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TIGER VI

PLANNING GRANT APPLICATION

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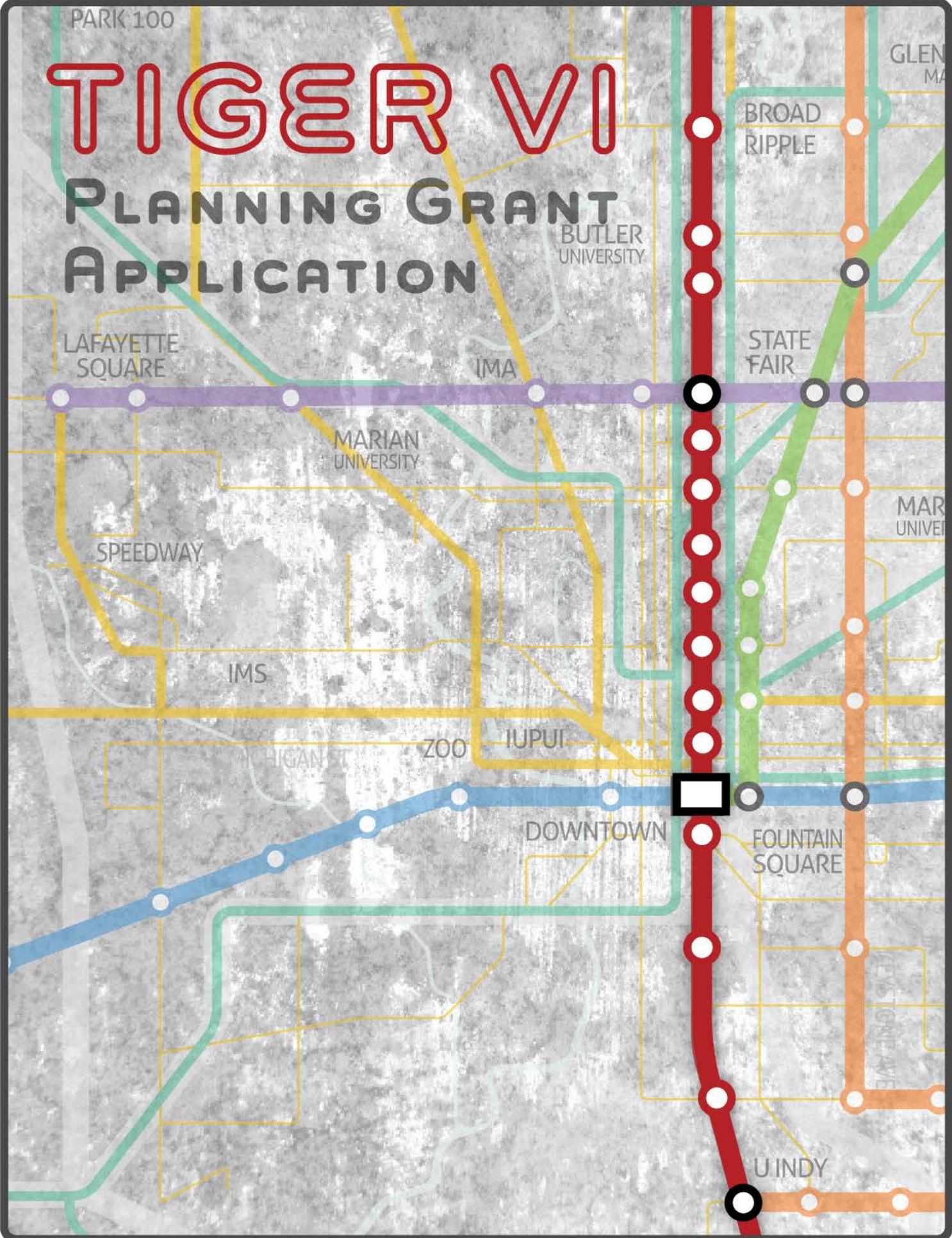
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Red Line PE and NEPA TIGER Planning Grant Application Summary

Project Name	Red Line PE and NEPA
Lead Applicant	Indianapolis Public Transportation Corporation dba IndyGo
Contact Information	<p>Mike Terry, President and Chief Executive Officer 1501 West Washington Street Indianapolis, IN 46222 (317)614-9310 (317) 634-6585 mterry@indygo.net</p>
Project Partners	<p>Indianapolis Metropolitan Planning Organization (IMPO) Central Indiana Regional Transportation Authority (CIRTA) City of Indianapolis City of Carmel City of Greenwood City of Westfield</p>
Project Description	The project advances the Red Line BRT Locally Preferred Alternative (LPA), designated in December 2013, to project development and environmental review in accordance with FTA Small Starts requirements, with the intent of developing the country's first all-electric BRT line.
Project Cost	\$3,168,000
TIGER VI Funds Requested	<u>\$2,073,200</u>
Local Match Source(s) & Amounts	<p><u>\$687,636</u> – City of Indianapolis <u>\$196,592</u> – City of Carmel <u>\$64,366</u> – City of Greenwood <u>\$146,206</u> – City of Westfield Total: \$1,094,800</p>
Proposed Schedule	<p>Anticipated obligation date: August 2014 Project initiation: August 2014 Project completion: April 2016</p>
Project Benefits	<p>The recently completed AA study confirmed that the Red Line will give an excellent return on investment by:</p> <ul style="list-style-type: none"> • creating a new transit spine in the strongest transit market in Indianapolis (which already carries one third of IndyGo riders), • increasing bus speed, frequency, and reliability, making transit a more attractive alternative, • offering non-automobile travel opportunities to a diverse population, • fostering transit oriented development, and • Creating a signature project for transit heading toward a referendum on a new transit funding source. <p>The project will continue the Red Line BRT study, capitalizing on the momentum created by the Indiana Legislature's recent authorization of regional transit funding referenda and the long-established Indy Connect partnership and branding.,</p>
Innovative Elements	The project outcome is anticipated to result in the nation's first all-electric BRT system.
Ladders of Opportunities	The BRT facility intersects major concentrations of economically-disadvantaged households – over 9,000 low-income households live within ½ mile of a proposed transit station – and connects them with nearly 24,000 service-sector jobs, several hospitals, and the region's signature cultural amenities.



Indianapolis Public Transportation Corporation
dba IndyGo
1501 W. Washington Street
Indianapolis, IN 46222
www.IndyGo.net

The Honorable Anthony Foxx, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, D.C. 20590

April 22, 2014

Dear Secretary Foxx:

I am pleased to submit this FY2014 TIGER planning grant application in the amount of \$2,073,200 to support our BRT planning initiative in the Indianapolis Red Line corridor, specifically by advancing the Locally Preferred Alternative (LPA), derived from our recently completed Alternatives Analysis, into project development and through the NEPA process. We view this project as a cornerstone of our efforts to reinvent Central Indiana as an innovative community that appeals to all generations and walks of life. This year, the Indiana legislature enacted legislation authorizing the counties of Central Indiana the opportunity to hold a referendum for dedicated regional transit funding. The Red Line BRT will be a signature project, demonstrating what improved transit can do to transform the community.

Our project allows us to continue a methodical planning process that, as its primary principle, establishes significant “ladders of opportunity” within our study area. The corridor intersects the highest concentrations of economically disadvantaged households within Central Indiana, and connects them with the State’s two largest employment districts, its third-largest university, its largest hospital, the flagship campus for the State’s community college, two private universities, a State Park, and enrichment opportunities available at multiple theaters, artist galleries, and music venues.

The study area is unique in how it links together most of the region’s individual reinvestment and reinvention initiatives, including Downtown Indianapolis, with its surging commercial and residential bases making it the envy of comparably-sized cities across the country; Fall Creek Place, an innovative, partially HUD-funded inner-city residential redevelopment project that accommodates all incomes; and all six of the City’s designated cultural districts, several of which are linked by the recently completed Downtown Cultural Trail, also funded using leveraged federal monies.

The timing for the project could not be better. Public support for regional transit is at an all-time high, and continues to increase. This year’s enactment of State funding legislation creates a unique moment time to dramatically improve our transit system. The project is supported by city-led planning for transit oriented development along the line. Innovative concepts, such as an all-electric BRT system, continue to be explored and refined. We desire your assistance to maintain our momentum, and continue our energetic advance without interruption. As a reflection of our enthusiasm, all four communities along the corridor - the Cities of Indianapolis, Carmel, Greenwood, and Westfield - have committed to 35% local match support for this important planning effort.

We do “big” well here in Indianapolis, with the added benefit of our Hoosier sensibilities that drive us to get the most for our dollar. Our annual hosting of the World’s Largest Sporting Event – the Indianapolis 500 – our recent success hosting the Super Bowl, a new \$1.1B airport built on-time and on-budget, our \$500M “Rebuild Indy” program and many other instances attest to our capacity to think big, plan creatively, and implement expertly. I kindly request your favorable consideration of this dynamic and visionary project that is essential for our continued economic recovery and growth. Thank you for all you and your staff do to foster economic investment, in our community and others.

Sincerely,

A handwritten signature in blue ink that reads 'Michael A. Terry'. The signature is fluid and cursive, with a large loop at the end.

Michael A. Terry
President and CEO



Red Line LPA

1. PROJECT DESCRIPTION

The Indianapolis Metropolitan Planning Organization (IMPO), in cooperation with the Indianapolis Public Transportation Corporation (dba IndyGo) and the Central Indiana Regional Transportation Authority (CIRTA), wishes to advance a **north-south bus rapid transit (BRT) proposal** into the Project Development phase and through environmental review. The project partners have already successfully collaborated on an alternatives analysis (AA) in a 28-mile corridor serving the densest part of the region. The study was completed in December 2013. The IMPO intends to advance the LPA outcome of the AA study into **FTA’s Capital Investment Grant Program as a “Small Starts” project**. The TIGER grant that is the subject of this application would provide IndyGo with the funding needed to complete Federal environmental review and advance project design up to four years faster than it otherwise could, given the status of other local and federal funding sources.

Since 2009, intensive research and the region’s largest-ever public outreach process have refined Central Indiana’s transit plans under the public-private brand name **Indy Connect**. Improved transit service along north-south, east-west, and northeast corridors are key recommendations of the Indy Connect plan, which was conducted as part of a major review of the IMPO’s Long-Range Transportation Plan. Together, these corridors form the backbone on which a proposed expansion of regional transit service would be built. The resulting transit plan is one of the most visionary and detailed in the country (www.indyconnect.org). It also fits Indianapolis – a balance of transportation innovation and fiscal responsibility, vastly improved service for existing riders and new services to broaden the appeal of transit within the community.

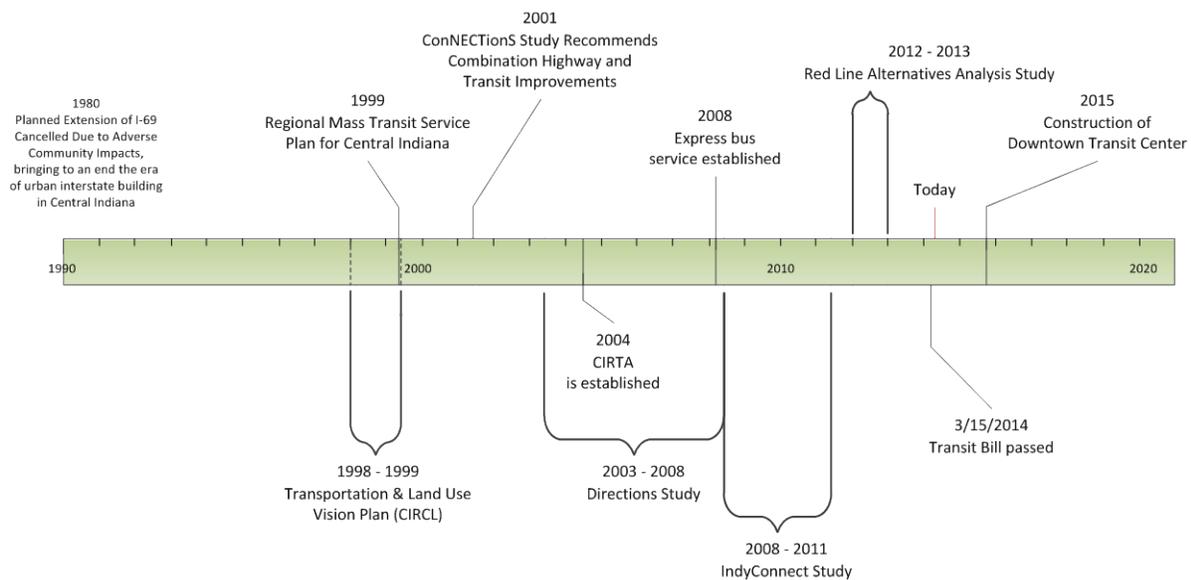
The north-south corridor, identified as the Red Line in the Indy Connect plan, is anticipated to be the first corridor where fixed-guideway transit will be implemented, along with expanded and enhanced bus service and other supporting transit infrastructure needed to enhance mobility and accessibility in Central Indiana. Currently the corridor runs from Carmel in the north to Greenwood in the

south; recently developments in Westfield, located to the north of Carmel, suggest that the extensions of either fixed route service and/or circulator service are desirable.

As described in detail later in this application, **the Red Line study area has a high level of need.** Even though the bus routes in this corridor have the highest ridership in the system, IndyGo service has traditionally been slow, infrequent and unreliable due to severe funding constraints. The Red Line corridor has a significant number of transit-dependent households, low-income households, number of foreclosures and vacant properties, public housing units, and Section 8-eligible units. **The study area intersects the two largest employment districts in the State of Indiana**, including Downtown Indianapolis and the business district of the region’s second largest city - Carmel. **Four public and private universities are located within the corridor and boast a combined enrollment of over 70,000 students—which constitute 94% of Marion County's post-secondary enrolled students:**

- **Indiana University – Purdue University – Indianapolis (IUPUI), the State’s third-largest university**
- **Indiana Vocational Technical College (IVY Tech), the state’s flagship campus for Indiana's statewide community college system, and**
- **Private universities: Butler University and the University of Indianapolis.**

This project therefore creates a perfect “ladder of opportunity” connecting at-risk and historically disadvantaged populations with educational and employment opportunities.



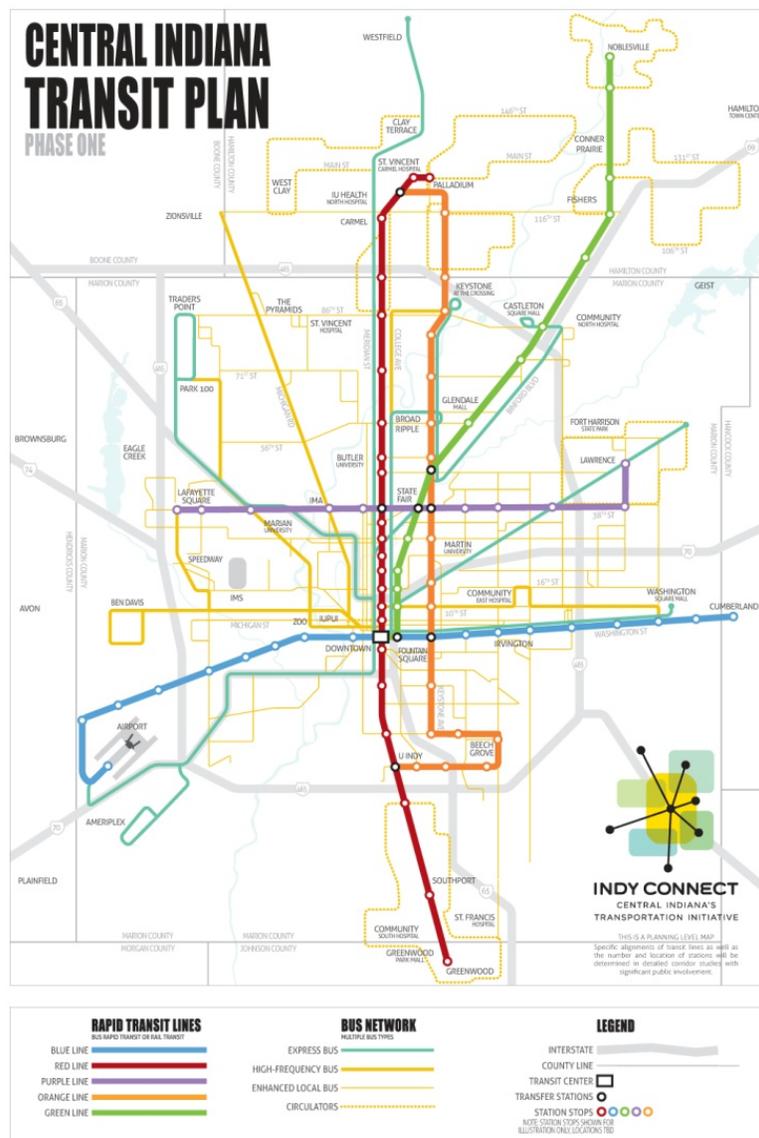
Central Indiana Transit Planning History

The study area displays features that make BRT an attractive option for improving transit service. Ridership on the existing local transit routes encompassed within the north-south corridor comprises one-third of IndyGo's total system utilization. The neighborhoods within the study area historically developed along streetcar lines that remained in operation until 1953, and contain the highest residential and employment densities within the region. Vehicular congestion in the corridor is high, resulting in poor travel times for both automobile and non-prioritized transit vehicles.

In spring of 2014, with strong backing from the private, public, and not-for-profit sectors, the **Indiana Legislature passed a bill** allowing Central Indiana counties to propose a referendum for funding regional transit from local option income taxes. Discussions are currently underway regarding the appropriate timing for such referenda. Citizen support is strong, but there is a need to show continual progress in the transit proposals so that the public is well-informed and understands the benefits of transit at the time the referenda are set. ***By funding this project, the USDOT helps Central Indiana keep transit in the eye of the public, thereby maintaining momentum and helping us achieve success with the upcoming dedicated funding referenda.***

2. PROJECT PARTIES

As has been the case for regional transit studies in Central Indiana over the past five years, a multi-agency consortium known as “Indy Connect” will have primary responsibility for the grant and the project. Indy Connect includes the Indianapolis Metropolitan Planning Organization (IMPO), the Central Indiana Regional Transportation Authority (CIRTA), and the Indianapolis Public Transportation Corporation (IPTC, aka “IndyGo”). Funding partners include the Cities of Indianapolis, Carmel, Greenwood, and Westfield. Representatives from each of these agencies and municipalities will constitute a steering committee for the project. The steering committee will appoint a project manager from within its ranks to serve in charge of the Red Line corridor NEPA documentation and Preliminary Engineering. IndyGo will serve as the grantee and take responsibility for administering the grant.



