobility, community connectivity and economic competitiveness. Multi-sectoral engagement from surrounding neighborhoods; local business owners; and community and economic development agencies will guide the planning and design process. The City of Fort Wayne has considerable experience with improving corridors to be neighborhood friendly and provide an enjoyable experience whether your mode of travel is public transit, walking, cycling or in a vehicle.

Thank you for your consideration of this worthwhile project that will provide improvements not only benefiting southeast Fort Wayne, but will have a positive impact the entire City. If you have any questions, please feel free to contact my office for further information.

Respectfully,

Daniel S. Avery
Executive Director



801 Leesburg Road • Fort Wayne, Indiana 46808 • Phone: 260-432-4977 Fax: 260-436-7729 • www.fwcitilink.com

January 22, 2024

Honorable Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the Southeast Corridors Planning Project.

Fort Wayne Public Transportation Corporation (Citilink) operates public transportation services in the City of Fort Wayne which includes the Southeast Corridors area.

This project is essential to ensure a safe and accessible multi-modal environment for vehicles, pedestrians, bicyclists, and transit users. The project will improve environmental sustainability by decreasing personal vehicle use and reducing emissions through improved public transportation infrastructure. Quality of life for residents will increase by improving affordable transportation choices, pedestrian walkability within residential neighborhoods in Southeast Fort Wayne, and greater system-wide transportation connectivity.

With this critical project, Fort Wayne aims to restore the state of repair of aging transportation infrastructure, improve aesthetics and functionality of the transportation system, and enhance the economic viability of an area that is partially within Historically Disadvantaged Community and Areas of Persistent Poverty census tracts.

Please feel free to contact me at jkm@fwcitilink.com or (260) 408-0035 for further information. Thank you for your consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "John Metzinger". The signature is fluid and cursive, with the first name "John" being more prominent than the last name "Metzinger".

John K. Metzinger
General Manager/CEO

February 13, 2024

Secretary of Transportation Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: City of Fort Wayne, Indiana's Rebuilding American Infrastructure
with Sustainability and Equity (RAISE) grant application

Dear Secretary Buttigieg,

On behalf of Fort Wayne Trails, Inc (FWT). I am pleased to submit a letter of support for the City of Fort Wayne's application for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the *Southeast Corridors Planning Project*.

FWT is a non-profit that partners with communities throughout Allen County, Indiana to promote the equitable development, and maintenance of trails. We advocate for a safe, accessible trail system that improves the quality of life, encourages economic development, and connects residents to their neighbors, nature, workplaces, schools, and other community assets.

This planning project is important because it will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity in an area that has been historically underserved.

FWT is especially excited about the improvements to the community's quality of life that this grant will offer. By increasing affordable transportation choices close to residential neighborhoods, and neighborhood assets, and increasing walkability more people will want to move to and stay in this neighborhood. Another important accomplishment for the community is the utilization of the Complete Streets corridor design to ensure a safe and accessible multi-modal environment for vehicles, pedestrians, bicyclists, and transit users.

For all these reasons and more we fully support the City of Fort Wayne's 2024 RAISE grant application.

Sincerely,



Megan McClellan
Executive Director
Fort Wayne Trails, Inc.



FORT WAYNE TRAILS, INC.

300 E. Main Street
Suite 131
Fort Wayne, IN 46802

260 **969-0079** OFFICE

FWTrails.org

 **FACEBOOK.COM/FORTWAYNETRAILS**

 **@FORTWAYNETRAILS**





WE ARE YOUR SCHOOLS

FORT WAYNE COMMUNITY SCHOOLS

February 16, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

Ft. Wayne Community Schools (FWCS) will benefit from the improvements proposed by this grant. In the geographic area described by the grant, FWCS has three elementary schools and an intermediate school. As Indiana's largest school district, we seek to improve both the quality of our existing buildings and the overall safety of our system by seeking bonds and referendum funds. The RAISE grant would increase safety for our students by improving the quality of lighting and passageways for our students. Our students transit to school prior to sunrise for several months during the year; therefore, improved lighting will be beneficial for our students and the motorists they encounter. We have thousands of students who walk or ride their bikes to school; thus, we would welcome improved sidewalks and medians, knowing these upgrades would decrease potential injuries from student slips and falls, while encouraging students to utilize sidewalks rather than the streets as they travel to and from our schools.

