

SB 141 FAQs

How is IndyGo Funded?

IndyGo receives funding from a number of sources, including federal and state grants, local taxes, advertising revenue, and fare revenue. Current legislation solely excludes local income tax dollars and fare revenue from counting towards the requirement. IndyGo has always and will continue to seek out funds from other sources, such as federal grants, to support its projects and increase the number of improvements we are able to make.

Who does IndyGo serve?

IndyGo serves the entirety of Marion County through 30 fixed routes, as well as an ADA paratransit service. A 2016 on-board survey tells us that the average IndyGo rider is an African American male aged 35-49, working full-time but likely with an average household income of less than \$24,999 per year. In 2019, fixed route ridership was 9,244,855 – a 4.9% increase from 2018. Due to COVID-19, 2020 ridership was 5,644,984 (about a 39% decrease from 2019).

What are the benefits of increased transit service?

Transit is a known economic driver, connecting riders to employers, healthcare, educational opportunities, and more. An effective transit system makes Indianapolis an attractive location for new businesses, residents, and events.

How is IndyGo meeting current legislation?

IndyGo is currently in compliance with all existing legislation.

- A. Legislation requires that IndyGo must pay at least 10% of the annual operating expenses of projects & service created or expanded through the local transit income tax from sources other than taxes and fares. **IndyGo brought in \$65.6 million in 2019 and \$66.4 million in 2020 in sources other than taxes and fares.**
- B. Legislation requires that IndyGo must take in at least 25% of the operating expenses of projects & service created or expanded through the local transit income tax through fares and charges. **IndyGo recovered 30.5% in 2019 and 26.4% in 2020 of fares.**
- C. IndyGo's Board of Directors must establish a foundation to solicit funds. **The Indianapolis Public Transportation Foundation was incorporated in 2018 and received 501(c)3 status in 2019.**

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How does SB 141 change the expectations of IndyGo?

IndyGo is currently in compliance with all existing legislation. SB 141 proposes to restrict state and federal funds from counting towards funding requirements, and to impose a penalty for a failure to meet legislative requirements, which would withhold the income tax that Marion County voters supported from IndyGo. This legislation is changing the rules retroactively. This legislation jeopardizes the projects IndyGo has promised, the programs IndyGo has in place to support the community, and overturns the will of the voters.

What does IndyGo do to support Veterans?

Veterans ride IndyGo for free. Veterans have been a consistent ridership base throughout the pandemic. At the start of the pandemic, Veteran rides made up nearly 12% of IndyGo's ridership, and in December of 2020 Veteran rides made up 7% of the ridership. In a non-pandemic year, the Veteran program is an estimated \$1 million in fares.

How does IndyGo support students?

All K-12 students are eligible to ride IndyGo at half-price with a student ID. In addition, IndyGo partners with many local high schools to provide rides at no costs to students or their families, helping them get to school, after-school activities, work, family, and friends.

How has the pandemic impacted IndyGo?

IndyGo took swift action to respond to COVID-19, temporarily reducing service hours and suspending fare collection to promote rider and Operator safety. After installing plexiglass shields to reduce contact at the farebox, IndyGo reinstated fare collection. Regular service resumed in June. Overall, 2020 ridership was down about 39% - demonstrating that IndyGo remains a critical service for essential employees and those making essential trips throughout the pandemic.

What are the benefits of bus rapid transit?

Bus rapid transit allows IndyGo to provide a service similar to light rail at a much lower cost. Bus rapid transit lines offer faster, more efficient service through dedicated lanes and traffic signal priority, as well as comfortable stations with real-time information and level boarding. Providing faster, frequent service on BRT lines improves the core of IndyGo's system, allowing the entire transit system to function more effectively.

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How much will the next bus rapid transit lines cost?

The budget for the Purple Line is \$162.4 million, with \$102 million estimated to go towards infrastructure improvements. The estimated budget for the Blue Line is \$220 million, with an estimated \$90 million going to infrastructure. Infrastructure improvements coming from the bus rapid transit lines include new and repaired sidewalks, repaving, new traffic signals, the addition of ADA curb ramps, and storm sewer separation on the Purple Line. Together, the three bus rapid transit lines (Red, Purple, and Blue) are poised to bring more than \$200 million of much-needed infrastructure improvements to Indianapolis. The Purple and Blue Lines will replace routes 39 and 8, respectively, two of the most popular routes in IndyGo's system.

What happens if SB 141 is passed?

If SB 141 is passed, it would drastically cripple IndyGo and those that rely on mass transit each day. With the penalties this bill proposes IndyGo would be looking at a potential \$6 million in service cuts. This would jeopardize over \$2 million in free and discounted services for Veterans, students, and the paratransit community. Any future bus rapid transit project would be at risk, as well as the federal funding tied to those projects. Without the BRT projects, IndyGo's systemwide improvements are also at risk as the system is a network designed to work together. The passage of SB 141 would seriously threaten the service IndyGo provides - and the ability of those who rely on it most to continue navigating our city. IndyGo has made significant service improvements and progress recently, and SB 141 jeopardizes those improvements and the future of transit in Indianapolis.