



Board Report
October 28, 2021

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- 1. Call to Order and Roll Call** (Presenters - Greg Hahn, Jill Russell)
- 2. Awards and Commendation** (Presenter - Inez Evans)
- 3. Committee Chairperson Reports** (Presenters - Richard Wilson, Adairius Gardner)
 - Finance Committee - Richard Wilson
 - Service Committee - Adairius Gardner
- 4. Consent Agenda** (Presenter - Greg Hahn)
 1. A-1: Consideration and approval of minutes from Board meeting held on September 23, 2021
 2. A-3: Consideration and approval of Task Order #7 for Blue Line Design Team, WSP, Inc., to provide NEPA and Design Services (Presenter - Jennifer Pyrz)
 3. A-4: Consideration and approval of amendment for Program Management Support Services contract (Presenter - Jennifer Pyrz)
 4. A-5: Consideration and approval of construction change order – Mobility Solutions & Customer Care Center renovations construction – Boyle Construction Management, Inc (BCMI) (Presenter - LaTeeka Washington)
 5. A-7: Consideration and approval of Charge Management Software (Presenter - Paul Williams)
 6. A-8: Consideration and approval to negotiate a contract with Delta Dental for group dental plan premiums and coverage (Presenter - Jeff Brown)
 7. A-9: Consideration and approval to negotiate a contract with Anthem Blue Cross Blue Shield for group health insurance premiums and insurance coverage (Presenter - Jeff Brown)
 8. A-10: Consideration and approval to negotiate a contract with New York Life (formerly Cigna) for life and disability plan and annual premiums (Presenter - Jeff Brown)
 9. A-11: Consideration and approval of RFP 21-05-404 Independent Audit Services (Presenter - Brian Atkinson)
- 5. Public Hearing Agenda** (Presenter - Greg Hahn)
 1. A-2: Consideration and approval of final action of bond issue of \$65,000,000 to support the certain public transportation projects (Presenter - Bart Brown)
- 6. Regular Agenda** (Presenter - Greg Hahn)
 1. A-6: Consideration and approval of procurement of 28 60-foot Battery Electric Articulated Buses for Purple Line BRT (Presenter - Aaron Vogel)
 2. A-12: Consideration and approval of the 2021 amendment to the IndyGo Capital Plan (Presenter - Brooke Thomas)
 3. A-13: Consideration and approval of free fares for Thanksgiving, Christmas, and New Years Eve 2021 (Presenter - Lesley Gordon)
- 7. Information Items** (Presenter - Greg Hahn)
 1. I-1: Mobility Advisory Committee (MAC) Update (Presenter - Eddie Rickenbach)
 2. I-2: Consideration of Receipt of the Finance Report for September 2021 (Presenter - Bart Brown)
 3. I-3: Supplier Diversity Department Update (Presenter - Chelci Hunter)
 4. I-4: CEO Report (Presenter - Inez Evans)
 5. I-5: Fare Policy Transition Update
 6. I-6: Department Reports
- 8. Adjourn** (Presenter - Greg Hahn)

Executive Session prior to Board Meeting
[Per IC 5-14- 1.5.6.l(bl) {21 (Al and (Bl & IC 5-14-1.5.6.1 (bl) (9))

Our next Board Meeting will be Thursday, December 9, 2021



Awards & Commendation Recognition for September 2021

To: Chair and Board of Directors
From: President/CEO Inez P. Evans
Date: October 28, 2021

September 2021 Awards & Commendations

Employee	Position	Recognition
Diahavanna Banks	Coach Operator – Fixed Route	Operations Employee of the Month
Michael Flowers	Coach Operator – Fixed Route	35 Years of Service
James Collins	Bus Wrangler	40 Years of Service
IndyGo Finance Department	Finance	Outstanding Budget Award

September 2021 Safe Drivers Recognition



National Safety Council Safe Driver awards are the recognized trademark of professional drivers who have proven their skill in avoiding traffic collisions. They are the highest honor for professional safe driving performance. The following Operators are recognized for their safe driving for the month of September and received the National Safety Council recognition patch, pin, and certificate.

<u>Operator</u>	<u>ID #</u>	<u>Years of Safe Driving</u>	<u>Years of Service</u>
Michael Flowers	1963	29	35
Stephen Thein	5963	29	33
Ray Wright	6979	20	31
Timothy Martin	3742	18	21
Donald Ellison	1739	17	23
Leo Scott	5447	17	19
Peter Reintjes	5109	13	23
Alvin Knox	8191	12	12
Nicole Byrd	803	7	18
Robert Feiock	8620	7	7
Osayande Jaboro	8844	5	5
Kizzy Davidson	8904	4	5
Salaha Keita	9041	3	4
Traina Smith	9011	3	4
Ebenezer Akinribade	9574	2	2
David Ross	9076	2	3
Robert Hornberger	9785	1	1
April Jones	9585	1	2
Jaswaran Kingra	9835	1	1
Leon Pipes	9650	1	2
Felicia Webster	9784	1	1

Safety is at the core of IndyGo’s mission and values. We congratulate the above professional coach operators that have achieved this milestone. Your performance contributes to helping make public transportation safer each day.

Congratulations and Thank You!



Finance Committee Chairperson Report – October 2021

To: President/CEO Inez Evans and Chair and Board of Directors
From: Finance Committee Chairperson Richard Wilson
Date: October 21, 2021

ISSUE:

A report of IndyGo October Finance Committee Meeting will be presented at the board meeting.

RECOMMENDATION:

Receive the report.

Richard Wilson
Finance Committee Chairperson's Report
October 21, 2021

The Finance Committee met on October 21, 2021 at 8:30am. In attendance was, myself, Rick Wilson, Chairman of the Finance Committee, as well as Committee Member Pat Rios. Due to the Coronavirus Pandemic, this committee met both remotely via video conferencing and in person.

We reviewed and recommended Board approval for the following items on tonight's agenda: Consent Agenda Items A-1, A-5, A-7 & A-11, Public Hearing Agenda Item A-2, and Regular Agenda Item A-6.

An item from the committee meeting I would like to highlight is Action Item A-7, Consideration and approval of Charge Management Software. Senior Director of Facilities and Preventative Maintenance Paul Williams presented this action item to the Finance Committee. To provide efficient and sustainable transit, IPTC is looking for options to manage the charging of its electric vehicles (EV). It is necessary to charge EVs at specified times; charging the vehicles at non-specified times or power peaks leads to higher costs. IPTC needs to find a low-cost and efficient charging process to avoid these higher costs. Presently 43.9% of charge times are On-Peak Hours. AMPLY has extensive experience of being a reliable EV charge-management software solutions provider. The contract with AMPLY will provide IPTC with a software solution to manage the charging of all EV buses in one platform. The solution will integrate EVs and charging station management to ensure operational readiness while substantially decreasing energy usage. Conservative estimates show an annual savings of approximately \$111,538.

Mr. Chairman, that concludes my report.



Service Committee Chairperson Report – October 2021

To: President/CEO Inez Evans and Chair and Board of Directors
From: Service Committee Chairperson Adairius Gardner
Date: October 21, 2021

ISSUE:

A report of IndyGo October Service Committee Meeting will be presented at the board meeting.

RECOMMENDATION:

Receive the report.

Adairius Gardner
Service Committee Chairperson's Report
October 21, 2021

The Service Committee met on October 21, 2021 at 10:00am. In attendance was, myself, Adairius Gardner, Chairman of the Service Committee and sitting in the absence of Committee Members Lise Pace and Lacy Johnson as an acting Committee Member was Greg Hahn. Due to the Coronavirus Pandemic, this committee met both remotely via video conferencing and in person.

We reviewed and recommended Board approval for the following items on tonight's agenda: Consent Agenda Items A-1, A-3, A-4, A-8, A-9, & A-10, Public Hearing Agenda Item A-2, and Regular Agenda Item A-12.

An item from the committee meeting I would like to highlight is Action Item A-3, Consideration and approval of Task Order #7 for Blue Line Design Team, WSP, Inc., to provide NEPA and Design Services. The Blue Line Bus Rapid Transit (BRT) project will be the third of three rapid transit lines in the City of Indianapolis/Marion County. It will connect the Indianapolis International Airport to the Town of Cumberland via downtown Indianapolis along Washington Street. This amendment will modify Task Order #3 of IPTC's *RFQ 17-11-279 Blue Line BRT Engineering Services* contract with WSP, Inc. Task Order #3 was executed in April 2019 to provide NEPA evaluation, traffic analysis, FTA reporting, and 60% design services. Services on this task order were expected to be complete at the end of 2019 but were suspended in July 2019 at IPTC's request. Services were restarted in May 2021.

Mr. Chairman, that concludes my report.



September Board of Directors Minutes

IndyGo

Sep 23, 2021 at 5:00 PM EDT

@ Virtual & 1501 W. Washington St - IndyGo HQ

ACTION ITEM A – 1

Attendance

Members Present:

Bart Brown, Charlie Carlino, Inez Evans, Mark Fisher, Lesley Gordon, Mike Roth, Jill Russell, Ryan Wilhite

Members Present (Remote):

Brian Atkinson, Brian Clem, Annette Darrow, Adairius Gardner, Greg Hahn, Lise Pace, Richard Wilson

Members Absent:

Lacy Johnson, Patricia (Pat) Rios

Staff Present:

Carrie Black, Katrina Ent, Ashlynn Neumeyer, Jordan Patterson, Aaron Vogel

1. Call to Order and Roll Call (Presenters: Mark Fisher, Jill Russell)

 [board cover 2021 sep23.docx](#)

 [A AGENDA for September 23, 2021 Board Meeting.docx](#)

Director Mark Fisher called the meeting to order at 5:01pm on behalf of Chairman Greg Hahn. General Counsel Jill Russell called the roll. One (1) member present in person and four (4) member present remotely via Zoom. There was a quorum. Pat Rios and Lacy Johnson; Absent.

2. Awards and Commendation (Presenters: Inez Evans)

 [A1 Awards & Commendation September.docx](#)

 [A1 Aug Safe Drivers for September board report 2021 Recognition.docx](#)

President/CEO Inez Evans gave an update on the Awards and Commendations for August 2021. Recognized were safe drivers for August 2021, one (1) employee retirement after 14 Years of Service, one (1) employee retirement after 10 Years of Service, and one (1) employee for 35 Years of Service.

3. Committee Chairperson Reports (Presenters: Richard Wilson, Adairius Gardner, Greg Hahn)

Finance Committee - Richard Wilson

Service Committee - Adairius Gardner

Governance & Audit Committee - Greg Hahn

 [A Finance Committee Chair Report September.docx](#)

 [A Service Committee Chair Report September.docx](#)

 [A G&A Committee Chair Report September.docx](#)










The reports were read and entered into the record.

4. Consent Agenda (Presenters: Mark Fisher)






Motion:

Approval of Consent Agenda

Motion moved by Lise Pace and motion seconded by Richard Wilson. Richard Wilson - AYE, Adairius Gardner - AYE, Lise Pace - AYE, Greg Hahn - AYE; Motion passed 4-0; Pat Rios and Lacy Johnson, Absent

1. A-1: Consideration and Approval of Minutes from Board Meeting held on August 26, 2021
 [A-1 August Board of Directors - 2022 Budget Final Adoption Minutes.docx](#)
2. A-3: Consideration and Approval of Bus Stop Design Task Order (Presenters: Annette Darrow)
 [A-3 Bus Stop Design on Call Planning Action Item - Package 2021-C.docx](#)
3. A-5: Consideration and Approval of UVC Technology (Presenters: Brian Clem)
 [A-5 RFP 21-06-408 UV-C lighting Bus Sept-23 2021.docx](#)
4. A-6: Consideration and Approval of Capital Projects Management Review (Presenters: Brian Atkinson)
 [A-6- Sept GA 2021 Capital Project Management Assessment.docx](#)
 [A-6 IndyGo-Capital-Projects-Assessment-Report-09-01-21.pdf](#)
5. A-7: Consideration and Approval of Memorandums of Understanding Review (Presenters: Brian Atkinson)
 [A-7- Sept GA 2021 MOU Assessment.docx](#)
 [A-7 MOU-Assessment-Report-Final-09-10-21.pdf](#)
6. A-8: Consideration and Approval of BKD Audit (Presenters: Brian Atkinson)
 [A-8- Sept GA 2021 BKD Financial Audit.docx](#)
 [A-8 1166786acl-final.pdf](#)

5. Public Hearing Agenda (Presenters: Mark Fisher)

1. A-2: Consideration and Approval of Resolution 2021-10 Beyond the ADA Service Policy Adoption (Presenters: Ryan Wilhite)
 [A-2 BOD September BeyondtheADA 2021.docx](#)
 [A-2 Beyond ADA Resolution v1 RW.docx](#)
 [A-2 BeyondADA DraftPolicy v7 992021.docx](#)
 [A-2 BEYOND ADA Public Outreach Memo2 9202021.pdf](#)
 [A-2 BeyondtheADA September IPTC 2021 v2.pptx](#)

The policy is a result of a multi-year planning and outreach effort that involved IPTC staff, the disabled community, and Indianapolis residents. The policy continues to provide service to individuals with disabilities in the area outside the federally-mandated ADA-service area while providing operational and financial flexibility to IPTC. As a fixed-route transit provider, IPTC is required to provide accommodations for individuals who cannot access its fixed route system, as required by the American with Disabilities Act (ADA) of 1990. The accommodation is defined as providing complementary door-to-door service within $\frac{3}{4}$ of a mile of a fixed route for individuals who are determined to be eligible, among other requirements. For Indianapolis, this service is called Open Door. In 2018, IPTC's contractor-operated complementary ADA paratransit service, branded Open Door, experienced a significant performance drop which resulted in numerous customer complaints and negative media attention. The significant performance issues and the gap between the last time IPTC evaluated its service, led the (then) IPTC Board of Directors to commission a comprehensive study of its Open Door service. The study, named the Paratransit Operational Analysis (POA), was led by the KFH Group of Bethesda, MD, with assistance from the Palo Consulting Group and The McCormick Group. There was one (1) member of the public present via our Zoom stream to offer public comment on this topic before the Board acted on this action.

Motion:

Approval of Resolution 2021-10 Beyond the ADA Service Policy Adoption

Motion moved by Richard Wilson and motion seconded by Greg Hahn. Richard Wilson - AYE, Adairius Gardner - AYE, Lise Pace - AYE, Greg Hahn - AYE; Motion passed 4-0; Pat Rios and Lacy Johnson, Absent

6. Regular Agenda (Presenters: Mark Fisher)

1. A-4: Consideration and Approval of Resolution 2021-11 to Transfer Ownership of Red Line Parcels to the City of Indianapolis (Presenters: Jill Russell)

 [A-4 Red Line real Estate Transfer to the City.docx](#)

 [A-4 Red Line Transfer to City Resolution.docx](#)

 [A-4 Red Line Property transfer.docx](#)


On or about July 10, 2018, the City, by and through DPW, and the IPTC entered into an Interlocal Cooperation Agreement (“ICA”) for Implementation of the Marion County Transit Plan, which governs the parties’ relationship with regard to the IPTC’s construction and operation of bus rapid transit lines (“BRTs”) in the public rights-of-way of Indianapolis (the “City”). Pursuant to the ICA, IPTC is obligated to acquire any additional public rights-of-way necessary to construct and operate any portion of the BRTs. Following completion of construction of any of the BRTs, IPTC is obligated to transfer any acquired right-of-way to DPW at no cost to the City. Indiana Code § 36-1-11-8 authorizes governmental entities to transfer or exchange real property among themselves upon terms and conditions agreed upon by the entities as evidenced by adoption of substantially identical resolutions by each entity. The Board of Public Works (DPW/City) was scheduled to adopt a resolution substantially similar to this Resolution at its September 22, 2021 scheduled meeting.

Motion:

Approval of Resolution 2021-11 to Transfer Ownership of Red Line Parcels to the City of Indianapolis

Motion moved by Greg Hahn and motion seconded by Lise Pace. Richard Wilson - AYE, Adairius Gardner - AYE, Lise Pace - AYE, Greg Hahn - AYE; Motion passed 4-0; Pat Rios and Lacy Johnson, Absent

2. A-9: Consideration of Bond Issue of \$65,000,000 to Support the Certain Public Transportation Projects (Presenters: Bart Brown)

 [A-9 Bond Issue for \\$65 million introduce.docx](#)

 [A-9 Bond Ordinance IndyGo 2021.docx](#)

On June 24, 2021 the Board approved a reimbursement resolution in anticipation of issuing debt to support the renovation and construction costs of facilities at 9503 E. 33rd Street and 2425 W. Michigan Street. In addition, with the construction of the Purple Line now underway an additional 22 sixty-foot, all electric buses will be needed at a minimum to service that route. The bond proceeds of no more than \$65,000,000 will support nine projects estimated at \$107,430,000. In addition, staff requests the Board schedule a public hearing on this matter at its regular scheduled Board meeting on October 28, 2021 and take final action.

Motion:

Approval to Set Public Hearing for October 28, 2021 Board Meeting

Motion moved by Adairius Gardner and motion seconded by Greg Hahn. Adairius Gardner - AYE, Lise Pace - AYE, Greg Hahn - AYE; Motion passed 4-0; Pat Rios, Lacy Johnson, and Rick Wilson, Absent

3. A-10: Consideration and Approval of Emergency Transportation Services – WellTrans (Presenters: Mike Roth)

 [A-10 Emergency Paratransit Service.docx](#)

It was requested that the Board authorize ratification of the emergency contract with WellTrans, a local Indiana provider, to provide emergency transportation services for our Paratransit program, for a minimum of \$200,000 from September 10, 2021, through December 31, 2021.

IPTC agreed to enter into this contract on September 10, 2021. IPTC utilized emergency procurement provisions as allowed by the agency policy and procedures. Since COVID-19, recruitment in the service industry has seen an unprecedented shortage of employees on a local and national level. IPTC is not immune to the hiring challenges and continues to work on strategies to attract new talent, not only for our Paratransit also inclusive of Fixed-Route.

Motion:

Approval of Emergency Transportation Services – WellTrans

Motion moved by Adairius Gardner and motion seconded by Lise Pace. Adairius Gardner - AYE, Lise Pace - AYE, Greg Hahn - AYE; Motion passed 4-0; Pat Rios, Lacy Johnson, and Rick Wilson, Absent

4. A-11: Consideration and Approval of Resolution 2021-12 Free Fare for Car Free Day/Bike to Work Day (Presenters: Lesley Gordon)

 [A-11 Internation Free Fare Action Item.docx](#)

 [A-11 Resolution 2021-12 International Car Free Day.docx](#)

September 22, 2021 was International Car Free Day. For the annual event, all Central Indiana workers are encouraged to take the online pledge to be car free or car lite on Car Free Day, and to fulfill that pledge by working from home or commuting to work by carpool, vanpool, bike, bus, and walking. The Indianapolis Public Transportation Foundation (IPTF) has been a long time partner of Commuter Connect, a service of the Central Indiana Regional Transportation Authority (CIRTA) who organizes the event and by providing free rides IPTC encourages clean air practices and encourages new riders to use transit. Average daily revenue for September 2021 is approximately \$16,000.00.

Motion:

Approval of Resolution 2021-12 Free Fare for Car Free Day/Bike to Work Day

Motion moved by Greg Hahn and motion seconded by Adairius Gardner. Adairius Gardner - AYE, Lise Pace - AYE, Greg Hahn - AYE; Motion passed 3-0; Pat Rios, Lacy Johnson, and Rick Wilson, Absent

7. Information Items (Presenters: Mark Fisher)

1. I-1: Consideration of Receipt of the Finance Report for August 2021 (Presenters: Bart Brown)

 [I-1 August 2021 Financials Summary.pdf](#)

 [I-1 August 2021 Expenditures Report.pdf](#)

The Board heard an update on the August 2021 Finance Report from CFO Bart Brown.

2. I-2: CEO Report (Presenters: Inez Evans)

 [I-2 CEO Report.docx](#)

President/CEO Inez Evans gave an update to the Board. Included in the update was Executive Team volunteering, Welcoming Providence Cristo Rey High School student interns, and TSA extension of mask mandate.

3. I-3: May Mobility Update (Presenters: Brooke Thomas)

 [I-3 September 2021 Board Meeting - Submitted 09 08 2021.pdf](#)

 [I-3 2021 09 16 IPTC Board Meeting May Mobility Pilot Update.pptx](#)

The Board received an update on May Mobility.

4. I-4: Data Analytics Follow Up (Presenters: Brian Atkinson)

 [I-4- Sept 2021 Data Anaylitcs Report.docx](#)


The Board received an update on Data Analytics Follow Up.

5. I-5: Microsoft D365 Upgrade, Independent Project Oversight (Presenters: Brian Atkinson)


 [I-5- Sept 2021 D365 Upgrade.docx](#)

 [I-5 D365-IPO-REPORT-09-01-21.pdf](#)







The Board received an update on Microsoft D365 Upgrade, Independent Project Oversight.

6. I-6: Governance & Audit Workplan Status Update (Presenters: Brian Atkinson)
 [I-6 - Sept 2021 GA - Workplan Status.docx](#)

The Board received an update on Governance & Audit Workplan Status Update.

7. I-7: Ethics Hotline Summary Report (Presenters: Brian Atkinson)
 [I-7- Sept 2021 Ethics Hotline Summary.docx](#)

The Board received an update on Ethics Hotline Summary Report.

8. I-8: Department Reports
 [I-8a Risk and Safety Board Report Sept 2021.docx](#)
 [I-8b PLANNING AND CAPITAL PROJECTS REPORT for September 2021.docx](#)
 [I-8c September 2021 Board Report Public Affairs FINAL.pdf](#)
 [I-8d Aug 2021 Operations Monthly Board Report.docx](#)
 [I-8e HR Board Report \(September 2021\).docx](#)
 [I-8f September Diversity Inclusion and Workforce Development Board Report.docx](#)
 [I-8g Supplier Diversity - August 2021.pdf](#)

The Board received Department Reports for Risk & Safety, Capital Projects, Public Affairs, Operations, Human Resources, Diversity/Inclusion & Workforce Development, and Supplier Diversity.

8. Adjourn (Presenters: Mark Fisher)

On order of Director Mark Fisher and there being no objection, the meeting was adjourned at 5:42pm.

Jill D. Russell
General Counsel



Date: October 21, 2021
Current Meeting: October 28, 2021
Board Meeting: October 28, 2021

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Vice President of Infrastructure, Strategy, and Innovation Jennifer Pyrz
SUBJECT: Consideration and approval of Task Order #7 for Blue Line design team, WSP, Inc., to provide NEPA and Design Services

ACTION ITEM A – 3

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize the President/CEO to execute Task Order #7 with WSP, Inc. to supplement previously contracted NEPA and design services on the Blue Line BRT Project for an amount not to exceed \$2,620,000.

BACKGROUND:

The Blue Line Bus Rapid Transit (BRT) project will be the third of three rapid transit lines in the City of Indianapolis/Marion County. It will connect the Indianapolis International Airport to the Town of Cumberland via downtown Indianapolis along Washington Street. The project was identified in the regional transit framework, Indy Connect, in 2009-2010 and advanced to an Alternatives Analysis (AA) study in 2013. Both studies were conducted by the Indianapolis Metropolitan Planning Organization (MPO) in cooperation with IPTC, the Central Indiana Regional Transportation Authority (CIRTA), and other regional partners. Those plans eventually resulted in the Marion County Transit Plan, which was presented to Marion County voters in November 2016 for adoption of a 0.25% income tax, dedicated to transit. In December 2017, the IndyGo 2018-2022 Capital Plan was adopted by the IPTC Board of Directors. This plan outlined the Blue Line project in more detail, including the specific mix of funding sources and timelines for the development of the project.

IPTC Board of Directors awarded a task-order based contract to WSP in 2018. To date, funding has been awarded for six task orders for the Blue Line design and NEPA work, for a total of \$7,574,032. This is a task-order based contract with specific scope and fee for each new task order negotiated individually. WSP’s current task orders cover their work through 60% design. The Blue Line project design is currently progressing beyond 30% completion. Design is expected to be complete in summer 2023.

DISCUSSION:

This amendment will modify Task Order #3 of IPTC’s *RFQ 17-11-279 Blue Line BRT Engineering Services* contract with WSP, Inc. Task Order #3 was executed in April 2019 to provide NEPA evaluation, traffic analysis, FTA reporting, and 60% design services. Services on this task order were expected to be complete at the end of 2019 but were suspended in July 2019 at IPTC’s request. Services were restarted in May 2021.

Task Order #7 will amend Task Order #3 by incorporating:

1. Additional scope items directly requested by IPTC.
2. Additional scope items identified as necessary based on new information related to partner agencies, project stakeholders, or other inputs that were not known when Task Order #3 was originally scoped in 2019.

3. Additional scope (primarily management) related to extension of this task order timeline, the stopping/starting of project activities, and ongoing project management effort related to requests during the project hiatus.

Some of the additional scope items included in this task order are:

- New survey at locations that were identified as design progressed or were chosen not to be surveyed until pending design decisions.
- Updated survey at locations where existing conditions have been altered.
- Additional sub-surface utility investigation at non-station areas where areas of potential utility conflict have been identified.
- Creation of the stormwater master plan and design guidance document to guide discussions with Indianapolis DPW and Citizen's Energy Group (CEG).
- Right of way engineering and appraisal services for additional parcels to be acquired.
- Design of an east terminus station.

ALTERNATIVES:

These services are required to complete design of the Blue Line.

FISCAL IMPACT:

Funding for the Blue Line project is provided from a variety of sources, including FTA Small Starts, Bond Revenues, 5307 Formula Funds, and local funds, as documented in the Capital Plan.

DBE/XBE DECLARATION:

This task order includes 14.4% DBE participation across several sub-consultants: SJCA (6.1%), Etica (0.3%), Shrewsbury (2.6%), Dodd Title (0.6%), ASC Group (2.7%), NS Services (1.6%).

STANDING COMMITTEE DISCUSSION/RECCOMENDATION:

This action was reviewed by the Service Committee on October 21, 2021 and will be placed on the Consent Agenda.



Date: October 21, 2021
 Current Meeting: October 28, 2021
 Board Meeting: October 28, 2021

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Vice President of Infrastructure, Strategy, and Innovation Jennifer Pyrz
SUBJECT: Consideration and approval of amendment for Program Management Support Services contract

ACTION ITEM A – 4

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize the President/CEO to execute an amendment to the Program Management Support Services contract with HNTB Corporation for an amount not to exceed \$850,000 for services to be rendered beginning in 2022.

BACKGROUND:

Since passing the 2016 transit referendum, IPTC’s Capital Project and Planning Team has been dedicated to delivering the infrastructure improvements needed to support the Marion County Transit Plan. Several critical vacancies on the engineering team had made this work especially challenging and the need for people with specialized skills affected our ability to fill positions in a timely manner. In response to those challenges, the Board authorized President/CEO Inez Evans to execute a contract with HNTB Corporation in June 2020 to provide program management support services. That contract is for five years with a not to exceed amount of \$6,557,977.00.

The contract with HNTB Corporation is designed to support the work of the Capital Projects team through a combination of embedded staff and on-call support services. IPTC requested that HNTB provide individuals who could fill three full-time positions on that team: a Director, one Project Manager for BRT/roadway projects and one Project Manager for facilities projects. To date, we have chosen to fill only the first two of these three positions. In addition, subject matter experts have been supporting the team in a variety of smaller technical roles. The two current full-time individuals act as extensions of staff to IPTC, working from our facility and managing our projects as part of the IPTC team.

DISCUSSION:

The contracted project management support was intended to be flexible. IPTC reserved the right to fill only some of the positions, as demand required, and to reorganize roles and responsibilities for maximum effectiveness. As Blue Line design accelerates and construction nears for the Purple Line, the Capital Projects team is in need of additional support from the Program Management consultant. The HNTB team is contributing to a higher-than-expected level of non-BRT project work: helping to coordinate Super Stops 1.0 through construction; completing design and overseeing procurement and construction of multiple contracts for Red Line pavement maintenance; and supporting transit signal priority improvement initiatives at a technical expert level. These roles are critical to our success, but also take away from their ability to be more deeply involved in the details of the BRT projects.

IPTC would therefore like to amend HNTB’s contract to provide the funding to allow for both the originally scoped third staff member to come in-house and also give us the flexibility to bring on additional subject matter experts to support projects as needed. As discussed during the original procurement for these services, this model provides the best opportunity for successful program delivery for the following reasons:

- It allows us to get staff on board more quickly and with less time dedicated to recruiting/hiring activities.
- It provides more flexibility to change staff as our needs change.
- It provides the ability to reduce the number of staff as needs fluctuate. And allows us to add specialty or short-term staff if needed to address increased demand.
- It provides the opportunity to scale staff hours to match the level of effort required at any time, dropping to a few hours per week as projects close out.
- It provides us a better opportunity to engage the most qualified engineers and planners for the specific needs of our program.

ALTERNATIVES:

If the Board were to choose not to approve this request, the Capital Projects team would reduce its planned level of oversight and/or modify project schedules to better align with existing resources.

FISCAL IMPACT:

This contract is funded through a combination of local and FTA Small Starts sources. The Purple Line budget includes funds to cover consultant project management in this manner. The Blue Line budget will similarly incorporate this function. The Capital Budget will be used to cover staff time spent on non-CIG funded projects.

DBE/XBE DECLARATION:

This solicitation included a 2% DBE goal. HNTB's teaming partners are Herd Strategies for public/stakeholder outreach and JQOL for construction oversight. DBE participation would be provided as part of the Subject Matter Expert portion of this procurement, brought onto the team in an on-call type arrangement.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee on October 21, 2021 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Senior Director of Capital Assets and Facility Modernization LaTeeka Washington
SUBJECT: Consideration and approval of construction change order – Mobility Solutions & Customer Care Center renovations construction – Boyle Construction Management, Inc (BCMI)

ACTION ITEM A – 5

RECOMMENDATION:

In a manner consistent with IPTC procurement and contract award standards, it is requested that the Board authorize President/CEO Inez Evans to execute a change order to the contract with BCMI for construction of the Mobility Solutions and Customer Care Center project for an amount not to exceed \$218,097.

BACKGROUND:

The IPTC property located at 2425 West Michigan Street will be the new home of the Mobility Solutions & Customer Care Center, housing paratransit administration and operations, a call-center, assessment center and maintenance facility. At its July 2021 meeting, the IPTC Board of Directors approved President/CEO Inez Evans to enter a contract with BMCI to perform the renovations for an amount not to exceed \$2,713,000. As construction has progressed, unforeseen conditions and additional requirements from permitting agencies, which resulted in increased material and equipment costs, have necessitated that BCMI conduct out of scope work.

DISCUSSION:

Per standing IPTC procedures, any change orders that exceed \$100,000 require board approval. This board action includes modifying the contract with BCMI to add the following scope items. All items are added cost unless otherwise indicated.

- Extend the length of the water service line per Fire Department requirement.
- Create a fluids room in the Maintenance area for safety.
- Add a quiet room for operators to use in between shifts.
- Remove the replacement of the mezzanine carpet (deduct to contract price).
- Increase the quantity of concrete placed to address deteriorated existing conditions.
- Upgrade the electrical pad mount transformer.
- Increase the size of the overhead screen coiling door on the maintenance area overhead door.
- Replace an additional 18 feet of underground waste line pipe due to unforeseen conditions.
- Upgrade the lift to IPTC weight & size requirements.

There is no change in schedule or additional contract time provided for any of these changes. These items will be formally added to the contract via a contract change order.

ALTERNATIVES:

The Board could choose not to contract as recommended in its entirety; however, this would delay staff relocation until other solutions could be developed and reviewed by the requesting permitting agencies.

FISCAL IMPACT:

Funding for this procurement is IPTC local funds.

DBE/XBE DECLARATION:

The project is not federally funded so no DBE goal is set, however XBE participation goals have been set at 15% MBE, 8% WBE, 3% VBE and 1% DOBE.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on October 21, 2021 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Senior Director of Facilities and Preventative Maintenance Paul Williams
SUBJECT: Consideration and approval of Charge Management Software

ACTION ITEM A – 7

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, we ask the Board to authorize the President/CEO to enter into a five year contract with AMPLY Power (AMPLY) for an amount not to exceed \$480,500 over the life of the contract. This amount includes a one-time implementation cost of \$155,000 and \$65,100 annually for service maintenance fees.

BACKGROUND:

To provide efficient and sustainable transit, IPTC is looking for options to manage the charging of its electric vehicles (EV). It is necessary to charge EVs at specified times; charging the vehicles at non-specified times or power peaks leads to higher costs. IPTC needs to find a low-cost and efficient charging process to avoid these higher costs. Presently 43.9% of charge times are On-Peak Hours. AMPLY has extensive experience of being a reliable EV charge-management software solutions provider. AMPLY is the BYD preferred vendor due to the compatibility of their software systems, their wide range of system capability, and their experience working together on several projects throughout multiple public and private transit companies within the United States. AMPLY provides complete turnkey service; the ability to design, build, operate, and maintain (DBOM).

DISCUSSION:

The contract with AMPLY will provide IPTC with a software solution to manage the charging of all EV buses in one platform. The solution will integrate EVs and charging station management to ensure operational readiness while substantially decreasing energy usage. Conservative estimates show an annual savings of approximately \$111,538. With the future expansion of IPTC’s Electric Bus Fleet, in conjunction with the development of BRT Purple and Blue Lines, this saving is projected to increase significantly using the AMPLYs software solution.

The benefit of utilizing a charge-management system include:

- Return on investment (ROI) in less than three years
- Reduced IPTC electric energy cost and optimize its E-Fleet operation
- Software, analytics, and recommend vehicle types, charging hardware, and site energy requirements
- Intelligent algorithms to predict the remaining range of EV’s
- Increased number of EV’s available for revenue service compared to the existing charging infrastructure

ALTERNATIVES:

The Board could choose not to approve procuring the electric bus charge management system. However, this will directly impact IPTC's effort to provide an effective cost saving on its E-fleet charging and a more efficient operation of its electric bus fleet.

DBE/XBE DECLARATION:

The AMPLY Power contract will be under a sole source. Therefore, no participation goals apply.

FISCAL IMPACT:

The funding source for this service is from the local operations budget.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on October 21, 2021 and will be placed on the Consent Agenda.



Date: October 21, 2021
Current Meeting: October 28, 2021
Board Meeting: October 28, 2021

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Vice President of Human Resources Jeff Brown
SUBJECT: Consideration and approval to negotiate a contract with Delta Dental for group dental plan premiums and coverage

ACTION ITEM A – 8

RECOMMENDATION:

In a manner consistent with IPTC procurement and contract award standards, we request that the Board authorize the President/CEO to negotiate and enter into a one-year contract with Delta Dental for Group Dental Insurance premiums and coverage for current member enrollment at a cost of \$373,774, subject to increase based on future enrollment.

BACKGROUND:

IPTC takes a progressive approach to create a healthier workforce and as such provides a comprehensive benefits package to our workforce. IPTC provides its workforce with dental insurance coverage to help employees offset the cost of dental care and to help the employee maintain good overall oral health.

DISCUSSION:

IPTC engaged LHD Benefit Advisors to serve as its broker and procure services for group dental insurance. The following criteria was used to evaluate and select Delta Dental: total cost of services requested, contractual benefits & administration flexibility, provider network strength in term of access and pricing, multi-year contract, implementation process timelines and guarantees. Based on these guidelines, Delta Dental is the suggested successful bidder for the following reasons:

- Delta Dental provides the best contractual provider discounts than other carriers (which lessens the burden of out-of-pocket costs for members and dependents).
- Delta Dental provides the broadest provider network for employees and families and more availability and access to care.
- There will be no disruption in service
- Although there is a nominal increase in cost to IPTC, Delta still provided the greatest cost savings for employees and families.

In summary, IPTC believes that Delta Dental is the best overall value for the quality and level of services for IPTC employees and families.

ALTERNATIVES:

The Board could choose not to award this contract to the recommended vendor and direct the CEO to negotiate with another vendor.

FISCAL IMPACT:

The total cost of this procurement for dental group insurance premiums and coverage is projected to be \$373,774, subject to increase or decrease based on future enrollments. Human Resources will work with Finance to manage the funding of this procurement with the existing budget for each year of the contract.

DBE/XBE DECLARATION:

This contract will be funded by the Operations budget, and therefore, it does not require an established Disadvantaged Business Enterprise Program (“DBE”) participation goal. Given the complexity and nature of this opportunity subcontracting possibilities were limited. It is our continued commitment to partner with certified “XBE” firms with the City of Indianapolis Office of Minority and Women Business Development and the Indiana Department of Administration Division of Supplier Diversity when opportunities present themselves.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee on October 21, 2021 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Vice President of Human Resources Jeff Brown
SUBJECT: Consideration and approval to negotiate a contract with Anthem Blue Cross Blue Shield for group health insurance premiums and insurance coverage

ACTION ITEM A – 9

RECOMMENDATION:

In a manner consistent with IPTC procurement and contract award standards, we request that the Board authorize the President/CEO to negotiate and enter into a contract with Anthem Blue Cross Blue Shield for group health insurance premiums and insurance coverage for the IPTC workforce with a projected cost of \$11,423,423, subject to increase or decrease based on future enrollments.

BACKGROUND:

Health insurance is important for IPTC employees as it helps protect the individual from the financial burden of an unexpected medical bill and provides preventive care to help keep the individual healthy. To this end, IPTC takes a progressive approach to create a healthier workforce and as such provides a comprehensive benefits package to our workforce.

DISCUSSION:

Each year, IPTC has to renew its group health insurance premiums and coverage for its workforce. To this end, IPTC engaged LHD benefit advisors to serve as its broker and procure a vendor to provide group health insurance premiums and coverage. IPTC received three bids in response to the RFP – Anthem, United Health Care and Cigna -- all of which were deemed responsive. Proposals were based on the following criteria: total cost of services requested, contractual benefits and administration flexibility, provider network strength in term of access and pricing, multi-year contract, implementation process timelines and guarantees. Based on these guidelines, Anthem is the suggested successful bidder for the following reasons:

- Although Anthem’s proposal provides a manageable cost increase of 5.3%, it was the lowest bidder among the evaluated vendors.
- Employees and families will continue to benefit from Anthem’s provider network which yields largest provider discounts in comparison to other provider networks that were considered. Other bidders could not match Anthem’s network of provider discounts.
- Employees and families will further benefit from Anthem’s broad provider network which permits greater access to care and less disruption. Other bidders could not offer the same access to care options as Anthem.
- Employees and families will have access to one of the largest networks in Indiana and Indianapolis metropolitan area. Anthem includes access to national Blue Card program which provides network access to contracted BCBS providers in non-Anthem states.
- IPTC initially budgeted a ten percent increase for employee medical coverage for 2021. The Anthem proposal falls well below this expectation.

In summary, Anthem Blue Cross Blue Shield offered the best, most comprehensive, and cost-effective proposal that will provide the best overall coverage for the quality and level of services for IPTC employees and families.

ALTERNATIVES:

The Board could choose not to award this contract to the recommended vendor and direct the CEO to negotiate with another vendor.

FISCAL IMPACT:

The total cost of this procurement for group health premiums and insurance coverage is projected to be \$11,423,423, subject to increase or decrease based on future enrollments. Human Resources will work with Finance to manage the funding of this procurement with the existing budget for each year of the contract.

DBE/XBE DECLARATION:

This contract will be funded by the Operations budget, and therefore, it does not require an established Disadvantaged Business Enterprise Program (“DBE”) participation goal. Given the complexity and nature of this opportunity subcontracting possibilities were limited. It is our continued commitment to partner with certified “XBE” firms with the City of Indianapolis Office of Minority and Women Business Development and the Indiana Department of Administration Division of Supplier Diversity when opportunities present themselves.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee on October 21, 2021 and will be placed on the Consent Agenda.



Date: October 21, 2021
Current Meeting: October 28, 2021
Board Meeting: October 28, 2021

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Vice President of Human Resources Jeff Brown
SUBJECT: Consideration and approval to negotiate a contract with New York Life (formerly Cigna) for life and disability plan and annual premiums

ACTION ITEM A – 10

RECOMMENDATION:

In a manner consistent with IPTC procurement and contract award standards, we request that the Board authorize the President/CEO to negotiate and enter into a two-year contract with New York Life (formerly Cigna) for group short/long-term disability and life and accidental death and dismemberment premiums and coverage for current member enrollment at a cost of \$564,455, subject to increase based on future enrollment.

BACKGROUND:

IPTC takes a progressive approach to create a healthier workforce and as such provides a comprehensive benefits package to our workforce. IPTC provides its workforce with disability coverage, both short term and long term, as a benefit program designed to provide income replacement in the event the employee becomes disabled due to an injury or illness and cannot perform the duties of their job. IPTC also provides accidental, death and dismemberment policy to cover death if caused by an accident as well as term life insurance that covers almost all causes of death.

DISCUSSION:

IPTC engaged LHD benefit advisors to serve as its broker and procure services for basic life and AD&D (accidental death and dismemberment) insurance, short term disability, long term disability services. The award breakdown is as follows:

- New York Life has been the service provider for eight years with no irreconcilable concerns or issues
- There will be no disruption in service including STD and LTD payments
- New York Life offered a two-year rate hold for LTD, Basic Life and AD&D.
- The annual premium for Basic Life and AD& D is \$219,159.
- The annual premium for LTD is \$158,776.
- New York Life offered a five percent decrease in premiums for STD.
- The annual premium for STD is \$186,520.
- New York Life provides a significant cost savings for employees and families. Overall, ancillary benefit plans, including the proposal from New York Life, will result in a 5% decrease for IPTC.

In summary, IPTC believes that New York Life is the best overall value for the quality and level of services for IPTC employees and families.

ALTERNATIVES:

The Board could choose not to award this contract to the recommended vendor and direct the CEO to negotiate with another vendor.

FISCAL IMPACT:

The total cost of this procurement for group short/long-term disability and life and accidental death and dismemberment premiums and coverage is projected to be \$564,455, subject to increase or decrease based on future enrollments. Human Resources will work with Finance to manage the funding of this procurement with the existing budget for each year of the contract.

DBE/XBE DECLARATION:

This contract will be funded by the Operations budget, and therefore, it does not require an established Disadvantaged Business Enterprise Program (“DBE”) participation goal. Given the complexity and nature of this opportunity subcontracting possibilities were limited. It is our continued commitment to partner with certified “XBE” firms with the City of Indianapolis Office of Minority and Women Business Development and the Indiana Department of Administration Division of Supplier Diversity when opportunities present themselves.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee on October 21, 2021 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Deputy Director of Governance & Audit Brian Atkinson
SUBJECT: Consideration and approval of RFP 21-05-404 Independent Audit Services

ACTION ITEM A – 11

RECOMMENDATION:

Authorize the President/CEO to enter contract negotiations with BKD (CPAs & ADVISORS) and upon successful negotiations, enter a contract that will allow BKD (CPAs & ADVISORS) to supply Independent Audit Service for a term of three years with two, one-year options for an amount not to exceed \$331,000.

BACKGROUND:

The audits are to be conducted in accordance with generally accepted auditing standards. Generally accepted accounting standards include all of the following; standards set forth for financial audits in the U. S. General Accounting Office's (GAO) Government Audit Standards, the Single Audit Act Amendments of 1996, the Uniform Guidance 2 CFR 200 subpart F, applicable laws of the State of Indiana including State Examiner Director 2015-2 and any future audit conventions, audit procedures, or audit pronouncements from or by any state or federal agency, entity establishing generally accepted auditing standards, or statute from a government entity or regulation from a grantor agency or other authoritative entity concerning audits of funds or programs operated, administered or managed by IPTC.

DISCUSSION:

On August 2, 2021 IPTC released RFP 21-05-404 Independent Audit Services published with a posting on the IPTC website and an email blast registered IPTC Vendors. Advertisements were placed in The Indianapolis Star, Indianapolis Court and Commercial Record, LaVoz de Indiana and Mass Transit Magazine running August 2 – August 16, 2021.

On August 11, 2021 IPTC held a pre-proposal meeting via Zoom.

On August 18, 2021 IPTC received written questions regarding RFP 21-05-404 Independent Audit Services.

On August 25, 2021 IPTC issued an addendum answering written questions received and providing clarification.

On September 10, 2021 IPTC received four (4) proposals in response to RFP 21-05-404 Independent Audit Services; KSM (KATZ SAPPER & MILLER), BKD (CPAs & ADVISORS), Bakertilly and Cherry Bekaert which were found to be responsive and responsible.

On September 28, 2021 the evaluation committee scored proposals.

The evaluation team selected BKD as the best firm to provide Independent Audit Services to IPTC. BKD was found to meet all qualifications and has extensive audit experience with municipal corporations as well as state, municipal and

county governments. In addition to government experience, BKD has more than 30 years of knowledge and experience working with FTA rules and regulations, as well as reporting to the National Transit Database.

ALTERNATIVES:

To not issue the award for Independent Audit Services would be a violation of Indiana State Board of Accounts regulations.

FISCAL IMPACT:

Independent Audit Service is funded from the operating Budget.

First Year Audit 2020	\$64,500.00
Second Year Audit 2021	\$64,500.00
Third Year Audit 2022	\$64,500.00
Option 1 Audit 2023	\$67,750.00
Option 2 Audit 2024	\$69,750.00
Total Five Years with all Options	\$331,000.00

DBE/XBE DECLARATION:

BKD has committed to utilizing Thomas & Reed, LLC (MBE) and Moore Accounting (MBE/WBE) at 27% of the total contract.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on September 21, 2021 and will be placed on the Consent Agenda.



Date: October 21, 2021
 Current Meeting: October 28, 2021
 Board Meeting: October 28, 2021

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Vice President of Finance/Chief Financial Officer Bart Brown
SUBJECT: Consideration and approval of final action of bond issue of \$65,000,000 to support the certain public transportation projects

ACTION ITEM A – 2

RECOMMENDATION:

Request the Board approve an ordinance of the Indianapolis Public Transportation Corporation authorizing the issuance of local income tax revenue bonds for the purpose of providing funds to pay the costs of certain public transportation projects listed below.

BACKGROUND:

On June 24, 2021 the Board approved a reimbursement resolution in anticipation of issuing debt to support the renovation and construction costs of facilities at 9503 E. 33rd Street and 2425 W. Michigan Street. In addition, with the construction of the Purple Line now underway an additional 30 sixty-foot, all electric buses will be needed at a minimum to service that route. Public hearing on this matter has been set at the regular scheduled Board meeting for October 28, 2021.

DISCUSSION:

The bond proceeds of no more than \$65,000,000 will support the following projects estimated at \$107,430,000. Remaining funds for these projects if approved will be sought through FTA grants or Board can approve to use unrestricted funds from its cash balances.

Michigan Street – Phase 1 and 2 (building) including Furniture, Fixtures, Equipment (FFE)	\$2,725,000
Michigan Street – Phase 3 Bus Storage, Site development/Paving, lighting, fencing, heat lamps, drainage	\$1,800,000
East Campus A Building including FFE	\$2,475,000
East Campus B Building with Elevator including FFE	\$3,920,000
East Campus New Garage & Demo (Two-Story, expanded 150 bus) including FFE	\$35,000,000
UV-C Lighting for IPTC Fleet and Facilities	\$2,900,000
Computer Aided Dispatch (CAD) system	\$10,000,000
Rural Street underpass reconstruction	\$6,610,000
<u>30 60-foot electric buses</u>	<u>\$42,000,000</u>
TOTAL	\$107,430,000

ALTERNATIVES:

The Board could choose to pay in cash but that would deplete the corporation's fund balances to a level that is contrary to the Agency's reserve fund policy and could jeopardize funding of the other capital projects under the capital plan.

FISCAL IMPACT:

Interest rates are still near historical lows for municipal borrowing and should remain there throughout 2021. Using an assumed interest rate of 4.0% (on a conservative basis) the Corporation can expect to pay yearly debt service estimated at \$5,700,000. First installment estimated due date July 2022.

DBE/XBE DECLARATION:

Staff will seek to engage XBE underwriters through the Indianapolis Improvement Bond Bank.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee and Service Committee on October 21, 2021 and will be placed on the Public Hearing Agenda.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

ORDINANCE NO. 2021-02

An ordinance of the Indianapolis Public Transportation Corporation authorizing the issuance of local income tax revenue bonds for the purpose of providing funds to pay the costs of certain public transportation projects within the City of Indianapolis, Indiana and Marion County, Indiana; providing for the payment of such bonds from local income tax revenues attributable to funding such transportation projects under the provisions of Indiana Code 6-3.6-6, as amended; providing for the safeguarding of the interests of the owners of said bonds; other matters connected therewith, including the issuance of notes in anticipation of bonds; and repealing ordinances inconsistent herewith

WHEREAS, the Indianapolis Public Transportation Corporation (the "IPTC") has been established in accordance with Indiana Code 36-9-4, as amended, and is authorized to issue bonds to procure moneys to fund public transportation projects under Indiana Code 36-9-4, Indiana Code 6-3.6-6, Indiana Code 6-3.6-7, Indiana Code 8-25 and Indiana Code 5-1-14-4, each as amended (collectively, the "Act"); and

WHEREAS, the Board of Directors of the IPTC (the "Board") has considered and authorized any or all or any portion of the following projects: (a) the construction, renovation, installation and equipping of a building, bus storage, site development and paving, lighting, fencing, heat lamps and drainage improvements located at 2425 W. Michigan Street, (b) the construction, renovation, installation and equipping of buildings and related improvements at the 9503 E. 33rd Street (East Campus), (c) the construction, installation and equipping of a new bus/vehicle facility for East Campus, (d) the acquisition, installation and equipping of a computer aided dispatch system, (e) the acquisition, installation and equipping UV-C lighting for IPTC fleet and facilities, (f) the construction and renovation of underpasses along Rural Street, and (g) the acquisition of twenty-two (22) sixty (60)-foot electric buses (collectively, the "Projects"), all to be constructed and/or utilized in the City of Indianapolis, Indiana (the "City") and Marion County, Indiana (the "County"), and the Board hereby determines that it would be of public utility and benefit and in the best interests of the citizens of the City and the County to proceed with the Projects and the financing thereof through the issuance of local income tax revenue bonds of the IPTC and, if necessary, bond anticipation notes (the "BANs"); and

WHEREAS, based upon the advice of the IPTC's municipal advisor Crowe, LLP (the "Municipal Advisor"), the estimated costs of the Projects to be financed with the proceeds of the local income tax revenue bonds of the IPTC and, if necessary, BANs, including engineering, municipal advisory and legal fees, is in the estimated amount not to exceed Sixty-Five Million Dollars (\$65,000,000); and

WHEREAS, the costs of the Projects in excess of the amounts to be financed with the proceeds of the IPTC's local income tax revenue bonds and, if necessary, BANs will be funded from other sources of funds available to the IPTC; and

WHEREAS, the Projects and the financing by the IPTC of a portion of the Projects, together with expenses incidental thereto, are necessary, are authorized by the Act and will be of public utility and benefit to the City, the County and their citizens; and

WHEREAS, the Board finds that the IPTC does not have sufficient funds available or provided for in the existing budgets and tax levies that may be applied to the costs of the Projects and that it is necessary to finance a portion of the costs of the Projects by the issuance of local income tax revenue bonds, in one or more series, in an aggregate principal amount not to exceed Sixty-Five Million Dollars (\$65,000,000) and, if necessary, bond anticipation notes in one or more series (the "BANs"); and

WHEREAS, the IPTC desires to authorize the issuance of BANs hereunder, if necessary, payable solely from the proceeds of local income tax revenue bonds issued hereunder, and, as to interest only, from capitalized interest, and to authorize the refunding of said BANs, if issued; and

WHEREAS, the City-County Council of the City and the County (the "City-County Council") has, following the approval by the voters of the County at the November 8, 2016 general election, adopted an ordinance pursuant to Indiana Code 6-3.6-7-27 and Indiana Code 8-25-3-1 imposing an additional local income tax rate of 0.25% (the "Transportation LIT") for public transportation projects in the County, which include the Projects; and

WHEREAS, pursuant to Indiana Code 6-3.6-7-27, the local income tax revenues attributable to the Transportation LIT (the "Transportation LIT Revenues") shall be used to fund public transportation projects such as the Projects and are to be retained by the County Auditor and deposited in the County public transportation project fund established under Indiana Code 8-25-3-7 and used for the purposes thereof, including the payment of bonds issued for public transportation projects; and

WHEREAS, prior to the issuance of the bonds herein authorized, the City-County Council will adopt an ordinance pledging the Transportation LIT Revenues to the IPTC for the payment of the bonds herein authorized (the "2021B County Transportation LIT Pledge Ordinance"); and

WHEREAS, pursuant to Ordinance No. 2018-01, adopted by the Board on February 22, 2018 (the "2018A Ordinance"), the IPTC has heretofore issued revenue bonds payable from the Transportation LIT Revenues, designated "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2018A" (the "2018A Bonds"), currently outstanding in the principal amount of Nineteen Million Two Hundred Thousand Dollars (\$19,200,000); and

WHEREAS, pursuant to Ordinance No. 2020-01, adopted by the Board on July 27, 2020 (the "2021A Ordinance," and together with the 2018A Ordinance, the "Prior Ordinances"), the IPTC has heretofore issued revenue bonds payable from the Transportation LIT Revenues, designated "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2021A" (the "2021A Bonds," and together with the 2018A Bonds, the "Prior Bonds"), currently outstanding in the principal amount of Twenty Million Six Hundred Ninety Thousand Dollars (\$20,690,000); and

WHEREAS, the Board now finds that all conditions precedent to the adoption of an ordinance authorizing the issuance of bonds, on a parity basis with the Prior Bonds, and BANs, if necessary, to provide the necessary funds to be applied to the costs of the Projects and all authorized costs relating thereto, have been complied with in accordance with the provisions of the Act and Indiana Code 5-1-14-5; and

WHEREAS, the bonds herein authorized will not be payable from a special tax levy of the IPTC but shall be payable solely and exclusively from the Transportation LIT Revenues as herein provided; and

WHEREAS, the bonds to be issued hereunder are to be issued subject to the provisions of the laws of the Act and the terms and restrictions of this Ordinance; and

WHEREAS, Indiana Code 5-1.4 provides that a "qualified entity," which term includes the IPTC, may issue and sell its bonds or BANs to The Indianapolis Local Public Improvement Bond Bank (the "Bond Bank"); and

WHEREAS, the Bond Bank, through its Executive Director, has expressed a willingness to purchase the bonds and BANs herein authorized in a negotiated sale, subject to approval by the Board of Directors of the Bond Bank, with proceeds of bonds or notes to be issued by the Bond Bank (the "Bond Bank Bonds" or "Bond Bank Notes," respectively); and

WHEREAS, the Board has determined that it will be in the best interest of the IPTC to sell said bonds and BANs to the Bond Bank in a negotiated sale; and

WHEREAS, the IPTC does not have sufficient funds available or provided for in the existing budgets or tax levies to be applied to the payment of the costs of the Projects proposed to be financed from the proceeds of the bonds or BANs described herein, together with expenses incidental thereto, making it necessary for the IPTC to issue such bonds or BANs to finance all or a portion of the Projects, and an extraordinary emergency and necessity exists for the making of the additional appropriation set out herein; and

WHEREAS, the IPTC has caused notice of a hearing on said appropriation to be published as required by law, and such public hearing was held on said appropriation at which all taxpayers and interested persons had an opportunity to appear and express their views as to such additional appropriation;

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION, THAT:

Section 1. Authorization of Projects. The Projects are hereby approved. The estimated costs for the portion of the design, acquisition, installation and equipping of the Projects to be financed from the proceeds of the herein authorized bonds and, if necessary, BANs, shall not exceed Sixty-Five Million Dollars (\$65,000,000), plus investment earnings on the BAN and bond proceeds, without further authorization from the Board. Each of the Projects is a public transportation project within the meaning of the Act.

