

Indy Connect: Central Indiana's Transportation Initiative

Ehren T. Bingaman
CIRTA, Executive Director
October 6, 2012

ebingaman@cirta.us
@ebingaman



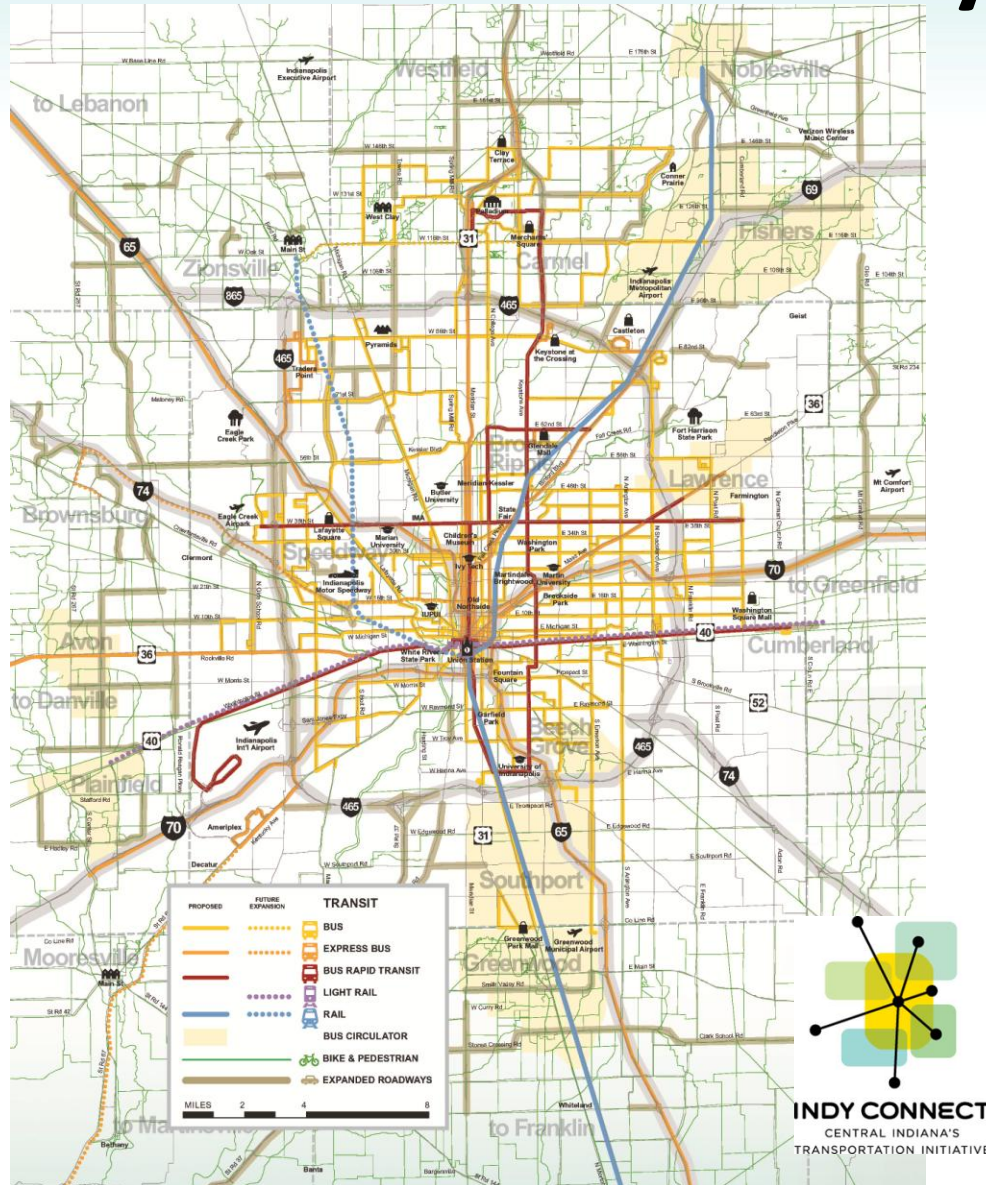
Who is CIRTA?



- Serving Boone, Delaware, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan & Shelby Counties
- Design, build, finance, operate & maintain a regional system of transportation alternatives.
- Facilitate & implement Indy Connect regional transit vision
- Secure revenue dedicated, adequate for purpose of transit
- Partner, Educate, Collaborate, Innovate & Execute

What is Indy Connect?

The region's most comprehensive plan ever developed that includes all modes of transportation with more input from the public than ever before.