4. SELECTION CRITERIA

4.1. Primary Criteria

State of Good Repair

IndyGo has long utilized asset management principles to maximize the useful life of its productive resources. Following requirements set out by FTA, equipment maintenance schedules are prescribed by the individual manufacturer's recommendations. These recommendations are published in internal processes and work orders. Orders for preventative maintenance are then scheduled into the IndyGo enterprise system for completion. There are several internal auditing processes that insure that these maintenance scheduled tasks are completed within the time parameters defined in each individual component's schedule.

By enabling a shift from automobiles to more-efficient transit vehicles, buses substantially cut down on the wear and tear of city streets. With an average peak-hour passenger count of 30 people, a single BRT vehicle can take 27 automobiles (54 tons) off the road, and replace them with a 20-ton BRT vehicle. According to the IMPO's regional travel demand model, implementation of the Red Line LPA will reduce daily regional vehicle miles of travel by nearly 1.6 million, or nearly 3% of total regional travel.

Transit has been shown to enable more highly dense activity centers, and utilize infrastructure with greater efficiency (thereby cutting down on global infrastructure maintenance costs). Finally, the anticipated passage of a dedicating funding source will lead to more funding for transit maintenance, including vehicles, facilities, and infrastructure.

IndyGo employs a vehicle inventory tracking system that delivers information to a vehicle replacement plan that is measured against anticipated capital funding. Currently IndyGo collects and analyzes data for each of its different systems to measure key performance indicators from each piece of equipment. Wear data, emissions, lifecycle studies and other forms of measurement, depending on the piece of equipment, are evaluated based on published standards. Adjustments to the maintenance or operating schedules, or wholesale replacement of a product or sub-component are completed when performance indicates a significant value change.

IndyGo is committed to utilizing the best current practices for maintaining its assets and is currently engaged in updating its 2004 facility plan to identify the current condition of all assets and to establish an improvement plan that is within expectation of anticipated funding. The facility inventory and condition assessment will follow FTA's State of Good Repair guidelines. This update will be completed in 2014.



View of Hanna Avenue near the University of Indianapolis



Section 8 Housing near the Red Line corridor

Economic Competitiveness

The primary economic benefits from the planning project outcome are derived by directly linking significant concentrations of economically disadvantaged households with major employment areas; indeed, these linkages – or “ladders of opportunity” – were the primary motivation for the original delineation of the corridor. The recently completed Alternatives Analysis report for the Red Line corridor notes that within a walking distance of the stations, there were 9,200 low-income households, 3,300 of which did not own an automobile. Over 1,000 Section 8 units and two major public housing complexes are also within this walking threshold.

The main employment centers in the corridor are the Indianapolis Regional Center and the Carmel U.S. 31 Corridor, the two largest employment districts in the entire State. Within a walking distance of proposed Red Line transit stations are 24,000 service-sector jobs, and 169,000 total jobs. Implementing the Indy Connect plan will provide accessibility to an even larger number of employment areas, such as the logistics centers around the Indianapolis International Airport and the manufacturing enterprises at the Park 100 and Ameritech Industrial Parks.

Significant job training venues are also located within the corridor. The flagship campus of the State vocational college, Ivy Tech, with an approximate enrollment of 25,000 students, is located on the Red Line. Indiana University-Purdue University-Indianapolis (IUPUI), the third-largest university in the state with 30,000 students, is located in the Indianapolis Regional Center with good access to the Red Line corridor.

Sustainable economic development along the Red Line has been a major point of interest. The Red Line Alternatives Analysis incorporated a study of economic development potential at transit stations, based in part upon the ability to leverage other initiatives, the potential development densities relative to existing activities, and improvements in the levels of accessibility provided by the BRT facility. Several transit oriented development typologies were developed to maximize the economic impact of the transit proposal while simultaneously maintaining sensitivity to larger land use and urban design contexts. The typologies

ranged from walkable neighborhoods to campuses to dense city center environments.

The strategy of using transit oriented development as a funnel for economic development is being incorporated into development regulations. For example, a HUD Sustainable Communities Challenge Grant is funding a complete overhaul of the City of Indianapolis’s zoning ordinance (an initiative that has been named “Rezone Indy”), that leverages and supports transit-oriented development.



Employment Density: Red Line

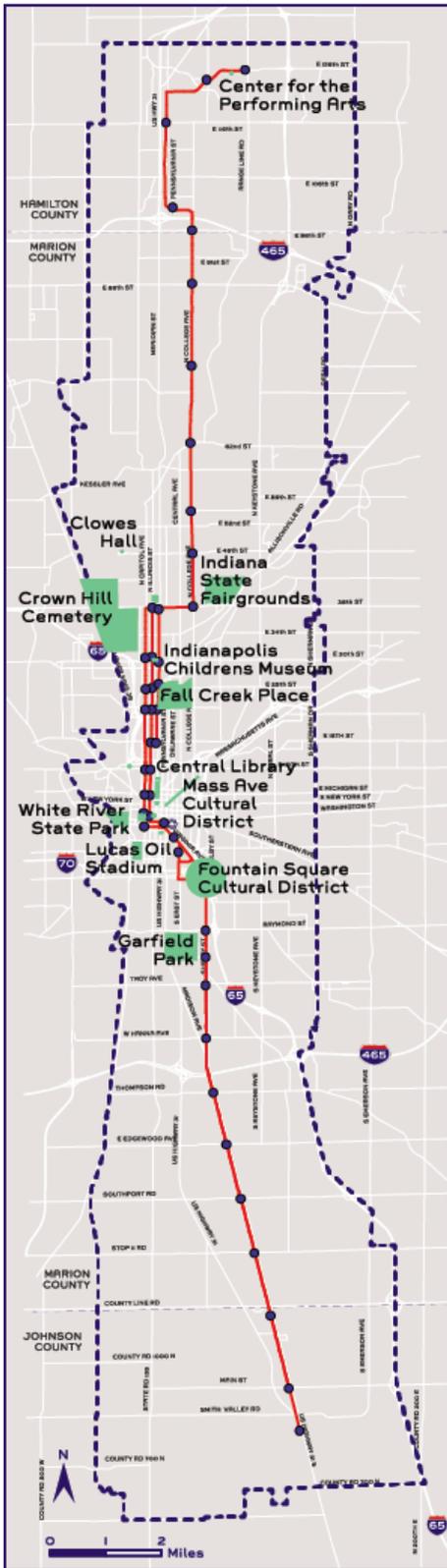
Many areas of the corridor had previously been identified for strategic economic development consideration. The configuration of the LPA intersects nearly 17 miles of economic development areas which allows local governments to use property tax abatement and other resources to induce and support business and job growth.

The partnership section of this document explains how the various planning initiatives interweave to create a comprehensive planning fabric that includes:

- Transit oriented development strategic plan
- Plan 2020
- Indy Rezone
- Carmel redevelopment
- Greenwood rezoning initiative

Quality of Life

The study proposed to be carried out under this funding will address more than just ladders of opportunity for economically disadvantaged populations to access jobs and training; the corridor encompasses some of Central Indiana’s most significant community assets. The IU Health hospital system in the Indianapolis Regional Center, including Methodist Hospital, IU Hospital, and Riley Children’s Hospital, forms the largest hospital complex in the State, with a combined 1,400 inpatient beds and 350,000 annual patient days of service. The Sidney and Lois Eskenazi Hospital (formerly Wishard Hospital) located just to the west of the IU Health complex is a publicly owned hospital that provides medical services regardless of ability to pay. At the north end of the Red Line corridor lies the St. Vincent Hospital Carmel branch as well as Indiana University Health at 116th and Meridian Streets.



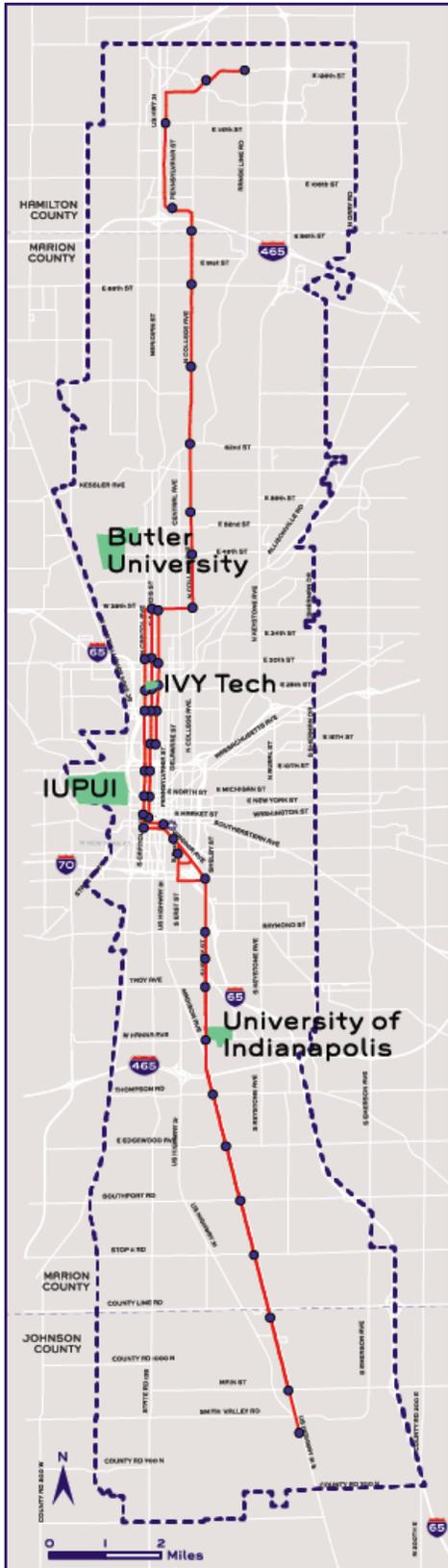
Community Attractions – Red Line

The study corridor also encompasses many of the region’s signature cultural projects of recent years. All six of the City of Indianapolis’s Cultural Districts are encompassed in the project corridor, as is the Cultural Trail, a \$60M, 8-mile urban trail partially funded by a previous TIGER infrastructure grant. This trail is a unique example of local philanthropy sharing a vision for a livable Indianapolis: \$27.5 million for the trail's construction were donated by the private sector. The University of Indianapolis offers significant cultural amenities to its surrounding neighborhoods; Clowes Hall at Butler University is one of the region’s most prominent concert and stage venues. The Palladium at the Center for Performing Arts is a 1,600-seat, 151,000-square foot state-of-the-art concert hall located in Carmel. The City of Westfield recently opened Grand Park, a 400-acre sports campus anticipated to draw 1.5 million visitors to Westfield each year making it one of the largest sports tourism magnets in the world.

Within walking distance of the Red Line is Fall Creek Place, a mixed-use, mixed-income redevelopment that in 2003 received a \$4 million HUD grant to stimulate other public and private investment in the area. Fall Creek Place received the 2003 Outstanding Planning Award for “Implementing Smart Growth” awarded by the American Planning Association.

The proposed Red Line BRT is playing a key role in redevelopment efforts being realized by other parties within the corridor. For example, the University of Indianapolis, a landmark south of downtown Indy, has cooperated with the City of Indianapolis to implement signature infrastructure redevelopment projects, such as the repaving of Hanna Avenue that helped realize its master campus vision. The Red Line stop at Hanna Avenue will encourage additional improvements.

Failure to fund this TIGER planning grant will help Central Indiana to capitalize on the momentum Indianapolis has built toward providing public transportation to citizens across its racial and socio-economic spectrum. This grant application addresses the opportunity costs of having unmet transportation needs, both for the community and the individuals that would be served. Without this grant, momentum on transit in Central Indiana could stall, resulting in a significant lost opportunity.



Higher Education Along the Red Line

Environmental Sustainability

Implementing all-electric BRT vehicles means that no increase in fuel consumption by transit vehicles will occur. Most of the environmental benefits of constructing the Red Line derive from switching trips to non-automobile modes. **With a reduction of 1.6M daily vehicle miles of travel (VMT), the proposal reduces regional gasoline consumption of automobiles by over 19M gallons per year.**

Communities along the Red Line are committed to providing transportation alternatives. The City of Indianapolis has acted on its citizens' vision for a walkable and bikeable community by accomplishing a major reorientation of transportation policy to support alternate modes. From zero miles of bike lanes in 2007 to today's total of 85 miles of bike lanes and 80 miles of greenways, the City of Indianapolis has committed to building a total of 200 miles of lanes and trails by 2015, much of which will increase bicycle and pedestrian access to the Red Line. The Cities of Carmel and Indianapolis have each been designated a Bronze Level "bicycle-friendly community" by the League of American Bicyclists in recognition of their efforts to promote alternative transportation. Carmel has gone as far as developing its "City Center" around the Monon Trail, a north-south greenway that connects downtown Indianapolis to Carmel and Westfield parallel to the Red Line, with proposed connections further north. Carmel currently has 4 miles of bike lanes and 125 miles of multi-use paths and greenways. The Cities of Greenwood and Westfield have also been active in developing their alternative transportation networks; Grand Park in Westfield includes 10 miles of trails and the largest trailhead on the Monon Trail. Greenwood has 17 miles of trails and shared use paths, with plans for a dozen more as the community continues to grow. By utilizing existing urban roadway segments as a basis for the BRT corridor, the proposal avoids many impacts to the natural environment. Within the inner-city portions of the corridor, the stimulation of economic development will enable the conversion and cleanup of multiple former brownfield sites, bringing them back to productive use. It is worth noting the LPA rated "High" when evaluated within

the Alternatives Analysis study under the FTA's measure of environmental benefits.

The current automobile orientation of the regional transportation system imposes costs on parties other than local governments. IUPUI notes that its 20,000 parking spaces are a major cost item, both in capital as well as lost land. Furthermore, as projected parking numbers are approached, there will be a switch from surface parking lots to more expensive parking structures. A recent campus survey indicated that 45% of students, faculty, and staff would consider alternate modes to access the campus, which could significantly ease the financial burden of parking provision, as well as reserve increasingly scarce space for educational and research activities. Similarly, both Butler University and the University of Indianapolis state that parking access has made it increasingly difficult to host campus events.

Safety

Buses are the safest form of surface transportation. The most recent statistics from the National Highway Traffic Safety Administration (<http://www-nrd.nhtsa.dot.gov/Pubs/811856.pdf>) state that automobiles have 1.14 fatalities per 100M passenger miles of travel (PMT). By contrast, buses have 0.05 fatalities per 100M PMT. As noted earlier, implementation of the Red Line BRT results in a reduction of 1.6M daily automobile VMT, which translates into 1.7M daily PMT, or 500M annually. Using the NSC's rates, replacing automobile PMT with transit PMT could result in **five fewer regional automobile fatalities every year; one of these fatalities would be a pedestrian crash victim.**

The project applicant, IndyGo, is a firm believer in safety management systems, and has invested considerable resources in facility fire alarm and security system upgrades, safety and first aid equipment availability on transit vehicles, automated vehicle locator (AVL) systems. IndyGo's priority is to ensure that vehicle and facility safety status is continually monitored, and appropriate actions implemented when warranted.

4.2. Secondary Criteria

Innovation

The Indianapolis MPO, in cooperation with its planning partners, developed an unprecedented public outreach program related to the Major Review of the LRTP that was branded "Indy Connect". This public involvement program captured several awards for outstanding communications with the public, including the following:

- Indy Connect recognized by FHWA and FTA as national "best practice" for public involvement - 2010
- Indiana MPO's annual award for public involvement - 2010
- Indiana Chapter of the American Planning Association – Best Plan and Best Marketing program – 2011
- "Best of Show" for local ADDY award competition - 2011
- Silver award for regional ADDY award competition – 2011
- Nominated for national ADDY award – 2011

Other metrics to gauge the Indy Connect planning process include the following:

- The Indy Connect website that has received over 100,000 visits since 2010, the Facebook page that has 4,500 fans, and Twitter which has over 3,000 followers.
- Since the beginning of 2010 there have been a total of 57 public meetings reaching over 2,000 individuals.
- Additionally, Indy Connect has had a booth presence at dozens of community festivals and fairs from 2010 – 2013, efforts that collectively have reached over 100,000 local residents.
- Indy Connect sponsored “Indy Connect Day” at the Indiana State Fair in 2011 and 2012. There, over 75,000 visitors over the course of the two years had the first-hand opportunity to explore the different vehicles and alignments being studied.
- Indy Connect met with or presented to over 150 different stakeholder groups since 2010, including neighborhood associations, civic and fraternal groups, health and educational institutions, community development corporations, economic development entities, local chambers, etc.

The Red Line is envisioned to be the first fully-electric BRT line in the country. IndyGo successfully submitted a TIGER capital grant application last year for the first step in transitioning its current fleet to electric vehicles. The City of Indianapolis has already committed to converting its existing vehicle fleet to post-oil vehicles by the Year 2025, and is also currently implementing the nation’s first and only all-electric car-share program. Given these initiatives, the goal of an all-electric BRT fleet is consistent with the region’s commitment to reducing its dependence on foreign oil. This strategy also sets up the Red Line to potentially be the first project funded under FTA’s Innovative BRT program. It will also allow us to develop a “lessons learned” document that could be shared with USDOT and other regions considering electric BRT.

The introduction of a dedicated annual revenue source, recently enabled by the Indiana state legislature, provides opportunities to explore innovative project financing and delivery methodologies. Present-day express bus service is privately contracted, and may provide reliable data for costing out the extension of such a service delivery method to BRT.