Section 2. Issuance of BANs. The IPTC shall issue, if necessary, its BANs in one or more series for the purpose of procuring interim financing to apply on the cost of the Projects, capitalized interest, if necessary, and costs of issuance of the BANs. The IPTC may issue its BANs in an aggregate principal amount not to exceed Sixty-Five Million Dollars (\$65,000,000) to be designated "Local Income Tax Revenue Bond Anticipation Notes, Series 202__," to be completed with the year in which issued and with a series designation. The BANs shall be sold at not less than _____ percent (____%) of their par value, numbered consecutively from 1 upward and shall be in denominations of (i) Five Thousand Dollars (\$5,000) or integral multiples thereof or (ii) One Hundred Thousand Dollars (\$100,000) and any integral multiple of Five Thousand Dollars (\$5,000) in excess thereof, as determined by the controller of the IPTC (the "Controller") with the advice of the Municipal Advisor. The BANs shall be dated as of the date of delivery thereof and shall bear interest at a rate or rates not to exceed _____ percent (____%) per annum (the exact rate or rates to be determined through negotiations with the purchaser of the BANs) payable either upon maturity or redemption. The BANs may be payable in installments.

The BANs will mature over a period ending no later than five (5) years from their date of delivery, as determined by the Controller, with the advice of the Municipal Advisor, at the time of the sale of the BANs. Any BANs which mature over a period less than five (5) years after their date of delivery shall be subject to renewal or extension for a term not exceeding five (5) years from the date of delivery of the BANs as originally issued. In the event of such renewal or extension, the interest rate or rates on the BANs as renewed or extended shall not exceed _____ percent (____%) per annum (the exact rate or rates to be negotiated with the purchaser of the BANs, as renewed or extended).

The BANs shall be registered in the name of the purchasers thereof. Interest on the BANs shall be calculated according to a three hundred sixty (360)-day calendar year containing twelve (12) thirty (30)-day months.

The BANs shall be issued pursuant to Indiana Code 5-1.4-8-6 if sold to the Bond Bank or pursuant to Indiana Code 5-1-14-5 if sold to a financial institution or any other purchaser. The IPTC shall pledge to the payment of the principal of and interest on the BANs the proceeds from the issuance of local income tax revenue bonds pursuant to and in the manner prescribed by the Act.

Section 3. Issuance of Bonds. The IPTC shall issue and sell its local income tax revenue bonds in one or more series in an aggregate principal amount not to exceed Sixty-Five Million Dollars (\$65,000,000) to be designated "Local Income Tax Revenue Bonds, Series 202__," to be completed with the year in which issued and with a series designation (the "Bonds"), for the purpose of procuring funds to apply on the cost of the Projects, refunding the BANs, if issued, paying capitalized interest, if necessary, funding a reserve, and paying issuance costs and other related costs.

The Bonds shall be issued and sold at a price not less than _____ percent (____%) of par value thereof to the Bond Bank. The Bonds shall be issued in fully registered form in denominations of (i) Five Thousand Dollars (\$5,000) or integral multiples thereof or (ii) One Hundred Thousand Dollars (\$100,000) and any integral multiple of Five Thousand Dollars (\$5,000) in excess thereof, as determined by the Controller with the advice of the Municipal Advisor. The Bonds shall be numbered consecutively from 1 upward and originally dated as of their date of delivery. The Bonds shall bear interest at a rate or rates not exceeding _____ percent (____%)

per annum (the exact rate or rates to be determined by negotiation with the Bond Bank). Interest shall be payable semiannually on January 15 and July 15 in each year, commencing on either the first January 15 or the first July 15 following the date of delivery of the Bonds, as determined by the Controller with the advice of the Municipal Advisor. Principal shall be payable in lawful money of the United States of America, at the principal office of the Paying Agent (as hereinafter defined) and such Bonds shall mature semiannually on January 15 and July 15, or be subject to mandatory sinking fund redemption on January 15 and July 15, over a period ending no later than _____ (____) years after the date of delivery of the Bonds and in such amounts that will enable the IPTC to achieve as level annual debt service as practicable.

All or a portion of the Bonds may be issued as one or more term bonds, upon election of the Bond Bank. Such term bonds shall have a stated maturity or maturities consistent with the maturity schedule determined in accordance with the preceding paragraph, on the dates as determined by the Bond Bank, but in no event later than the last serial maturity date of the Bonds as determined in the preceding paragraph. The term bonds shall be subject to mandatory sinking fund redemption and final payment(s) at maturity at one hundred percent (100%) of the principal amount thereof, plus accrued interest to the redemption date, on principal payment dates which are hereafter determined in accordance with the preceding paragraph.

Interest on the Bonds shall be calculated according to a three hundred sixty (360)-day calendar year containing twelve (12) thirty (30)-day months.

Section 4. Registrar and Paying Agent. The Chair of the Board (the "Chairperson") and the Controller are hereby authorized to select and appoint a qualified financial institution to serve as Registrar and Paying Agent for the Bonds and the BANs, which may be the same Registrar and Paying Agent for the Prior Bonds, which Registrar is hereby charged with the responsibility of authenticating the Bonds (the "Registrar" or "Paying Agent"). The Controller is hereby authorized to enter into such agreements or understandings with such institution as will enable the institution to perform the services required of a Registrar and Paying Agent. The Controller is further authorized to pay such fees as the institution may charge for the services it provides as Registrar and Paying Agent, and such fees may be paid from the Sinking Fund hereby established to pay the principal of and interest on the Bonds as fiscal agency charges. As to the BANs and as to the Bonds, if sold to a purchaser that does not object to such designation, the Controller may serve as Registrar and Paying Agent and is, in such case, hereby charged with the duties of a Registrar and Paying Agent.

The principal of and premium, if any, on the Bonds shall be payable at the principal office of the Paying Agent and all payments of interest on the Bonds shall be paid by check mailed one (1) business day prior to the interest payment date to the registered owners thereof, as of the first day of the month in which interest is payable (the "Record Date"), at the addresses as they appear on the registration books kept by the Registrar or at such other address as is provided to the Paying Agent in writing by such registered owner on or before such Record Date. If payment of principal or interest is made to a depository, payment shall be made by wire transfer on the payment date in same-day funds. If the payment date occurs on a date when financial institutions are not open for business, the wire transfer shall be made on the next succeeding business day. The Paying Agent shall be instructed to wire transfer payments by 1:00 p.m. (New York City time) so such payments are received at the depository by 2:30 p.m. (New York City time).

All payments on the Bonds and BANs shall be made in any coin or currency of the United States of America, which on the date of such payment, shall be legal tender for the payment of public and private debts.

Each Bond shall be transferable or exchangeable only upon the books of the IPTC kept for that purpose at the principal office of the Registrar, by the registered owner thereof in person, or by its attorney duly authorized in writing, upon surrender of such Bond together with a written instrument of transfer or exchange satisfactory to the Registrar duly executed by the registered owner or its attorney duly authorized in writing, and thereupon a new fully registered Bond or Bonds in the same aggregate principal amount and of the same maturity shall be executed and delivered in the name of the transferee or transferees or the registered owner, as the case may be, in exchange therefor. The costs of such transfer or exchange shall be borne by the IPTC. The IPTC and the Registrar and Paying Agent for the Bonds may treat and consider the person in whose name such Bonds are registered as the absolute owner thereof for all purposes including for the purpose of receiving payment of, or on account of, the principal thereof and interest due thereon.

Interest on all Bonds which are authenticated on or before the Record Date which precedes the first interest payment date shall be paid from their original date. Interest on Bonds authenticated subsequent to the Record Date which precedes the first interest payment date thereon shall be paid from the interest payment date to which interest has been paid as of the date on which such Bonds are authenticated, unless a Bond is authenticated between the Record Date and the interest payment date in which case the interest shall be paid from such interest payment date.

Section 5. Redemption of BANs. The BANs are prepayable by the IPTC, in whole or in part, on any date, upon seven (7) days' written notice to the owner of the BANs, without any premium; provided, however, that if the BANs are held in book-entry form pursuant to Section 7 hereof, twenty (20) days' prior written notice shall be required for redemption.

Section 6. Redemption of Bonds. The Bonds may be redeemable at the option of the IPTC upon such dates, premiums, if any (but not to exceed one percent (1%) of par), and terms as determined by the Controller, with the advice of the Municipal Advisor, prior to the sale of the Bonds; provided, however, that if the Bonds are subject to optional redemption, such redemption provisions shall provide that the Bonds are redeemable on thirty (30) days' written notice, in whole or in part, in the order of maturity as determined by the IPTC, and by lot within a maturity.

If any Bond is issued as a term bond, the Paying Agent shall credit against the mandatory sinking fund requirement for the Bonds maturing as term bonds, and corresponding mandatory redemption obligation, in the order determined by the IPTC, any Bonds maturing as term bonds which have previously been redeemed (otherwise than as a result of a previous mandatory redemption requirement) or delivered to the Registrar for cancellation or purchased for cancellation by the Paying Agent and not theretofore applied as a credit against any redemption obligation. Each Bond maturing as a term bond so delivered or canceled shall be credited by the Paying Agent at one hundred percent (100%) of the principal amount thereof against the mandatory sinking fund obligation on such mandatory sinking fund date, and any excess of such amount shall be credited on future redemption obligations, and the principal amount of the Bonds to be redeemed by operation of the mandatory sinking fund requirement shall be accordingly reduced; provided, however, the Paying Agent shall credit only such Bonds maturing as term bonds to the extent received on or before

forty-five (45) days preceding the applicable mandatory redemption date.

Each Five Thousand Dollars (\$5,000) principal amount shall be considered a separate Bond for purposes of optional and mandatory redemption. If less than an entire maturity is called for redemption, the Bonds to be called for redemption shall be selected by lot by the Registrar. If some Bonds are to be redeemed by optional redemption and mandatory sinking fund redemption on the same date, the Registrar shall select by lot the Bonds for optional redemption before selecting the Bonds by lot for the mandatory sinking fund redemption.

In either case, notice of redemption shall be given not less than thirty (30) days prior to the date fixed for redemption unless such redemption notice is waived by the owner of the Bond or Bonds redeemed. Such notice shall be mailed to the address of the registered owner as shown on the registration record of the IPTC as of the date which is forty-five (45) days prior to such redemption date. The notice shall specify the date and place of redemption and sufficient identification of the Bonds called for redemption. The place of redemption may be determined by the IPTC. Interest on the Bonds so called for redemption shall cease on the redemption date fixed in such notice if sufficient funds are available at the place of redemption to pay the redemption price on the date so named.

Section 7. Book-Entry Provisions. The IPTC may, upon the advice of the Municipal Advisor, have the Bonds held by a central depository system pursuant to an agreement between the IPTC and The Depository Trust Company, New York, New York ("DTC"), and have transfers of the Bonds effected by book-entry on the books of the central depository system. In such case, the Bonds shall be issued in the name of Cede & Co., as nominee for DTC, as registered owner of the Bonds, and held in the custody of DTC and the terms and conditions of this Section 7 shall apply.

If the Bonds are held by DTC, a single certificate will be issued and delivered to DTC for each maturity of the Bonds. The actual purchasers of the Bonds (the "Beneficial Owners") will not receive physical delivery of the Bond certificates except as provided herein. Beneficial Owners are expected to receive a written confirmation of their purchase providing details of each Bond acquired. For so long as DTC shall continue to serve as securities depository for the Bonds as provided herein, all transfers of beneficial ownership interests will be made by book-entry only, and no investor or other party purchasing, selling or otherwise transferring beneficial ownership of the Bonds is to receive, hold, or deliver any Bond certificate.

For every transfer and exchange of the Bonds, the Beneficial Owner may be charged a sum sufficient to cover such Beneficial Owner's allocable share of any tax, fee, or other governmental charge that may be imposed in relation thereto. Bond certificates are required to be delivered to and registered in the name of the Beneficial Owner, under the following circumstances:

- (i) DTC determines to discontinue providing its service with respect to the Bonds (such a determination may be made at any time by giving thirty (30) days' notice to the IPTC and the Registrar and discharging its responsibilities with respect thereto under applicable law), or

(ii) the IPTC determines that continuation of the system of book-entry transfers through DTC (or a successor securities depository) is not in the best interests of the Beneficial Owners.

The IPTC and the Registrar will recognize DTC or its nominee as the holder of the Bonds for all purposes, including notices and voting. The IPTC and the Registrar covenant and agree, so long as DTC shall continue to serve as securities depository for the Bonds, to meet the requirements of DTC with respect to required notices and other provisions of a Letter of Representations between the IPTC and DTC. If necessary to comply with the terms and provisions of the Letter of Representations, a supplemental ordinance shall be adopted to amend this Ordinance as necessary.

The Registrar is authorized to rely conclusively upon a certificate furnished by DTC and corresponding certificates from DTC participants and indirect participants as to the identity of, and the respective principal amount of Bonds beneficially owned by, the Beneficial Owner or Beneficial Owners.

The IPTC may, upon the advice of the Municipal Advisor, have the BANs held in the custody of DTC. In such case, the aforementioned terms and conditions of this Section 7 shall apply to the BANs.

Section 8. Execution of Bonds and BANs; Security for the Bonds. The Bonds and BANs shall be signed in the name of the IPTC by the manual or facsimile signature of the Chairperson and attested by the Controller, who shall affix the seal of the IPTC to each of the Bonds and BANs manually or shall have the seal imprinted or impressed thereon by facsimile. These officials, by the signing of a Signature and No Litigation Certificate, shall adopt as and for their own proper signatures their facsimile signatures appearing on the Bonds and BANs. In case any officer whose signature or facsimile signature appears on the Bonds or BANs shall cease to be such officer before the delivery of the Bonds or BANs, the signature of such officer shall nevertheless be valid and sufficient for all purposes the same as if such officer had remained in office until such delivery. The Bonds shall also be authenticated by the manual signature of an authorized representative of the Registrar, and no Bond shall be valid or become obligatory for any purpose until the certificate of authentication thereon has been so executed.

The Bonds, together with the Prior Bonds and any other bonds hereafter ranking on a parity therewith (to be referred to hereinafter collectively as the "bonds," unless the context otherwise requires), as to both principal and interest, shall be payable from, secured by and shall constitute a charge upon the Transportation LIT Revenues, on parity with the Prior Bonds, irrevocably pledged in accordance with Indiana Code 5-1-14-4 to the payment of the Bonds to the extent necessary for that purpose. The IPTC shall not be obligated to pay the Bonds or the interest thereon except from the Transportation LIT Revenues. The Bonds will not be payable from a special tax levy of the IPTC or any other sources of the IPTC except the Transportation LIT Revenues. The Bonds shall have all of the qualities and incidents of negotiable instruments under the laws of the State of Indiana, subject to the provisions for registration herein.

Section 9. Form of Bonds. The form and tenor of the Bonds shall be substantially as follows, with such additions, deletions and modifications as the Chairperson and the Controller may

authorize, as conclusively evidenced by their signatures thereon, all blanks to be filled in properly prior to delivery thereof:

Form of Bond

[Unless this Bond is presented by an authorized representative of The Depository Trust Company to the Registrar or its agent for registration or transfer, exchange or payment, and any bond issued is registered in the name of Cede & Co. or such other name as requested by an authorized representative of The Depository Trust Company and any payment is made to Cede & Co., ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL since the registered owner hereof, Cede & Co., has an interest herein.]

No. R – _

UNITED STATES OF AMERICA

STATE OF INDIANA

COUNTY OF MARION

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
LOCAL INCOME TAX REVENUE BOND, SERIES 202__**

Maturity Date Interest Rate Original Date Authentication Date CUSIP

Registered Owner:

Principal Sum:

The Indianapolis Public Transportation Corporation (the "IPTC"), for value received, hereby promises to pay to the Registered Owner (named above) or registered assigns, the Principal Sum set forth above on the Maturity Date set forth above (unless this Bond be subject to and shall have been duly called for redemption and payment as provided for herein), and to pay interest hereon until the Principal Sum shall be fully paid at the rate per annum specified above from the interest payment date to which interest has been paid next preceding the Authentication Date of this Bond unless this Bond is authenticated after the first day of the month in which interest is payable and on or before such interest payment date in which case it shall bear interest from such interest payment date, or unless this Bond is authenticated on or before _____ 1, 202__, in which case it shall bear interest from the Original Date, which interest is payable semiannually on January 15 and July 15 of each year, beginning on _____ 15, 202__. Interest shall be calculated according to a three hundred sixty (360)-day calendar year containing twelve (12) thirty (30)-day months.

The principal of and premium, if any, on this Bond is payable at the principal office of _____ (the "Registrar" or "Paying Agent"), _____, Indiana. All payments of interest on this Bond shall be paid by check mailed one (1) business day prior to the interest payment date on the due date or, if such due date is a day when financial institutions are not open for business, on the business day immediately after such due date to the registered owner hereof, as of the first day of the month in which interest is payable, at the address as it appears on the registration books kept by the Registrar or at such other address as is provided to the Paying Agent in writing by the registered owner. If payment of principal or interest is made to a depository, payment shall be made by wire transfer on the payment date in same-day funds. If the payment date occurs on a date when financial institutions are not open for business, the wire transfer shall be made on the next succeeding business day. The Paying Agent shall wire transfer payments by 1:00 p.m. (New York City time) so such payments are received at the depository by 2:30 p.m. (New York City time). All payments on this Bond shall be made in any coin or currency of the United States of America, which on the dates of such payment, shall be legal tender for the payment of public and private debts.

THIS BOND CONSTITUTES A SPECIAL LIMITED OBLIGATION OF THE INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION PAYABLE SOLELY FROM THE SPECIAL FUND PROVIDED FROM THE TRANSPORTATION LIT REVENUES (AS HEREINAFTER DEFINED). THIS BOND IS NOT A GENERAL OBLIGATION OF THE INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION AND NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION IS PLEDGED TO PAY THE PRINCIPAL OF OR INTEREST ON THIS BOND.

This Bond is [the only] one of an authorized issue of Bonds of the IPTC, of like tenor and effect, except as to numbering, interest rate, and dates of maturity,] in the total amount of _____ Dollars (\$_____) [for this series] (the "Bonds"), numbered from R – 1 and up, issued for the purpose of providing funds to be applied to the cost of funding certain transportation projects in the City of Indianapolis, Indiana and Marion County, Indiana, [the refunding of interim notes issued in anticipation of the Bonds,] [funding capitalized interest,] [funding a reserve,] and to pay incidental expenses, as authorized by an ordinance adopted by the Board of Directors of the IPTC on the ____ day of _____, 2021, entitled "An ordinance of the Indianapolis Public Transportation Corporation authorizing the issuance of local income tax revenue bonds for the purpose of providing funds to pay the costs of certain public transportation projects within the City of Indianapolis, Indiana and Marion County, Indiana; providing for the payment of such bonds from local income tax revenues attributable to funding such transportation projects under the provisions of Ind. Code 6-3.6-6, as amended; providing for the safeguarding of the interests of the owners of said bonds; other matters connected therewith, including the issuance of notes in anticipation of bonds; and repealing ordinances inconsistent herewith" (the "Ordinance"), and in strict compliance with the provisions of Indiana Code 36-9-4, 6-3.6-6, 6- 3.6-7, 8-25 and 5-1-14-4, each as in effect on the issue date of the Bonds (collectively, the "Act").

[The Bonds shall be initially issued in a book entry system by The Depository Trust Company ("DTC"). The provisions of this Bond and of the Ordinance are subject in all respects to the provisions of the Letter of Representations between the IPTC and DTC, or any substitute agreement effecting such book entry system under DTC.]

Pursuant to the provisions of the Act and the Ordinance, the principal and interest of this Bond and all other Bonds of this issue, together with the Prior Bonds (as hereinafter defined) and any bonds hereafter issued on a parity therewith, are payable solely from the Sinking Fund (created by the Prior Ordinances, as defined in the Ordinance) to be provided from the Transportation LIT Revenues (as defined in the Ordinance). The IPTC reserves the right to issue additional bonds on a parity with this Bond and the Prior Bonds and the issue of which it is a part, as provided in the Ordinance.

This bond and the other bonds of this issue, together with the interest payable hereon and thereon, are payable solely from and secured by an irrevocable pledge of and constitute a charge upon the Transportation LIT Revenue; and rank on a parity basis with other outstanding bonds of the IPTC designated (a) "Indianapolis Transportation Corporation Local Income Tax Revenue Bonds, Series 2018A," outstanding on the issuance date of this bond in the principal amount of Nineteen Million Two Hundred Thousand Dollars (\$19,200,000), and (b) "Indianapolis Transportation Corporation Local Income Tax Revenue Bonds, Series 2021A," outstanding on the issuance date of this bond in the principal amount of Twenty Million Six Hundred Ninety Thousand Dollars (\$20,690,000) (collectively, the "Prior Bonds"). The IPTC is not and shall not be obligated to pay this bond or the interest thereon except as provided and only from the sources described herein. If there is a default in the payment of the interest on or principal of this Bond, the owner of this Bond shall have all of the rights and remedies provided for in the Act.

The IPTC covenants that it will set aside and pay into its Sinking Fund a sufficient amount of the Transportation LIT Revenues to meet (a) the interest on all bonds of the IPTC which by their terms are payable from the Transportation LIT Revenues, as such interest shall fall due, (b) the necessary fiscal agency charges for paying the bonds and interest, (c) the principal of all bonds of the IPTC which by their terms are payable from the Transportation LIT Revenues, as such principal shall fall due, and (d) an additional amount to [create and] maintain the reserve required by the Ordinance. Such required payments shall constitute a charge upon all the Transportation LIT Revenues on parity with the Prior Bonds.

[The Bonds of this issue maturing on _____ 15, 20____, and thereafter, are redeemable at the option of the IPTC on _____ 15, 20____, or any date thereafter, on thirty (30) days' written notice, in whole or in part, in the order of maturity as determined by the IPTC and by lot within a maturity, at face value [together with the following premiums:

- __% if redeemed on _____ 15, 20__ or thereafter
on or before _____, 20__;
- __% if redeemed on _____ 15, 20__ or thereafter
on or before _____, 20__;
- 0% if redeemed on _____ 15, 20__, or
thereafter prior to maturity;

plus in each case accrued interest to the date fixed for redemption.]

[The Bonds of this issue are not subject to optional redemption prior to maturity.]

[The Bonds maturing on _____ 15, 20__ are subject to mandatory sinking fund redemption prior to maturity, at a redemption price equal to the principal amount thereof plus accrued interest, on _____ 15 on the dates and in the amounts set forth below:

<u>Date</u>	<u>Amount</u>
	\$ *

*Final Maturity]

[Each _____ Dollars (\$_____) principal amount shall be considered a separate Bond for purposes of [optional] [and mandatory] redemption. If less than an entire maturity is called for redemption, the Bonds to be called for redemption shall be selected by lot by the Registrar.] [If some Bonds are to be redeemed by optional redemption and mandatory sinking fund redemption on the same date, the Registrar shall select by lot the Bonds for optional redemption before selecting the Bonds by lot for the mandatory sinking fund redemption.]

[Notice of redemption shall be mailed to the address of the registered owner as shown on the registration record of the IPTC, as of the date which is forty-five (45) days prior to such redemption date, not less than thirty (30) days prior to the date fixed for redemption. The notice shall specify the date and place of redemption and sufficient identification of the Bonds called for redemption. The place of redemption may be determined by the IPTC. Interest on the Bonds so called for redemption shall cease on the redemption date fixed in such notice, if sufficient funds are available at the place of redemption to pay the redemption price on the date so named.]

If this Bond shall not be presented for payment [or redemption] on the date fixed therefor, the IPTC may deposit in trust with its depository bank, an amount sufficient to pay such Bond or the redemption price, as the case may be, and thereafter the registered owner shall look only to the funds so deposited in trust with said bank for payment and the IPTC shall have no further obligation or liability in respect thereto.

This Bond is transferable or exchangeable only upon the books of the IPTC kept for that purpose at the office of the Registrar, by the registered owner hereof in person, or by its attorney duly authorized in writing, upon surrender of this Bond together with a written instrument of transfer or exchange satisfactory to the Registrar duly executed by the registered owner or its attorney duly authorized in writing, and thereupon a new fully registered Bond or Bonds in the same aggregate principal amount and of the same maturity, shall be executed and delivered in the name of the transferee or transferees or to the registered owner, as the case may be, in exchange therefor. The IPTC, the Registrar and any Paying Agent for this Bond may treat and consider the person in whose name this Bond is registered as the absolute owner hereof for all purposes including for the purpose of receiving payment of, or on account of, the principal hereof and interest due hereon.

This Bond is subject to defeasance prior to [redemption or] payment as provided in the Ordinance referred to herein. **THE OWNER OF THIS BOND, BY THE ACCEPTANCE HEREOF, HEREBY AGREES TO ALL THE TERMS AND PROVISIONS CONTAINED IN THE ORDINANCE.** The Ordinance may be amended without the consent of the owners of the Bonds as provided in the Ordinance if the IPTC determines in its sole discretion that the amendment shall not adversely affect the rights of any of the owners of the Bonds.

The Bonds maturing in any one year are issuable only in fully registered form in the denomination of _____ Dollars (\$_____) or any integral multiple thereof not exceeding the aggregate principal amount of the Bonds maturing in such year.

It is hereby certified and recited that all acts, conditions and things required to be done precedent to and in the preparation and complete execution, issuance and delivery of this Bond have been done and performed in regular and due form as provided by law and this Bond and the total issue of the Bonds is within every limit of indebtedness as prescribed by the constitution and laws of the State of Indiana.

This Bond shall not be valid or become obligatory for any purpose until the certificate of authentication hereon shall have been executed by an authorized representative of the Registrar.

IN WITNESS WHEREOF, the Indianapolis Public Transportation Corporation in Indianapolis, Indiana, has caused this Bond to be executed in the name of the Indianapolis Public Transportation Corporation by the manual or facsimile signature of the Chair of its Board of Directors, its corporate seal to be hereunto affixed, imprinted or impressed by any means and attested manually or by facsimile by the Controller.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

Chair of the Board of Directors

[SEAL]

ATTEST:

Controller

REGISTRAR'S CERTIFICATE OF AUTHENTICATION

It is hereby certified that this Bond is one of the Bonds described in the Ordinance.

as Registrar

By: _____
Authorized Representative

ASSIGNMENT

FOR VALUE RECEIVED the undersigned hereby sells, assigns and transfers unto _____, the within Bond and all rights

thereunder, and hereby irrevocably constitutes and appoints, attorney, to transfer the within Bond in the books kept for the registration thereof with full power of substitution in the premises.

Dated: _____

NOTICE: Signature(s) must be guaranteed by an eligible guarantor institution participating in a Securities Transfer Association recognized signature guarantee program.

NOTICE: The signature to this assignment must correspond with the name as it appears on the face of the within Bond in every particular, without alteration or enlargement or any change whatsoever.

End of Bond Form

Section 10. Preparation and Sale of Bonds and BANs. The Board hereby authorizes the sale of the Bonds and BANs to the Bond Bank in accordance with the terms of this Ordinance. The Chairperson and the Controller are hereby authorized and directed to execute a Qualified Entity Purchase Agreement (the "Purchase Agreement") between the IPTC and the Bond Bank. The Chairperson and the Controller are hereby authorized to execute the Purchase Agreement and deliver the Bonds and BANs, as the case may be, to the Bond Bank so long as their terms are consistent with this Ordinance. The Purchase Agreement shall establish the final principal amount, purchase price, interest rates, maturity schedule and redemption features.

The Controller is hereby authorized and directed to have the BANs and Bonds prepared, and the Chair of the Board and the Controller are hereby authorized and directed to execute the BANs and Bonds in the form and manner herein provided. The Controller is hereby authorized and directed to deliver the BANs and Bonds to the Bond Bank after sale made in accordance with the provisions of this Ordinance, provided that at the time of delivery the Controller shall collect the full amount which the Bond Bank has agreed to pay therefor, which amount shall not be less than _____ percent (____%) of the face value of the BANs and not less than _____ percent (____%) of the face value of the Bonds, as the case may be. The IPTC may receive payments on the BANs and Bonds in installments (i.e., the BANs and Bonds may be sold as "draw" BANs or Bonds). The Bonds herein authorized shall be binding special limited obligations of the IPTC. Prior to the delivery of the Bonds or BANs, the Controller shall obtain a legal opinion addressed to the IPTC and the Bond Bank as to the validity of the Bonds or BANs, as the case may be, from Faegre Drinker Biddle & Reath LLP, Indianapolis, Indiana, bond counsel for the IPTC, and shall furnish such opinion and a customary reliance letter addressed to the purchaser of the Bond Bank Bonds or Bond Bank Notes secured by the Bonds or BANs, as the case may be. The cost of such opinion shall be considered as part of the costs incidental to these proceedings and shall be paid out of the proceeds of the Bonds or BANs, as the case may be.

The proceeds derived from the sale of the Bonds shall be and are hereby set aside for application on the cost of the Projects hereinbefore referred to, the refunding of the BANs, if issued,

the funding of capitalized interest, if necessary, the funding of a reserve, and the payment of expenses necessarily incurred in connection with the BANs and Bonds. The proper officers of the IPTC are hereby directed to draw all proper and necessary warrants, and to do whatever acts and things which may be necessary to carry out the provisions of this Ordinance, including the design, acquisition, installation and equipping of the Projects and the issuance of the Bonds and BANs.

The Chairperson and the Controller are each hereby authorized to provide information and materials to the Bond Bank relating to the IPTC and the Bonds or BANs, as the case may be, for inclusion in any official statement or memorandum relating to any financing of the Bond Bank the proceeds of which will be used to acquire such Bonds or BANs.

Section 11. Use of Proceeds. The accrued interest and any capitalized interest received at the time of the delivery of the Bonds and premium, if any, shall be deposited in the hereinafter-described Sinking Fund. The remaining proceeds from the sale of the Bonds, to the extent not used to refund BANs, and BAN proceeds shall be deposited in a bank or banks which are legally designated depositories for the funds of the IPTC, in a special account or accounts to be designated as "Indianapolis Public Transportation Corporation - Local Income Tax Revenue Bond 2021B Construction Account" (the "Construction Account"). All funds deposited to the credit of the Sinking Fund or Construction Account shall be deposited, held, secured or invested in accordance with the laws of the State of Indiana relating to the depositing, holding, securing or investing of public funds, including particularly Indiana Code 5-13, and the acts amendatory thereof and supplemental thereto. The funds in the Construction Account shall be expended only for the purpose of paying the cost of the Projects, refunding the BANs, if issued, funding capitalized interest, if necessary, or as otherwise required by the Act or for the expenses of issuance of the Bonds or BANs. The cost of obtaining the legal services of Faegre Drinker Biddle & Reath LLP shall be considered as a part of the cost of the Projects on account of which the BANs and Bonds are issued.

Any balance or balances remaining unexpended in the Construction Account after completion of the Projects, which are not required to meet unpaid obligations incurred in connection with the Projects, shall either be paid into the Sinking Fund and used solely for the purposes thereof or otherwise be applied in accordance with Indiana Code 5-1-13, as amended and supplemented.

Section 12. Sinking Fund. There is hereby continued from the Prior Ordinances the Sinking Fund (defined herein as the "Sinking Fund") for the payment of the principal of and interest on local income tax revenue bonds of the IPTC which by their terms are payable from the Transportation LIT Revenues (including the Bonds, the BANs and the Prior Bonds), and the payment of any fiscal agency charges in connection with the payment of bonds. There shall be set aside and deposited in the Sinking Fund, as available, and as provided below, a sufficient amount of the Transportation LIT Revenues received by the IPTC pursuant to the 2021B County Transportation LIT Pledge Ordinance to meet the requirements of the Bond and Interest Account and the Debt Service Reserve Account created in the Sinking Fund. Such payments shall continue until the balances in the Bond and Interest Account and the Debt Service Reserve Account equal the principal of and interest on all of the then outstanding bonds of the IPTC payable from the Transportation LIT Revenues to their final maturity.

(a) Bond and Interest Account. There shall be credited to the Bond and Interest Account on or before the fifteenth day preceding each interest and principal payment on all then outstanding bonds of the IPTC payable from the Transportation LIT Revenues an amount of the Transportation LIT Revenues equal to the interest on and principal of all then outstanding bonds of the IPTC payable from the Transportation LIT Revenues payable on the then next succeeding interest and principal payment date. There shall similarly be credited to the account any amount necessary to pay the bank fiscal agency charges for paying interest on outstanding bonds as the same become payable. The IPTC shall, from the sums deposited in the Sinking Fund and credited to the Bond and Interest Account, remit promptly to the registered owner or to the Paying Agent sufficient moneys to pay the interest and principal on the due dates thereof together with the amount of any bank fiscal agency charges.

(b) Debt Service Reserve Account. On the date of delivery of the Bonds, the IPTC may deposit funds on hand, Bond proceeds, or a combination thereof into the Reserve Account. The balance to be maintained in the Reserve Account shall equal but not exceed the least of (i) the maximum annual debt service on the Bonds and any additional bonds issued in the future on a parity with the Bonds and the Prior Bonds (the "Parity Bonds"), (ii) one hundred twenty-five percent (125%) of average annual debt service on the Bonds and any Parity Bonds or (iii) ten percent (10%) of the proceeds of the Bonds and any Parity Bonds (the "Reserve Requirement"). If the initial deposit into the Reserve Account does not cause the balance therein to equal the Reserve Requirement or if no deposit is made, an amount of Transportation LIT Revenues shall be credited to the Reserve Account on the last day of each calendar month until the balance therein equals the Reserve Requirement. The monthly deposits shall be equal in amount and sufficient to accumulate the Reserve Requirement within five (5) years of the date of delivery of the Bonds. For so long as the Bond Bank holds the Bonds, the IPTC may, in its discretion, cause any amounts in the Reserve Account to be held by the Trustee for the Bond Bank Bonds (the "Bond Bank Trustee") in a debt service reserve fund established for the Bond Bank Bonds, and in such event, so long as the Bonds are held by the Bond Bank, the Bond Bank Trustee shall administer and invest the moneys in the fund held by the Bond Bank Trustee in accordance with this Ordinance and the trust indenture securing the Bond Bank Bonds. For so long as the Bond Bank holds the Bonds, the IPTC shall for all purposes of this Ordinance be permitted to offset its obligation under this Ordinance to maintain a balance in the Reserve Account equal to the Reserve Requirement by any amounts on deposit with the Bond Bank Trustee in the debt service reserve fund, if any, for the Bond Bank Bonds. If the Bonds are not held by the Bond Bank or if no debt service reserve fund is established for the Bond Bank Bonds, the Controller shall hold the funds in the Reserve Account for the purposes set forth herein.

The Reserve Account shall constitute the margin for safety and a protection against default in the payment of principal of and interest on the Bonds and any Parity Bonds, and the moneys in the Reserve Account shall be used to pay current principal and interest on the Bonds and any Parity Bonds, to the extent that moneys in the Bond and Interest Account are insufficient for that purpose. Any deficiency in the balance maintained in the Reserve Account shall be made up from the next available Transportation LIT Revenues remaining after credits into the Bond and Interest Account. Any moneys in the Reserve Account in excess of the Reserve Requirement shall be transferred to the Bond and Interest Account or be used for the purchase of outstanding bonds or installments of principal of fully registered bonds.

The IPTC may satisfy all or a portion of the Reserve Requirement through the purchase of a debt service reserve surety policy. In such case, the provider of the debt service reserve surety policy shall be rated in one of the top three rating categories of either S&P Global Ratings or Moody's Investors Service at the time the policy is acquired.

Section 13. Defeasance of Bonds. If, when any of the Bonds issued hereunder shall have become due and payable in accordance with their terms or shall have been duly called for redemption or irrevocable instructions to call the Bonds or any portion thereof for redemption shall have been given, and the whole amount of the principal and the interest and the premium, if any, so due and payable upon all of the Bonds or any portion thereof and coupons then outstanding shall be paid; or (i) sufficient moneys, or (ii) direct obligations of (including obligations issued or held in book entry form on the books of) the Department of the Treasury of the United States of America, the principal of and the interest on which when due will provide sufficient moneys, shall be held in trust for such purpose, and provision shall also be made for paying all fees and expenses for the redemption, then and in that case the Bonds issued hereunder or any designated portion thereof shall no longer be deemed outstanding or entitled to the pledge of the Transportation LIT Revenues and the bondholders shall be entitled to look only to the trust for payment of the Bonds.

Section 14. Investments. The Sinking Fund shall be deposited in and maintained as a separate account or accounts from all other accounts of the IPTC. All moneys deposited in the Sinking Fund shall be deposited, held and secured as public funds in accordance with the public depository laws of the State of Indiana; provided that moneys therein may be invested in obligations in accordance with the applicable laws, including particularly Indiana Code 5-13, as amended or supplemented, and in the event of such investment the income therefrom shall become a part of the Sinking Fund and shall be used only as provided in this Ordinance. Notwithstanding the foregoing, any moneys in the Reserve Account held by the Bond Bank Trustee may be invested at the direction of the Bond Bank in accordance with the trust indenture authorizing the issuance of the Bond Bank Bonds.

Section 15. Additional Bond Provisions. The IPTC reserves the right to authorize and issue additional BANs at any time ranking on a parity with the BANs. The IPTC reserves the right to authorize and issue additional Parity Bonds, payable out of the Transportation LIT Revenues, ranking on a parity with the Bonds and the Prior Bonds, for the purpose of financing the cost of future public transportation projects, or to refund obligations, subject to the following conditions:

(a) All required payments into the Sinking Fund shall have been made in accordance with the provisions of this Ordinance and the Prior Ordinances, and the interest on and principal of all bonds of the IPTC payable from the Transportation LIT Revenues shall have been paid to date in accordance with their terms. The Reserve Requirement shall be satisfied for the additional Parity Bonds either at the time of delivery of the additional Parity Bonds or over a five (5) year or shorter period, in a manner which is commensurate with the requirements established in Section 12(b) of this Ordinance.

(b) The Transportation LIT Revenues in the fiscal year immediately preceding the issuance of any such Parity Bonds shall be not less than one hundred twenty-five percent (125%) of the maximum annual interest and principal requirements of the then outstanding bonds payable from

Transportation LIT Revenues and the additional Parity Bonds proposed to be issued. If, when the proposed Parity Bonds are issued, the County shall have finally approved an increase in the Transportation LIT, the calculation above may take into account the increase in the Transportation LIT. For purposes of this subsection, the records of the IPTC pertaining to the Transportation LIT Revenues shall be analyzed and all showings prepared by a certified public accountant employed by the IPTC for that purpose.

(c) The interest on the additional Parity Bonds shall be payable semiannually on January 15 and July 15 and the principal on, or mandatory sinking fund redemption dates for, the additional Parity Bonds shall be payable semiannually on January 15 and July 15.

The IPTC may issue subordinate obligations payable from Transportation LIT Revenues in accordance with terms as set forth in an ordinance of the IPTC authorizing such subordinate obligations provided the principal and interest payment dates of such subordinate obligations are on January 15 and July 15.

Section 16. Tax Covenants. In order to preserve the exclusion of interest on the Bonds and BANs from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986, as existing on the date of issuance of the Bonds and BANs (the "Code") and as an inducement to purchasers of the Bonds and BANs, the IPTC represents, covenants and agrees that:

(a) The Projects will be available for use by members of the general public. Use by a member of the general public means use by natural persons not engaged in a trade or business. No person or entity other than the IPTC or another state or local governmental unit will use more than ten percent (10%) of the proceeds of the Bonds or BANs or property financed by the Bond or BAN proceeds other than as a member of the general public. No person or entity other than the IPTC or another state or local governmental unit will own property financed by Bond or BAN proceeds or will have any actual or beneficial use of such property pursuant to a lease, a management or incentive payment contract, arrangements such as take-or-pay or output contracts or any other type of arrangement that conveys other special legal entitlements and differentiates that person's or entity's use of such property from use by the general public, unless such uses in the aggregate relate to no more than ten percent (10%) of the proceeds of the Bonds or BANs, as the case may be. If the IPTC enters into a management contract for any of the Projects, the terms of the contract will comply with IRS Revenue Procedure 2017-13, as it may be amended, supplemented or superseded for time to time, so that the contract will not give rise to private business use under the Code and the Regulations, unless such use in aggregate relates to no more than ten percent (10%) of the proceeds of the Bonds or BANs.

(b) No more than ten percent (10%) of the principal of or interest on the Bonds or BANs is (under the terms of the Bonds or BANs, this Ordinance or any underlying arrangement), directly or indirectly, secured by an interest in property used or to be used for any private business use or payments in respect of any private business use or payments in respect of such property or to be derived from payments (whether or not to the IPTC) in respect of such property or borrowed money used or to be used for a private business use.

(c) No more than five percent (5%) of the Bond or BAN proceeds will be loaned to any person or entity other than another state or local governmental unit. No more than five percent (5%)

of the Bond or BAN proceeds will be transferred, directly or indirectly, or deemed transferred to a nongovernmental person in any manner that would in substance constitute a loan of the Bond or BAN proceeds.

(d) The IPTC reasonably expects, as of the date hereof, that neither the Bonds nor the BANs will meet either the private business use test described in paragraphs (a) and (b) above or the private loan test described in paragraph (c) above during the entire term of the Bonds or BANs.

(e) No more than five percent (5%) of the proceeds of the Bonds or BANs will be attributable to private business use as described in (a) and private security or payments described in (b) attributable to unrelated or disproportionate private business use. For this purpose, the private business use test is applied by taking into account only use that is not related to any government use of proceeds of the issue (Unrelated Use) and use that is related but disproportionate to any governmental use of those proceeds (Disproportionate Use).

(f) The IPTC will not take any action nor fail to take any action with respect to the Bonds or BANs that would result in the loss of the exclusion from gross income for federal tax purposes on the Bonds or BANs pursuant to Section 103 of the Code, nor will the IPTC act in any other manner which would adversely affect such exclusion. The IPTC covenants and agrees not to enter into any contracts or arrangements which would cause the Bonds or BANs to be treated as private activity bonds under Section 141 of the Code.

(g) It shall not be an event of default under this Ordinance if the interest on any Bond or BAN is not excludable from gross income for federal tax purposes or otherwise pursuant to any provision of the Code which is not currently in effect and in existence on the date of issuance of the Bonds or BANs.

(h) These covenants are based solely on current law in effect and in existence on the date of delivery of the Bonds or BANs, as the case may be.

(i) The IPTC represents that it will rebate any arbitrage profits to the United States of America, to the extent required by the Code.

(j) The IPTC hereby re-approves and re-confirms that the Post Issuance Compliance Policy for Tax Exempt Obligations (the "Compliance Policy") attached to the 2021A Ordinance as Exhibit A is the Compliance Policy of the IPTC relating to post issuance compliance with applicable Code provisions concerning the Bonds and BANs.

Section 17. Contractual Nature of Ordinance. The provisions of this Ordinance shall constitute a contract by and between the IPTC and the owners of the Bonds and BANs herein authorized, and after the issuance of the Bonds or BANs, this Ordinance shall not be repealed or amended in any respect which will adversely affect the rights of the owners of the Bonds or BANs nor shall the Board adopt any law, ordinance or resolution which in any way adversely affects the rights of such owners so long as any of the Bonds, BANs or the interest thereon remain unpaid. Except for the changes set forth in Section 18(a)-(g) hereof, this Ordinance may be amended, however, without the consent of BAN or Bond owners, if the Board determines, in its sole discretion, that such amendment would not adversely affect the owners of the BANs or Bonds.

Section 18. Amendments with Consent of Bondholders. Subject to the terms and provisions contained in this section, and not otherwise, the owners of not less than sixty-six and two-thirds percent (66 2/3%) in aggregate principal amount of the Bonds issued pursuant to this Ordinance and then outstanding shall have the right, from time to time, anything contained in this Ordinance to the contrary notwithstanding, to consent to and approve the adoption by the Board of such ordinance or ordinances supplemental hereto as shall be deemed necessary or desirable by the Board for the purpose of modifying, altering, amending, adding to or rescinding in any particular any of the terms or provisions contained in this Ordinance, or in any supplemental ordinance; provided, however, that nothing herein contained shall permit or be construed as permitting:

- (a) An extension of the maturity of the principal of or interest on any Bond issued pursuant to this Ordinance; or
- (b) A reduction in the principal amount of any Bond or the rate of interest thereon; or
- (c) The creation of a lien upon or a pledge of the Transportation LIT Revenues ranking prior to the pledge thereof created by this Ordinance; or
- (d) A preference or priority of any Bond or Bonds issued pursuant to this Ordinance over any other Bond or Bonds issued pursuant to the provisions of this Ordinance; or
- (e) A reduction in the aggregate principal amount of the Bonds required for consent to such supplemental ordinance; or
- (f) A reduction in the Reserve Requirement; or
- (g) The extension of mandatory sinking fund redemption dates, if any.

If the owners of not less than sixty-six and two-thirds percent (66 2/3%) in aggregate principal amount of the Bonds outstanding at the time of adoption of such supplemental ordinance shall have consented to and approved the adoption thereof by written instrument to be maintained on file in the office of the Controller, no owner of any Bond issued pursuant to this Ordinance shall have any right to object to the adoption of such supplemental ordinance or to object to any of the terms and provisions contained therein or the operation thereof, or in any manner to question the propriety of the adoption thereof, or to enjoin or restrain the IPTC or its officers from adopting the same, or from taking any action pursuant to the provisions thereof. Upon the adoption of any supplemental ordinance pursuant to the provisions of this Section 18, this Ordinance shall be, and shall be deemed, modified and amended in accordance therewith, and the respective rights, duties and obligations under this Ordinance of the IPTC and all owners of Bonds issued pursuant to the provisions of this Ordinance then outstanding, shall thereafter be determined exercised and enforced in accordance with this Ordinance, subject in all respects to such modifications and amendments. Notwithstanding anything contained in the foregoing provisions of this Ordinance, the rights and obligations of the IPTC and of the owners of the Bonds authorized by this Ordinance, and the terms and provisions of the Bonds and this Ordinance, or any supplemental ordinance, may be modified or altered in any respect with the consent of the IPTC and the consent of the owners of all the Bonds issued pursuant to this Ordinance then outstanding.

Excluding the changes set out in this Section 18(a)-(g), the IPTC may amend this Ordinance without bondholder consent if the IPTC determines, in its sole discretion, that the amendment shall not adversely affect the rights of any of the owners of the Bonds.

Section 19. Issuance of BANs. The IPTC, having satisfied all the statutory requirements for the issuance of its Bonds, may elect to issue its BAN or BANs to a financial institution or the Bond Bank pursuant to a Bond Anticipation Note Purchase Agreement or Qualified Entity Purchase Agreement (the "Bond Anticipation Note Agreement") to be entered into between the IPTC and the purchaser of the BAN or BANs. The Board hereby authorizes the issuance and execution of the BAN or BANs in lieu of initially issuing Bonds to provide interim financing for the Projects until permanent financing becomes available. It shall not be necessary for the IPTC to repeat the procedures for the issuance of its Bonds, as the procedures followed before the issuance of the BAN or BANs are for all purposes sufficient to authorize the issuance of the Bonds and the use of the proceeds to repay the BAN or BANs. The Chairperson and the Controller are hereby authorized and directed to execute a Bond Anticipation Note Agreement in such form or substance as they shall approve acting upon the advice of counsel. The Chairperson and the Controller may also take such other actions or deliver such other certificates as are necessary or desirable in connection with the issuance of the BANs or the Bonds and the other documents needed for the financing as they deem necessary or desirable in connection therewith.

Section 20. Tax Exemption. Notwithstanding any other provisions of this Ordinance, the covenants and authorizations contained in this Ordinance (the "Tax Sections") which are designed to preserve the exclusion of interest on the Bonds and BANs from gross income under federal law (the "Tax Exemption") need not be complied with if the IPTC receives an opinion of nationally recognized bond counsel that any Tax Section is unnecessary to preserve the Tax Exemption.

Section 21. Debt Limit Not Exceeded. The IPTC represents and covenants that the Bonds herein authorized, when combined with other outstanding indebtedness of the IPTC at the time of issuance of the Bonds, will not exceed any applicable constitutional or statutory limitation on the IPTC's indebtedness.

Section 22. Continuing Disclosure. If necessary to market the Bond Bank Bonds or Bond Bank Notes, as the case may be, the IPTC hereby covenants to provide, in a timely manner, to the Municipal Securities Rulemaking Board, notice of the occurrence of any of the events as set forth in Securities and Exchange Commission Rule 15c2-12(b)(5)(i)(C). The covenant to provide such notices is solely for the benefit of the owners of the Bonds and BANs and creates no new contractual or other rights for the Securities and Exchange Commission, underwriters, brokers, dealers, municipal securities dealers, potential customers, other obligated persons or any other third party. The sole remedy against the IPTC for failure to provide such notices shall be for specific performance of the IPTC's disclosure obligation and not for money damages of any kind or in any amount or any other remedy.

Section 23. Appropriation of Proceeds. The proceeds derived from the sale of the Bonds (and the BANs, if issued) heretofore authorized to be issued and all investment earnings thereon shall be and the same are hereby appropriated to provide financing for all or a portion of the Projects, together with expenses incurred in connection therewith, all of which is not provided for in the

existing budget and tax levy. Such appropriation shall be in addition to all appropriations provided for in the existing budget and levy and shall continue in effect until the completion of the activities described above. Any surplus of such proceeds (including investment earnings thereon) shall be credited to the proper fund as provided by law. The proper officers of the IPTC shall be, and hereby are, authorized and directed to certify a copy of this Ordinance together with such other proceedings and actions as may be necessary to the Indiana Department of Local Government Finance.

Section 24. Conflicting Ordinances. All ordinances and parts of ordinances in conflict herewith are hereby repealed; provided, however, that this Ordinance shall not be deemed in any way to repeal the Prior Ordinances nor be construed as adversely affecting the rights of any of the holders of the Prior Bonds.

Section 25. Severability. If any section, paragraph or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this Ordinance.

Section 26. Effective Date. This Ordinance shall be in full force and effect from and after its passage.

* * * * *

PASSED AND ADOPTED by the Board of Directors of the IPTC this ____ day of _____, 2021.

BOARD OF DIRECTORS,
INDIANAPOLIS PUBLIC
TRANSPORTATION CORPORATION

Chair

ATTEST:

Secretary



Date: October 21, 2021
Current Meeting: October 28, 2021
Board Meeting: October 28, 2021

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Vice President of Operations/COO Aaron Vogel
SUBJECT: Consideration and approval of procurement of 28 60-foot Battery Electric Buses for Purple Line BRT

ACTION ITEM A – 6

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, we request the Board authorize the President/CEO to place a new bus order under the contract option with BYD Corporation for 28 new 60-foot battery electric articulated buses to accommodate the needs of the IPTC BRT Purple Line for an amount not to exceed \$36,315,000 contingent on Buy America certification and a Letter of No Prejudice issued by the FTA.

BACKGROUND:

The purchase of these 28 BYD 60-foot electric buses is a part of the IPTC Board-approved award of a contract for BRT vehicles to BYD in April 2017. In negotiating the contract, IPTC staff was able to secure 31 BYD 60-foot buses with options to purchase up to 75 vehicles total, over the five-year contract. The BYD solution has been modified to provide all the performance characteristics that IPTC was seeking, including the installation of inductive charging stations to boost its fleet’s range.

The buses from this procurement are intended for use on the Purple Line BRT. The Purple Line is one component of the larger Marion County Transit Plan (MCTP) that will increase IPTC service and reliability. The 15.2-mile Purple Line will improve the connectivity between the City of Indianapolis and the City of Lawrence. For much of the corridor, the Purple Line will replace and improve our existing Route 39 local service, one of the highest ridership and most productive routes in the IPTC system. Approximately 90% of the Purple Line operates in dedicated, center-running lanes, which necessitates buses with left-side doors. A portion of the Purple Line shares its alignment and stations with the Red Line, which requires that buses be compatible with their 15-inch high platforms requiring the same bus design as the Red Line buses.

DISCUSSION:

It is IPTC’s intent to procure the 28 60-foot electric buses via the previously approved contract with BYD Corporation. BYD was determined to have the lowest cost proposal with the pricing found to be fair and reasonable. The base bus purchase from BYD was \$1,296,948 per vehicle in 2017, including all necessary add-on technology and components like bike racks, the AVAIL CAD/AVL system, radio system, and a video surveillance system. This purchase price remains in effect until the end of 2021.

ALTERNATIVES:

The Board could choose to not approve procurement of the BYD 60-foot Electric buses; however, it would greatly impact and or delay the service of the Purple Line BRT and change pricing.

FISCAL IMPACT:

The funding source for this procurement will come from proceeds of the 2021 approved bond issue. The buses will be delivered in 2022-23.

DBE/XBE DECLARATION:

N/A

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on October 21, 2021 and will be placed on the Regular Agenda.

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 the 2021 amendment to the IndyGo Capital Plan

ACTION ITEM A – 12

RECOMMENDATION:

It is requested that the IPTC Board of Directors approve the 2021 amendment to IndyGo’s Capital Plan.

BACKGROUND:

In November 2016, nearly 60 percent of Marion County voters cast ballots in favor of adopting a 0.25 percent income tax dedicated to fund transit improvements. This transit levy was subsequently enacted by the Indianapolis-Marion County City-County Council in February 2017. The resources derived from this tax will support IndyGo’s capital investment program, which includes but is not limited to the implementation and operation of IPTC’s future service plan (Transit Plan).

IPTC’s Transit Plan calls for IPTC to expand the frequency and hours of service for its fixed-route local network, construct and operate three new bus rapid transit lines, and change the orientation of its network from a hub-and-spokenetwork to a connected-grid system. The strategic framework for these changes were developed as part of IPTC’s 2020 IndyGo Forward Comprehensive Operational Analysis and were to be fully implemented by 2022.

IndyGo’s Capital Plan serves as a roadmap to implementing IndyGo’s capital investment program. It provides a forecast of planned capital revenue and expenditures based on currently available information. IPTC maintains its capital plan by revisiting its assumptions and projections as capital projects are implemented, recognizing when revenue is realized, and/or inserting additional information as it becomes available.