Indy Connect: Key points

- A community vision endorsed by:
 - Professional transportation planners
 - Private sector leadership
 - Local elected officials
- More transit service
 - Bus
 - Rapid Transit
 - Sidewalks
 - Stations
- Roads & Transit Vision
- Regional!



- 150+ Public Meetings
- 3,000+ Facebook
- 1,500+ Twitter
- 10,000+ Public Comments

Indy Connect and High Speed Rail: Opportunities and Challenges

- Define the difference – consistently clarify
- Understand our perceived liabilities
 - Costs
 - Politics
 - Transportation funding in general
- Define the problem
- Propose a solution
- Who's your champion?

Indy Connect: Emphasis on Transit

Transit Gives Us Choice

- More choice (and we all like choice)
- Provides alternatives to the car
- Gives maturing adults mobility options and keeping our independence
- Delivers the independence that is “The American Way”

Indy Connect: Emphasis on Transit

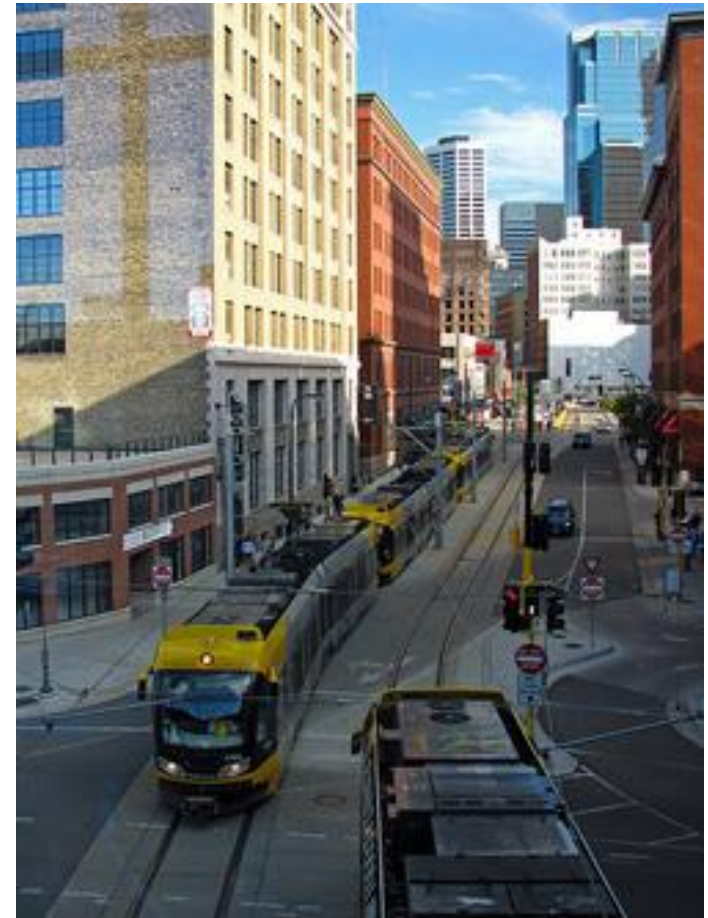
Transit Enhances Quality of Life

- Access to cultural and sporting events
- Saves gas money
- Makes commute time more productive
- Improves air quality
- Reduces risk of accidents
- Connects workforce to jobs



Indy Connect: Why Transit?

- Jobs – 60% of transit trips in Indiana are work related
- Jobs – the people we depend on, depend on transit (9 Million trips!)
- Jobs – transit is essential to world class communities, job growth and talent attraction
- Jobs – transit is an incentive to new investment and reinvestment (Transit Oriented Development)



Transit and Development – Twin
Cities
(Minneapolis/St. Paul, MN)

Indianapolis-Carmel, IN Metro Area

Why Transit Access Matters

The suburbanization of jobs obstructs transit's ability to connect workers to opportunity and jobs to local labor pools. As metro leaders continue to grapple with limited financial resources, it is critical for transit investment decisions to simultaneously address suburban coverage gaps as well as disconnected neighborhoods.

For more information, read the full report at brookings.edu/transitandlabor or email rharvey@brookings.edu.

Transit Coverage in Indianapolis

The share of jobs in the metropolitan area that are in neighborhoods with public transit service.

ENTIRE METRO AREA

61.4% RANK 73

CITIES ONLY

90.2%

SUBURBS ONLY

11.7%

Labor Access Rate in Indianapolis

The share of the metropolitan population that the typical job can reach in 90 minutes via public transit.

