



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Transit is already big business in Indiana

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And that means that investments in transit help to create jobs for Hoosiers — at the same time those investments help other Hoosiers get to their jobs. So, why has transit spending in Indiana been stagnant for seven years, and why does it face the threat of actually being cut this year? The truth is that transit is a good investment for Indiana: Every dollar we invest in public transit delivers more than \$3.11 in benefits. Nonetheless, the state's Public Mass Transportation Fund has remained flat at \$42.5 million for seven years. Now Gov. Mike Pence wants to cut an additional 3 percent from transit this year — even though doing so could cost Hoosiers jobs and stifle Hoosiers' ability to get to work. The Indiana Transportation Association and our partners at the Indiana Citizens' Alliance for Transit are proposing a better solution. First, because of the increasing ridership and trend toward a more transit-reliant society, Indiana needs a \$60 million PMTF budget to meet basic transit demands. Indiana also needs legislation that would allow communities to create local funding initiatives to design, build, operate, finance and maintain existing services for local public transportation. This would help establish new, stable local funding sources. And, because so many Indiana companies manufacture either buses or parts, Indiana should create a grant program that provides funds to communities that purchase transit vehicles that are either made in Indiana, assembled here or use parts that are made here. Measures like those would have an impact from the Michigan border to the Ohio River. For example, they would help the 1,000 employees at Winamac's BraunAbility, which manufactures and sells wheelchair lifts used on buses and other vehicles.

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