Partnership

Since 2009, IndyGo, the IMPO, and CIRTAs have constituted a consortium called “Indy Connect”, and have jointly implemented an award-winning public involvement process (www.indyconnect.org). The consortium arose after a successful collaboration with the Central Indiana Transit Task Force (CITTF), a private-sector transit policy advocate and study group created by the Central Indiana Corporate Partnership (CICP). This group took a hard look at regional transit using a benefit-cost analysis framework, and concluded that a regional fixed-guideway and expanded local bus transit system constituted the highest and best use of available and anticipated transportation funding.

The recent interactions with the State legislature have allowed these agencies to continue their public-private coordination, with the IMPO and IndyGo providing information support, and the CITTF, CIRTAs, and CICP conducting the interaction with legislators. The working group expanded with the addition of the Metropolitan Indianapolis Board of Realtors (MIBOR), which supports the Indy Connect plan, as well as a public health-transportation advocacy group called Health by Design.

Indy Connect continues to seek input from other affected communities within the study area, including Hamilton and Johnson Counties and the City of Southport. Other partners providing input on this application include the Central Indiana Corporate Partnership, Central Indiana Chamber of Commerce, the Indianapolis Housing Authority, and the Indiana Department of Transportation.

The Policy Committee of the Indianapolis Regional Transportation Council, which has played a pivotal role by approving prior phases of study and adopting the LPA into its Long-Range Transportation Plan, will continue to be involved at major milestones. The study will also maintain its association with the Indiana Health by Design Coalition and the Indiana Citizens Alliance for Transit, which have provided key support at critical junctures during the adoption of the revenue source in the State legislature.

Because the Red Line emerged from a regional transportation planning process that included roads, bus transit, alternative transportation, and other fixed-guideway transit proposals, the enormous amount of associated outreach has allowed for input from many neighborhood associations and community development corporations. An umbrella group for Indianapolis neighborhood associations, the Marion County Alliance of Neighborhood Associations (MCANA), also served as a forum for discussion of the Long-Range Transportation Plan that contained the Red Line.

Transit in general, and fixed guideway transit in particular, has been an organizing concept for a number of planning and redevelopment efforts involving multiple parties. The City of Indianapolis Department of Metropolitan Development (DMD), in anticipation of the City’s bicentennial in 2020, has been organizing a number of planning initiatives aimed at incorporating transit into everyday planning and regulatory documents. The City’s Indy Rezone project, funded by a HUD Sustainable Communities Challenge Grant, has been working on providing regulatory guidance for mixed-use, higher-density developments around transit stations. The City’s Thoroughfare Plan update is revising the roadway functional classification system to incorporate transit facilities and alternative transportation. In 2013, DMD made a portion of its Community Development Block Grant (CDBG) funding available on a competitive basis, and location along an existing or proposed transit line was a prerequisite for funding. The City of Carmel has focused the vast majority of its development efforts in areas connected by the Red Line, and more land use and transportation coordination will occur as the rapid transit corridors move toward implementation.



5. PROJECT READINESS

The partners are ready to begin the project as soon as the grant is received. The anticipated schedule in the event of being awarded the TIGER planning grant is as follows:

- August 2014: Notification of grant award
- August 2014: Immediate initiation of consultant selection process for environmental and preliminary engineering and environmental services
- November 2014: Consultant contract executed
- November 2014: Study initiation
- April 2016: Study completion

6. FEDERAL WAGE RATE CERTIFICATION

Certificate of compliance with subchapter EV of chapter 31 of title 40, United States Code (Federal wage rate requirements), per the Recovery Act:

Notwithstanding any other provision of law and in a manner consistent with other provisions in this Act, all laborers and mechanics employed by contractors and subcontractors on projects funded directly by or assisted in whole or in part by and through the Federal Government pursuant to this Act shall be paid wages at rates not less than those prevailing on projects of a character similar in the locality as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code. With respect to the labor standards specified in this section, the Secretary of Labor shall have the authority and functions set forth in Reorganization Plan Numbered 14 of 1950 (64 Stat. 1267; 5 U.S.C. App.) and section 3145 of title 40, United States Code.

The grant applicant hereby certifies that it will meet the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements).

Date: April 24, 2014

Signature:  _____

Title: Michael A. Terry
President and CEO

Grant Applicant: Indianapolis Public Transportation Corporation, dba IndyGo



April 24, 2014

The Honorable Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Re: Indy's On-Going Commitment to the Red Line eBRT, Financial Support for TIGER Application

Dear Secretary Foxx:

The City of Indianapolis is pleased to join IndyGo, the Indianapolis Metropolitan Planning Organization, and our neighboring cities of Westfield, Carmel, and Greenwood as co-applicants on this TIGER VI application for environmental and preliminary engineering on the Red Line. Indianapolis has become a leader in transportation infrastructure; in approximately five years Rebuild Indy has invested over \$500 million around the City. We've built 85 miles of bike lanes, additional trails and greenways and built the world-renowned Cultural Trail through our downtown, but we see the fully electric Red Line as our greatest opportunity yet.

For years we have known that transit is an essential tool for city building and for quality of life. Our region has historically struggled to fully fund transit, so I convened a group of business and public sector leaders in 2010 to study our options, develop a strategy and convince the State of Indiana to give us the authority to fund a transit system. That group's recommendations evolved into Indy Connect, our 10 year transit vision and the most extensive public outreach effort in our city's history. Under the Indy Connect banner, our transit planners have advanced plans for local bus expansions, regional express bus routes, and five rapid transit lines along our strongest corridors. This year, after many years of effort, the State passed authorizing legislation to allow us to raise revenue to fund a regional transit system.

The Red Line runs through the heart of the Indianapolis, connecting our most populated neighborhoods with our largest business and education centers. One of every five jobs in the region is located within ½ mile of the Red Line route, and more than 90% of post-secondary students go to school at one of the four institutions along the corridor: IUPUI, Butler University, Ivy Tech, and the University of Indianapolis. The Red Line connects Lucas Oil Stadium, Banker's Life Fieldhouse, the Indiana Convention Center, and the world's greatest Children's Museum. It connects our most popular neighborhoods in Broad Ripple and Fountain Square, but it also provides ladders of opportunity for large swaths of lower income residents. The Red Line connects Indiana's largest medical center at IU Methodist, and Indiana's largest employment center in the Mile Square. Near the heart of downtown, the Red Line will run through IndyGo's new transit center, which just completed environmental review with the Federal Transit Administration and will break ground later this year.

As you are aware, I strongly believe in reducing our dependence on foreign oil and we have committed to converting the City's fleet to post-oil technologies by 2025. That one action has opened a world of

Office of the Mayor

2501 City- County Building
200 East Washington Street
Indianapolis, Indiana 46204

317.327.3601 (O)

317.327.3980 (F)

<http://www.indy.gov>

economic development opportunities for Indianapolis, including our partnership with Bolloré to provide North America's first fully electric car share service. We are actively exploring opportunities to advance the Red Line as a fully electric bus rapid transit line, the first of its kind in the U.S., and evaluating the concept of powering all five rapid transit lines with electricity. This will be an early task in our environmental analysis, but we see it as an excellent opportunity to continue our momentum as a global leader in the deployment of post-oil transportation technologies.

Our investment in the Red Line marks a significant turning point for our city. It will be our first rapid transit line, offering faster, more frequent, and more reliable service to the busiest transit corridor in our city. It will cross almost every other route in the network, creating service efficiencies and shortening travel times for the people who depend on IndyGo service. Equally important, this will be the first time that we deliberately use rapid transit service as an economic development tool. With thousands of new housing units coming online in our downtown, we see the growing demand for the walkable, mixed-use development patterns that are well-served by transit. I have directed my team to think beyond transit; our commitment to the Red Line includes a prioritization of new sidewalk and bicycle connections, brownfield re-use opportunities, and proximity to schools ultimately aimed at creating thriving neighborhoods for our residents. This line is just the first step in purposefully coordinating our transportation and housing investments to build complete communities.

When the Partnership for Sustainable Communities visited Indianapolis late in 2012, I told them that we take a targeted approach to federal funding and that we would pursue assistance implementing a well-conceived project. As a sign of our commitment, the City of Indianapolis and our partners will obligate 35% local match on this TIGER planning grant, with our share amounting to \$687,636, or about 22% of expected project costs. The Red Line is our next great opportunity, and DOT's partnership would enable us to make it a reality much more quickly than we could alone.

Thank you for this opportunity, and we look forward to working with you in the future.

Respectfully,

A handwritten signature in black ink, appearing to read "Gregory A. Ballard". The signature is fluid and cursive, with the first name "Gregory" and last name "Ballard" clearly distinguishable.

Gregory A. Ballard
Mayor



CITY OF CARMEL

JAMES BRAINARD, MAYOR

April 25, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Re: Carmel commitment to local matching funds for the Red Line TIGER application

Dear Secretary Foxx:

The City of Carmel is pleased to join Indianapolis, Westfield, Greenwood, IndyGo, and the MPO as a co-applicant on this TIGER application for Red Line bus rapid transit project.

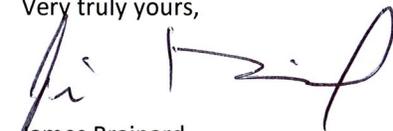
The City of Carmel, as a member of the Indianapolis Regional Transportation Committee, has been an active partner with Indianapolis and other Red Line communities during the transit planning effort. I firmly believe improving the Regional transit connection between the two most significant concentrations of employment, Carmel and Indianapolis, will be a victory for business and workers with access options to a broader market base. The Red Line will benefit residents and visitors of all ages who are looking for an alternative to the automobile to conveniently connect with people and places along the entire route.

Carmel businesses located along and near the planned Red Line route are already actively considering the economic development opportunities provided by transit, including the potential for mixed-use infill and dense residential. Further, connecting the Indianapolis region with Carmel's Center for Performing Arts has the potential to open the Center's music and performance venues to a wider and more diverse audience.

To demonstrate our ongoing commitment to this project, the four communities along the Red Line will commit to cover 35% of this TIGER grant, which amounts to \$196,592 for the City of Carmel, subject to all legal requirements, including appropriations by the Carmel City Council.

Thank you for considering our application. We remain committed to this project and are eager for the opportunity to deliver this critical amenity to our community years earlier than we otherwise could.

Very truly yours,



James Brainard
Mayor



Office of the Mayor

Mark W. Myers

April 23, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

**Re: City of Greenwood commitment to local matching funds for the
Red Line TIGER application**

Dear Secretary Foxx,

The City of Greenwood is pleased to join Indianapolis, Westfield, Carmel, IndyGo, and the MPO as a co-applicant on this TIGER application for Red Line bus rapid transit project.

Greenwood believes that the Red Line bus rapid transit project will encourage economic development, improve quality of life, reduce traffic congestion, and assist in making the City a greener, more accessible community.

To demonstrate our ongoing commitment to this project, the four (4) communities along the Red Line will commit to cover 35% of this TIGER grant, which amounts to \$64,366 for the City of Greenwood. Thank you for your attention to the Red Line. We remain committed to this project and are eager for the opportunity to deliver this critical amenity to our community years earlier than we otherwise could.

Respectfully,

Mark W. Myers, Mayor
City of Greenwood, Indiana



Mayor
Andy Cook

City Council
Jim Ake
Steven Hoover
Robert L. Horkay
Chuck Lehman
Robert J. Smith
Cindy Spoljaric
Robert W. Stokes

Clerk Treasurer
Cindy J. Gossard

Mayor's Office

(317) 804-3001 office
(317) 804-3010 fax

130 Penn Street
Westfield, IN 46074
westfield.in.gov

April 24, 2014

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Re: City of Westfield Indiana's commitment to local matching funds for the Red Line TIGER application

Dear Secretary Foxx,

The City of Westfield, Indiana is pleased to join Indianapolis, Carmel, Greenwood, IndyGo, and the MPO as a co-applicant on this TIGER application for the Red Line bus rapid transit project.

Westfield is growing at an incredible pace and the need for mass transit in the Westfield community is growing even faster. In April of this year, Westfield opened its Grand Park Sports Campus facility (www.grandpark.org). This is a 400-acre national sports tournament venue (field sports and diamond sports) which routinely draws visitors to our region from Texas to Ontario. We estimate that Grand Park will experience 1.5 Million visitors per year. So far, we are on pace with this estimate. As you can imagine, a regional mass transit solution would play significant roles in enhancing visitors' experience in our region and providing broader economic and cultural opportunities to the Indianapolis metropolitan area. Such a system would also be a smart and efficient way to move employees and residents around the region with less reliance on personal vehicular transportation – which is good for everyone on many levels.

To demonstrate our ongoing commitment to this project, the four communities along the Red Line will commit to cover 35% of this TIGER grant, which amounts to \$146,206 for the City of Westfield. Thank you for your attention to the Red Line. We remain committed to this project and are eager for the opportunity to deliver this critical amenity to our community years earlier than we otherwise could.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Andrew Cook".

J. Andrew Cook, Mayor
City of Westfield

United States Senate

April 17, 2014

The Honorable Anthony Foxx
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Foxx:

Making cities desirable and convenient places to live, work and play attracts businesses, retail stores and service industries. Because the quality of life in our cities is important to the well-being of our citizens as well as our economy, I support the 2014 TIGER Grant application from IndyGo in partnership with the Indianapolis Metropolitan Planning Organization.

As the capitol of Indiana has grown, the city has become increasingly reliant on automobiles for transportation and residents have migrated to the beautiful and affordable suburbs. In order to offer transportation alternatives and keep employers and the critical tax base in the city, IndyGo and the cities of Indianapolis, Carmel, Greenwood and Westfield have partnered to implement the plan which resulted from a 2013 transportation alternatives analysis. The solution was a detailed vision for transportation improvements, called Indy Connect, which is multi-faceted in order to maximize personal mobility options.

The first project in Indy Connect's plan is the 28-mile Red Line which will connect the region's most vibrant neighborhoods, institutions of higher learning, major employers and major entertainment destinations such as professional sports stadiums and the busy convention center. In addition, major employers will be on the route so that the Red Line will connect to 20% of the jobs in Central Indiana.

Because the Red Line plan is ready for implementation and is a critical part of the overall Indy Connect regional transit plan, I respectfully request that you give the IndyGo's application full and fair consideration, in a manner consistent with U.S. law and public policy. Thank you.

Sincerely,



Joe Donnelly
United States Senator

ANDRÉ CARSON
7TH DISTRICT, INDIANA

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

SUBCOMMITTEE ON ECONOMIC
DEVELOPMENT, PUBLIC BUILDINGS AND
EMERGENCY MANAGEMENT
RANKING MEMBER

SUBCOMMITTEE ON AVIATION

COMMITTEE ON ARMED SERVICES

SUBCOMMITTEE ON INTELLIGENCE, EMERGING
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Congress of the United States
House of Representatives
Washington, DC 20515-1407

2453 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1407
(202) 225-4011

DISTRICT OFFICE
300 E FALL CREEK PKWY N DR. #300
INDIANAPOLIS, IN 46205
(317) 283-6516

SENIOR WHIP

April 25, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

c/o Howard Hill
TIGER Program Staff Contact

Re: DTOS59-14-RA-TIGER6

Dear Secretary Foxx,

I write today in support of the grant application submitted by the Indianapolis Public Transportation Corporation (IndyGO) to the National Infrastructure Investments TIGER Discretionary Grants (CFDA 20.933).

If awarded, these funds will assist IndyGo and the City of Indianapolis with the next phases of development, environmental analysis and preliminary engineering for the Red Line. This 28-mile transit spine is planned to run from Grand Park in Westfield through downtown Indianapolis to Old Town Greenwood, increasing transit options for Central Indiana residents. The planning grant is an integral part of a vision called Indy Connect, which will vastly improve local bus service, add express and circular routes to growing suburban areas and add five new rapid transit lines.

Thank you for your careful consideration of this proposal and I ask that you review the proposal on a fair and objective basis, solely on its merits. Do not hesitate to contact Kathy Souchet-Moura at (317) 283-6516 or kathysm@mail.house.org with any questions regarding my support.

Sincerely,



André Carson
Member of Congress



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (317) 232-5523
FAX: (317) 234-8365

Michael R. Pence, Governor
Karl B. Browning, Commissioner

April 14, 2014

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

The Indiana Department of Transportation (INDOT) is pleased to offer its support for the proposed Red Line Bus Rapid Transit System and funding through the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program that is being offered by the United States Department of Transportation.

The Red Line will provide numerous benefits to the State of Indiana, City of Indianapolis and surrounding cities and towns in particular. This bus line will connect the cities of Westfield/Carmel, Indianapolis and Greenwood which will improve air quality and create development and growth opportunities while enhancing regional sustainability. The Red Line will also have a very strong connection between population and employment as it will connect many of the region's largest employers with residential communities.

The Red Line will service many of the region's largest cultural and tourism attractions, our neighborhoods and the region's four largest post-secondary institutions, which account for the vast majority of the region's college students.

I am writing to strongly urge you to support this approach to securing a more sustainable and efficient way to move our state's transit customers, by partnering with INDOT and the City of Indianapolis to expand upon our current transit system.

I look forward to working with my colleagues and you on this project.

Respectfully,



Troy Woodruff
Chief of Staff



**THE COUNCIL
CITY OF INDIANAPOLIS
MARION COUNTY**

JEFF MILLER
Councillor, District 19

April 14, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Re: Please support the Indianapolis "shovel ready" Red Line TIGER application

Secretary Foxx,

I'm pleased to submit this letter of support for the Indianapolis Red Line bus rapid transit project.

I am the District 19 City County Councillor, representing a critical portion of the redline, from the downtown area and heading south through the Old South Side, Fountain Square, Garfield Park and the University of Indianapolis. This is a very impactful project for the neighborhoods in my district and it also benefits the entire city.

Our regional transit plan, Indy Connect, has been one of the biggest public engagement efforts in our region's history, with many rounds of public meetings and an abundance of media coverage. Transit has been a hot topic here for a long time, and I'm eager to see a key project like the Red Line progress toward implementation. Rapid transit is a critical amenity that our city has been missing, and a vital tool for neighborhood stabilization, economic development, and improving job access for lower and middle income households across the city. Without a viable transit system, it leaves many individuals with no way to get to their jobs and thus no ability to support their families.