Last updated in December 2020, IndyGo’s Capital Plan was initially presented to, and adopted by, the IPTC Board of Directors on December 7, 2017. At that time, it became a “living document,” meaning that it would be updated regularly as revenue is realized and projects are advanced. The plan was updated in March 2018 and again in August 2018. This amendment builds upon the version that was adopted by the IPTC Board of Directors on August 20, 2019 and follows the August 20, 2020 adoption of the IndyGo’s 5-year Capital Budget Summary. Prepared annually, the Capital Plan Budget Summary is a companion document of the 5-year Capital Plan. It is the 5-year Capital Budget Summary – not the 5-year Capital Plan guidance document – that ultimately governs how much the agency is prepared to spend on capital expenses in any given year. The 2022-2026 5-year Capital Budget Summary was adopted by the IPTC Board of Directors in August of this year.

DISCUSSION:

The following is a summary of the substantive changes to the plan.

- Both the total capital investment project budget and timeline have been updated/adjusted to respond to internal investment decisions and external factors that have caused one or more assumptions to change since the fall of 2020 when the capital plan was last updated.
- The summary pages for each year have been updated to describe what has been accomplished since the

December 2020 Capital Plan update, and to set priorities for the next four years. These pages highlight instances where projects that were programmed for a given year have been placed on hold or postponed.

- The description of each funding source was reviewed for accuracy and, where necessary, updated to reflect current status.
- The description of each capital project has been updated to reflect current status.
- New projects have been added to the Capital Plan and include both projects that are programmed into IPTC's fiscally constrained capital budget for 2022 through 2026, and illustrative projects. Illustrative projects are those that IPTC needs or wants to advance, but for which there currently isn't funding for. All large capital investment projects are described in detail throughout the Capital Plan document.

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

DBE/XBE DECLARATION:

N/A

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

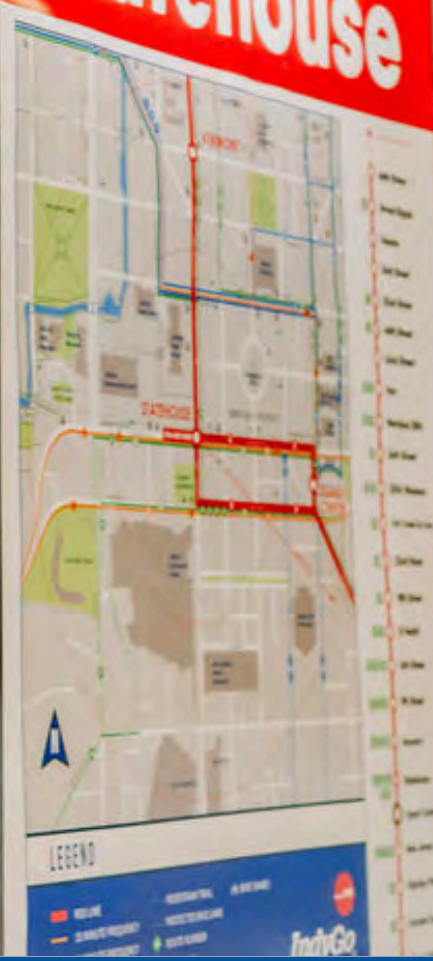
This action was reviewed by the Service Committee on October 21, 2021 and will be placed on the Regular Agenda.

IndyGo

2019-2026 Capital Plan



Statehouse



Adopted by the IPTC Board

August 28, 2019

Amended:

December 3, 2020

October 28, 2021



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INTRODUCTION & OVERVIEW

In November 2016, nearly 60 percent of Marion County voters cast ballots in favor of adopting a 0.25 percent income tax dedicated to fund transit improvements. This transit levy was subsequently enacted by the Indianapolis-Marion County City-County Council in February 2017. The resources derived from this tax will support IndyGo’s on-going capital investment program, which includes the implementation and operation of the Marion County Transit Plan (Transit Plan). The Transit Plan is a component of *IndyConnect*, Central Indiana’s Regional Transit Plan, which was originally developed by the Indianapolis Metropolitan Planning Organization (IMPO), Indianapolis Public Transportation Corporation (dba IndyGo), and the Central Indiana Regional Transportation Authority (CIRTA).

The Transit Plan calls for IndyGo to ***expand the frequency and hours of service for its fixed-route local network, construct and operate three new bus rapid transit lines, and change the orientation of its network from a hub-and-spoke network to a connected grid network.*** The strategic framework for these changes was developed as part of IndyGo’s *IndyGo Forward* Comprehensive Operational Analysis, which was to be fully implemented by 2022.

This Capital Plan serves as a roadmap to implementing the Transit Plan, which is part of IndyGo’s larger capital investment program. It provides a forecast of planned local revenue and expenditures based on currently available information. IndyGo maintains this plan by revisiting its assumptions and projections as capital projects are implemented, recognizing when revenue is realized, and/or inserting additional information as it becomes available.

This plan was initially presented to and adopted by the IPTC Board of Directors on December 7, 2017. At that time, it became a “living document,” meaning that it would be updated regularly as revenue is realized and projects are advanced. It was last adopted on August 28, 2020 following the August 20, 2020 adoption of the IndyGo’s 5-year Capital Budget Summary. Prepared annually, this plan is a companion document to the 5-year Capital Budget Summary. It is the 5-year Capital Budget Summary – not this guidance document – that ultimately governs how much the agency is prepared to spend on capital expenses in any given year.

How to Use This Plan

To effectively operate the increased local service and three bus rapid transit corridors, and to provide for a highly functioning transit system overall, several capital investments are necessary. These investments include capital expenditures within the following key areas:

- **Fleet:** The addition and replacement of IndyGo vehicles and equipment to increase the reliability and operational efficiency of IndyGo’s fleet and equipment to service and maintain the fleet.
- **Bus Rapid Transit and other On-Street Infrastructure:** On-street infrastructure investments associated with bus rapid transit, fixed-route bus stops, and shelters.
- **Facilities:** Expansion, renovation, repair, and maintenance of IndyGo facilities to house IndyGo employees across divisions to support the efficient execution of their job responsibilities.
- **Information Technology:** Addition and/or replacement information technology and other administrative systems to promote a modern, high-functioning workplace.
- **Safety & Security:** Safety/security equipment and enhancements.
- **Finance:** The modernization and upkeep of IndyGo’s fare collection system.

To implement this plan, update financial forecasts and annual operating budgets, and prioritize and coordinate numerous capital investments, a five-year capital investment budget was first created in 2017. This tool was a joint effort of the finance and capital projects & planning divisions, with input from departments across the agency. That plan was presented and adopted by the IPTC Board of Directors on December 7, 2017 and updated in March 2018.

As part of the planning for the 2018 annual operational budgeting process, a decision was reached to update IndyGo's five-year capital plan budget on a rolling basis. As such, version 1.0 of this document—IndyGo's 2019-2025 Capital Plan—reflected a new five-year capital budget that incorporated the latest project costs and local revenue estimates and extended the planning horizon to 2024 (and into 2025 to capture all the Blue Line Rapid Transit capital expenditures).

Like previous versions of this document, this version (v3.0) summarizes and organizes the figures that, together, make up the entirety of IndyGo's current capital investment program. Included are detailed descriptions of IndyGo's funding sources and uses of the agency's capital funds. ***This document is a guidance document and is intended to serve as a benchmark for projecting, prioritizing, and programming capital expenditures from year to year. In addition, it serves as a roadmap to fully expand the frequency and hours of service of IndyGo's fixed-route local network; construct and operate three new bus rapid transit line; and change the orientation of IndyGo's transit network from a hub-and-spoke network to a connected grid network.*** From time-to-time, this document can also be used to support the pursuit of additional funding requests to finance capital expenditures.

This plan is organized into the following sections:

- The **Annual Summaries** section provides a comprehensive overview of the entire capital investment program, as well as a summary-level annual breakdown of anticipated local revenue and expenditures.
- The **Funding Sources** section provides information on the sources of funding expected to be programmed toward capital expenditures through FY 2026.
- The **Capital Expenditures** section provides an explanation of the total expenditure, an anticipated cost for each expenditure, and the anticipated funding source(s) for each capital investment project.
- **Annual Itemized Expenditure Tables** section provides an itemized quarterly table of expenditures for each year, sorted by category of cost. As of this update, the annual itemized expenditure tables have become placeholders to record actual expenditures.

Recap Summary

Version 1.0 of this plan illustrated a need for \$552,215,682 in total capital expenditures between 2019 and 2025 to fully implement the Transit Plan. In 2020, it was determined that total capital expenditures would be \$599,816,899 for the same period and towards the same end goal. This increase of \$47.6 million (eight percent) over the initial budget was due in large part to a correction to the methodology used to capture the total outlay - not just the debt service payment - for future rolling stock purchases (see Fixed Route Bus Replacement on the following pages), and the need to purchase more buses than had originally been programmed. Beginning in 2021, IndyGo pivoted to acquiring new fixed-route buses through bond issuances, as opposed to leasing agreements.

Total capital expenditures for 2019 and 2020 were \$46,550,436 and \$30,342,369, respectively. As of August 31, 2021, IndyGo has expended less than 34 percent (\$27,592,563) of its \$83,251,679 2021 budget. Total capital expenditures between 2022 and 2025 is anticipated to be \$520,557,077. All told, the total capital expenditures needed to fully implement the Transit Plan is now more than \$625 million. This increase of more than \$72.8 million is due in large part to the additional facility procurements and a greater expenditure need for 40' and battery electric 60' articulated coaches. Each of these needs is described further on the following pages.

Revision History

Table 1, Version Control Table, will be updated with any changes to this document and better enable IndyGo to track versions of this document over time. The numbering conventions associated with the version control table will be as follows:

- Whole numbers will reflect the incorporation of substantial changes made to the sources and/or uses of capital funds and/or with updates following the adoption of IndyGo's annual budget.
- Incremental updates (tracked by decimal numbers) will reflect minor changes made between these more substantial changes.
- Entries for minor changes may be removed from the version control table upon the adoption of a new major changes.
- The Date of Revision is the date that this document was revised
- The Date of Budget refers to the date that the IndyGo Board of Directors adopted the Capital Plan Budget Summary, upon which the revisions to this document are based.

Table 1. Version Control Table

Version	Purpose of Change	Date of Revision	Date of Budget Adoption	Author
1.0	Adopted by the IPTC Board	08/28/2019	08/28/2019	John Marron
2.0	Adopted by the IPTC Board	12/03/2020	08/20/2020	Brooke Thomas
3.0	Adopted by the IPTC Board	10/28/2021	08/28/2021	Brooke Thomas

Summary of Recent Changes

Below is a summary of the substantive changes that were made between versions 2.0 (December 2020) and 3.0 (October 2021).

- Both the total capital investment project budget and timeline have been updated/adjusted to respond to internal investment decisions and external factors that have caused one or more assumptions to change since the fall of 2020 when the capital plan was last updated.
- The summary pages for each year have been updated to describe what has been accomplished since the December 2020 Capital Plan update, and to set priorities for the next four years. These pages highlight instances where projects that were programmed for a given year have been placed on hold or postponed.
- The description of each funding source was reviewed for accuracy and, where necessary, updated to reflect the current status.
- The description of each capital project has been updated to reflect the current status.
- New projects have been added to the Capital Plan and include both projects that are programmed into IndyGo's fiscally constrained capital budget for 2022 through 2026, and illustrative projects. Illustrative projects are those that IndyGo needs or wants to advance, but for which there currently isn't funding for. All large capital investment projects are described in detail throughout the Capital Plan document.

ANNUAL SUMMARIES

IndyGo's Capital Plan serves as the agency's roadmap for major investment in transit and transit-supporting infrastructure. At a minimum, these investments will include expenditures associated with fleet expansion and replacement, investments in bus rapid transit, enhancements to other on-street infrastructure, renovation, and maintenance of all IndyGo facilities, technological upgrades and enhancements, fare modernization, and safety and security upgrades and enhancements. The purpose of this plan is to coordinate these expenditures with expected sources of funding for the purposes of timing these investments in such a way as to maintain adequate and acceptable cash flow for the agency.

To that end, the Annual Summary Table on the following page shows the annual breakdown of planned expenditures and expected funding sources. The annual summary is intended to serve as a resource for the development of more detailed capital budgets for each upcoming year through FY 2026. Note that this plan now extends beyond the 5-year planning horizon for the capital investment strategy that was set in motion in 2017.

As in years past, anticipated expenditures have been developed through a process jointly coordinated by IndyGo's finance and capital projects divisions and reflects the input of divisions and departments throughout IndyGo. Individual expenditures and anticipated funding sources are described in greater detail in subsequent sections of this document.

The timing of individual expenditures reflects a planning effort that sought to examine the interrelationship of planned projects and IndyGo's operational needs, as suggested by each division and matching those needs with anticipated funding. As such, the following tables reflect a prioritization of budgeted and planned capital expenditures across the entire agency. IndyGo will continue to monitor sources of anticipated local revenue and the need for the expenditures, adjusting this plan as needed.

Table 2. Annual Summary Table, 2020 - 2026

Capital Project	2020		2021		2022	2023	2024	2025	2026	5-Yr Total (2022-2026)
	Final Budget	Actual as of 12/31/2020	Final Budget	Actual as of 8/31/2021						
Expenditures	\$97,709,667	\$30,342,369	\$83,251,679	\$27,592,563	\$111,705,850	\$116,497,041	\$122,874,909	\$107,691,314	\$61,787,963	\$520,557,077
BRT & On-Street Infrastructure	\$70,196,000	\$9,332,550	\$52,033,998	\$3,781,247	\$70,937,450	\$74,567,800	\$104,437,865	\$89,500,000	\$42,061,000	\$381,504,115
Facilities	\$8,785,000	\$2,600,143	\$3,985,000	\$2,546,182	\$22,834,250	\$738,000	\$365,000	\$22,500	\$0	\$23,959,750
Finance ¹	\$225,000	\$846,641	\$392,375	\$128,436	\$382,500	\$390,150	\$397,953	\$0	\$0	\$1,170,603
Fleet	\$13,451,667	\$16,809,146	\$24,645,306	\$16,848,470	\$15,997,000	\$31,906,091	\$17,649,091	\$18,148,814	\$19,706,963	\$103,407,959
Information Technology	\$2,489,000	\$359,417	\$1,975,000	\$776,803	\$1,527,000	\$8,895,000	\$25,000	\$20,000	\$20,000	\$10,487,000
Safety & Security	\$2,563,000	\$394,472	\$220,000	\$1,548,017	\$27,650	\$0	\$0	\$0	\$0	\$27,650
Funding Sources	\$97,709,666	\$30,342,369	\$83,251,679	\$27,592,563	\$111,705,850	\$116,497,041	\$122,874,909	\$107,691,314	\$ 61,787,963	\$520,557,077
Grants	\$56,007,828	\$10,581,867	\$34,914,427	\$15,021,633	\$45,433,986	\$53,816,091	\$ 23,486,246	\$ 17,348,965	\$ 18,944,621	\$159,029,909
Local (cash)	\$26,715,453	\$15,934,787	\$18,719,545	\$11,357,059	\$36,484,824	\$39,963,950	\$ 99,388,663	\$ 90,342,349	\$ 42,843,342	\$309,023,128
Bonds (debt)	\$13,786,385	\$3,825,715	\$29,430,090	\$1,213,871	\$29,787,040	\$22,717,000	\$0	\$0	\$0	\$52,504,040
Other	\$1,200,000	\$0	\$187,617	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expected Capital Surplus	(\$0)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Table 2.1, Annual Summary Table, 2019 on the following page compares 2019 expenditures for Q3 and Q4 with what had been budgeted for 2019 in 2019.

¹ Formerly Public Affairs.

Table 2.1 Annual Summary Table, 2019

Capital Project	Q3/Q4 2019		Difference	
	Final Budget	Actual as of 12/31/2019	\$ (Budget-Actual)	% Change (over / under budget)
Expenditures	\$48,880,682	\$46,550,436	\$2,330,246	4.8%
Bus Rolling Stock	\$8,806,000	\$8,068,186	\$737,814	8.4%
On-Street Inf. & BRT	\$29,036,682	\$34,529,401	(\$5,492,719)	(18.9%)
Facilities & Equipment	\$5,440,000	\$2,954,671	\$2,485,329	45.7%
Information Technology	\$4,533,000	\$739,279	\$3,793,721	83.7%
Public Affairs	\$170,000	\$55,245	\$145,755	85.7%
Safety & Security	\$895,000	\$203,654	\$691,346	77.2%
Funding Sources	\$48,880,681	\$46,550,436	\$2,330,245	4.8%
Grants	\$26,213,846	\$31,172,262	(\$4,958,416)	(18.9%)
Local (cash)	\$18,887,532	\$12,148,131	\$6,739,401	35.7%
Bonds (debt)	\$3,779,303	\$3,230,042	\$549,261	14.5%
Other	\$0	\$0	\$0	0%
Expected Capital Surplus	(\$1)	\$0	(\$1)	-

3Q/4Q 2019 CAPITAL PROJECTS: \$48.9 MILLION

Anticipated

The second half of 2019 resulted in the advancement of the first of the substantial capital projects related to the implementation of the Transit Plan, including the construction of the Red Line bus rapid transit corridor. Most of the planned expenditures for the remainder of that year were associated with on-street infrastructure and bus rapid transit projects. Final payments towards the completion of the Red Line construction comprise the largest share of these investments. In 2019, a total of \$29.0 million was allocated to on-street infrastructure improvements and bus rapid transit projects.

IndyGo had anticipated investing an additional \$8.8 million in fleet and related projects, \$5.4 million to be invested in facilities projects, and \$4.5 million in information technology projects. It was further anticipated that Safety and Security and Public Affairs expenditures, when combined, would be just over \$1 million (see Table 3), that the majority (54 percent) of programmed expenditures were to have been funded through grants received through the Federal Transit Administration (FTA) and complemented by IndyGo's local revenue (cash). IndyGo had also expected to spend resources from the \$26 million bond approved in 2018.



Final

By the end of 2019, a total of \$34.5 million was spent constructing on-street infrastructure improvements and bus rapid transit projects. An additional \$8.1 million went towards fleet replacement projects, approximately \$3 million for facilities projects, and just under \$740,000 in information technology projects. This brought total expenditures for Q3/Q4 2019 to \$46.6 million, which was \$2.3 million under budget for the year. By December 31, 2019, 67 percent of programmed expenditures were funded through grants received through the FTA, with the remaining \$15.4 million split between cash (\$12.15 million, 26 percent) and bonds (\$3.23 million, seven percent).

Table 3. 3Q/4Q 2019 Capital Projects

Funding Sources	Q3		Q4		Q3/Q4 Total	
	Final Budget	Actual	Final Budget	Actual	Final Budget	Actual
Grants	\$17,745,940	\$23,107,179	\$8,467,907	\$8,065,083	\$26,213,846	\$31,172,262
Local (cash)	\$13,594,671	\$7,478,977	\$5,292,861	\$4,669,154	\$18,887,532	\$12,148,131
Bonds (debt)	\$1,195,071	\$1,457,599	\$2,584,232	\$1,772,443	\$3,779,303	\$3,230,042
Other	\$0	\$0	\$0	\$0	\$0	\$0
Total Funding Sources	\$32,535,682	\$32,043,756	\$16,345,000	\$14,506,680	\$48,880,681	\$46,550,436
Expenditures	Q3		Q4		Q3/Q4 Total	
	Final Budget	Actual	Final Budget	Actual	Final Budget	Actual
Bus Rolling Stock	\$8,806,000	\$7,980,320	\$0	\$87,866	\$8,806,000	\$8,068,186
On-Street Infrastructure & BRT	\$17,561,682	\$23,263,254	\$11,475,000	\$11,266,147	\$29,036,682	\$34,529,401
Facilities and Equipment	\$3,075,000	\$360,260	\$2,365,000	\$2,594,411	\$5,440,000	\$2,954,671
Information Technology	\$2,473,000	\$374,338	\$2,060,000	\$364,941	\$4,533,000	\$739,279
Public Affairs	\$170,000	\$55,245	\$0	\$0	\$170,000	\$55,245
Safety, Security, and Training	\$450,000	\$10,339	\$445,000	\$193,315	\$895,000	\$203,654
Total Expenditures	\$32,535,682	\$32,043,756	\$16,345,000	\$14,506,680	\$48,880,682	\$46,550,436²

² While the total amount for expenditures came in close to what was initially budgeted for Q3 & Q4 of 2019, only the fleet project expenses aligned with what had been budgeted. This is largely due to budget rollovers from 2019 to 2020. For example, \$1.2 million was rolled from 2019 into 2020 to complete the vehicle wash and paint booth project in 2020, rather than in 2019 as planned.

2020 CAPITAL PROJECTS: \$97.7 MILLION

Anticipated

Substantial renovations and enhancements to IndyGo's facilities have been underway since 2019. In 2019, the largest facilities project programmed for 2020 was the construction of a training and contingency facility, followed by maintenance area renovations at IndyGo's main facility. Facility investments were (and still are) needed to account for the increase in both IndyGo's staff and fleet sizes; both of which are necessary to deliver the Transit Plan. In 2019, IndyGo had also programmed \$2.6 million for safety and security upgrades, and \$2.5 million for information technology/finance. Fifty-seven percent of programmed expenditures were to have been paid for with grant dollars.

Facility investments became even more important in the first quarter of 2020 when IndyGo mobilized to respond to the COVID-19 pandemic. Bids for the training and contingency facility came in over budget by more than \$2 million dollars; therefore, the project was subsequently put on hold. Maintenance area renovation projects were broken out into several smaller projects; many of which were completed that same year. Available capital funding can account for many of these new projects, but not all of them.

By January 2020, IndyGo had acquired 31 60' electric buses to operate within its Red Line and Purple Line BRT network. Due to lower-than-expected battery range on the newly acquired electric buses and delays in mitigating these impacts caused these buses to be completely allocated to the Red Line. IndyGo has worked to update the agency's fleet needs to reflect this unknown, among others. After reviewing the planned operational profile for both remaining rapid transit lines during 2020 budget preparations, IndyGo anticipated needing to purchase more 60' battery electric vehicles to operate service than had originally been estimated. In 2020, it was also assumed that IndyGo would need an additional 20 and 30 battery electric buses beyond what had originally been estimated to operate the for both the Purple and Blue bus rapid transit lines. By updating these projections, IndyGo now has several different options to choose from when it comes to fleet replacement (all rolling stock). For example, in the future, IndyGo could reallocate some of its programmed capital expenditures to swap out the replacement of 40' buses in its fixed-route fleet to purchase additional 60' buses.

In all, 71.8 percent (\$70.2 million) of 2020 capital expenditures were targeted for on-street infrastructure and bus rapid transit projects, while less than 10 percent (\$8.8 million) was thought to be needed to address facility needs that same year (refer to the table on the following page).



Final

The Purple Line design activities continued through the end of 2020, and the Blue Line design was put on hold temporarily. Actual expenditures for building on-street infrastructure and bus rapid transit projects in 2020 totaled \$9.3 million, which ended up being just 30 percent of total planned expenditures for the year. Another 9.3 percent (\$1.74 million) had been spent to address facility needs. This included the unplanned purchase of the property located at 6410 N College Avenue. This property acquisition, which IndyGo needed to construct a permanent end of the line charging location for the Red Line bus rapid transit route, caused many of the planned facility projects for 1501 W Washington Street location to be put on hold (see also Facilities on the following pages). Actual expenditures for facilities in 2020 was \$2,600,143, which was under budget by more than \$6.2 million. This is due in large part to the decision to not pursue full buildout of the training/contingency facility that would have been located at the former Carrier Bryant site, electing to not move forward with the solar array expansion, and electing to not move forward with the CTC lounge and office renovation projects as planned. Actual expenditures for safety and security upgrades and information technology/finance in 2020 was \$394,472 and \$1,206,058, respectively. Grant funds covered just \$278,663 of these expenses. All other expenses were paid for with local revenue (cash). Actual expenditures for maintenance area renovations and the training and contingency facility in 2020 were \$33,628 and \$74,266, respectively. Design activities for the Blue Line bus rapid transit route were temporarily placed on hold.

Table 4: 2020 Capital Projects

2020 Capital Projects			Difference	
Capital Project	Final Budget	Actual as of 12/31/2020	\$ (Budget-Actual)	% Change (over / under budget)
Expenditures	\$97,709,667	\$30,342,369	\$67,367,298	69%
BRT & On-Street Infrastructure	\$70,196,000	\$9,332,550	\$60,863,450	87%
Facilities	\$8,785,000	\$2,600,143	\$6,184,857	70%
Finance ³	\$225,000	\$846,641	(\$621,641)	(276%)
Fleet	\$13,451,667	\$16,809,146	(\$3,357,479)	(23%)
Information Technology	\$2,489,000	\$359,417	\$2,129,583	86%
Safety & Security	\$2,563,000	\$394,472	\$2,168,528	85%
Funding Sources	\$97,709,666	\$30,342,369	\$67,367,297	69%
Grants	\$56,007,828	\$10,581,867	\$45,425,961	81%
Local (cash)	\$26,715,453	\$15,934,787	\$10,780,666	40%
Bonds (debt)	\$13,786,385	\$3,825,715	\$9,960,670	72%
Other	\$1,200,000	\$0	\$1,200,000	100%
Expected Capital Surplus	(-\$1)	\$0	\$0	-

³ Formerly Public Affairs.

2021 CAPITAL PROJECTS: \$83.2 MILLION

Anticipated (Then)

In 2019 and 2020, IndyGo had expected to continue its robust investment in the bus rapid transit network and on-street infrastructure into 2021. The 30th Street conversion to a two-way street between Meridian Street and Capitol Avenue, which will better enable transfers between Route 30 and the Red Line, was also expected to get underway in 2021.



In 2019, investments in on-street infrastructure and bus rapid transit represented 87 percent (\$62.8 million) of the \$72.2 million in planned capital expenditures. In 2020, IndyGo increased the 2021 budget amount by \$11.1 million, bringing the total for the year to more than \$83.3 million. This increase was a direct result of a correction in the methodology used to capture the total outlay - not just the debt service payment - for future fleet purchases (see Fixed Route Bus Replacement on the following pages), and the need to purchase more buses than had originally been programmed. This correlates to

investments in on-street infrastructure and bus rapid transit representing approximately 63 percent (\$52 million) of the \$83.3 million in planned capital expenditures for the year.

IndyGo had further anticipated investments in its fixed route fleet, paratransit fleet, BRT bus docking technology, and heavy maintenance equipment in 2021. It was anticipated that investments in fleet and the facility located at 1501 W Washington Street would represent an additional \$5.3 million and \$3.7 million in planned expenditures, respectively. Grant resources were expected to fund 53.7 percent of planned expenditures, with the balance coming mostly from IndyGo local revenue and bonds. The conversion of 30th Street, facilities planning and construction, and investments in the fixed route fleet were expected to continue as planned. However, in 2020, facility projects that had initially been programmed in 2021 for the agency's main facility located at 1501 W Washington Street were indefinitely put on hold while the agency determined how best to meet its facility needs.

In 2020, IndyGo also agreed to contribute \$2.15 million of total capital expenditures for 2021 to the City of Indianapolis, Department of Public Works, for the construction of the 30th Street conversion project (ST-17-052). The BRT bus docking technology project was removed, and investments in the fixed route fleet, paratransit fleet, and maintenance heavy equipment were expected to total \$24.2 million. Grant resources were expected to fund 42 percent of planned expenditures, with the balance coming mostly from IndyGo local revenue and bonds. Included in the \$83.3 million capital budget adopted for 2021 was the purchase of 27 hybrid buses in Q4 2021. These buses were (and still are) needed to replace buses that are outside of their useful life and to provide additional service delivery to the community. Design activities to extend the Red Line north and south to the county lines were postponed until 2022, at the earliest.

Now

The 2021 state legislative session, when combined with the real-world impacts of the on-going pandemic, caused the construction of the Purple Line to be delayed to the first quarter of 2022; however, IndyGo has resumed design activities for the Blue Line bus rapid transit route. Design for the 30th Street conversion project is currently underway; however, construction isn't expected to begin until 2023. It was determined by IndyGo staff that, by delaying this work by a year, the agency could focus 2022 resources on the advancement of capital projects that are of a time sensitive nature. Design for the Red Line extensions remains on hold.

As of August 31, 2021, IndyGo has invested \$3.78 million in BRT and other on-street infrastructure improvements, which is less than eight percent of the total budget for the year. As of this update, IndyGo has received 22 hybrid electric buses; totaling more than \$17.5 million. The agency has spent \$593,656 on paratransit vehicles, and another \$67,597 for heavy maintenance equipment, bringing the total thus far to \$16.8 million. This is approximately \$7.8 million less than what was budgeted. By the end of 2021, IndyGo will have received the three remaining hybrid buses. Together these buses total \$798,000. IndyGo is more than \$1.3 million over its \$220,000 budget for Safety & Security. This is due in large part to vehicle CCTV replacement. The agency is also more than half a million over budget for facilities. This is due in large part to the acquisition, design, and construction of new facilities.

Table 5. 2021 Capital Projects

Funding Sources ⁴	Actuals (as of 8/31/2021)					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Grants	\$92,037	\$1,201,129	\$968,163		\$2,261,329	\$34,914,427
Local (cash)	\$2,757,021	\$3,937,202	\$1,572,326		\$8,266,549	\$18,719,545
Bonds (debt)	\$457,366	\$16,467,476	\$139,844		\$17,064,687	\$29,430,090
Other	\$0	\$0	\$0		\$0	\$187,617
Total Funding Amount	\$3,306,424	\$21,605,807	\$2,680,333		\$27,592,563	\$83,521,679
Expenditures	Actuals (as of 8/31/2021)					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Fleet	\$0	\$16,161,839	\$640,131		\$16,801,970	\$24,645,306
BRT & Other On-Street Infrastructure	\$1,111,726	\$1,584,079	\$1,085,442		\$3,781,247	\$52,033,998
Facilities	\$1,874,903	\$2,364,823	\$316,364		\$4,556,090	\$3,985,000
Information Technology	\$313,510	\$198,546	\$264,747		\$776,803	\$1,975,000
Finance	\$0	\$62,596	\$65,840		\$128,436	\$392,375
Safety & Security	\$6,285	\$1,233,923	\$307,809		\$1,548,017	\$220,000
Total Expenditures	\$3,306,424	\$21,605,807	\$2,680,333		\$27,592,563	\$83,251,679

⁴ It was originally anticipated that IndyGo's new hybrids would be funded by federal grant dollars (approximately \$14 million) before the recent bond issuance. These figures reflect the fact that IndyGo's capital expenses are being reimbursed – 100% -- from bond funds, rather than grant dollars. Total grant reimbursements for Q2 are primarily for vehicle CCTV replacement.

2022 CAPITAL PROJECTS: \$111.71. MILLION

Then

In 2019, a total of \$89.0 million in 2022 expenditures was thought to be needed to advance the construction of on-street infrastructure and bus rapid transit facilities in 2022, which would have been 93.0 percent of IndyGo's total planned capital expenditures for the year (\$95.6 million). Most of these expenses (\$85.9 million or 97 percent) were to have gone towards advancing the Purple and Blue bus rapid transit routes. The remaining expenditures allocated in 2019 for 2022 were for on-going fleet replacement (\$4.75 million) and to retrofit the downtown transit center to accommodate level boarding. A substantial portion of programmed expenditures for 2022 was to have been grant-funded (65.7 percent), with the balance from the IndyGo capital fund and bonds.

In 2020, IndyGo increased total expenditures for 2022 from \$95.6 million to \$109.9 million, again due primarily to a correction in the methodology used to capture the total outlay - not just the debt service payment – for future fleet purchases (see Fixed Route Bus Replacement on the following pages), and the need to purchase more buses than had originally been programmed. It was anticipated that a total of \$97.3 million in expenditures, or 89 percent of IndyGo's total planned capital expenditures for 2022, would be needed to advance the construction of on-street infrastructure and bus rapid transit facilities (see Table 6). At that time, \$94.2 million (86 percent) of the revised 2022 budget was allocated to advancing the Purple and Blue Lines. An additional \$12.1 million (11 percent) was allocated to fixed route and paratransit fleet replacement. The \$1.7 million needed to retrofit the downtown transit center to accommodate level boarding was delayed until 2023.

Now

As of this update, it is anticipated that IndyGo will need a total of \$111,705,850 for capital expenditures in 2022. The 2022 budget for facilities has increased from \$0 to \$22.8 million. This is due in large part to the design and construction work taking place at IndyGo's new East Campus location. The budget for information technology and finance has



been increased from \$0 to \$1.5 million, and \$382,500, respectively. This is due in large part to the replacement of vehicle on-board, closed-circuit television (CCTV) equipment. An additional \$3,612,581 has been added to the \$12.4 million needed to expand and maintain IndyGo's fleet. This is due to the need to add additional support vehicle, paratransit, and fixed-route vehicles. The amount of money budgeted for BRT and other on-street infrastructure decreased from \$97.3 million to \$70.9 million. This is due in large part to the shift in the future timeline of the Purple and Blue Line BRT projects as both investments continue to get pushed out. The budget for safety and

security was reduced by \$202,350 and now totals \$27,650. This is due in large part to the reclassification of the vehicle CCTV replacement project as a safety and security investment to an information technology investment.

Table 6. 2022 Capital Projects

Funding Sources	Actuals					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Grants						\$45,433,986
Local (cash)						\$36,484,824
Bonds (debt)						\$29,787,040
Other						\$0
Total Funding Amount						\$111,705,850
Expenditures	Actuals					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Fleet						\$15,997,000
BRT & Other On-Street Infrastructure						\$70,937,450
Facilities						\$22,834,250
Information Technology						\$1,527,000
Finance						\$382,500
Safety & Security						\$27,650
Total Expenditures						\$111,705,850

2023 CAPITAL PROJECTS: \$116.5 MILLION

Then

In 2019, IndyGo had anticipated paying for all final expenditures associated with the Purple Line project in 2023. In 2019, it was assumed that these on-street infrastructure and bus rapid transit projects would represent more than 96 percent (\$114.7 million) of total programmed expenditures for 2023 (\$120.1 million). In 2020, it was assumed that on-street infrastructure and bus rapid transit projects would represent just 88 percent (\$101.6 million) of total programmed expenditures for 2023 (\$114.9 million).

Between 2019 and 2020, total planned capital expenditures for 2023 decreased from \$120.1 million to \$114.9 million. This was due in large part to a delay in the start of the planned Red Line extensions. By 2020, IndyGo no longer anticipated that 51.5 percent of capital expenditures would be funded through grants. Instead, it was thought that approximately 40 percent of capital expenditures would be funded by grants, the balance still being paid by a mix of bonds (19 percent), cash (26 percent), and other local sources (14 percent).



Now

The year 2023 no longer represents the year with the largest sum of anticipated expenditures within the planning horizon for this capital program; this is likely to occur in 2024. This is due in large part to delays in the construction of the Purple and Blue bus rapid transit projects. Final expenditures for the construction of the Purple Line bus rapid transit project are now expected to carry over into 2024.

As of this update, total planned capital expenditures for 2023 have increased from \$114.9 million to \$116.5 million, which is still \$3.6 million less than the original \$120.1 million budgeted in 2019. This, again, is due in large part to the delay in the start of the planned Red Line extensions (See BRT: Red Line Rapid Transit (Phases II & III) on the following pages). It is anticipated that IndyGo will need to spend significantly more on its fleet (\$31.9 million as opposed to \$13 million) in 2023 than the agency has intended to in 2020. Despite needing to continue to invest in facilities, information technology, and finance at a level that had not been anticipated in 2019, and the need to include an additional \$1.7 million in on-street infrastructure and BRT capital expenditures in 2023 to account for the need to retrofit the CTC to include level boarding and in-ground charging in advance of the Purple Line BRT route entering into revenue service and construct the South Madison Street Park-n-Ride (\$1.85 million in 2023; \$2.2 million total), the 2023 budget for BRT and other on-street infrastructure has been reduced from \$101.6 million to \$74.6 million. This is due in large part to an increase in total expenditures resulting from the delay to 2024. It is now anticipated that, in 2023, \$5.7 million will be spent on the Blue Line and another \$6.5 million will go towards DPW's

conversion of 30th Street and Michigan Street to two-way thoroughfares. It is further anticipated that in 2023 just 46 percent of capital expenditures will be paid for with grant dollars. 34 percent will come from cash and the remaining 20 percent from bonds. 2023 no longer includes other sources of funding. These were tax increment finance dollars for the construction of the Blue Line had it moved forward in 2023.

Table 7. 2023 Capital Projects

Funding Sources	Actuals					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Grants						\$53,816,091
Local (cash)						\$39,963,950
Bonds (debt)						\$22,717,000
Other						\$0
Total Funding Amount						\$116,497,041
Expenditures	Actuals					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Fleet						\$31,906,091
BRT & Other On-Street Infrastructure						\$74,567,800
Facilities						\$738,000
Information Technology						\$8,895,000
Finance						\$390,150
Safety & Security						\$0
Total Expenditures						\$116,497,041

2024 CAPITAL PROJECTS: \$122.9 MILLION

Then

In what was originally the final full year of this capital investment program, IndyGo had anticipated advancing the Blue Line and Red Line extension bus rapid transit projects through 2024 (and into the first part of 2025). In 2019, the majority of 2024 expenditures (\$71 million or 77 percent) were targeted towards the construction of the Blue Line. In 2019, IndyGo had also anticipated purchasing eleven 60,' all electric vehicles, at a cost of nearly \$1 million each. 55 percent of the expenditures in 2024 were to be grant reimbursable.



Due to a delay in the start of the Red Line extensions projects, total planned capital expenditures between 2019 and 2020 increased over \$20 million. This was due to a delay in the start of the Red Line extensions project. In early 2020, IndyGo anticipated needing to receive delivery of 36 sixty-foot buses for the Blue Line BRT line by 2024), which is six more buses than the agency's 2019 estimate. In 2019, the agency also anticipated needing to replace eleven forty-foot buses in 2024. This number remained the same between 2019 and 2020.

Now

As of this update, total capital expenditures for 2024 is \$122,874,909, which is \$9.7 million more than the \$113.2 million budget established in 2020. This is due in large part to fleet needs (\$17.6 million) and the construction of both the Purple Line (\$10 million in 2024) and Blue Line (\$86.85 million in 2024) bus rapid transit corridors. It is further anticipated that IndyGo will move forward with the completion of the Rural Street Underpass project (\$4.9 million in 2024; \$6.61 million total).

See also BRT: Red Line Rapid Transit (Phases II & III) on the following pages.

Table 8. 2024 Capital Projects

Funding Sources	Actuals					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Grants						\$ 23,486,246
Local (cash)						\$ 99,388,663
Bonds (debt)						\$0
Other						\$0
Total Funding Amount						\$122,874,909
Expenditures	Actuals					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Fleet						\$17,649,091
BRT & Other On-Street Infrastructure						\$104,437,865
Facilities						\$365,000
Information Technology						\$25,000
Finance						\$397,953
Safety & Security						\$0
Total Expenditures						\$122,874,909

2025 CAPITAL PROJECTS: \$107.7 MILLION

Then

In 2019, it was anticipated that IndyGo would realize the Marion County Transit Plan by completing all major capital investment projects by the first half of 2025. However, due to the delays related to the design and construction of the Blue Line bus rapid transit route, total capital expenditures for 2025 is now at \$31.9 million an increase of \$7.2 million from 2019.



Now

As of this update, investments of more than \$89.5 million to advance BRT and other on-street infrastructure improvements, and more than \$18 million to meet the agency’s fleet needs. BRT and other on-street infrastructure expenditures will be primarily for the Blue Line BRT bus rapid transit project (\$86.9 million). The remainder of these investments are targeted for Transit Stop Amenities (approx. \$1 million). Investments in IndyGo’s fleet will include \$16.3 million for fixed-route bus replacement and expansion, \$1.55 million for paratransit bus replacement, and \$300,000 for support vehicle replacement. (See also BRT: Red Line Rapid Transit (Phases II & III) on the following pages.

Table 9. 2025 Capital Projects

Funding Sources	Actuals					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Grants						\$ 17,348,965
Local (cash)						\$ 90,342,349
Bonds (debt)						\$0
Other						\$0
Total Funding Amount						\$107,691,314
Expenditures	Actuals					Rev. Budget
	Q1	Q2	Q3	Q4	Total	
Fleet						\$18,148,814
BRT & Other On-Street Infrastructure						\$89,500,000
Facilities						\$22,500
Information Technology						\$20,000
Finance						\$0
Safety & Security						\$0
Total Expenditures						\$107,691,314

2026 CAPITAL PROJECTS: \$61.8 MILLION

Now

In 2021, the planning horizon for this plan was extended from 2025 to 2026. Planned capital expenses for 2026 are estimated to be \$61,787,963. Like 2025, this is due in large part to the need to continue investments in BRT and other on-street infrastructure improvements (\$42.1 million in 2026) and the agency's fleet (\$19.7 million). The BRT and other on-street infrastructure investments are limited to the Blue Line bus rapid transit corridor (\$38,961,000), Transit Stop Amenities (approximately \$1 million). Investments in IndyGo's fleet will include \$17.9 million for fixed-route bus replacement and expansion, \$1.55 million for paratransit bus replacement, and \$250,000 for support vehicle replacement. Funding is expected to be 31 percent (\$18.9 million) in grant dollars and the remaining 69 percent (\$42.8 million) from local revenue. (See also BRT: Red Line Rapid Transit (Phases II & III) on the following pages.

Table 10. 2026 Capital Projects

Funding Sources	Actuals					Budget
	Q1	Q2	Q3	Q4	Total	
Grants						\$ 18,944,621
Local (cash)						\$ 42,843,342
Bonds (debt)						\$0
Other						\$0
Total Funding Amount						\$61,787,963
Expenditures	Actuals					Budget
	Q1	Q2	Q3	Q4	Total	
Fleet						\$19,706,963
BRT & Other On-Street Infrastructure						\$42,061,000
Facilities						\$0
Information Technology						\$20,000
Finance						\$0
Safety & Security						\$0
Total Expenditures						\$61,787,963

FUNDING SOURCES

IndyGo’s capital investment projects are funded primarily by competitive and non-competitive (formula-based) grants, bonds, and local revenue (cash). Non-farebox revenue funds such as Section 5307 Urbanized Area Funding are provided to IndyGo based on federal formulas, as established by Congress in federal surface transportation bills and confirmed through annual appropriations. Conversely, the Section 5309 program is a competitive program designed to fund major capital projects. To be awarded a Section 5309 grant, an eligible applicant must submit a successful application and meet several project development milestones before accessing the eligible funds.

In addition to these sources of federal funds, IndyGo has received financial support from the City of Indianapolis’ Department of Public Works (DPW) and the Metropolitan Development Commission (MDC). More specifically, MDC has committed resources from the Consolidated Downtown and Airport tax increment finance (TIF) districts for the Red Line and Blue Line, respectively.

Each of IndyGo’s funding sources are described in greater detail throughout this section. The following table outlines the relationship between grant numbers and their original funding sources. These grant numbers are used throughout the funding sources and uses tables in the Capital Expenditures section of this document; thus, pairing each capital project with specific funding sources. Use this table to cross reference the sources and uses tables with the table below to identify the original funding source.

Table 11. IndyGo Grant Number by Funding Source

5307 Formula	5309 Small Starts	5339 Formula	5339 Competitive	5310 Formula	CMAQ / STBG (TA, NEPA, IT)	STBG
IN-2016-024-11.42.06 (Acquire Shop Equipment)	Small Starts (Red)	FY 2020	Solar Array Low No	FY 2021	IN-2016-016-11.42.08 (Software)	IN95X046-11.42.08 (Hardware)
IN-2017-018-11.42.06 (Acquire Shop Equipment)	Small Starts (Purple)	FY 2021		FY 2022	IN-2016-016-11.71.03 (Project Management)	IN95X046-11.42.08 (Project Mgmt. – Disaster Recovery)
IN-2019-001-11.12.15 (Facility)	Small Starts (Blue)	FY 2022		FY 2023	2020 CMAQ – TSP	2020 STP – Fleet Replacement
IN-2021-023-11.44.03 (Facility)		FY 2023		FY 2024	2023 STP/CMAQ (Red Line Ext.)	2021 STP – Fleet Replacement
IN-2021-023-11.42.20 (Training Simulators)		FY 2024		FY 2025	2024 STP/CMAQ (Bus Replacement)	
IN-2021-046-Purple Line		FY 2025		FY 2026		
5307 Security Set Asides						

GRANTS

FTA Urbanized Area Formula Grants (Section 5307/Section 5340)

In the State of Indiana, the Indiana Department of Transportation (INDOT) is the designated recipient for Section 5307 for small, urbanized areas whose population is between 50,000 and 199,999. FTA Section 5307 resources are non-competitive federal funds allocated to transit providers in urbanized areas throughout the United States, which is defined as a U.S. Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census. This program makes Federal resources available to urbanized

areas for transit capital and operating assistance, and for transportation-related planning activities within an urbanized area. Section 5307 funding is apportioned based on a legislative formula. For areas with a population of more than 200,000, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue miles, fixed guideway route miles, and population and population density.

FTA Section 5340, Growing States/High Density Section funding is combined with Section 5307 funding when distributed to designated recipients. Section 5340 is formula funding. In FY2020, the Growing States funding level for the nation was approximately \$300 million. The formula is apportioned based on the growth of the state where the transit agency is located and then the urbanized area's share of the state's urbanized areas. For the purposes of this plan, Section 5340 is combined with Section 5307 and not discussed or identified separately.

For larger transit agencies – those that operate more than 100 buses – Section 5307 funds are to be used for capital improvements only because operating expenses aren't eligible for reimbursement. IndyGo operates approximately 200 buses in peak service, and thus is prohibited from using Section 5307 funds for operating expenses. Another limitation of this program, the Federal share cannot exceed 80 percent of the net project cost, which means that recipients must come up with a minimum of 20 percent of the total project cost locally. Funds allocated under this program are made available in the year they are appropriated and remain available for five years thereafter.

In 2020, it was anticipated that \$26.2 million in 5307 program dollars would be available to IndyGo to support capital projects between 2021 and 2025 (see Table 12). This amount did not include 5307 formula funds required to be used for security purposes (i.e. Security Set Asides). IndyGo is required to set aside one percent of the total appropriation to support transit security projects. As of this update, IndyGo anticipates expending approximately \$3.5 million to \$5 million from FY2021 to FY2026 on capital projects using Section 5307 funding.

Like other jurisdictional boundaries, the urbanized area boundary is a function of changes in population and will often change over time. In 2017, as part of the Coordinated Public Transit and Human Services Plan for Central Indiana, an audit of trips in the Indianapolis urbanized area and Section 5311 provider trips revealed a mismatch between the trips and the funding used. The plan revealed just how much the (designated) urbanized area for the Central Indiana Region has grown and how, as a result, a significant percentage of rural providers in the region complete trips that begin and end in the urbanized area. INDOT has since determined that these trips should be categorized as urban trips and that they be funded by 5307 formula funding as opposed to 5311 formula funding. Beginning in 2022, Section 5311 sub-recipients (i.e. suburban transit providers) operating in the surrounding counties will see either a complete elimination of Section 5311 funding or a reduction in their 5311 funding amount. At the same time, they will become eligible to receive a portion of Central Indiana's Section 5307 funding; a source of funding that, up to this point, has only been split between IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). **This shift in how federal 5307 program dollars are allocated throughout the Central Indiana Region will have a direct impact on IndyGo's revenue stream.** As Marion County's leading transit agency, IndyGo experienced a loss in its share of Section 5307 funding for FY2021, as suburban transit providers were included in the funding distribution for the first year. A potential reduction in 5307 funding for IndyGo has been included within the planning assumptions made to update this plan.

Table 12: Anticipated 5307 Formula Funds for Capital Projects

Total	\$32,775,395
FY 2019 (actual)	\$3,728,359
FY 2020 (actual)	\$4,424,169
FY 2021 (actual)	\$2,840,771
FY 2022	\$3,484,105
FY 2023	\$3,925,986
FY 2024	\$4,381,125
FY 2025	\$4,849,942
FY 2026	\$5,140,938

FTA Bus & Bus Facilities Infrastructure Investment Program (Section 5339)

This FTA grant program makes federal resources available to replace, rehabilitate, and purchase buses and related equipment. It can also be used to construct bus-related facilities. Eligible expenses include capital projects that incorporate technological changes, and innovations that reduce fleet emissions. Funding from this program is provided both through formula allocations and competitive grants. Capital projects funded through the FTA 5339 program generally require at least a 20 percent local match of the net capital project cost.

IndyGo has and will continue to submit applications to secure competitive grant dollars through this program every year and for the life of this or any subsequent capital investment plan. If, and when, IndyGo is successful in securing Section 5339 grant dollars, the agency will adjust the amount cash, bonds, or other funding dedicated to the completion of one or more of the capital projects described herein.

In 2020, it was anticipated that between 2021 and 2025 \$10.9 million in Section 5339 formula funds would be made available to IndyGo to use on capital projects. Currently, IndyGo is the only recipient for Section 5339 funding in Central Indiana. For FY2022 formula funds and beyond, a portion of Section 5339 will become an application-based competitive program for public transit providers in Central Indiana. This plan assumes a reduction of Section 5339 formula funding to IndyGo for the foreseeable future. As of this update, IndyGo staff believe there will be approximately \$400,000 per year set aside for the subrecipients. The actual amount will depend on subrecipient needs and applications.

As of this update, IndyGo applied for the FY2020 Bus and Bus Facilities call for projects for Super Stops 2.0; the project was not selected for funding. A debrief with the FTA administrator, however, concluded that the grant application was competitive, and staff will seek to apply for the FY2021 Bus and Bus Facilities call for projects (see Table 13. Anticipated 5339 Formula Funds for Capital).

Table 13. Anticipated 5339 Formula Funds for Capital

Total	\$10,614,657
FY 2020 (actual)	\$1,873,256
FY 2021 (actual)	\$1,132,950
FY 2022	\$1,246,245
FY 2023	\$1,370,870
FY 2024	\$1,507,957
FY 2025	\$1,658,752
FY 2026	\$1,824,627

FTA Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)

This program provides formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and persons with disabilities, only. IndyGo is the designated recipient for Section 5310 funding for the Indianapolis urbanized area. IndyGo is responsible for administering 5310 funding to eligible sub-recipients for eligible activities within the urbanized area. Unlike Section 5307 formula funds which are administered by the Indiana Department of Transportation, IndyGo receives Section 5310 formula funds directly from the federal government. Each year, IndyGo administers its own competitive grant process by issuing a call for projects and granting awards to eligible sub-recipients. At present, IndyGo only offers funds for capital expenses. Any expenses associated with this program for capital expenditures requires at least a 20 percent local match, which the sub-recipients are expected to contribute in full.

Section 5310 funding can be used to purchase buses and vans, wheelchair lifts, ramps, securement devices, transit-related information technology, mobility management programs, acquisition of contracted transportation services, such as IndyGo’s paratransit operations, and other such expenditures. These funds can also be used to pay for operating expenses. In 2020, IndyGo had expected a total of \$4,933,097 to be available for capital projects from FY2019-2025. As of this update, IndyGo received \$2,333,503 million of Section 5310 funding from FY 2019-2021 and anticipates approximately an additional \$3.5 million of Section 5310 funding will be available from FY2022 to FY2026 (see Table 14. Anticipated 5310 Formula Funds for Capital). Over the life of this plan, IndyGo is expected to receive \$5.86 million in 5310 formula funds to support the many capital investment projects described herein.

Table 14. Anticipated 5310 Formula Funds for Capital

Total	\$5,864,673
FY 2019 (actual)	\$625,276
FY 2020 (actual)	\$890,878
FY 2021 (actual)	\$817,349
FY 2022	\$664,553
FY 2023	\$679,838
FY 2024	\$695,474
FY 2025	\$727,466
FY 2026	\$763,839

FTA Major Capital Investment Grants Program: Small Starts Funding (Section 5309)

The FTA Major Capital Investment Grant program (Section 5309) is the primary federal funding source associated with major capital investment projects, providing capital assistance for three primary activities:

1. New fixed guideway systems or extensions to existing fixed guideway systems (New Starts program and Small Starts);
2. New and replacement buses and facilities (Bus and Bus Related Facilities program); and
3. Modernization of existing rail systems (Fixed Guideway Modernization program).

Transit agencies seeking Small Starts funding for a capital investment project must first apply to enter the program. Once accepted, the transit agency must then go through a phased project development approval process before seeking a fully executed grant agreement with the FTA. Depending upon the level of competitiveness of a given project, the federal support for the project can be between 50 percent and 80 percent, with the required local match derived from some other source(s) of funding.

The Small Starts program provides funds to capital projects that either (a) meet the definition of a fixed guideway for at least 50 percent of the project length in the peak period or (b) are corridor-based bus projects with 10-minute peak/15-minute off-peak headways or better while operating at least 14 hours per weekday. The Federal assistance provided under Section 5309 must be less than \$100 million and the project must have a total capital cost of less than \$300 million, both in year of expenditure dollars. IndyGo’s Red and Purple BRT projects qualify for Small Starts funding. As of this update, it is anticipated that IndyGo’s Blue Line BRT project will also remain in the Small Starts funding program.

The Red Line BRT project successfully secured 80 percent participation from the Small Starts Program. Per the Small Starts Grant Agreement executed in May 2018, IndyGo was the recipient of a total of \$74,989,685 to support the Red Line BRT project. While not tied to FTA’s Section 5309 funding program and not subject to a local match requirement, in June 2021 it was announced that IndyGo would receive a \$12 million allocation of American Rescue Plan funding for the Purple Line BRT project. Then, in August 2021, it was announced that IndyGo would receive another \$81 million – this time in CIG Small Starts program support – to advance the Purple Line BRT project.

IndyGo still anticipates applying for and receiving 5309 funds for the Blue Line BRT project as IndyGo has already been accepted into Project Development under 5309 for the Blue Line. In 2020, IndyGo’s 5-yr Capital Plan budget assumed a 50 percent award by the federal government in 2020. As of this update, IndyGo’s 5-yr Capital Plan budget assumes 50 percent in 2024. Should Section 5309 funding become unavailable for the Blue Line BRT project, IndyGo would consider reducing the costs of this project through scope changes and value engineering. IndyGo could also seek to expand its capital bond to offset any reductions relative to the expectations established within the development of the Transit Plan.

Should IndyGo be successful in executing a full grant agreement for the Blue Line, Indianapolis-Marion County would be the recipient of more than \$252.5 million in Small Starts funding towards the development of the agency’s new fixed guideway system. (see Table 15).

Table 15: Anticipated 5309 Small Starts Funds

Total	\$255,964,685
Red Line (Phase 1)	\$74,989,685
Purple Line	\$80,975,000
Blue Line	\$100,000,000

Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG)

Over the years, IndyGo has requested and successfully been awarded CMAQ and STBG funding from the IMPO. IndyGo has received and exhausted CMAQ funding for the following activities: Purple Line outreach, preliminary engineering, and NEPA activities. In 2019, IndyGo programmed \$1,353,280 from a CMAQ award to install transit signal priority infrastructure, beginning with the BRT routes, at key intersections to increase service reliability. These funds are still available for use in 2021.