Please feel free to contact me at 260-467-2853 or matthew.schiebel@fwcs.k12.in.us for further information. Thank you for your consideration of this application.

Sincerely,

Matt Schiebel
Executive Director of Safety and Community Partnerships

Office of Safety and Community Partnerships

1200 South Clinton Street • Fort Wayne, IN 46802 • Phone: 260.467.2853 • Fax: 260.467.1973



EAST ALLEN COUNTY SCHOOLS

DREAM IT. DO IT.

Office of the Superintendent
1240 State Road 930 East
New Haven, Indiana 46774-1732
Phone: (260) 446-0100
Fax: (260) 446-0107
Marilyn S. Hissong, Superintendent

January 22, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Secretary Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

The East Allen County Schools district has four schools (Southwick Elementary School, Prince Chapman Academy, Paul Harding Junior High School, and East Allen University) located to the east of the proposed sidewalk projects. Building sidewalks in the proposed areas will definitely benefit our students who live in that area and walk to school. For our families who cannot drive a car, they are reliant on walking to get their students to school. As a district, one of our main priorities is to keep our students safe – from the time they leave their home until they return home. Sidewalks provide that extra safety and precaution for our students, especially during the months here in Fort Wayne, when it's still dark out when they leave for school; and again when they return home. There are some areas where they are walking on the shoulders of the road or on graveled edges of the roadway, leaving them vulnerable to injury or death.

Sidewalks provide numerous safety benefits for motorists as well as pedestrians - not only for the able-bodied, but for those who are handicapped/wheelchair bound, older persons, bicyclists, and people pushing strollers - who are dependent on the city to provide sidewalks that are in good condition so they have freedom of movement.

Sidewalks should be considered the preferred way for accommodating pedestrians in urban areas, near school zones, and where there is frequent pedestrian activity. Having an accessible, connected city should be a top priority and is good for the entire community.

Please feel free to contact me at (260) 446-0102 for further information. Thank you for your consideration of this application.

Sincerely,

A handwritten signature in cursive script, reading 'Marilyn S. Hissong'.
Marilyn S. Hissong
Superintendent

INDIANATECH

January 22, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

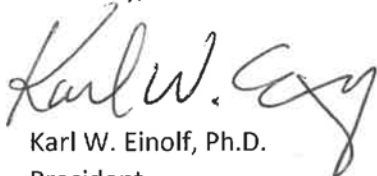
Founded in 1930 as an engineering college, Indiana Tech has grown into a comprehensive university serving students from across the world on our main campus and online. Our College of Arts and Sciences, College of Business and Talwar College of Engineering and Computer Sciences help attract, develop and retain talent in Northeast Indiana, making our work central to the region's economic success now and into the future.

Over the years, Indiana Tech has made major investments in our main campus in Fort Wayne's East Central Neighborhood, and in the Southeast area of the city. This has included investing over \$21 million in private funding since 2018 in our new athletics complex, Warrior Park, located in the heart of the Southeast Corridors Project planning area. We have worked with community leaders in Southeast Fort Wayne and across the city to ensure that area youth, community organizations, schools and the general public have access to the grounds and the state-of-the-art facilities at Warrior Park for their own sporting events and more.