ENTIRE METRO AREA

22.1% RANK 62

CITIES ONLY

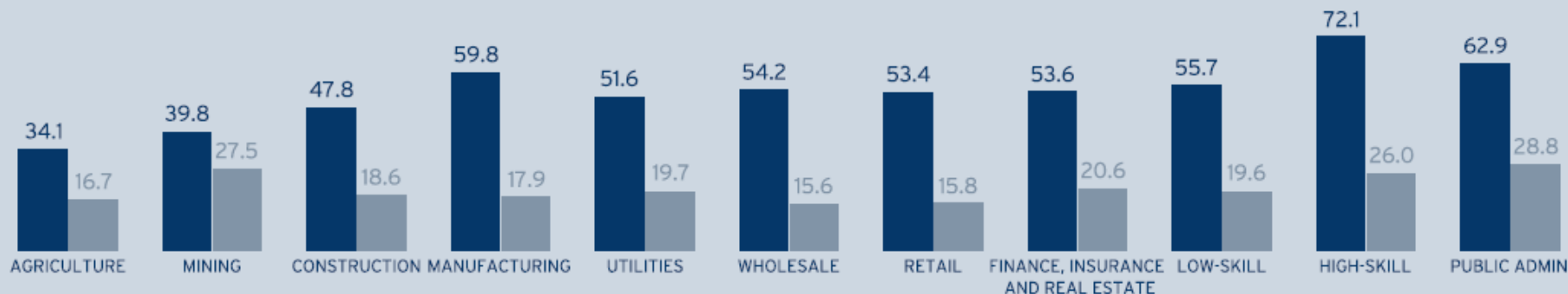
22.9%

SUBURBS ONLY

11.1%

Transit Coverage and Labor Access, by Industry

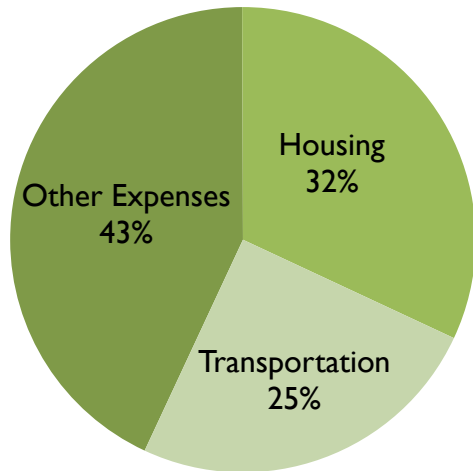
■ COVERAGE ■ LABOR ACCESS



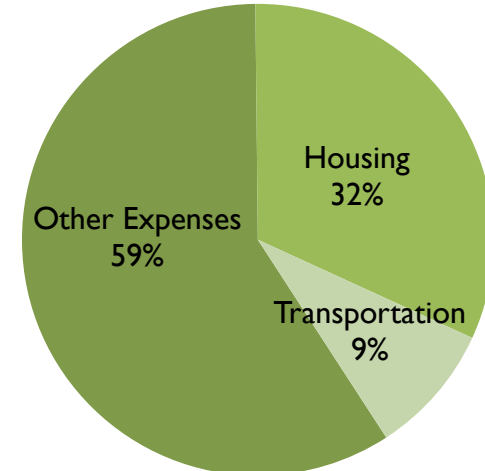
Auto Dependent vs. Transit Rich Neighborhoods

Giving households more transportation choices, like transit, can strengthen the local economy by shifting transportation costs to other expenses and more 'discretionary' spending. In Central Indiana, that can mean \$11,000 a year in discretionary spending.

Auto Dependent Neighborhood



Transit Rich Neighborhood



	Median Income	Other Expenses
Region	\$68,100	\$29,283
Indianapolis	\$40,278	\$17,319
Fishers	\$75,516	\$32,472
Noblesville	\$62,262	\$26,773

	Median Income	Other Expenses
Region	\$68,100	\$40,179
Indianapolis	\$40,278	\$23,764
Fishers	\$75,516	\$44,554
Noblesville	\$62,262	\$36,734

2000 1999 1998 1997 1996 1995 1994



14

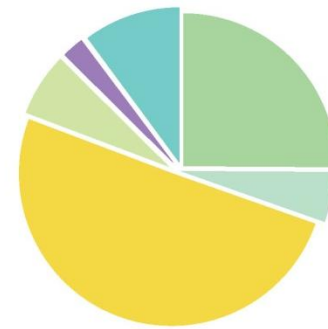
Funding

Transit (Bus and Rail) requires a new dedicated source of local funds

- \$2.5B to build, average \$135M annually to operate and maintain
- Leverage new Federal funds

