

*IndyGo*<sup>SM</sup>

# Blue Line BRT

Project Status and Next Steps





# Project Status Overview

- Achieved 60% design milestone end of May 2022 for Segments 2-5
- Project cost has grown from \$220M to \$520M
- Would like to investigate options for bringing project back into alignment with available funding



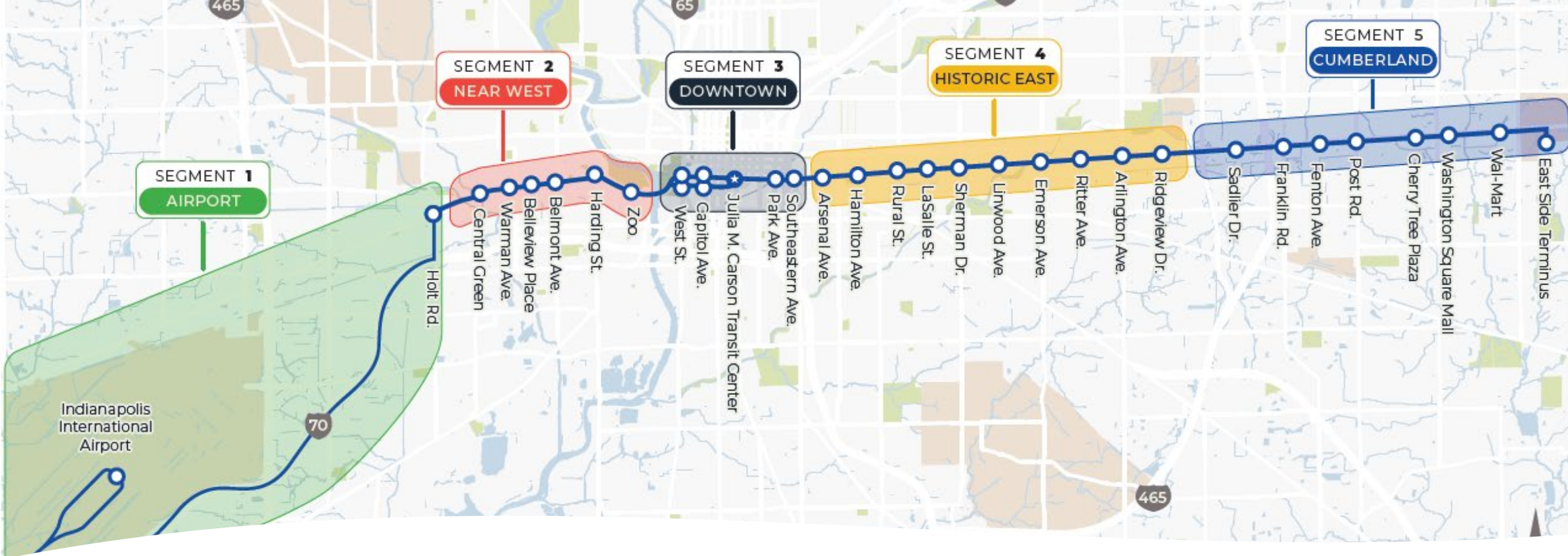
## Blue Line Progress 2018 and 2019

- Blue Line project development paused in 2019
- Design was 30% complete
- Project budget was \$220M



## Blue Line Progress 2021 thru Spring 2022

- Most design activities resumed in Spring 2021
- Design of Segment 1 remained on hold due to legislative proposals regarding its configuration.
- In early 2022, concerns over rising costs prompted a critical look at project scope.
  - Reviewed project scope against mission and commitment to public
  - Identified key opportunity for reducing cost and risk.
  - Began having conversations in late Spring 2022 about shifting service off Washington Street west of Holt Road (Segment 1)