Thank you for your attention to our TIGER planning application, and please consider funding the environmental and design phases to fast-track development of the Red Line.

Respectfully,

Jeff Miller
Councillor, District 19



April 18, 2014

Re: Please support the Indianapolis “shovel ready” Red Line TIGER application

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Secretary Foxx,

I hope when this finds you, you are well.

First let me say congratulations on your confirmation as Secretary of Transportation. You and I met in Charlotte in September of 2012. I was a delegate to the 2012 National Convention. The following year, the mayor of Indianapolis, several councilors (including me), state legislators and community leaders came to study the transformative transit system there in Charlotte. One of the most striking things we learned on that trip was how today Indianapolis and Charlotte are so similar in many ways. As you know, that wasn't so 10 years ago, when Charlotte was a much smaller city. During that period, Charlotte flourished and the largest major difference was the investment in the transit system. Indianapolis today, needs to take those steps that helped Charlotte prepare for growth.

I'm pleased to submit this letter of support for the Indianapolis Red Line bus rapid transit project.

As an at-large City County Councilor, I advocate for projects that bolster our neighborhoods and benefit the entire city. Our regional transit plan, Indy Connect, has been one of the biggest public engagement efforts in our region's history, with many rounds of public meetings and an abundance of media coverage. Transit has been a hot topic here for a long time, and I'm eager to see a key project like the Red Line progress toward implementation. Rapid transit is a critical amenity that our city has been missing, and a vital tool for neighborhood stabilization, economic development, and improving job access for lower and middle income households across the city.



**THE COUNCIL
CITY OF INDIANAPOLIS
MARION COUNTY**

Zach Adamson
Councillor-At-Large

Today, Indianapolis is lead by divided government. The mayor is a Republican and the council, like me, is a majority Democrat. But this is also not unlike Charlotte way back in those days when it took an enormous bipartisan collaboration of leadership to make the CAT system a reality.

While our mayor and I have many, many disagreements, one thing we do find much common ground on is our city's need for major investment in to our transportation infrastructure. On this issue, Indy is primed to follow in the footsteps of Charlotte building on bipartisan cooperation to begin the work on a world class transit system.

Thank you for your attention to our TIGER planning application, and please consider funding the environmental and design phases to fast-track development of the Red Line.

Respectfully,

Zach Adamson

City County Councilor, At Large



County of Hamilton State of Indiana

Christine Altman
Commissioner District 1
Steven C. Dillinger
Commissioner District 2
Mark Heirbrandt
Commissioner District 3

April 21, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Re: Letter in support of Central Indiana's Red Line TIGER application

Secretary Foxx,

On behalf of Hamilton County, we are pleased to submit this letter of support for the Red Line planning application for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program made available by the United States Department of Transportation.

The state of Indiana is projected to grow by about 466,000 residents between 2015 and 2030, and more than 25% of that growth is projected to reside in Hamilton County. We're the fastest growing community in the state and the engine of population growth in the region. Hamilton County is far from a sprawling bedroom community though – our communities have become national examples of suburban mixed-use development in dense, walkable town centers.

- Carmel has potentially become the single best example of suburban smart growth in the country. The Arts & Design district has become one of the most vibrant suburban downtown densification projects in the nation, with over 100 shops and restaurants and hundreds of new residential units in a walkable environment. Just to the south along the Monon Trail, Carmel's new City Center is a 2.3 million square foot shopping, dining, and entertainment center, and the 1,600 seat Palladium is the state's only purpose-built performance arts center.
- The City of Westfield just cut the ribbon on Grand Park, a 400-acre sports campus "featuring 26 baseball and softball diamonds, 31 multipurpose fields for soccer, football, rugby, field hockey, and lacrosse as well as two indoor facilities to accommodate year-round play for a variety of sports. It also features an abundance of green space and more than 10 miles of pedestrian/bicycle trails, including the largest trailhead on the Monon Corridor." Grand Park will drive a sports tourism magnet that's expected to attract 1.5 million visitors to Westfield each year. In Grand Park's first weekend – a week before the grand opening – 160 soccer teams,



coaches and scouts from over 100 colleges, and a total of 10,000 visitors booked 2,500 hotel nights in the area.

- Over the next couple of years Westfield is also working to develop Grand Junction Park and Plaza in the heart of their downtown featuring retail, restaurants, office space and residents, as well as an amphitheater, an interactive water play area, a full size ice rink, and a Great Lawn for event space. Grand Junction derives its name from its location at the connection point of the Anna Kendal, Midland Trace, and Monon Trails.

The Red Line represents an excellent opportunity to connect these significant regional destinations with other population, employment, and entertainment centers in Indianapolis. About 1/3 of the bus rapid transit line will run through Hamilton County, creating 12 miles of transit connections for residents, employers, and Grand Park's 1.5 million visitors each year. As our relatively higher-wage sports tourism and service industries boom, we need access to the larger employment base that the Red Line offers, which would be a direct benefit to Westfield, Carmel, and Indianapolis residents.

This type of walkable, mixed-use development has become standard in our county, but we need more transportation options to allow our residents to choose the type of car-free and car-light lifestyles that so many people are looking for these days. Hamilton County communities have shown what they're prepared to do to make transit work, and I hope that you will support the Red Line TIGER planning grant application so that we may take this progress to the next level.

Respectfully,

Hamilton County Board of Commissioners

By: 

Christine Altman, President



State of Indiana

Senate

Senator Patricia L. Miller
State House
200 West Washington Street
Indianapolis, Indiana 46204-2785
Senate (317) 232-9489
senator.miller@iga.in.gov
www.in.gov/s32

Committees:
Health & Provider Services, Chair
Appropriations
Elections
Civil Law

April 14, 2014

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE 9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

As a state senator representing a portion of Indianapolis and the author of successful mass transit legislation, I write today in support of the City of Indianapolis's TIGER grant application. This grant would help support the study and planning of the north-south Red Line, which city planners believe to be the best opportunity to implement Bus Rapid Transit quickly and successfully.

Indianapolis is a first-class city and deserves a first-class transportation system. City leaders, community stakeholders and transit experts have been working together for several years to determine how to best improve our current system. In addition, as a result of legislation I authored that passed the 2014 Indiana General Assembly, there is now a funding mechanism to expand mass transit in Indianapolis. With this, Indianapolis is on the verge of major innovations to the current transportation system.

The Red Line is central to Indianapolis's public transit infrastructure, as it connects Downtown Indianapolis with the region's booming suburbs and largest universities, and with key healthcare facilities, important cultural areas and the region's major attractions. The line would also connect many of our largest employers, running within ½ mile of one in five employees in Central Indiana. There is much more that could be said about the merits of this approach, but I know the City's application will speak for itself.

In sum, I encourage your approval of the City of Indianapolis's TIGER grant application. Thank you for your thoughtful consideration of their application. If you would like to discuss this further, please contact me.

Sincerely,



Patricia L. Miller
State Senator

PLM/lm

April 18, 2014

Re: Letter in support of the Red Line TIGER planning application

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Hon. Secretary Foxx,

The Indianapolis Metropolitan Planning Organization is pleased to join IndyGo as a co-applicant on the Red Line planning application for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program made available by the United States Department of Transportation.

Since 2010, the MPO has worked closely with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA) under the joint brand of Indy Connect. Together we have facilitated the largest public outreach effort in Central Indiana's history, holding 60 public meetings, presenting to over 150 different stakeholder groups, collecting over 10,000 public comments and driving over 100,000 visitors to our website over the past four years.

In every form of public outreach we facilitate, the most common question is "how soon can this happen, and how can I help speed this up?" In our environment of virtual public sector austerity, the fact that our partners have committed to nearly a million dollars of match to accelerate the Red Line planning processes should speak volumes about our how seriously our region has committed to this particular infrastructure investment. With this TIGER grant, our team would have the resources and the sense of urgency to respond to our most common request: to move more quickly.

Our team has been an effective and responsible steward of Federal Transit Administration grants. Last year we wrapped up a \$2.2 million Alternatives Analysis grant for the Blue and Red Rapid Transit Lines on time and on budget, culminating with a resolution by our Policy Board to accept the study's conclusions and move forward with the next phases on the Red Line. An enormous amount of planning, public outreach, and public investment has already gone into this project, and our regional partners have identified it as a leading regional priority. With this TIGER grant, we are prepared to complete the final planning stages and become "shovel ready" much more quickly and cost effectively than we otherwise could.

Thank you for considering our application, and please feel free to contact me with any questions or for more details on Indy Connect. We appreciate our partners at FHWA and FTA, and we look forward to continued progress on our region's transit initiatives.

Respectfully,



Anna Gremling, Executive Director
Indianapolis Metropolitan Planning Organization



April 14, 2014

Honorable Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx,

On behalf of more than two hundred organizational partners of Health by Design and the Indiana Citizens' Alliance for Transit (ICAT), I'm writing to convey our strongest support for the Indianapolis Metropolitan Planning Organization's (MPO) Red Line TIGER application. This funding would allow for completion of the next two key steps in this comprehensive, multi-jurisdictional project: environmental review and preliminary engineering.

The proposed Red Line emerged as a priority rapid transit corridor through the *Indy Connect* planning process. We have been proud partners in that planning effort, helping to promote the extensive, far-reaching public involvement process, participating in numerous public meetings, providing key stakeholder input and offering formal comments throughout.

Through Health by Design we work to ensure that Indianapolis and communities around the state have neighborhoods, public spaces and transportation infrastructure that promote physical activity and healthy living. Our ICAT advocacy efforts are focused on funding more and better transit service in Central Indiana and beyond.

We believe the Red Line – like all multimodal transportation options – is a wise, effective investment in the prosperity of our communities. It will create jobs, connect more people to existing jobs and spur economic development. It will reduce household transportation costs and increase mobility and independence for citizens of all ages and abilities. Finally, it will reduce road congestion and air pollution while improving safety and public health. The Red Line will serve dozens of community destinations and neighborhoods while offering hundreds of thousands of Hoosiers a new, efficient and modern travel choice.

We have the highest confidence in the MPO team and the leadership of the local communities involved; you can be assured that awarding TIGER funding to the Red Line will further your national transportation goals and will result in tremendous positive impacts to the people of Central Indiana. Please don't hesitate to contact me for any additional information. Thank you for your consideration of this application.

Sincerely,

Kim Irwin
Executive Director

METROPOLITAN INDIANAPOLIS BOARD OF REALTORS®

April 11, 2014

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Hon. Anthony Foxx,

The Metropolitan Indianapolis Board of REALTORS® (MIBOR) is pleased to submit this letter of support for the Red Line TIGER application. The Red Line is a priority for our region because MIBOR is vitally interested in the future of the communities where REALTORS® do business. We want these communities to thrive as both attractive places to conduct business and vibrant places to live and visit. Infrastructure investments like the Red Line can have a dramatic impact on real estate, connectivity and economic development in our region.

REALTORS® support improving mobility and transportation options in communities so that all citizens have access to transportation means best suited to their needs. When able to move people efficiently, whether for work or pleasure, economic potential increases.

The expansion of our transportation infrastructure, beginning with the Red Line, is an important investment in the growth of our local economy and the community-at-large in central Indiana. The Red Line investment will enhance quality of life in central Indiana.

The Red Line will connect many of our region's biggest cultural attractions, high-demand residential neighborhoods, four of our largest post-secondary education institutions and major employment centers. REALTORS® recognize the potential impact transit oriented development can have along Red Line. A 2013 study by the American Public Transportation Association (APTA) and the National Association of Realtors® (NAR) revealed that during the last recession, residential property values performed 42 percent better on average if they were located near public transportation with high-frequency service.

Extensive public input and years of technical studies have gone into studying transit options in central Indiana. Now is the time to act to make the Red Line a reality for the current and future residents of our region.

Thank you for your consideration and potential support.

Sincerely,


Stephen J. Sullivan

Chief Executive Officer, Metropolitan Indianapolis Board of REALTORS®



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Telephone: 317/956-1912 Facsimile: 317/956-5050



IUPUI

OFFICE OF THE CHANCELLOR

INDIANA UNIVERSITY—PURDUE UNIVERSITY

Indianapolis

April 15, 2014

The Honorable Anthony Foxx
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

I write on behalf of Indiana University-Purdue University Indianapolis (IUPUI) in support of the Red Line TIGER application. As an urban university serving more than 30,000 students, an employer of more than 4,000 people, partner with five downtown hospitals (including the VA), and clinics that are visited more than 1,000,000 times per year, our campus has a great deal at stake in this discussion.

There are three key reasons we support a dramatic improvement of transit in the Indianapolis area.

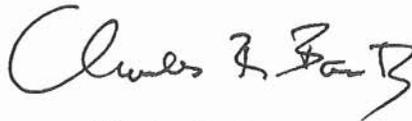
1. Improved transit options would allow people to make choices. Unfortunately, many of our faculty, staff, students as well as patients and visitors do not currently have alternatives besides driving to campus.
 - o A survey of our commuters, conducted in conjunction with our Campus Master Plan process, showed 45% of them would consider alternatives to driving.
2. An increasing number of our students, faculty and staff live downtown near the campus where living without a car would be viable with a quality public transit system. Public transportation supports economic development.
 - o Research shows that 25-34 year olds choose cities rather than jobs—and availability of public transportation is a factor in their decision making process. For Indiana's health and life science campus it is vital we be competitive for faculty, staff, technicians, residents, and nurses—many of whom are in that 25-34 year old age group.
 - o An improved public transportation system will increase our viability as a premier urban research institution and make us a more desirable location for students, faculty and staff which, in turn, will add to the economy of Indianapolis and central Indiana.

The Honorable Anthony Foxx, Secretary
United States Department of Transportation
April 15, 2014
Page 2

- o As has been seen in other cities, public transportation stops spur business development and growth.
3. Not improving transportation options has costs.
- o There are direct costs for IUPUI as we are forced to accommodate the parking needs of the thousands of persons who drive to campus every day.
 - IUPUI currently has just under 20,000 parking spaces, 18,133 of which are on our campus and 1,750 located just north of campus with shuttle transportation. Monday through Thursday the spaces on campus are filled by about 10:00 in the morning.
 - 95% of our total campus population uses an automobile to reach campus and 87% on average drive alone.
 - Our master plan estimates a need for 6,000 new parking spaces and recommends that they be in structures, not surface lots. The recommendation in 2008 was for six new parking garages to be built. It costs us about \$14-18 million to build a new parking structure.
 - o The indirect costs are great. Our campus Sustainability Committee passed a resolution in support of the legislation in the Indiana General Assembly that allowed for referenda to increase funding for public transportation. Among other things, the resolution cites the need to address public transportation because of the environmental impact of the emissions from so many cars on campus every day.

Thank you for your consideration of our Red Line TIGER application. I would be pleased to respond to any questions you may have.

Sincerely,



Charles R. Bantz
Chancellor

April 14, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Fox,

On behalf of the University of Indianapolis, I am pleased to offer our hearty support for Red Line TIGER application.

The University of Indianapolis (UIndy) is a private, non-profit, comprehensive institution established in 1902. With more than 5,200 students and 600 full-time employees, UIndy serves as a community anchor for the south side of Indianapolis. As such we are investing more than \$50M in significant improvements to benefit both the campus and the community. One of the projects in our Vision 2030 master plan is a health and wellness center to provide, among other services, primary care for our neighbors, a significant portion of whom are low- to moderate-income residents. Building the Red Line means that our neighbors will be able to have quick and reliable transportation to affordable healthcare.

The TIGER grant will build on other public-private partnerships in this part of Indianapolis. Three years ago, the University and City of Indianapolis completed their partnership work on a TE grant to create a safe, efficient, and beautiful boulevard—Hanna Avenue, the largest east-west corridor in the area. As the Red Line crosses Hanna on our campus, our master plan anticipates a bus stop. This year the University received a Community Development Block Grant that will help in fitting out the health and wellness center. The CDBG also provides money to support a small community park we are creating with the nearby neighborhood association. A 1960s era apartment building once sat on the land that we have set aside for the park development. So, the TIGER grant to fund the Red Line will follow the tradition of public-private partnerships we have used to build up the community.

We are a vital part of the economic environment in Indianapolis. As an anchor, the University contributes more than \$23M to the local economy, not including the salaries our employees spend in the community. The Red Line will invite other businesses to this part of town. We know well the research on transit-oriented development and are confident we can count on significant investment in the area once the line is built.

The Red Line will make it possible for our people to connect with other parts of the City and for the City to connect with our campus. Our students need reliable public transportation. We have a significant international population attending UIndy. These students do not own cars and rely on public transportation to get to internships and research sites in Indianapolis, Carmel, and Greenwood. The University has taken to renting a shuttle bus on weekends to make it more convenient for all of our students to participate in downtown cultural events. It is a very successful program, but we are not the best at providing even small scale transit services. The Red Line would make it easy for our faculty and students to travel to key destinations every day of the week.

Parking on a college campus is always a headache. As we serve more people and host more events on campus, we see the Red Line as a practical way to avoid traffic jams, avoid building more parking lots, and a way to reduce the water run-off that such parking lots produce. The Red Line will make it possible for people in Indianapolis to attend the hundreds of cultural and sporting events held here on campus. Most of those events are free, thus making campus events an affordable means of family entertainment.

Recently, the Indianapolis City County Council approved the Madison Avenue Economic Development Area (EDA) that includes the Red Line in its plan. The EDA was a coordinated effort of businesses, organizations, elected officials, and neighbors to focus on improving the quality of life along a major artery. The Red Line joins Madison Avenue proper just south of Hanna Avenue. It is important to note, however, the EDA includes the entire area served by the south leg of the Red Line. This means that there has been much coordination of planning and resources in this area and the Red Line is a vital link in that plan. It's not a one-off project but a well thought-out component of a larger effort.

The University of Indianapolis has been an active participant in the public meetings, the planning, and support of the Red Line. We firmly believe the bus rapid transit system proposed in this grant will enhance the community, the economic prospects, and the quality of life in Indianapolis.

We urge you to look favorably upon the TIGER grant to support the Red Line system in Indianapolis.

