

April 7, 2008

The Honorable Richard G. Lugar  
United States Senator  
306 Hart Senate Office Bldg.  
Washington, D.C. 20510

Dear Senator Lugar,

Recently, Indianapolis was made aware of an opportunity to seek appropriations funding in the United States House of Representatives for technological equipment for our police vehicles. This equipment would make the vehicles capable of sending and receiving more data wirelessly, and would therefore allow officers to stay in their patrol areas, rather than return to roll call sites to complete the task.

I believe strongly that if Indianapolis is to realize its full potential as a city, the issue of crime must be our central focus. I believe this technology can help in that mission.

However, as you well know, a Mayor cannot be singularly focused. Public safety, infrastructure and economic development must all be addressed. Therefore, with all of those issues in mind, I respectfully submit to you an updated request from the City of Indianapolis to be considered for federal funding in the **FY 2009 federal appropriations process**. This letter is intended to provide you with a concise description of the important projects for which we are seeking federal assistance.

**Broadband/Wireless Upgrade to IMPD Fleet**— As Indianapolis embarks upon community (or problem-solving) policing, a need exists to upgrade the officer's tools in order to appropriately pursue this effort. For example, valuable patrol and problem-solving time is lost traveling to and from roll call meetings to file reports. In addition to this time out of service, officers spend fifteen to twenty minutes at each roll call listening to reports of crimes, requests for extra patrol, etc., which are nowhere close to their patrol beats and not applicable to them or the jobs they are required to do. Crime trend analysis, together with geographically tailored strategic plans for preventing and/or combating these crimes—information which is the end product of IMPD's regular executive staff "Compstat" accountability sessions, in order to create concrete results, must be pushed out to the men and women whose job it is to carry out focused strategies for actually reducing crime and disorder for the people they serve.

**Liberty Hall II Offender Re-entry Program**— Liberty Hall is a Technical Rules Violation Center in the City of Indianapolis aimed at providing female offenders training and other services to help avoid repeat offenses. The City of Indianapolis, like other major cities, faces a significant returning

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offender problem. It is estimated that 5,000 offenders per year will be released in central Indiana. Current data indicates that 67% of released federal offenders return to jail within 5 years of their release. The City of Indianapolis is seeking funding to expand the female-only program and to create Liberty Hall II to provide for male prisoner re-entry programs. Liberty Hall II will offer programming on life skills (e.g., anger management, budgeting, relationships, etc.), GED/adult basic education, case management, parenting, and substance abuse among other issues. In addition, Liberty Hall II will add a critical component to its schedule: an intensive employment preparation curriculum that will be developed based on immediately available jobs for ex-offenders. This job counseling will not only help ex-offenders find stable positions immediately upon release, but will provide ongoing assistance and job skills development by the Liberty Hall staff for up to 18-months beyond release and will facilitate connections to local supportive organizations for further follow up after the initial 18-months. A survey system will be established to follow and monitor the success of the ex-offenders to provide statistical information to evaluate the program. In addition to providing offenders with the skills and resources to successfully re-enter society, this program also helps to ease jail overcrowding. ***The City respectfully requests \$500,000 in FY'09 appropriations to expand the female prisoner re-entry programs and resources, and to plan and construct a facility to accommodate a male prisoner re-entry program.***

**Downtown Transportation Improvements**— Market Street and Meridian Street lay at the geographical center of Indianapolis. These two roads intersect at the heart of the City's economic activity center which radiates from this locale into the greater downtown area. However, the roads and sidewalks are plagued by the following: deterioration of the asphalt brick paver setting bed; failure in the underlying concrete base; spalling and cracking in the concrete ribbons; utility cuts made in the brick pavement; heaving of the underlying base at joints; and cracking between the curb and gutter sections. This project will allow for the repair and replacement of brick streets, brick sidewalks and related fixtures such as lighting, landscaping, street and trees. ***Accordingly, the City respectfully requests \$2.0 million in FY'09 appropriations for the repair and replacement of brick streets, brick sidewalks and related fixtures on these two vital thoroughfares.***

**Indianapolis Central White River Waterfront Redevelopment Project** — The redevelopment of the White River and the construction of the Lower Canal project have had a profound effect on the revitalization of downtown Indianapolis. With the Lower Canal in place, there is now an opportunity to focus attention on neighborhood aspects of the Central Indianapolis Waterfront Master Plan (the "Master Plan"). Specifically, the west bank of the White River in the downtown-area, the neighborhoods along the river to the north and south of downtown, and the park system can become the focus of the Waterfront Redevelopment project with an expanded vision of the White River as a neighborhood revitalization tool. In 2007, this project received a new authorization in the Water Resources and Development Act authorizing an additional \$28.5 million for carrying out ecosystem restoration, recreation improvements and flood control damage reduction components of the Master Plan. ***The City respectfully requests \$500,000 in FY'09 appropriations to conduct a planning study***

