

ECONOMIC  
STIMULUS

2009

Indianapolis Public  
Transportation Corporation

# IPTC ARRA Funding Plans



- The **American Recovery and Reinvestment Act 2009** (ARRA) signed into law February 17, 2009 includes \$8.4 billion for transit **capital** improvements.
- Indianapolis Public Transportation Corporation (IPTC) will receive \$16 million under the 5307 Urban Area Formula – these funds are **non-competitive**.
- The purpose of the legislation includes recovery to maintain and create jobs as well as build and repair infrastructure.

## Key Provisions

- 100% Federal share (no local match)
- Capital expenses only are eligible
- No waiver of FTA program requirements (planning/NEPA/Buy America/Labor Protections)
- Funds not obligated within time frames will be taken back and reallocated



[www.Recovery.gov](http://www.Recovery.gov)

**Legislation has made it clear that every taxpayer dollar spent on our economic recovery must be subject to unprecedented levels of transparency and accountability.**

- Recovery funds are awarded and distributed in a prompt, fair, and reasonable manner;
- The recipients and uses of all recovery funds are transparent to the public, and that the public benefits of these funds are reported clearly, accurately, and in a timely manner;
- Recovery funds are used for authorized purposes and every step is taken to prevent instances of fraud, waste, error, and abuse;
- Projects funded under the recovery legislation avoid unnecessary delays and cost overruns; and,
- Programs meet specific goals and targets, and contribute to improved performance on broad economic indicators.

## ARRA Obligation Timetable

- After 180 Days, half of apportionment less amount obligated will be withdrawn; Any funds apportioned not obligated within 1-year will be withdrawn.
- Recovery and redistribution of funds withdrawn after 180 Days and 1-year only to those who did not have funds withdrawn.

# IPTC Use of Funds

---

---

---



## **IPTC Objectives**

Invest one-time funding into capital projects resulting in operational costs savings in areas such as utilities, labor and maintenance. Development priorities include:

- Return on investment
- Maximizing stimulus of local economy
- Operations impact (reducing costs, increasing efficiency)
- Sustainable considerations (reducing energy use, environmental impact)

## **IPTC Project Determination**

In determining project priority, IPTC considered the following factors:

- Purpose of ARRA legislation
- ARRA Obligation Timetable
- FTA project requirements
- IPTC Long Range Studies, Plans and Schedules
- Projects already incorporated into existing TIP (Transportation Improvement Plan)

# Project Determination

## 2009 Stimulus

### IPTC Plans, Studies and Schedules

Over recent years, IndyGo has developed a series of plans, studies and schedules for corporation expansion, enhancement and maintenance. Many of the projects within these plans have already been executed, are in progress or slated for implementation. Projects are typically made possible as funding sources become available.

- Comprehensive Operational Analysis (COA) (June 2005) – evaluation of existing service with recommendations for growth/expansion as funding is available. This is incorporated into the MPO’s long range transportation plan. ***Since this plan mainly calls for operational funding, it is not a reference for ARRA needs compilation.***
- [HVAC Assessment Report \(October 2004; Revised March 2009\) and the Facility Assessment Report \(March 2005; Revised March 2009\)](#)
- [Large and Small bus replacement schedule \(based on fleet size, age, maintenance costs\)](#)
- IT Project Timeline (presented to IPTC Board in 2005)



## **IPTC FTA Projects presented “ready to go”**

In January/February 2009, IPTC presented amendments to the 2009 IRTIP for FTA projects pursuant to the ARRA. The list of nine (9) areas was prioritized from 1-5 (one being highest priority):

<b>Priority 1</b>	<b>Design/Replace Facility HVAC System</b>	<b>\$6,000,000</b>
<b>Priority 2</b>	<b>Replace Bus Lifts &amp; Exhaust System</b>	<b>\$3,000,000</b>
<b>Priority 3</b>	<b>Acquire 50 replacement vehicles</b>	<b>\$19,525,000</b>
Priority 4	Obtain ADP (IT) Hardware & Software	\$4,000,000
Priority 5	Facility parking upgrade	\$3,000,000
Priority 5	Replace supervisor vehicles	\$300,000
Priority 5	Maintenance equipment	\$1,000,000
Priority 5	Facility Lighting & Control systems	\$3,000,000
Priority 5	Facility Plumbing/Drainage	\$3,000,000

# Project Segmentation

## 2009 Stimulus

Based on IPTC plans, studies and schedules, the \$16 million IPTC allocation will be directed to two major initiatives:

1. Infrastructure improvements to be designed and installed in conjunction with new roofing -- \$9,000,000
2. Replacement buses – new 40' Gilligs to replace current 29' Gilligs -- \$7,000,000

While the “ready to go” project list cost was \$42,000,000, IPTC will continue to apply for competitive stimulus opportunities.

Roof replacement is a pre-planned and funded project.