The CMAQ program provides a flexible funding source for transportation projects that improve air quality and reduce congestion. Typical uses of these funds include infrastructure, vehicles for new transit service, and replacement vehicles. In the Indianapolis urbanized area, these funds are administered by the Indianapolis MPO (IMPO).

Surface Transportation Block Grant (STBG) funding is also administered by the IMPO. These federal funds are passed from the Federal Highway Administration (FHWA) to the Indiana Department of Transportation (INDOT) and INDOT reimburses local transit agencies whose projects are awarded funding by the IMPO. These resources may be used for road, bikeway, pedestrian, or transit projects, as determined and prioritized by the IMPO Transportation Policy Committee. Typical transit projects funded through STBG often include the purchase of vehicles, construction of fixed-guideway systems, and other transit-related investments. In 2020, INDOT and IMPO agreed to exchange federal funds allocated to the IMPO for state funds. The federal exchange will occur for future projects (FY2024/FY2025) and allowing local public agencies using these funds flexibility for their project timeline and design.

For the years 2020-2023, seven percent of the region's Transportation Improvement Plan is programmed for transit-related activities. In 2020, IndyGo had anticipated STBG awards of \$5,650,000 and \$4,867,537 for fleet replacement in 2020 and 2021, respectively. STBG funding for 2023 and 2024 was projected to be \$4,595,827 and \$9,744,839, respectively; wherein the elevated 2024 amount was intended to represent an IMPO investment in the IndyGo's 2024 fleet replacement. The projected amount for 2025 was at that time unknown. As of this update, the IMPO recently released a call for projects for FY2025. The amount available is lower than the normal allocation due to the IMPO "swapping" funds with the state and settling balances with INDOT. IndyGo staff will apply to the call for projects yet this fall.

Additionally, a combined \$4,595,827 in STBG and CMAQ for the Red Line Rapid Transit extensions to the Marion County lines was awarded to IndyGo by the IMPO in 2018. The first grant was for vehicle purchases through a CMAQ grant. The grant amount was approximately \$3 million. The next grant was for road widening, repair, and signal upgrades through the STBG worth approximately \$1.3 million. These dollars were to have been spent in SFY 2022, as reflected in the region's Transportation Improvement Plan. Due to recent and anticipated impacts resulting from the COVID pandemic, and the relative lack of a funding commitment from the counties that would receive the extensions (Hamilton and Johnson Counties), IndyGo is not able to advance the Red Line extensions within the timeframe required by these grants. In 2020, IndyGo staff amended the Red Line Extensions grant request, returning the STBG portion and maintaining the request for the CMAQ funding for the purchase of 60' electric vehicles. At their August 2020 IMPO Transportation Policy Committee meeting the amended request was approved. See also BRT: Red Line Rapid Transit (Phases II & III) on the following pages.

IMPO Green Line Grant

Circa 2011, as part of the long-running study of the potential for bus rapid transit in various corridors throughout central Indiana, the IMPO was awarded a grant to examine the feasibility of an enhanced corridor between downtown Indianapolis and downtown Noblesville in Hamilton County via the Hoosier Heritage Port Authority's Nickel Plate Rail corridor. As these planning efforts matured, this corridor was denoted as the Green Line. Through preliminary planning and environmental work, it was determined that this corridor may have environmental and financial sustainability concerns that limited the feasibility of that corridor for bus rapid transit activities.

In 2017, conversations between the IMPO and IndyGo determined that a study of the northeast downtown corridor, which at that time served by several local routes that travel north and east from downtown, may benefit from enhanced infrastructure improvements and that a study of the same could fulfill the purpose and intent of the IMPO Green Line Grant. Circa 2017, the IMPO awarded IndyGo approximately \$700,000 in capital funding to pursue

planning and preliminary design activities in these areas. This effort produced IndyGo’s “Super Stops” projects. Most of the IMPO Green Line Grant resources were expended by the end of 2019 and totaled \$815,344.

INDYGO LOCAL REVENUE (CASH)

IndyGo’s local revenue, or cash, is derived from proceeds from property taxes in accordance with IC 36-9-4-48 and from the 0.25 percent transit income tax enacted in 2017. These funding sources are typically used to provide local match for federally funded capital projects and to pay for locally funded capital projects. Revenue from these taxes is held in the IndyGo Capital Cum Fund, which was established by the IPTC Board of Directors in 2004 and serves as a relatively liquid source of funding to support capital projects. At present, this tax is assessed on properties within Indianapolis and Beech Grove, but not within the other excluded cities and towns of Marion County. By the end of 2020, the capital plan called for a total of \$151.2 million to be drawn from these funds between 2020 and 2025 to advance the Transit Plan. As of this update, this capital plan requires a total of more than \$348 million to be drawn from these funds between 2020 and 2026. This is due in large part to showing the Blue Line as being funded locally, since, at the time of this update, there is not an executed grant or current bond issuance.

INDYGO ANTICIPATED DEBT (BONDS)

Periodically, IndyGo must issue general obligation bonds for the purpose of providing local financial contributions to federally funded capital and equipment projects. The size and scope of IndyGo's current five-year capital program will require the issuance of bonds to provide resources to advance this capital plan and successfully implement the Transit Plan. Principal and interest payments for bonds issued to advance capital projects within this plan would be made from the proceeds of the newly adopted 0.25 percent local income tax that became effective in Marion County on October 1, 2017. Version 1.0 of this capital plan assumed a 2019 appropriation of \$58.4 million from the income tax. Actual appropriation for 2019 was \$56,858,347. The 2020 appropriation was \$58,369,430. The 2021 appropriation is expected to be greater than \$63 million, which is \$10 million more than what had been assumed for that year. This update assumes a 2022 appropriation of \$62,281,177 from the income tax. From year to year, the bonds would have a first lien position on the proceeds of the local option income tax.

In 2020, it was thought that the capital plan requires \$94.4 million in total debt issuance between 2021 and 2025, including the \$26 million bond issuance approved by the Indianapolis-Marion County City County Council (and additional financing costs) and the Indianapolis Bond Bank in August 2018 and a proposed \$65 million bond in 2022. As of this update, the capital plan requires \$46.9 million in current debt issuance (series 2018A and 2021D bonds). Additionally, it is anticipated that a separate, \$65 million bond issuance will occur sometime in 2022 or 2023, for the Blue Line. In projecting the finance costs associated with the future bond issuance, IndyGo has assumed interest rates that are based upon the Thompson Reuters Municipal Market Data (MMD) AAA Curve. This approach yields conservative estimates in that the projections use the MMD yield as a baseline and then add additional basis points to provide a level of cushion for market uncertainties and future fluctuations in the bond market.

Further, in projecting debt and debt service payments throughout the course of this plan and through IndyGo’s 20-year financial projections, aggregate annual debt service payments are split between a portion covered through the FTA 5309 Small Starts program and the remainder, which IndyGo will source through its capital debt service fund. This inclusion of financing costs within Section 5309 project costs is a requirement of FTA; this plan reflects that requirement accordingly.

OTHER SOURCES OF FUNDING

City of Indianapolis General Fund

The City of Indianapolis, Department of Public Works (DPW) contributes local dollars towards IndyGo's bus rapid transit projects. IndyGo and DPW are party to an Interlocal Cooperation Agreement (ICA) that details the roles and responsibilities of the ongoing maintenance and operations of the bus rapid transit infrastructure on the Red Line Phase I project. The current agreement includes a total commitment of \$6 million (\$3 million for Red Line phases I, II, and III, \$1.5 million for Purple Line, and \$1.5 million for Blue Line bus rapid transit projects) from DPW to IndyGo for the completion of the three BRT lines. IndyGo and DPW are preparing an amendment to the ICA that will incorporate operations and maintenance cost-sharing requirements for the Purple Line. That amendment is expected to be executed before the end of 2021. A similar amendment will be prepared for the Blue Line prior to its construction.

Tax-Increment Financing

The Metropolitan Development Commission (MDC) serves as the City's redevelopment commission (IC 36-7-15). Within a declared economic development area, the MDC has authority to create an allocation area to capture tax increment tax-increment financing (TIF). TIF revenues can be used to pay for capital project expenditures, such as public infrastructure projects, so long as they directly serve or benefit the correlating allocation area.

The MDC determined that Red Line Rapid Transit Project will directly benefit the Consolidated Redevelopment Allocation Area located in downtown Indianapolis and subsequently approved \$6 million in TIF revenue to support construction of the Red Line project. The MDC executed an agreement to appropriate these TIF resources to IndyGo in July 2018.

Similarly, the MDC has determined that the benefits of improving the West Washington Street corridor, from Holt Road to High School Road, would substantially advance the City's goals in that area. These benefits include enhanced transit operations in that area; substantial improvements to the street, sidewalk, and stormwater infrastructure; and the supporting of reinvestment and revitalization within the vicinity of the Indianapolis International Airport. Further, it is believed that any investment made in the Blue Line through the TIF funds would ultimately lead to value capture, in which the initial investment sparks development that creates additional resources within the TIF. For those reasons, the MDC has agreed to allocate \$12.5 million from the Airport TIF to the Blue Line BRT project, upon execution of a Small Starts Grant Agreement with the FTA.

Joint Development: Indianapolis Neighborhood Housing Partnership

In its 2019 Small Starts grant application for the Blue Line bus rapid transit project, IndyGo, in partnership with the Indianapolis Neighborhood Housing Partnership, included a request to explore a joint-development opportunity in coordination with its capital improvement grant project.

Joint development is a public/private partnership initiated by a transit agency where the development has some level of FTA investment that is physically and/or functionally related to the transit system. It is a type of value capture in that it can offset some of the costs of improving the transit system over time. Joint development can simultaneously reduce, leverage, and protect the public's investment in implementing and maintaining a fixed-guideway rapid transit system. A joint development project often is in the form of a compact, mixed-use

development within a safe and easy walking distance of a transit stop. This type of development is often referred to as a transit-oriented development (TOD). TOD is both a real estate development term and a way to describe entire neighborhoods that take advantage of transit access and support increased transit usage. However, unlike other transit-oriented development projects, joint development engages the transit agency in contractual relationships with the private sector, which introduces business, financial, and operational factors that wouldn't exist otherwise.

The Indianapolis Neighborhood Housing Partnership (INHP) exists to increase affordable and sustainable housing opportunities for individuals and families and serve as a catalyst for the development and revitalization of neighborhoods in Marion County. To advance this mission, INHP is acquiring strategic properties near IndyGo's rapid or frequent transit corridors. To expand its capacity to engage in this work, INHP has created the Equitable Transit-Oriented Development (ETOD) fund in association with Cinnaire, a community development financial institution (CDFI). Cinnaire helps community development organizations, lending partners and socially motivated investors accomplish goals in underserved communities. They are working to invest more than \$4.2 billion in community development dollars across nine states. This includes the development of more than 50,000 homes for people and families in need.

When fully capitalized, INHP's ETOD fund will provide up to \$15 million of acquisition capital to preserve and create more than 1,000 affordable housing units near transit stops, ensuring continued location-efficient housing options, while catalyzing neighborhood development and promoting access to opportunities for low- and moderate-income families. Between 2019 and 2020, ETOD moved from a theoretical concept to an implemented strategy. By the beginning of Q4 2020, INHP had accumulated more than \$14.25 million in capital including \$3 million of grant funds supporting \$11.25 million of senior debt from seven financial institutions. INHP continues to raise capital and expects to cap the fund at \$15 million in combined resources. As of September 2021, the program has acquired 12 ETOD properties (for \$8,477,000, exclusive of due diligence, closing and holding costs).

There are many properties that take advantage of locations on or near a BRT route, a frequent route, an intersection of a BRT route, or where two or more infrequent routes intersect. The location of the 12 ETOD properties span the (existing) Red Line, (soon to be under construction) Purple Line, (planned) Blue Line, and several routes on the frequent grid. Eleven of the 12 ETOD properties have been "paired" with prospective development teams -- either through a letter of interest or a purchase agreement -- who are currently working through the entitlement, design, and capital funding processes.

CONTINGENCY PLANNING

Each of the larger projects included in this plan contain some contingency to address unanticipated issues and unexpected costs that may arise within the execution and implementation of individual projects. These contingencies are anywhere between five to 30 percent of anticipated project costs depending on the complexity and size of the scope of work. IndyGo has been conservative in its budgeting to ensure it has the adequate resources necessary to overcome unanticipated issues and deliver these projects as planned.

Should anticipated local revenue (cash) programmed to support individual projects not be realized throughout the course of this plan, IndyGo has considered strategies it would employ to ensure that it remains able to deliver the Transit Plan, as outlined to the public in advance of the 2016 general election. If funding were unavailable for a smaller project due to an unanticipated change in funding sources, the cost of the project may be addressed

through unspent contingency on other projects, delayed, or otherwise re-evaluated. IndyGo continues to monitor actual expenditures relative to anticipated expenditures, as outlined in this plan and the previous capital plan, making revisions (to expenses and funding sources) as needed.

Contingency Planning for Small Starts (BRT)

As part of its Small Starts application process for the Red Line BRT project and its capital planning efforts, IndyGo developed a 20-year financial model to evaluate long-term cash flow and support capital and operational planning through 2039. Through this 20-year financial model, a scenario examining the impact of no federal Small Starts participation in the construction of the Purple and Blue bus rapid transit corridors was considered. The ability to realize the Transit Plan took one step forward this year when, in August 2021, IndyGo executed its Small Starts grant agreement with the FTA for the construction of the Purple Line.

Should the Small Starts program be no longer available or IndyGo be unable to access its funding for the Blue Line bus rapid transit project, IndyGo would adjust its capital program outlined in this document by increasing the total of its anticipated bonds. Additionally, the Blue Line western corridor would be constrained to that which was in the Transit Plan (i.e., no additional infrastructure past Holt Road), and other adjustments in planned expenditures would be made to assist in cash flow as the debt would be retired. See also, Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG).

CAPITAL EXPENDITURES

Implementation of IndyGo’s capital investment program, which includes the Transit Plan, will include local service improvements, fleet replacement, construction and operation of bus rapid transit corridors, bus stop optimization and adjustments, information technology upgrades, improvements to supporting infrastructure, the expansion and enhancement of transit operations and maintenance facilities, among other things. The expenditures associated with these improvements fall into six categories, which continue to evolve with the implementation of this capital plan:

- **Fleet:** These expenses include planned replacement of local-fixed route vehicles, paratransit vehicles, and support vehicles for IndyGo's existing fleet, as well as equipment to maintain the fleet in good condition.
- **Bus Rapid Transit and other on-street infrastructure:** The core of the Transit Plan is the implementation of three rapid-transit lines and the switch to a grid-based local network with faster and more frequent service running longer hours each day. The capital expenses associated with bus rapid transit are substantial and represent a significant majority of capital expenditures over the next several years. In addition to implementing the bus rapid transit corridors, IndyGo is working with the City to complete one-way street conversions and other infrastructure projects, as well as the improvement of several local route stops, shelters, and sidewalks.
- **Facilities:** As IndyGo increases its fleet and the size of its staff, it is updating, upgrading, renovating, and modernizing its facilities to accommodate this growth. Several projects are planned for IndyGo's long-standing administration and maintenance facility located at 1501 W. Washington St. Work continues at IndyGo’s newly acquired properties throughout Indianapolis. IndyGo had initially pursued the redevelopment of a former industrial property to create a training and contingency facility. However, the purchase of the former Celadon property on Indianapolis’ Far Eastside has afforded the agency with the opportunity to co-locate the training and contingency facility as part of its new headquarters. IndyGo continues to invest in property acquisition and development opportunities as needs arise.
- **Information technology:** Like other transit agencies in large cities, IndyGo deploys several systems that improve its efficiency in monitoring and operating transit service. Many of these systems fall within the purview of information technology. IndyGo anticipates dedicating resources to upgrading existing systems, maintaining systems, and adopting new technologies as part of its capital investment program.
- **Finance:** Historically, IndyGo’s public affairs team was responsible for internal and external communication, business development, enhancing the rider experience, promoting customer service, advancing several special projects, engaging with advertisers, and assisting in translating the community’s needs into agency initiatives. These tasks rely on exceptional communication and reliable communication infrastructure. As such, the capital needs associated with IndyGo’s public affairs division were meant to enhance the agency’s ability to facilitate communication within the agency and between the agency and its riders and other partners. Organizational changes that took place in 2020 streamlined where certain capital projects live within the agency. Currently, fare modernization falls within the purview of the finance division.
- **Safety & Security:** IndyGo considers the safety and security of its employees, passengers, fleet, and facilities in all that it does. Safety and security measures are built into nearly every capital project regardless of size or scope; thus, safety and security expenditures are a sub-component of every project included in

this plan. Additionally, IndyGo plans to secure specific safety, security, and training equipment, separate from other projects, over the course of the next several years.

The following pages describe each of IndyGo's planned capital expenditures through the year 2026 and include detailed tables of expenditures and funding sources. For projects that have incurred costs prior to the drafting of this plan, the total costs listed here include only the remaining costs (unless otherwise noted).

FLEET: REPLACEMENT, UPGRADES, AND MAINTENANCE

Fixed Route Bus Replacement

Vehicles beyond their useful life have reduced reliability, require additional service, and create more emissions than newer models. Over the past few years, IndyGo has made substantial strides in bringing its fleet under the FTA's useful life benchmark. Currently, IndyGo has over 200 vehicles in its operational fleet, some of them dating back to model year 2010. Of the estimated 211 vehicles, none of the vehicles will have surpassed their useful life based on years in service.

IndyGo remains committed to greening its fleet. Experience with its existing 60' BYD buses has been mixed, which has caused the agency to re-evaluate purchasing 40' battery electric buses to fulfill the needs of its local fixed-route service. In early 2020, the decision was made to order 27 hybrid Gillig buses. In 2021, IndyGo adjusted its order slightly down to 24 and has received all 24 vehicles. Recognizing that hybrid buses provide a proven technology that is cleaner than the traditional diesel vehicle while offering the same (or better) operational benefits.

IndyGo continues to pursue competitive grant funds and creative other financing strategies to acquire the vehicles that are needed to implement the Transit Plan, among other capital investments. As COVID-19 has delayed the continued implementation of the Transit Plan, IndyGo will re-evaluate its local fixed-route vehicle purchases. IndyGo may seek to utilize early purchasing of bus rapid transit vehicles to provide service on existing routes until construction of the bus rapid transit amenities are complete.

IndyGo had anticipated a total expenditure of approximately \$57.2 million beginning in 2021 through 2025, with resources from grants and cash. As of this update, the Fixed Route Replacement Plan reflects the need to account for the total anticipated appropriations. These appropriations would be supported with best suited financing mechanism; lease financing or cash purchase depending on cash flow in any given year. The funding mechanism for fleet replacement in 2021 is accounted for under the annual debt service expenditure for 2021. IndyGo anticipates that, in the future, buses will be acquired through the lease financing funding mechanism under this plan. This strategy is revisited every year to ensure that IndyGo procures the fleet in a fiscally prudent manner promoting financial sustainability.

Paratransit Vehicle Replacement

Known locally as Open Door service, IndyGo provides complementary ADA paratransit services throughout Marion County to serve those eligible individuals who are unable to utilize the fixed-route transit service. IndyGo's Open Door service operates an ADA-compliant fleet of mid-sized, body-on-chassis transit vehicles with wheelchair lifts.

Each of these vans and shuttles has a much more limited useful service life compared to IndyGo's larger, more robust fixed-route vehicles. To ensure that IndyGo's paratransit service remains safe and reliable, each year, IndyGo

programs money to replace paratransit vehicles that have met or exceeded their useful service life. At around \$1.5 million per year (2022 – 2026), these costs will be paid for by grants and future IndyGo local revenue (cash).

IndyGo is currently looking at new ways to implement similar on-demand services throughout Marion County. This may include purchasing more paratransit-type accessible vehicles to augment a deviated fixed route and other pilot programs. This may include the partnering with Transportation Network Companies (TNCs), purchasing additional vehicles outside of those contracted under our paratransit services contract, paratransit fleet replacement, changes to the voucher program, community-based microtransit pilot projects, and updating the Open Door brand, among other things.

Other Rolling Stock & Equipment

Support Vehicle Replacement - IndyGo transportation and maintenance teams require quick and reliable transportation to respond to incidents in the field involving buses, operators, or other infrastructure. These vehicles are used by transportation supervisors and staff who support the on the street operations. This includes responding to operator assistance calls, responding to accidents, and assisting with passenger control, among other things. Like IndyGo’s fixed route and paratransit vehicles, non-revenue vehicles need to be replaced once they reach their useful life expectancy.

For FY 2021 through FY 2026, the operations division is looking to provide in-field operator relief where operators will drive to the designated relief points themselves, using non-revenue vehicles for this purpose. This change in relief processes is directly related to the implementation of the MCTP, providing more efficient “seat swaps” for operators in the field within the connected grid network. The funding for these types of purchases will need to be increased to support the full implementation of the Transit Plan and are likely contingent upon the same. IndyGo had initially programmed \$936,000 to be spent between 2019 and 2024 to replace support vehicles. Before the end of 2021, IndyGo will have spent approximately \$514,250 (\$24,200 in Q3/Q4 2019, \$265,961 in 2020, and an estimated \$224,089 in 2021), which is 47 percent of the total capital budget for the same period, to replace support vehicles. This is \$181,000 less than what the agency had expected to spend by the end of 2020 (\$621,000). It is anticipated that the \$181,000 will be spent in 2021. It is further anticipated that \$1.42 million will be needed for support vehicle replacement between 2022 through 2026, averaging approximately \$300,000 per year.

Maintenance Heavy Equipment and Other Expenses - IndyGo's vehicle fleet often requires major repairs at its maintenance and operations facility to ensure that buses can quickly be returned to service. These repairs require heavy equipment that has a limited useful life. To enable IndyGo to continue to conduct these repairs at its maintenance facility, this equipment includes scissor lifts, cutter machines, bending machines, platform and portable lifts, a hydraulic press, a metal lathe, and other heavy equipment that must be purchased and/or replaced. In total, having incurred costs totaling \$317,658 between 2019 and 2021, IndyGo anticipates expenditures of up to \$900,000 between 2022 and 2024 to complete this project; investing \$300,000 annually with funds sourced from grants and future local revenue.

BRT Bus Docking Technology - Lane Transit District in Eugene, Oregon piloted a magnetic guidance system to guide BRT vehicles into bus rapid transit stations for the purposes of achieving precision docking. IndyGo had explored the potential application of this technology within its BRT system for the purposes of providing a consistent and routinely accessible docking maneuver at BRT stations. It was thought that this system would ease the burden upon coach operators in executing these maneuvers and ensure reliability and access for those passengers using assistive

mobility devices; eliminate the need to deploy bridge plates and ramps, reducing dwell time; and reduce or eliminate vehicle damage due to striking stations. The system would require modification of existing BRT vehicles and the deployment of magnetic pucks in the vicinity of station areas. Version 1.0 of this plan included \$5 million in programmed expenditures for this effort; the source was IndyGo local revenue (cash).

In their review of this technological application, IndyGo staff grew concerned with the lack of a commercially viable product in the marketplace, which would necessitate the need for IndyGo to pilot another new product likely without support for the life of the system. It is for these reasons, that the agency decided to remove this project from its capital program. In 2020, the funds that were programmed for bus docking technology were reallocated to the purchase and renovation of newly-acquired facilities, and IndyGo staff continues to evaluate how best to aid operators in docking vehicles quickly and safely at both existing and future BRT stations.

Automatic Passenger Counters Upgrade – IndyGo vehicles, both bus rapid transit and local bus, are equipped with Automatic Passenger Counters (APCs) that are connected to a system that records boardings and alightings for each bus throughout the day. This system is currently the only way in which IndyGo can attribute boardings and alightings to individual stops throughout its system. Furthermore, with the implementation of the two-hour free transfer window and operation of the BRT system, the APC system will become increasingly critical in determining overall ridership. IndyGo’s ridership of record is currently derived from its fare payment system; however, the use of mobile app technology and two-hour free transfer windows means that some riders will make transfers without having to engage with the fare system a second time. As such, highly reliable APC counters is critical in accurately measuring and monitoring ridership. Not only is this upgrade needed for reporting and funding purposes but also for the future of the service we provide and where it is provided. Further, it directs where investments in bus stop and other infrastructure should be targeted.

IndyGo’s newer vehicles are equipped with enhanced, more reliable APC counters, while older vehicles use older hardware. These older units have proven to be much less reliable and present more variation between boardings and alightings compared to IndyGo’s newest APC counters. Further, the introduction of two types of hardware into a system in which a single measure of ridership is to be derived creates some data integrity challenges. For these reasons, IndyGo pursued an upgrade to its APC counters across its buses that have at least five years left among their useful life and which have not already been equipped with upgraded APCs. In 2019, IndyGo had programmed \$220,000 from cash reserves to advance this project beginning in 2020.

IndyGo replaced APCs for all fixed-route vehicles purchased in FY2013 through FY2020. All fixed route vehicles purchased before FY2013 are due for lifecycle replacement in FY2021 & FY2022 and were therefore not included in the APC replacement project. The total investment is \$191,000. Going forward, all newly procured buses will come with fully compatible APCs already installed.

Table 16. Fleet: Funding Sources and Uses (2019-2025)

Funding Source	APC Upgrade	BRT Bus Docking Technology	Paratransit Bus Replacement	Fixed Route Bus Replacement	Support Vehicle Replacement	Maintenance Heavy Equipment	Total
2024 STP/CMAQ				\$9,744,839			\$9,744,839
2020 STP				\$5,650,000			\$5,650,000
2021 STP				\$4,867,537			\$4,867,537
IN-2020-027				\$1,726,984			\$1,726,984
IN-2017-018-11.12.01				\$756,234			\$756,234
IN-2017-018-11.12.04			\$434,528				\$434,528
IN-2019-001-11.12.04			\$950,564				\$950,564
FY2023 5310			\$679,838				\$679,838
FY2022 5310			\$664,553				\$664,553
FY2021 5310			\$649,612				\$649,612
IN-2021-004			\$1,553,066				\$1,553,066
IN-2021-004			\$662,187				\$662,187
IN-2016-024-11.12.01				\$553,589			\$553,589
FY2024 5310			\$695,474				\$695,474
FY2025 5310			\$727,466				\$727,466
IN-2019-001-11.12.01				\$418,348			\$418,348
IN-2017-018-11.42.06						\$240,000	\$240,000
IN-2017-018-11.42.11					\$208,000		\$208,000
IN90X683-11.42.11					\$117,681		\$117,681
IN-2016-024-11.12.04			\$77,094				\$77,094
IN-2016-024-11.42.11					\$35,911		\$35,911
IN-2016-024-11.42.06						\$240,000	\$240,000
IN90X683-11.42.06						\$240,000	\$240,000
Grant Subtotal	\$0	\$0	\$7,094,382	\$23,717,531	\$361,592	\$720,000	\$31,893,505
Cash	\$0	\$0	\$1,773,596	\$5,929,383	\$90,398	\$180,000	\$7,973,376
Total	\$0	\$0	\$8,867,978	\$29,646,914	\$451,990	\$900,000	39,866,881

BUS RAPID TRANSIT & OTHER ON-STREET INFRASTRUCTURE

BRT: Red Line Rapid Transit (Phase I)

Completed in September 2019, Phase I of the IndyGo Red Line BRT route is the first of three major bus rapid transit projects in Indianapolis. Designed to be completed in three phases, the entire project included all requirements for a bus rapid transit system —station infrastructure, dedicated running ways, transit-signal priority, level boarding, and off-board fare collection infrastructure—as well as improvements to streets, sidewalks, ramps, and drainage within the corridor. The project budget also included fully electric, 60-foot vehicles specifically designed to operate the service.



The existing Red Line is intended to operate 20 hours per day on weekdays with peak headways between 10 and 12 minutes. The Red Line provides service to approximately 120,000 jobs or nearly ¼ of the jobs in Marion County and 65,000 residents, according to the *Red Line Transit Impact Study*.

The first phase of the Red Line connects Broad Ripple Village to the University of Indianapolis, traveling through Downtown Indianapolis. The design phase for the Red Line Phase I took place between 2015 and 2017, and a construction

management contract was awarded in 2016. The Red Line construction contracts were awarded in December 2017, and the Small Starts Grant Agreement was executed in May 2018. Operations began on September 1, 2019. Total project cost came in on-budget at \$96,329,980; \$41,286,682 (43 percent) of which was expended during the 2019-2025 planning horizon for this plan. The first \$55,043,298 (57 percent) was expended between 2015 and Q3 2019.

Table 17. Red Line BRT (Phase I) Funding Sources and Uses

Total Cost	\$96,329,980
Total Remaining Cost (as of 7/01/2020)	\$0
Funding Sources (remaining)	
Federal Small Starts (5309)	\$0
IndyGo Capital Cum Fund (Cash)	\$0
Uses (remaining)	
Professional Services & Administration	\$0
Vehicles	\$0
Construction	\$0

BRT: Purple Line Rapid Transit

The Purple Line will be the second of the three bus rapid transit lines to be constructed as part of the Transit Plan. Its operational profile will mirror that of the Red Line (see BRT: Red Line Rapid Transit (Phase I)). The cost of the project includes those components required to operate the BRT as well as a substantial investment in streets, sidewalks, and drainage infrastructure.

The Purple Line, once operational, will replace Route 39; the route with IndyGo's highest single-route ridership. From the Julia M. Carson Transit Center (CTC) to the City of Lawrence, the Purple Line will operate along the same corridor as the Red Line, providing five-minute headways for those traveling between these stations. At the 38th and Park station, the Purple Line will continue east along 38th Street to Post Road and will then extend northward on Post Road. The corridor's northern terminus will be in Lawrence Village, near the Ivy Tech – Lawrence Campus.

Part of FTA's Section 5309 project pipeline, the Purple Line was accepted into project development in 2017. In June 2020, the FTA announced that the Purple Line would receive Section 5309 funding. Design for the Purple Line commenced in 2017 and continued into 2021. Construction was originally projected to begin in late 2021, with revenue service beginning in late 2023. The grant execution and bid processes were suspended while controversial legislation wound its way through the 2021 state legislative session, but on August 24, 2021, FTA announced the award of a Full Funding Grant Agreement (FFGA) for the project. It is anticipated that construction contracts will be awarded in December 2021. As a result, construction is now expected to take place between Q1 of 2022 and Q4 of 2024. It is further anticipated that operations will begin in 2024.



Table 18. Purple Line BRT Funding Sources and Uses

Total Cost	\$161,950,000
Total Remaining Cost, 2022-2026 (projected as of 1/1/2022)	\$125,837,865 ⁵
Funding Sources (remaining)	
Federal Small Starts (5309)	\$56,444,699
FY2017 Super Stops, Shifted to Purple Line	\$0
FY2019 5307	\$0
FY2020 5307	\$0
FY2021 5307	\$2,184,608
FY2022 5307	\$4,820,525
Indianapolis DPW	\$0
Bonds	\$0
Bond Contingency	\$0
IndyGo Capital Cum Fund (Cash)	\$46,560,010
Uses (remaining)	
Professional Services & Administration	\$13,719,865
Vehicles	\$0
Construction	\$112,118,000
Financing Costs	\$2,259,903

BRT: Blue Line Rapid Transit

The Blue Line is the last of the three bus rapid transit lines prescribed by the Transit Plan. This fixed-guideway project will mirror the operational profiles of the Red and Purple lines, and is expected to operate along Washington Street, generally following IndyGo's current Route 8. Once operational, the line is expected to provide 10-minute service on Washington Street from Cumberland (east) to High School Road (west). At present, the plan is for the line to branch at High School Road with alternating routes: one continuing in BRT service to the Indianapolis International Airport along South Perimeter Road (with two additional BRT stations at InfoSys and FedEx), and one continuing west on Washington Street to Bridgeport in local service (using non-BRT bus stops).

Design activities for the Blue Line began in early 2018. Because the Blue Line follows the design and construction of the Purple Line, delays in the Purple Line have resulted in delays in the Blue Line design and construction. As of this update, construction is anticipated to begin in 2024, with revenue service beginning in 2026. Expenditures during the project development phase of the Blue Line will be funded with IndyGo local revenue and a bond issuance to be issued in the second half of 2018. Upon execution of the Small Starts grant, 50 percent of project development expenditures would be able to be reimbursed by the FTA, up to the maximum amount allowed by Small Starts

⁵ The projected remaining costs total \$128,097,768 when factoring in financing costs, which are expenses related to debt service as opposed to capital costs.

(currently \$100 Million). Local contributions during the construction phase would be primarily derived from bonds, the Airport TIF, and a DPW contribution.

The approximately \$220,000,000 in planned expenditures allocated in 2020 for the Blue Line was \$20 million more than previously planned. This increase in cost was primarily attributable to the decision to delay the Blue Line construction period until after several INDOT projects are completed. Relative to the 2017 Capital Plan (and consistent with the 2019-2025 capital plan), this update includes the extent of West Washington Street, from Holt Road to High School Road, within the project. This area requires substantial improvements to street, sidewalk, and drainage infrastructure (in addition to the costs attributable to stations). The City, through the MDC, has allocated \$12.5 million from the Airport TIF as an upfront investment to this portion of the corridor, which projections show will be supported through trailing private sector real estate investments, which will increase the property tax base.

The remaining project budget for 2022 through 2026 is now \$224 million. The additional costs are attributable to increased future construction/materials costs, a result of the shifting timeline. IndyGo has been approved by the FTA to enter project development for the Blue Line, having submitted a federal Small Starts application in 2018. IndyGo anticipates a federal award of up to \$100,000,000 to supplement local sources required for the project.



Image Credit: Indianapolis Neighborhood Housing Partnership

Table 19. Blue Line BRT Funding Sources and Uses

Total Cost	\$220,000,000+
Total Remaining Cost (as of 7/01/2020)	\$213,861,000+
Funding Sources (remaining)	
Federal Small Starts (5309)	\$100,000,000 max.
FY2020 5339	\$0
FY2021 5339	\$796,441
FY2022 5339	\$2,179,973
FY2023 5339	\$2,269,803
FY2024 5307	\$6,047,994
Airport TIF	\$12,500,000
Indianapolis DPW	\$1,200,000
Existing Bond	\$2,953,559
Future Bond (2022)	\$65,000,000
IndyGo Capital Cum Fund (Cash)	\$18,913,230
INHP / Joint Development Match	\$2,000,000
Uses (remaining)	
Professional Services & Administration	\$23,750,000
Vehicles ⁶	\$27,000,000+
Construction	\$152,811,000
Financing Costs	\$10,300,000

⁶ This figure is dependent on the number of buses needed to deliver the service. Staff has estimated needing 36-40 buses (up from 30-36 estimate in 2020). This assumes a target of 50,000 miles/bus/year and approximately 2 million actual vehicle miles, the total is approximately 40 buses. The estimated unit cost of 2025 YoE for the 60' BYDs at \$1.74M. Therefore, the approximate vehicle expense would be approximately \$70M.

BRT: Red Line Rapid Transit (Phases II & III)

The broader *Indy Connect* plan – the plan that informed the original Marion County Transit Plan – calls for the Red Line to extend north towards the City of Westfield and south towards the City of Greenwood. Within Marion County, the southern alignment of the route was originally planned to extend southward from the University of Indianapolis, along Shelby Street and Madison Avenue to the vicinity of Greenwood Park Mall. The northern segment of the route was originally expected to extend northward from the 66th Street terminus of the Red Line (Phase I) to College Avenue and 96th Street, although the exact alignment between those two end points wasn’t expected to be finalized until the final design phase.

The extensions of the Red Line outside of Marion County are entirely contingent upon local funding sources being developed within neighboring Hamilton and Johnson counties. Preliminary design and environmental work associated with the Hamilton and Johnson county extensions was conducted as part of the Red Line Phase I design efforts. However, because efforts to expand Red Line BRT service into Westfield and Greenwood have ceased, these extensions inside Marion County are not likely to occur within the planning horizon of this capital plan.

Based on current budget assumptions and operational realities, IndyGo does not anticipate moving forward with Phase II and Phase III until such time that either of the adjoining townships in Hamilton and/or Johnson counties successfully adopt a transit income tax. Nonetheless, as of this update, a total of \$5.7 million between fiscal years 2024 and 2026 is being held for the completion of one or both Red Line extensions. Design activities to extend the Red Line north and south to the county lines has been postponed indefinitely, and staff is revisiting the opportunities and needs pertaining to paratransit fleet replacement. For example, staff anticipates needing to purchase paratransit vehicles to augment a deviated fixed route and other pilot programs.



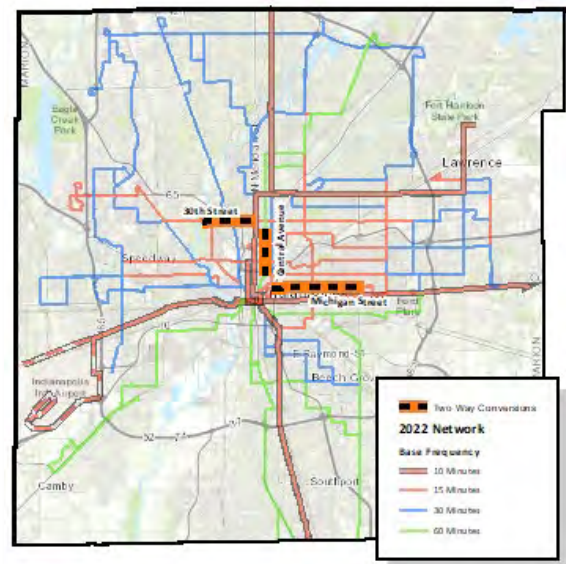
Table 20. Red Line Extensions BRT Funding Sources and Uses

Total Cost	\$5,700,000
Funding Sources	
FY2023 5307	
FY2024 5339	
2023 STP/CMAQ (Red Line Ext.)	
DPW	
IndyGo Capital Cum Fund (Cash)	\$5,700,000
Uses	
Professional Services & Administration	\$4,700,000
Vehicles	\$0
Construction	\$1,000,000

Two-way Conversions

Local routes operating on one-way pairs reduce the usefulness of the transit service for riders. For the service to be useful to the rider, both corridors need to be walkable to riders' origins and destinations. One-way streets create distances that are farther from one's origins and destinations. Furthermore, those not familiar with the transit system and its operations may not easily discern that a given transit line on a map only goes in one direction.

Indianapolis' street pattern has several one-way pairs upon which IndyGo currently operates its transit service. These streets have and will continue to see increased transit service with the implementation of the Transit Plan. At the time of the Transit Plan adoption, East Michigan Street (between College Avenue and Ellenberger Park), 30th Street (between Meridian Street and Capital Avenue), and Central Avenue were one-way streets recommended for 15-minute service. To make these routes more efficient and effective, it was proposed that these streets be converted from one-way streets to two-way streets, with transit service operating in both directions.



To successfully convert these roadways, these projects will require new traffic signals and pavement markings. Several of them also require resurfacing, with upgraded sidewalks and pedestrian crossings. IndyGo has committed funding to both the Michigan and 30th Street conversions and will continue to work closely with DPW to plan and implement these projects, in accordance with DPW's programming of these improvements, among others.

IndyGo has completed traffic studies to assess the potential impacts of converting Michigan Street and 30th Street, both of which received the concurrence of DPW. Construction on the Michigan Street conversion project (ST-26-054) has been delayed until after the North Split project, an upgrade of the existing interchange where I-65 and I-70 meet on the northeast side of downtown Indianapolis, has been completed. This means that the soonest construction of the Michigan Street conversion could begin is early 2023. Construction on the 30th Street conversion is also expected to begin in early 2023. Both budget amounts represent IndyGo's financial contribution to DPW. DPW will hold the design contract – leading the planning and design work – and therefore also controls the project schedules. It should be noted that these projects will convert both one-way pairs (29th Street & 30th Street and Michigan Street & New York Street) to two-way, although IndyGo will only operate on one of the streets (30th Street and Michigan Street).

In 2021, DPW announced that they would be converting College Ave from one-way to two-way between Market St & Massachusetts Ave (ST-25-518). Construction is anticipated to begin in early 2023 and finish in late 2023. The project will modify signalized intersections, install a bicycle track, and resurface pavement. The current budget for the project is estimated to be \$3.3 million, however the scope may change depending on whether DPW decides to add other infrastructure modifications to the project. At this time, IndyGo is not expected to contribute financially. The conversion of Central Avenue occurred in late 2018 and is therefore not included in this capital plan.

Table 21. Two-Way Conversions: Funding Sources and Uses

	Michigan Street	30 th Street	Total
Remaining Cost	\$4,350,000	\$2,150,000	\$6,500,000
IndyGo Capital Cum Fund (Cash)	\$4,350,000	\$2,150,000	\$6,500,000
Construction	\$4,350,000	\$2,150,000	\$6,500,000

Transit Stop Amenities: Shelters, Signs, & Sidewalks

As part of the implementation of the Transit Plan, in accordance with IndyGo's service standards, many local routes will be restructured, and the placement of bus stops may be altered. Bus stops will need to be added, eliminated, or relocated, and locations of existing shelters and other amenities will be adjusted accordingly. IndyGo is also working to optimize the spacing of bus stops to improve system efficiency and service reliability. Planning for these efforts, using primarily IndyGo operating dollars, began in 2018 and, to-date, has resulted in accessibility improvements to over 150 bus stops and a reduction of over 500 bus stops. IndyGo staff continues to evaluate and optimize bus stop spacing as new bus stop improvement projects are planned and constructed.

Planning, design, and construction of bus stop improvements is a complex process. Additionally, planning for stops, and stop amenities, on a yet-to-be-activated local bus network creates further challenges. As part of the route restructuring and bus stop optimization efforts associated with the Transit Plan, some stops will be eliminated, and other stops may see improvements. For those stops seeing improvements, these efforts may include improvements to adjacent sidewalks, curbs, and ramps. In early 2020, IndyGo



completed an ADA inventory and found that, as of January 1, 2020, 16 percent of IndyGo's bus stops are ADA compliant, per ADA regulations. IndyGo staff completed a Bus Stop Improvement Prioritization Plan in May 2021, which now serves as the roadmap for ongoing bus stop improvement projects. As of this update, 22.4% of bus stops are now considered ADA compliant following recent bus stop improvements by IndyGo and agency partners (such as DPW and INDOT). The goal is to continue to design and improve bus stops, every year, to achieve as close to 100 percent compliance as possible.

Not all bus stops warrant the same level of amenities. Prioritization of the placement of local transit amenities, such as benches and shelters, is based on multiple variables, including transfer points, frequency of service, adjacent land uses and their density/intensity, and their propensity to generate trips. Throughout the life of this capital plan, IndyGo plans for the annual repair, replacement, and/or construction of additional transit stop amenities throughout its service area. As such, these improvements (design and construction) have funding attributed in each year of the plan, through 2026, with resources sourced from bonds and cash. And while the planning horizon for

this capital plan ends in 2026, it is anticipated that the annual investments in local bus stop improvements will continue for at least ten more year, maybe more.

Table 22. Transit Stop Amenities Funding Sources and Uses

Total Cost Remaining	2019	2020	2021	2022	2023	2024	2025	2026	\$5,300,000 Total
Funding Sources (remaining)									
Existing Bond	\$423,869	\$324,869	\$0	\$0	\$0	\$0	\$0	\$0	\$848,738
IndyGo Capital Cum Fund	\$1,131	\$1,300,131	\$850,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$6,651,262
Uses (remaining)									
Professional Services & Admin	\$75,000	\$225,000	\$150,000	\$0	\$0	\$0			\$450,000
Construction	\$350,000	\$1,400,000	\$700,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$6,950,000

S Madison Park-n-Ride

Established initially as IndyGo’s south charging facility for the Red Line BRT route, the property located at 8905 S Madison Street includes an existing building. As expected, renovations for that building will include separation of the space to create an operator’s break area and restrooms. On the other side IndyGo will create another restroom and breakroom and storage space for agency use. This project will also accommodate all needed exterior building repairs. Included will be the addition of a roof access ladder and on-site drainage improvements. It is anticipated that this project would begin in January 2022 and be completed the same year. The estimated project budget is \$500,000.

Super Stops 1.0: Delaware Street & Two-Way Conversion of Ft Wayne Ave

The Transit Plan route reconfiguration includes multiple local routes coming from the north and east into downtown that overlap with other local routes before entering the Julia M. Carson Transit Center. To speed up and enhance local service through the downtown area, and to secure operational efficiencies where these routes overlap, IndyGo has proposed a series of “Super-Stops” that will have many of the characteristics of bus rapid transit stations, except for level-boarding platforms.

Once constructed, these stops will be partially elevated to reduce the step-up height into buses, be longer than traditional bus stops (as there will be several frequent lines which access them, and it is possible that more than one bus may be at the stop at any time), include real-time information, and have sheltered waiting areas. These stops will also include security cameras and ticket vending machines for off-board fare collection.

This first application of super-stops, Super Stops 1.0 includes two Super-Stops on Delaware St; one at the northeast corner of New York Street & Delaware Street, and one on the northeast corner of North Street & Delaware Street. These Super Stops will serve Routes 2, 4, 5, 10, and 19. As part of this project, Fort Wayne Avenue will be converted from a one-way street to a two-way street between Pennsylvania and Alabama streets. There will also be a bus and turn only (BAT) lane installed on Delaware Street between Washington Street and Fort Wayne Avenue.

Planning efforts for this project were partially funded through the Green Line planning grant⁷ from the IMPO, with the remainder of planning resources and all construction resources to be funded through future revenue (cash). As of this update, Super Stops 1.0 continues to move forward as a local project that is being led by the City of Indianapolis, Department of Public Works (DPW), with a total estimated financial contribution from IndyGo of up to \$3.5 million towards the reconstruction of Delaware Street, two-way conversion of Fort Wayne Avenue, and construction of the two Super Stops on Delaware Street. IndyGo has spent \$2.6 million on the construction of Super Stops 1.0 using local funds (cash).

Super Stops 2.0: Alabama St, Ft Wayne Ave, Vermont St

As part of the planning work that took place for the network redesign that was expected to occur in 2020, Vermont Street was identified as a critical east-west connector across town for transit service. This street was selected, in part, to minimize potential conflicts with busier east-west streets and to provide a direct connection to bus rapid transit stops for the Red Line and Purple Line bus rapid transit corridors.

Super Stops 2.0 includes six super stop locations: two each on Alabama Street, Fort Wayne Avenue, and Vermont Street. The goal of the proposed improvements would be to provide increased levels of comfort and safety, and create seamless transfers between local buses, the Red Line, and the Purple Line (at the Vermont Street Super Stops). The Vermont Street Super Stops were added during the design phase. This project represents the second iteration of IndyGo's Super Stops projects and was originally intended to be funded using local resources only. The environmental review process has been completed and approved. The design phase is anticipated to be complete in late 2021.

Total cost for Super Stops 2.0 is estimated to be \$2.9 million. Depending on funding alternatives, it may also include resurfacing of Vermont Street between Indiana Avenue & Pennsylvania Street. In 2020, IndyGo applied for a Bus and Bus Facilities Grant to fund Super Stops 2.0 (and 1.0). While highly competitive, IndyGo's Super Stops project was not awarded a grant. As of this update, IndyGo is again applying for an FTA Bus and Bus Facilities Grant to pay for the construction of all six of the Super Stops in Super Stops 2.0. If awarded, construction could start as soon as 2022.

⁷ In the original *Indy Connect* plan, the Green Line was envisioned as a bus rapid transit corridor serving northeast Marion County extending into Hamilton County. During planning for the Green Line, feasibility issues associated with the route and its financial sustainability were identified; it was determined not to proceed with bus rapid transit planning for that corridor. The area of downtown for which this project is planned is within the planning area for the Green Line and meets the purpose for the funding source associated with planning activities for that area.

Table 23. Super Stops 1.0

Total Cost Remaining for 2022 (as of 8/2021)	\$70,000
Funding Sources	
MPO Green Line Grant	\$0
IndyGo Capital Cum Fund (Cash)	\$70,000
Uses (Remaining as of 7/1/19)	
Professional Services & Admin	\$0
Construction	\$70,000

Table 24. Super Stops 2.0

Total Cost Remaining for 2022 (as of 8/2021)	\$2,886,000
Funding Sources	
IndyGo Capital Cum Fund (Cash)	\$865,800
Grants	\$2,020,200
Uses	
Professional Services & Admin	\$635,000
Construction	\$2,251,000

Mobility Hubs Infrastructure

Completed in 2018, *IndyMoves*, the City of Indianapolis’ transportation integration plan, calls for the City and IndyGo to work collaboratively to establish a mobility hubs program asserting that “mobility hubs can include transit connections, high-quality pedestrian and bicycle access, safety and comfort amenities (such as lighting, weather protection, and restrooms), wayfinding and trip planning information, ride-hailing pick-up and drop-off space, dedicated car and bike share parking, bicycle storage, real-time travel information, payment kiosks and fare vending, electrical vehicle charging, commuter services, and placemaking and public realm activation.”

Budgeted at \$640,000 and born out of an FTA Mobility on Demand On-Ramp grant project, the Mobility Hubs Infrastructure project line item adopted as part of version 1.0 of this Capital Plan was initially intended to facilitate the strategic, co-location of mass transit and first/last mile mobility solutions throughout Marion County and in support of the rapid and frequent transit network. Throughout 2019 and into 2020, IndyGo worked with the John H. Boner Neighborhood Center and Englewood Community Development Corporation to develop the concept for a mobility district within the Near East Side with the goal of better connecting residents to social and economic opportunities, via public transit and other modes



of shared use mobility. IndyGo and the Boner Center – in partnership with the Personal Mobility Network, an initiative of the Central Indiana Community Foundation – finalized the Mobility Hubs business plan outline at the end of March 2020. This business plan, submitted to the Shared Use Mobility Center, was the final deliverable required of the FTA Mobility on Demand On-Ramp grant award. Technical assistance provided by the Shared Use Mobility Center concluded on March 31, 2020, which drew this project phase to a close.

All planning, siting, design, and construction activities were put on hold, indefinitely, as of May 2020. This was due in large part to having so few shared use mobility options in Marion County, which was further cemented by the exodus of Blue Indy, Indy's former carshare service. Furthermore, it has since been determined that – with the level of investment needed to adequately support a robust mobility hubs infrastructure program -- IndyGo would build upon the experience gained as part of the FTA Mobility on On-Ramp grant project to prepare a Mobility Position Paper that can guide existing and future investments in shared use mobility projects or programs. This document has been created and will continue to be a living/breathing document that will guide the agency in future policy and decision-making, not only for the future of mobility hubs, but other mobility investments such as mobility pilots and demonstration projects.

Other On-Street Infrastructure

Transit Signal Priority - Transit Signal Priority, or TSP, is a technology that permits transit vehicles to communicate with signals at intersections and give the transit vehicle priority over other traffic. These systems are designed to work with other systems providing "pre-emption" authority to emergency vehicles, in which the movement of emergency vehicles preempts all other traffic movements through an intersection, including buses.

IndyGo has and will continue to include TSP equipment in its BRT corridors; thus, contributing to the service reliability of the BRT system. Likewise, IndyGo will conduct analyses to assess the need for TSP systems elsewhere throughout its local service network to improve service reliability and secure operational efficiencies.

IndyGo had anticipated allocating \$1,691,600 from a CMAQ award and local revenue to fund the installation of additional TSP equipment throughout the network. Originally slated for completion in 2020, implementing TSP on IndyGo's entire local fleet (and on certain corridors throughout the city) have carried over into 2022 and will likely carry over into 2023.

Table 25. Transit Signal Priority Funding Sources and Uses

Total Cost	\$1,690,000
Funding Sources	
2020 CMAQ - TSP	\$1,160,000
IndyGo Capital Cum Fund (Cash)	\$290,000
Uses	
Professional Services & Administration	\$100,000
Construction	\$1,350,000

Rural Street Under Pass - In accordance with the Transit Plan, IndyGo would like to provide crosstown service with a 15-minute base frequency along Keystone Avenue/Rural Street (Route 26). Due to clearance concerns where Rural Street passes below the CSX railroad tracks south of Washington Street, the Route 26 currently makes a substantial out-of-direction detour east to Sherman Drive.

This detour will become increasingly costly, requiring additional coaches and operators required to provide 15-minute service on this route. To improve and provide effective high-frequency service, IndyGo is proposing to alter Rural Street to increase clearance beneath the CSX railway. This would permit service to remain on Rural Street, eliminating the time-consuming detour, and improving the customer experience. In reviewing the fiscal and service impacts, IndyGo staff determined that a modification to the clearance height of the Rural Street underpass to be the most effective solution. For example, the deviation to Sherman Street costs IndyGo an additional \$700,000 (2021 dollars) per year to operate; requiring IndyGo to need to operate an additional bus than if it were able to simply continue service along Rural Street.

Based on its preliminary investigations, IndyGo had anticipated allocating a total of \$1,475,000 from local revenue to complete this project. As of this update, much of this project remains unfunded as the total project costs is expected to exceed the 2019 estimate of \$1.48 million. An IndyGo consultant will move forward with final design and NEPA on a preferred alternative beginning in 2022. IndyGo will explore possible grant opportunities in the future, however, the project may need to be funded with local dollars (cash).

Table 26. Rural Street Underpass Funding Sources and Uses

Total Cost (remaining)	\$7,320,000
Funding Sources	
IndyGo Capital Cum Fund (Cash)	\$7,320,000
Uses	
Professional Services & Administration	\$710,000
Construction	\$6,610,000

Table 27. BRT and other On-Street Infrastructure Funding Sources and Uses (Remaining)

	Red Line Phase I	Purple Line	Blue Line	Red Line Extensions	Two-Way Conversions	Transit Amenities	Super Stops	Mobility Hubs	Rural Street Underpass	Transit Signal Priority	Total
Small Starts - Blue			\$100,000,000								\$100,000,000
Small Starts - Purple		\$77,500,000									\$77,500,000
Small Starts - Red	\$12,890,620										\$12,890,620
FY2024 5307			\$6,047,994								\$6,047,994
FY2023 5307				\$5,889,577							\$5,889,577
FY2022 5307		\$5,339,879									\$5,339,879
2023 STP/CMAQ				\$4,595,827							\$4,595,827
FY2021 5307		\$4,455,390									\$4,455,390
FY2020 5307		\$3,999,978									\$3,999,978
FY2019 5307		\$3,729,939									\$3,729,939
FY2017 5307		\$2,800,000									\$2,800,000
FY2024 5339				\$2,295,691							\$2,295,691
FY2023 5339			\$2,269,803								\$2,269,803
FY2022 5339			\$2,179,973								\$2,179,973
FY2021 5339			\$2,035,432								\$2,035,432
FY2020 5339			\$1,961,009								\$1,961,009
2020 CMAQ - TSP										\$1,353,280	\$1,353,280
Green Line Grant											\$0
FY2023 5307			\$0								\$0
FY2019 5339			\$0								\$0
Grant Subtotal	\$12,890,620	\$97,825,186	\$114,494,211	\$12,781,095	\$-	\$-	\$-	\$-	\$-	\$1,353,280	\$239,344,399
DPW		\$1,200,000	\$1,200,000	\$700,000							\$3,100,000
Airport TIF			\$12,500,000								\$12,500,000
Joint Development			\$2,000,000								\$2,000,000
Other Subtotal	\$0	\$1,200,000	\$15,700,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,600,000
Cash	\$3,222,655	\$38,842,944	\$19,084,189	\$25,518,905	\$6,500,000	\$4,451,262	\$4,836,200	\$0	\$0	\$336,720	\$102,792,875
Bonds		\$12,867,870	\$67,382,601			\$848,738					\$81,099,209
Total	\$16,113,275	\$150,736,000	\$216,661,001	\$39,000,000	\$6,500,000	\$5,300,000	\$4,836,200	\$0	\$0	\$1,690,000	\$440,836,476

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FACILITIES

As part of its ongoing operations, IndyGo regularly engages in maintenance and rehabilitation projects to maintain its primary facility at 1501 W Washington Street. This facility continues to house IndyGo's administration, operations, maintenance, and drivers' facilities. Beyond routine maintenance and rehabilitation projects, this facility has and will continue to require several upgrades to enable service increases associated with the implementation of IndyGo's capital investment program, which includes the Transit Plan.

