## How Does Indy’s Transit Investment Compare to Other Cities?

<table>
<thead>
<tr>
<th>City</th>
<th>Transit Investment per Capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indianapolis, IN</td>
<td>$10</td>
</tr>
<tr>
<td>Las Vegas, NV</td>
<td>$15</td>
</tr>
<tr>
<td>Denver, CO</td>
<td>$20</td>
</tr>
<tr>
<td>Los Angeles, CA</td>
<td>$25</td>
</tr>
<tr>
<td>New York, NY</td>
<td>$30</td>
</tr>
</tbody>
</table>

The typical Indianapolis household would pay an additional $8 a month if the referendum is approved.

With a 0.25% dedicated income tax, the Indianapolis region would rank 65th out of the 100 largest regions.

**Why Study a Transit Expansion?**

Since 2009, the Indy Connect initiative has pulled together city leaders, neighborhoods, businesses, residents, local organizations, and national transit experts to look at transit service in Central Indiana, and to map out what an improved transit system could look like in Indy. While transit isn’t a silver bullet, these groups recognize that access to useful, low cost transit service has a positive impact on a number of issues Indy faces.

### Economic Growth

Investments in transit typically generate $3 for every $1 invested, but it can be much more. Cleveland’s Euclid Avenue HealthLine generated $114.5 in economic development for every dollar, leveraging nearly $6 billion in development along the corridor.

### Mobility for Non-Drivers

About 79% of Indy’s senior citizens have poor transit access, which ranks 39th out of the 46 mid-sized U.S. metros. Indy’s over-65 demographic will continue to grow exponentially over the next decade; seniors are living longer, and they’re facing major barriers to driving as they try to age in place.

### Health & Safety

The average transit rider gets 170% more physical activity per day than non-riders by walking to stops and final destinations, and they’re also 170 times less likely to be in an accident than car passengers.

### Householder Savings

Indy households spend about $12,000 per year on transportation. On average, households in “transit rich” neighborhoods save $6,000.

### Upward Mobility

Only about 1 of every 20 kids born in poverty in Indianapolis can climb to the top of the economic ladder, making Indy one of the least upwardly mobile cities in the U.S. (ranked 46th of 50). Transit provides reliable, low-cost access to work and school.

### Millenniums

Millennials (born 1980-2000) are now the majority of the workforce, and attracting talented young workers is key to local economic development. Surveys and data show that Millennials are looking for walkable, mixed-use, transit served neighborhoods.

### Economic Growth

Housing near good public transit is in high demand, even in bad housing markets. During the last recession, residential values performed 42% better when they were located near high quality transit service.

### Householder Savings

Transit provides reliable, low-cost access to work and school.

### Mobility for Non-Drivers

About 79% of Indy’s senior citizens have poor transit access, which ranks 39th out of the 46 mid-sized U.S. metros. Indy’s over-65 demographic will continue to grow exponentially over the next decade; seniors are living longer, and they’re facing major barriers to driving as they try to age in place.

### Health & Safety

The average transit rider gets 170% more physical activity per day than non-riders by walking to stops and final destinations, and they’re also 170 times less likely to be in an accident than car passengers.

### Householder Savings

Indy households spend about $12,000 per year on transportation. On average, households in “transit rich” neighborhoods save $6,000.

### Upward Mobility

Only about 1 of every 20 kids born in poverty in Indianapolis can climb to the top of the economic ladder, making Indy one of the least upwardly mobile cities in the U.S. (ranked 46th of 50). Transit provides reliable, low-cost access to work and school.

### Millenniums

Millennials (born 1980-2000) are now the majority of the workforce, and attracting talented young workers is key to local economic development. Surveys and data show that Millennials are looking for walkable, mixed-use, transit served neighborhoods.

### Economic Growth

Housing near good public transit is in high demand, even in bad housing markets. During the last recession, residential values performed 42% better when they were located near high quality transit service.

### Householder Savings

Transit provides reliable, low-cost access to work and school.

### Mobility for Non-Drivers

About 79% of Indy’s senior citizens have poor transit access, which ranks 39th out of the 46 mid-sized U.S. metros. Indy’s over-65 demographic will continue to grow exponentially over the next decade; seniors are living longer, and they’re facing major barriers to driving as they try to age in place.
### The Marion County Transit Plan

**Access to Frequent Network**

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>96,169</td>
<td>324,188</td>
</tr>
<tr>
<td>% of Population</td>
<td>10%</td>
<td>35%</td>
</tr>
<tr>
<td>Jobs</td>
<td>140,057</td>
<td>247,985</td>
</tr>
<tr>
<td>% of Jobs</td>
<td>27%</td>
<td>48%</td>
</tr>
<tr>
<td>Households in Poverty</td>
<td>10,517</td>
<td>32,770</td>
</tr>
<tr>
<td>% of Households in Poverty</td>
<td>16%</td>
<td>51%</td>
</tr>
<tr>
<td>Low Income Households</td>
<td>29,063</td>
<td>90,223</td>
</tr>
<tr>
<td>% of Low Income Households</td>
<td>13%</td>
<td>42%</td>
</tr>
<tr>
<td>Minorities</td>
<td>55,148</td>
<td>175,776</td>
</tr>
<tr>
<td>% of Minorities</td>
<td>14%</td>
<td>45%</td>
</tr>
</tbody>
</table>

**Frequency Matters:** The table above shows the current population with access to a frequent (red) route, and the population that would have access under the Marion County Transit Plan.

### What Would The Marion County Transit Plan Provide?

- **Higher Frequencies:** Higher frequencies mean shorter wait times. Shorter wait times mean shorter commutes.
- **1 Rapid Transit Line:** Rapid Transit (SRT) Lines would run every 10 minutes and include fare payment at covered stations, level boarding, faster travel time, and some dedicated lanes.
- **Every Route, Every Day:** Every bus route would run every 10 minutes, every day, on the weekend.
- **Longer Hours:** Service would be earlier in the morning and later at night. On weekdays, every route runs 12 hours a day, and some run 14 hours a day.
- **Easier Transfers:** Advanced payment technology, real-time arrival information, and an improved grid pattern would make transfers easier and more efficient.

### Coming Soon...

**Red Line Phase One**

Construction of Phase 1 of the Red Line, running from Broad Ripple to the University of Indianapolis, will begin in 2017.

**Downtown Transit Center (DTC)**

All downtown route changes take place at the DTC, which opened in June 2016 at the southeast corner of Washington & Delaware. The DTC provides public restrooms, indoor seating, and retail space.