- Introduction to Stimulus
- Overview of funds
- Appropriation of Funds

2009 Stimulus

# Segment 1

## *Infrastructure Improvements*

## ***Facility/Infrastructure (approximately \$9,000,000)***

- The methodology is to prioritize projects in “parcels” based on geographic areas of the facility.
- This “parceling” of projects in conjunction with roof replacement maximizes project design and installation planning.
- The IPTC Infrastructure Upgrade plan is based on the HVAC and Facility Assessment Reports and includes:
  - HVAC System (coordinated with pre-planned and funded roof replacement project)
  - Vehicle Lifts & Exhaust
  - Lighting
  - Floor & Sewer Improvements
  - Roof (previously planned and funded)



### **Reasons to Upgrade Existing Facilities**

- **Improve Reliability:** Increase reliability of facility infrastructure which will support IndyGo's commitment to providing safe and reliable transit service
- **Fully Utilize Existing Building Capacity:** Improving building systems will enable IndyGo to fully utilize existing building capacity to support future fleet expansion
- **Maximize Return on Previous Investment:** Maximize return on investment in existing building by upgrading systems and extending the useful life of the building
- **Reduce Utility Cost:** Improvements will reduce mechanical and lighting utility cost
- **Reduce Maintenance Cost:** Improvements will reduce ongoing maintenance costs
- **Reduce facility total energy consumption**

- Introduction to Stimulus
- Overview of funds
- Appropriation of Funds

2009

# Segment 2

## *Bus Replacement*

## ***Bus Replacement (approximately \$7,000,000)***

- The methodology used in determining the number and types of buses to replace is based on the age, size and maintenance cost per mile of the current buses – replacement of current 29' Gilligs with 40' Gilligs.

### ***Other Factors:***

- Staggering the replacement of buses according to FTA approved replacement guidelines and spare ratio formulas
- Lag time between order and delivery (estimated up to 20 months)

- Introduction to Stimulus
- Overview of funds
- Appropriation of Funds

# Current *Fleet*

2009

Current Fleet						
Model Year	Bus	Quantity	Passenger Capacity	Average Miles	Average Cost/Mile	Year Due to be Replaced
2000	Gillig 29'	25	57	371,847	\$0.76	2010
1997	Gillig 40'	29	64	583,774	\$0.50	2011
1998	Gillig 40'	9	63	520,098	\$0.65	2011
2000	Gillig 35'	25	54	412,567	\$0.61	2013
2000	Gillig 40'	25	63	410,090	\$0.50	2013
2003	Gillig 40'	24	77	294,644	\$0.45	2016
2004	Gillig 40' Hybrid	2	72	197,491	\$0.38	2017
2005	Opus	9	56	99,101	\$0.77	2018
2007	Gillig 40'	10	77	55,921	\$0.27	2020
		158				



Replacement Fleet							
Bus	Model Year	Quantity	Passenger Capacity	Unit Cost	Delivery Schedule	Order Cost	Funding Source
40' Bus	2010	20	67	\$400,000	20 months	\$8,000,000	2009 ARRA Stimulus
60' Articulated Bus	2010	2	102	\$800,000	20 months	\$1,600,000	2010 - 2015 Six Year Authorization
Medium Duty Bus	2010	3	Open Door	\$100,000	6 months	\$300,000	2010 - 2015 Six Year Authorization
60' Articulated Bus	2011	25	102	\$800,000	20 months	\$20,000,000	2010 - 2015 Six Year Authorization
40' Bus	2011	4	67	\$400,000	20 months	\$1,600,000	2010 - 2015 Six Year Authorization
40' Bus	2011	9	67	\$400,000	20 months	\$3,600,000	2010 - 2015 Six Year Authorization
40' Bus	2013	25	67	\$424,360	20 months	\$10,609,000	2010 - 2015 Six Year Authorization
40' Bus	2013	25	67	\$424,360	20 months	\$10,609,000	2010 - 2015 Six Year Authorization
40' Bus	2016	24	67	\$463,710	20 months	\$11,129,031	2016 - 2021 Six Year Authorization
40' Bus	2017	2	67	\$477,621	20 months	\$955,242	2016 - 2021 Six Year Authorization
40' Bus	2018	9	67	\$491,950	20 months	\$4,427,546	2016 - 2021 Six Year Authorization
40' Bus	2020	10	67	\$521,909	20 months	\$5,219,093	2016 - 2021 Six Year Authorization

## ***Transit Safety and Enhancement Projects (FTA requirements)***

1 percent of the ARRA funds are to be allocated to transit safety and enhancement projects. IPTC has identified two areas in need:

- Safety Vision software upgrade (cameras on buses) – this upgrade will allow IPTC to store more data and for longer periods of time
- Shelter Amenities – working with the local MPO, IPTC will identify certain existing shelter locations eligible for upgrades like bicycle racks, enhanced signage, etc.

2009

## Segment 1

- Prioritization of work parcels
- Develop scope of work including design and construction estimates
- Issue RFQ (request for qualifications)
- Begin procurement proceedings
- Award contract
- Project Mobilization approximately mid summer

## Segment 2

- Confirm procurement methodology (“piggy back” other transit contract or direct to manufacture)
- Develop specifications/pre-production design
- Begin procurement proceedings
- Delivery estimated up to 20 months

*In addition to the non-competitive funds allocated to IPTC (\$16 million), IPTC is actively pursuing other ARRA funding opportunities. These funds are competitive and will require application. With these, IPTC can complete additional facility improvements, invest in IT upgrades and address the additional needs of its original “ready to go” list. In addition, there may be opportunity to apply for un-used funds not leveraged within the ARRA guidelines.*

- Highway funding/STP program
- Supplemental “multi-modal” grants
- Formula grant programs for reduction of energy consumption or greenhouse gas emissions
- Supplemental grants for public transit projects such as New Starts and Small Starts
- Transit security grants
- Energy Efficient and Conservation Block Grant program
- State energy program

2009

Per the provisions of the ARRA funding, IPTC will post details of stimulus spending on [www.IndyGo.net](http://www.IndyGo.net) in addition to other public and media outreach activities.