

**Red Line All-Electric BRT
Indianapolis, Indiana
Small Starts Project Development
(Rating Assigned November 2015)**

Summary Description	
Proposed Project:	Bus Rapid Transit 13.1 Miles, 28 Stations
Total Capital Cost (\$YOE):	\$96.33 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (77.8%)
Annual Operating Cost (opening year 2018):	\$6.17 Million
Existing Corridor Ridership (Warranted):	7,400 Daily Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Indianapolis Public Transportation Corporation (IndyGo) proposes to build a bus rapid transit (BRT) line connecting the Indianapolis central business district (CBD) with the Village of Broad Ripple to the north, and the University of Indianapolis campus to the south. The project includes approximately 7.7 miles of exclusive or semi-exclusive bus lanes, traffic signal priority at intersections, station stops with weather protection, level vehicle boarding, and other amenities such as real-time bus arrival information, bike racks and self-service fare vending at stations. The project includes the purchase of 12 60-foot electric battery-powered buses. Service would be provided 20 hours per day, 365 days per year, with buses every ten minutes during the day on weekdays and weekends, and every 30 minutes in the evenings. Existing bus service will also operate on the BRT route between 38th Street and Washington Street in the CBD, making the effective headway five minutes between vehicles on this 4.6 mile segment.

Project Purpose: The project will provide fast, reliable, convenient transit service in a key corridor serving downtown Indianapolis. It will operate through the densest area of the city, among the most mixed land uses of residential, commercial, and hospitality/tourism venues and destinations in the region. The route serves four major universities, several hospitals, federal, state and local government centers, other community services, and a Downtown Transit Center currently under development, to provide passenger transfer opportunities to numerous connecting bus routes. Although bus routes in this corridor have the highest ridership in the IndyGo system, the service has been slow and unreliable in the past. Bus service speed and schedule reliability will be improved by the dedicated BRT lanes, traffic signal priority, and bus arrival information at stations.

Project Development History, Status and Next Steps: IndyGo selected the locally preferred alternative for the project in September 2014. The project entered Small Starts Project Development in May 2015. It was adopted into the region's fiscally constrained long range transportation plan in August 2015. IndyGo expects to complete the environmental review process with a Documented Categorical Exclusion in early 2016, followed by receipt of a Small Starts Grant Agreement in early 2017, and start of revenue service in late 2018.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$74.99	77.8%
USDOT TIGER VI	\$2.07	2.2%
State:		
State Economic Development Grant - Indianapolis Regional Cities Initiative	\$6.18	6.4%
Local:		
Indianapolis Department of Public Works General Funds	\$6.00	6.2%
Metropolitan Development Commission Tax Increment Funds	\$6.00	6.2%
General Funds from Partner Agencies (Local Match for TIGER Grant Funds from Cities of Westfield, Carmel, Indianapolis and Greenwood)	\$1.09	1.2%
Total:	\$96.33	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**IN, Indianapolis, Red Line All-Electric BRT
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Factor	Rating	Comments
Local Financial Commitment Rating	Medium	
Non-Section 5309 Small Starts Share	N/A	The Small Starts share of the project is 78 percent.
Project Financial Plan	Medium	
Capital and Operating Condition (25% of plan rating)	Medium	<ul style="list-style-type: none"> • The average age of the bus fleet is 10.2 years, which is older than the industry average. • IndyGo does not have bond ratings; their debt is issued via a state conduit entity. • IndyGo's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.67 (FY 2014). • There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of plan rating)	Medium-High	<ul style="list-style-type: none"> • 71.1 percent of the non-Section 5309 funds are committed, and the remaining funds are considered planned. Sources of capital funds include a Transportation Investment Generating Economic Recovery grant; local contributions from the Cities of Indianapolis, Carmel, Greenwood, and Westfield; Indiana Economic Development Corporation Regional Cities Initiative grant funds; City of Indianapolis Department of Public Works general funds; and Metropolitan Development Commission tax increment financing revenues. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Sources of funds include FTA Section 5307 Urbanized Area formula funds, State Public Mass Transportation Fund monies, local property and excise tax revenues, and operating revenues and passenger fares.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of plan rating)	Medium	<ul style="list-style-type: none"> • Capital revenue growth assumptions are reasonable when compared with historical experience. • The capital cost estimate is reasonable. • IndyGo has the financial capacity to cover cost increases or funding shortfalls equal to at least 25 percent of estimated project costs. • Assumed farebox collections and property and excise tax revenues are

Factor	Rating	Comments
		consistent with historical experience. <ul style="list-style-type: none"><li data-bbox="842 191 1925 258">• Projected cash balances and reserve accounts are 10.6 percent of annual systemwide operating expenses.