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***for the implementation of ecosystem restoration, recreation improvements and flood control damage reduction projects authorized by the Water Resources and Development Act of 2007.***

***Vermont Street Plaza on the Downtown Canal*** — The construction of the Lower Canal has had a profound effect on the revitalization of downtown Indianapolis. In essence, the Canal has undergone a slow but steady transformation from a deteriorating piece of infrastructure to an economic development tool. Today the Canal is widely popular among City residents and visitors alike, and adds aesthetic as well as functional recreational space to the City. In 2004, the Canal and White River State Park was designated one of six cultural districts in the City of Indianapolis due to its rich heritage. However, parts of the Canal pose obstacles to both economic vitality and the potential well-being of visitors. The Vermont Street Plaza area of the Canal is in desperate need of repair and rehabilitation. The existing chipped bluestone pavers, crumbling stair treads, rusted railings and cracked copings on the Plaza seat-walls leaves the City open to potential liability from users of the area and needs to be immediately addressed. ***The City respectfully requests \$1,100,000 million in FY'09 appropriations for the design, engineering and construction of improvements to the Vermont Street Plaza on the Downtown Canal.***

***Indianapolis North Flood Control Damage Reduction Project*** — A portion of northern Indianapolis near the White River is a flood prone area. In 1991, a flood event forced the evacuation of more than 500 homes, caused wide-spread property damage, and interrupted many services to the area. In response, studies conducted regarding the area showed that the levees would be breached in another major flood event. The corresponding studies led to the Central Indianapolis Waterfront Concept Plan (1994) and a cooperation between the City of Indianapolis and the Army Corps of Engineers to repair and add levees/floodwalls, replace and update pumps and include mitigation around the area. This project commenced in 2001, and when complete will remove 2,400 homes from the 100-year floodplain. The funds requested would be used to help in the continuation of the South Warfleigh section through the construction of a 4,100 foot floodwall from Riviera Club to Kessler Boulevard and a smaller floodwall adjacent to the Indianapolis Water Company Canal. These projects have completed the planning/design phase and now are in the early construction phase. ***The City respectfully requests \$5.3 million in FY'09 appropriations for the continued construction of this project.***

***Combined Sewer Overflows, Fall Creek/White River Tunnel*** — The City of Indianapolis has developed a Combined Sewer Overflow (CSO) Long Term Control Plan (dated April 30, 2001), in response to the U.S. EPA's April 1994 CSO Control Policy and the Indiana Department of Environmental Management's (IDEM) 1996 Combined Sewer Overflow Strategy. The Long Term Control Plan (LTCP) is designed to improve water quality in Marion County and to modernize the City's 19<sup>th</sup> century sewer system that discharges raw sewage into local streams at 135 overflow points during wet weather events. In essence, the LTCP lays out a program whereby the City's sewer customers will fund over \$1 billion of CSO control improvements during the next 15 to 20 years through a sequence of much-needed water infrastructure improvements. Under Section 219 of the Water Resources and Development Act of 1992, as amended, the Corps of Engineers is providing the

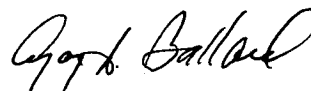
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City with technical, planning and design assistance for various CSO abatement projects identified in the LTCP. ***The City respectfully requests \$1,000,000 in FY'09 appropriations to continue design and development of engineering documents necessary for the Fall Creek/White River storage tunnel which is being planned by the City as part of its Long Term Control Plan.***

***Indianapolis Cultural Trail***— The Indianapolis Cultural Trail is a world-class, urban bike and pedestrian path that will promote fitness and physical activity, as well as support alternative means of transportation along a 7.5 mile swath of downtown Indianapolis for the more than 20,000 residents who live in the City center. Moreover, the planned path of the bike and pedestrian trail will connect many of the key commercial centers of downtown Indianapolis in an effort to encourage alternative transportation modes for downtown residents and visitors. It is anticipated that 70% of the project's cost will be covered by private donations. Phase I of the project, consisting of the first ½ mile segment of the trail, has been constructed. Design for Phases II and III is complete and those segments will be bid for construction in the summer of 2008. Phases IV, V and VI are in preliminary design and planning stages. ***The City respectfully requests \$1.5 million in FY'09 appropriations for the construction of a portion of the remaining segments of the Indianapolis Cultural Trail.***

On behalf of the City and all its residents, I would like to express my sincere appreciation for your past help in securing federal funds for key local projects. Once again, we look forward to working with you and your staff throughout this appropriations process. As always, we would greatly appreciate any support you can provide in helping to secure federal funding for the critical infrastructure projects and programs identified above. If you require any additional information on any of these projects, please let me know.

Sincerely,



Gregory A. Ballard  
Mayor  
City of Indianapolis