Proposal No. 3

Dedicated Local Funding to Improve Transit

A presentation to the Indianapolis-Marion County City-County Council

30 January 2017

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59% of Voters Approve

Voting Yes by Precinct
- Red: More than 70 percent
- Orange: 50.1 to 70 percent
- Green: 40.1 to 50 percent
- Blue: Less than 40 percent
IndyGo's Current State

Limited night and weekend service; long wait times

Limited capacity to address capital needs
   Benches, shelters, aging bus fleet

Julia M. Carson Transit Center
   Added hours and miles of service
   Amenities for riders, operators, and public

Job Creation
   Commitment to maintain diverse workforce (currently 70% minority)
   Strategic training and workforce development (IndyCAN, Vincennes, WorkOne)
   300+ full time, permanent jobs, organization-wide
With new funding, IndyGo will significantly improve service.
Proposed Ordinance

• 0.25% local option income tax
  • On Marion County ballot November 2016
  • Authorized by IC 8-25-2-1

• Creation of a public transportation fund
  • Controlled by council
    • Appropriated to IndyGo through annual budget process

• Effective October 1, 2017

• Provides long term dedicated funding to build and operate network
Funding Sources Necessary to Implement

0.25% income tax dedicated to transit
Existing property, state PMTF, federal, and fares
Small Starts grant for rapid network
  speeds up timeline
  contributes to infrastructure investments
  decreases bonding required to build

With or without Small Starts, IndyGo can build and operate the Plan.
Local Funding is Critical

0.25% will raise $54M annually:

- expanded operations – buses coming more often, every day
- wages and benefits of employees
- fuel and maintenance

Capital investments:

- new buses (additional and replacements)
- shelters, sidewalks, payment technology
- bus rapid transit infrastructure (stations, dedicated bus lanes)
Marion County Transit Plan
With 0.25%, we can build and operate a new transit network.

This is about increasing **freedom** of choice and **access** to opportunity.
Network Effect: 86th and College

<table>
<thead>
<tr>
<th></th>
<th>Today</th>
<th>Plan</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>31,119</td>
<td>67,360</td>
<td>+116%</td>
</tr>
<tr>
<td>Jobs</td>
<td>67,360</td>
<td>249,677</td>
<td>+271%</td>
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Network Effect: 42nd and Mitthoeffer

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<tr>
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<tbody>
<tr>
<td>Residents</td>
<td>32,479</td>
<td>65,588</td>
<td>+102%</td>
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<tr>
<td>Jobs</td>
<td>35,901</td>
<td>143,046</td>
<td>+298%</td>
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Current.   

Future.
Network Effect: Lynhurst and Washington

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<tr>
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<tbody>
<tr>
<td>Residents</td>
<td>16,137</td>
<td>85,152</td>
<td>+428%</td>
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<tr>
<td>Jobs</td>
<td>114,587</td>
<td>240,928</td>
<td>+108%</td>
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Network Effect: 38th and Arlington

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<tr>
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<tbody>
<tr>
<td>Residents</td>
<td>51,936</td>
<td>99,087</td>
<td>+91%</td>
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<tr>
<td>Jobs</td>
<td>102,947</td>
<td>242,772</td>
<td>+136%</td>
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Current.  

Future.
## Network Effect: Shelby and Eppler

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<tr>
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<th>Today</th>
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<th>Change</th>
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</thead>
<tbody>
<tr>
<td>Residents</td>
<td>19,587</td>
<td>31,174</td>
<td>+59%</td>
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<tr>
<td>Jobs</td>
<td>26,215</td>
<td>140,308</td>
<td>+435%</td>
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**Current.**

**Future.**
## Network Effect: 56th and Post

### Current.

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<tbody>
<tr>
<td>Residents</td>
<td>3,385</td>
<td>47,034</td>
<td>+1,289%</td>
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<tr>
<td>Jobs</td>
<td>3,881</td>
<td>107,307</td>
<td>+2,665%</td>
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</table>

### Future.
Bus Network

Every Route, Every Day

Grid design = faster transfers

Most buses coming frequently

Rapid lines on high ridership corridors
## Capital Investment Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Small Starts Available</th>
<th>Small Starts Unavailable</th>
<th>Best Case</th>
<th>Worst Case</th>
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</thead>
<tbody>
<tr>
<td>Bus Replacement, Shelters, Sidewalks, &amp; Facilities</td>
<td>$205.4M</td>
<td>$183.2M</td>
<td>2019</td>
<td>2021</td>
</tr>
<tr>
<td>Red Line Phase 1</td>
<td>$96.3M</td>
<td>$96.3M</td>
<td>2018</td>
<td>2019</td>
</tr>
<tr>
<td>Purple Line</td>
<td>$137.6M</td>
<td>$108.8M</td>
<td>2020</td>
<td>2021</td>
</tr>
<tr>
<td>Blue Line Phase 1</td>
<td>$141.5M</td>
<td>$153.9M</td>
<td>2021</td>
<td>2024</td>
</tr>
<tr>
<td>Red Line Extensions</td>
<td>$36.4M</td>
<td>$3M</td>
<td>2021</td>
<td>2024</td>
</tr>
</tbody>
</table>
IndyGo needs a dedicated funding source to build and operate the Transit Plan.
This dedicated local tax, in Marion County, will fund the public’s plan.

New resources are vital to making any improvements.

0.25% is necessary to implement a new transit network.
59% of Voters Approve

Voting Yes by Precinct
- More than 70 percent
- 50.1 to 70 percent
- 40.1 to 50 percent
- Less than 40 percent