I'm confident that, with the support of a RAISE grant, the City of Fort Wayne will continue the positive momentum making a tremendous difference in the lives of community members. The Southeast Corridors project will increase the accessibility of new developments like Warrior Park to those using a variety of transportation modes – including bicyclists, pedestrians, drivers, and public transit users. It will enhance the quality of life for area residents by fostering better connections to area services and neighborhood assets. It will also improve the area's aesthetics for residents and for those visiting Southeast Fort Wayne, making it more inviting. All of these impacts will help build and sustain increased economic activity in this area of Fort Wayne.

Thank you for considering the City of Fort Wayne's application, and for the opportunity to offer my insight and support. Please feel free to contact me at 260-399-2800 or kweinolf@indianatech.edu for further information.

Sincerely,



Karl W. Einolf, Ph.D.
President
Indiana Tech



PARKVIEW

February 6, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

We are writing to express our support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the Southeast Corridors Planning Project.

As Parkview leaders, we recognize the importance of community. Parkview is the largest health system in northeast Indiana. Our team has been deeply involved in the efforts to increase food security and improve health in southeast Fort Wayne. We serve as advisors for the Pontiac Street Market: a newly-opened, full-service grocery store that provides affordable and accessible, healthy food to our southeast Fort Wayne community, which is a USDA-designated low-income, low-access area. The Pontiac Street Market is a public-private partnership between the City of Fort Wayne, Parkview, and several other community organizations.

The Southeast Corridors Planning Project aligns with Parkview Health's mission and the needs of the community we serve. By focusing on immediate multimodal transportation needs, including roads, sidewalks, trails/bikeways, transit, and EV charging infrastructure, the project will enhance accessibility and connectivity in southeast Fort Wayne. This is crucial for residents who rely on alternative modes of transportation due to financial constraints or environmental concerns.

Improved transportation choices and increased access to neighborhood resources will increase autonomy and ease for residents needing to grocery shop or attend medical appointments and procedures. Addressing heat islands and promoting walkability not only improves public health, but also fosters a sense of community and belonging. Additionally, the emphasis on environmental sustainability through measures like LED lighting, zero-emission EV infrastructure, and stormwater improvements will contribute to a healthier and more resilient southeast Fort Wayne.

We are excited to support the City of Fort Wayne in this application. We strongly believe that these efforts will improve the quality of life and promote healthy living for residents in southeast Fort Wayne. Please feel free to contact us for further information.

Thank you for your consideration of this application for the Southeast Corridors Planning Project.

Sincerely,

Parkview Health

Sarah E. GiaQuinta, MD
Sarah E. GiaQuinta, MD (Feb 7, 2024 10:24 EST)

Sarah GiaQuinta, MD, MPH
Senior Vice President,
Community Health & Equity
Email – Sarah.GiaQuinta@Parkview.com
Phone – 260/266-9379

Michelle Bojrab-Wray
Michelle Bojrab-Wray (Feb 7, 2024 09:42 EST)

Michelle Bojrab-Wray, MS, RDN, LD, FAND
Lead Community Outreach Dietitian,
Community Health & Well-Being
Email – Michelle.Bojrab@Parkview.com
Phone – 260/266-2467

February 19, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

The League fully supports the City of Fort Wayne's, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

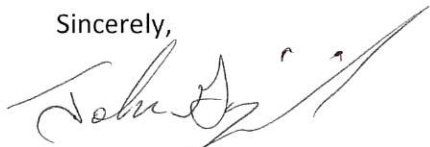
Based in Fort Wayne, The League is a federally funded Center for Independent Living (CIL) with the vision of full inclusion of people with disabilities in all aspects of life. As a CIL we work with people with any type disability who reside in northeast Indiana. The League has been a staple in Southeast Fort Wayne for more than 25 years and is committed to helping this area of town as it transforms and thrives.