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LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county.

- The population density for all station areas is 4,300 people per square mile, which corresponds to a Medium-Low rating.
- There are 145,000 jobs in all station areas, which corresponds to a Medium-High rating.
- The proportion of legally binding affordability restricted (LBAR) housing in proposed station areas compared to the proportion of LBAR housing in Marion County is 1.25, corresponding to a Medium-Low rating. The rating for this subfactor increases one level, to Medium, because over five percent of housing units in the county through which the project travels are LBAR.
- The central business district (CBD) has a ratio of .68 parking spaces per employee, which corresponds to a Low rating. The average daily parking cost in the CBD is \$14.15, corresponding to a Medium-High rating.
- Most station areas have a well-connected pedestrian network, but main streets have high traffic speeds and long pedestrian crossings. Some areas have active storefronts and ample retail, while other areas are plagued with vacancies and more auto-oriented development patterns. There is some mixing of land uses, but certain portions of the corridor do not contain substantial commercial or retail uses.

ECONOMIC DEVELOPMENT RATING: Medium-Low

Transit-Supportive Plans and Policies: Medium

- *Transit-Supportive Corridor Policies:* The Red Line TOD Strategic Plan aspires to densities that range from 8 to 50 dwelling units per acre throughout the corridor, with an average density of 17 dwelling units per acre. The plans and policies in place in the Red Line corridor form a cohesive framework for improving pedestrian facilities in the corridor. However, few policy-level documents discuss parking needs or goals in the corridor.
- *Supportive Zoning Regulations Near Transit Stations:* The corridor has a mix of zoning regulations with zoning in the station areas between 38th Street and Downtown Indianapolis allowing for medium to high density residential development and some mix of uses; station areas in Downtown zoned for high density development with no height limits; and the rest of the corridor zoned for low-density residential development. There are few transit-supportive zoning regulations in most of the corridor outside of Downtown.
- *Tools to Implement Land Use Policies:* Outreach efforts were focused around the City of Indianapolis's comprehensive plan update process and efforts were made to address transportation and land use issues simultaneously. The development community was aware of and participated in larger planning efforts in the corridor. The project sponsor's application did not identify any regulatory or financial incentives to promote transit-supportive development.

Performance and Impacts of Policies: Medium-Low

- *Performance of Land Use Policies:* There are several developments proposed in station areas, but their character is only marginally transit-supportive, with large setbacks and ample parking.
- *Potential Impact of Transit Investment on Regional Land Use:* The city's population is growing, the corridor has ample vacant land and significant development activity is underway in parts of the corridor. However, development activity is not evenly distributed throughout the corridor and some neighborhoods appear unlikely to attract much development.

Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

- As a part of its comprehensive plan update, the City of Indianapolis analyzed housing cost burden and needs in the corridor and the county as a whole. Specific plans, policies and financing tools to preserve and increase affordable housing are limited, but there are several proposed affordable housing developments in the corridor. All affordable rental units that receive public funds in the city are bound as affordable for a period of at least 15 to 20 years.

Red Line Rapid Transit, Indianapolis, Indiana

Meridian Hills

Indianapolis

Red Line Recommendations Indy Connect | July 2015

- Recommended Red Line Stations
- Recommended Red Line Stations with Potential Park & Ride Lots
- Recommended Red Line Route
- Interstates
- Railroad Corridors
- 2016 Local Bus Routes
- Major Streets
- County Line
- Water
- Parks
- Municipalities

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Future Phase to
Carmel & Westfield

71ST ST

66TH ST

Indianapolis Art Center

BROAD RIPPLE AVE

Broad Ripple Village

KESSLER BLVD

Monon Trail

COLLEGE AVE

54TH ST

52ND ST

Midtown

46TH ST

42ND ST

Indiana State Fairgrounds

38TH ST

34TH ST

The Children's Museum

30TH ST

Ivy Tech Community College

FALL CREEK

22ND ST

Near North

18TH ST

14TH ST

9TH ST

Downtown Indianapolis

VERMONT ST

Downtown Transit Center

WASHINGTON ST

COLLEGE

Fountain Square

PROSPECT ST

SHELBY ST

PLEASANT RUN

RAYMOND ST

SOUTHERN AVE

TROY AVE

The University of Indianapolis

HANNA AVE

Future Phase to
Greenwood

VERMONT ST
NEW JERSEY
VIRGINIA
DELAWARE

MADISON AVE
EAST ST / IUS 1

65

70

74

65

465

Butler University

Tarkington Park

Methodist Hospital

Indiana University
Purdue University
Indianapolis (IUPUI)

Indiana Convention Center
Banker's Life Fieldhouse
Lucas Oil Stadium

Garfield Park