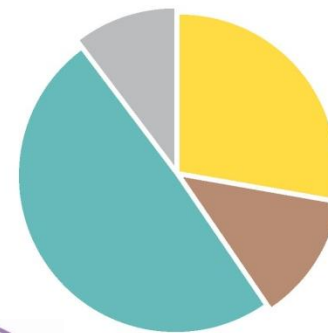
State Legislature to have opportunity to determine what kind of local funding will be used

- Income tax = 0.3%



WHERE THE MONEY WILL COME FROM

- Federal Funds
- Current State Transit Dollars
- New Dedicated Local Funding Source
- Current Local Property Tax for IndyGo
- Future TIF Financing
- Fare Revenues



HOW THE MONEY WILL BE USED

- Rail and BRT Capital Costs
- Rail and BRT Operations and Maintenance
- Bus Operations and Maintenance
- Bus Capital Costs



Funding

Roadways



- Anticipates existing / traditional funding sources
- Federal, State, and Local dollars
 - \$9B over 25 years to build, operate and maintain

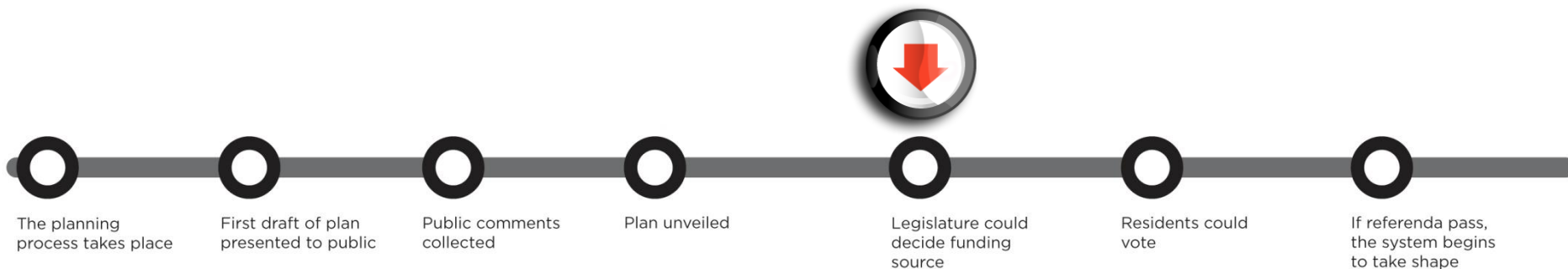
Bike and Pedestrian Paths

- Anticipated from existing Federal, State, Local dollars



Next Steps

- 
- First:** Indianapolis Regional Transportation Council give consent to the plan (December 2010)
- 
- Second:** Build a coalition (2011...on going)
- Third:** Indiana State Legislature will have opportunity to approve a local funding source, referenda process, and governing structure (2013)
- Fourth:** County officials choose whether or not to put referenda on local ballots (May 2013 at earliest)
- Fifth:** Residents vote “yes” or “no” (November 2013 at earliest)



How to Get Involved and Learn More

- Visit the CIRTA website – www.cirta.us
 - Sign up for regular email updates
 - Facebook & Twitter - @cirta_us
- Visit partner websites –
 - www.indyconnect.org - @indyconnect
 - www.indygo.net - @indygobus
 - www.indympo.org
 - www.indianacat.org - @ICATransit
- Invite an Indy Connect representative to speak to your local neighborhood or community group; send an email to info@cirta.us

Getting involved in Transit

**PARSONS
BRINCKERHOFF**


The Arc[™]
Greater Boone County


Mapleton-Fall Creek
Development Corporation


Advancing Women in Transportation
Greater Indianapolis Chapter


NESCO
Near East Side
Community Organization


IndyGo


BRAG
WWW.BINFORD71.ORG

INDIANA CITIZENS' ALLIANCE FOR TRANSIT
icat


Health by Design
creating built environments to foster healthy living
an ALLIANCE FOR HEALTH PROMOTION initiative

AIA Indianapolis


MIBOR

AIA Indiana


LISC
Indianapolis
*Helping neighbors
build communities*

COMMUNITY FOR LIFE


SOUTHPORT
1832
INDIANA

Getting involved in Transit

CIRTA
Central Indiana Regional Transportation Authority
CONNECTING PEOPLE AND PLACES

NEWS & EVENTS GET INVOLVED EMAIL NEWSLETTER Search 

HOME ABOUT LEARN GO! SUCCESS STORIES **SIGN THE PETITION**



Print

Promote

Resolutions

I support dedicated funding for transit!