The biggest barriers that people with disabilities face are in the areas of transportation, housing, and employment. As we collaborate in this planning process, we anticipate the results will include:

- Complete Streets corridor designs to ensure a safe and accessible multi-modal environment for vehicles, pedestrians, bicyclists, and transit users – based on community input.
- Improved quality of life by increasing affordable transportation choices in close proximity to residential neighborhoods, improved access to neighborhood assets, as well as improved public health by addressing heat islands and increased walkability.
- Improving system-wide transportation connectivity.
- Improved aesthetics and functionality.
- Increased economic viability.

Please feel free to contact me at (260) 443-6010 or johnng@the-league.org for further information. Thank you for your consideration of this application.

Sincerely,



John Guingrich
President/CEO



February 22, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

FWHA provides affordable housing and other supportive services to more than 4,000 households in the City of Fort Wayne, with more than 50% [I don't have the exact number but could pull that it needed/desired] of those households residing in the Southeast portion of Fort Wayne. In addition to affordable housing, FWHA also provides:

- Education services through its YouthBuild program
- Health services through its Health Eating Active Living program
- Development and revitalization activities (currently in year 2 of a 2 year planning grant from HUD to revitalize a portion of southeast Fort Wayne through its Choice Neighborhoods Initiative)
- Job readiness through its Family Self-Sufficiency and YouthBuild programs
- Digital equity through its Affordable Connectivity program

FWHA hopes that this project will help to complete street corridor designs to ensure a safe and accessible multi-modal environment for vehicles, pedestrians, bicyclists, and transit users; increase environmental sustainability by decreasing personal vehicle use thereby reducing greenhouse gas emissions, increasing energy efficiency through the use of LED lighting, increasing alternative energy use through zero-emission EV infrastructure, as well as landscaped medians and other stormwater improvements to offset flooding; improved quality of life by increasing affordable transportation choices near residential neighborhoods, improved access to neighborhood assets, as well as improved public health by addressing heat islands and increased walkability; improve system-wide transportation connectivity; improve aesthetics and functionality; and increase economic viability.

Please feel free to contact me at 260-267-9300 x7100 for further information.

Thank you for your consideration of this application.

Sincerely,

George Guy
CEO/Executive Director





February 2, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary, Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

Bridge of Grace Ministries is a Christian, grassroots, place-based Community Development Organization in Southeast Fort Wayne.

We are working hard to ensure our neighbors have more access to opportunities they deserve, and complete streets corridor designs will ensure a safe and accessible multi-modal environment for vehicles, pedestrians, bicyclists, and transit users – based on community input.

Increased environmental sustainability by decreasing personal vehicle use thereby reducing greenhouse gas emissions, increasing energy efficiency through the use of LED lighting, increasing alternative energy use through zero-emission EV infrastructure, as well as landscaped medians and other stormwater improvements to offset flooding.

- Improved quality of life by increasing affordable transportation choices in close proximity to residential neighborhoods, improved access to neighborhood assets, as well as improved public health by addressing heat islands and increased walkability.
- Improving system-wide transportation connectivity.
- Improved aesthetics and functionality.
- Increased economic viability.

Please feel free to contact me at jmondragon@bridgeofgracemc.org or 260 744-4446 Ext 101 for further information. Thank you for your consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Javier Mondragon".

Javier Mondragon

Founder and CEO



Roosevelt Land Development Group
3472 Stellhorn Rd Fort Wayne, IN 46815
P: 260-344-4047
F: 855-279-5992
E: Info@rooseveltdlg.com

January 22, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary, Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Area Corridors Planning Project*.

I am partnering with the City of Fort Wayne Redevelopment to bring the first single family for sale subdivision of over 100 lots to Southeast Fort Wayne in over 30 years. My project is located near the intersection of Hessen Cassel and Tillman Roads, and I own additional property nearby that I plan to develop into a complimentary commercial area. The project will be under construction this summer, with anticipated total investment of over \$30,000,000.