In 2019, IndyGo acquired a portion of the former Carrier Bryant site to construct a training and contingency site. Collectively, these efforts were to have positioned IndyGo to remain effective and efficient in providing transit service and adequately house an increase in both its fleet and number of employees to successfully implement the Marion County Transit Plan.

The need for additional physical space as the agency and transit services scale is now coupled with the need to provide a post COVID-19 office environment. In response, IndyGo has purchased several additional properties and thusly taken on additional renovation costs to ready these new facilities for occupancy. These renovations require design services, construction, and equipment purchases, as well as an increase to on-going operations and maintenance costs. As of this update, the total budget needed to adequately fund IndyGo's facility projects exceeds \$24 million.

Remaining Project List (both planned/budgeted and illustrative projects)

- East Campus (NEW as of 2021)
- Level board modifications and in-ground charging at the Julia M. Carson Transit Center (CTC)
- CTC lounge and office area renovations
- Building exterior improvements and masonry repair at the 1501 W Washington Street location
- Maintenance area garage renovations (includes fall protection and catwalk)
- Sidewalk, steps, and ramps at 1501 W Washington Street
- Concrete driveway and loading dock
- Board Room and lobby improvements at 1501 W Washington Street (NEW as of 2020)
- Garage conversion, AC to DC to further accommodate 40' and/or 60' electric buses (NEW as of 2020)
- Mobility Solutions & Customer Care Center Interior Renovations project
- Solar array expansion project (now part of the Mobility Solutions & Customer Care Center)
- S Madison Street Park-n-Ride (NEW as of 2021)
- Security Screen Doors & Exterior Doors Improvements (Scope Reduced in 2021)

Completed Project List

- Office area renovations at 1501 W Washington Street (including furniture)
- Bus charging infrastructure for the 60' AC, BYD buses
- Wash rack replacement, door widening and paint booth
- Drivable floor scrubbers/sweeper
- Facility Needs Assessment
- Design Project for the New Training Facility at the former Carrier Bryan location
- Design for the Security Screen Doors & Exterior Doors Improvement
- Design for the Solar Array Roof Expansion

Retired Project List

- Training and Contingency Facility Purchase & Renovation at the former Carrier Bryant industrial site
- Additional contingency site equipment: dispatch and generator
- Storage barn retrofit

The following pages include descriptions of IndyGo's larger facility projects. In 2020, the total programmed cost for all facility projects in 2021 was \$3,985,000. As of August 31, 2021, IndyGo has spent \$4,556,090 on facilities. It is anticipated that IndyGo will need to continue this level of investment in 2022. The 2022 budget for the East Campus is \$17.5 million. Other major facility investments include the garage conversion at 1501 W Washington Street to convert from AC to DC power (\$2.7 million in 2022) and level boarding and in-ground charging at the CTC (\$570,000 in 2022).

East Campus

As the agency continues to grow and respond to the need to maintain a safe, post-COVID office environment, the space needed to safely accommodate staff and adequately house operations has shifted. IndyGo's East Campus renovation/buildout includes three projects.

East Campus Administration is the renovation of the administration area that will house President/CEO office, Executive meeting room, offices for most of the executive team and supporting staff. It will also include space for the IndyGo Foundation, several meeting rooms, and additional security measures for staff.

East Campus B Building will be renovated to include an elevator, creating a board room/large meeting space, offices for IT department and office space for Purple Line construction management team on the first floor. The second floor will be dedicated to Training, which includes the creation of a Learning & Development Center consisting of two large training rooms, four simulator rooms with a control monitoring station, a computer lab and computer training room. Additionally, there will be a lactation room, a model bus, and additional offices for staff.

Building "C" (offices & dorms) will be demolished to make way for the East Campus Fleet Terminal for IndyGo's operations. This project requires a redesign of the on-site drainage system, the construction of a two-story facility to house a garage to house about 125 -140 buses, four maintenance bays, and offices on the first level. The second level will be dedicated office space for IndyGo's Operations staff. Also to be included in the Terminal is a cafeteria, small workout area, restrooms/locker rooms, and meeting room space.

Garage Conversion

Recently upgraded to add electrical capacity and AC chargers for IndyGo's 60' electric buses, the chargers in the garage must now be converted from AC to DC to further accommodate 40' and/or 60' electric buses. The purpose of this project would be to install two types of universal DC chargers in the garage in preparation for new 40' and/or 60' buses. Established in 2020, the estimated timeline for this project is seven months. In 2020, it was estimated that the total cost for this project would be approximately \$2.74 million; however, no a timeline for when this work would start or end was established. Once completed, IndyGo would gain increased utility usage and increased efficiency for vehicle charging and accommodate other vehicle manufacturers. As of this update, \$2.72 million has been budgeted in 2022 to move this project forward.

Additional Maintenance & Paratransit Facility

IndyGo has historically relied on its contracted paratransit service provider to house its own operations and maintenance facility as part of its paratransit service contract, passing on the costs of doing so directly to IndyGo in the form of a lease. This arrangement was shown to increase IndyGo's costs to provide paratransit service and introduce risks in association with a service disruption; if the contractor became unable to meet its contractual obligations.

In 2020, IndyGo identified a facility located at 2425 W Michigan Street. This facility is of the requisite size, condition, space, and location to house both its paratransit and call center operations. Spaces within this facility are currently being renovated/retrofitted to create the following:

- An assessment center, with office space and an open area for physical assessment;
- A maintenance area with three bays and parts storage;
- A dispatch area with six stations;
- A service center with two transaction windows;
- A breakroom area with lockers and a quiet area;
- Additional offices;
- A meeting room; and
- Additional restrooms.

The construction schedule is aggressive to move staff into the facility and close the project out before the end of 2021. The exterior construction for bus storage and wash will begin in the spring of 2022.

Solar Array Expansion

As part of its transition from a diesel fleet to a green fleet, and to reduce costs associated with powering its fleet, IndyGo installed a one-megawatt hour (MWh) rooftop solar array at its primary administrative and operations facility in 2015. The existing rooftop solar array spans four acres and includes 4,300 panels, and cost \$2.5 million (in 2015 dollars) to install. The array is rated to generate one-megawatt per hour at its peak performance. These solar panels were originally installed with the intent of offsetting the charging infrastructure needs of the 21 electric buses in IndyGo's fleet at that time.

With the ongoing transition to a green fleet – one that includes battery electric vehicles, IndyGo will continue to consume more electricity. To offset some of the electrical demand (and increased costs) generated by the additional battery electric buses in the future, IndyGo had sought to expand its solar arrays atop the roof of the main facility located at 1501 W Washington Street. This effort was the focus of a competitive grant application to the FTA's Low-No Emissions program in 2018. And IndyGo was successfully awarded \$980,000 from this program, or 70 percent of the total project cost.

IndyGo was in the process of planning and designing the solar array expansion, with the intent to install the array beginning in Q4 2020. However, a re-examination of the costs associated with the eventual replacement of a roof with (and without) a solar farm, led staff to reconsider installing the new solar arrays on the roof of the main facility. IndyGo has identified the solar placement at the new paratransit facility (Mobility Solutions & Customer Care Center) located at 2425 West Michigan on the new bus storage canopies. The initial budget of \$1,400,000 is

programmed for this project considered a 70:30 split between a secured grant award and a \$420,000 local match paid for out of IndyGo's capital fund. The project is set to finished construction in 2022.

Level boarding Modifications & In-Ground Charging (CTC)

Having a place where a boarding or alighting passenger can step on or off the bus onto a platform that is level with the floor height of the bus has been shown to significantly reduce dwell times for buses and reducing dwell times is the primary reason level boarding modifications are considered a key requirement for bus rapid transit service. There are benefits for all users; however, level boarding is especially beneficial for passengers using assistive mobility devices, strollers, and bicycles.

When the transit center was initially designed and constructed, level boarding platforms would have been largely incompatible with IndyGo's existing local bus fleet. However, the buses being used on the bus rapid transit corridors, and the introduction of the Purple and Blue bus rapid transit routes in the upcoming years, IndyGo will need to retrofit five bays of the transit center to serve the bus rapid transit vehicles making level boarding modifications a component of this work. Moreover, the level boarding platforms at the CTC will ensure that the configuration of the bays provide accessibility to bus rapid transit lines.

IndyGo had anticipated expending a total of \$1,700,000 in 2022 to complete the modifications, with funding derived from local revenue (cash). These efforts were to have been funded separately from the bus rapid transit projects funded through the Small Starts projects outlined previously. As of this update, this project has been programmed separately so that it can be completed by in advance of the Purple Line entering service. The total budget for this project is \$570,000 (2022).

CTC Lounge and Office Area Renovations

To accommodate the growth in IndyGo staff associated with the implementation of the Transit Plan, modifications and renovations to the interior of the CTC will be necessary. Most importantly, with the growth in the number of operators providing IndyGo service, the already crowded operator lounge will need to be expanded to accommodate more drivers. Additionally, the office spaces on the first and second floors will be adapted and modified for a different use. In January 2020, IndyGo retrofitted and furnished the second-floor office space to potentially house the IndyGo call center. It was through this design work that IndyGo determined that an assessment would be needed regarding the first-floor office space. In total, these renovations are expected to total \$750,000, and be derived from local revenue (cash). As of this update, \$125,000 can be allocated to this project. The work is expected to be completed in 2022.

Illustrative Projects: Facilities

In addition to those projects for which future capital sources have been identified and programmed, IndyGo is aware of other projects that would be beneficial to the agency, its operations, and/or the experience of its riders should funds become available.

These projects are listed as "Illustrative Projects" in this capital plan. This language is modeled after projects in the IMPO's Transportation Improvement Program meaning the project and its costs are noted, but costs are not included in the fiscally constrained plan.

Maintenance Garage Area Renovations - Several renovations were planned for the maintenance area in the facility located at 1501 W Washington Street to accommodate additional vehicles, larger vehicles, and the increased number of mechanics that will be required to service the fleet. These efforts were to have been sequenced in such a way as to minimize disruption to operations and to ensure that the facility is able to accommodate the BRT vehicle fleet. The initial list of sub-projects associated with these renovations included converting pit bays to parallelogram lifts, relocating maintenance supervisor offices, relocating maintenance technician facilities (restrooms, offices, lockers, and computer lab), adapting to accommodate BRT buses, expanding the welding bay, constructing fall protection and catwalk, among other changes. These projects were expected to total \$3,400,000, with funding derived from grants and future local revenue (cash). They were to have been completed between 2019 and 2021. They have since been placed on hold.

Building Exterior Improvements & Masonry Repair - To maintain its headquarters facility in good condition and limit future renovation expenses, IndyGo must maintain a budget for ongoing maintenance and improvements. This project is due to needed repairs on the historical Duesenberg portion of IndyGo's 1501 W Washington Street facility. Windows, tuckpointing repair and some masonry work is currently needed, which will require coordination with Indianapolis Historic Preservation Commission. In 2019, this plan included capital dollars for repairs to structural cracks and lintels in the masonry structure, concrete driveway replacement, and a reconfiguration of the loading dock. These improvements were originally scheduled to be completed between 2021 and 2022. These improvements were to have been funded through a combination of grants and IndyGo local revenue (cash). An assessment for the need was performed in 2018 as a part of the facility assessment that resulted in major office renovations. At that time, the total cost of the improvements was anticipated to be \$1,400,000. The current cost for these improvements remains unchanged, and these structural on the masonry structure and lintels is expected to be completed by the end of 2021.

Concrete Driveway and Loading Dock - The existing driveway surrounding the IndyGo facility at 1501 W Washington Street —where buses enter and exit the facility—is aging and in need of replacement. The loading dock is also in need of preventative maintenance, repair, and renovation. These efforts could be phased in such a way that they are completed after several other projects to prevent deterioration associated with heavy construction traffic. This project is anticipated to cost \$1,100,000 but is still unfunded.

Sidewalk, Steps, and Ramps - Among other renovations and repairs necessary for IndyGo's main administrative and operations facility, the steps, handicap ramps, and sidewalks around the main entrance of the facility are mostly original to the building. Over time, IndyGo has engaged in patching and minor repair work, but the infrastructure is reaching the point where a substantial repair is necessary as there are currently numerous cracks and unevenness in sidewalks, curbs are starting to deteriorate, and steps are starting to show wear.

IndyGo had planned to invest \$200,000, programmed from local revenue, to support this project. However, this project was placed on hold in 2020. As of this update, total construction cost is still estimated to be \$200,000; however, this project is still on hold.

Board Room & Lobby Improvements - Formerly included as part of *Maintenance Area Renovations*, this sub-project would renovate the IPTC board room to bring it up to date with technology and to update the finishes and replace furniture. Likewise, the lobby improvements would be made to make the area more welcoming. In addition to updating/repairing the flooring, the lobby restroom would be upgraded to become ADA accessible, and the security

desk would be repaired. It was anticipated that this work would begin in Q2 of 2021 and take four to five months to complete. Last examined in 2020, total cost is estimated to be \$580,000. This project is still on hold.

Fall Protection & Catwalk - With the increase in both the number and the variety of vehicles housed at 1501 W Washington Street, fall protection is needed for the additional bays in the garage. The inclusion of a catwalk will further aid in the safety of the staff. It is anticipated that this work would take approximately 4 months to complete. In 2020, it was estimated that the total project cost would be \$540,000. However, it hasn't yet been determined when this project will be pursued. Although, any facility built-to-suite or renovated to accommodate IndyGo operations and maintenance would be constructed or renovated to include fall protection and catwalk where fall protection is needed.

Maintenance Garage Area Renovations - Formerly part of *Maintenance Area Renovations*, this sub-project includes the locker rooms, Center Lounge, IT offices and exercise area, as well as all the remaining work in the garage. The garage portion includes new overhead screen doors (doors one, two, eight and nine), the build out of additional office spaces, relocation of the fishbowl, and restroom upgrades. Construction would likely take six months to complete. In 2020, it was estimated that the total cost for these improvements would be \$2,350,000. This project is still on hold.

Completed Projects: Facilities

The following projects have been completed.

Facility Needs Assessment - IndyGo has long considered the utility of owning its own paratransit facility. The training and contingency facility was considered, in part, to be adaptable to serve as a paratransit facility in addition to a training site. Further, as IndyGo's fixed route operations expand in terms of the number of buses, span of service, and size of operator/maintenance staff, IndyGo has an opportunity to comprehensively evaluate its needs, opportunities, and challenges with respect to its facilities relative to its service(s).

In 2018, IndyGo completed a facility needs assessment. This study kicked off the office renovations, maintenance area renovations project, and vehicle wash/paint booth/door widening project. It also helped to identify how much space would be needed for a new paratransit facility (115,000 sf) and a new training facility and driving course (10,000sf + 3,600 sf), for example. One hundred thousand dollars, in cash, was set aside for 2020 to cover the mezzanine project identified by the 2018 facility needs assessment. And while the mezzanine project has yet to move forward, the COVID pandemic has resulted in a need to update the full facility needs assessment; a project that remains as an illustrative project at this time.

Office Area Renovations (including furniture purchases) - As the number of IndyGo employees grows, substantial renovations are necessary to house the staff and their job functions. In addition to adding office space, IndyGo must ensure adequate conference space for meetings and ancillary activities. Office renovations included creating a more open administrative area, with additional meeting rooms, offices, retrofitting the south lounge for operators, renovating the restrooms and adding a unisex restroom, renovating dispatch, reconfiguring office layout to accommodate Operations staff, reconfiguring and creating a secure area for HR and adding higher level security

measures with ballistic doors, and a South security desk. In 2020, IndyGo completed its last major renovation at its headquarters located at 1501 W Washington Street.

For this phase, office area renovation expenses were expected to total \$2,380,000 between Q3/Q4 2019 and Q1/Q2 2025. Completed in Q1 of 2020, total expenditures for this project (i.e. furniture and construction) were \$2,293,936. These funds were derived from future local revenue (cash). This project is complete.

Bus Charging Infrastructure - As IndyGo implements bus rapid transit service and shifts more of its fleet to electric-propulsion vehicles, it must install additional charging infrastructure throughout the maintenance and operations facility and increase the capacity of electrical service to its facility. The addition of this charging infrastructure will enable IndyGo to pursue its long-range bus replacement plan, which had initially called for introducing an average of eleven new fixed route electric-propulsion buses annually between 2021 and 2035, as well as 56 new 60' electric BRT vehicles between 2018 and 2022. IndyGo had initially projected that, by 2032, it would have a total of 195 buses in its fleet (56 BRT vehicles and 149 in local service); all of which were to be electric buses. This project, the installation of AC chargers for the 60' BYD buses, began in 2018 and was completed in 2020. Final construction costs for this project totaled \$2,588,574. See also Garage Conversion on the following pages.

Wash Rack Replacement, Door Widening & Paint Booth - Washing and maintaining buses requires additional infrastructure beyond what would typically be used in commercial car washes. Most obviously, these wash racks must be able to accommodate much larger vehicles than standard car washes. Further, the system needs to be designed in such a way to remove salt and grime that is accumulated through regular transit service. These services also need to be able to be performed without impacting the finish of the bus. IndyGo's previous wash rack was antiquated and in need of an upgrade to effectively service an expanded fleet. To attract bidders to the project, door widening, and paint booth projects were added to this project.

To keep the fleet in good condition, IndyGo needed to add a down-draft paint booth. These paint booths help manage airflow and control of paint spray by forcing air through the paint area and minimizing errant spray. Completed in August 2020, the new system allows IndyGo's maintenance team to operate more efficiently and service more buses, a necessity with the increase in service.

For this entire project, IndyGo had anticipated spending \$2,600,000 across 2019 and 2020, with resources derived from grants and local revenue. In total, these projects cost approximately \$2,336,000 and were paid for with grant dollars.

Drivable Floor Scrubbers/Sweeper - IndyGo uses a drivable floor scrubber/sweeper to maintain its facility to clean garage floors, bus bays at the transit center, and other concrete surfaces. This equipment is necessary to properly clean and sweep trash, oil, grease, and other fluids in these areas, as well as IndyGo parking lots. In turn, this regular maintenance extends the useful life of these facilities.

IndyGo's previous floor scrubber had reached the end of its useful life when it came to interior spaces. During the winter months, the previous scrubber could not keep up with the salt and debris that the buses brought into the facility. At the time that version 1.0 of this capital plan was adopted, IndyGo lacked the equipment necessary to service its exterior facilities; electing instead to contract with an outside vendor to perform this work.

This project supported the replacement of the internal floor scrubber, as well as the purchase of a scrubber/sweeper that could be used in outdoor operation. The programmed budget was \$250,000 and it was thought to be needed in 2019 to support these purchases. In 2019, IndyGo bought three Walk Behind Scrubbers for a total of just over \$19,700. In 2020, the agency bought two drivable scrubbers for a total of just under \$140,000. This project was completed in 2020 and ended up being locally funded. The grand total for this project was just over \$158,000 and came in approximately \$92,000 under budget.

Retired Projects: Facilities

These projects were, at one point, included as part of IndyGo's capital investment program but have – over time – been retired.

Training and Contingency Facility Purchase & Renovation - IndyGo had planned to construct a new facility at the former Carrier Bryant industrial site in the Riverside neighborhood for training operations and to serve as IndyGo's contingency operations location. This facility, which grew from approximately 6,000 square foot to approximately 10,000 square feet throughout the design phase, is/was intended to house classrooms, training equipment, a full-size maintenance bay for maintenance training, and materials/equipment necessary to serve as a contingency site. The site, had it been developed as planned, would have also housed a large concrete lot and Commercial Driver's License (CDL) training course, complete with a mock BRT station. The training site was also designed to serve as a temporary emergency staging ground. Should such an event occur, the training classrooms would have served as office space for mission critical staff.

IndyGo had initially allocated \$4,900,000 across the 2019 and 2020 fiscal years to acquire, construct, and outfit the new facility. Funding for the project was to be derived from IndyGo's existing bond and local revenue (cash). Bids for this project were sought in January 2020 and each one came in more than \$2 million overbudget bringing the newly estimated cost to more than \$6.9 million. As of this update, IndyGo is working to identify a new use for the property.

Storage Barn Retrofit - On property, there is an existing storage barn located behind the South Parking lot. The barn currently houses some items for Facility Maintenance at 1501 W Washington Street; however, it could be retrofitted to store more items. The purpose of this project would be to clear the storage barn, retro fit the barn with additional shelving and installation of an HVAC unit for climate control. In doing so, items that are currently stored in the garage could be moved to the storage barn, thus freeing up much needed space in the garage. The anticipated start date for this work was Q2 2021 and was thought to need several months to complete. This project was removed all together in 2020 when it was decided that IndyGo would have to grow its operations through property acquisitions instead.

Additional Contingency Site Equipment: Dispatch & Generator – As noted above, IndyGo had pursued the (re)development of a contingency and training site. There are several expenditures that would have been necessary to accommodate this site for it to become a fully equipped operations center, including a generator and dispatch equipment. Such equipment would have expanded the usefulness and adaptability of the training and contingency facility and help to ensure continuity of operations should IndyGo's primary facility become inoperable for a prolonged period of time.

Table 28. Facilities Funding Sources and Uses (total project costs)

	Office Area Renovate	CTC Level Boarding	CTC Office Renovate	Bus Charge	Facilities	Building Exterior	Maint. Area	Wash Rack / Paint Booth & Door Widen	Floor Scrubber	Sidewalk, Steps & Ramps	Solar Array	Facility Needs Assess.	Total
IN90X683-11.44.03								\$1,415,004					\$1,961,347
IN-2016-024-11.44.03													\$1,041,107
Solar Array Low No											\$980,000		\$980,000
IN-2019-001-11.12.15													\$880,000
IN90X668-11.44.03								\$1,600,365					\$752,190
IN-2019-001-11.12.15													\$677,598
IN-2019-001-11.42.20				\$91,269									\$91,269
IN-2019-001-11.44.03								\$13,663					\$13,633
Grant Sub Total				\$91,269				\$1,902,368			\$980,000		\$6,383,511
Cash	\$2,380,000	\$1,700,000	\$750,000	\$408,731	\$1,796,517	\$1,400,000	\$3,400,000	\$1,126,663	\$250,000	\$200,000	\$420,000	\$100,000	\$10,093,006
Bonds					\$3,103,483								\$3,103,483
Total	\$2,380,000	\$1,700,000	\$750,000	\$500,000	\$4,900,000	\$1,400,000	\$3,400,000	\$3,029,031	\$250,000	\$200,000	\$1,400,000	\$100,000	\$19,580,000



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FINANCE

Enterprise Resource Planning (ERP)

ERP is a business process by which core managerial functions of an organization or business are integrated into one single, comprehensive, and integrated system to manage agency's business. ERP systems enable the streamlining of information across an agency and may include functions such as accounting, budgeting, human resources, inventory, work order management, projects & grants management, procurement, and other functions. The main purpose of an ERP system is to increase organizational efficiency of an organization by managing and improving how organizational resources are utilized.

IndyGo's current ERP platform is needed to be upgraded and migrated to the cloud based solution to employ up-to-date technology which provides support for progressive business practices and provides greater flexibility in reporting. The existing platform will soon no longer be supported by Microsoft and as such was brought to the Board. In March 2021, the IPTC board approved engaging Crowe, LLP. to implement the migration and upgrade to Microsoft D365 for IndyGo. The process began in May 2021 and will continue into 2022. Total project cost is anticipated to be \$996,400; funded entirely with local revenue. As of this update, \$141,036 has been spent to advance this project.

Farebox Replacement Plan

Historically, IndyGo has relied on its fareboxes to count passenger trips. Efforts are underway to implement the new MyKey fare collection system and upgrade APCs, which – upon completion – would allow IndyGo to discontinue its use of the GTFS (i.e. farebox) system to estimate ridership. Per IndyGo's 2019 fare policy, the farebox system will remain in place, indefinitely, so long as the need to accept cash and print day passes and two-hour transfer tickets on the local buses remains unchanged. In the meantime, several existing fareboxes have reached the end of their useful life and IndyGo needs to maintain its replacement schedule. This typically results in the need to order and receive 25 fareboxes per year. As of this update, the total cost for this project between 2019 and 2024 is \$2,064,603. \$1.17 million is anticipated to be incurred between 2022 and 2024.

Payment Integration Platform

As noted below, IndyGo is working with Flowbird to develop and implement a modernized fare payment system. While this system itself represents a significant upgrade to how the public pays for and experiences the transit system, the platform can serve to revolutionize the shared mobility system throughout IndyGo's service area through payment integration with other mobility providers. As part of a RFP process that resulted in the selection of Flowbird, IndyGo listed a system architecture that could provide for these integrations and the potential for enhanced partnership portals as part of its desired outcomes. Flowbird's system design includes such an architecture that can be adapted to expand into an integrated payment platform with limited technical upgrades.

In late 2020, it was announced that IndyGo would be the recipient of an Accelerating Innovative Mobility (AIM) grant from the Federal Transportation Administration (FTA). The purpose of this grant program is to facilitate new and innovative strategies for facilitating trips not just on public transit but also other non-automotive modes of transportation. Conceived of under a 2019 Integrated Mobility Innovation (IMI) grant application, IndyGo's proposal under the AIM Challenge Grant to develop a "Mobility Concierge Program" is part technological solution and part customer care center solution. In short, it is a service that would be designed to facilitate trip planning, booking,

and payment across multiple modes and service providers in the Indianapolis area. Total project budget is \$500,000 (\$400,000 federal and \$100,000 local). This work is on-going.

Illustrative Projects: Finance

In addition to those projects for which future capital sources have been identified and programmed, IndyGo is aware of other projects that would be beneficial to the agency, its operations, and/or the experience of its riders should funds become available.

These projects are listed as “Illustrative Projects” in this capital plan. This language is modeled after projects in the MPO’s Transportation Improvement Program meaning the project is noted but costs are not included in the fiscally constrained plan.

Fare Modernization – In 2017, IndyGo underwent an internal fare study to inform IndyGo's future fare system(s), fare policies, fare structures, and fare collection technologies. The ideal solution was identified to be a comprehensive system, able to operate seamlessly across IndyGo services—BRT, local fixed route, and paratransit—and be convenient and accessible to users.

Through a competitive procurement process, IndyGo selected Parkeon (d/b/a Flowbird) to help lead in its fare system modernization efforts. Once completed, IndyGo riders will have several ways in which riders can pay fares, including but not limited to paying through a smart device (such as a smart card) linked to an account, a mobile ticket, other forms of proof of payment, and cash. This system will support fare validation and fare enforcement activities on IndyGo's bus rapid transit system.

Having an initial completion date of 2019, work on this project began in the second half of 2018 and continued into 2021. IndyGo had expected to invest a total of \$4,268,678 in this project; \$3,373,937 of which were to be capital costs. IndyGo had further anticipated needing an additional \$1,338,000 in 2019 (also derived from IndyGo local revenue). Staff is currently developing new set of cost estimates for both capital and operating costs for future budget years.

INFORMATION TECHNOLOGY

Wireless Vehicle Communication (Install)

IndyGo requires enhanced mobile data communication capabilities, bandwidth, and speed to meet data transmission requirements for its transportation platforms. Prior to the completion of this project, IndyGo used the city's public data radio network which, at the time this project was initiated, was nearing the end of its useful life in terms of its functionality for IndyGo's purposes. This functionality is especially critical in supporting real-time data functionality for IndyGo dispatch, telematics, passenger information, and safety and security functions across platforms.

These systems need periodic upgrading to keep up with technological advances. Beyond that, upgrading these systems offers enhanced data collection capabilities, more accurate location and schedule data, and tracking performance metrics. These upgrades were also a prerequisite for other systems IndyGo is pursuing and are now used to provide wireless access for IndyGo passengers. These upgrades were completed in 2019. The budget for this project was \$820,000. These funds were to have been derived from IndyGo local revenue. Actual expenditures for this project totaled \$695,785.

ITS Upgrade (CAD/AVL)

IndyGo is committed to identifying and deploying the industry standard (or better) with respect to technological tools that enable it to manage its operations and serve its customers. One tool advancing this commitment—and allowing for the collection, analysis, and dissemination of reliable data of its existing fleet of transit vehicles—is a Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system, which, as of 2020, includes the upgrade of Automatic Passenger Counters (APCs) on the majority of IndyGo’s fixed route fleet.

In late 2017/early 2018, IndyGo selected Avail Inc. to replace IndyGo’s previous CAD/AVL system with state-of-the-art Intelligent Transportation System (ITS) solutions that provide enhanced functionality for data collection, real-time information, web and mobile application capabilities, and the potential for integration with other services. Avail’s systems continue to be deployed across IndyGo service platforms—BRT, local fixed route, and paratransit services—and support vehicles.

This most recent ITS upgrade was completed in 2021. The original project budget was \$5.3 million; sourced from grants and local revenue. Completed in 2021, IndyGo spent \$4.9 million for this most recent upgrade. This included \$191,000 for the APCs upgrades in 2020. Not included in the final implementation was the ITS upgrade for IndyGo’s paratransit system. This service was removed from the Avail contract award and awarded to Ecolane in 2020. Staff is currently developing a new set of cost estimates and specifications for its next upgrade.

Hastus Software Upgrade

GIRO, Inc. provides the HASTUS software solution for route scheduling and planning, customer comment tracking, and daily operational functions. Adapted for multiple platforms, HASTUS provides advanced operations optimization techniques and powerful data-management tools. IndyGo has used HASTUS since 2005, upgraded the system in 2015, and upgraded the system again in 2020.

The platform includes modules for Planning, Scheduling, Operator Bid, Self Service, Bid Web, Daily Operations, Employee Management, Customer Service, and web-based route planning information systems. The Daily Operations Module manages operator payroll and attendance as well as Operator Bidding and Employee Management. The Planning side provides all data from bus stops and shelters to route schedules and operator work shifts. The customer services module manages comments as well as trip planning via the website and other real-time platforms. IndyGo had programmed \$800,000 in Q3/Q4 of 2020 for the upgrade, with resources drawn from a combination of grants and cash. As of this update, the project is in the testing phase for Scheduling. The testing for Daily operations will be in Q4 with an expected Go Live in Q1 2022.

Data Warehouse

As part of the implementation of the IndyGo 10-year *Strategic Plan*, adopted by the Board of Directors in February 2019, IndyGo is committed to establishing and sustaining a performance-driven organization. As part of this effort, IndyGo staff are working collaboratively to identify, define, and develop key performance indicators (KPI) for the agency and for individual departments and divisions. IndyGo currently has several systems that generate agency data that can be helpful in monitoring and assessing performance; however, these data sets are often housed across various systems that do not easily communicate with each other. The goal of this project, which also supports the strategic planning goal, is to implement a centralized data warehouse that would serve as a clearinghouse and aggregator of data from across agency systems. This system would serve as the back-office engine for any employee- and/or public-facing KPI dashboards and provide easier access to agency data for

analysts. Total project budget for this project is \$64,000 paid for using IndyGo local revenues. As of this update, the data warehouse project has been placed on hold until such time as the logistics involved to move all capable application platforms (Microsoft Dynamics AX to D365, HASTUS, Ecolane, Avail replacement, etc.) to a cloud-based system, and pending the outcome of the Operations Team’s current performance initiative. The soonest these determinations could be made is Q4 FY2023.

Table 29. IT Funding and Uses (total project costs)

	ERP	Fare Collection	Wireless Vehicle Comms	ITS Upgrade (CAD/AVL)	Hastus Upgrade	Data Warehouse	Disaster Recovery BCP	Total
IN-2016-016-11.42.08				\$1,153,245				\$1,153,245
IN-2016-016-11.71.03				\$660,629				\$660,629
IN95X046-11.71.03)							\$651,741	\$651,741
IN95X046-11.42.08					\$251,267			\$251,267
IN-2017-018-11.42.20				\$32,000				\$32,000
IN-2020-019							\$1,232,500	\$1,232,500
Grants Sub Total	\$0	\$0	\$0	\$1,845,874	\$251,267	\$0	\$1,884,241	\$3,981,382
Cash	\$1,000,000	\$1,338,000	\$820,000	\$529,126	\$548,733	\$64,000	\$173,259	\$4,473,118
Total	\$1,000,000	\$1,338,000	\$820,000	\$2,375,000	\$800,000	\$64,000	\$2,057,500	\$8,454,500

Illustrative Projects: Information Technology

In addition to those projects for which future capital sources have been identified and programmed, IndyGo is aware of other projects that would be beneficial to the agency, its operations, and/or the experience of its riders should funds become available.

These projects are listed as “Illustrative Projects” in this capital plan. This language is modeled after projects in the MPO’s Transportation Improvement Program meaning the project is noted but costs are not included in the fiscally constrained plan.

Radio Replacement - Radio communication is critical to providing efficient service to the operators in the field and support the overall operation. Added in 2020, this project is needed to support the communication needs of the Transportation Department. The additional stations will allow the department to have more equipment available for staff use, and to deploy to coaches as back up. This procurement would be for 15 radios, 65 replacement radio batteries, and 100 replacement extended antennas for a total project cost of approximately \$79,000. As of this update, this project remains unfunded.

Secure Communications Network - IndyGo desires to enhance its communications network to make communications more secure. Such could be achieved through a dedicated, secure communications network that would utilize a microwave or small cell technology at our BRT stations. This service could further be adapted to operate across the entire IndyGo fleet. Through such a project, the planning and design phase would seek to identify and resolve logistical issues related to expansion and existing infrastructure. It is anticipated that this project could result in a substantial cost savings relative to our current operations with respect to communications.

This project is currently on hold until IndyGo can identify a funding source for this project (which may not occur until 2023/2024). There are several logistical issues with the expansion, particularly with infrastructure (i.e. using

our covered stations for communication relays and the licensing fees for that) and identifying alternatives. IndyGo staff will identify potential grant opportunities that could support the planning, design, and implementation of this rather complex project/system.

VOIP Solution - IndyGo transitioned itself to a cloud-based voice communications system (VoIP) in 2017. By comparison, this project seeks to establish a contract with a VoIP provider over a three-year term (with optional two years) to garner better pricing and support. Key components of the solution include enhanced administrative capabilities, interoperability with existing assets, enhanced mobile and desktop capability, distinguished admin portal security levels, call recording storage and archiving, unified messaging, enhanced conference calling and optional eFaxing.



In 2021, the costs associated with this project were able to be covered using 2021 operating expenses and ceased being a capital project.

OTHER

Prior to 2021, IndyGo's public affairs team was responsible for internal and external communication, business development, enhancing the rider experience, promoting customer service, advancing several special projects, engaging with advertisers, and assisting in translating the community's needs into agency initiatives. These tasks rely on exceptional communication and reliable communication infrastructure.

As such, the capital needs associated with exceptional communication and reliable communication infrastructure are meant to enhance the agency's ability to facilitate communication within the agency and between the agency and its riders and other partners. Prior versions of this capital plan included programmed expenditures for an agency intranet, outfitting the IndyGo call center, and for development activities associated with an IndyGo mobile application all under the purview of the former Public Affairs Division. The Public Affairs Intranet has since become the purview of the IT division. The Call Center has since become the purview of the Operations Division. And, the Mobile App Development has since become the purview of the Finance Division.

Public Affairs Intranet - When first proposed, the Public Affairs intranet was intended to facilitate enhanced communications capabilities throughout the agency, providing for a critical channel of communication between employees. The Public Affairs team had engaged in planning efforts through 2020, administering a survey of IndyGo employees on communication preferences, to help shape the deployment of the intranet. At full build out, the intranet would have hosted a homepage with timely and important messaging, provide other means to facilitate communication, and host division/department/project- specific pages to facilitate agency collaboration.

Version 1.0 of this plan included a budget of \$75,000 in 2020 to implement this initiative. In 2020, this project was wrapped into, and advanced by, a larger information technology project: Disaster Recovery. By doing so, IndyGo was able to address several pressing needs, such as timely communications with staff during emergency response times.

Call Center - In 2019, IndyGo brought its call center in-house to better coordinate messaging and communication, realize operational efficiencies, and provide for greater oversight of customer service relationships. Bringing the call center back within the organization required the build-out of the infrastructure necessary to handle call volumes, route and resolve customer comments, and service customer accounts. This project included a Customer Relationship Manager software deployment, call center technical hardware (e.g., computers, monitors, headphones, etc.), furniture, and other items. IndyGo had programmed \$170,000 for this effort. This project was completed in 2020. Total capital expenditures for this project was zero. The \$150,479 spent to complete this project – hardware and software purchases – were paid for out of IndyGo’s 2020 operating budget.

Mobile App Development (see also Mobility Concierge Program on previous pages) - Enhancing riders’ experience by providing convenient and timely information is viewed as critical in attracting and retaining transit riders. Trip planning, real time arrival, and trip payments are currently held in separate mobile applications (a legacy of different providers providing the back-office infrastructure for each of these services). This project sought to consolidate trip planning, service alert communication, managing of fare media, and real time arrival into a single, IndyGo-branded mobile application. The mobile app, which was intended to serve as a one-stop, singular source of information for all IndyGo users, was put on hold in 2019 to allow IndyGo staff to focus these types of efforts on the successful rollout of the new MyKey fare collection system.

This project was reimagined as part of an FTA Accelerating Innovative Mobility (AIM) grant application to create a “mobility concierge program”.

SAFETY & SECURITY

Safety and security measures are incorporated within projects listed throughout this capital plan; each activity adheres to and advances IndyGo's safety and security policies. In planning, designing, and constructing any capital project, IndyGo staff and consultants work with IndyGo's Safety, Security, and Training departments to ensure activities conform to IndyGo's safety and security protocols.

To that end, most safety and security capital expenditures within this plan are embedded within the various other projects and project budgets outlined throughout this document, as are training expenses. In addition to project-specific measures, IndyGo will also need to secure additional safety, security, and training equipment.

Main Facility CCTV

IndyGo maintains closed-circuit television (CCTV) capabilities to ensure the safety of its employees and visitors and security of its facilities. As with any tech-based infrastructure, these systems need to be replaced from time to time as the systems meet the end of their useful life and/or technology or safety and security procedures evolve beyond the ability of the existing system. Most of the cameras on the outside of IndyGo’s main facility located at 1501 W Washington Street no longer function as they should because of weathered lens covers and defective internal heaters. For these reasons, among others, IndyGo understands it must continue to invest in safety and security equipment, including the main facility CCTV system. IndyGo had anticipated spending a total of \$795,000 grants and local revenue dollars. Originally scheduled to be completed in 2019, this project continued into 2020. This project is complete.

Vehicle CCTV

IndyGo maintains closed-circuit television capabilities on its fixed route buses and will include these components on future buses as well. These systems include cameras, DVRs, wireless download capabilities, GPS kits, wireless radios, cables, mounting equipment, a server, and needed software. Specific equipment and apparatuses may vary based upon the needs of IndyGo and the evolution of technology between today and when the equipment is replaced. As of this update, IndyGo has programmed a total of \$3.275 million over three years (\$2,121,000 in 2021, \$993,000 in 2022, and \$161,000 in 2023) with annual investments needed thereafter. This project will be sourced from grants and future local revenue. As of this update, a total of \$1,540,442 has been spent on this project. This project is anticipated to end in 2022. The remaining project budget is \$1.26 million. IndyGo still anticipates that this project will be sourced from grants (approximately \$167,000 in remaining security set-aside 5307 funds in 2022) and future local revenue.

Training Simulators

Research suggests the use of a bus training simulator, in conjunction with both classroom and on-the-road training, improves transit driver safety. Simulators continue to build upon basic driving skills while helping to develop effective forward planning and good judgement under pressure. Studies from different Bus Operator Training Simulators have shown that accidents could be lowered by 35 to 60 percent. Some have also been shown to be able to improve on fuel economy and the overall efficiency of transit operations. Simulators can also allow operators to practice driving in different types of weather, traffic and emergency situations without putting the operator or equipment in harm's way. They can be used to recreate accidents that have happened and let the operator see what could have been done differently, enabling this training to occur with no risk to company property, workers, or the community.

IndyGo had budgeted a total of \$350,000 from local revenue, in 2020, to purchase one simulator. However, part of the 2020 purchase of the former Celadon Trucking Company to create IndyGo's new East Campus included the purchase of 4 (semi-truck) driving simulators. After some investigation, it was determined that these simulators could be converted to the TransitSim 7 Series Bus Driving Simulation Package for less than the cost of the purchase of one new simulator. Total cost for this project was \$240,000 (\$48,000 local and \$192,000 in federal grant dollars).

On-Board Data Recorder & Collision Avoidance System

Through outreach with other transit agencies and industry events, IndyGo has recently become aware of a video-safety program that provides the agency with real-time operator analytics, focused on capturing and reducing risky driving behavior. The system can track, and record, data related to driving behavior to facilitate incident review, coaching, and future training. Through this application, the system can assist in reducing collisions, improve safety performance, help identify hazards, and reduce claims against the agency.

The system records data related to hard braking, speeding, distracted driving, and other risky behaviors. Further, the system tracks the frequency of incidents attributable to specific drivers, specific routes, specific intersections, and many other categories, which should help the agency identify and respond to recurring situations. The system is compatible with most bus camera streams and may integrate with many different platforms for information sharing. This system will advance agency goals and objectives related to FTA requirements for safety management system reporting and performance tracking. To advance this project, IndyGo programmed \$213,000 in 2020 from IndyGo local revenue. This project remains on hold.

Table 30. Safety & Security Funding Sources and Uses (total project costs)

	Main Facility CCTV	Training Simulators	Security Doors	On-Board Recorders	Vehicle CCTV ⁸	Total
5307 Security Set Asides					\$167,380	\$167,380
IN95X046-11.42.09					\$600,649	600,649
IN-2019-001-11.32.07	\$135,902				\$118,373	\$254,275
IN-2017-018-11.32.07	\$51,984				\$17,943	\$69,927
IN-2016-024-11.32.07	\$125,191					\$125,191
IN90X683-11.42.09)	\$39,864					\$39,864
IN-2021-023 11.44.20		240,000				240,000
Grant Subtotal	\$352,942	\$240,000-	\$0	\$-	\$904,345	\$1,497,286
Cash	\$124,286	\$60,000	\$400,000	\$213,000	\$1,055,655	\$1,852,941
Total	\$477,228	\$350,000	\$400,000	\$213,000	\$1,960,000	\$3,350,227

⁸ As of this update, it is anticipated that IndyGo will need to spend a total of \$3.275 million for the Vehicle CCTV project. These expenditures will likely be spread out over three years, beginning in 2021. See also Vehicle CCTV on previous pages.

5-YR CAPITAL PLAN BUDGET SUMMARY

The following table is the 5-yr Capital Plan Budget Summary for 2022 through 2026 adopted by the Indianapolis Public Transportation Corporation Board of Directors in August 2021.

Table 31. 2022 – 2026 5-Yr Capital Plan Budget Summary

Project	2022	2023	2024	2025	2026	5 Year CIP Total
BRT and On-Street Infrastructure	70,937,450	74,567,800	104,437,865	89,500,000	42,061,000	381,504,115
30th Street Two-way Conversion Project (Construction)	0	2,150,000	0	0	0	2,150,000
Blue Line BRT	5,746,450	5,707,800	86,850,000	86,850,000	38,961,000	224,115,250
Michigan Street Two-way Conversion Project (Construction)	0	4,350,000	0	0	0	4,350,000
Purple Line BRT	57,900,000	57,900,000	10,037,865	0	0	125,837,865
Red Line Phase II & III (to County Line)	0	0	1,750,000	1,750,000	2,200,000	5,700,000
Red Line Signal Modifications - APB and BRT	345,000	0	0	0	0	345,000
Rub Rails	580,000	0	0	0	0	580,000
Rural Street Underpass Clearance (Construction)	0	1,710,000	4,900,000	0	0	6,610,000
Rural Street Underpass Clearance (Design and NEPA)	710,000	0	0	0	0	710,000
South Madison Park and Ride	350,000	1,850,000	0	0	0	2,200,000
Super Stops 1.0 Delaware Street & 2-way conversion of Ft Wayne (Delaware to Alabama)	70,000	0	0	0	0	70,000
Super Stops 2.0 Alabama, Ft Wayne and Vermont Stations, 2 each.	2,886,000	0	0	0	0	2,886,000
Transit Signal Priority (Installation)	1,450,000	0	0	0	0	1,450,000
Transit Stop Amenities: Shelters, Signs, Benches & Construction	900,000	900,000	900,000	900,000	900,000	4,500,000
Facilities	22,834,250	738,000	365,000	22,500	0	23,959,750
1501 - Exterior Door Replacement (formerly Security Upgrades / Enhanced Security)	93,185	0	0	0	0	93,185
1501 - Garage Conversion, AC to DC	2,721,270	0	0	0	0	2,721,270
1501 - Security Door Upgrades	400,000	0	0	0	0	400,000
CNC Mill	0	0	65,000	0	0	65,000
CTC - Level Boarding and In-ground Charging	570,000	0	0	0	0	570,000
CTC - Lounge / Office Renovations	125,000	0	0	0	0	125,000
East Campus - Facilities	17,520,040	0	0	0	0	17,520,040
Fuel Management System Upgrade	401,755	0	0	0	0	401,755
Fuel Piping	0	400,000	0	0	0	400,000
Golf Carts Replacement	0	0	0	22,500	0	22,500
Maintenance Heavy Equipment Replacement	300,000	300,000	300,000	0	0	900,000
Metal Breaks	0	10,000	0	0	0	10,000
Steam Cleaner (Hotsey)	25,000	0	0	0	0	25,000
Tire Bay Demolition	250,000	0	0	0	0	250,000
Utility Vehicle/ATV	28,000	0	0	0	0	28,000
Veeder Root	50,000	0	0	0	0	50,000
Wall Repair	350,000	0	0	0	0	350,000
Zero Turn Mower	0	28,000	0	0	0	28,000
Finance	382,500	390,150	397,953	0	0	1,170,603
Farebox Maintenance / Replacement	382,500	390,150	397,953	0	0	1,170,603
Fleet	15,997,000	31,906,091	17,649,091	18,148,814	19,706,963	103,407,959
Fixed-Route Bus Replacement, BYD Electric Buses for Purple Line 2022	14,267,000	14,267,000	0	0	0	28,534,000
Fixed-Route Bus Replacement/Expansion, 40' Buses	0	15,824,091	15,824,091	16,298,814	17,906,963	65,853,959
Paratransit Bus Replacement	1,450,000	1,500,000	1,550,000	1,550,000	1,550,000	7,600,000
Support Vehicle Replacement	280,000	315,000	275,000	300,000	250,000	1,420,000
Information Technology	1,527,000	8,895,000	25,000	20,000	20,000	10,487,000
Mobility Concierge	240,000	0	0	0	0	240,000
Radio Equipment & Accessories	32,000	25,000	25,000	20,000	20,000	122,000
Vehicle CCTV Replacement	1,255,000	0	0	0	0	1,255,000
Vehicle Communication Replacement	0	420,000	0	0	0	420,000
Vehicle ITS Replacement	0	8,450,000	0	0	0	8,450,000
Safety and Security	27,650	0	0	0	0	27,650
East Campus - Security, Visitor Management	27,650	0	0	0	0	27,650
Grand Total	111,705,850	116,497,041	122,874,909	107,691,314	61,787,963	520,557,077



Date: September 21, 2021
Current Meeting: September 28, 2021
Board Meeting: September 28, 2021

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Vice President of Marketing and Communications Lesley Gordon
SUBJECT: Consideration and approval of Resolution 2021-13 free days for 2021 Holiday Season

ACTION ITEM A – 13

RECOMMENDATION:

Approve Resolution authorizing IPTC to offer free rides on Thanksgiving Day (November 25, 2021), Christmas Day (December 25, 2021), and beginning at 8 p.m. on New Year’s Eve (December 31, 2021) for both fixed route and Open Door service.

BACKGROUND:

For the past two years IPTC has supported free fare during the holiday season. By removing the barrier of transportation cost and promoting safety during the holiday season we can help support and attract new riders.

DISCUSSION:

N/A

ALTERNATIVES:

N/A

FISCAL IMPACT:

Average daily revenue is around \$10,000 per day of service.

DBE/XBE DECLARATION:

N/A

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was not reviewed by the Finance Committee or Service Committee on October 21, 2021 and will be placed on the Regular Agenda.

RESOLUTION 2021-13

RESOLUTION STATEMENT OF THE BOARD OF DIRECTORS OF THE INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

A RESOLUTION establishing that the Board of Directors of the Indianapolis of the Indianapolis Public Transportation Corporation, is interested in providing free fare during the 2021 holiday season on November 25, 2021, December 25, 2021, and beginning at 8 p.m. on December 31, 2021.

WHEREAS, the Indianapolis Public Transportation Corporation (IPTC) in a municipal corporation pursuant to Indiana Code 36-9-4-10; and

WHEREAS, Indiana Code 36-19-4-14 establishes management of the Corporation by a Board of Directors; and

WHEREAS, November 25, 2021, December 25, 2021, and December 31, 2021 are the upcoming observed holidays; and

WHEREAS, supporting free fare would remove the barrier of transportation cost for our riders during the holiday season; and

WHEREAS, the Board of Directors, having considered and being duly advised, finds that the Board of Directors has an interest in promoting the use of safe transit for commuting during the holiday season.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION:

Section 1. The Board of Directors desires to exercise its authority under Indiana Code 36-9-4-14 to direct the operations of the Corporation for the benefit of the public good.

Section 2. The board hereby authorizes the President/CEO, on behalf of the Indianapolis Public Transportation Corporation, to offer free public transit fares November 25, 2021, December 25, 2021, and beginning at 8 p.m. on December 31, 2021 on both fixed route and Open Door services.

Section 3. This Resolution shall be in full force and effect from and after its adoption and compliance with all laws pertaining thereto.

Adopted this 28th day of October 2021.

BOARD OF DIRECTORS INDIANAPOLIS
PUBLIC TRANSPORTATION CORPORATION

Gregory F. Hahn
Chairman of the Board of Directors

Attest: _____

Jill D. Russell, General Counsel
Indianapolis Public Transportation Corporation



Indianapolis Public Transportation Corporation
dba IndyGo
1501 W. Washington Street
Indianapolis, IN 46222
www.IndyGo.net

Mobility Advisory Committee (MAC) Update – September 2021

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Mobility Advisory Committee Chair Mandla Moyo
Date: October 28, 2021

Mobility Advisory Committee Update – September 2021

ISSUE: An update from the Mobility Advisory Committee (MAC) will be presented at the board meeting.

RECOMMENDATION: Receive the report

**Mobility Advisory Committee (MAC)
Meeting Minutes
September 15, 2021
This Was a Public Meeting Held on Zoom Due to Covid-19**

Attendees

Greg Meyer- MAC
Mandla Moyo- MAC
Erin Hardwick- MAC
Justin Muller- MAC
Cori Wills- MAC
Linda Gosnell- MAC
Eddie Richenbach- MAC
Cori Wills- MAC
Linda Gosnell- MAC
Mark Early- MAC
Melissa Burgees- Visitor
Michael Thomas- Visitor

Mike Roth- IndyGo
Teresa Franklin- IndyGo
Aaron Vogel- IndyGo
Myisha Foster- IndyGo
Angela Milroy- RATP DEV
Torla Wagner-RATP DEV
Munirah Habeel-RATP DEV
Richard Boulware- Visitor
Lise Pace- Visitor
Greg Bedan- Visitor
Latosha Higgins- IndyGo
Ryan Malone- Visitor

Welcome and Introduction:

- **Manager of Mobility Solutions, Teresa Franklin** Took the attendance of the MAC members

Approval of the July 19, 2021 Meeting Minutes with amendment listed below.

Amendment of July Minutes due to Linda Gosnell not ending her term because she hasn't exceeded her term, However Erin Hardwick is who needs to be contacted to see if she would like to recertify.

Motion for Erin Hardwick member renewal:

Teresa Franklin took the vote for Erin Hardwick- Approved and passed

Mark Early was thanked for his dedication to servicing the Community through being a MAC member

Motion to approve Septembers Agenda- Approved and passed

Discussion Items:

Mandla Moyo/ MAC Chair

- **August MAC had the opportunity to discuss budget in which is now headed to the City Council**
- **AARP will be supporting IndyGo**
- **Budget will go for public hearing for another vote**
- **Reminders:**
- **Service committee meeting times are located on the agenda**
- **Board meeting times are located on the agenda**
- **Reports are given after every meeting**
- **Volunteers are needed and need to reach out to Mandla to participate**

Aaron Vogel/ VP of Operations/COO

- Challenges with fixed route not having enough coach operators
- Fixed route due to these challenges, it has been determined that fixed route service is currently unreliable
- Collective bargaining agreement – motion is set with ATU 1070 that IndyGo can mandate Coach Operators to stay past their shifts
- Coach Operators are finding it difficult to have a home & work life balance in which is resulting in some operators resigning
- Work force has depleted so much IndyGo has decided to factor in service adjustments.
- October 10th is the date service adjustments will be made
- This change could mean longer wait times to ensure service can sustain high quality, reliable, dependable service so riders can plan their lives.
- Challenges are present due to the National Pandemic
- Massive recruiting blitzes, newspaper advertisement amongst other tools currently being used for recruitment efforts are being conducted
- IndyGo is currently hiring for Coach Operators- If you know someone who qualifies please advise them to place an application
- The plan is to be out of this situation by January- February
- Operators' schedules will be created during this time (February) as well, this is conducted 3 times a year

Mike Roth/ Senior Directors of Mobilities Solutions

- Paratransit updates
- Driver shortage crisis is still placing a damper on Open Door service
- Transdev will end contract 9-30-2021
- RATP DEV service provider starts 10-1-2021
- RATP DEV has been recruiting for various positions
- Most incumbents will move over from Transdev with the new provided
- RATP DEV is currently recruiting
- Currently our Open-door service is disheartening due to riders being on coaches for extended amounts of time, not being picked up on time- including 3hr delays.
- We are constantly assembling a network of providers in hopes to assist with providing better service
- A mistake was made on my behalf regarding zTrip and UZURV stating they would be in Service contract with us until the end of the year, however the correct date ending service contracts with IndyGo will take place 11-5-2021
- RATP DEV could pick up the TNC's mentioned if they chose to do so.

