

**IndyGo Blue Line Rapid Transit**  
**Indianapolis, Indiana**  
**Small Starts Project Development**  
**(Rating Assigned November 2023)**

Summary Description	
<b>Proposed Project:</b>	Bus Rapid Transit 24.0 Miles, 30 Stations
<b>Total Capital Cost (\$YOE):</b>	\$371.91 Million <small>(Includes \$11.4 million in finance charges)</small>
<b>Section 5309 CIG Share (\$YOE):</b>	\$150.00 Million (40.3%)
<b>Annual Operating Cost (opening year 2027):</b>	\$14.62 Million
<b>Current Year Ridership Forecast (2023):</b>	4,700 Daily Linked Trips 1,497,900 Annual Linked Trips
<b>Horizon Year Ridership Forecast (2045):</b>	9,200 Daily Linked Trips 2,906,300 Annual Linked Trips
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** The Indianapolis Public Transportation Corporation (IndyGo) proposes to implement an east-west bus rapid transit (BRT) line primarily along Washington Street between the Indianapolis International Airport, downtown Indianapolis, and Cumberland. The project includes the construction of 13.4 miles of dedicated transit lanes, as well as the purchase of 18 60-foot diesel hybrid powered buses. The project also serves the existing Julia M. Carson Transit Center, IndyGo’s main transfer point in downtown Indianapolis. The service is planned to operate 20 hours per weekday, with buses every 15 minutes during daytime and evening hours. Weekend service is planned to operate 19 hours on Saturdays and 15 hours on Sundays with buses every 15 to 30 minutes.

**Project Purpose:** The Washington Street corridor is one of the main east-west travel routes in Marion County. The corridor encompasses some of the region’s largest trip generators, including downtown Indianapolis, the international airport, the Indianapolis Zoo, and a regional shopping center, as well as several planned redevelopment areas. IndyGo’s busiest bus route currently serves the corridor. The project is planned to reduce transit travel times in the corridor by up to 30 percent, support redevelopment efforts, and provide improved service levels to the high concentrations of low- income and zero-car households.

**Project Development History, Status and Next Steps:** IndyGo initially selected a locally preferred alternative (LPA) for the project in December 2013. The project entered Small Starts Project Development in April 2018. The initially selected LPA was refined in October 2022. IndyGo then selected a refined LPA that was adopted into the region’s fiscally constrained long range transportation plan in August 2023. IndyGo anticipates completing the environmental review process with a documented Categorical Exclusion from FTA in November 2023, receipt of a Small Starts Grant Agreement in Fall 2024, and the start of revenue service in Summer 2027.

**Significant Changes Since Last Evaluation (November 2019):** The total project cost increased from \$220.00 million to \$371.90 million while the CIG requested amount also increased from \$100.00 million to \$150.00 million (reduced from 45.5 percent to 40.3 percent due to the increase in the total project cost). The cost increase is due to the advancement in the design level, added finance charges and local market condition. The revenue service date changed from April 2025 to Summer 2027 due to scope changes.

<b>Locally Proposed Financial Plan</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funds</u> <u>(\$million)</u></b>	<b><u>Percent of Total</u></b>
<b>Federal:</b>		
Section 5309 Small Starts	\$150.00	40.3%
Section 5307 Urbanized Area Formula Program	\$16.02	4.3%
Indianapolis Metropolitan Planning Organization (IMPO) Flex Fund Transfer - Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA)	\$7.41	2.0%
Section 5339 Bus and Bus Facilities Program	\$6.47	1.7%
IMPO Flex Fund Transfer - FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$1.58	0.4%
<b>State:</b>		
IMPO Flex Fund Transfer - Federal Fund Exchange Program	\$4.66	1.4%
<b>Local:</b>		
IndyGo Bond Proceeds repaid by Marion County Local Income Tax	\$125.00	33.6%
IndyGo Capital Tax Revenues	\$29.27	7.9%
Indianapolis Department of Public Works General Funds	\$16.50	4.4%
<b>Other:</b>		
Citizens Energy Group Cash Contribution	\$15.00	4.0%
<b>Total:</b>	<b>\$371.91</b>	<b>100.0%</b>

**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

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**LAND USE RATING: Medium**

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- Average population density within one-half mile of all station areas is 3,200 persons per square mile, corresponding to a Medium-Low rating. An estimated 152,000 jobs would be served by a one-seat ride on the project, corresponding to a Medium-High rating. Average daily parking cost in the central business district (CBD) exceeds \$18, corresponding to a High rating. The ratio of station area to county LBAR housing is 1.35, corresponding to a Medium-Low rating.

**ECONOMIC DEVELOPMENT RATING: Medium**

**Transit-Supportive Plans and Policies: Medium-High**

- *Transit-Supportive Corridor Policies:* Conceptual plans and elements of the *Comprehensive Plan for Indianapolis and Marion County*, i.e., the *Marion County Land Use Plan Pattern Book* (2019) and the *Blue Line Transit Oriented Development (TOD) Strategic Plan* (2018), encourage transit-supportive densities in station areas ranging from 12 to 25 or more dwelling units per acre (du/ac). These and other recently completed neighborhood plans promote mixed-use development with transit- and pedestrian-friendly characteristics in station areas and along the corridor.
- *Supportive Zoning Regulations Near Transit Stations:* A TOD Secondary District, i.e., a zoning overlay, governs lots within 1,000 feet of the centerline of a BRT route and establishes land use and design standards to encourage a mixed-use, transit-oriented, and pedestrian-friendly environment. *The Zoning Ordinance* was updated in 2023 to clarify requirements of the TOD overlay. It also references the *Marion County Land Use Plan Pattern Book* density standards for residential (1 to 15 du/ac), mixed-use (5 to 25 or more du/ac), and CBD districts (no height restrictions).
- *Tools to Implement Land Use Policies:* There is evidence of public outreach in land use planning for the development of the *Comprehensive Plan*, *Blue Line TOD Strategic Plan*, and the TOD overlay, as well as collaboration with the development community and research entities to evaluate land use practices during planning processes. Regulatory incentives are limited. Financial incentives are provided for developments in tax increment financing (TIF) districts and Opportunity Zones along the corridor.

