



Date of Memo: November 07, 2022
Current Meeting: November 10, 2022
Board Meeting: November 17, 2022

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Director of Strategic Planning Brooke Thomas, AICP
SUBJECT: Consideration and approval of formal adoption of IndyGo's 2027 Transit Network & approval of the Service Equity Analysis findings

ACTION ITEM A – 4

RECOMMENDATION:

It is recommended that the IPTC Board of Directors adopt the 2027 Transit Network, as proposed. It is also recommended that the IPTC Board of Directors accept the findings of the service equity analysis, as presented.

BACKGROUND:

First adopted in 2015, this longer-term service plan was the result of a comprehensive operational analysis that was completed in 2010. The cornerstone of that plan was a reconfiguration of bus routing in the downtown area in anticipation of the opening of downtown transit center later names the Julia M. Carson Transit Center and to shift IPTC's entire bus network from a coverage-based model to more of a ridership-model. Having not yet held the transit tax referendum, this initial version of the future service plan needed to include several build-out scenarios for the full network redesign, as well as a financial plan for each scenario.

All scenarios presumed that 80% of the agency's resources would be devoted to places where the greatest number of people are most likely to use it, and 20% to ensure that transit is accessible to anyone that needs it regardless of how much it gets used, and that the agency would begin to create a high-frequency grid network. It carefully weighed the pros and cons of shifting to a greater ridership focus before or after a successful transit referendum. It was determined at that time that IPTC could accomplish the goals outlined in the Marion County component of the Central Indiana Transit Plan, including the build-out of a new bus rapid transit network, by 2022.

By the time the Red Line launched in September 2019, it was evident that the preferred scenario couldn't be implemented within the initial timeline, which caused the agency to have to revisit the financial plan for the network redesign. In 2020, IPTC began the process of reviewing both the preferred scenario and the implementation timeline by conducting another comprehensive operational analysis. The proposed 2027 Transit Network is the result of the technical work and community outreach conducted over the past 23 months.

The major service changes that make up the proposed 2027 Transit Network would be a significant policy change, per IPTC's Title VI program and policies. Therefore, IPTC is required to evaluate the impacts of significant policy changes on minority and low-income populations relative to non-minority and non-low-income populations and pursuant to Title VI of the 1964 Civil Rights Act and federal guidance. Any changes that do not provide similar benefits to minority or low-income populations, as defined by IPTC's established Title VI policy, are considered a disparate impact or disproportionate burden, respectively.

DISCUSSION:

IPTC staff, working in cooperation with the Indianapolis Metropolitan Planning Organization and alongside community stakeholders, have reviewed IPTC's network redesign and prepared a new future service plan that, if adopted, would replace the future service plan that was established in 2016. This most recent planning effort is distinctly different from past planning efforts in that it needed to honor the visioning and values elicited from the community over the past decade and uphold the tradeoffs that were made. By contrast, this planning effort was based primarily on technical thinking, yet we were able to honor the community's desire for faster, more reliable, and more efficient service overall.

Like previous versions of IPTC's future service plan, the two most essential parts of this plan is the shift to a ridership-based service network and the increase in service frequency across the three bus rapid transit routes as well as many of IPTC's local routes. This level of service makes it possible for more people to choose to ride IPTC while at the same time ensuring that more transit riders can be freed from having to rely on a bus schedule or routes where a bus only comes once an hour. It will allow IPTC to continue to focus on service reliability and efficiency for residents in Marion County who need to get to and from their destinations safely and as quickly as possible.

Having performed a service equity analysis, it has been determined that the proposed 2027 Transit Network *would not* create a disparate impact or disproportionate burden for Indianapolis' minority and low-income populations. When comparing IPTC's existing transit network to the proposed transit network, the benefits to minority and low-income populations relative to non-minority and low-income populations are similar. The number of weekly transit trips would increase by XX percent across all census blocks and the average number of trips to minority and low-income census blocks would increase by nearly XX percent.

ALTERNATIVES:

IPTC's future service plan, as amended from time to time, is the authority on future service not just for the transit agency but also for the community and economic development agencies and social service agencies, among others. The Board can choose to forego adopting staff's recommended future service plan; however, future policy and decision-making would be based on past planning efforts; a plan that we know cannot be implemented within the next 5 years and that may be unsustainable in the long term.

FISCAL IMPACT:

The proposed 2027 Transit Network is a fiscally constrained future service plan. The Strategic Planning and Service Planning departments used the financial projections developed and maintained by IPTC's Finance Division before determining how the remaining local route improvements needed to be modified. At full build-out, IPTC will have increased its service from 550,000 vehicle revenue hours to approximately 780,000 vehicle revenue hours. The agency's workforce would grow from fewer than 400 bus drivers to approximately 560 bus drivers. Assuming a fully loaded cost of \$150/revenue hour, 780,000 VRH is equivalent to \$117 million to fully implement the 2027 Transit Network. In 2027, it is projected that IPTC's total revenue, and thus total expenditures, will be approximately \$147.1 million.

DBE/XBE DECLARATION:

Not applicable.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Service Committee on November 10, 2022.