

# Marion County Transit Plan

## Final Summary for BOD Adoption 3/24/16

### BACKGROUND:

Since 2009, various studies and sustained public involvement under the banner Indy Connect have helped sculpt a detailed plan for regional mass transit with the support of the Metropolitan Planning Organization (MPO) and Central Indiana Regional Transportation Authority (CIRTA). Legislation passed by the State General Assembly in 2014 gives some counties in Central Indiana a new funding mechanism for transit by calling a referendum.

The Marion County Transit Plan offers a comprehensive investment strategy for the revenue that would be raised within Marion County if a .25% income tax is passed via referendum. The IndyGo Board of Directors passed a resolution in February 2016 in support of a referendum for increased funding, up to .25% income tax.

### PUBLIC INVOLVEMENT PROCESS:

Hundreds of public meetings to gather input from the public have taken place over the years to help refine what the transit priorities are for Central Indiana.

In 2014, IndyGo Forward helped set a direction for the agency's future investments. Public discussions focused on the tradeoff between coverage-based services and ridership-generating services. With comments from IndyGo Forward and Indy Connect, a specific Marion County plan has been developed.

In February of 2016, IndyGo introduced the Marion County Transit Plan to the public. Legal notices, paid radio and internet ads, on-board print and audio announcements, postings at major stops in the downtown area, direct communication to e-newsletter subscribers, social media, website updates, press releases and partner communications gave options to learn about the plan. In just over 5 weeks, IndyGo hosted or attended 17 meetings to promote the plan and gather feedback.

### February through April 2016 Marion County Transit Plan Outreach Events

|           |  |
|-----------|--|
| 2/5/2016  | MCTP Open House @ Central Library                |
| 2/10/2016 | Indy Hub :: Dinner Series Irvington              |
| 2/13/2016 | MCTP Open House @ Haughville Library             |
| 2/15/2016 | MCTP Open House @ CAFE                           |
| 2/15/2016 | Town Hall Meeting @ Wayne Township Library       |
| 2/16/2016 | Garfield Park Neighborhood Association Meeting   |
| 2/22/2016 | Michigan Rd./ Riviera NA Meeting                 |
| 2/26/2016 | MCTP PUBLIC EDUCATION ADVISORY GROUP             |
| 2/27/2016 | MCTP Open House @ Central Library                |
| 2/27/2016 | Southside Envisioning Summit                     |
| 3/2/2016  | Downtown YMCA Top 10 Coalition MCTP Presentation |
| 3/8/2016  | Carriage House Apartments                        |
| 3/9/2016  | Indy Hub :: Dinner Series Nora                   |
| 3/9/2016  | IMPD Community Conversation                      |
| 3/10/2016 | Connexion Event hosted by Indy Chamber           |

|           |   |
|-----------|---|
| 3/10/2016 | Warfleigh Annual Meeting                    |
| 3/14/2016 | MCTP Open House @ Nora                      |
| 3/16/2016 | tech + fashion + transit + urban            |
| 3/17/2016 | Next Stop Opportunity                       |
| 3/21/2016 | MCTP Open House @ City of Lawrence          |
| 3/23/2016 | MCTP Open House @ Speedway                  |
| 3/24/2016 | State of Downtown w/Downtown Indy           |
| 3/30/2016 | MCTP Open House @ E. 38th St.               |
| 3/31/2016 | MCTP Open House @ Indianapolis Urban League |
| 4/5/2016  | MCTP Open House @ Perry Township            |

Additional meetings will be held after plan revision and adoption throughout the Spring and Summer of 2016.

### **PUBLIC COMMENTS:**

IndyGo collected comments at meetings, online and through the customer service call center. Staff received and reviewed 97 comments.

### **Overall comments—97**

Positive – 36

Better Frequencies – 5

Longer Hours – 12

Better Weekend Service – 11

General Support- 15

Neutral/Questions—34

Clarification— 2

Suggestion—32

More Coverage – 17

General Suggestion – 15

Negative slant or concern expressed— 20

Safety – 1

Access/Usefulness – 5

Farther Walk – 4

Rail – 1

Full-on Opposition – 3

General Concerns – 3

Key Themes:

- Desire to have longer hours of service
- Cross-town Connections
- Citizens want greater frequency
- Access to routes
- Providing more coverage
- Better weekend service

The Marion County Transit Plan is generally well received. Positive feedback focuses on the benefits of increased service hours and general support for a more robust transit system in Indianapolis. The majority of the comments were questions and suggestions which centered on adding more weekend service and additional system coverage to reach areas currently not served. There are concerns about the consolidation of routes and how that will affect particular corridors in terms of ease of accessibility to routes. Some citizens are concerned about having to walk further to a stop. Additionally some have expressed the desire for more frequent service on the South and West sides of the city.