Sincerely,

A handwritten signature in blue ink that reads "David W. Wantz". The signature is written in a cursive, flowing style.

Dr. David W. Wantz
Special Assistant to the President
and Vice President for Public Affairs



April 11, 2014

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Honorable Anthony Foxx:

On behalf of Ivy Tech Community College, I am pleased to submit this letter of support for the Red Line TIGER application. The Red Rapid Transit Line is a priority for our College because it would contribute to the success of our students and provide our community with greater access to education.

As the largest college in Indiana, Ivy Tech Community College serves more than 200,000 students statewide every year. The Central Indiana region serves more than 35,000 students in the greater Indianapolis area and employs around 1,600 staff and faculty members. The proposed Red Rapid Transit Line would provide reliable transportation for both students and employees of the College.

The new transit system would help eliminate barriers for our students in their education. Ivy Tech Community College serves the most diverse student population in the state of Indiana, with more than 70 percent of our students relying on financial aid. Transportation has proven to be one of the barriers for a number of our students, and in turn affects their completion rate and ability to be successful.

In addition to contributing to the success of our current students, the Red Rapid Transit Line would allow central Indiana residents with greater access to education. The proposed Red Line would provide access to the region's four largest post-secondary institutions, which account for the vast majority of the region's college students (over 90%).

The Red Rapid Transit Line is a priority for our city and has the full support of Ivy Tech Community College.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathleen Lee', written in a cursive style.

Kathleen Lee, Ed.D., RRT
Chancellor
Ivy Tech Community College – Central Indiana

50 WEST FALL CREEK PARKWAY NORTH DRIVE
INDIANAPOLIS, IN 46208-5752



Indianapolis Public Schools

The John Morton-Finney Center for Educational Services
120 E. Walnut Street
Indianapolis, IN
46204
TEL 317-226-4411
FAX 317-226-4936

Lewis D. Ferebee, Ed.D.
Superintendent

April 11, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

RE: Support for Red Line TIGER application

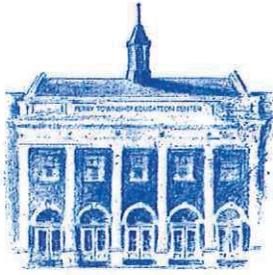
Hon. Secretary Foxx:

Indianapolis Public Schools (IPS) is pleased to submit this letter of support for the Red Line TIGER application. IPS is central Indiana's largest and most diverse school district with a total enrollment of nearly 30,000 students and a staff of over 4,000.

We believe that children come first and that student success is the only option. Providing safe, clean, secure and inviting transportation options for students and staff to travel to school and other cultural learning opportunities helps with that mission. Many of the students and parents that we serve will be directly and positively impacted by the significantly improved transit access provided by the Red Line. Thank you for your consideration.

Sincerely,

Lewis D. Ferebee, Ed.D.
Indianapolis Public Schools Superintendent



Perry Township Schools

6548 Orinoco Avenue • Indianapolis, Indiana 46227 • 317.789.3700 • Fax 317.789.4224

Dr. Thomas J. Little, Jr.
Superintendent
tlittle@perryschools.org

April 11, 2014

Honorable Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Avenue, SE
9th Floor, West Building
Washington, DC 20590

Honorable Secretary Foxx,

On behalf of the Perry Township Schools, we are pleased to submit this letter of support for the Red Line TIGER application. The Red Line impacts our school district through providing an opportunity for economic growth in our south side community. I am proud to serve as a member of the Greater Southside Business Alliance. In our community, the business and education entities work hand in hand for the economic development of our south side community.

Perry Township student population continues to grow with many immigrants coming to the south side of Indianapolis. This improved transit access will provide opportunities for our parents and community members to have access to employment opportunities that are currently not available. Access to transportation levels the playing field for job opportunities and impacts community economic development initiatives. This project, if approved, will have a direct and positive impact on the demographic make-up of our community.

The staff of Perry Township Schools is prepared to provide in-kind support to this project initiative. The Perry Township Education Center is utilized for community meetings and will continue to be available in the future. If we can assist, please let us know.

Sincerely,

A handwritten signature in black ink that reads "Tom Little".

Dr. Thomas J. Little, Jr.
Superintendent
Perry Township Schools



322 West Main St. * Westfield, IN 46074 * (317) 867-8013 * Fax (317) 867-0929 * verhoffn@wws.k12.in.us

Executive Director Business & Operations
Nick Verhoff

April 14, 2014

To: Hon. Anthony Foxx, Secretary
Fr: Nicholas O. Verhoff
Exec. Director of Business
Re: Letter of Support for Tiger Grant Application

Dear Mr. Fox:

Westfield Schools supports the application for the Red Line Tiger Grant by the City of Westfield. The north terminus of the Red Line will have a positive impact on the Westfield community. It will allow for a much larger employment pool to serve the Westfield area as riders from the greater Indianapolis area would have access to reasonable transportation options.

The same is true for Westfield Schools. The Red Line would allow us to hire a work force for our school corporation that, to date, is prohibited by a lack of transportation to reaching Westfield.

We respectfully appreciate your consideration and recognition of our support.

Sincerely,

Nicholas O. Verhoff
Executive Director of Business and Operations

April 14th, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

On behalf of Eli Lilly and Company, I'd like to express our support for the Red Line TIGER application. Lilly is a pharmaceutical company headquartered in Indianapolis Indiana and is one of the state's largest employers. We have had a strong relationship with the Metropolitan Planning Organization for many years and have advocated for the advancement of their mass transit agenda.

Our employees are dispersed throughout central Indiana, but there are areas of concentrated population centers that could greatly benefit from a transit system to ease daily commutes. Communities such as Westfield, Carmel, Greenwood and interconnecting corridors are congested and continually growing. It's important for our company to recruit highly educated employees from around the globe and these communities are attractive to them. These potential recruits (Millennials and otherwise) often have urban experiences and perspectives. Their expectations include a means to get to work in an efficient, cost-effective way and the Red Line will be instrumental in fulfilling these expectations.

We look forward to partnering with the MPO to leverage the Red Line for our employees for years to come. If there are any questions you might have or suggestions for other ways in which we can support this initiative, please feel free to contact me directly.

Sincerely,



Rob Smith
Senior Director – Corporate Responsibility
Eli Lilly and Company
Lilly Corporate Center
Indianapolis, IN 46285



Prevent. Promote. Protect.

3838 North Rural Street | Indianapolis, IN 46205 | PH 317-221-2000

www.mchd.com

April 14, 2014

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

We are pleased to submit this letter of support for the Red Line TIGER application which is a coordinated effort between the Indianapolis MPO, IndyGo, and the Cities of Indianapolis, Carmel, Westfield, and Greenwood.

The Marion County Public Health Department's mission is to promote and protect the health of Marion County citizens. Our organization views the Red Line as vital to connecting people to necessary services in the community that can positively impact their quality of life, including doctor's offices and grocery stores. We also know that almost every transit ride begins and ends with a walk or bike ride so that people who use public transportation get more physical activity.

The Red Line will improve access for those who already use transit and be more attractive to those who currently travel in single automobiles because of enhancements such as shorter wait times, more frequent stops, and connections with adjacent routes. Fewer cars on the road will improve air quality which can directly impact the number and severity of asthma attacks among our residents. These important changes will make transit more competitive and greatly enhance its viability as a transportation option in Marion and surrounding counties.

I appreciate your consideration.

Sincerely,

A handwritten signature in black ink that reads "Virginia A. Caine M.D." in a cursive script.

Virginia A. Caine, M.D.
Director



Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

April 11, 2014

Dear Secretary Foxx:

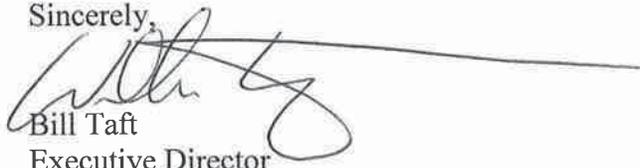
I am writing to express the support of Local Initiatives Support Corporation (LISC) of Indianapolis for the Indianapolis Metropolitan Planning Organization's application for a Red Line Tiger Grant.

LISC believes that the construction of the Red Line BRT is an essential to the vitality of a range of very important neighborhoods along this corridor. This line will connect several low income neighborhoods to increased employment and investment opportunities. Several of these neighborhoods have come together to create four different Quality of Life Plans that are guiding the comprehensive revitalization of their communities. The construction of the Red Line will accelerate the implementation of these neighborhood plans.

Given the Red Line's passage through several of our target neighborhoods, LISC believes that the construction of the line will increase our loans and grants in those neighborhoods by at least \$3 Million a year for the five years after the line is announced in Transit Oriented Developments. LISC will also commit to working closely with the MPO to effectively engage community based organizations in the details of planning and implementing the line to ensure that issues of equity and community inclusion are considered.

In closing, we strongly urge that the Department of Transportation award a Tiger Grant to this project. We are excited about the opportunity to make the line a reality, and are committed to doing everything LISC can to ensure that it becomes a driver of community development for the neighborhoods with which we work.

Sincerely,



Bill Taft
Executive Director
Indianapolis LISC



Department of Public Works

Indianapolis

Gregory A. Ballard, Mayor

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Fox:

As a nationally recognized leader in accessibility and inclusion for individuals with disabilities, the City of Indianapolis Office of Disability Affairs is proud to support the Red Line TIGER application. Transportation is key to community engagement and economic self-sufficiency for individuals with disabilities and the Red Line will enhance quality of life for the one in five individuals with disabilities living in Indianapolis.

People with disabilities comprise the largest and poorest minority group in the United States. Unemployment and underemployment are strong realities for this community, with a poverty rate of 70% and existing employment gaps of 45% percent between people with and without disabilities. The inability to access reliable transportation is the greatest barrier to sustainable employment. Without transportation and the employment opportunities it provides, individuals are forced to rely on government assistance.

An enhanced and expanded transit service through the Red Line would provide meaningful access to jobs, recreation, medical care, and integrated socialization for residents who rely on the transit system as their primary means of transportation. The Red Line will connect to employment and educational hubs throughout Indianapolis, and will connect to a universally accessible Downtown Transit Center currently in design.

Thank you for your consideration of this application, which will improve the lives of residents and visitors to Indianapolis, and promote an even more connected and accessible community for individuals with disabilities.

Sincerely,

Juli Paine, Director
City of Indianapolis Office of Disability Affairs

Gregory Fehribach, President
The Fehribach Group

Phone: 317.327.4000

Fax: 317.327.4954

2460 City County Building
200 East Washington Street
Indianapolis, Indiana 46204
www.indy.gov



130 Penn Street • Westfield, Indiana 46074 • 317-804-3030 • events@westfield-chamber.org

April 11, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

RE: Letter of Support for TIGER Grant Application for Red Line

To Whom It May Concern:

The Westfield Chamber of Commerce is pleased to submit this letter of support for the Red Line TIGER application. The Red Line is a bus rapid transit (BRT) route that will run between Westfield / Carmel, downtown Indianapolis, and Greenwood. The north terminus of the Red Line will have a positive impact on the Westfield community, for both employers/employees and for visitors/tourists, as the Red Line will assist in enhancing the connectivity of the region to the country's largest youth sports tournament facility in the Grand Park Sport Campus. In addition to the 2,200 acre-Grand Park economic development area that surrounds the 360 acre-Sports Campus, Westfield's employment and retail corridors will also greatly benefit from the Red Line.

The Grand Park Sports Campus is estimated to have over 1.5 million visitors every year. As a result, the Red Line will be essential in ensuring that jobs can be filled to accommodate Westfield's youth sports industry and that visitors and residents of Westfield can more efficiently connect to many of the region's most prominent cultural and tourism attractions (that in addition to Grand Park, include: the Palladium, the Children's Museum, Lucas Oil, Banker's Life, the Indiana Convention Center).

The Red Line would positively impact the Westfield Chamber of Commerce membership by assisting employers in securing and transporting needed employees. We consistently we hear from our membership a need for a trained and skilled workforce. A large number of employees will also be required to satisfy the number of hospitality positions that will be required to serve the many visitors who will be visiting Westfield via Grand Park.

The Westfield Chamber of Commerce respectfully appreciates your consideration and recognition of its support.

Sincerely,

Julie Sole
Executive Director
Westfield Chamber of Commerce



Hon. Anthony Foxx
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Secretary Foxx,

The Indy Chamber is pleased to submit this letter in support for Indianapolis' Red Line TIGER application. The connectivity the Red Line will provide for the some 235,000 employees of our nearly 3,000 member organizations makes this expanded transit option a priority for our organization. The Red Line connects many of the region's largest employers and is within a half mile of 170,000 jobs; that's one in five jobs in our region and six percent of all workers in the state of Indiana.

Modern metropolitan areas have an obligation to take long-term views when it comes to matters of planning, economic development and social mobility. According to data from the Indiana Business Research Center, Indianapolis is expected to experience a 14 percent increase in population by 2040. Neighboring Hamilton County is expected to see an incredible 81 percent increase in population while Johnson County is expected to grow by 37 percent. And while the greatest population growth can be seen in the counties surrounding Indianapolis, nearly 98,000 individuals travel between these three counties on a given day for employment (STATS Indiana). In fact, Indianapolis alone sees an influx of 205,000 commuters per day from its surrounding counties. The Red Line will provide a necessary release for the increased traffic congestion we expect to see in the coming years.

Further, the Red Line will provide access to many of our city's biggest cultural and tourism attractions. It will service residents of several of our growing neighborhoods in addition to the region's four largest post-secondary institutions, which account for over 90 percent of the region's college students.

The Indy Chamber serves as a voice of progress and improvement in the region, uniting business and community to maintain a strong economy and quality of life. Our model is built on collaboration, with programs impacting many facets of growth and development throughout the region. Business units focused on regional and Indianapolis-specific economic development work hand in hand with our advocacy team and entrepreneur services division to provide resources to business looking to locate here and existing businesses looking to expand and invest in our community. In addition, our Hispanic Business Council services hundreds of Hispanic business through mentorship programs and networking opportunities and bi-lingual resources. All of these divisions of the Indy Chamber support and understand the impact the Red Line will have on our ability to attract and retain quality jobs and workers.

The Indy Chamber has been a steadfast partner on expanded regional transit initiatives for many years. An improved transit system creates a more mobile workforce, improving the number of potential applicants to fill jobs throughout our region and allows for those in need of transportation to get to and from necessary medical appointments and major life events more easily. The Red Line bus rapid transit route is a step in the right direction and we fully support its implementation.

Sincerely,

A handwritten signature in black ink that reads "Mark Fisher".

Mark Fisher
Vice President
Government Relations and Policy Development



April 14, 2014

RE: Support for Red Line (Indianapolis) TIGER application

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

We are pleased to express our support for the TIGER grant application submitted by the City of Indianapolis for the Red Line bus rapid transit route.

The Red Line is important to Downtown because it will provide a vital link to and from the suburbs north and south of the city. This link will provide access to jobs for both suburban commuters coming to Downtown jobs and urban residents going to suburban jobs. The entire Indianapolis region will benefit from this improved job access that won't require cars. A recent survey of Downtown workers conducted by our organization indicated that 74 percent of Downtown workers would use rapid transit to commute to their jobs if it were available. The Red Line will connect to many of the region's largest employers and will be located within five blocks of 170,000 jobs: six percent of all workers in the state of Indiana. Over 100,000 residents live within walking distance of the Red Line route making pedestrian access easy and convenient on both ends of the commute.

In addition, the Red Line will provide convenient access to many of the Indianapolis region's most popular cultural and tourism attractions. It will also provide connections to the region's four largest post-secondary educational institutions which account for over 90 percent of the area college students. Lastly, by connecting to the city's local bus network, the Red Line will provide a convenient connection to the entire city of Indianapolis for suburban residents and visitors north and south of the city.

The Red Line will be an invaluable resource allowing more people to live, work, learn and play Downtown and we encourage you to approve the TIGER grant for this project.

Sincerely,


Sherry Siewert,
President



April 24, 2014

Hon. Anthony Foxx
Secretary
United States Department of Transportation
1200 New Jersey Ave., S.E.
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx,

I am pleased to submit this letter of support for the Red Line planning application for the Transportation Investment Generating Economic Recovery (TIGER) VI discretionary grant program made available by the United States Department of Transportation.

Visit Indy and the region's hospitality industry have followed the ongoing public conversation about Indy Connect and the expansion of mass transit in Central Indiana, and Visit Indy is very much in favor of moving these lines from plans to actual implementation. The Red Line in particular is an outstanding opportunity for an immediate, meaningful 'win,' as it connects thousands of residents with jobs and entertainment centers in downtown Indianapolis and Carmel.

High-quality transit would have many positive impacts to Central Indiana travelers. Hospitality industry employees could get to and from their employment more efficiently than they can today. Visitors and residents would have an attractive and more carbon-friendly option to attend events at the Indiana Convention Center, Lucas Oil Stadium, and Bankers Life Fieldhouse in downtown Indy, or Grand Park and other attractions to the north; as well as to explore restaurants, shops and other small businesses in neighborhoods like Broad Ripple and Fountain Square. Great cities need great transit, and the Red Line is an excellent first step for Indianapolis and our neighboring communities.

Thank you for the opportunity to submit this letter of support, and we look forward to the advancement of the Red Rapid Transit Line.

Regards,

A handwritten signature in black ink, appearing to read "L Hoops".

Leonard Hoops
President & CEO
Visit Indy



www.cicf.org | www.legacyfund.org
615 N. Alabama Street, Suite 119 | Indianapolis, Indiana 46204 | 317.634.2423
1405 E. Broad Ripple Avenue | Indianapolis, Indiana 46220 | 317.634.2423
515 E. Main Street, Suite 100 | Carmel, Indiana 46032 | 317.843.2479

April 24, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

I am pleased to submit this letter of support for the Red Line planning application for the Transportation Investment Generating Economic Recovery (TIGER) VI discretionary grant program made available by the United States Department of Transportation.