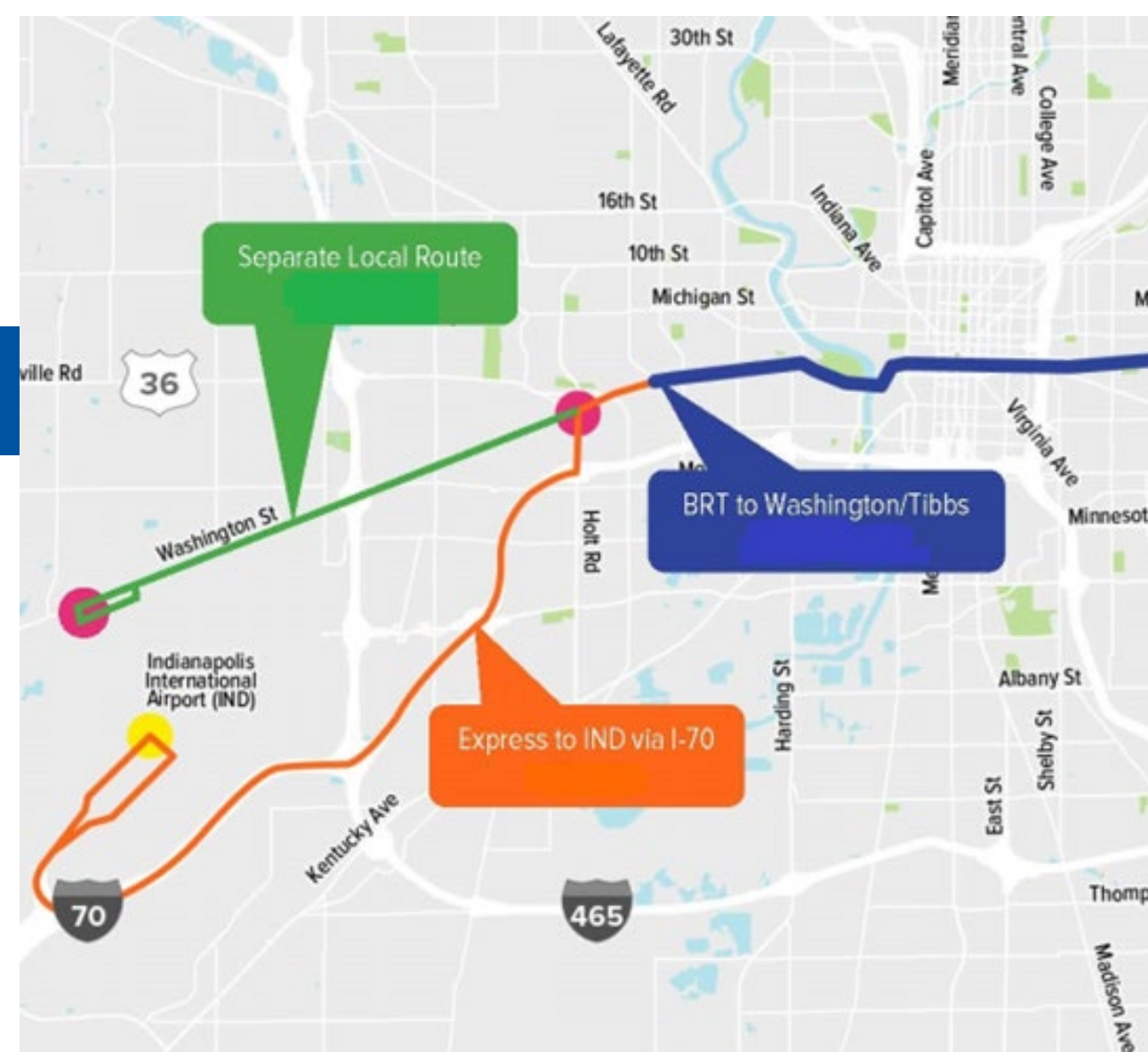
# Blue Line Progress Summer 2022

- Directed design team to progress design on all but Segment 1
- Achieved 60% design milestone end of May 2022 for Segments 2-5
- IndyGo, DPW, INDOT, CEG, CM team began reviewing plans
- Designer's Independent Cost Estimate (ICE) received in June
- **Project cost grew from \$220M to \$520M**
- (assuming Segment 1 on I-70, not Washington St)

# Segment 1 Proposed Modification

Shifting service from Washington Street west of Holt Road onto I-70:

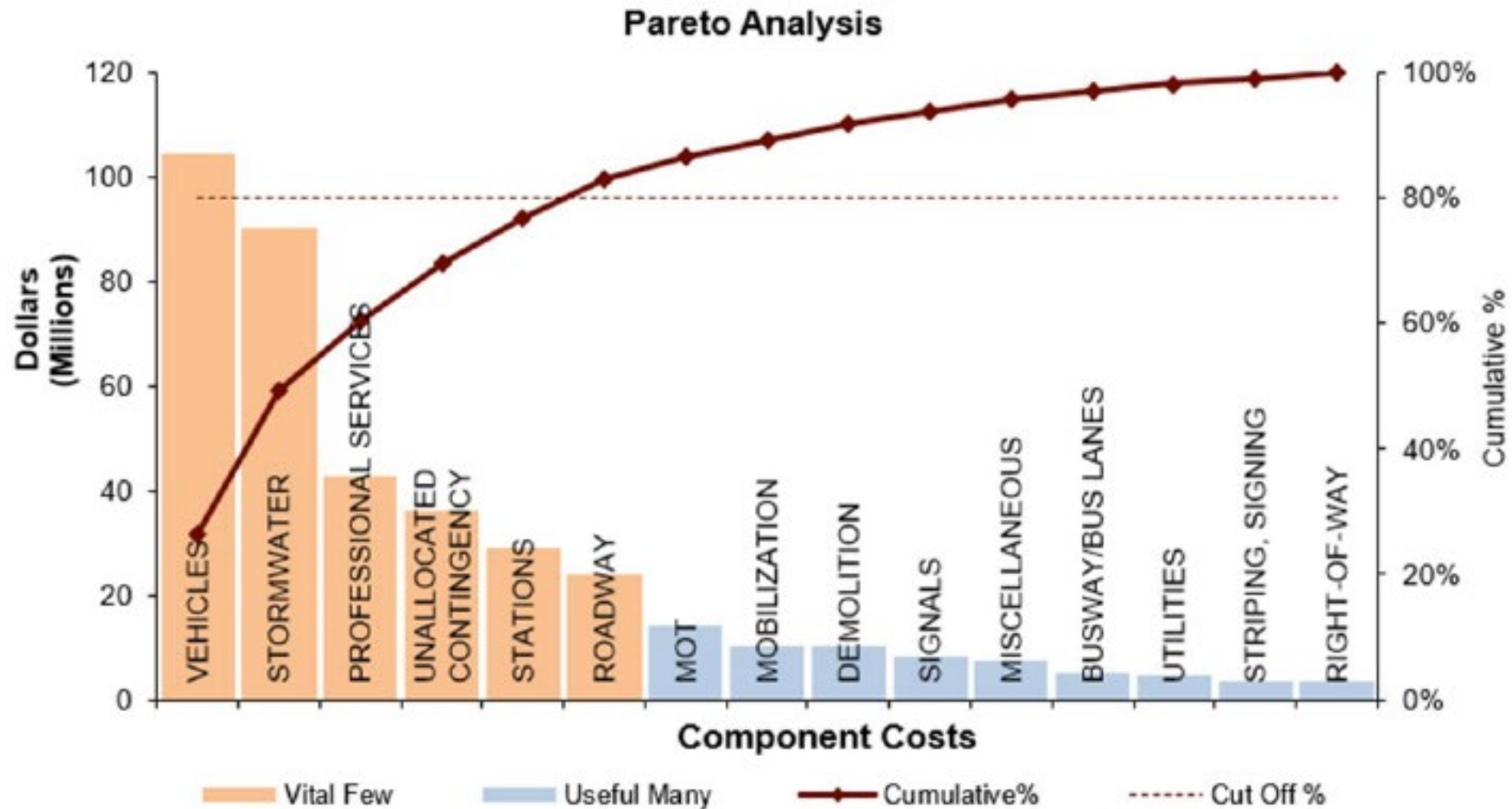
- Achieves significant capital cost savings (\$50M++ plus 4-5 buses)
- Achieves significant operating cost savings (\$1.65M/year)
- Right-sizes the transit service in that segment
- Provides fastest travel time downtown to Airport
- Does not preclude a separate project for infrastructure improvements on that segment of Washington St.



# Key Blue Line Cost Components

- **Vehicles:** \$128 M. Need many more buses at higher cost than originally estimated
- **Drainage:** 42% of the construction cost. Required to meet DPW and CEG standards
- **Inflation:** assumed 7% per year for next two years, 4% per year after that
- **Increased material and labor costs:** Estimators considered recent IndyGo, DPW, and INDOT bid tabulations, including Purple Line and Red Line pavement maintenance projects
- **Contingency:** Considered as a percentage of project cost

# Cost Components



The first 6 Component Costs are 82.93% of the Total Dollars (Millions)



# Value Engineering Workshop

- Value Engineering workshop conducted July 2022
  - Goal: to reduce cost and risk while maintaining value
  - Held in person over 3 days
  - CM team, program mgmt team and peer agency engineers (Denver, L.A. and Jacksonville) with input from the designer of record
  - Reviewed Stations, Pavement / Geometrics, Vehicles, Contracting, Drainage, Utilities, Risks



- 48 Ideas
- 6 Recommendations
- 11 Design Suggestions

Total Value of Recommended Changes: (\$128.285 M)

