

IndyGo Purple Rapid Transit Line

Indianapolis, Indiana

Small Starts Project Development (Rating Assigned November 2017)

Summary Description	
Proposed Project:	Bus Rapid Transit 14.8 Miles, 23 Stations
Total Capital Cost (\$YOE):	\$139.47 Million
Section 5309 Small Starts Share (\$YOE):	\$69.66 Million (49.9%)
Annual Operating Cost (opening year 2020):	\$7.18 Million
Current Year Ridership Forecast (2016):	9,600 Daily Linked Trips 2,851,800 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Indianapolis Public Transportation Corporation (IndyGo) proposes to implement Bus Rapid Transit (BRT) between the Julia M. Carson Transit Center in downtown Indianapolis and the Major General Emmett J. Bean Federal Center in downtown Lawrence. Seventy percent (10.2 miles) of the alignment is expected to operate in exclusive bus lanes, a portion of which would be shared with the Red Line BRT service. The project includes construction of 23 stations, but will serve a total of 31 stations including the existing Julia M. Carson Transit Center and seven stations shared with the Red Line BRT service. The project includes the purchase of 18 60-foot electric battery-powered buses. The service is planned to operate 20 hours per weekday, with buses every 10 minutes during daytime hours and every 20 minutes during evenings. Weekend service would be planned to operate 19 hours on Saturdays and 16 hours on Sundays, with buses every 15 to 20 minutes.

Project Purpose: The corridor contains some of the Indianapolis region's highest concentrations of population density, poverty, low-income households and zero-car households. IndyGo found that 26 percent of the households in the corridor live below the poverty line, and that 17 percent of households with workers lacked an automobile for their commute. The project would replace IndyGo's busiest local bus route, which provides roughly 4,000 trips on an average weekday, with faster, more reliable and more frequent service. As such, the project would improve access to jobs and services in downtown Indianapolis and planned mixed-use redevelopment in downtown Lawrence. The project would also support transit-oriented development along underdeveloped portions of the alignment.

Project Development History, Status and Next Steps: IndyGo selected the locally preferred alternative for the project in 2015, and it was adopted into the region's fiscally constrained long range transportation plan in June 2017. The project entered Small Starts Project Development in June 2017. IndyGo anticipates completing the environmental review process with a documented Categorical Exclusion in May 2018, receipt of a Small Starts Grant Agreement in mid-2019, and the start of revenue service in late 2020.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$69.66	49.9%
Section 5307 Urbanized Area Formula Program	\$17.74	12.7%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$1.60	1.2%
Local:		
Marion County Transit Income Tax Bonds	\$49.75	35.7%
IndyGo Capital Cumulative Fund Revenues	\$0.72	0.5%
Total:	\$139.47	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.

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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.

- The population density in station areas is 4,200 persons per square mile, which corresponds to a Medium-Low rating. The project would serve 131,500 jobs, which corresponds to a Medium rating. The average daily parking cost in the central business district is \$14, corresponding to a Medium-High rating. The proportion of LBAR housing in station areas compared to the proportion in Marion County is 3.50, earning a High rating.
- The northern portion of the corridor is generally low-density residential with a few auto-oriented commercial centers. The central portion includes more commercial development concentrated along main thoroughfares plus low-density residential development. The downtown portion is more urban and contains large employment and civic uses with residential developments of varying densities.
- Most station areas have a well-connected pedestrian network, but main streets have high traffic speeds and long or no pedestrian crossings.

ECONOMIC DEVELOPMENT RATING: Medium-Low

Transit-Supportive Plans and Policies: Medium-Low

- *Transit-Supportive Corridor Policies:* Marion County's comprehensive plan generally encourages transit-oriented development (TOD) along transit corridors, while small-area plans do so in station areas to varying degrees. Plans and policies for the corridor support improved pedestrian facilities.
- *Supportive Zoning Regulations Near Transit Stations:* Indianapolis's new zoning ordinance includes higher-density, mixed-use districts that are expected to replace some of the corridor's existing lower-density commercial zones pending the development and approval of more detailed small-area plans. Planned-unit development zoning in portions of the northernmost station areas in Lawrence is anticipated to support at least moderately transit-supportive development.
- *Tools to Implement Land Use Policies:* The development process for Marion County's comprehensive plan included significant public and developer outreach around TOD. Outside of a tax increment financing district in Lawrence, there are no regulatory and financial incentives to promote transit-supportive development in the corridor.

Performance and Impacts of Policies: Medium-Low

- *Performance of Land Use Policies:* No information was provided on developments affected by transit-supportive policies. The northern end of the corridor falls in a district that is currently undergoing a significant amount of development that is somewhat transit supportive.
- *Potential Impact of Transit Investment on Regional Land Use:* There are some significant opportunities for redevelopment in station areas, and the project sponsor has spent significant resources identifying and describing these opportunities. While the city's population is growing and there is significant development activity occurring in certain areas, this activity is not evenly distributed throughout the corridor and there are some neighborhoods in decline.

Tools to Maintain or Increase Share of Affordable Housing: Low

- Plans, policies and financing tools (outside of standard Federal funding programs) to preserve and increase affordable housing in the corridor are limited, though Indianapolis has a trust fund for affordable housing. The city has awarded Federal funds for affordable housing repairs to a nonprofit developer and a number of low-income homeowner households in the corridor. All affordable rental units that receive public funds in the city are bound as affordable for 20 years.

Purple Line BRT, Indianapolis, Indiana