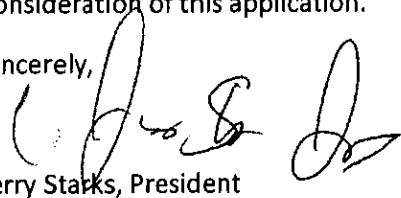
I am excited that the city is applying for the RAISE grant, and I hope the project will help create Complete Streets corridor designs to ensure a safe and accessible environment for vehicles, pedestrians, bicyclists, and transit users based on community input.

I would like to see the project result in improved quality of life for the future residents of my development by increasing affordable transportation choices near residential neighborhoods, improved access to neighborhood assets, as well as improved public health by addressing heat islands and increased walkability.

As someone who grew up in Southeast Fort Wayne, I am excited that this grant is an important step to providing better transportation access to the residents of the area.

Please feel free to contact me at (260)-344-4047 for further information. Thank you for your consideration of this application.

Sincerely,



Jerry Starks, President



Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the Southeast Area Corridors Planning Project.

House Investments has begun development of the first phase of a mixed-income, mixed-use neighborhood center at the corner of South Anthony Boulevard and McKinnie Avenue. This multifamily apartment community will consist of 208 apartment units and an estimated \$45 million investment. Village Premier is one of the catalysts for redevelopment in the southeast Fort Wayne. Additional phases will include affordable senior living apartments, healthcare clinic, childcare services, and for sale single family homes. These phases will bring an additional \$25 million of investment to southeast Fort Wayne. The RAISE grant would help provide the infrastructure and amenities to attract individuals and businesses to make additional investment that would spur additional growth in southeast Fort Wayne.

Our hope is that Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant will accomplish many great needs for the community, such as:

- Complete Streets corridor designs to ensure a safe and accessible multi-modal environment for vehicles, pedestrians, bicyclists, and transit users – based on community input.
- Increased environmental sustainability by decreasing personal vehicle use thereby reducing greenhouse gas emissions, increasing energy efficiency through the use of LED lighting, increasing alternative energy use through zero-emission EV infrastructure, as well as landscaped medians and other stormwater improvements to offset flooding.
- Improved quality of life by increasing affordable transportation choices in close proximity to residential neighborhoods, improved access to neighborhood assets, as well as improved public health by addressing heat islands and increased walkability.
- Improving system-wide transportation connectivity.
- Improved aesthetics and functionality.
- Increased economic viability.

Please feel free to contact me at 317-580-2541 or mgadus@houseinvestments.com for further information. Thank you for your consideration of this application.

Sincerely,


Matt Gadus
Chief Investment Officer
House Investments

11590 N. Meridian Street, Suite 550
Carmel, IN 46032

houseinvestments.com

Phone: 317.580.2535
Fax: 317.580.2545



GREATER FORT WAYNE INC.

METRO CHAMBER ALLIANCE

January 22, 2024

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

On behalf of Greater Fort Wayne (GFW) Inc., I am writing to express support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the Southeast Corridors Planning Project. The investments made in these corridors will spark increased economic opportunities for small-business development and job growth in an area that is recovering from decades of disinvestment.

GFW Inc. serves as the chamber of commerce and economic development agency for Fort Wayne and Allen County, Indiana. We focus on building a nationally recognized economy by growing jobs, growing wages, and growing the economy. Last year, we rolled out Allen County Together (ACT), an economic development action plan to guide our community's economic growth over the next 10 years. ACT focuses on creating a more high-growth, innovative, and inclusive economy. The Southeast Corridors Planning Project aligns with the goals of ACT. The proposed infrastructure improvement plan spurs development in the southeast corridor neighborhoods and along the southern gateway into the city, creating a vibrant urban environment and encouraging business growth.

Fort Wayne is proud to consistently rank among the fastest-growing metros in the Great Lakes region. We recognize that this growth comes with tremendous opportunity to invest in innovative infrastructure that will increase mobility and community connectivity, improve safety, and promote more equitable access and outcomes. We believe RAISE grant support for this proposal will not only support implementation of the ACT plan but will also drive long-term economic impact for residents of the corridor neighborhoods and the city.