Ricardo Boulware/ RATP DEV General Manager

- Very excited to be in Indianapolis, IN to provide this service with IndyGo
- Following management team:
- Ricardo Boulware- General Manager
- Angela Milroy- Operations Manager
- Munirah Habeel- Care Center Manager
- Michael Thomas- Maintenance Manager
- Toria Wager- Safety & Training Manager
- RATP DEV enjoys engaging with our partner
- We look forward to being all under the same roof at 2425 W. Michigan Street
- Q:3 key speaking points that can be used by MAC members
- 1. looking to make changes in service reliability by becoming fully staffed
- 2. Technology solutions Ecolane- RATP DEV is being trained to use the system to better route, schedule, and dispatch all our coaches
- 3. enhancing customer experience by providing safe and reliable service to the public

- Q/A An approved training program has been authorized that is used by RATP DEV – approved by IndyGo
- Q: What is the projected time to improve On Time Performance- RATP DEV's goal is to improve service closer to the end of 2021(December) due to needing time to do so.

Teresa Franklin/ Manger of Mobility Services

- Emergency Green Vouchers has launched
- 28 participants are using Emergency Voucher currently
- Used for Medical, School, Work only
- Program expires 12/31/2021
- Q: Why is the Green Vouchers only good for Medical, School, or Work
- A: Other options for riders are TNC, Open Door, & lottery if OD riders are needing alternative options
- Q: Lottery sometimes you may not get them so that's an issue
- A: Anyone who is attempting to get lottery tickets and doesn't, this could be the following reason: credit card declined -or- OD yellow card expires declined
- Solution: If changes can be made to the voucher program the MAC will be notified
- Center communications RATP DEV & Teresa will meet at centers monthly to give current updates
- Q/A: Balance program can be used for Open Door service along with WellTrans
- Q/A: Self-service app- any paratransit rider can apply to use the self-service app by reaching out to Teresa, Myisha, & Schlanda. Trips can be booked on app the same operating hours as Open Door CSR operating hours. If trips need to be canceled on the app there is a 90 minutes window to do so. This process reduces the need to contact CSR or being on hold for extended amounts of time.
- Update: We have contracted with an additional paratransit provider that can offer numerous trips daily. Provider's name is WellTrans
- WellTrans can provide 125 trips daily- both wheelchair & ambulatory riders
- WellTrans runs a program where they partner with several different rider share programs
- They state they can handle 600 trips daily
- We agreed to start them with 125 trips daily
- Due to having different rider share programs for scheduling, WellTrans needs a 48 hour trip booking notice.
- Primary trips we are currently looking to join program are current subscription trips.
- Example subscription trips: Church on Sunday's, Work Monday- Friday, Dialysis Mon- Wed- Fri, etc. standing subscriptions only
- Anyone with a current subscription trip that fits the example above this is who we are looking to place in WellTrans
- We are reaching out and contacting these subscription riders via phone
- Program starts 9-20
- Fare type for WellTrans must be balance program only, however those riders that op into WellTrans needing to exchange purple tickets/transferred into using balance has the option to do so
- Balance is on individual riders account in Ecolane, and once trip is completed trip is deducted from your balance
- WellTrans states they can continue to grow and can fulfill several trips for IndyGo
- WellTrans is local Indiana network and subcontracts out to various companies they use
- WellTrans is a short-term pilot intended to be used until the end of the year
- WellTrans can be used by RATP DEV at their resource by their choice once contract is up
- WellTrans if successful will be kept as a resource that IndyGo can use if needed in emergency type services situations
- In case on time performance isn't fixed by RATP DEV, WellTrans can be used as additional resource during the National Crisis.
- Due to this WellTrans program launching so soon the balance program is the only fare type accepted cur

- **Q/A: Operation hours are the same as Open Door**
- **Q/A: Not a demand rider service provided to subscription riders only**
- **Q/A: Facilities such as Bosma etc., will be notified of this launch when? - A: Starting October**
- **Mike Roth extended the invitation to be contacted for additional questions via email, CC Teresa Franklin in these email correspondences**
- **Q: January can MAC have a tour on new location 2425 W. Michigan St.**
- **A: Yes, weather pending**

Open Door Month End Report July 2021

Day	Trip Date	Total Trips Request	Total Trips Completed	No Shows	Missed Trips	Total Trips Attempted	Trips Over 2 Hr	Ridership	Total Cancels	Total Denials	Total Denials%	On Time Trips	On Time %	Trips per Hour	Drop Off OTP
Thursday	7/1/2021	688	460	19	11	479	4	481	228	1	0	202	69%	1.86	55%
Friday	7/2/2021	681	442	48	5	490	5	459	239	0	0	206	76%	1.69	90%
Saturday	7/3/2021	246	172	16	0	188	2	196	74	0	0	69	61%	1.64	75%
Sunday	7/4/2021	193	131	11	0	142	0	145	62	1	0	64	76%	1.56	82%
Monday	7/5/2021	475	178	15	0	193	0	181	297	0	0	105	97%	1.38	96%
Tuesday	7/6/2021	599	446	16	1	462	3	461	153	0	0	219	77%	1.75	69%
Wednesday	7/7/2021	695	524	32	9	556	7	542	171	0	0	220	69%	1.85	78%
Thursday	7/8/2021	657	486	26	3	512	6	500	171	0	0	218	72%	1.78	64%
Friday	7/9/2021	635	472	23	2	495	4	486	163	0	0	238	79%	1.73	71%
Saturday	7/10/2021	234	177	15	0	192	0	197	57	0	0	96	73%	1.56	82%
Sunday	7/11/2021	180	113	2	0	115	0	125	67	0	0	71	93%	1.51	90%
Monday	7/12/2021	638	462	22	8	484	6	483	176	0	0	213	75%	1.84	51%
Tuesday	7/13/2021	645	478	18	6	496	5	487	167	0	0	221	73%	1.79	67%
Wednesday	7/14/2021	817	517	20	72	537	20	544	300	0	0	129	41%	1.91	52%
Thursday	7/15/2021	688	486	21	19	507	13	511	202	0	0	188	59%	1.82	56%
Friday	7/16/2021	630	455	13	8	468	1	479	175	1	0	218	76%	1.77	73%
Saturday	7/17/2021	315	210	6	8	216	1	229	105	1	0	64	48%	1.70	47%
Sunday	7/18/2021	240	139	5	1	144	0	155	101	1	0	56	64%	1.69	68%
Monday	7/19/2021	663	477	12	13	489	12	496	186	5	0	184	63%	1.83	52%
Tuesday	7/20/2021	709	509	18	15	527	10	535	200	2	0	204	65%	1.80	50%
Wednesday	7/21/2021	728	512	11	38	523	7	536	216	3	0	153	48%	1.88	43%
Thursday	7/22/2021	768	517	21	7	538	2	548	251	0	0	283	84%	1.77	81%
Friday	7/23/2021	709	479	19	6	498	6	495	230	1	0	244	81%	1.80	77%
Saturday	7/24/2021	256	187	8	1	195	0	201	69	1	0	106	81%	1.68	82%
Sunday	7/25/2021	195	134	4	2	138	0	144	61	1	0	65	79%	1.60	73%
Monday	7/26/2021	727	518	16	10	534	7	533	209	1	0	218	67%	1.91	54%
Tuesday	7/27/2021	749	500	19	17	519	9	527	249	0	0	200	66%	1.91	52%
Wednesday	7/28/2021	799	523	23	38	546	4	548	276	0	0	209	63%	1.93	56%
Thursday	7/29/2021	693	511	20	6	531	5	531	182	3	0	262	75%	1.87	78%
Friday	7/30/2021	697	472	32	33	504	15	489	225	0	0	131	43%	1.77	51%
Saturday	7/31/2021														
SUMMARY		16,949	11,687	531	339	12,218	154	12,244	5,262	22	0	5,056	67.98%	1.79	

Open Door Month End Report August 2021

Day	Trip Date	Total Trips Request	Total Trips Completed	No Shows	Missed Trips	Total Trips Attempted	Trips Over 2 Hr	Ridership	Total Cancels	Total Denials	Total Denials%	On Time Trips	On Time %	Trips per Hour	Drop Off OTP
Sunday	8/1/2021	193	155	5	1	160	0	174	38	1	0	53	47%	1.69	82%
Monday	8/2/2021	606	490	16	13	506	17	502	116	1	0	172	56%	1.83	66%
Tuesday	8/3/2021	673	514	35	22	549	18	539	159	1	0	170	52%	1.85	59%
Wednesday	8/4/2021	714	539	33	45	572	27	558	175	1	0	160	44%	1.83	60%
Thursday	8/5/2021	687	533	23	10	556	10	548	154	0	0	228	65%	1.84	68%
Friday	8/6/2021	645	429	18	92	447	28	443	216	0	0	116	42%	1.77	53%
Saturday	8/7/2021	258	198	6	12	204	2	223	60	0	0	94	59%	1.72	88%
Sunday	8/8/2021	193	137	4	2	141	0	153	56	0	0	60	61%	1.70	80%
Monday	8/9/2021	646	459	35	61	494	32	478	187	0	0	141	47%	1.87	56%
Tuesday	8/10/2021	624	462	24	33	486	29	478	162	0	0	138	47%	1.82	51%
Wednesday	8/11/2021	708	519	37	51	556	26	530	189	0	0	176	51%	1.81	52%
Thursday	8/12/2021	692	513	23	33	536	27	549	179	1	0	189	52%	1.93	64%
Friday	8/13/2021	635	476	19	19	495	17	494	159	2	0	195	63%	1.80	81%
Saturday	8/14/2021	245	152	18	45	170	7	175	93	0	0	41	33%	1.72	29%
Sunday	8/15/2021	182	118	6	14	124	0	130	64	0	0	32	39%	1.72	60%
Monday	8/16/2021	594	449	30	14	479	32	462	145	1	0	121	42%	1.84	61%
Tuesday	8/17/2021	650	507	18	0	525	25	521	143	0	0	226	70%	1.82	70%
Wednesday	8/18/2021	697	511	39	10	550	40	535	186	0	0	153	46%	1.83	52%
Thursday	8/19/2021	656	503	28	0	531	36	530	153	1	0	214	61%	1.90	63%
Friday	8/20/2021	640	445	30	46	475	25	455	195	1	0	167	57%	1.76	82%
Saturday	8/21/2021	232	186	8	12	194	1	205	46	0	0	69	47%	1.74	48%
Sunday	8/22/2021	153	121	3	4	124	1	135	32	0	0	62	70%	1.59	83%
Monday	8/23/2021	660	418	40	102	458	24	432	242	0	0	112	38%	1.80	44%
Tuesday	8/24/2021	656	499	31	28	530	28	514	157	1	0	208	63%	1.86	58%
Wednesday	8/25/2021	710	494	29	46	523	35	508	216	0	0	155	45%	1.85	47%
Thursday	8/26/2021	653	512	14	15	526	23	528	141	0	0	201	59%	1.91	68%
Friday	8/27/2021	649	462	24	54	486	22	477	187	0	0	133	43%	1.88	60%
Saturday	8/28/2021	236	190	7	7	197	2	206	46	2	0	85	60%	1.70	75%
Sunday	8/29/2021	153	106	7	10	113	28	123	47	0	0	50	60%	1.76	67%
Monday	8/30/2021	620	485	14	18	499	28	500	135	0	0	179	57%	1.88	65%
Tuesday	8/31/2021	648	494	29	14	523	28	511	125	0	0	201	63%	1.88	65%
SUMMARY		15,660	11,582	624	819	12,206	590	12,105	4,078	13	0	4,301	53.12%	1.83	

Information Update – September 2021 Financials Summary

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Vice President of Finance and CFO Bart Brown and Deputy CFO Hardi Shah
Date: October 12, 2021

SEPTEMBER 2021 FINANCIAL SUMMARY

Revenue

- Federal Assistance Revenue is over budget by \$190,958 (20%) for the month and over budget by \$1,265,609 (15%) year to date. There were higher eligible expenses in September which increased the federal reimbursements for the month.
- Other Operating revenue category is under budget by \$15,307 (-25.6%) and year to date, this revenue is over budget by \$230,234 (42.8%).
- The passengers service revenue continues to trend under budget and one of the contributing factors is the uncertainty associated with Delta variant. IndyGo is taking various measures to ensure safety of our riders and drivers. This category is under budget by \$63,182 (-13%) and \$895,833 (-19%) year to date.
- Year to date, we have fully drawn the State of Indiana Public Mass Transit Funds (PMTF).
- The monthly receipt of Local Income Tax (LIT) is on par with budget. Year to date, we are over budget by \$4,915,445 (19%) due to supplemental distribution received in May 2021.
- The property tax revenue is on budget for the month and \$2,476,081 (10%) over budget due to higher than budgeted June property tax settlement distributions.
- Service Reimbursement Program revenue is \$7,820 (23%) over budget for the month and \$133,037 (43%) over budget year to date.

The Total Revenue for the agency is under budget by \$682,576 (-8%) for the month and over budget by \$10,533,142 (14%) year to date.

Expenditures

I) Personnel Services

- Fringe benefits are under budget for the month by \$296,023 (-16%) and \$2,097,797 (-14%) year to date. Healthcare expenses are showing fluctuations month over month based on the medical claims experience. For the past three months, the medical costs seem to have stabilized.
- Overtime expenses are over budget by \$245,085 (90%) and by \$1,099,818 (52%) year to date. Due to unfilled vacancies in some areas, the overtime expense is running higher. However, it's set off against under budget salary expenses.
- Salary expenses are under budget by \$450,173 (-9.7%) and \$4,460,653 (-12%) year to date.

The Personnel Services category is under budget by \$501,111 (-7%) and by \$5,458,633 (-10%) year to date.

II) Other Services and Charges

- Claims were under budget by \$82,876 (-28%). Year to date, it is under budget by \$379,219 (-14.3%).
- Miscellaneous Expense category is under budget for the month by \$110,011 (-75%) and by \$968,778 (-73%) year to date. A lumpsum budget pertaining to new facilities is accounted for in this category which will be trued up based on the expenditure tracking in each area.
- The Purchased Transportation category is under budget by \$137,575 (-14%) due to decreased ridership. Year to date, this expense is under budget by \$2,509,917 (-28%).
- For the month the "Services" expense category is under budget by \$730,416 (-55%) and \$2,668,037 (-21%) year to date.
- Utilities expenses are under budget by \$5,221 (-3%) for the month and by \$23,768 (-2%) year to date.

Overall, the Other Services & Charges category is under budget by \$1,055,647 (-36%) and by \$6,549,719 (-24%) year to date.

III) Materials & Supplies

- The fuel and lubricant category is significantly under budget by \$247,204 (-49%) for the month. Year to date also, this category is under budget by \$2,197,182 (-48%). This is partially due to the less fuel consumption and carry over impact of a Fuel PO from 2020.
- The maintenance materials category is under budget by \$179,134 (-36%) and under budget by \$629,310 (-14%) year to date.
- The other materials and supplies category is over budget by \$23,614 (26%) for the month and under budget by \$293,843 (-36%) year to date.
- For the month, the "Tires & Tubes" category is under budget by \$26,553 (-38%) and by \$204,112 (-32%) year to date.

For the month, the Total Materials and Supplies category is under budget by \$476,456 (-41%). Year to date also, this category is under budget by \$3,324,446 (-33%).

Overall, the expenditures came under budget by \$2,033,215 (-19%) and by \$15,332,798 (-17%) year to date. Budgets related to the encumbrances are spread out throughout the rest of the year.

Expense Tracking - COVID19

CARES Act grant allows IndyGo to draw the funds against the eligible expenditures which comprises the operating expenses necessary to operate, maintain, and manage a public transportation system including costs related to personal protective equipment and cleaning supplies that occur on or after January 20, 2020. As the pandemic continues to hover around, our current and future revenues are going to be deeply affected. In light of that situation, Finance team is tracking the federal revenue from the CARES Act, implementing strategies to make sure that fund balances reserves are preserved and help offset declines in the future revenue to some extent.

Year to date, IndyGo has drawn 96% of the CARES Act funds of which IndyGo has drawn 100% funds against the allocation set aside for Operating Expenses.

IndyGo is committed to the safety of our riders and employees and continues to incur costs related to the PPEs, secure enhanced cleaning/sanitizing efforts and COVID leaves. Below is the summary of expenses incurred.

COVID Related Expenses	PPEs, cleaning/Sanitization Exps	COVID Leave Exps	Total
Fiscal Year 2020	3,951,144	1,495,353	5,446,497
January 2021	134,948	33,876	168,824
February 2021	172,579	0	172,579
March 2021	101,511	0	101,511
April 2021	152,863	0	152,863
May 2021	113,691	0	113,691
June 2021	229,360	0	229,360
July 2021	71,569	0	71,569
August 2021	70,230	0	70,230
Sept 2021	24,615	0	24,615
Total	5,022,510	1,529,229	6,551,739

Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA): Year to date, under this federal grant, IndyGo received \$21,654,529 in reimbursement. These funds are deposited into a stimulus investment fund,

RECOMMENDATION:

Receive the report.

Vice President of Finance and CFO Bart Brown and Deputy CFO Hardi Shah (Finance)



Indianapolis Public Transportation Corporation
 Budget to Actuals (Comparative Statement) - IndyGo
 For the Nine Months Ending Thursday, September 30, 2021

	Current Month				YTD			
	Actual	Budget	Budget	Budget	Actual	Budget	Budget	Budget
			Variance	Variance			Variance	Variance
			\$	%			\$	%
Operating Revenue								
Federal Assistance	1,124,981.00	934,023.00	190,958.00	20.44	9,671,806.60	8,406,197.00	1,265,609.60	15.06
Other Operating Income	44,465.92	59,773.00	(15,307.08)	(25.61)	768,190.27	537,956.00	230,234.27	42.80
Passenger Service Revenue	423,030.22	486,212.00	(63,181.78)	(12.99)	3,840,590.70	4,736,424.00	(895,833.30)	(18.91)
PMTF Revenue		802,860.00	(802,860.00)	(100.00)	9,634,315.00	7,225,735.00	2,408,580.00	33.33
Local Property & Excise Tax Revenue	3,005,797.00	3,005,803.00	(6.00)	(0.00)	29,528,290.34	27,052,221.00	2,476,069.34	9.15
Local Transit Income Tax Revenue	3,225,979.00	3,225,979.00		0.00	33,949,255.80	29,033,811.00	4,915,444.80	16.93
Service Reimbursement Program	42,403.74	34,583.00	7,820.74	22.61	444,288.07	311,251.00	133,037.07	42.74
Total Operating Revenues	7,866,656.88	8,549,233.00	(682,576.12)	(7.98)	87,836,736.78	77,303,595.00	10,533,141.78	13.63
Operating Expenses								
Personal Services								
Fringe Benefits	1,591,773.17	1,887,796.64	(296,023.47)	(15.68)	12,920,163.74	15,017,960.70	(2,097,796.96)	(13.97)
Overtime	515,772.76	270,688.05	245,084.71	90.54	3,211,184.79	2,111,366.85	1,099,817.94	52.09
Salary	4,152,972.61	4,603,145.29	(450,172.68)	(9.78)	31,443,879.79	35,904,533.43	(4,460,653.64)	(12.42)
Total Wages and Benefits	6,260,518.54	6,761,629.98	(501,111.44)	(7.41)	47,575,228.32	53,033,860.98	(5,458,632.66)	(10.29)
Other Services & Charges								
Claims	212,229.57	295,106.26	(82,876.69)	(28.08)	2,276,737.41	2,655,956.34	(379,218.93)	(14.28)
Miscellaneous Expenses	36,319.06	146,320.22	(110,001.16)	(75.18)	352,603.89	1,321,381.98	(968,778.09)	(73.32)
Purchased Transportation	852,282.68	989,857.72	(137,575.04)	(13.90)	6,398,802.46	8,908,719.48	(2,509,917.02)	(28.17)
Services	604,100.17	1,334,516.00	(730,415.83)	(54.73)	10,163,266.91	12,831,304.00	(2,668,037.09)	(20.79)
Total Utilities	158,555.17	153,333.33	5,221.84	3.41	1,356,231.59	1,379,999.97	(23,768.38)	(1.72)
Total Other Services & Charges	1,863,486.65	2,919,133.53	(1,055,646.88)	(36.16)	20,547,642.26	27,097,361.77	(6,549,719.51)	(24.17)
Materials & Supplies								
Fuel & Lubricants	254,568.29	501,723.94	(247,155.65)	(49.26)	2,318,333.72	4,515,515.46	(2,197,181.74)	(48.66)
Maintenance Materials	314,453.58	493,587.76	(179,134.18)	(36.29)	3,812,980.08	4,442,289.84	(629,309.76)	(14.17)
Other Materials & Supplies	66,986.65	90,600.25	(23,613.60)	(26.06)	522,384.26	816,227.25	(293,842.99)	(36.00)
Tires & Tubes	42,790.72	69,343.66	(26,552.94)	(38.29)	419,981.40	624,092.94	(204,111.54)	(32.71)
Total Materials & Supplies	678,799.24	1,155,255.61	(476,456.37)	(41.24)	7,073,679.46	10,398,125.49	(3,324,446.03)	(31.97)
Total Operating Expenses	8,802,804.43	10,836,019.12	(2,033,214.69)	(18.76)	75,196,550.04	90,529,348.24	(15,332,798.20)	(16.94)
OPERATING INCOME/(LOSS)	(936,147.55)	(2,286,786.12)	1,350,638.57		12,640,186.74	(13,225,753.24)	25,865,939.98	
GAIN/LOSS ON ASSET DISPOSAL				0.00	152,934.82		152,934.82	0.00
NET INCOME/(LOSS)	(936,147.55)	(2,286,786.12)	1,350,638.57	(59.06)	12,487,251.92	(13,225,753.24)	25,713,005.16	(194.4)

Sep-21	Past 30 days	(actual)
Oct-21	Current Month	(expected)
Nov-21	Future 30 days	(future)
Dec-21	Future 60 days	(future)

Project

Project Activity

	Released	Received	Awarded	Contracted/ Kickoff	Renewal	Task/ Change Order	Withdrawn	Closeout
60 Ft. Electric Bus	October	November	December					
Benefits Insurance Broker	October	December						
Bus Stops 2021-A	October	October	December					
Coach Operator Uniforms	October	November	December					
Copier & Printer Lease						November		
CY 2022 Diesel Fuel IFB				September				
DPF Cleaning Machine	November	November	December					
East Campus- Building A Const.				September				
East Campus- Building B Const.	October	November	December					
Electric Bus Charging Software			October	November				
Electric Gate Sevcies	November							
Emergency Paratransit Services			September	September				
Fare System Analysis	November	November	December					
HVAC Services	October	October	December					
Independent Audit Services		September	October	November				
Landscaping	October	November						
Microtransit Pilot				October				
Misc-Recycling Services				September				
Motor Pool Vehicles	September	September	September					
New Facilities- Office Furniture	September	October	October	November				
On-Call Catering	September	October	November	December				
Overhead Door Repair	November							
Paratransit Operations				September				
Paratransit Operations (2017)								October
Pest Control	December							
Printing Services	December							
Property Manager				October				
Purple Line Bus Purchase			October	October				
Purple Line Construction	September	October	December					
Recruiter	September	September	September	September				
Red Line Crack Sealing		September	September	September				
Red Line HMA	September	October	October	November				
Transit Asset Mgt. Support	October	October	December					
UV Lighting for Buses			September	October				
Visitor Management System	December							
Wellness Clinic				October				

Capital Plan Group	Capital Plan Project	2021 Budget	2020 Budget Carried into 2021	Total 2021 Appropriation	YTD Expenses and Encumbrances	Remaining 2021 Appropriation
BRT and On-Street Infrastructure	Local Route Stop/Shelter/Sidewalk Installation	850,000	1,492,878	2,342,878	1,845,949	496,929
BRT and On-Street Infrastructure	Super Stops	1,548,998	157,041	1,706,040	227,794	1,478,246
BRT and On-Street Infrastructure	Transit-Oriented Development	0	7,468	7,468	0	7,468
BRT and On-Street Infrastructure	Purple Line	37,865,000	24,328,118	62,193,118	39,072,884	23,120,233
BRT and On-Street Infrastructure	Red Line	0	16,054,177	16,054,177	16,493,201	(439,025)
BRT and On-Street Infrastructure	Red Line - Route Extensions	0	0	0	296,859	(296,859)
BRT and On-Street Infrastructure	Transit Signal Priority Installation	1,520,000	0	1,520,000	46,244	1,473,756
BRT and On-Street Infrastructure	Rural St Underpass Clearance Modification	0	105,016	105,016	23,069	81,947
BRT and On-Street Infrastructure	30th St. Improvements (constr)	2,150,000	0	2,150,000	0	2,150,000 *
BRT and On-Street Infrastructure	Michigan St. Improvements (Constr)	4,350,000	0	4,350,000	0	4,350,000 *
BRT and On-Street Infrastructure	Blue Line	3,750,000	3,374,198	7,124,198	3,111,664	4,012,534
BRT and On-Street Infrastructure	BRT Program Management	0	90,000	90,000	610,428	(520,428)
BRT and On-Street Infrastructure Total		52,033,998	45,608,895	97,642,893	61,728,092	35,914,801
Facilities	Bus Charging Infrastructure in Garage	0	412,487	412,487	686,911	(274,424)
Facilities	Building Exterior Improvements	1,400,000	0	1,400,000	0	1,400,000 *
Facilities	Board Room & Lobby Improvements	580,000	0	580,000	0	580,000 *
Facilities	Maintenance Area Renovations	1,375,000	0	1,375,000	0	1,375,000
Facilities	Maintenance Office Renovations	0	68,823	68,823	68,823	0
Facilities	Solar Array Expansion (1501)	630,000	0	630,000	45,754	584,246
Facilities	Training/Contingency Facility Construction	0	69,869	69,869	1,630	68,239
Facilities	Additional Facilities - E. Campus Design/Construction	0	0	0	3,552,875	(3,552,875)
Facilities	Additional Facilities - Michigan Ave. Design/Construction	0	0	0	3,266,650	(3,266,650)
Facilities	Additional Facilities - North College Design/Construction	0	0	0	187,913	(187,913)
Facilities	Additional Facilities - S. Madison Ave. Design/Construction	0	1,600,000	1,600,000	1,665,139	(65,139)
Facilities	In Route Charging	0	0	0	57,034	(57,034)
Facilities	Additional Facilities - Miscellaneous	0	0	0	97,020	(97,020)
Facilities Total		3,985,000	2,151,179	6,136,179	9,629,750	(3,493,571)
Safety/Security	Main Facility CCTV Upgrade	0	0	0	18,654	(18,654)
Safety/Security	Training Simulators	0	0	0	240,000	(240,000)
Safety/Security	Vehicle CCTV Replacement	220,000	1,000,000	1,220,000	2,003,668	(783,668)
Safety/Security	Mobile Command Center	0	0	0	6,602	(6,602)
Safety/Security Total		220,000	1,000,000	1,220,000	2,268,924	(1,048,924)
Fleet	Support Vehicle Replacement	0	0	0	262,284	(262,284)
Fleet	Automatic Passenger Counters Upgrade	181,500	190,755	372,255	134,400	237,854
Fleet	Paratransit Bus Replacement	1,415,000	1,566,248	2,981,248	1,632,554	1,348,694
Fleet	Fixed Route Bus Replacement	22,500,000	21,843,447	44,343,447	19,934,999	24,408,448
Fleet	Radio Equipment & Accessories	78,806	0	78,806	0	78,806
Fleet	Dispatch Consoles	170,000	0	170,000	0	170,000
Fleet	Maintenance Heavy Equipment	300,000	0	300,000	74,450	225,550
Fleet	Driver Partitions	0	151,541	151,541	0	151,541
Fleet Total		24,645,306	23,751,991	48,397,297	22,038,687	26,358,610

Capital Plan Group	Capital Plan Project	2021 Budget	2020 Budget Carried into 2021	Total 2021 Appropriation	YTD Expenses and Encumbrances	Remaining 2021 Appropriation
IT/Finance	ERP	800,000	0	800,000	998,756	(198,756)
IT/Finance	Fare Collection/Validation System	0	444,637	444,637	381,775	62,862
IT/Finance	ITS Upgrade/Replacement (CAD AVL)	0	442,605	442,605	387,171	55,434
IT/Finance	Hastus Software Upgrade	0	558,735	558,735	563,018	(4,283)
IT/Finance	Farebox Replacement	375,000	0	375,000	0	375,000
IT/Finance	Disaster Recover and Business Continuity Plan	0	216,497	216,497	199,562	16,934
IT/Finance	IT Radio Replacement/Other IT	800,000	0	800,000	0	800,000
IT/Finance	Mobility Technology Services	0	0	0	68,580	(68,580)
IT/Finance Total		1,975,000	1,662,474	3,637,474	2,598,863	1,038,611
Public Affairs	Public Affairs Intranet	0	140,080	140,080	0	140,080
Public Affairs	Mobility Concierge	392,375	0	392,375	260,000	132,375
Public Affairs Total		392,375	140,080	532,455	260,000	272,455
Miscellaneous & Unbudgeted	Miscellaneous Capital Purchase	0	0	0	1,963,409	(1,963,409)
Miscellaneous & Unbudgeted Total		0	0	0	1,963,409	(1,963,409)
Grand Total		83,251,679	74,314,619	157,566,298	100,487,725	57,078,573

Budget Savings and Unbudgeted Expenses	
* Anticipated budget savings	8,480,000
Unbudgeted expenses	(12,303,603)
Surplus/(Shortfall)	(3,823,603)

*IndyGo*SM

SUPPLIER DIVERSITY UPDATE



Four Pillars



Subcontractor and Prime Contractor Compliance

Compliance with Federal Regulations set within 49 CFR part 26



Vendor Communication and Meetings



Outreach and Networking Events

External Events



Semi-Annual Reporting

MSR Reporting

Goal Methodology

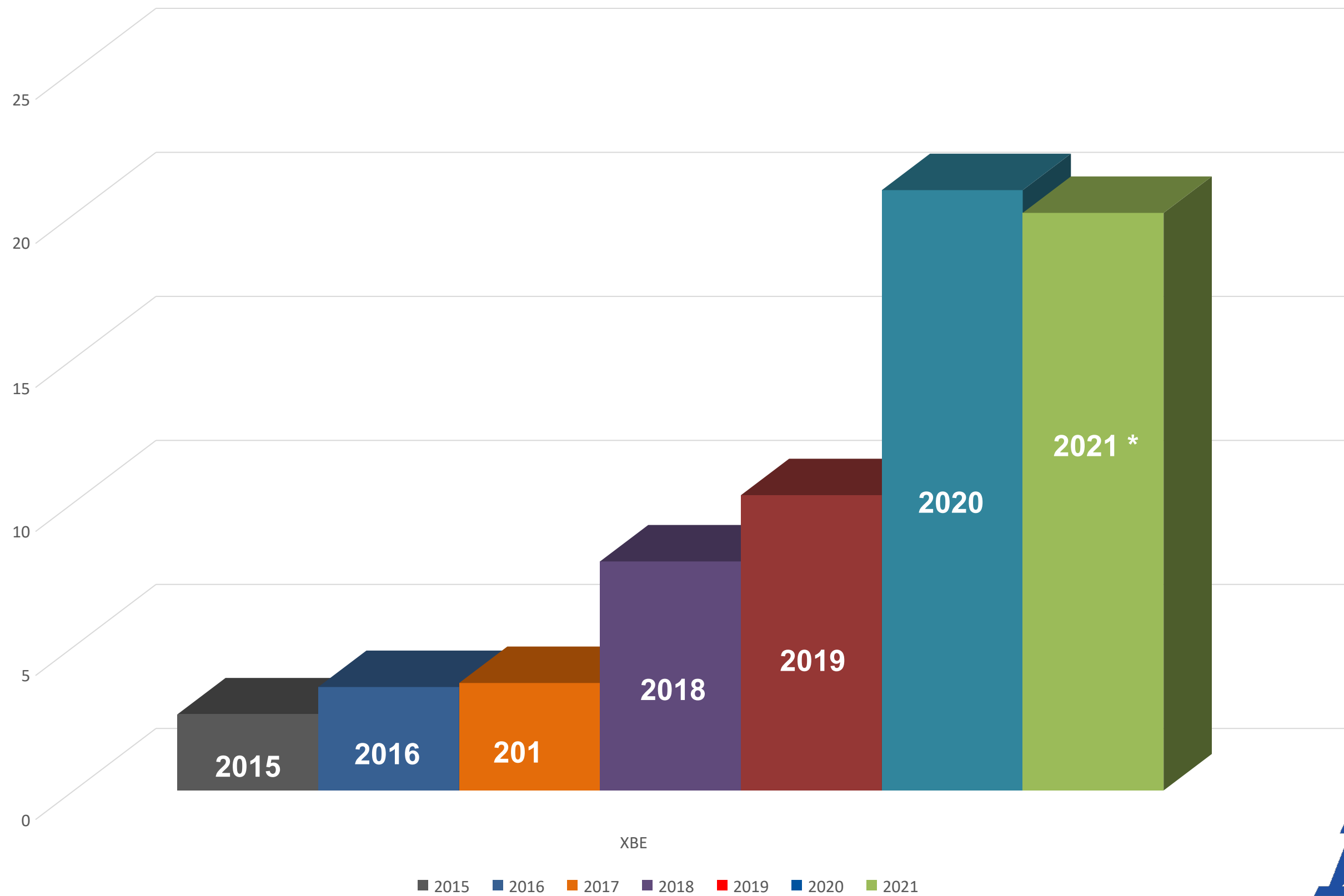
Vendor Development Program

Session

- **One:** Fundamentals of Developing an RFP Outline
- **Two:** Creating a Strong Proposal Outline
- **Three:** Developing Your Draft
- **Four:** Broad Strokes and Finetuning



XBE Utilization



Semi-Annual Report

Due December 1, 2021



**Federal Transit
Administration**



IndyGo

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THANK

YOU

QUESTIONS?



Information Update – CEO Report

To: Chair and Board of Directors
From: President/CEO Inez P. Evans
Date: October 28, 2021

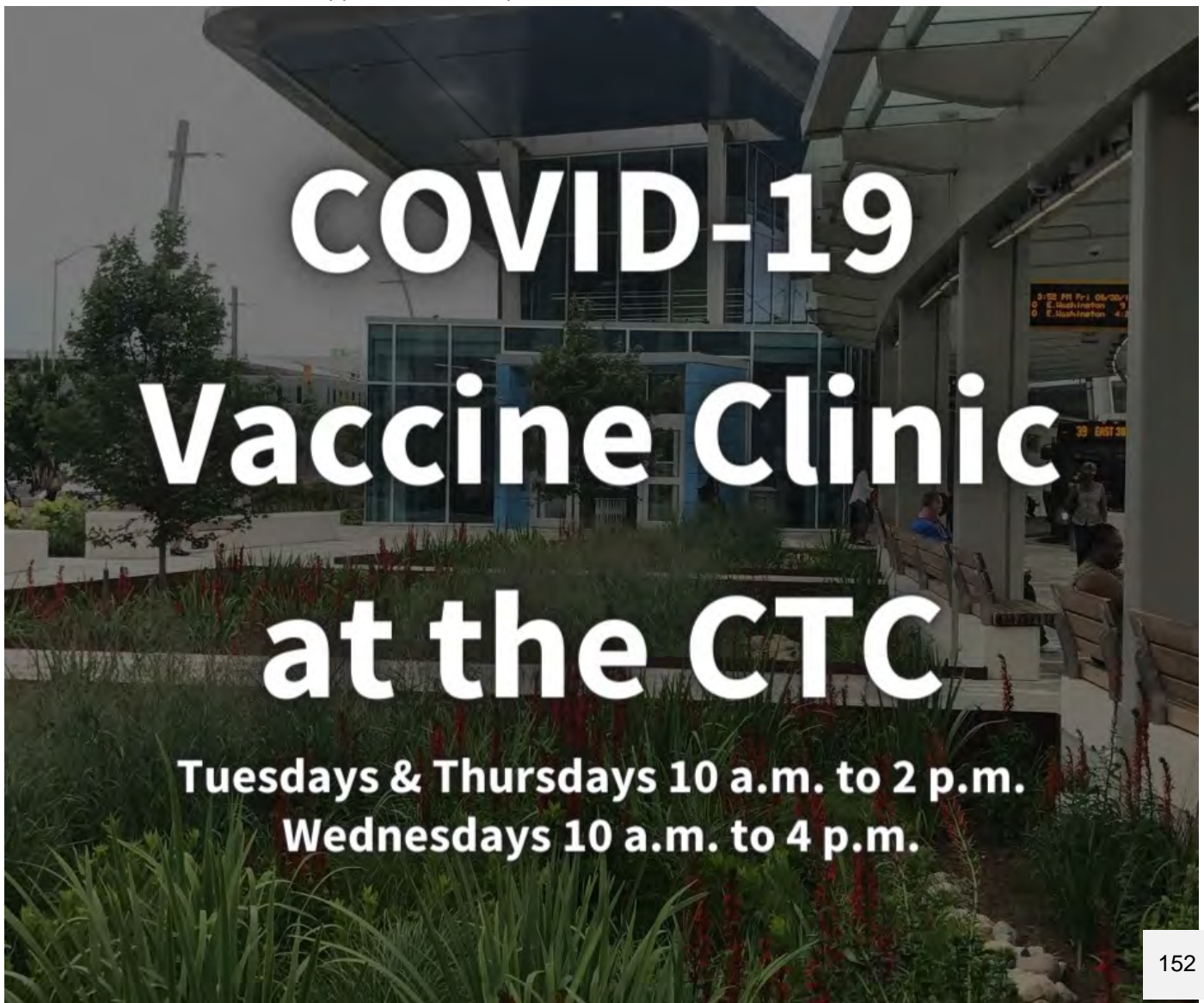
CEO Report

ISSUE: An update from the CEO will be presented at the board meeting

RECOMMENDATION: Receive the report

1. COVID-19 Vaccines at CTC

- Receive a COVID-19 vaccine and ride with us for free. Our partner Marion County Public Health Department has moved their vaccination efforts inside the Carson Transit Center. The clinic will be open Tuesdays and Thursdays 10 to 2 and Wednesdays from 10 to 4. All three COVID-19 vaccines are available, and no appointment is required!



2. Become a Transit Ambassador

- Make a big difference in someone's life— become a Transit Ambassador! We're looking for energetic and enthusiastic volunteers who want to spread the word and gather feedback about our transit services. One of the biggest perks as an ambassador? You ride with us for FREE! Apply today at indygo.net/ambassadors.



3. Now HIRING!!!

- WE'RE HIRING Coach Operators and more!! Come start an exciting career with us!



Fare Policy Transition Update

To: Chair and Board of Directors
Through: President/CEO Inez Evans
From: Manager of Special Projects and Regional Mobility Integration Ryan Wilhite
Memo Date: September 21, 2021

FARE POLICY TRANSITION UPDATE

BACKGROUND:

The IPTC Board of Directors approved a new fare policy at its February 28, 2019 meeting. The new fare policy was necessitated because of the opportunities presented by a fare modernization effort, which included the introduction of a new account-based fare system, branded as MyKey. The new fare policy introduced fare capping and recommended the elimination of certain fare types, except for the single trip and one-day passes. Fare capping limits the daily charge to \$4.00 and the weekly charge to \$15.75, for full fare.

In reviewing the program, IPTC staff realized there was a discrepancy in pricing for the 7-day paper pass and a registered MyKey user who became eligible for weekly fare capping. The rider purchasing the 7-day paper pass was paying \$20.00 full fare for as many rides as desired in seven days as compared to a rider using MyKey who would only pay \$15.75, as long as the rider was registered.

At the February 25, 2021 IPTC Board of Director's meeting, the board approved Resolution 2021-03, which approved a six-month temporary fare reduction for the 7-day paper pass. This fare reduction expired at the end of August 2021.

UPDATE:

IPTC Public Affairs completed the following activities to communicate the elimination of 7-day pass sales at the end of August 2021. All 7-day passes bought before transition are valid until the expiration date.

- Notified PL\$ with letter and flyer that we would no longer be selling the 7-day pass, 30 days before pass transition.
- Posted signage at CTC (Kiosk, Customer Service, on bus signage, announcements at the CTC)
- Press Release
- Website Update
- Earned Media (TV, Radio, Social, Print)
- Paid advertisement (Radio, Social)

As of the writing of this update, no formal complaints were logged at IndyGo Customer Service about the elimination.

IPTC staff have drafted the next steps in implementing the fare policy, which includes ceasing the sale of 10 trip and 31-day paper passes. At this time, IPTC staff is evaluating how to implement the changes, starting with understanding when the retail network will become operational.

RECOMMENDATION:

Receive the update.

Ryan Wilhite
Manager of Special Projects and Regional Mobility Integration
Department of Strategic Planning



IndyGo Fare Policy Transition Plan

Background

The Indianapolis Public Transportation Corporation (dba IndyGo) adopted a new fare policy in February 2019. The new fare policy introduced daily and weekly fare capping, eliminated three stored passes, and outlined the policies for its new electronic fare media, known as MyKey.

This plan outlines the remaining tasks to complete to complete, as outlined in the fare policy.

Remaining Fare Policy Transition Steps

The following transition steps will complete the tasks outlined in the Fare Policy.

Table 1. Remaining Fare Policy Transition Steps

Milestone	Estimated Date of Completion	Notes
Retail Network Opens	Spring 2022	Retail network opening is dependent on several factors and the entire footprint may not open at a single time.
Communicate 10-Trip Pass Elimination	Dependent on Retail Network Opening	Similar process as completed for the 7-day pass
Eliminate 10-Trip Pass	Dependent on Retail Network Opening	
Communicate 31-Day Pass Elimination	Dependent on Retail Network Opening and Elimination of 10-Trip Pass	
Eliminate 31-Day Pass	Dependent on Retail Network Opening and Elimination of 10-Trip Pass	
Communicate Elimination of Free Rides on Fixed-Route for Open Door Clients	Winter 2022	
Begin Half-Fare Fixed-Route Charge for Open Door Clients	January 1, 2023	Not dependent on Retail Network Opening

Risk and Safety Division Report – September 2021

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Director of Risk and Safety Brian Clem
Date: October 28, 2021

Risk and Safety

- On September 7th, Employee Brian Clem from the Risk and Safety department started the Purdue Aspiring Leadership Program. The training class involves 20 weeks of accreditation training. Brian has stated that utilizing skills from the class thus far has already started to shape the risk and safety division and build trust and teamwork amongst the department. More to follow later this year.
- On September 13, and 14th IndyGo Risk and Safety Director, Brian Clem attended and was accredited with Crisis Communication for Transit Managers through the National Transit Institute. The two-day long course focused on communication and plans needed during emergencies or disasters. Information learned for the course has been added to our communication plan in the IndyGo PTASP, Agency Safety Plan
- On September 14th and 16th IndyGo leadership held the 3rd quarter Executive Safety and Security Committee and the Safety and Security Committee. Safety and security topics were discussed with time for a round table and open discussion from members. The Safety and Security Committee is open to all members of IndyGo to attend online or in-person and give input and feedback to the safety culture and help IndyGo identify issues. The next meeting for the fourth quarter is being planned for mid-November 2021.
- On September 15th, IndyGo Director of Risk and Safety, Brian Clem, Director for Security and Training Mark Emmons participated and evaluated IndyGo's Cyber Security "Ransomware Breach" tabletop exercise. The tabletop exercise tested IndyGo's plans for identifying and mitigating an attack. Several employees participated from the Information Technology division and were stress-tested against our practices. Systems and employees responded well. A final report will be delivered to IndyGo for employees that need to know and will be designated Sensitive Security Information (SSI).
- On September 17th, IndyGo Safety and Environmental manager India Davidson scheduled and held the monthly environmental management committee meeting. The committee looks at the monthly EMS and OSHA audits best practices and any related environmental compliance issues. The committee is made up of members of the Operations division, Risk and Safety, Facilities, and Vehicle Maintenance departments.
- On October 22nd, leadership from IndyGo met with their contracted insurance broker Aon to discuss strategies related to the Purple Line, Builders Risk and OPPI, insurance coverages. During the meeting, strategies were discussed on transferring risk via the awarded construction builder's insurance policy or for IndyGo to acquire a separate insurance policy. The IndyGo team was advised by members of Aon that either option was acceptable with no issues to cover the risk of the project. IndyGo is moving forward by looking at both options and the cost related to being good stewards of the taxpayer's investment. Information will be reviewed, decided on, and a policy will bind coverage before purple line construction begins. More information will be available after evaluating both options.

September 2021 Safe Drivers Recognition



National Safety Council Safe Driver awards are the recognized trademark of professional drivers who have proven their skill in avoiding traffic collisions. They are the highest honor for professional safe driving performance. The following Operators are recognized for their safe driving for September and received the National Safety Council recognition patch, pin, and certificate.

<u>Operator</u>	<u>ID #</u>	<u>Years of Safe Driving</u>	<u>Years of Service</u>
Michael Flowers	1963	29	35
Stephen Thein	5963	29	33
Ray Wright	6979	20	31
Timothy Martin	3742	18	21
Donald Ellison	1739	17	23
Leo Scott	5447	17	19
Peter Reintjes	5109	13	23
Alvin Knox	8191	12	12
Nicole Byrd	803	7	18
Robert Feiock	8620	7	7
Osayande Jaboro	8844	5	5
Kizzy Davidson	8904	4	5
Salaha Keita	9041	3	4
Traina Smith	9011	3	4
Ebenezer Akinribade	9574	2	2
David Ross	9076	2	3
Robert Hornberger	9785	1	1
April Jones	9585	1	2
Jaswaran Kingra	9835	1	1
Leon Pipes	9650	1	2
Felicia Webster	9784	1	1

Safety is at the core of IndyGo's mission and values. We congratulate the above professional coach operators that have achieved this milestone. Your performance contributes to helping make public transportation safer each day.

Congratulations and Thank You!

Public Transportation Agency Safety Plan (PTASP) Risk and Safety Key Performance Indicators (KPI):

September 2021

<i>Risk and Safety Key Performance Indicator's</i>										
Annual Safety Performance Targets: for the Risk and Safety Department										
Mode of Service	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Injuries (per 100k VRM)	Safety Events (total)	Safety Events (per 100k VRM)	Operator Assaults (per 100k VRM)	Preventable Accidents (per 100k VRM)	Pedestrian Strikes (per 100k VRM)	Near Miss Safety Events Reported vs Closed
Fixed Route	0	0.00	0	0	7	1.13	0.00	↓	0.00	↓
Para Transit	0	0.00	0	0	0	0.00	0.00	↓	0.00	↓
Bus Rapid Transit (BRT)	0	0.00	2	4.01	3	6.41	0.00	↓	0.00	↓
All Modes of Service	0	0.00	5	0.26	10	1.30	0.00	2.85	0.00	0 - Open
2021 Objective Targets (SPT)	0	0	< 2.5	< .25	< 15 per Quarter	< 1.5	< .0000075 This is no more than one per month.	< 1.8	< .0000075 This is no more than one accident per month.	< 30 days reported to closed and no more than
2021 Risk and Safety Goals	Eliminate vehicle and employee fatalities	Eliminate vehicle and employee fatalities	Reduce or eliminate injuries to workers and passengers	Reduce or eliminate injuries to workers and passengers	Reduce or Eliminate NTD Safety Events	Reduce or Eliminate NTD Safety Events	Eliminate Operator assaults to ZERO	Reduce Preventable Accidents to the lowest acceptable level	Eliminate Pedestrian strikes and accidents to ZERO	Positively change safety culture with non-punitive reporting
SPT = Safety Performance Target										
VRM= Vehicle Revenue Mile										

Fatalities: Total number of reportable fatalities and rate per total vehicle revenue miles, by mode. FTA uses the National Transit Database (NTD) definition of fatality (death confirmed within 30 days) and excludes trespassing and suicide-related fatalities.

Injuries: Total number of reportable injuries and rate per total vehicle revenue miles, by mode. FTA uses the National Transit Database (NTD) definition of injury (harm to a person requiring immediate medical attention away from the scene).

Safety Events: Total number of reportable events and rate per total vehicle revenue miles, by mode. (Events as defined in §673.5) FTA uses the National Transit Database (NTD) major event threshold (events reported on the S&S 40 form).

Operator Assaults: Federal Transit Administration (FTA) defined key elements that comprise a Safety Management System (SMS) approach to preventing and mitigating transit worker assaults. Identify and examine the root causes and risk levels of assault to properly understand the scope of the problem and potential mitigation strategies.

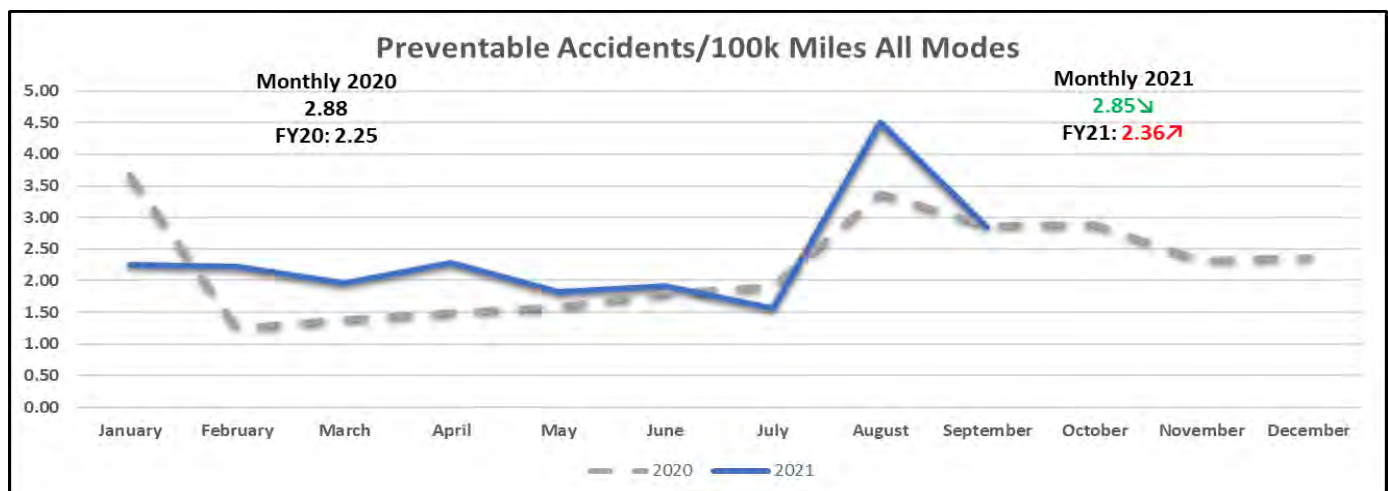
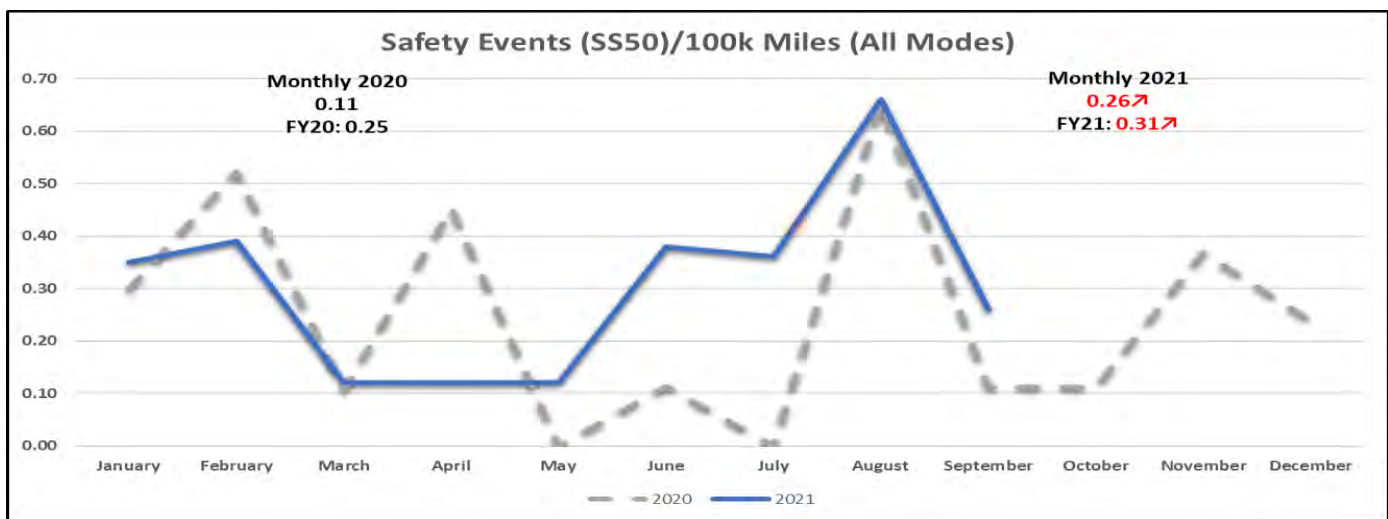
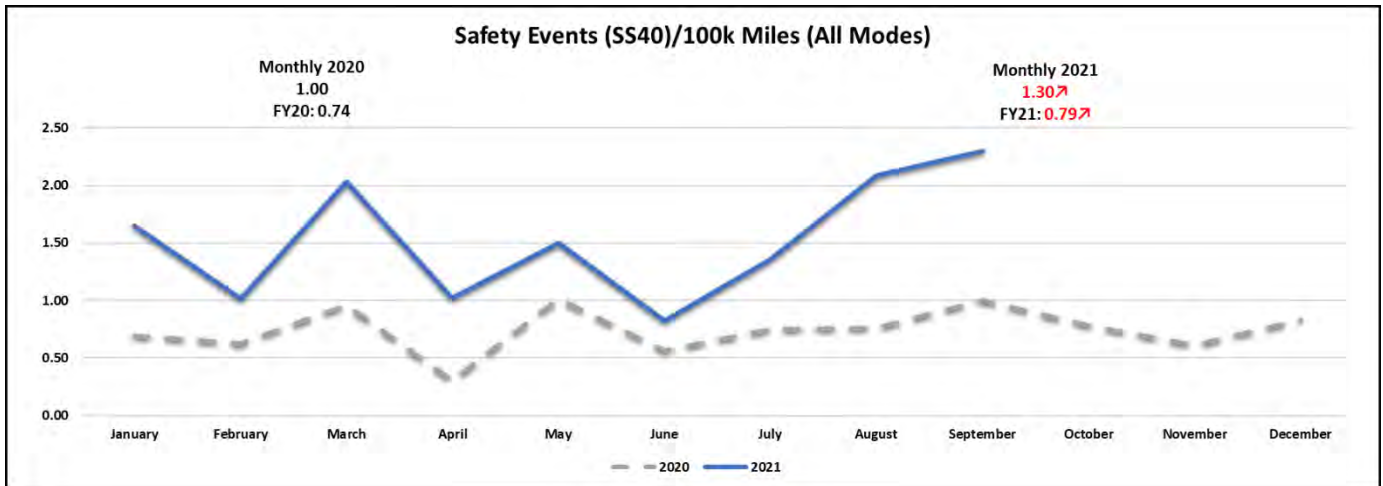
Preventable Accidents: Defined by the National Safety Council as: “An occurrence involving an employer-owned or leased vehicle that results in an accident in which the driver in question failed to exercise every reasonable precaution to prevent it.”