# Next Steps

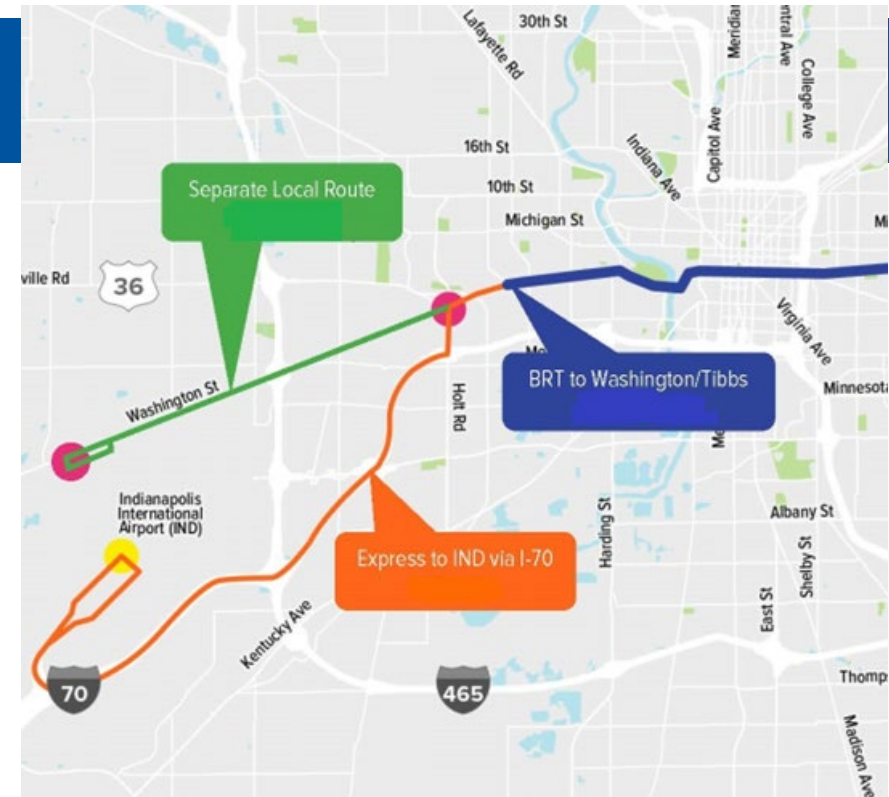
- CM team independent cost estimate received July 2022
  - Estimated “bottoms up” as contractors would bid the project
  - Lower than designer cost
  - Reviewing assumptions and clarifying approach
- Developing costs of different build scenarios to help guide decision-making
  - Different configurations may provide opportunity for reducing risk and cost, including curb running
  - Some options may impact our pursuit for a Small Starts Grant – ridership, cost effectiveness, % dedicated, environmental benefits

# Next Steps continued

- Discussions with DPW and CEG
  - There have been changes in standards / guidance since design started
  - Has become more costly to meet the standards
  - Standards compound upon each other
- Can design criteria be modified or phased in?
- What relief would be the most beneficial to the project?

# Our initial recommendations

- Shift Blue Line service off Washington Street west of Holt Road
  - Operate on I-70 with no stops between Holt and the Airport
- Identify funding for infrastructure and mobility improvements on the original Segment 1 with DPW / separate from Blue Line



# Our initial recommendations

## Shift to hybrid vehicles for initial implementation of Blue Line

- U.S. National Defense Authorization Act of 2020 (annual U.S. defense spending bill) restricts IndyGo from buying buses from BYD with Federal money
- Only one manufacturer of the specified buses
- Currently projecting need for 55 Blue Line buses
- Significant capital and operating costs associated with the decision to stay fully electric
- Reduces Project budget by about \$96 M

# Our Commitment

- **Improved service between Cumberland and the Airport as compared the current Route 8**
  - Shorter travel times
  - Improved reliability (achieved through features like TSP, queue jumps, real time signs, and/or dedicated lanes)
  - Increased capacity on the buses – 60' articulated
- **Improved ADA access to that service**
- **Enhanced stations**

**What we still need to determine:** the exact magnitude and scope that we can afford and when

# Timeline for Next Steps

- **August**

- conversations with DPW about the extent of infrastructure needs and costs of meeting updated standards
- Update INDOT and Airport on project status
- Conversations with elected officials, community stakeholders, FTA

- **August – November**

- Need some time to understand opportunities and implications of various build scenarios
- Evaluate costs, opportunities, and risks of various scenarios
- Continue conversations with elected officials, community stakeholders, FTA

- **December**

- Return to the Board with options to consider