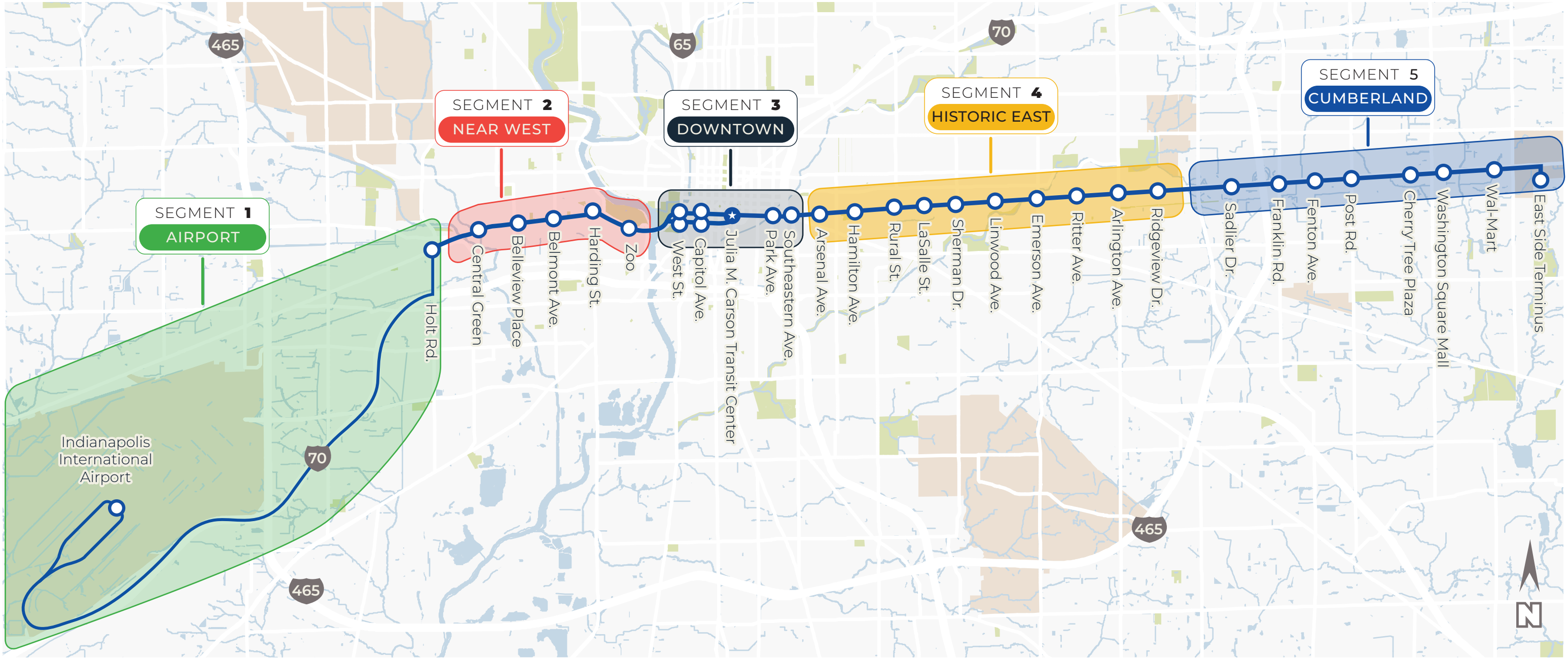
**Performance and Impacts of Policies: Medium**

- *Performance of Land Use Policies:* There are several recent or proposed developments along the project corridor and other transit corridors in the city, some of which are expressly influenced by the TOD overlay design standards and include the Red Line Flats, the Indianapolis-Marion County Community Justice Campus, Elevator Hill (the former Angie’s List campus site), and the forthcoming Gathyr Apartments. Some examples leverage TIF proceeds.
- *Potential Impact of Transit Investment on Regional Land Use:* A Blue Line TOD Strategic Plan analysis indicates strong potential for TOD in CBD station areas and other plans seeks to prioritize regional transit investments. There is not a discussion of the real estate market conditions in the corridor.

**Tools to Maintain or Increase Share of Affordable Housing: Medium**

- Plans and policies have begun to study and propose policy recommendations to address housing affordability and displacement. Unique financing tools to preserve and increase affordable housing in the corridor include affordable housing construction grants via the Indianapolis Housing Trust Fund and property acquisition and affordable housing construction and preservation in station areas via an Equitable TOD loan fund. It is unlawful in Indiana to pass inclusionary zoning policies targeting affordable housing, so eligibility requirements tied to financial incentives like TIFs are employed. There are some recently completed or proposed developments with affordable housing units in the corridor.

# BLUE LINE BRT SEGMENT MAP



○ Station

— BRT route