Thank you for the opportunity and for your thoughtful consideration of the City of Fort Wayne's RAISE grant application.

Sincerely,

John Urbahns
President/CEO
Greater Fort Wayne Inc.



COMMUNITY DEVELOPMENT

Vibrant. Prosperous. Growing.

Thomas C. Henry, Mayor

City of Fort Wayne
Community Development
200 East Berry Street, Suite 320
Fort Wayne, IN 46802

260 427-1127 fwcommunitydevelopment.org

January 22, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

I am writing to express my support of the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

In addition to serving the Economic Development Administrator for the City of Fort Wayne, I also serve as the acting director for the SEED, which stands for the Summit City Entrepreneur and Enterprise District. The SEED's goal is to revitalize Fort Wayne's industrial core partnership with the City of Fort Wayne. The organization is dedicated to economic prosperity through equitable business growth and stable jobs for our community. The proposed areas of the grant would positively impact the SEED, as the majority of the area is within the SEED district.

Improved access to reliable transportation will greatly impact a SEED resident's ability to gain meaningful employment, attend to his or her health concerns, as well as provide choice in housing, to name but a few of the positives this project could provide.

Please feel free to contact me at 230-427-2395 for further information. Thank you for your consideration of this application.

Sincerely,

A handwritten signature in black ink, reading "Andrea R. Robinson PhD".

Andrea R. Robinson, PhD
Economic Development Administrator
City of Fort Wayne

An Equal Opportunity Employer





**COMMUNITY
FOUNDATION**
OF GREATER FORT WAYNE

555 E. Wayne Street
Fort Wayne, IN 46802
cfgfw.org

Phone: 260-426-4083
Fax: 260-424-0114

January 22, 2024

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Secretary Buttigieg:

On behalf of the Community Foundation of Greater Fort Wayne, I extend our support for the City of Fort Wayne, Indiana's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the *Southeast Corridors Planning Project*.

One of the three things we do at The Community Foundation of Greater Fort Wayne is to provide leadership to address community needs and improve quality of life. We look to affect change in our community by advocating for the underserved, instilling pride, and building relationships to create a sense of belonging. We provide resources and offer support to create a community filled with spaces that engage, connect and energize residents and visitors.

We hope this project will improve the quality of life for our residents by increasing affordable transportation choices close to residential neighborhoods, improving access to neighborhood assets, and improving public health by addressing heat islands, and increasing walkability.

Please feel free to contact me at 260-969-3320 for further information. Thank you for your consideration of this application.

Sincerely,

Brad Little
President and CEO





CITY OF FORT WAYNE

THOMAS C. HENRY, MAYOR

February 16, 2024

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the City of Fort Wayne, I am pleased to commit the time and talent of staff from Fort Wayne's Divisions of Public Works, Community Development, City Utilities, Public Safety, and the City's Administration Offices to lead and implement the Southeast Corridors Planning Project.

In addition, if awarded this grant, the City will hire a local consulting firm with experience in both administering US Department of Transportation discretionary funds and acting as a bridging entity for strategic investment initiatives on behalf of collaborative community groups. City funds outside of the grant budget are committed for these grant administration and project liaison services. These funds will come from our CEDIT funds.

Over the last three years, the city has laid the foundation for this project through the development of the *All In Allen Comprehensive Plan* and the *Southeast Strategy Update*. We stand ready to take actionable steps to create community connection and vitality within this area of historic disinvestment and persistent poverty. Thank you for your consideration of this important project to the Southeast area and ALL of Fort Wayne.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas C. Henry".

Thomas C. Henry
Mayor
City of Fort Wayne, Indiana

ENGAGE • INNOVATE • PERFORM

CITIZENS SQUARE

200 E. Berry St. • Fort Wayne, Indiana • 46802-1804 • www.cityoffortwayne.org

An Equal Opportunity Employer