Name*

Select a County*

Email*

Street

City

Indiana

Zip

☐ I support dedicated funding for transit. *

☐ I authorize my digital signature on a petition showing my support. *

☐ Notify all involved legislators that I signed this petition.

5100

signatures have been collected so far!

Getting involved in Transit

- **RESOLVE:** Pass resolutions calling for local transit funding referenda.
- **SPEAK:** Draft and submit op-eds and letters of support.
- **VOLUNTEER:** Assign an individual to participate in meetings and strategy sessions with the coalition members.
- **ORGANIZE:** Mobilize committees and volunteers at the organizational level.
- **SHARE:** Distribute information to members of your organization with updates and calls to action via social media and newsletters.
- **RECRUIT:** Bring new partners and players to the conversation to grow the base of support.

More Info: www.cirta.us – Twitter - @ebingaman

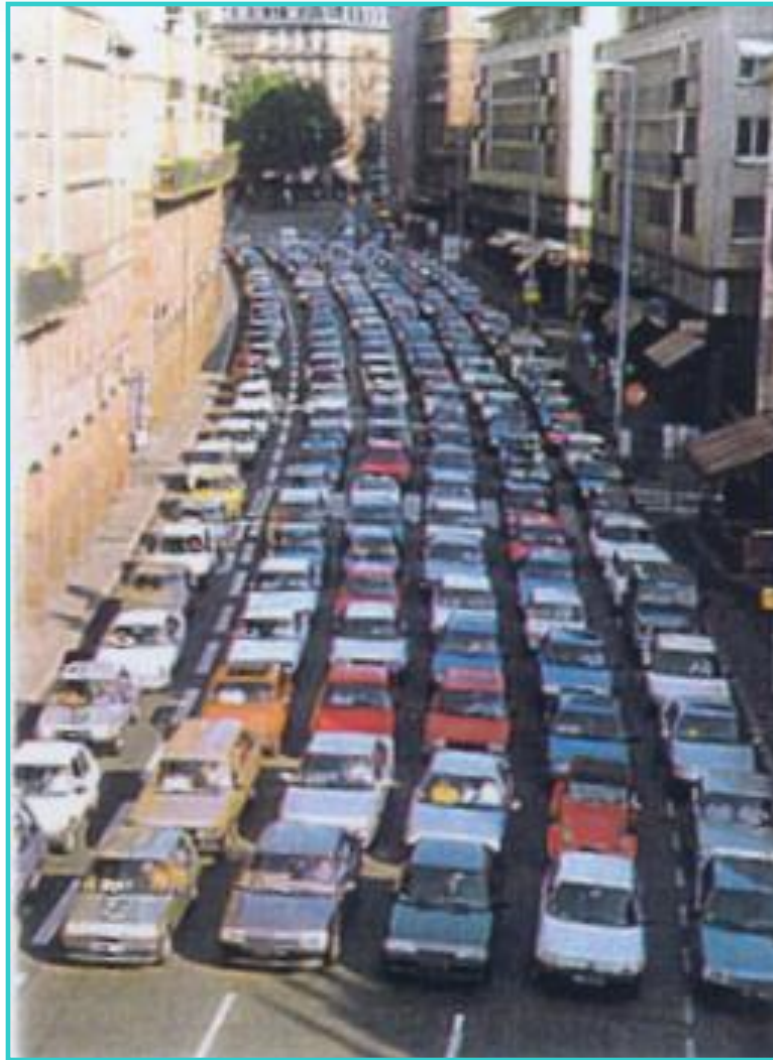
The choice is ours...

**135
people**



...our future can look like this...

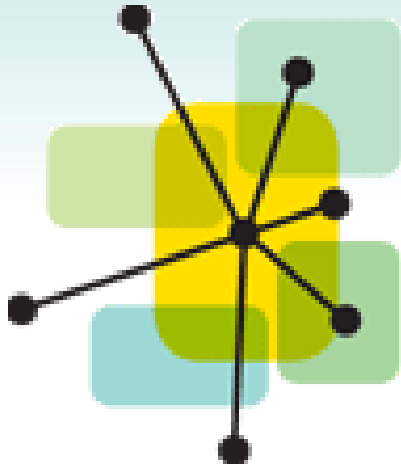
**135
people
in
135
cars**



...or it can look like this.

**135
people
riding
transit**





Indy Connect: Central Indiana's Transportation Initiative



Ehren T. Bingaman
CIRTA, Executive Director
October 6, 2012

ebingaman@cirta.us
@ebingaman