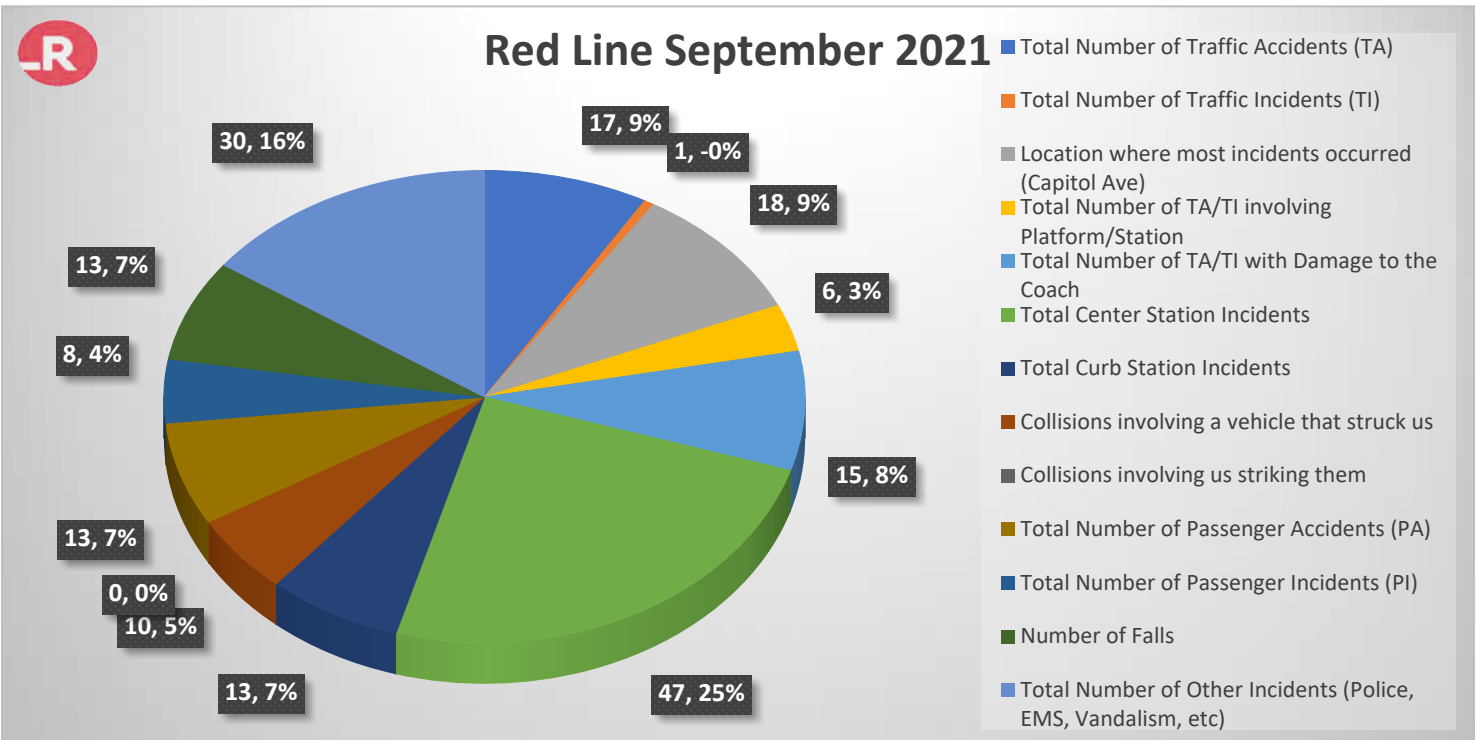
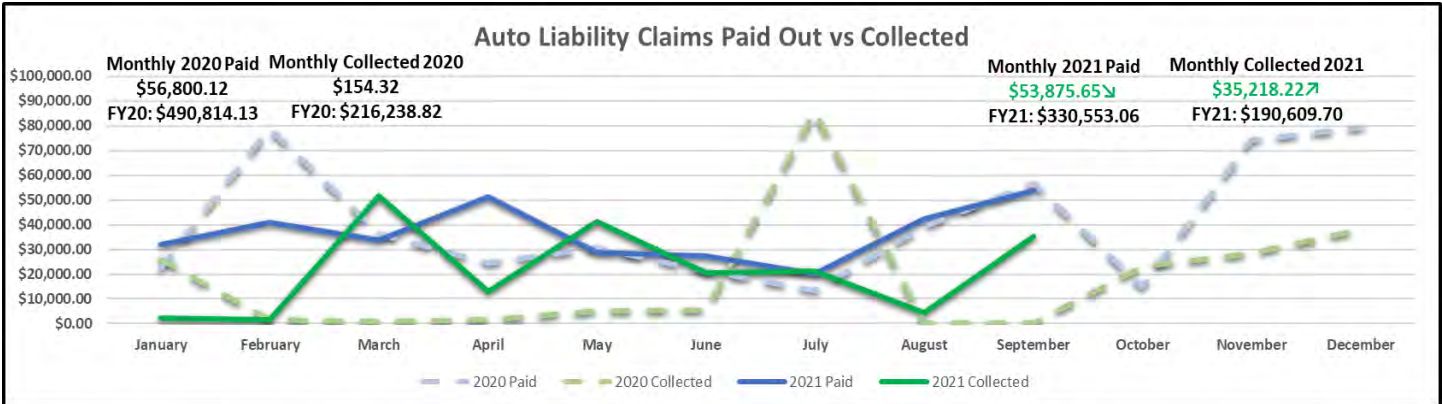
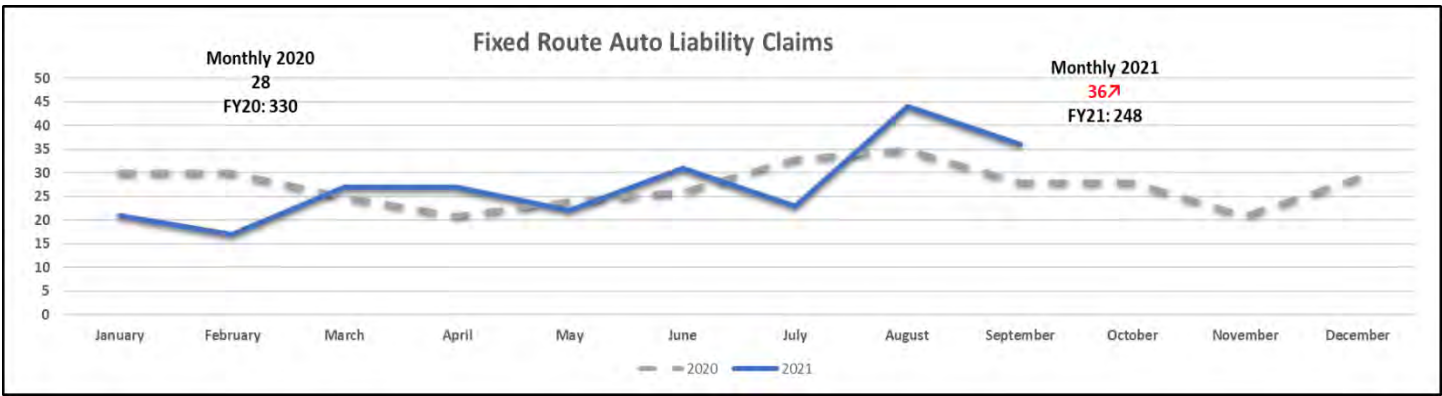
Pedestrian Strikes: The National Highway Traffic Safety Association (NHTSA) defines as those involving one moving vehicle striking a pedestrian

Near Miss Safety Events: A Near Miss is an unplanned event that did not result in injury, illness, or damage – but had the potential to do so. Only a fortunate break in the chain of events prevented an injury, fatality, or damage; in other words, a miss that was nonetheless very near.

Safety and Accident Data

September 2021 Compared to September 2020 Data All Modes:





End of Report

Planning & Capital Projects Division Report - September 2021

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Vice President of Infrastructure, Strategy, and Innovation Jennifer Pyrz
Date: October 28, 2021

STRATEGIC PLANNING

Project Development / Innovation

Mobility Concierge Program, MPI/MaaS Platform

Staff continue to work with subject matter experts at Clever Consulting Group to develop a mobility integration framework, which is what is required to prepare an RFP (or family of RFPs) to procure one or more mobility concierge technical solutions. Over the last month, the project team has worked to determine the current status of the systems and software solutions that a MaaS Platform would have to integrate. Of particular importance is the Flowbird Hub/MyKey fare collection system. This has resulted in a refined scope of work with a two-pronged approach. First is the path to a MaaS platform. Second is to address some of the critical issues that IndyGo is experiencing in modernizing the agency's fare collection system.

Mobility-on-Demand Pilot - *NEW!*

In July, the IPTC Board of Directors authorized President/CEO Inez P. Evans to enter into contract negotiations to establish a microtransit pilot (RFP 21-05-405, Purchased Transportation to Perform a Microtransit Pilot). These negotiations are nearing conclusion and staff expects to have an executed contract before the end of the year. This pilot begins with the identification of the remainder of the planning process and final service design. The first step will be to define a clear set of objectives. This will be followed by a simulation of the demand (demand prediction) phase and setting up the simulation environment. At the same time, IndyGo staff will be working with the vendor and their sub-consultant to establish a growth and marketing strategy. This type of work continues through the final testing and launch of the service. At present, staff anticipates launching the service in early spring of 2022.

Planning Activities: Long-Range Planning

ADA Paratransit Next Steps (Beyond the ADA)

Strategic Planning staff continue to support colleagues from Public Affairs and Mobility Services towards successful completion of the ADA Paratransit Next Steps process. A public comment period was opened in August and closed on September 15. The webpage was updated to include memos on the public outreach and the moderated meeting. Strategic Planning staff presented the final policy to the IPTC Service Committee and then the IPTC Board of Directors on September 23. The board voted unanimously to approve the policy, after a public hearing. The policy will be implemented on January 1, 2023. In the interim, Strategic Planning staff will facilitate the implementation plan.

On-Call Planning Services, Comprehensive Operational Analysis (COA)

IndyGo, in collaboration with the Indianapolis Metropolitan Planning Organization (IMPO), continues to work to turn IndyGo's current future service plan into one that can be implemented incrementally, over time, as funding, staffing, and capacity allow.

Operations, Service Planning, and Strategic Planning staff continue to work with the consulting team led by Nelson\Nygaard to develop draft service recommendations, taking into consideration short- and long-term budget targets, among other things. Outreach and education activities are ongoing. The committee, which is serving as the technical team's sounding board, will reconvene on October 28. Brooke Thomas, Director of Strategic Planning, will offer

a more in-depth update on the COA process and findings to-date during the regularly scheduled BRT update meeting in November.

Purple Line Baseline Survey

Replicating a process completed by the IMPO for the Red Line, IndyGo staff have completed procurement documents to hire a consultant for a baseline survey of demographics, transportation usage, and perceptions of transit in the Purple Line corridor.

The team finished reviewing the surveys and is now working through logistics of distributing the survey. Target date to distribute the surveys is December. At the same time, interviews with grassroots organizations will occur and, either concurrently or shortly thereafter, interviews with Human Resource departments of the larger or more impactful institutions will occur.

Planning Activities: Capital Planning

Transit Asset Management Plan

IndyGo is required to maintain a transit asset management (TAM) plan that documents the agency's policies and procedures for asset management, as well as a complete inventory of all assets – facilities and otherwise. The TAM Team is updating the current inventory of facilities and exploring the use of a Transit Economic Requirements Model (TERM) Lite, a PC-based computer application designed to estimate transit capital investment needs over an extended time horizon.

Staff are preparing an RFQ for planning support services for the TAMP update, which is to occur by the end of 2022. The TAM Team is also preparing to create the process for updating the TAMP, which is due to be updated by October 2022.

Capital Plan Update - *NEW!*

With the adoption of the 5-year Capital Plan Budget Summary, IndyGo staff began the process of preparing an update to IndyGo's 5-year Capital Plan. A companion document to the budget summary, this plan serves as a roadmap to implementing the Marion County Transit Plan. It provides a forecast of planned capital revenue and expenditures based on currently available information. IndyGo maintains this plan by revisiting its assumptions and projections as capital projects are implemented, recognizing when revenue is realized, and/or inserting additional information as it becomes available. It is anticipated that the IPTC Board of Directors will have the opportunity to adopt the 2021 amendment to IndyGo's Capital Plan at their regularly scheduled meeting on October 28, 2021.

Grant: Bus and Bus Facilities, 2021 - *NEW!*

The FTA released its notice of funding opportunity (NOFO) for the 2021 Bus and Bus Facilities program. This competitive grant is the largest of the FTA opportunities and is intended to fund projects that support replacement or expansion of fleet or facilities. The total amount available is approximately \$400 million. IndyGo submitted Super Stops 2.0 for the FY2020 NOFO. While not awarded, the project was given high marks in the debrief and likely would have been funded if additional monies were available. The grant program is highly oversubscribed due to the needs of transit agencies and lack of other sources of funding.

For FY2021, IndyGo is submitting Super Stops 2.0 again, with updated cost estimates.

Regional Initiatives/Discussions

Section 5310 2021 Call for Projects

The Call for Projects (CFP) closed on May 28, 2021. IndyGo reviewed the applications and put together their recommendations. These recommendations are awaiting pricing before going to the board for any approvals for vehicle orders. At this time, pricing from the Indiana DOA QPA is on-hold until pricing can be agreed upon between the DOA and the vendor.

Special Section 5310 Call for Projects - Stimulus

In Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan (ARP), Congress provided \$50 million for Section 5310. As the designated recipient, IndyGo is the program administrator for the funds. IndyGo staff is reviewing requirements for the funds and building call-for-projects documentation, with a timeline for the call to open in December.

Section 5310 Program Oversight

Aside from the total loss vehicles, IndyGo staff are now working to schedule annual monitoring meetings with its subrecipients. A new staff person will onboard in October, which will provide additional capacity.

Section 5307/5311 Transition Activities

The Project Team, which now includes transit consultant RLS & Associates, has created templates for county staff to use to procure assets. Staff continue to support county staff in the transition. A reminder email was sent to each county, noting that INDOT will stop reimbursing trips that occur after January 1, 2022.

Both Hamilton and Hancock Counties have progressed to or through the procurement phase, with Johnson County nearing procurement.

Section 5339 Bus and Bus Facilities

As a part of the Urban Allocation Plan conducted by the Indianapolis Metropolitan Planning Organization (IMPO), a recommendation is being made to have IndyGo administer these funds through a process like the existing Section 5310 process. IndyGo staff are investigating the next steps in that process but prioritizing Section 5310 – Stimulus and Section 5307 Transition.

Suburban Transit Planning

The Northern Johnson County Transit Plan is in draft form and in review.

Indianapolis MPO SFY 2025 Call for Projects (CFP)

The IMPO announced that the State Fiscal Year (SFY) 2024-2025 CFP is now open. Applications are due on October 15, 2021. IndyGo is planning to submit a project application seeking funding for bus rapid transit vehicles. The CFP should not be substantially different than in previous years, despite this CFP utilizing state funding.

IUPUI Peterson Fellows Program

The IUPUI Peterson Fellows Program provides funding for select candidates from the IUPUI O'Neill School of Public and Environmental Affairs who are interested in public service. In addition to IndyGo, there are two other public entities that serve as hosts to these fellows: City of Indianapolis and Indianapolis Airport Authority.

The Fellows for the current school year (2021-2022) will be working with IndyGo until August 2022. IndyGo anticipates onboarding its next graduate student by the middle of October. The Fellow will work on various projects, such as fare adherence and bus stop replacement prioritization.

IUPUI IndyGo Fellow – *NEW!*

Following the success of the Peterson Fellows Program, IndyGo has proposed a new fellow program through SPEA at IUPUI to support a separate, year-long fellow solely dedicated to IndyGo. The program is intended to recruit highly skilled and passionate graduate students. As such, the program will support not just a stipend but also will reimburse for tuition. The student will report to Strategic Planning staff. The first Fellow should begin in August 2022.

Coordinated Plan Update (Public Transit-Humans Services Coordinated Plan)

This federally required plan outlines the available private and public transportation services available for individuals with disabilities and seniors. The purpose of this planning effort is to document gaps and identify potential solutions/projects that can be funded with Section 5310 FTA funding. The current plan was updated in 2017 and the next plan needs to be approved by the end of the year. The IMPO is managing the planning effort, with RLS & Associates as consultant support.

The final Coordinated Plan was presented to the IMPO TTC, with the intent to have the IMPO TPC approve. IndyGo staff will continue to engage with the IMPO and CIRTA to implement the plan.

Hydrogen Fuel Cell Bus Demonstration Project – *NEW!*

IndyGo staff from Operations, Finance, and Strategic Planning have been researching and discussing hydrogen fuel cell buses for approximately a year. In the last six months, a more concrete proposal for a demonstration of a hydrogen fuel cell bus has come forward. Strategic Planning staff has been working with an outside vendor to schedule the delivery of a vehicle and fuel for a two-week pilot in January/February of 2022.

ENGINEERING & CONSTRUCTION

Blue Line BRT

The Blue Line NEPA documentation and design have been restarted, with a preliminary Area of Potential Effect (APE) map(s) for Section 106 (Historic/Archaeologic) and draft NEPA schedule submitted to and reviewed by FTA. FTA has requested additional detail on the schedule on the 106 NEPA analysis steps, in the early phases of NEPA. These documents are being updated for additional FTA review. The NEPA process will culminate in a Documented Categorical Exclusion (DCE), which should be completed in the summer of 2022.

A parcel was identified which would serve as a mobility hub for four existing routes and the future Blue Line BRT eastern terminus. Early Phase 1 Environmental Assessment was completed for the property in August and was provided to FTA to review. This document served as source for determination of FTA approval of early corridor preservation acquisition. FTA completed their review of the Phase 1 ESA and approved the early corridor preservation acquisition of the parcel. IndyGo will be able to acquire the property for use as a mobility hub for the future Blue Line terminus and four local routes.

IndyGo's design consultant, WSP, is moving forward with drainage design concepts for the corridor in advance of a 60% design deliverable. A preliminary drainage study has been completed and reviewed by IndyGo, Citizen's Energy Group (CEG) and Indianapolis DPW. The two agencies will be meeting with IndyGo in early September to discuss next steps regarding drainage design. CEG is coordinating with WSP and IndyGo staff on the findings of the preliminary study and requested additional mapping. CEG will be following up with any concerns or request on the overall drainage approach.

WSP has provided an updated scope of services and level of effort for amendments to the design contract as work ramps up. IndyGo has requested additional support from their team in the areas of corridor drainage planning, terminus site selection, and pavement analysis. Design is scheduled to reach 60% completion in Spring 2022.

The team is proactively working with the community, community leaders and stakeholders to communicate the Blue Line BRT configuration, the benefits, and impacts. Meetings were held in July/August 2021 with the Indianapolis Airport, Federal Express, representatives from InfoSys, and other stakeholders to review station locations on the west end of the line. Preparations are underway for one round of public outreach before the end of 2021 and another in the 2nd quarter of 2022 when 60% design is complete. Coordination is also on-going with the City of Indianapolis regarding multimodal connections, hubs, and last mile connections, some of which may be funded by other federal grants.

Purple Line BRT

The Purple Line Small Starts Construction Grant Agreement (SSGA) was executed with the Federal Transit Administration in August 2021 and IFB 21-05-385 Purple Line Bus Rapid Transit Project was released on September 10, 2021 for contractor selection. Two bid packages are being solicited. Package A includes all civil/roadway work, including drainage. Package B includes all station and communications work. IndyGo may select either two separate contractors (one for each package) or a single contractor (Combining packages A and B). Bids are due October 28, 2021. Construction is expected to start at the beginning of 2022.

Red Line BRT

Staff is currently overseeing procurements for pavement maintenance on the Red Line. Concrete crack sealing will be conducted on Red Line bus pads over the next several months. Asphalt patching needs to be conducted in bus and BAT lanes, but high bids on a recent procurement will likely delay that work until Spring. Staff will be incorporating these and other pavement maintenance treatments into the agency Asset Management Plan as it is developed and will document criteria for determining when maintenance activities like this are warranted in the future.

Other On-Street Projects

IndyGo's A&E consultant, Shrewsberry & Associates, has provided an engineering analysis of two feasible options for achieving the required clearance between Rural Street and the railroad bridge south of Washington Street. One of these options has been eliminated due to conflicts with the proposed drainage design along Washington Street as a part of the Blue Line. The current plan is to progress final design and NEPA on the more feasible option beginning in January 2022. Directly operating on the Rural Street corridor would eliminate the current route deviation to Sherman Drive, providing more direct travel to the new Criminal Justice Campus and resulting in operational savings as well as an improved rider experience.

Four Transit Signal Priority (TSP) vendors participated in a Proof of Concept (POC) to help IndyGo determine best next steps for moving forward with future TSP procurements. The results of the POC will inform technology decisions on our BRT and local routes. The POC was finalized in July and RFPs for TSP on the Purple Line and to-be-determined local routes are planned in the next few months.

Phase I of the Super-Stops project has been combined with DPW's Delaware St. reconstruction project and is currently under construction. This project will construct two Super Stops on Delaware St, install a Bus and Turn (BAT) lane on Delaware St, and convert Ft Wayne from one-way to two-way operation. DPW awarded the contract to Morphe Construction with a budget of \$3.9 million. IndyGo is monitoring construction in partnership with DPW and participating in change management decisions. Construction is expected to be complete in Spring 2022.

Phase II of the Super Stops project consists of Super Stops on Alabama St, Ft Wayne St, and Vermont St. Design on these projects is being finalized and NEPA has been approved. The project will move to construction pending a successful FTA Bus and Bus Facilities Grant Application.

FACILITY PROJECTS

On-Call Architectural and Engineering (A&E) Services contracts were awarded in June 2020 to The Etica Group, Woolpert, and HDR. Under these agreements, condition assessments will be performed for all facilities, including the BRT stations, Carson Transit Center, current Headquarters at 1501 W. Washington, and all new properties. These assessments will assist staff with planning of capital projects and will meet FTA requirements for State of Good Repair.

On the roadway side, A&E On-Call Consultant Lochmueller Group continues to design local bus stop improvements under direction of the Operations team.

The On-Call A&E firms are designing renovations and preparing for construction at our new facilities. Task Orders for these designs have been and will be presented to the Board for approval as they are developed.

Task Orders have been issued to The Etica Group for design and construction-phase services at the Mobility Solutions and Customer Care Center. Work has been separated into two phases. Phase 1/2 was advertised for a contractor (in a single procurement) in June 2021 and includes all interior improvements. Construction has started and is expected to be completed and ready for staff move-in November 2021. Phase 3 has been pushed to Spring construction with an advertisement December/January. This work includes parking facilities for paratransit vehicles. A recommended contractor will be presented to the Board for approval at January Board.

The Etica Group is also designing the East Campus B Building improvements, which will add an elevator, prepare training facilities, and configure a new board room. Designs will be completed and advertised for a contractor in October/November 2021 with a recommended contractor being presented to the Board for approval at December Board Meeting. Design for the new garage, East Campus Fleet Terminal, is underway and will be ready for advertisement for a contractor May 2022.

Woolpert has prepared documents and designs for East Campus A Building. Boyle Construction is the contractor performing the renovations. Construction began in October 2021 with an expected completion date of February 2022.

Task Orders have also been issued to Woolpert for design & construction services for the North Charging Station interior improvements (6410 North College Ave.) and the South Charging Station interior improvements (8915 South Madison Ave.). This work should be completed in Fall 2021. The North Charging Station is ready for occupancy. The Woolpert team will also provide an assessment of the South Charging facility, which will allow planning for needed repairs.

Furniture will have a separate procurement but will cover the needs for all properties. This is anticipated to be presented at the October Board. There will also be a procurement for interior signage for all facilities. This is anticipated to be an Informational Item on the December Board agenda.

Task Order	Design Team	Design Start	Construction Start	Staff Move-In
East Campus Building A – Admin.	Woolpert	2/2021	10/2021	2/2022
Mobility Solutions Center Phase 1/2	The Etica Group	2/2021	8/2021	11/2021
Mobility Solutions Center Phase 3	The Etica Group	4/2021	3/2022	7/2022
East Campus Building B - Elevator/Training/Board	The Etica Group	5/1/2021	12/2021	5/2022
North Charging Station Interior	Woolpert, Inc.	5/2021	7/2021	9/2021
South Charging Station Interior	Woolpert, Inc.	5/2021	9/2021	11/2021

Respectfully submitted,

Jennifer Pyrz, PE

Vice President of Infrastructure, Strategy, and Innovation



Public Affairs Division Report – September 2021

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Vice President of Communications and Marketing Lesley Gordon
Date: October 28, 2021

CONSIDERATION OF PUBLIC AFFAIRS REPORT FOR September 2021

ISSUE:

A report of IndyGo Public Affairs will be presented at the board meeting.

RECOMMENDATION:

Receive the report.

Lesley Gordon
Vice President of Communications and Marketing

Attachments

Contributing Staff includes:
Lesley Gordon, Vice President of Communications and Marketing
Carrie Black, Director of Communications
Jordan Patterson, Special Programs Manager
Katrina Ent, Digital Media Specialist
Joshua Shadoan, Creative Design Specialist
Ashlynn Neumeyer, Communications Specialist

September 2021 Board Report



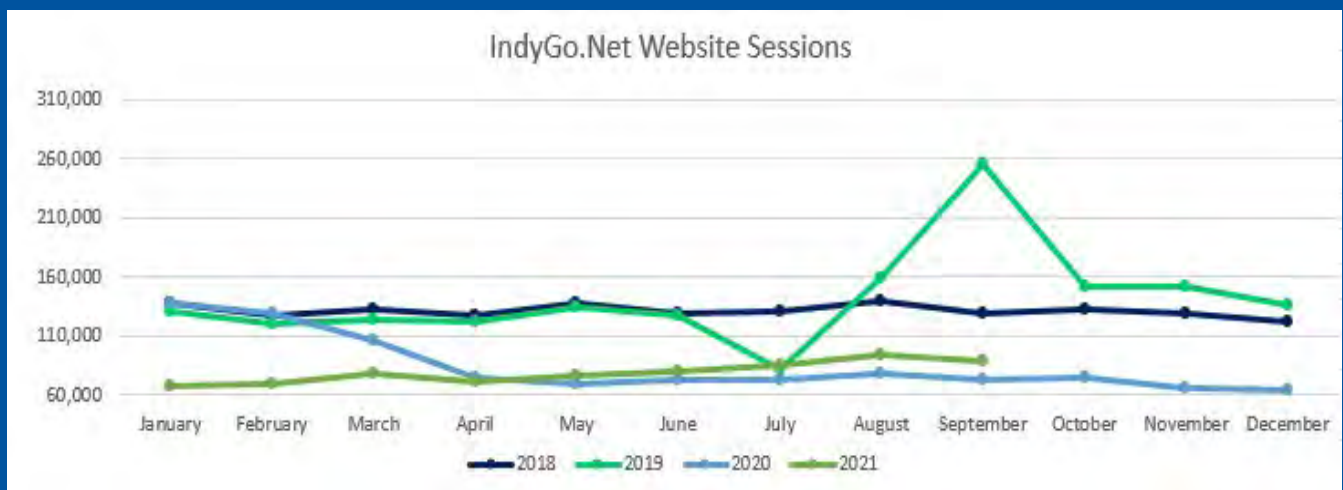
INDYGO.NET WEBSITE STATISTICS:

(9/1/2021-9/30/2021)

Page Views	191,907
Bounce Rate	50.07%
New Users	28,560
Returning Users	13,912
Total Sessions	88,349
Total Monthly Sessions Comparison to Previous Year	↓ 20%

Mobile Share

Date	Mobile	Desktop	Tablet
Sept-21	91.45%	17.66%	0.90%
Aug-21	80.81%	18.16%	1.04%
July-21	80.02%	18.99%	1.00%
June-21	80.24%	18.84%	0.92%
May-21	79.85%	19.15%	1.00%
April-21	79.08%	19.92%	1.00%
Mar-21	79.55%	19.49%	0.96%
Jan-21	67.55%	30.72%	1.73%
Dec-20	68.57%	29.70%	1.73%
Nov-20	67.91%	30.39%	1.70%
Oct-20	80.22%	18.67%	1.12%
Sept-20	80.62%	18.25%	1.13%



Media Mention Highlights

NEWS

IndyGo adjusting bus schedules to address staffing shortage



File photo of IndyGo Red Line

by: Web Team

Posted: Sep 24, 2021 / 05:30 AM EDT / Updated: Sep 24, 2021 / 05:33 AM EDT

NEWS • LOCAL NEWS



SEPTEMBER 22, 2021

Vaccination Clinic Reaches More Marion County Residents

JILL BORDMAN

A weekly pop up COVID-19 vaccination clinic at IndyGo's downtown transit center aims to reach more Marion County residents.

About half of the county's residents are fully vaccinated. The Marion County Public Health Department offers free vaccinations to residents at various locations and the partnership with IndyGo has allowed the department to reach more people.



Marion County Public Health Department's Incident Commander Virgil Madden said education has played a big role in reducing hesitancy.

"And so I know that today we've had four persons that have been coming asking questions and then said, 'you have answered all my questions. I am good to go.'" Madden said.

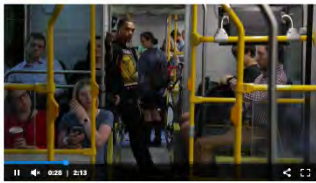
Madden said they average 25 vaccinations every time they hold the pop up clinic at the transit center.

"And while we thought that would taper down it has not, and so we will be here as long as the need for us to be here will be here," he said.

TRANSPORTATION

Car Free Day Indy is this Friday. Here's four other ways to get around the city.

Kellie Hoang IndyStar
Published 10:59 a.m. PT Sept 18, 2019



"Nice little system they've put together"
@indystar.com - Red Line hits the 1st weekend after their Labor Day weekend launch, Tuesday, Sept. 3, 2019. Robert Sotomayor/indystar.com

During the week Marion County's interstates and streets are clogged with thousands of commuters going to and from work.

But for at least one day, Friday, Indianapolis leaders are hoping many commuters

View more in Indianapolis, IN

IndyGo looking for bus operators to keep people moving

By Rafael Sanchez

WFTV 2019-09-10



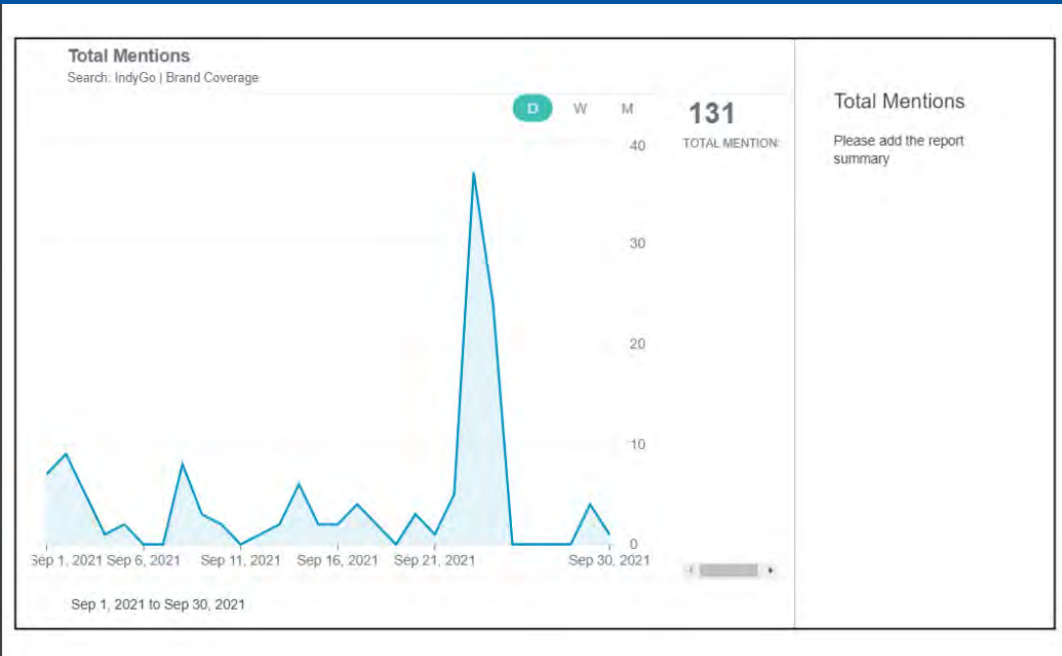
INDIANAPOLIS — Tegulla Norris is driven to start a new career.

From being a bill collector to soon collecting bus fares for IndyGo, I met Norris on

Topics Include:

The temporary schedule adjustments due to the COVID-19 pandemic that went into effect Oct. 10 dominated IndyGo's media coverage. Coach operator recruitment was often mentioned along with this. The pop-up COVID-19 vaccination clinic was another highly discussed subject. An article about Broadripple getting a "makeover" had the highest readership, according to Cision. Online coverage was the most popular overall, but TV covered the schedule adjustments frequently, with particular stations mentioning it every segment some days. IndyGo was in the media nearly 50 times throughout September.

Here's a brief coverage summary:



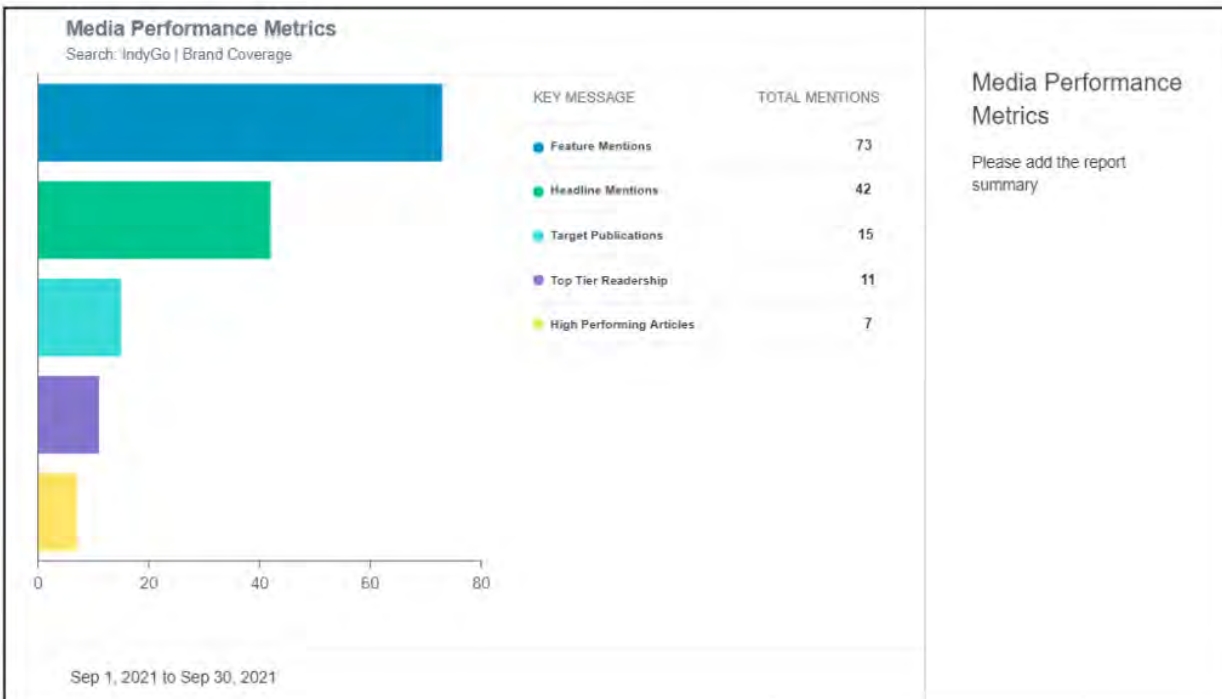
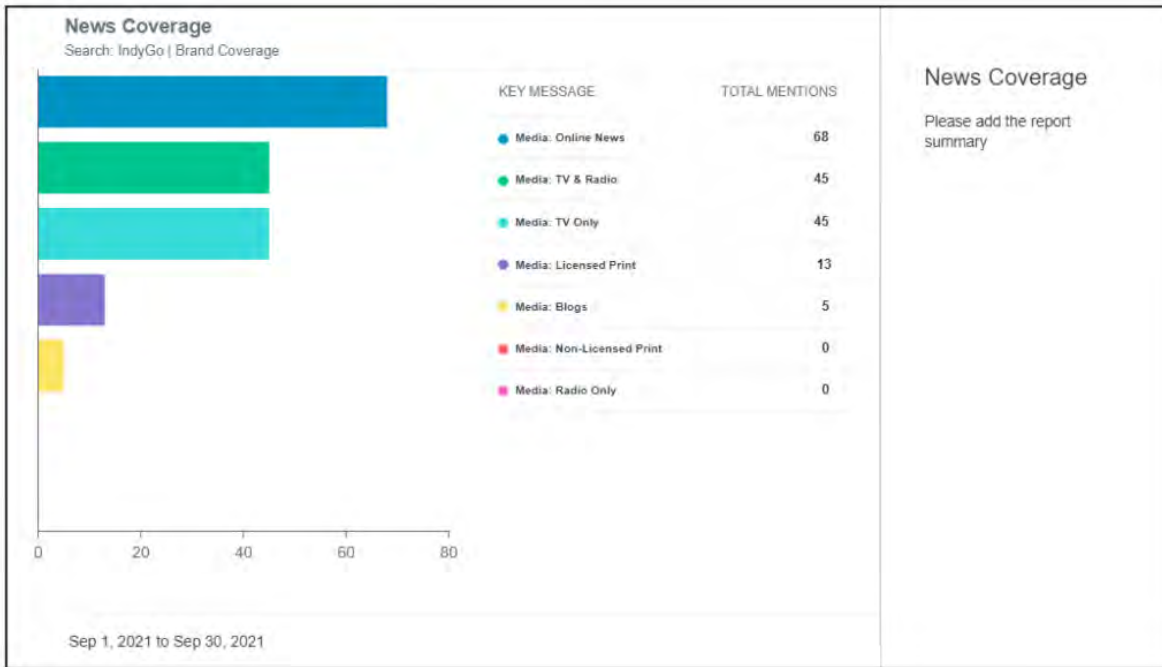
Total Mentions

Please add the report summary



Key Messages

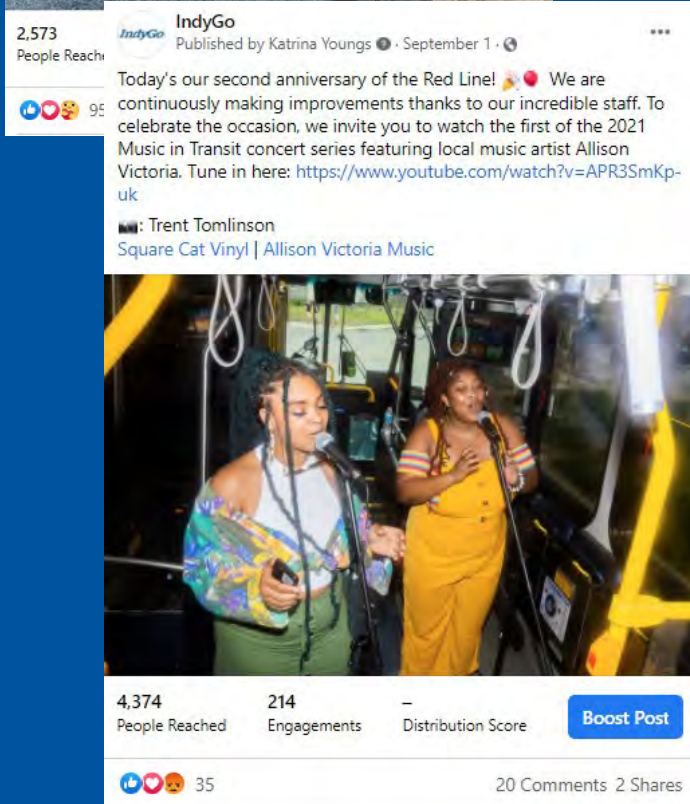
Please add the report summary



Social Performance:

Facebook

- Had a total of **17,692 organic impressions**
- **3,373 post engagements**
- **11,077** page likes (11,051 previous month) and **11,165** page follows (11,108 previous month)



Instagram

- Generated **9,650 impressions**
- **1,269** total engagements; **2.05%** engagement rate
- Generated **24** new followers; 3,189 Current followers



IndyGo

IndyGo Tonight our board of directors approved the proposed Beyond ADA policy, which provides premium paratransit service for our Open Door riders. This policy addresses paratransit service in the zone outside of what is mandated by the Americans with Disabilities Act. Learn more about the approved policy by visiting the link in our bio.

3w



IndyGo

IndyGo Receive a FREE 31-day IndyGo paper pass by getting your COVID-19 vaccine! Visit the Carson Transit Center TOMORROW from 10 a.m. to 2 p.m. This is the last day for the pop-up clinic so take advantage while you can! Thanks to our partners Anthem Blue Cross Blue Shield and Marion County Public Health Department for providing this great incentive for our riders and community.

3w

Liked by indyparks and 17 others

SEPTEMBER 28

Visit the COVID-19 Information Center for vaccine resources.

Add a comment...



IndyGo

IndyGo Working at IndyGo is more than a job- it's a career that enhances cultural and economic opportunities for the city of Indianapolis. We're hiring people with a strong drive to serve their community. If you have a passion for serving others, look no further. Apply TODAY by visiting the link in our bio.



IndyGo

IndyGo Today we welcomed high school interns from Providence Crist Rey High School to the IndyGo team. These students will focus on project mobility services, the IT help desk, operations and public affairs. We're excited to see what they will accomplish during their time with us!

6w

Liked by supalesmalonegordon and 29 others

SEPTEMBER 2

Add a comment...

Twitter

- Had a total of **80,000 organic impressions**
 - Earned **2,700 impressions** per day
- **174** retweets, **411** likes, **64** replies, **97** link clicks, **1.6%** engagement rate
- Generated **43 new** followers; **6,134** current followers

IndyGo
@IndyGoBus

Beginning October 10, we will be temporarily adjusting our bus schedules due to unprecedented staffing challenges caused by the ongoing COVID-19 pandemic. These adjustments will improve on-time performance and help minimize adverse service impacts.
indygo.net/indygo-announc...




12:15 PM
View
6 Retw

Happening today! Get your COVID-19 Vaccine and ride IndyGo for FREE for an entire month! Our pop-up clinic is open from 8 a.m. to noon and 2 to 6 p.m. Thanks to our partners for joining us for this second pop-up vaccine clinic. @AnthemInc @AnthemBCBS_News pic.twitter.com/C5OgcOJYTG



3 13 28

IndyGo
@IndyGoBus

Ride with IndyGo for FREE for an entire month when you get your COVID-19 vaccine! Visit the Carson Transit Center any Wednesday this month from 10 a.m. to 2 p.m. Thanks to our partner @Marion_Health for facilitating the weekly pop-up clinics.



POP-UP VACCINE CLINIC

Every Wed. in September · Sept. 8-29 from 10am-2pm

IndyGo The Julia M. Carson Transit Center
201 E. Washington St. Indianapolis, IN 46204

Marion Co. Health

9:23 AM · Sep 8, 2021 · Twitter Web App

View Tw
IndyGo
@IndyGoBus

7 Retweets

We are HIRING Coach Operators to boldly drive IndyGo forward! We welcomed @RafaelOnTV to our training site to see what it takes to learn how to drive one of our buses. Stay tuned for his #HiringHoosiers segment coming up on @wrtv next week.



3:40 PM · Sep 9, 2021 · Twitter for iPhone

View Tweet activity

7 Retweets 1 Quote Tweet 16 Likes

LinkedIn

- Generated **9,576 impressions** (77% increase from previous month)
- **944** total engagements; **2%** engagement rate
- Generated **53** new followers; 2,259 Current followers

IndyGo
2,259 followers
1mo • 🌐

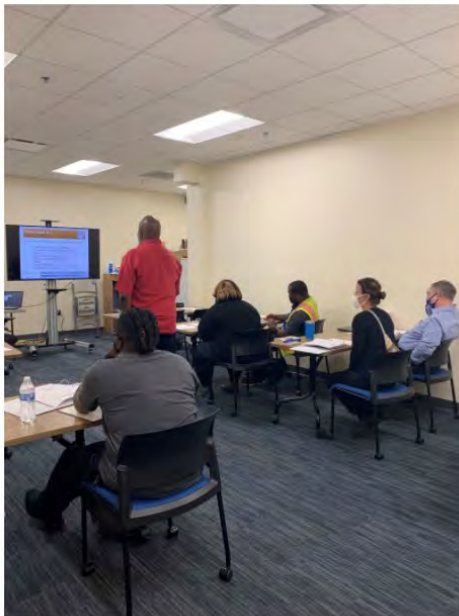
Today we welcomed high school interns from Providence Cristo Rey High School to the IndyGo team! These students will focus on projects in mobility services, the IT help desk, operations and public affairs. We're excited to see what th ...see more



👍❤️ 29 • 3 comments

IndyGo
2,259 followers
3w • 🌐

Several of our staff members started [Purdue University's](#) Aspiring Leaders course, made possible by the Workforce Ready Grant through Next Level Jobs Indiana. Throughout the course, our staff members will learn new skills on how ...see more



👍🌐 21

IndyGo
2,259 followers
2w • 🌐

We're so excited to join the Indianapolis Public Transportation Foundation in providing these important resources to Marion County nonprofit organizations!

Emily Lovison, MPA (She/Her) • 1st
Executive Director at Indianapolis Public Transportation Foundation
2w • 🌐

In partnership with [IndyGo](#), IPTF is thrilled to announce resources for Marion County nonprofit organizations to receive free and discounted bus passes. Special thanks to Glick Philanthropies and Anthem for supporting th ...see more



IndyGo's Foundation Opens Applications for the Mobility Access Fund - IndyGo

indygo.net • 2 min read

👍🌐👍 24

IndyGo
2,259 followers
1mo • 🌐

Our Exec team spent part of their day yesterday giving back to the community. Our leaders helped Debra's Place, a domestic violence shelter for women, organize and box donated items for those that are in need for various items.



👍❤️🌐 40

Email Marketing:

SEPTEMBER NEWSLETTER

- 6,665 recipients
- 17.03% CTR
- 2.73% Open Rate

INSIDEINDYGO»»

INSIDE INDYGO THIS SEPTEMBER

Purple Line Construction: Coming Soon!

News Release 📰

IndyGo Announces Purple Line Funding

Improved and expanded transit service is underway. Earlier this week, the Federal Transit Administration (FTA) awarded IndyGo \$80.975 million for the construction of the Purple Line! Learn how this funding will improve one of our highest ridership routes [here](#).

7-Day Paper Bus Pass Discontinued

IndyGo **ATTENTION RIDERS** **EFFECTIVE Aug 31, 2021**

IndyGo will no longer sell the 7-day paper pass.
Any 7-day passes purchased before that date will still be VALID.

mykey **IndyGo encourages riders to download**



Creative Projects

- 27 completed projects through SySAid
 - Golf Outing signage

Outreach Summary: September 2021

Outreach efforts in September included eleven community events, a farm stand at the Carson Transit Center as well as a public hearing on the Beyond ADA policy.

Community events in September included festivals, farmers markets and outreach along the Purple Line. IndyGo had an exhibit at Labor Fest, an event on Monument Circle where more than 20,000 came to learn about opportunities with union trade. IndyGo was an exhibitor at the Latino Heritage Festival, Indianapolis' premier Hispanic heritage month celebration. To raise awareness about the Purple Line in the corridor, IndyGo staffed tables at laundromats along 38th street and Post road. Nine other community events were attended.

At its Board of Directors meeting held on Sept. 23 at 5:00 p.m., IndyGo hosted a public hearing regarding the Beyond ADA draft policy. The meeting was accessible virtually and in person at 1501 W. Washington Street. There were ten public hearing registrants and four who attended virtually. One community member representing Health by Design testified. IndyGo's Board of Directors approved the proposed Beyond Americans with Disabilities Act Policy during its meeting.

Food in Transit, a farm stand in partnership with Growing Places Indy and the city of Indianapolis, was extended through September at the Carson Transit Center due to record sales. The farm stand provided access to fresh, affordable food options as well as information about IndyGo.

October outreach efforts will focus on stakeholder engagement for the Purple and Blue Rapid Transit lines.

September Outreach Events:

Date	Name of Event
1 Sept 2021	IndyGo Now Presentation
1 Sept 2021	Food in Transit Farm Stand
4 Sept 2021	Labor Fest
8 Sept 2021	Food in Transit Farm Stand
11 Sept 2021	Recovery Resource Fair
14 Sept 2021	Laundry and More Outreach Fair
15 Sept 2021	Food in Transit Farm Stand
15 Sept 2021	Outreach Safe Indy
16 Sept 2021	Governance and Audit Meeting
16 Sept 2021	Service Committee Meeting
16 Sept 2021	Finance Committee Meeting
16 Sept 2021	Restoration Center Laundry Days
18 Sept 2021	Pace Recovery Month Celebration and 5K
18 Sept 2021	Latino Heritage Festival 2021
22 Sept 2021	Food in Transit Farm Stand
23 Sept 2021	Beyond ADA Public Hearing
23 Sept 2021	Board of Directors Meeting
25 Sept 2021	Garfield Park Farmers Market
29 Sept 2021	Immigrant Welcome Center IndyGo Presentation Call
29 Sept 2021	Food in Transit Farm Stand
29 Sept 2021	Outreach with Safe Indy
29 Sept 2021	IMPD Community Day

Operations Division Report – September 2021

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Vice President of Operations/COO Aaron Vogel
Date: October 28, 2021

OPERATIONS DIVISION REPORT – September 2021

SERVICE PLANNING

SERVICE SCHEDULING:

The Operator Service Bid 2110 took effect on October 10, 2021, and will operate through February 12, 2022. Due to unprecedented staffing challenges caused by the ongoing COVID-19 pandemic, temporary service adjustments were made to bus schedules. The adjustments made were made to improve service reliability and help minimize adverse service impacts to our riders and staff. The affected routes include 2, 4, 12, 13, 14, 15, 16, 18, 21, 24, 25, 28, 30, 31 and 86.

- Routes 2 and 86 will transition from a 30-minute frequency to a one-hour frequency Monday through Saturday.
- Routes 12 and 13 will transition from a one-hour to two-hour frequency Monday through Friday.
- All other routes listed above will maintain their current frequency throughout the day with no high-frequency service during rush hour windows between 6-9 a.m. and 3-6 p.m.

Routes 3, 8, 10, and 90 will experience minor time adjustments of a few minutes.

At a time when transit agencies across the country are drastically cutting service, IndyGo is hopeful these more minor adjustments will provide a more reliable service for our riders.

LOCAL BUS STOP DESIGN & CONSTRUCTION:

IndyGo released a construction bid for bus stop improvements along E 42nd St, N Post Rd, and N Mitthoefer Rd on the east side but did not get much contractor interest for fall construction. It was decided to re-bid this project later this fall for Spring 2022 construction. This project has been combined with bus stop construction on the west side, including bus stops along Eagle Creek Parkway, High School Road, and W. 46th Street.

Additional bus stop design projects are underway with IndyGo's on-call engineering contractor, Lochmueller. This includes bus stops on the near northside of downtown (Central Ave, College Ave, 30th St) and stops on the near westside of downtown (W. 10th St, W. 16th St, W. Michigan St, and Lafayette Rd). Staff continues to scope out additional local bus stops for future design and construction as part of efforts to increase accessibility across the IndyGo fixed route service area.

Operations Performance Management

The Operations Performance Team is process mapping the maintenance department's parts usage and the warranty recovery process for defective parts and labor. When the process maps are complete, the Operations Performance Team will analyze and identify potential process improvements and cost savings within those processes. The team is also process mapping and identifying causes of "Production Stops" (buses pulled from service due to mechanical issues) within IndyGo. The team will identify potential process improvements to improve resource usage (more buses in-service) and ultimately reduce operating costs.

FIXED ROUTE RIDERSHIP:

Sep-20	Sep-21	% Change	IndyGo Fixed Route Ridership	2020	2021	% Change
7,219	6,820	-5.5%	2 E. 34th St.	73,496	56,175	-23.6%
15,964	17,204	7.8%	3 Michigan St.	157,286	139,860	-11.1%
6,045	5,765	-4.6%	4 Fort Harrison	58,617	46,671	-20.4%
8,374	8,072	-3.6%	5 E. 25th	84,486	65,386	-22.6%
5,494	5,342	-2.8%	6 N. Harding	56,579	48,069	-15.0%
87,883	76,768	-12.6%	8 Washington St.	774,069	660,656	-14.7%
53,740	49,987	-7.0%	10 10th St.	491,902	407,933	-17.1%
2,564	2,420	-5.6%	11 E. 16th St.	25,307	20,094	-20.6%
1,918	2,137	11.4%	12 Minnesota	18,945	16,515	-12.8%
1,374	1,231	-10.4%	13 Raymond	13,020	12,300	-5.5%
3,848	3,368	-12.5%	14 Prospect	37,369	30,123	-19.4%
7,668	8,841	15.3%	15 Riverside	78,068	69,846	-10.5%
8,018	7,467	-6.9%	16 Beech Grove	68,873	63,471	-7.8%
3,337	3,269	-2.0%	18 Broad Ripple	33,868	25,584	-24.5%
13,075	12,790	-2.2%	19 Castleton	124,200	105,354	-15.2%
9,326	9,051	-2.9%	21 East 21st St.	84,791	81,184	-4.3%
7,990	6,791	-15.0%	24 Mars Hill	70,464	66,691	-5.4%
8,120	7,004	-13.7%	25 W. 16th St.	72,924	65,114	-10.7%
10,201	7,472	-26.8%	26 Keystone	93,805	71,197	-24.1%
6,459	6,604	2.2%	28 St. Vincent	63,109	53,248	-15.6%
4,069	4,675	14.9%	30 30th St.	43,717	34,192	-21.8%
6,998	6,748	-3.6%	31 US 31	61,746	50,978	-17.4%
14,956	13,823	-7.6%	34 Michigan Rd.	142,927	121,574	-14.9%
20,601	19,129	-7.1%	37 Park 100	174,715	162,007	-7.3%
12,588	10,603	-15.8%	38 Lafayette Square	113,721	97,365	-14.4%
44,296	43,514	-1.8%	39 E. 38th St.	429,284	356,528	-16.9%
2,675	2,702	1.0%	55 English	27,438	22,192	-19.1%
6,801	6,440	-5.3%	86 86th Street Crosstown	58,458	56,795	-2.8%
7,143	6,271	-12.2%	87 Eastside Circulator	61,817	57,275	-7.3%
72,564	75,810	4.5%	90 Red Line - BRT	719,352	628,547	-12.6%
1,068	1,008	-5.6%	901 Nora	8,636	8,004	-7.3%
5,351	4,316	-19.3%	902 County Line	43,311	39,656	-8.4%
36	39	8.3%	Others	749	659	-12.0%
467,763	443,481	-5.2%	Total	4,367,049	3,741,243	-14.3%

17,632	18,438	-41.7%	Open Door Riders on Fixed Route	146,732	141,546	-3.5%
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YTD ridership may be updated from prior periods due to buses probed after the 10th of the month.