**CHANGES TO THE PLAN BASED ON THE INPUT PROCESS:**

Staff reviewed comments and assessed what changes could be made to improve the plan and enhance equity especially on the west, south and southeast sides. A summary of the changes made to the plan follows:

- High frequency for West 38th Street.
- New north-south connection on west side to facilitate transfers outside of downtown.
- New service to Park Fletcher on southwest side.
- New service structure on near southside to better serve denser areas and improve service compared to current day.
- Improved frequency for inner southeast area including high frequency for South East Street and Beech Grove.

**PLAN SUMMARY:**

The Marion County Transit Plan begins the process of implementing Indy Connect, the multi-county transit vision for Central Indiana. The Marion County Transit Plan includes significant investment in the local bus network and three rapid transit lines on high ridership routes.

Legislation passed by the State legislature gives some counties in Central Indiana a new funding mechanism for transit by calling a referendum. The plan for Marion County assumes passage of a referendum in 2016 at .25% income tax with new funding available in 2017.

The Marion County Transit Plan includes:

- Improvements to the local bus network:
  - Shorter wait times between buses
  - Service earlier in the morning and later at night
  - More efficient transfers
  - Advanced payment technology and real time arrival information
  - All routes operating 7 days a week
- 3 rapid transit lines:
  - Red, Blue, and Purple Transit Lines

Proposed service hours for all routes:

|     |          |          |
|-----|----------|----------|
| M-F | 5am-1am  | 20 hours |
| Sat | 6am-12am | 18 hours |
| Sun | 6am-10pm | 16 hours |

High level financial summary:

- .25% income tax would generate approximately \$56m in new revenue (unadjusted for inflation) annually
- 5 year implementation capital expenditure would be \$390m comprised of these sources:
  - 59% federal
  - 26% local
  - 15% bonds
- Annual operating expenditures would be \$108m (unadjusted for inflation) comprised of these sources:
  - 46% referendum funds
  - 18% passenger fares
  - 28% existing property tax
  - 7% state funds
  - 1% other

## **TITLE VI REVIEW:**

Jarrett Walker and Associates conducted a statistical analysis of how the proposed new network would affect low income and minority populations in the IndyGo service area. JWA's Service Equity Analysis for the Marion County Transit Plan is based on the definitions and thresholds established by these IndyGo policies: the Major Service Change Policy, the Disparate Impact Policy and the Disproportionate Burden Policy. These policies help ensure that any discriminatory impacts are assessed and mitigated, and/or determine that the changes reflect the least discriminatory action that still meets the agency's established business needs.

The IndyGo DI/DB threshold is defined as “not within 20 percent of the effects borne by the nonminority [or non-poverty] population.”

Statistical analysis of census data and transit service availability is summarized in the table below.

| Census Blocks                 | June 2016 Transit Vehicle Trips to Blocks x Population | Proposed 2021 Transit Vehicle Trips to Blocks x Population | Change in Trips to Blocks x Population | % Change | Acceptable Range of % Change |
|-------------------------------|--|--|--|----------|------------------------------|
| High minority (≥41.4%) blocks | 166,261,690  | 274,772,968  | 108,511,278                            | 65.3%    | ≥ 27.9%                      |
| Non-high minority blocks      | 137,109,220  | 189,039,476  | 51,930,256                             | 37.9%    |                              |
|                               |  |  |  |          |                              |
| High poverty (≥20.6%) blocks  | 187,975,394  | 300,004,936  | 112,029,542                            | 59.6%    | ≥ 32.0%                      |
| Non-high poverty blocks       | 115,395,516  | 163,807,509  | 48,411,993                             | 42.0%    |                              |
|                               |  |  |  |          |                              |
| All habitable blocks          | 303,370,910  | 463,812,444  | 160,441,534                            | 52.9%    |                              |

JWA concludes that implementing the Proposed 2021 Network would not have disparate impacts on minority residents or people in poverty of Marion County; rather, it would have quite positive impacts on minority residents and people in poverty.

**IMPLEMENTATION:**

If a Marion County referendum is authorized and is successful on the November 2016 ballot, City County Council must enact the tax to finalize the process. IndyGo would continue to engage in public involvement, and would refine plan details including route scheduling, public hearings, and minor revisions to the plan that respond to the public but adhere to the spirit of the plan as presented.