We have followed the ongoing public conversation about Indy Connect and the expansion of mass transit in Central Indiana, and we are very much in favor of moving these lines from plans to actual implementation. The Red Line in particular is an outstanding opportunity to get a fast, meaningful 'win,' as it connects thousands of residents with jobs and entertainment centers in downtown Indianapolis and Carmel. We're excited by the possibilities of enabling residents to ride high quality transit to a Pacers or a Colts game, to a show at the Palladium, or for tourists to ride from the Convention Center to Broad Ripple or Fountain Square, or from Grand Park to restaurants and shows while families are in town for a weekend soccer tournament. Great cities need great transit, and the Red Line is an excellent first step.

Thank you for the opportunity to submit this letter of support, and we look forward to the advancement of the Red Rapid Transit Line.

Sincerely,

Brian Payne
President and CEO
Central Indiana Community Foundation
The Indianapolis Foundation



P.O. Box 3000, Indianapolis, IN 46206-3000

317-334-3225

317-921-4122 fax

childrensmuseum.org

Jeffrey H. Patchen, President and CEO

April 15, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

We're pleased to submit this letter of support for the City of Indianapolis and Indianapolis Metropolitan Transit Organization's (MPO) TIGER application for the Red Line mass transit option. The Children's Museum of Indianapolis is the world's largest children's museum, drawing over one million visitors annually. Hoosier families and tourists alike are seeking multi-modal options to visit attractions and events in Indianapolis. We anticipate the Red Line to be a great resource for our visitors.

Additionally, the Red Line will be a resource for several of the museum's 600 full and part-time staff and volunteers. Likewise, the Red Line will provide residents in our surrounding neighborhoods with much needed access to jobs, health and human services resources, and education centers, as well as help spur transit oriented development.

We look forward to the opportunity to continuing work with the City of Indianapolis and the MPO on the realizing the community's vision for the Red Line.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Patchen". The signature is stylized and somewhat abstract, with a long horizontal stroke extending to the right.

Jeffrey Patchen
President and CEO

The Children's Museum of Indianapolis



Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Hon. Anthony Foxx:

As you may already know, IndyGo, Indy Connect (Central Indiana Region Transportation Initiative) and the Metropolitan Planning Organization (MPO) completed the Red Alternatives Analysis in 2013. The recommended alternative was accepted by resolution by the Indianapolis Regional Transport Council comprising of 34 counties, cities, and towns across Central Indiana and the next steps for the Red Line are environmental review and then preliminary engineering. To fund those processes, the MPO is joining with IndyGo and the Cities of Indianapolis, Carmel, Westfield, and Greenwood to submit a joint TIGER application to get the Red Line “shovel ready,” meaning to fund the completion of the environmental and preliminary engineering phases by 2016. It is with that thought in mind that Eskenazi Health writes this letter of support for the Red Line TIGER application.

The Red Line links almost every other route in IndyGo’s local bus network, following the most heavily used transit corridor in the system between downtown and 38th Street. This link is important to the continued growth of our region and connects many of the region’s largest employers and runs within ½ mile of 170,000 jobs; that’s 1 in 5 jobs in our region and 6% of all workers in the state of Indiana. A total of 111,000 residents live within walking distance of the line, averaging 3,825 residents per square mile; that’s pretty strong population and employment connections compared with other rapid transit lines between the coasts.

The proposed Red Line bus rapid transit (BRT) route that will run between Westfield / Carmel downtown Indianapolis, and Greenwood and along the way will hit many of the region’s biggest cultural and tourism attractions (Grand Park, the Palladium, the Children’s Museum, Lucas Oil, Banker’s Life, the Indiana Convention Center), some of our hottest neighborhoods (Grand Junction, Carmel City Center, Midtown, Near North, Downtown Indy, Fountain Square), and the region’s four largest post-secondary institutions, which account for the vast majority of the region’s college students (over 90%).

The BRT route is critical to a robust economic future and your support for the TIGER application is very much appreciated and will benefit the residents of Central Indiana immensely.

Sincerely,

A handwritten signature in black ink that reads "Parveen Chand".

Parveen Chand
Chief Operating Officer
Eskenazi Health



Indiana University Health

April 21, 2014

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

RE: Red Rapid Transit Line TIGER Application

Dear Secretary Fox:

On behalf of Indiana University Health (“IU Health”), please accept this letter in support of the Red Rapid Transit Line TIGER application as submitted by the City of Indianapolis. Specifically, the Red Rapid Transit Line would provide significantly improved connectivity for both our patients and employees between IU Health Methodist Hospital and other IU Health facilities located along the proposed route including IU Health North Hospital in Carmel.

IU Health is Indiana's most comprehensive academic health system and one of the busiest hospital systems in the United States. While IU Health is comprised of multiple hospitals and health centers across the state, its biggest footprint both in patient volume and number of employees is in the Indianapolis metropolitan area. In total, our Indianapolis metropolitan facilities employ well over 14,000 individuals and conduct more than 1.3 million inpatient and outpatient visits annually.

IU Health serves a large concentration of patients that lack access to adequate transportation. An effective bus rapid transit route would be invaluable to our patients seeking much-needed treatment in facilities not adequately served by existing public transportation. In fact, our research shows that many of our patients cite a lack of transportation as reason for not following up on physician visits or required medical treatment. Access to a rapid transit system like the Red Rapid Transit Line would provide improved patient access to our facilities.

Thank you for allowing us the opportunity to submit this letter in support. We respectfully request your favorable consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan R. Goble".

Jonathan R. Goble, MHA, MBA, FACHE
President and Chief Executive Officer
IU Health North Central Region
(North, Saxony and Tipton Hospitals)

A handwritten signature in black ink, appearing to read "Jeff Sperring".

Jeff Sperring, MD
President and Chief Executive Officer
Riley Hospital for Children at IU Health
Interim President, Methodist and University Hospitals



3951 N. Meridian, Ste. 100, Indianapolis, IN 46208
P 317.685.8800 F 317.686.4794

WWW.HECWEB.ORG

April 14, 2014

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

RE: Support for Indianapolis MPO Red Line TIGER application

Dear Secretary Foxx,

The Hoosier Environmental Council is pleased to express our support for the Red Line TIGER application being submitted by the Indianapolis Metropolitan Planning Organization and its community partners. The Hoosier Environmental Council is Indiana's largest environmental policy organization and for many years has been actively engaged in efforts to improve and expand public transportation in Indiana.

The Red Line bus rapid transit project is a component of the Indy Connect regional transit plan. The Indy Connect process has been an exemplary planning effort, with an unprecedented number -- for an Indiana transportation project -- of public meetings and opportunities for citizen input.

The Red Line project is an excellent candidate for TIGER funding, which will support completion of the environmental analysis and preliminary engineering. The Red Line, when completed, will:

- Serve a transportation corridor with high population density, major employment centers, the region's leading higher education institutions, reinvigorated neighborhoods, as well as major cultural attractions and sports destinations (Red Line Alternatives Analysis);
- Provide an effective travel alternative for the tens of thousands of commuters who travel this corridor to and from work every day or for other purposes: daily travel trips and work-related trips are expected to increase in the Red Line corridor significantly from 2014 to 2035 (Red Line Alternatives Analysis). The Red Line is intended "... to attract a substantial number of new riders by making transit more competitive with the automobile in terms of travel time, access and reliability." (Red Line Alternatives Analysis);
- Help to mitigate increases in traffic congestion and corresponding vehicle emissions and fuel consumption. Congestion in the Indianapolis Metropolitan Area results in nearly 17 million gallons of excess fuel consumed annually (Texas Transportation Institute 2012). Despite

improvements, the Indianapolis metropolitan area still faces air quality problems: the three counties served by the Red Line are in non-attainment for fine particles; and in attainment as a maintenance area for ozone, meaning it is at risk of falling back into non-attainment (Red Line Alternatives Analysis). About 40% of central Indiana's ozone pollution originates from on-road motor vehicles (Indiana Department of Environmental Management).

A robust public transit system is a key missing element in the sustainability efforts of Indianapolis and its surrounding communities. The Red Line Alternatives Analysis demonstrates how this region's limited transit service falls short of what peer cities such as Salt Lake City and Charlotte provide for their residents and visitors.

With the 2014 passage of new state legislation (SEA 176) that authorizes central Indiana communities to cooperate in building a regional transit system, and raising the needed local funds to accomplish this, the region is now poised to address its need for improved public transit. TIGER funding for the Red Line will put this project in position to move ahead promptly once the new local revenue becomes available.

We appreciate the work of the U.S. DOT to expand transportation alternatives for Americans. Central Indiana's Indy Connect plan, and the Red Line bus rapid transit project, will positively contribute to this effort. Accordingly we urge the Department of Transportation to award a TIGER grant for the Red Line bus rapid transit project. Thank you for your consideration.

Sincerely,



Jesse Kharbanda
Executive Director



Tim Maloney
Senior Policy Director



April 18, 2014

Re: Please support the Indianapolis “shovel ready” Red Line TIGER application

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Secretary Foxx,

As a former mayor of Indianapolis, I know first-hand the city’s strengths and weaknesses, as well as its potential for continued excellence. Recent accomplishments have made Indy a national success story, and I’m pleased to submit this letter of support for a project that will prove to be a major achievement and turning point for the city: the Red Rapid Transit Line.

The north-south axis of Indianapolis, Meridian Street, is a vital thoroughfare traveled by tens of thousands of central Indiana commuters each day. It is home to historic neighborhoods, businesses, and big-city amenities. From Meridian Street, residents and visitors alike can walk to attractions like Broad Ripple Village, Lucas Oil Stadium and Banker’s Life Fieldhouse, Circle Centre Mall, Fountain Square, The Children’s Museum of Indianapolis (among the best in the world), and the state’s largest community college, Ivy Tech. Connecting these destinations with fast, reliable bus rapid transit makes sense for residents, visitors, students, and businesses.

The Red Line will offer Indy’s low-income and middle class families a safe, efficient, simple, and affordable method of transportation throughout the city. In addition to making it easier for people to travel to class or a doctor’s appointment, it will expand access to thousands of job opportunities around the region. It will also offer increased mobility for seniors, disabled individuals, and other non-drivers. The Red Line will ultimately improve quality of life for residents by reducing our reliance on cars, promoting more physical activity, and encouraging more social interaction among neighbors.

Indianapolis continues to be a great place to raise a family, make a successful living, and enjoy both sporting events and the arts. In the city’s ongoing pursuit of excellence and prosperity, attracting new talent is critical, and The Red Rapid Transit Line is a natural and necessary step toward improving quality of life for residents. Please fund this TIGER planning application to fast-track funding of the environmental and design phases of the Red Line.

Respectfully,

Stephen Goldsmith

100

BLACK MEN OF INDIANAPOLIS, INC.

MORE THAN 25 YEARS OF SERVICE TO YOUTH

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Director at Large

Ontay D.
Johnson, MPA
Executive
Director

April 8, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

The 100 Black Men of Indianapolis is a youth development organization that through mentoring based educational programs serves several hundred youth annually from kindergarten through 12th grade in Indianapolis and Central Indiana.

Our programs are provided in several IPS schools, an IU Health facility, the University of Indianapolis, IUPUI and the United Way of Central Indiana, all of which are served by the projected Red Line bus rapid transit route.

Many of the students and parents we serve will be directly and positively impacted by the significantly improved transit access to be provided by the Red Line. Therefore, we're pleased to submit this letter of support for the Red Line TIGER application.

Sincerely,



Murvin S. Enders

100 BLACK MEN OF INDIANAPOLIS, INC.

3901 N. Meridian St., Indianapolis, IN 46208 | P) 317.921.1276 | F) 317.920.2502 | W) 100BlackMenIndy.org



April 18, 2014
P.O. Box 88234
Indianapolis, IN 46208

Hon. Anthony Foxx
Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Secretary Foxx:

Butler-Tarkington Neighborhood Association ("BTNA") is a non-profit neighborhood organization representing Butler-Tarkington. BTNA voted on August 14, 2014, to support the Red Line Tiger application. Mass transit and the Red Line in particular is a priority for our neighborhood because it will provide a major north-south Bus Rapid Transit (BRT) connection for our residents to get to work and travel efficiently through the region.

BTNA hopes that the route selected will include the Capitol Avenue/Illinois Street option with a possible station at 38 and Illinois. BTNA has been working for years to improve the commercial node at 38th and Illinois and we believe that the Red Line will improve the viability of this business district. There are current plans to improve Tarkington Park and we hope that this, coupled with the Red Line, will lead to real commercial and residential development at this corner.

BTNA believes that BRT and the Red Line will improve the quality of life of residents in Indianapolis and, more specifically, Butler-Tarkington.

Respectfully submitted,

A handwritten signature in black ink that reads "Michelle Rhodes Taylor". The signature is written in a cursive, flowing style.

Michelle Rhodes Taylor

BTNA Secretary

CC: Ted Feeney, BTNA President

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

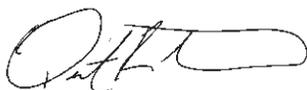
April 14th, 2014

Hon. Anthony Foxx:

University Heights Neighborhood Association is pleased to submit this letter of support for the Red Line TIGER Application. The Red Line is a priority for our neighborhood due to the need for better mass transit in the area and a demand for quick access to downtown Indianapolis and Greenwood. Our neighborhood is located just south of the University of Indianapolis and residents consist of senior citizens and working class individuals who rely on public transportation, students who want to experience downtown attractions, and families who may prefer to use public transportation to access shopping attractions in Greenwood and events in the city.

Currently UHNA is working along side UIndy in neighborhood beautification projects to display our commitment to community engagement and promote the neighborhood to potential homebuyers. The addition of the Red Line would be yet another selling point to interested parties. It would also attract local business investors who may see UIndy and University Heights as a destination stop along the line. With the university's consistent enrollment, and their recent announcement to build a health and wellness facility, the addition of the Red Line is essential to our area.

Sincerely,



Quinten Starks
Co-Coordinator
University Heights Neighborhood Association



April 9, 2014

Hon. Anthony Foxx, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
9th Floor, West Building
Washington, DC 20590

Secretary Foxx:

Near North Development Corporation (NNDC) is a non-profit community organization that supports revitalization of the near north side of Indianapolis through its housing and economic development projects and programming, and we are very pleased to submit this **letter of support** for the **Indianapolis MPO's Red Line TIGER application**.

NNDC has been engaged with the Indianapolis MPO throughout its *IndyConnect* initiative and planning for the Red Line, whose route will run right through the near north residential and commercial corridor we serve. While it will certainly benefit the greater near north community, we believe strongly that the proposed Red Line will have a particularly catalytic effect in supporting implementation of the new Meridian Highland neighborhood strategic redevelopment plan, which provides the framework for more than \$100 million in new housing and commercial development projects in a small ½-square mile neighborhood, anchored by a large hospital, community college, and the City's water/sewer and gas utility headquarters. With three stops in this Meridian Highland target area, we believe the proposed Red Line would be a "game changer" of unbelievable proportions in attracting private investment and accelerating the success of the plan, and the success of this neighborhood.

NNDC fully supports the Red Line TIGER application and respectfully requests the Department of Transportation favorably consider funding the completion of the environmental and preliminary engineering phases for the proposed line, to keep this important transportation initiative moving forward.

Sincerely,

Michael Osborne
President

Holy Rosary Neighborhood Organization

531 S. East Street
Indianapolis, IN 46203
holyrosaryneighborhoodorg@yahoo.com

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Mr. Secretary,

The Holy Rosary Neighborhood Organization would like to extend our support for the current planning of the Tiger Red Line in the city of Indianapolis. Our neighborhood is located on the south east side of town and will be directly affected by the bus line entering into our community. We are looking forward to the positive effects of the Red Line coming through our community. These effects include; more visibility for our neighborhood, more traffic for our businesses and restaurants, and more opportunities for individuals to move into one of our new apartment complexes in our community. Over the past year we have seen this project come into fruition through their main and alternate plans. Increased traffic will give our community the boost it needs to maintain and grow new businesses and repair and refurbish Lacey Park our community park. In addition, we feel that this new bus line will allow for streets along our community where the Red Line will travel down Virginia Avenue allowing for our neighbors to participate in the program by affording low-cost transportation across Marion County to other communities as well.

The Holy Rosary Neighborhood Organization understands the transition into becoming a more urban community. Some of the issues due to development are a lack of ascertainable parking space in the community. With this bus line we will alleviate some of those issues by creating another viable option for our community and the surrounding areas. We are looking forward to working with Tiger in the future and they have been very responsive to our inquiries. We are looking forward to see the results of our continued efforts first hand.

Yours Truly;



Antonio Simeone,
Holy Rosary Neighborhood Organization
President;



Mapleton-Fall Creek Development Corporation

130 East 30th Street, Indianapolis, IN 46205

April 14, 2014

Honorable Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Hon. Foxx,

On behalf of Mapleton-Fall Creek Development Corporation (MFCDC), and its Board of Directors, I am pleased to offer this letter to support for the Red Line TIGER application.

The Red Line is a bus rapid transit (BRT) route that will offer residents in our Mid-North neighborhood routes with 10 minute peak frequency and 15 minute off-peak (between 6 am and 10 pm) frequency. Also, the Red Line will have some peak hour dedicated lanes in our most congested areas along College, Illinois, and Capital, basically with 'no parking' during rush hour in the primary direction of travel. All of these congested areas are within the MFCDC service area. The Red Line is a priority for our organization because stations in these areas would have level-boarding platforms, real-time bus arrival information, and off-board fare collection so that passengers with varying levels of ability can step on and off of the buses and stops can be kept very short. Additionally, the transit-oriented development (TOD) opportunities along the Red Line directly compliments our Mid-North Quality of Life Plan implementation efforts to create shorter commutes for residents and to connect them to many of the region's largest employers.

Mapleton-Fall Creek - a historic Mid-North neighborhood - is a 15 minute drive from all of Indianapolis' major employment centers, all of its major universities, as well as its sporting and entertainment districts. Within Mapleton-Fall Creek, the Red Line travels along 38th Street, where it will jog to either Meridian or the Capital / Illinois pair (currently under study) before it heads south into downtown, where it will use Maryland and Washington to connect to the new Downtown Transit Center.

