

**IndyGo Purple Rapid Transit Line**  
**Indianapolis, Indiana**  
**Small Starts Project Development**  
**(Rating Assigned November 2018)**

<b>Summary Description</b>	
<b>Proposed Project:</b>	Bus Rapid Transit 14.8 Miles, 23 Stations
<b>Total Capital Cost (\$YOE):</b>	\$140.00 Million
<b>Section 5309 CIG Share (\$YOE):</b>	\$70.00 Million (50.0%)
<b>Annual Operating Cost (opening year 2021):</b>	\$8.16 Million
<b>Current Year Ridership Forecast (2016):</b>	9,600 Daily Linked Trips 2,851,800 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 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, which is currently under construction. The project includes the construction of 23 stations, but it will serve a total of 31 stations including the existing Julia M. Carson Transit Center and seven stations shared with the Red Line BRT. The project includes the purchase of 15 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 is 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. The project would replace IndyGo’s second-busiest local bus route, which provides roughly 4,700 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 early 2019, receiving a Small Starts Grant Agreement in mid-2019, and starting revenue service in late 2021.

**Significant Changes Since Last Evaluation (November 2017):** There have been no significant changes to the project in the last year.

## Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b>		
Section 5309 Small Starts	\$70.00	50.0%
Section 5307 Urbanized Area Formula Program	\$5.92	4.2%
Section 5339 Bus and Bus Facilities Program	\$3.29	2.4%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$1.60	1.1%
<b>Local:</b>		
IndyGo Income Tax Revenues and Bonds	\$58.04	41.5%
Indianapolis Department of Public Works General Funds	\$1.15	0.8%
<b>Total:</b>	<b>\$140.00</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.

- The population density in station areas is 4,200 persons per square mile, which corresponds to a Medium-Low rating, according to FTA benchmarks. The project would serve 131,500 jobs, which corresponds to a Medium rating. The average daily parking cost in the central business district (CBD) exceeds \$16, corresponding to a High rating. The proportion of LBAR housing in station areas compared to the proportion in Marion County is 3.87, 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:* Only downtown Indianapolis station areas are currently zoned to support mixed-use and transit-oriented development. However, the zoning ordinance has been amended to include transit-supportive mixed-use designations that may be applied to station areas in the future, and Indianapolis is considering a more comprehensive TOD overlay district that would provide density bonuses and reduce parking requirements.
- *Tools to Implement Land Use Policies:* The development process for Marion County's comprehensive plan included significant public and developer outreach around TOD. Financial incentives that could support transit-oriented development include a tax increment financing district in Lawrence, as well as Indianapolis's targeted allocation of Federal housing funds to the Monon16 neighborhood near the Meridian and 16<sup>th</sup> station for economic development and affordable housing.

**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 redevelopment that is somewhat transit supportive.
- *Potential Impact of Transit Investment on Regional Land Use:* There is a significant amount of land available for redevelopment. Zoning in downtown Indianapolis supports redevelopment at transit-supportive densities, though most of the current zoning elsewhere in the corridor does not. While the city's population is growing and development activity is occurring in some areas of the corridor, this activity is not evenly distributed and some of the corridor's neighborhoods are in decline.

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

- There are some examples of financial incentives to preserve or develop affordable housing outside of standard Federal funding sources, including Indianapolis's housing trust fund and a local nonprofit's loans and financing for home repair, abandoned housing reclamation, and affordable housing construction. Indianapolis has targeted the Monon16 neighborhood to the north of the Meridian and 16<sup>th</sup> station for Federal housing funds for neighborhood revitalization and affordable housing. Most developer activity in the corridor has been in the form of repairs to existing affordable housing units.

# Purple Line BRT, Indianapolis, Indiana

