



Expanding Public Transit

Public transit – buses, subways, and light rail – is clean, efficient, and economical.

- Public transit makes cities and towns more desirable by offering workers cost-effective ways of getting to and from their workplace.
- Public transit also boosts a community's attractiveness by improving its air quality, reducing congestion and reducing carbon emissions.



What legislation is needed in Indiana to improve and expand public transit?

- Regional transit authority legislation will enable local governments to establish a regional authority to build, operate and fund regional public transit systems offering bus and light rail service.
- It will include a dedicated, permanent funding source that significantly increases funding for public transit in Indiana, by providing local governments with local option taxing authority dedicated to support public transit.

With the economic downturn, why focus on public transit?

- Increased investment in public transit will lead to additional investments by new and existing companies – and that means job growth when we need it most.
- Public transit improves a community's quality of life by providing transportation choices, and can revitalize struggling neighborhoods.
- Mass transit also makes it easier for workers to reach employers – thereby increasing a company's potential pool of employees.
- Finally, mass transit is a more energy efficient and less polluting form of transportation than automobiles.

What are the environmental and social benefits of public transit?

- Public transit reduces transportation-related air pollution.
 - 60% of the smog-forming pollution in Central Indiana comes from motor vehicles.
 - Public transportation produces 95% less carbon monoxide, 90% less volatile organic compounds, and half as much carbon emissions and nitrogen oxide per passenger mile as private vehicles.
- It reduces transportation-related energy consumption, helping move us along to energy independence.

Who is supporting ICAT in this?

- AARP, the Alliance for Health Promotion, the American Planning Association-Indiana, the Anderson-Muncie Commuter Rail Coalition, the Hoosier Environmental Council, the Indiana Association for Community Economic Development, the Indiana Transportation Association, the Marion County Alliance of Neighborhood Associations, and the Metropolitan Indianapolis Board of REALTORS.

Is the public willing to pay for improved public transit?

- Despite the downturn in the economy, voters passed 73% of ballot initiatives for transit nationwide in November 2010.
- A recent public opinion poll commissioned by the Indianapolis Chamber of Commerce and Indianapolis Board of Realtors indicates that local residents are willing to pay more for better transit:
 - 87% of metro Indy residents agree that need exists for more transportation options including mass transit.
 - Of the 9 most important local issues, mass transit ranked 1st in need for more funding.
- Using transit is cheaper than owning and driving a car, which costs the average family about \$9,520 a year.

Will people use mass transit?

- Americans took 10.2 billion trips on public transit in 2009.
- IndyGo ridership increased 4.5% in the first six months of 2010.
- Bloomington, Muncie, Lafayette, and Fort Wayne all recorded bus ridership increases in 2010.

What are some examples of public transit systems in Indiana?

- Local bus systems, such as IndyGo in Indianapolis, Transpo in South Bend, and



the Metropolitan Evansville Transit System (METS).

- The Northern Indiana Commuter Transportation District – the South Shore railroad system that connects South Bend and Chicago.

What is “public” or “mass transit?”

- Mass transit comprises passenger transportation services which are available for use by the general public, as opposed to modes for private use such as automobiles or vehicles for hire. Some services are free though most charge some sort of fare.
- Public transportation can consist of buses, subways, trolleys and light rail, commuter trains, van pool services, paratransit services for senior citizens and people with disabilities, ferries, water taxis, or monorails.

What about “Major Moves” and public transit initiatives?

- Local bus systems in Indiana received about \$42 million in state support in 2009, through the public mass transportation fund. In contrast, from state transportation funds and Major Moves, local and state roads received about \$1.5 billion of state support in 2009.
- While a majority of the state’s Major Moves funds are dedicated to new road construction, those funds could be re-prioritized and directed to public transit, high speed passenger rail and road repair.