The Red Line runs within ½ mile of 170,000 jobs; that's 1 in 5 jobs in the region and 6% of all workers in the state of Indiana. A total of 111,000 Indianapolis residents live within walking distance of the line, averaging 3,825 residents per square mile; that's pretty strong population and employment connections compared with other rapid transit lines between the coasts. In addition, it links almost every other route in IndyGo's local bus network, following the most heavily used transit corridor in the system between downtown and 38th Street.

The MPO, IndyGo, and CIRT (Indy Connect) completed the Red Line Alternatives Analysis on time and on budget in 2013, and the Recommended Alternative was accepted by resolution by the Indianapolis Regional Transportation Council (IRTC), made up of 34 counties, cities, and

towns in Central Indiana. Mapleton-Fall Creek Development Corporation was an active participant on the Red Line Alternatives Analysis and we are committed to connecting neighborhood partners to help, serve, revitalize, stimulate and invest resources to rebuild an affordable, safe and vital community.

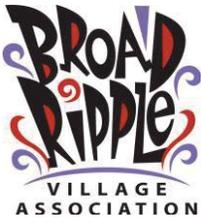
MF CDC believes that the Red Line will be a strategic investment toward the community's core objectives in a way that would help balance interests along the way as well as develop clear goals and objectives for sustainable development.

We look forward to building a strong partnership with you and continuing our work to improve the quality of life for residents, businesses and visitors of the Mid-North area of Indianapolis. Please contact me at 317-457-0795 or leigh@mfcfdc.org should you have any questions about our working relationships with MPO, IndyGo, and CIRTA.

Sincerely,

A handwritten signature in black ink that reads "Leigh R. Evans". The signature is written in a cursive, flowing style.

Leigh Riley Evans
Chief Executive Officer



Broad Ripple Village Association

6311 Westfield Boulevard, Suite 101
Indianapolis, IN 46220-1789
317.251.2782 | info@brva.org | brva.org

April 16, 2014

President

Justin McKeand

President-Elect

Elizabeth Marshall

Past-President

Jay Wetzel

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Development

Mark Wolf

Directors

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Robert Sabatini

Kent Springer

Susan Zilisch

Executive Director

Brooke Klejnot

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Re: Red Line TIGER application

Dear Mr. Secretary:

Founded in 1969, the Broad Ripple Village Association (BRVA) is the largest volunteer membership organization working on quality of life initiatives in the Broad Ripple community. BRVA successfully spearheaded a comprehensive plan for the Village, the Envision Broad Ripple Plan, adopted in 2012 by the City of Indianapolis as the Plan of Record.

Promoting transit is one of nine Key Elements of the Plan: "Improve public transit and encourage transit-oriented development (TOD)." The Plan identifies College Avenue as the primary arterial for utilization as a major public transit corridor because it connects northern suburbs like Carmel and Nora with downtown.

TOD projects currently underway at two College Avenue commercial nodes in Broad Ripple represent more than \$30 million in private investment in the area targeted by the TIGER grant. The BRVA is confident that the Red Line will play an important role in stimulating additional private investment.

The BRVA Board of Directors has voted unanimously to endorse this proposal. We respectfully request that you look favorably upon the MPO's TIGER grant application and allow the community to realize the objectives of its Plan not only for Broad Ripple but also for the entire metropolitan area.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Justin McKeand", is written over a light blue circular stamp.

Justin McKeand
President
Broad Ripple Village Association

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington DC 20590

Re: Indianapolis Red Line TIGER Application

April 14, 2014

Dear Secretary Fox,

The Forest Hills Neighborhood Association of Indianapolis, Indiana is pleased to submit this letter of support for the Red Line TIGER application.

The Red Line impacts our neighborhood in that it's route directly links Forest Hills with both Indianapolis' downtown, and with our more suburban neighbors to the north. Accessibility to an express route to both destinations (as well as points in-between) via local routes that currently serve our neighborhood will improve connectivity within our neighborhood, which contains a diverse age group of potential users for the system. Because a preponderance of our working residents are employed outside our neighborhood, an improved transit system, both in terms of speed of travel and frequency of connections to our area will only increase neighborhood usage of public transportation.

Thank you for this opportunity to participate in this significant decision.

Board of Directors,
Forest Hills Neighborhood Association:

Adam Gibson, 5870 Carrollton Avenue, Indianapolis, IN 46220
Keith Lerch, 711 E 58th Street, Indianapolis, IN 46220
Lisa Brown, 5683 Guilford Avenue, Indianapolis, IN 46220
Dan & Bes Neal, 5730 Wildwood Avenue, Indianapolis, IN 46220
Karin Beymer. 5809 Winthrop Avenue, Indianapolis, IN 46220
Tom Quinn, 5750 Wildwood Avenue, Indianapolis, IN 46220
Fernow McClure, 5825 Carrollton Avenue, Indianapolis, IN 46220
Kelli Amanda McNamara, 5857 Winthrop Avenue, Indianapolis, IN 46220



Fountain Square Neighborhood Assn.
PO Box 33286
Indianapolis, IN 46203

Date: April 21, 2014

To: Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Bldg.
Washington, DC 20590

From: Fountain Square Neighborhood Association (FSNA)

Re: Red Line TIGER application

We're pleased to submit this letter of support for the Red Line TIGER application..The proposed 'Red Line' BRT service is supported by the Fountain Square Neighborhood Assn. for several reasons and the Fountain Square Neighborhood Assn members voted unanimously to support the Red Line.

The Red Line will help to bring visitors to Fountain Square from both the north and south sides of the greater Indianapolis area, which will have a positive impact on area businesses and provide an increased awareness of the Fountain Square area to people who live farther away and are now using the interstate system to go around the city to reach their destination. The Red Line will also offer Fountain Square residents access to additional areas for increased employment opportunities because of the expanded transportation options. For those residents who do not own personal transportation, the Red Line offers improved employment opportunities. We look forward to having the Red Line and we ask for your support of our neighborhood's residents and visitors by approving the Red Line TIGER application.

Sincerely,

A handwritten signature in black ink that reads "Chris Reading". The signature is written in a cursive, flowing style.

Chris Reading
President, Fountain Square Neighborhood Association



Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

April 18th, 2014

Dear Secretary Foxx,

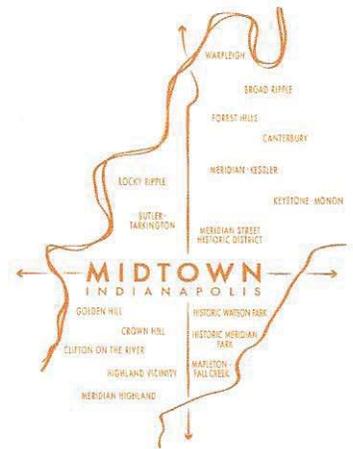
On behalf of the Board of Directors of Midtown Indianapolis, Inc. I am pleased to submit this letter of support for the Red Line TIGER application. Midtown Indianapolis, Inc. is a nonprofit community development organization focused on quality of life and economic development in Indianapolis' Midtown area. Comprised of seventeen historic neighborhoods and home to nearly 50,000 residents the Midtown community was shaped by Indianapolis' early 1900's Streetcar and Monon Line transportation systems. Access to those systems defined the early character of our many neighborhoods. From walkable streets to neighborhood scale retail transit is an important part of our history and will continue to play a major role in our future.

Today Midtown is home to many of Indianapolis' great cultural, educational, and arts institutions including the State Fairgrounds, the Indianapolis Museum of Art, the Children's Museum of Indianapolis, Butler University, Ivy Tech Community College, the Indianapolis Art Center, and the Indianapolis Opera. The Red Line will cross through the heart of our geography connecting our many neighborhoods and valued institutions to each other and to communities across the metropolitan region.

The Red Line route through the Midtown community has been fully integrated into short and long-term economic development plans for Indianapolis' Midtown. The Red Line is routed through a recently established Midtown Economic Development Area and Tax Increment Finance District (TIF). These designations were specifically created to encourage increased density, employment opportunities, and to facilitate transit oriented development along Midtown's primary commercial corridors in anticipation of a future BRT service like the Red Line. In fact, the first proposed development within the new TIF district is at a key station along the Red Line route (Broad Ripple Village). The proposed mixed-use development has incorporated key elements for a future Station and multimodal access through area greenways.

The Red Line route will directly connect a dozen existing local commercial retail/employment nodes along its path through Midtown. This connection will help to link Midtown's 225 local retail and restaurant establishments with a wider customer base providing improved stability to our local economy. The outstanding frequency of available service on the Red Line will further improve access to both local regional employment centers, the Indianapolis Airport, and many public amenities not presently accessible to many Midtown families who cannot or choose not to own a car.

The Red Line will help to reshape several decades of dominance by cars along heavily congested corridors in Midtown like 38th street and College Avenue. The Alternatives Analysis has received the support of all of Midtown's 17 area neighborhood associations in addition to the Indianapolis Regional Transportation Council. For its positive impact on quality of life for the residents of Midtown Indianapolis and for the many reasons cited above, I would respectfully ask for your support of the TIGER application for the proposed Red Line.



To learn more about Midtown Indianapolis and how the Red Line is incorporated into plans for area redevelopment please visit www.midtownindy.org.

Sincerely,

A handwritten signature in cursive script that reads "Cynthia A. Zweber-Free".

Cynthia A. Zweber-Free, Board President

Midtown Board of Directors:

Cynthia Zweber-Free, President/ Thomas Gallagher, Vice President/ Sheila Litte, Secretary/ Lisa Haynes, Treasurer/ Kathryn Shorter, Past President/ James Hamstra/ Anthony Bridgeman/ Phillip Cox/ Mark Fisher/Sheila Little/Elizabeth Marshall/Carter Wolf/Kathryn Wertz/Marcus Veatch/Matt Mindrum

April 14, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

RE: Letter of Support for TIGER Grant Application for Red Line

To Whom It May Concern:

We are pleased to submit this letter of support for the Red Line TIGER application. The Red Line is a bus rapid transit (BRT) route that will run between Westfield / Carmel, downtown Indianapolis, and Greenwood. The north terminus of the Red Line will have a positive impact on the Westfield community, for both employers/employees and for visitors/tourists, as the Red Line will assist in enhancing the connectivity of the region to the country's largest youth sports tournament facility in the Sports Campus at Grand Park. In addition to the 2,200 acre-Grand Park that surrounds the 450 acre-Sports Campus, Westfield's employment and retail corridors will also greatly benefit from the Red Line.

Grand Park is estimated to have over 1.5 million visitors every year to the sports campus facility. As a result, the Red Line will be essential in ensuring that jobs can be filled to accommodate Westfield's youth sports industry and that visitors and residents of Westfield can more efficiently connect to many of the region's most prominent cultural and tourism attractions (that in addition to Grand Park, include: the Palladium, the Children's Museum, Lucas Oil, Banker's Life, the Indiana Convention Center).

Specifically, the Red Line would have a unique impact as it would be beneficial to both visitors in one of the fastest growing communities, and also to the 1.5 million visitors coming from all across the nation to visit Grand Park Sports Campus.

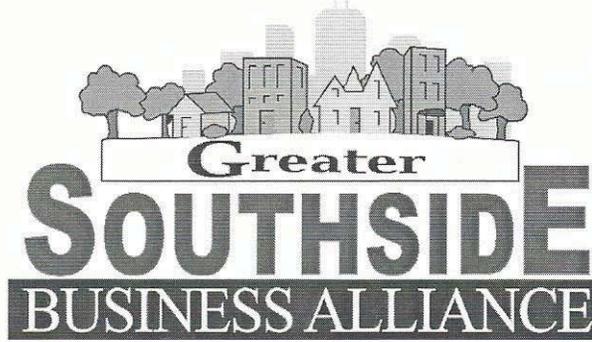
We respectfully appreciate your consideration and recognition of our support.

Sincerely,



Elizabeth Henke Garfield
Henke Development Group, LLC

Development consultant for Grand Park & local commercial and residential real estate company.



Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

We are pleased to submit this letter of support for the Red Line TIGER application. We support the development of the Red Line BRT and believe it will become the catalyst for renewed growth and vitality for the entire Southside of Indianapolis.

With the Madison Avenue Economic Development Area designation, branding efforts by Gateway South District, UIndy and the Interurban District, the new transit will certainly add to the sustainability and connectivity of this very large area of our City. By offering the amenities that improve the quality of life in our older neighborhoods, we have an opportunity to build upon the successes of other major metropolitan areas and grow our position as a major Midwestern city.

The continued success and growth of Indianapolis will greatly benefit by increasing our transit options as we continue to become home to our growing ethnic community. Many of these groups are most familiar with mass transit and do not originate from car oriented societies. Making it easier to commute to jobs is an essential part of future economic growth.

We commend the MPO, IndyGo, and CIRTA (Indy Connect) for completing the Red Line Alternatives Analysis on time and on budget in 2013. We trust these agencies will maintain this high standard of efficiency as we move forward in this process.

Respectfully submitted by,

Joan Miller, President

Greater Southside Business Alliance

April 8, 2014



Cardinal
Insurance Services Inc.

Hon. Anthony Foxx, Secretary
US Dept. of Transportation
1200 New Jersey Ave, SE
9th Floor, West Building
Washington, DC 20590

Mr. Secretary;

I wish to express my support for the Bus Rapid Transit (BRT), Red Line TIGER application by the Indy MPO.

The Red Line is a key priority for our neighborhood as well as businesses in the area that this line impacts. Perry Township alone has over 10,000 Burmese Refugees (the Red Line will run thru the middle of Perry Township) that depend on mass transit for work. Also, our community has had growth to the south, into neighboring county which also depends heavily on mass transit to commute to work.

I am also involved in the Greater Southside Business/Community Alliance. This group of business leaders and concern citizens have made transportation one of our key focuses. We have already began to brand a key section of the Southside as the Interurban District to help brand awareness and economic growth. The City of Indianapolis recently recognized the area as an Economic Development Area, which our group is in the middle of. The Red Line is the main artery thru this entire area.

The Red Line will connect the far north side of Indianapolis with the south. It will also be connecting not only the region's largest employer (Eli Lilly), but also University of Indianapolis, and numerous cultural and tourism destinations. Thus providing key mobility for residents not only for commuting purposes, but also for evening and weekend dining and recreation opportunities.

Should you have any questions or concerns, please feel free in contacting me, and thank you for your attention to this matter.

Sincerely,



Kevin N Wheeler, CIC
President
Cardinal Insurance Services Inc



April 11, 2014

Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Dear Mr. Secretary:

The Indianapolis Congregation Action Network (IndyCAN) is pleased to submit this letter of support for the Red Line TIGER application.

IndyCAN is a non-partisan, multicultural, mutifaith network of over twenty congregations in the Indianapolis area that has long advocated for an expanded transit system.

IndyCAN's clergy leaders minister to families from all walks of life struggling to make ends meet, anxious about the future for their children, and increasingly isolated from their families and community. It is not just that we are living through economic hard times. The truth is that it has become much more difficult for working people to turn hard work into a better life for themselves and their children.

One of the principal barriers is an inadequate local transit system that prevents too many residents from accessing opportunity and the kind of jobs and education that provide a solid middle class life.

Our shared biblical scriptures teach us that God compels us to act in the common good and care for the most vulnerable among us (Deuteronomy 15:7-11).

We are fueled by a vision of a region of "Opportunity for All." We love our neighbor by making sure those who work hard have the opportunities to support strong families, the cornerstones of our congregations, and our community.

IndyCAN believes that the Red Line will create jobs, expand opportunities and help keep families connected, by connecting many of the region's largest employers and running within one half mile of 170,000 jobs – one in five jobs in our region.

Sincerely,

Steve Lattimore _{CH}

Steve Lattimore
Co-Chair, IndyCAN Board of Directors

Father John McCaslin

Father John McCaslin
Co-Chair, IndyCAN Board of Directors



April 8, 2014

Hon. Anthony Foxx, Secretary
US Dept. of Transportation
1200 New Jersey Ave, SE
9th Floor, West Building
Washington, DC 20590

Mr. Secretary;

On behalf of the Interurban District Committee, I wish to express my support for the Bus Rapid Transit (BRT), Red Line TIGER application by the Indy MPO.

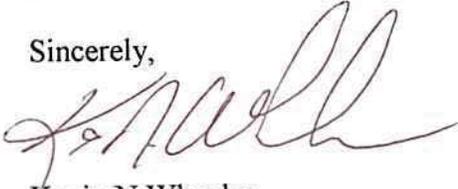
Transportation, and specifically the Red Line, is a key priority for our District. Perry Township alone has over 10,000 Burmese Refugees (the Red Line will run thru the middle of Perry Township) that depend on mass transit for work. Also, our community has had growth to the south, into neighboring county which also depends heavily on mass transit to commute to work.

The Interurban District Committee was created by the Greater Southside Business/Community Alliance. This group of business leaders and concern citizens have made transportation one of our key focuses. We have already begun to brand a key section of the Southside as the Interurban District to help brand awareness and economic growth. The City of Indianapolis recently recognized the area as an Economic Development Area, which our group is in the middle of. The Red Line is the main artery thru this entire area.

The Red Line will connect the far north side of Indianapolis with the south. It will also be connecting not only the region's largest employer (Eli Lilly), but also University of Indianapolis, and numerous cultural and tourism destinations. Thus providing key mobility for residents not only for commuting purposes, but also for evening and weekend dining and recreation opportunities.

Should you have any questions or concerns, please feel free in contacting me, and thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin N Wheeler', written in a cursive style.

Kevin N Wheeler,

Office: (317) 786-9236

Email: kevin@cardinalinsurance.com

Info on Interurban District go to: www.gscaweb.org/gsca/index.cfm

Hon. Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

April 14, 2014

Dear Secretary Foxx:

On behalf of the Urban Land Institute - Indiana District Council, we are pleased to submit this letter of support for the Red Line TIGER application. The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. The Red Line is a priority for our organization because having a strong, multimodal, regional transportation network is vital to attracting new businesses, managing congestion and pollution, and connecting residents and visitors to jobs, schools, and cultural resources.

ULI has supported this application and the organizations behind it in several ways. For example:

- In December 2012 we helped to facilitate a program, funded by the MPO, on transit-oriented development. The program was co-sponsored by ULI and multiple other organizations involved in land use planning and development, including the local chapters of AIA, APA, ASCE, ASLA, NAIOP and others (an event flyer is attached for your reference). The event was attended by over 200 individuals.
- Several of the people behind the plan are counted among our membership and Advisory Board, and have been featured speakers in our Breakfast Series, which attracts 50-60 people per month from the land use and real estate disciplines.
- We have sent letters and emails of support to the Indiana General Assembly and to the Governor's office, on related legislation.
- We have promoted IndyConnect planning meetings and marketing videos at our events, on our website, and in our social media.

We also wish to emphasize the fact that the application has regional support, in that the Recommended Alternative was accepted by resolution of the Indianapolis Regional Transportation Council (IRTC), made up of 34 counties, cities, and towns in Central Indiana. ULI is a strong proponent of regional planning and collaboration. In this regard, ULI Indiana provides administrative and financial support to the Central Indiana Council of Elected Officials (CICEO), who also is sending you a letter of support.



ULI Indiana
c/o BDMD
626 North Illinois Street
Indianapolis, IN 46204
Indiana@uli.org
Phone: (317) 441-9561

We hope that you will strongly consider our viewpoint and make a fast and favorable decision to fund the Red Line TIGER Application.

Sincerely,

A handwritten signature in black ink that reads 'Greg Jacoby'.

Greg Jacoby, AIA
Chair

A handwritten signature in black ink that reads 'Jennifer Milliken'.

Jennifer Milliken, AICP
Director



Hon. Anthony Foxx, Secretary,
United States Department of Transportation
1200 New Jersey Ave., SE
9th Floor, West Building
Washington, DC 20590

Date: April 11, 2014

Mr. Secretary:

This letter serves to confirm Indiana Sports Properties' support for the Red Line TIGER application. Indiana Sports Properties is responsible to manage the field sports fields at Grand Park in Westfield, Indiana. The ability of our work force to get to Grand Park is critical to our success.

It is also crucial that the hundreds of thousands of participants and spectators visiting Grand Park have the support of local restaurants, hotels and fueling stations. The Red Line is a priority for our organization because much of the work force for the above types of businesses will depend on mass transit.

Your support of the Red Line TIGER application is greatly appreciated.

Sincerely,

A handwritten signature in black ink that reads "Don Rawson". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Don Rawson

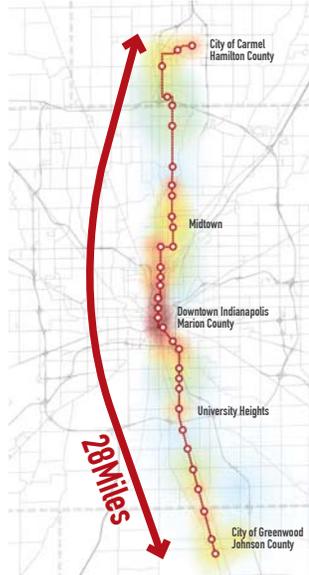
President and CEO, Indiana Sports Properties

The **Red Line** *e*-BRT
Indianapolis, Indiana

America's First Full *e*-BRT Line

Presentation to Secretary Foxx
March 13, 2014

Mayor Gregory A. Ballard
City of Indianapolis



We do **BIG** well in Indy

The Indy 500

Largest one-day spectator sporting event in the world

REBUILD INDY has built **\$510 MILLION** in new infrastructure projects

STP

We've gone from **0 MILES TO 85 MILES** of bike lanes since 2007, with 200 miles of lanes and trails planned by 2015

CMAQ STP

We built the **\$60 MILLION CULTURAL TRAIL**

TIGER

We built **A NEW \$1.1 BILLION AIRPORT**

We've made the biggest infrastructure investments our city has seen in generations.

Working to be the nation's best

We're cutting red tape to deliver infrastructure

Reducing design time by 3-4 months and costs up to 20% through streamlining

Indianapolis Gregory A. Ballard, Mayor
REBUILD INDY
Department of Public Works

Working to be the nation's best
New Downtown Transit Center scheduled to open Fall 2015

Earmark

Working to be the nation's best
Making the most of our bus network through interlining
Bus Plan update scheduled for 2014

PL Funds

Comprehensive Operational Analysis for the IndyGo Transit System
December 2010

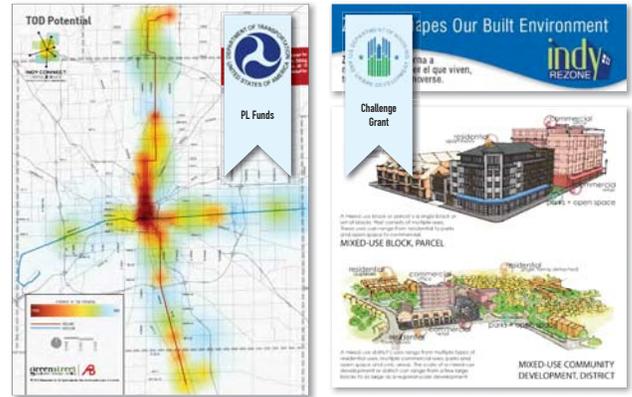
MPO
IndyGo



We're providing the amenities we need to be a competitive, livable, 21st Century city.

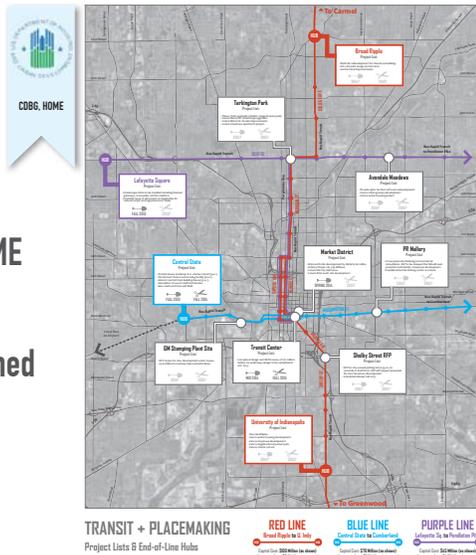
Working to be the nation's best

Rewriting our **entire code** to leverage and support transit-oriented development



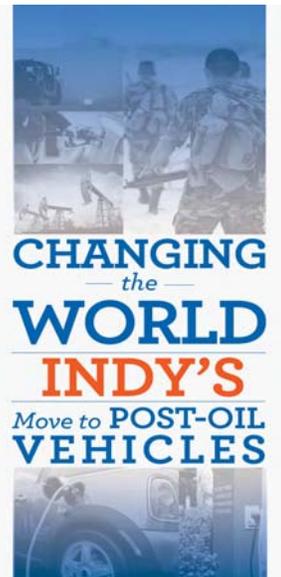
Layered funding

We just awarded \$9 million in CDBG/HOME grants with specific preference to those projects along planned transit corridors.



We need to be less dependent on foreign oil.

Here's what we're doing about it.



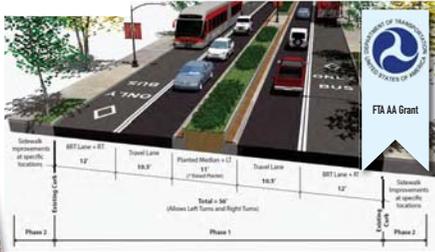
We're leading the nation in post-oil transportation technology.



We're improving our transit system, innovatively and sustainably.

Working to be the nation's best

Named the nation's best complete streets policy of 2012 by Smart Growth America



TRANSIT TAKES US TO THE NEXT LEVEL...

We're ready for the next great challenge.

We want the Red Line to be your first 80/20 Funded Innovative BRT Project.

Private sector business leaders have joined with the MPO, IndyGo, and CIRT to produce the most comprehensive transit plan in Indy's history

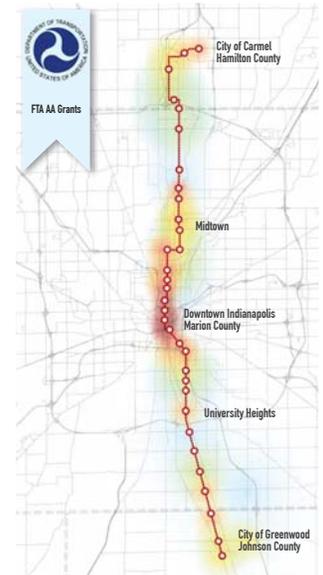
INDY CONNECT: Phase One
Hamilton & Marion Counties in 10 Years

- Doubles local bus service
- Express Bus between counties
- Circulator routes within communities
- Five (5) Rapid Transit Lines
- Vetted
 - Multiple rounds of public meetings
 - Most robust public outreach the City has ever had
 - Over 10,000 comments collected over three years of outreach (paid for by FTA AA Grants, CMAQ, and FHWA Planning Funds)

The **RED LINE** is our best chance to have the greatest impact in the shortest amount of time.

An Alternatives Analysis process is already complete for the **RED LINE**

- Twenty public meetings
- Dozens of stakeholder meetings
- A recommended alternative was accepted by resolution by the MPO's Policy Committee



Work trips drive transit demand according to the latest research, and the Red Line connects our employment centers



University of Indianapolis
South Side of Indianapolis

Ivy Tech Community College
Central Campus in Midtown

IU PUI
Downtown Indianapolis

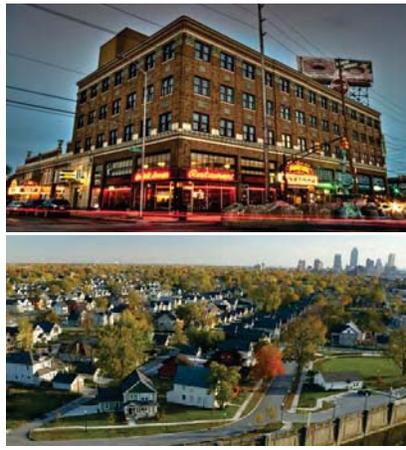
Butler University
Midtown Indianapolis

The Red Line connects us to many of our largest employers.

IU Methodist Hospital (#1), Eli Lilly & Co. (#3), Indianapolis Public Schools (#7), IU PUI (#10), WellPoint (#14), Rolls Royce (#15), City of Indianapolis (#18) SOURCE: INDY PARTNERSHIP

The Red Line connects our four largest universities.

with 60,000+ UNIVERSITY STUDENTS (94% OF ALL STUDENTS IN MARION COUNTY) at IU PUI, Butler University, Ivy Tech Community College, and University of Indianapolis

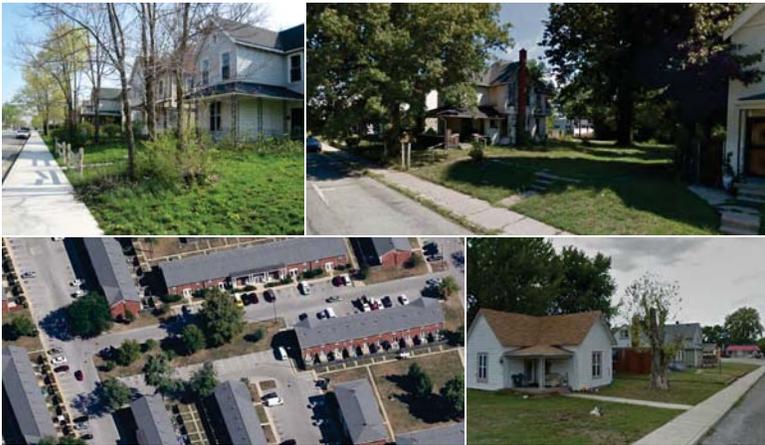


The Red Line connects important cultural destinations.

Children's Museum, Broad Ripple, Fountain Square, Lucas Oil Stadium, the Convention Center, Banker's Life Fieldhouse, and Downtown Indianapolis

The Red Line connects Indy's up and coming neighborhoods.

Places like Fountain Square, Fall Creek Place, Midtown, Broad Ripple, and U Indy.



The Red Line connects neighborhoods in need of investment.

The corridor's median household income is about \$14,000 below the region's median, with thousands of transit-dependent riders.

Numbers for the RED LINE

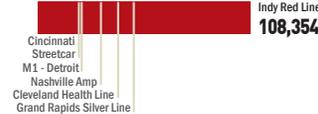
- 170,000 employees work within walking distance of the Red Line; that's 1 OF EVERY 5 employees in the region and 6% of everyone who works in Indiana.

Total employment within 1/2 mile of FTA-funded BRT routes



- 109,000 residents, about 6% of the region, 3,695 residents per square mile

Total residents within 1/2 mile of FTA-funded BRT routes



- The Red Line connects to **ALMOST EVERY ROUTE IN THE INDYGO NETWORK**, and about 1/3 OF THE SYSTEM'S 10.2 MILLION ANNUAL TRIPS utilize a significant part of the corridor.



- The Red Line corridor accounts for less than 5% of Central Indiana's land area, but it accounts for about 20% OF THE TOTAL ASSESSED VALUE.



- The Red Line corridor is about 30% MORE DIVERSE THAN THE REGION AS A WHOLE, with about 25% more African American residents proportionally than the Central Indiana region.

The RED LINE is a future transit corridor that could be a national BRT model.



We're currently in conversations about partnering to build the nation's first eBRT line.



eBRT is already happening in Europe

We've seen what ABB has done in Switzerland, looking into what Siemens and Arup have to offer as well. Above is the TOSA in Geneva, Switzerland (1.8 km).



Working to be the nation's best

Leveraging transit for economic development

Transit vehicle manufacturers have deep Indiana supply chains, and we're going to leverage our transit expansion to generate growth within and attract more manufacturers to this industry.



Working to be the nation's best

Nailing the fundamentals / learning from others

We're committed to avoiding the mistakes and repeating the best practices of other transit lines.

- 10-15 Minute Frequency
- Long Hours (Span)
- Great Buses
- Designated Stops
- Great Stations
- Level Boarding
- Off-Board Fare
- Real-Time Travel Info

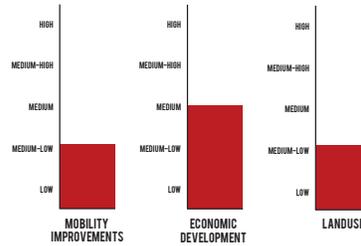


We're a city built on cars...

But we're investing in opportunities to reduce our emissions. Implementing an all-electric BRT Red Line, instead of the typical diesel vehicles, can annually save our region:



BUT... even with this great opportunity we score "medium" on the FTA system.



Our rapid transit lines score extremely high in Cost Effectiveness, but no part of Central Indiana (or much of the Midwest) can compete on some of the other breakpoints. A tiered rating system would allow us to compete with our peers.

The Indianapolis MPO provided detailed feedback on FTA's breakpoints and our concerns with them in 2013. (see IMPO letter)

We've estimated costs

Our funding needs are clear

We've evaluated our implementation options and estimated our capital costs (at right) for the Red Line. We're prepared to phase the project if necessary.

Estimates include:

- Vehicles
- Stations
- Resurfacing/Restriping

Estimates DO NOT include:

- Additional Electrical Infrastructure -- the precedent for this has been set by the rate capture for the electric car-share system



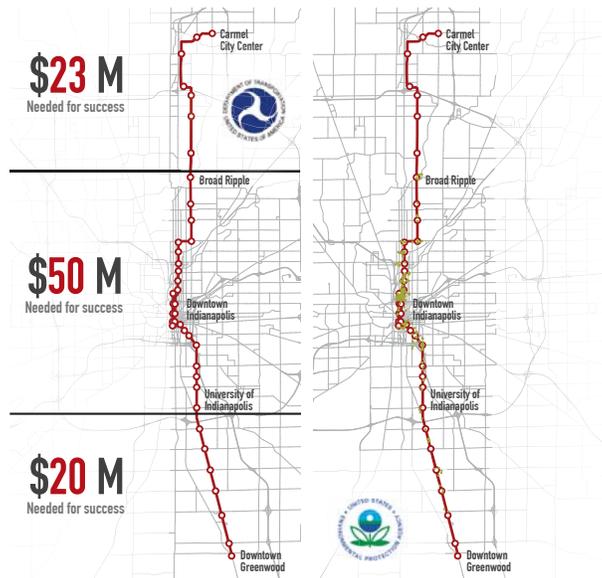
We can leverage more

We believe in the Partnership for Sustainable Communities. We couldn't agree more with the concept of layering funding to achieve a larger goal of creating thriving, well-connected, livable communities.

We're prepared to invest in ourselves

We understand that, in order to achieve success, a community must invest 50¢ in local infrastructure for every \$1 of capital investment in rapid transit.

- RebuildIndy (2010–2013)
 - » \$500 M in improvements to streets, sidewalks, bridges, parks, and trails
- Proposed RebuildIndy2 (2014) -- \$130 M
 - » Sidewalk installation and improvements
 - » Street repairs and resurfacing
 - » Bridge repairs
 - » Supported by the 2012 Complete Streets ordinance



We have opportunities to grow sustainably

We're mapping our assets and considering future redevelopment opportunities. Within Indianapolis there are:

- 240 brownfield sites within 1/4 mile of the Red Line
 - » 65 "brownfields"
 - » 4 "redevelopment ready"
 - » 9 "redeveloped"
 - » 162 "of concern" or "other"
 - » 145 are vacant
 - » 3 known USTs

We're focusing our efforts

We're being strategic about how we apply federal funding to support our long-term investments.

We've secured or are pursuing the following federal programs in areas that would be served by the Red Line:

- Community Development Block Grants
- HOME Investment Partnerships Program
- TIGER Grants
- Sustainable Community Challenge Planning Grants (IndyRezone)

But we have a big idea. We want to make the entire Red Line a HUD Choice Neighborhood.



We have partners on board, the pieces are in place, and the time is right

OUR ASK:

1. Pilot the Red Line eBRT project as an 80/20 funded Innovative Project. We will then submit to enter Project Development this summer, 2014.
2. Fund our Red Line TIGER Planning Grant application to get us shovel-ready. (planned application: April 28, 2014)
3. Let's start a big idea conversation about the Partnership for Sustainable Communities with DOT, EPA, and HUD.

We deliver on big ideas in Indy