TRANSPORTATION SERVICES

SEPTEMBER EMPLOYEE OF THE MONTH: Diahavanna Banks

Dehavanna received nominations from several transportation supervisors. They noted that she is always willing to assist when needed and has a positive attitude. She always has a smile and a kind word to say. She is very proficient, organized, and reliable. Dehavanna is well liked by her co-workers and riders. We appreciate her patience and professionalism, and she is great to have on the IndyGo team.

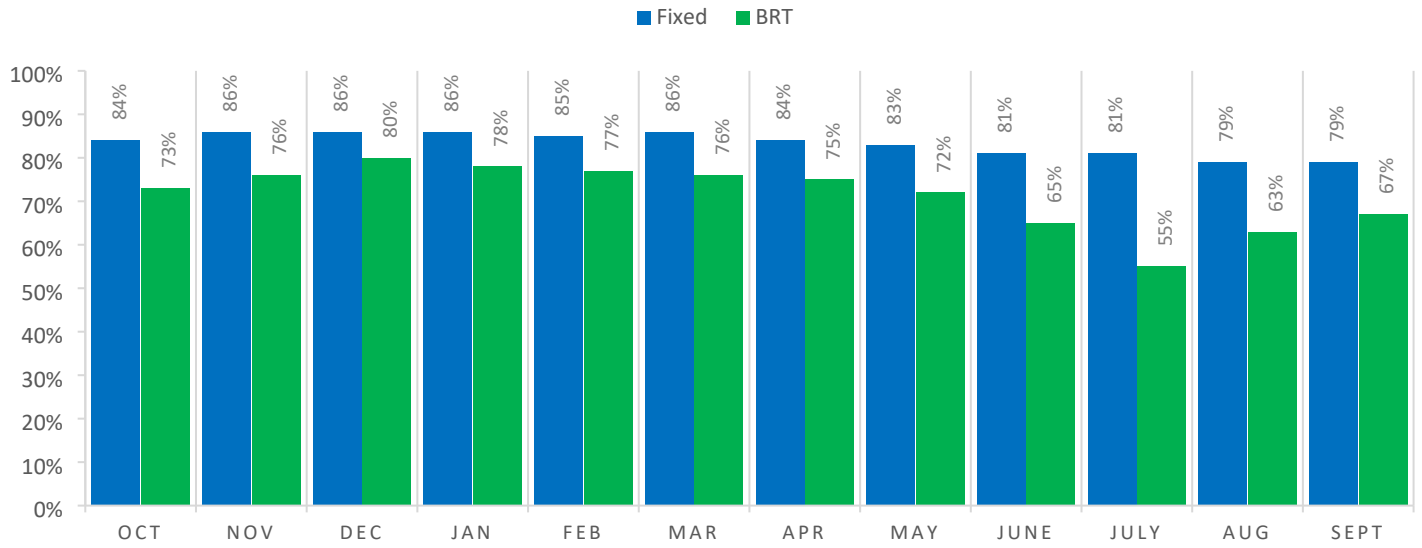
90% CLUB:

The following operators achieved an on-time performance rating of 90% or better during the month of September. Each name is entered into a drawing that is held each month from this group of Operators. The winner receives an extra personal day.

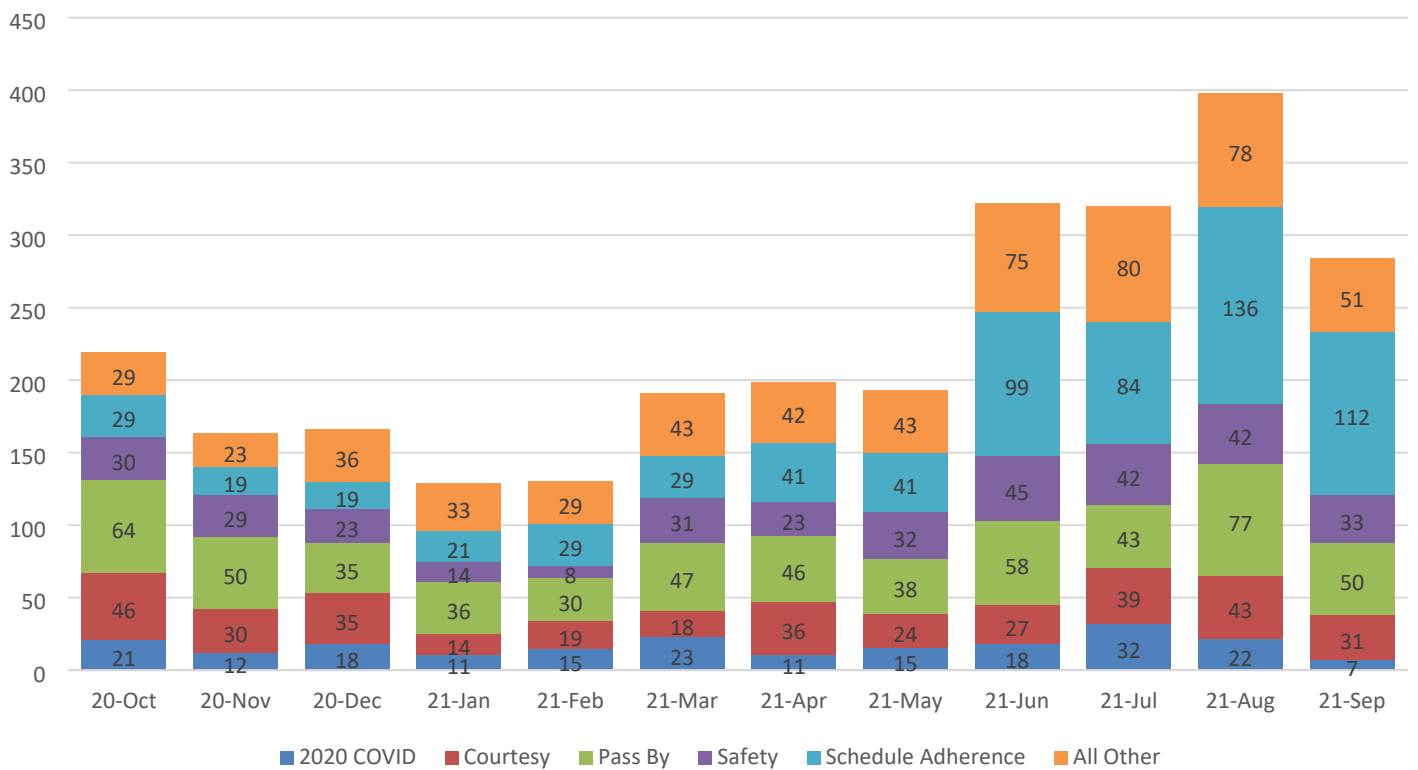
The winner for September: **Shamika Harris # 9604**

Clark, Dennis	Starkey, Catherine	Adams, Shawn
Filedts, Kila	Solorio, Lisa	Johnson, Sheila
Hicks, Mikia	Young, Samuel	Hardrick, Victoria
Wilson, James	Gardner, Onesha	Rochelle, Martin
Wilson, William	Jackson, Calvin	Scott, Leo
Murray, Beth	Clark, Keana	Thein, Stephen
Marzett, David	Davis, Juanita	Gray, Bryan
Hazen, William	Brent, Shanta	Anderson, Treva
Taylor, Ebony	Griffin, Ardis	Reed, Byron
Mason, Rodney	Bryant, Akemee	Davis, LaTrice
Carpenter Williams, Lakisha	Croutch, Parrish	Howard, Jeffrey
Lee, Yolonda	Harris, Shamika	Rosario Gonzalez, Dilexi
Robertson, Wesley	Wyatt, Darren	Grady, Vandall
Evans, George	White, Anthony	Duncan, Scott
Clark, Shawn	Monie, Ronisha	Horst, Martin
Lewis, Adrian	Jones, Darrell	Hyde, Corene
Hinton, Lacreteria	Oxley, Ricardo	Cox, Sean
Boston, Joel	Bouttee Williams, Clywone	Robinson, Sherika
Hook, Sandra	Bradford, Keary	Chest, Mornice
Harden, Erica	Ricks, Pamela	Kingra, Jaswaran
Ford, Wanda	Anderson, Rose	
Arnold, Mikaiah	Lewis, Eugene	

ON TIME PERFORMANCE LAST 12 MONTHS



Fixed Route Comments Oct-Sep



COMMENDATIONS:

The following employees were recognized by riders for their extraordinary customer service for September:

Fixed Route

Paula Jones - 9880
Joseph Tolver - 9400
DaRell French - 9719

Joyce Ledell - 3395
Anthony Southern - 9304
Hardin Besley - 8794

Marilyn Hughes - 8324
Sheila Johnson - 9907

VEHICLE MAINTENANCE AND FACILITIES SERVICES

FACILITIES

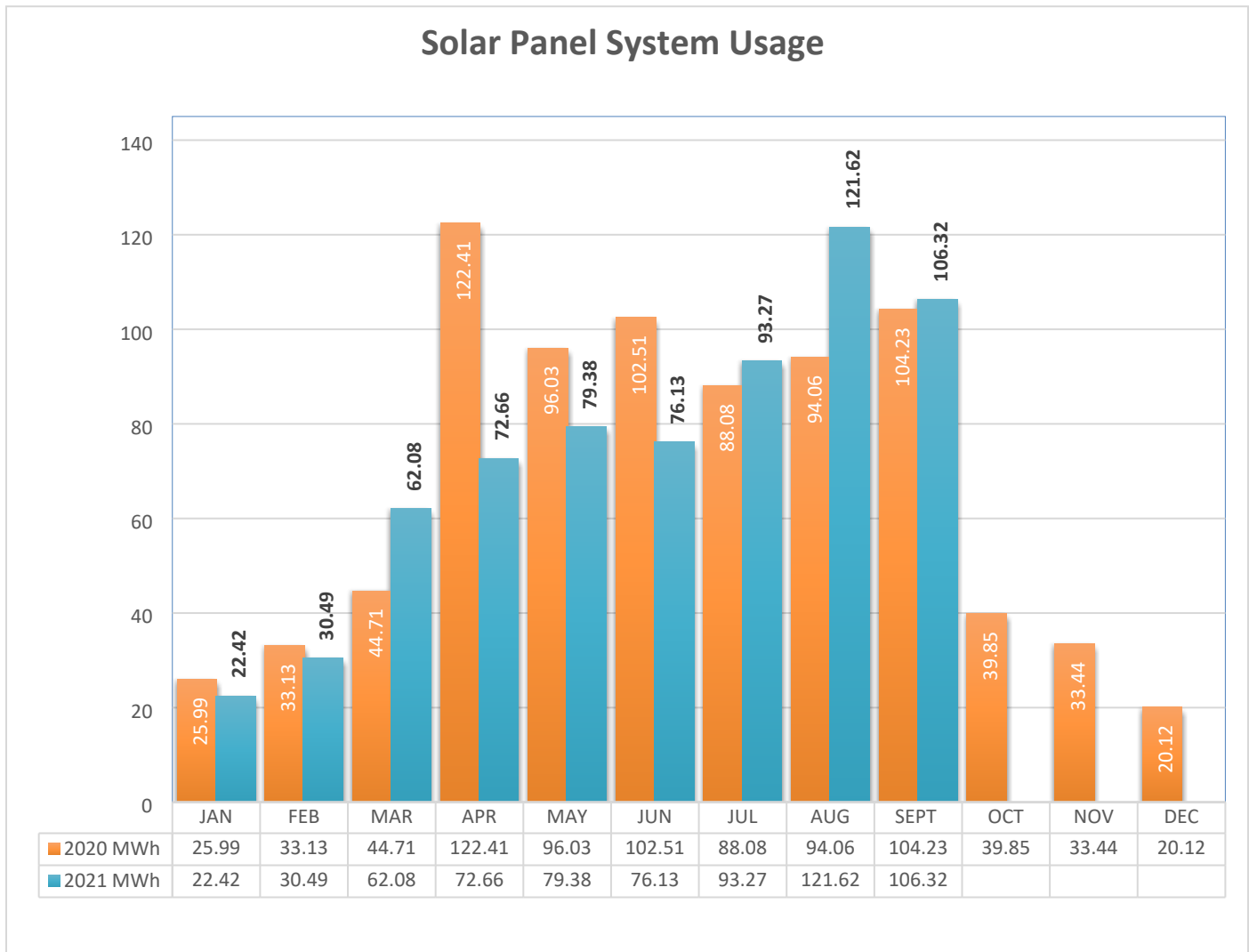
The Julia Carson Transit Center hosted the Marion County Health Department Covid Pop-up clinic. The clinics are held on Tuesday – Thursday and will continue through the end of the year. The clinic can be accessed from the west entrance of the building.

RATP-Dev completed the move to East Campus in building B. The official start date is October 1st. Their administration team, dispatch team and driver will conduct operations from the East Campus until the new facility renovations are completed.

The solar array on the roof at the HQ 1501 building is producing more than enough electrical power to cover the few remaining ZEPS Buses; the remaining overage of electrical solar power is being absorbed by the electrical needs of the building.

The total saving YTD is \$63,115.15

SOLAR PANEL:



Mean Distance

Mean Distance Major Systems Failures
Mean Distance Between All Systems Failures

	2021/1	2021/2	2021/3	2021/4	2021/5	2021/6	2021/7	2021/8	2021/9	2021/10	2021/11	2021/12
MAJOR	4,229	3,479	4959	5715	4919	3478	3574	3387	5455			
ALL	3,878	3,193	4314	4594	4340	3161	2854	2689	4111			
	2020/1	2020/2	2020/3	2020/4	2020/5	2020/6	2020/7	2020/8	2020/9	2020/10	2020/11	2020/12
MAJOR	5,506	5,506	5,506	5,506	5,506	7,973	7,682	6,456	5040	5249	5059	4238
ALL	4,307	4,307	4,307	4,307	4,307	6,816	5,278	2,531	3319	3505	4826	4057
	2019/1	2019/2	2019/3	2019/4	2019/5	2019/6	2019/7	2019/8	2019/9	2019/10	2019/11	2019/12
MAJOR	6,052	4,392	5,342	6,238	5,506	5,506	5,506	5,506	5,506	5,506	5,506	5,506
ALL	4,312	3,618	4,474	4,822	4,307	4,307	4,307	4,307	4,307	4,307	4,307	4,307

*The green cells represent averaged totals

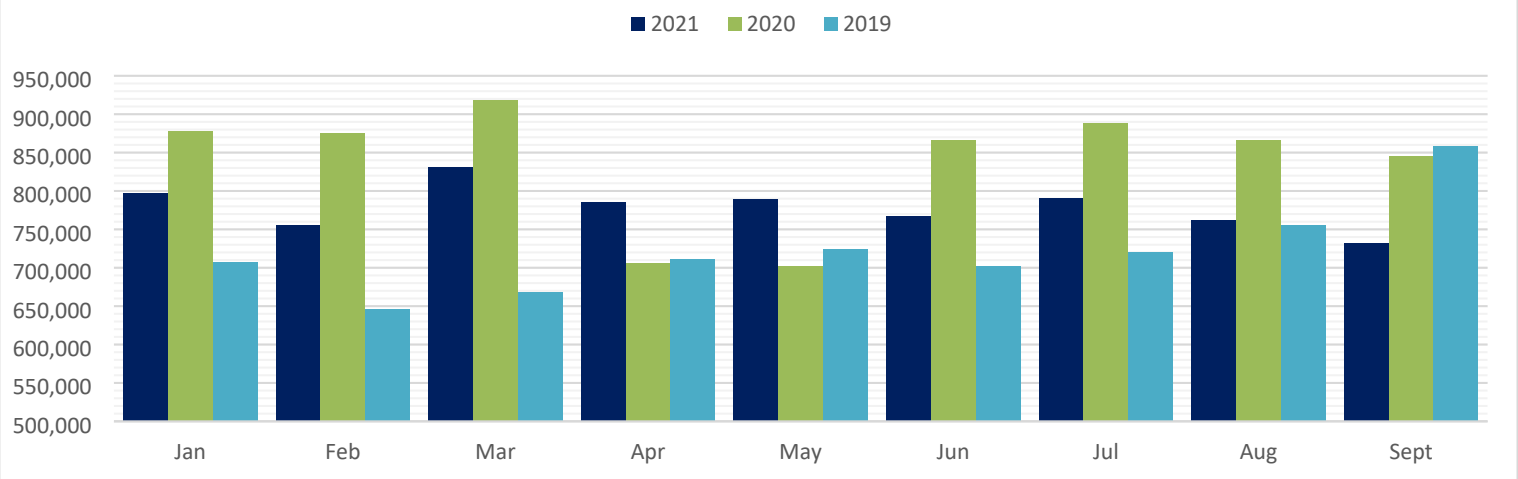
There were 12 vehicle requests in September for the motor pool.

FLEET SERVICES

IPTC has logged 6,980,321 miles YTD

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2021	796,966	755,260	830,606	785,602	789,833	767,140	791,044	762,229	731,641				6,980,321
2020	878,363	875,068	917,660	705,903	701,773	865,561	888,720	866,798	844,969	850,663	767,009	817,246	9,979,733
2019	707,466	646,619	667,992	711,337	724,427	701,634	720,062	755,738	858,397	910,054	852,192	871,539	9,127,457
2018	727,094	711,683	794,958	665,856	694,173	697,882	707,050	733,567	684,009	737,985	691,012	690,486	8,535,755

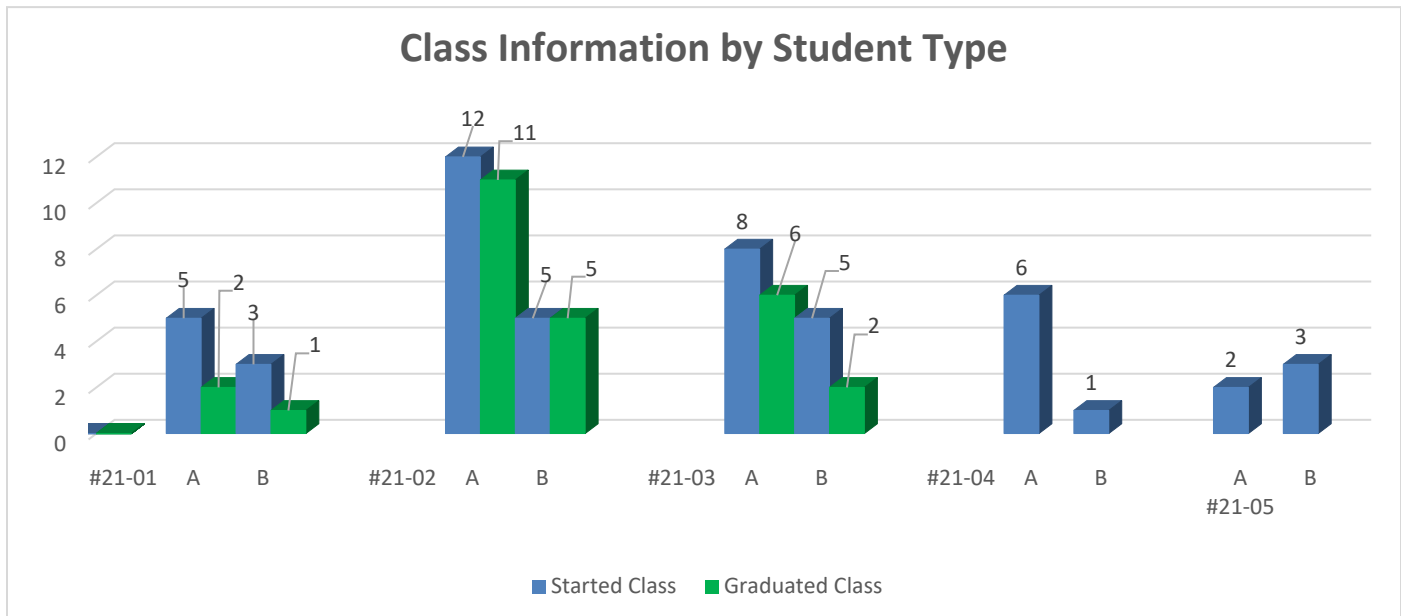
Logged Mileage



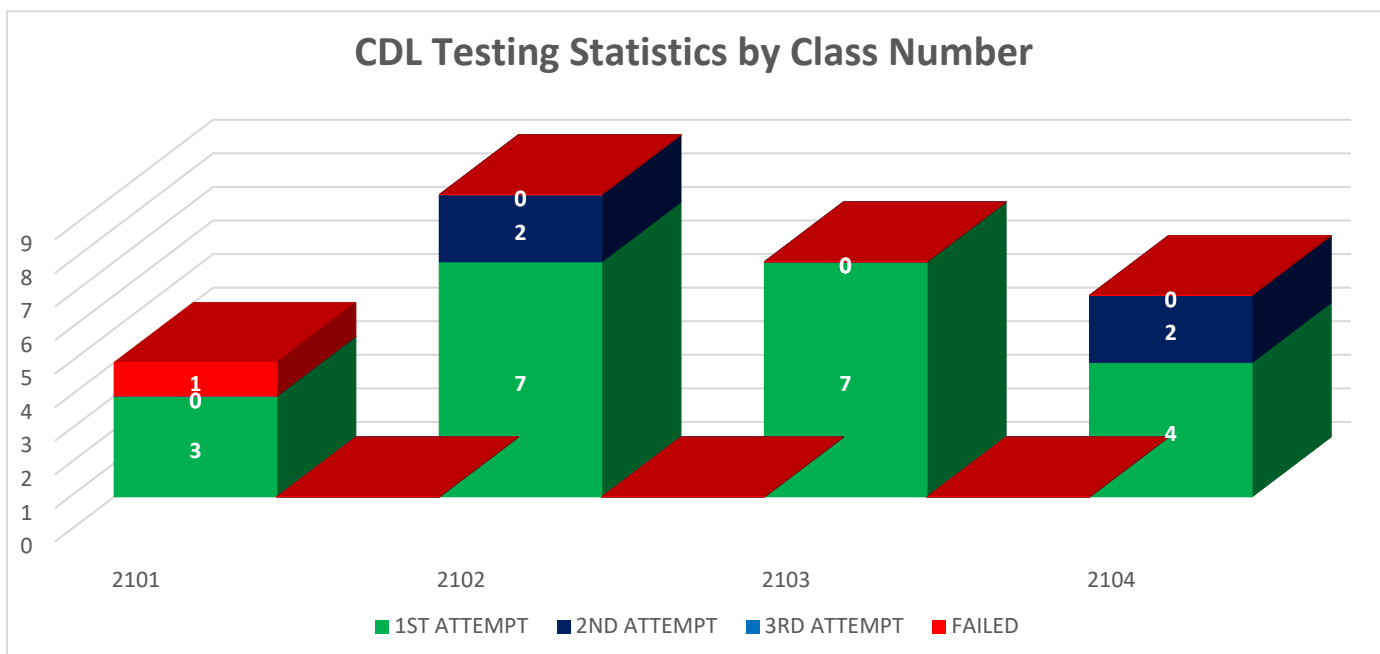
SECURITY AND TRAINING

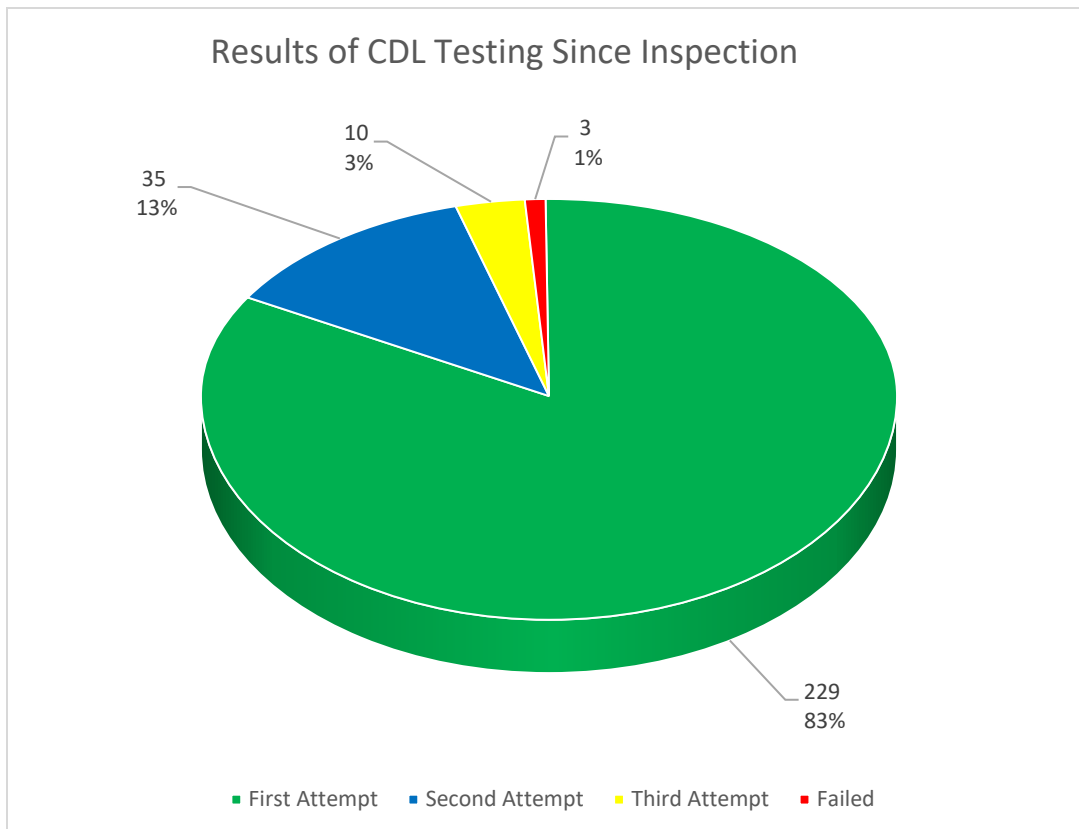
TRAINING:

The chart below shows the number of Trainee A and Trainee B students that started each class. It also shows the number of students in each group that graduated.



The IndyGo Training Department trains new employees that are hired without a CDL license. This training includes vehicle knowledge, pre-trip inspection knowledge, vehicle driving skills practice (on a closed course), and on-road driving skills. Those students will then be taken to a State-approved testing site and tested for their CDL licenses. The charts below will show the current year's results to date and the results since the inception of the program. They will also show the number of students who passed on their first, second, or third attempt and the number of students who could not pass it after three attempts.





IndyGo Fixed Route Operator Class, Class #21/03, started on July 12, 2021, with eight Trainee A students. On July 19, 2021, five Trainee B students began the class. This class has finished all portions of the program. The class graduated on September 10, 2021, and was transferred to the Operations Department on September 12, 2021.

IndyGo Fixed Route Operator Class, Class #21/04, started on August 9, 2021, with six Trainee A students. On August 16, 2021, one Trainee B started in the class. This class has fixed the classroom and behind-the-wheel training portions of the class. As of the end of September, this class was on the cadetting portion of the training. Staff is expecting this class to graduate on October 8, 2021.

IndyGo Fixed Route Operator Class, Class #21/05, started on September 14, 2021, with two Trainee A students. On September 21, 2021, three Trainee B students began in the class. As of the end of September, the class was in the classroom/behind-the-wheel portion of the training program.

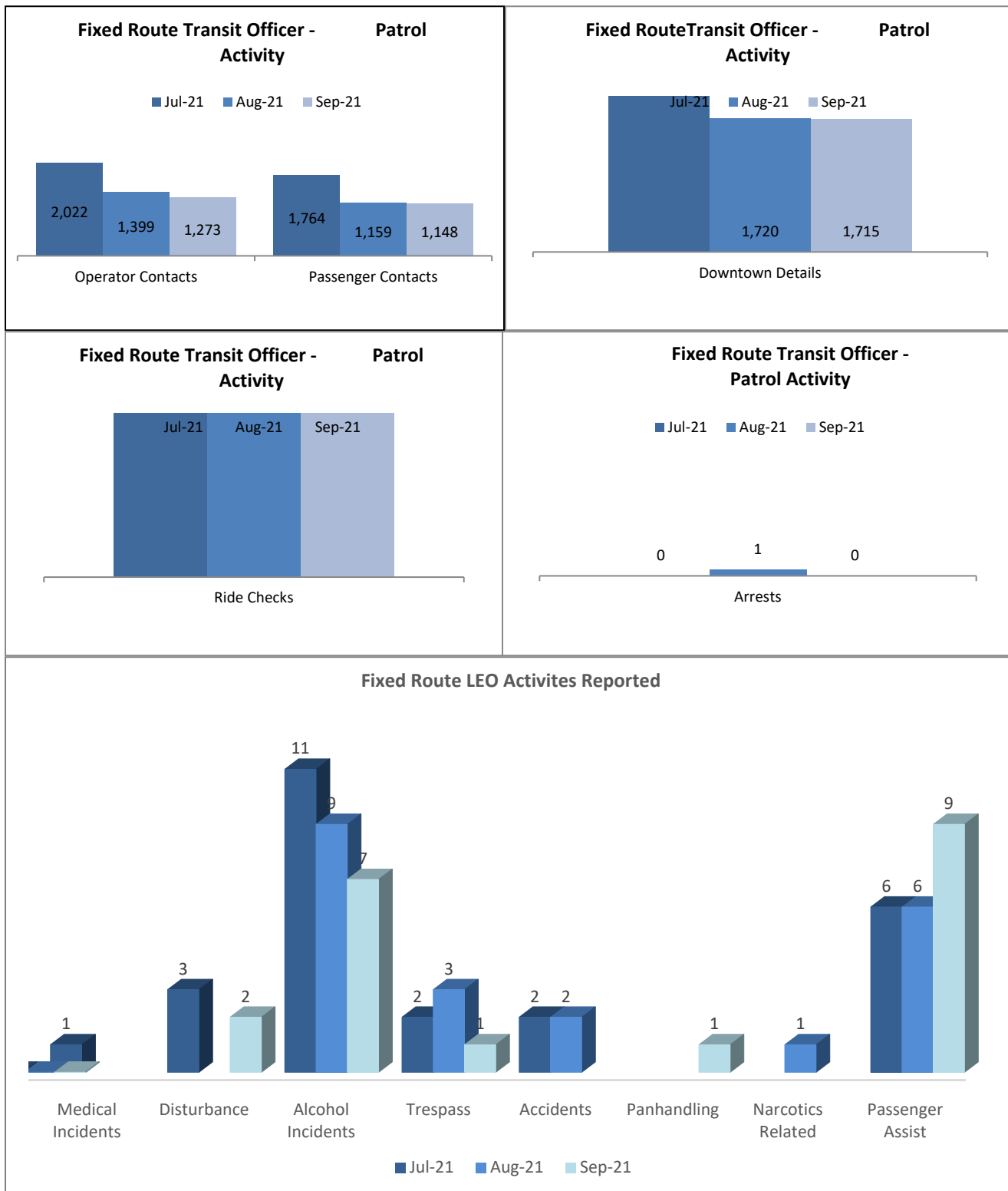
IndyGo Training Supervisor, Geneisha Berry, is currently attending a Purdue training class entitled, Aspiring Leaders. This is an 80-hour certificate training course covers Leadership S4S Intro and Team Building, effective communication and listening, writing effective emails, project management.

The following training sessions were conducted in September:

- Thirteen (13) operators for accident retraining
- Three (3) operators for Redline accident retraining
- Two (2) maintenance employees for accident retraining
- Nine (9) operators for return-to-work training
- Four (4) administrative employees for new-hire orientation
- Three (3) new general laborer employees for new-hire orientation

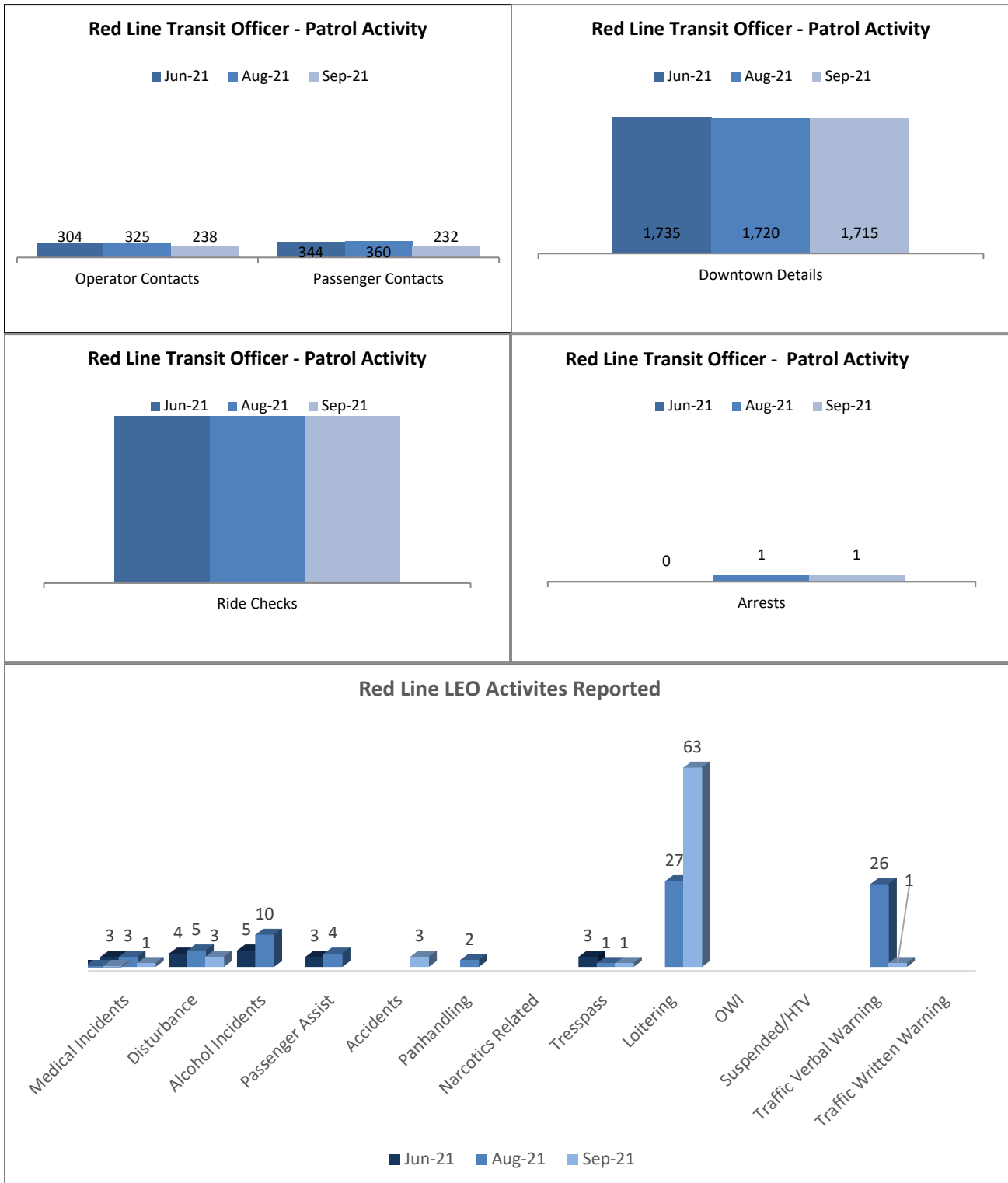
SECURITY:

Fixed Route Security



The charts above show a breakdown of activities that the Law Enforcement Officers (LEO) stationed at the Julian M. Carson Transit Center and or on Route Detail have performed or addressed for the last three months.

Red Line Security:



The charts above are the new Red Line Security reports. These sets of charts will show the activity that the LEO performed on the Red Line Route. These charts will also include any activities the Fixed Route LEO may have performed while assisting the Red Line LEO. As more information is obtained in the following months, these charts will start to populate more. There is a slight change in this month's report as a new criterion was added. This new column is named "Loitering."

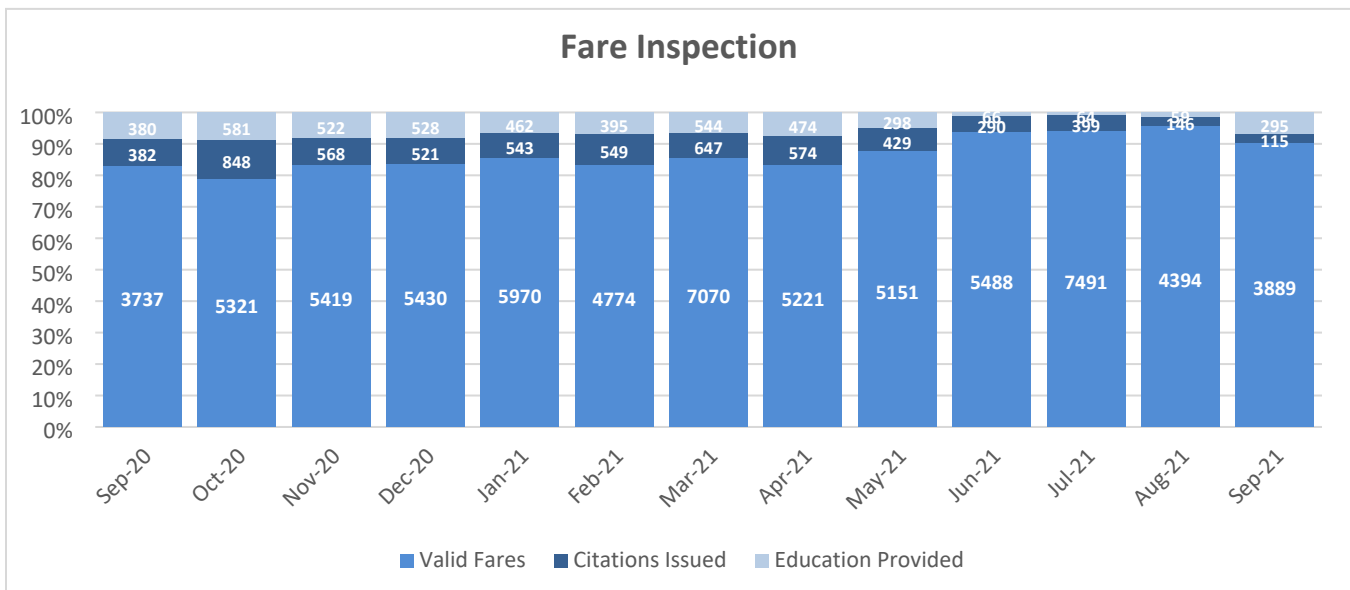
Here is some additional information regarding issues addressed for September on the Red Line Bus Route.

- There were 63 incidents of loitering and or removal from the stations—three of which required EMS assistance.
- One (1) incident of trespass
- Nine (9) incidents of traffic violations resulting in one (1) warning citation and one (1) vehicle being towed
- Twenty-three (23) incidents of drinking, smoking, or fighting on the platforms
- One (1) incident of a robbery without a weapon present

Director of Life Safety, Security & Training, Mark Emmons, Manager of Operations Training & Development, Michael Wilson, are attending the Purdue Six Sigma Green Belt Training. This training includes six (6) days of classroom participation and completing a Six Sigma project within 120 days of the final classroom day. Successful completion of this program will allow them to obtain the Green Belt Training Certificate.

Mark Emmons participated in the quarterly IndyGo Safety & Security Committee Meeting in September. This meeting brings executive, management, and represented employees’ teams together to discuss issues in and around IndyGo. This can be anything from hazards being reported to updates on current projects. Every department is represented in these meetings and allows members to address items they have, or other employees have brought to their attention.

FARE INSPECTION REPORT:



September	Passenger Contact	Notifications	Educations
Monthly	3889	115	295
Weekday	2858	91	287
Saturday	615	23	4
Sunday	416	1	4

2021 YTD	Passenger Contact	Notifications	Educations
Monthly	49448	3692	2657
Weekday	36547	2775	2114
Saturday	7883	560	338
Sunday	5346	389	237

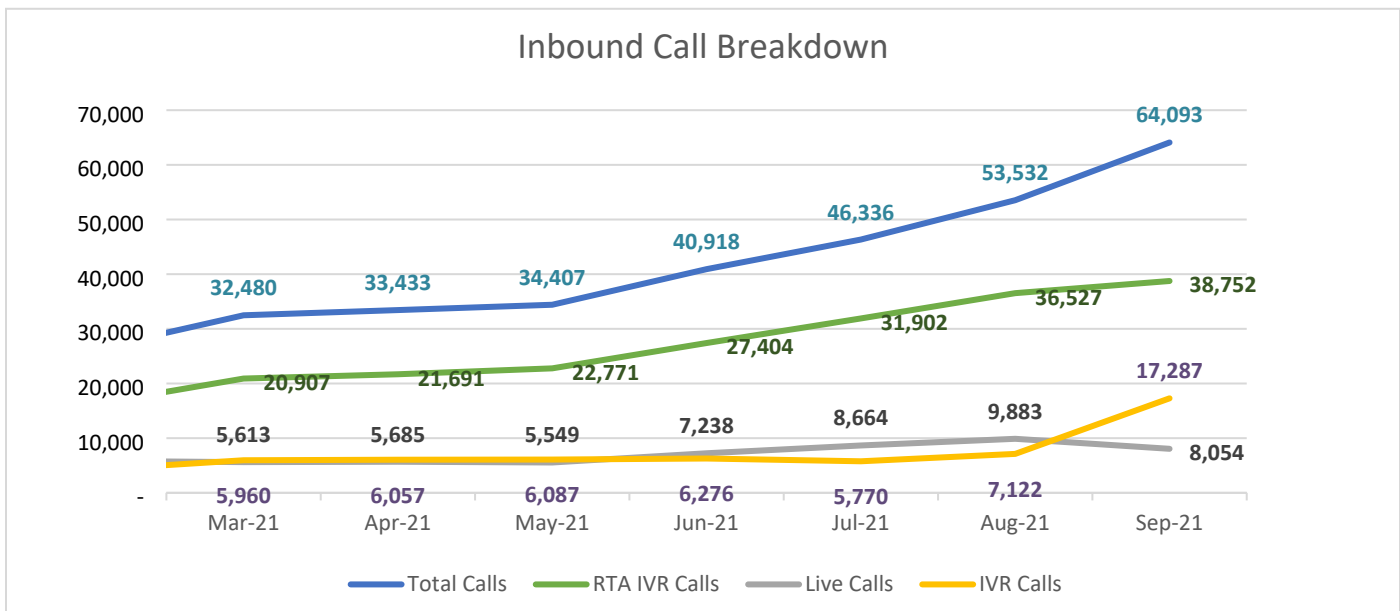
The information above shows the fare inspection information for each month and one for the total year to date for 2021. The chart will show passenger contacts which represent those passengers that had a fare when checked. It will show notifications representing passengers who did not have a fare when checked and did not/would not purchase a valid fare. Lastly, it will show education representing passengers who did not fare when checked but purchased a valid fare after being shown the proper procedures. All those numbers together count for the total number of checks each month.

**MOBILITY SOLUTIONS –
OPEN DOOR & CUSTOMER SERVICE**

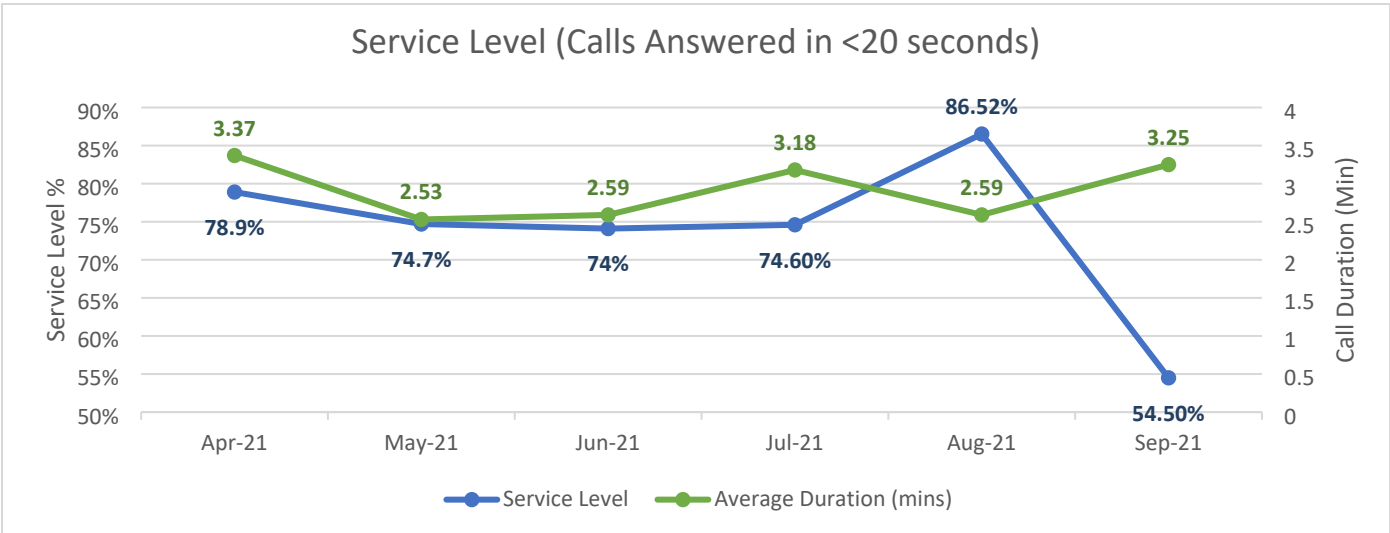
CUSTOMER SERVICE

CONTACT CENTER REPORT:

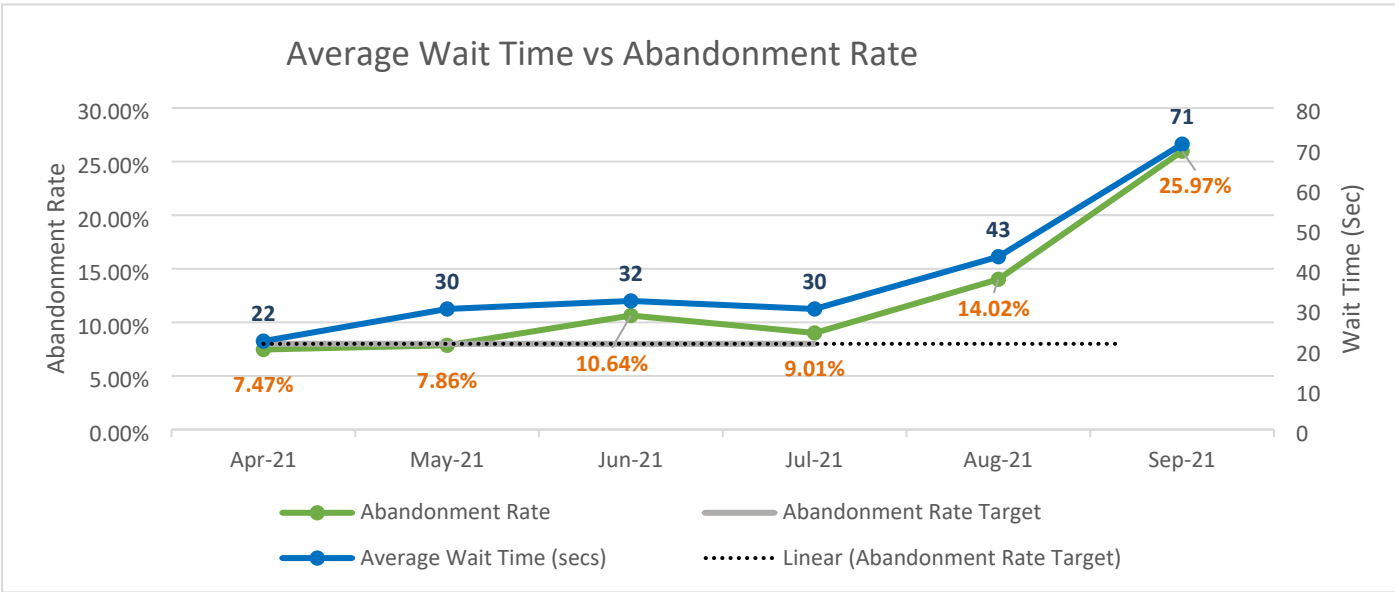
Inbound call metrics continue to see an increase in total call volume. IVR calls experienced a large influx due to the merge of both Fixed Route and Paratransit call centers.



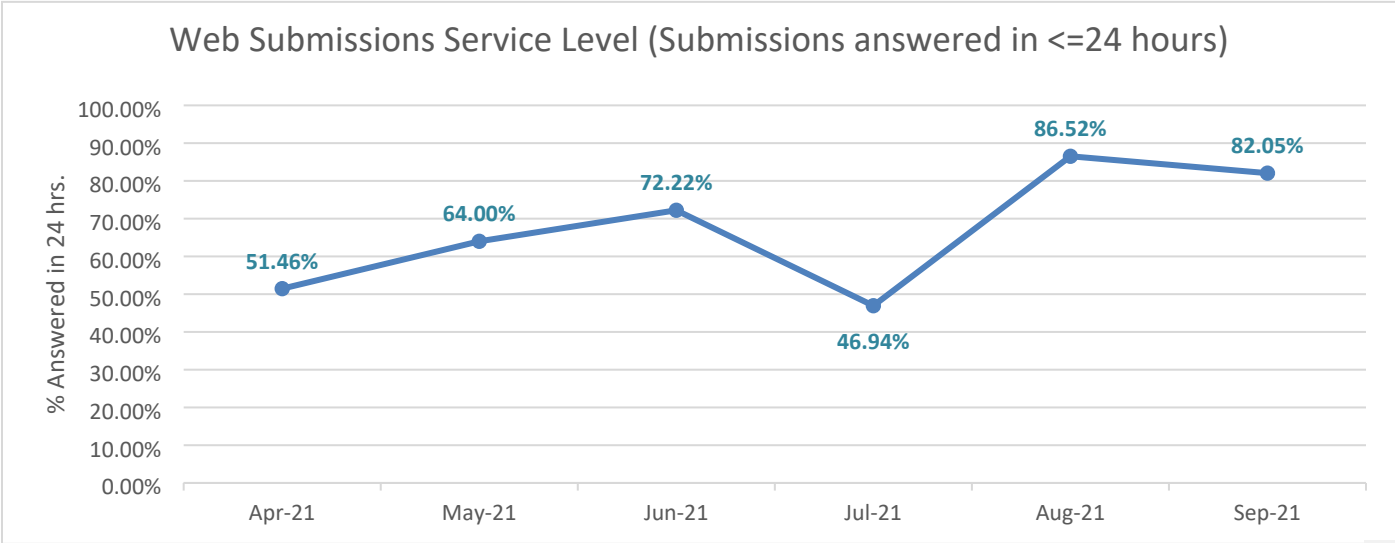
Our service level metric saw a decrease for the month of September due to an unforeseen phone service outage as well as the merger of both call centers. Paratransit calls average duration is longer than fixed route thus increasing our overall average call duration. Staffing adjustments are being made to stabilize our service levels for the month of October.



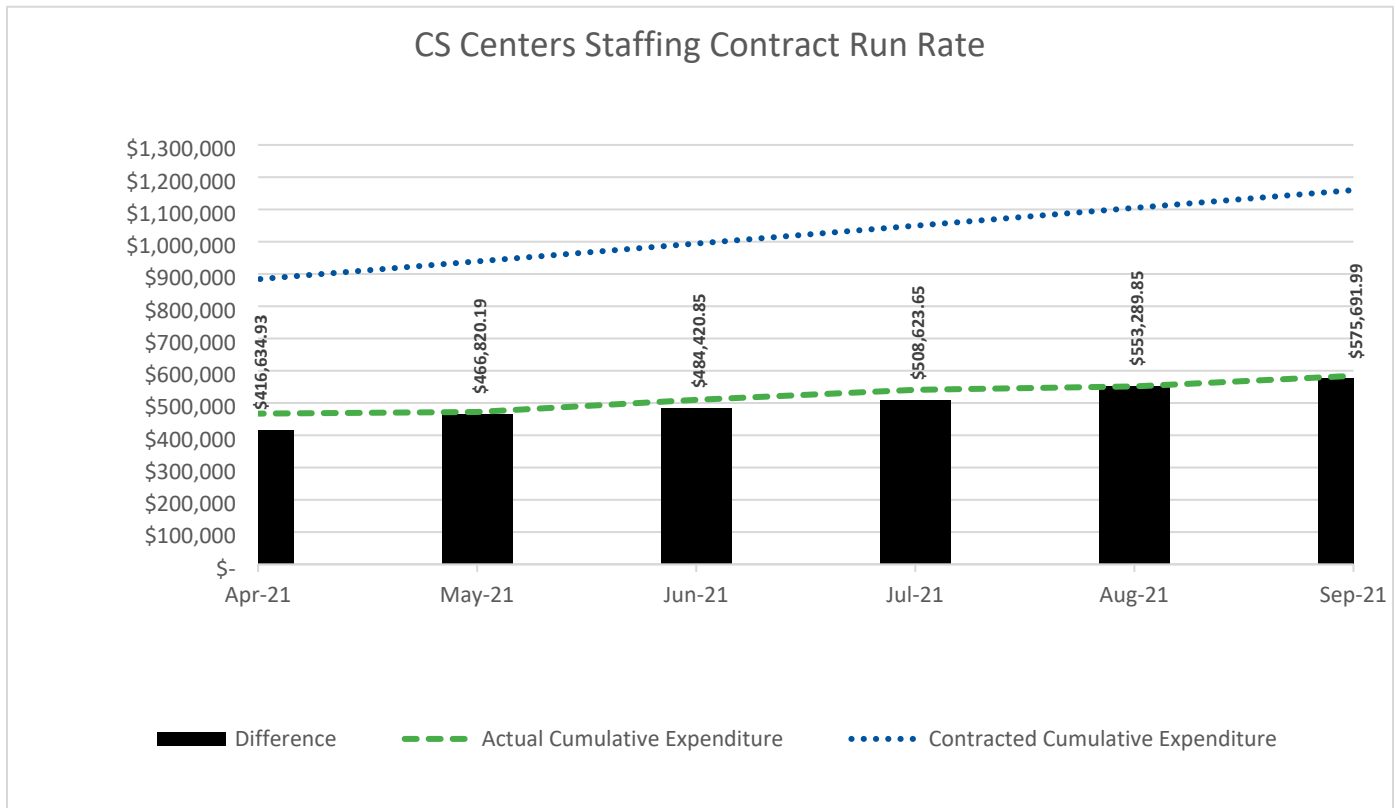
The abandonment rate saw an increase as well as average wait time. Staffing deficit negatively impacted Average Wait Time and Abandonment Rate. Adjustments are being made to stabilize.



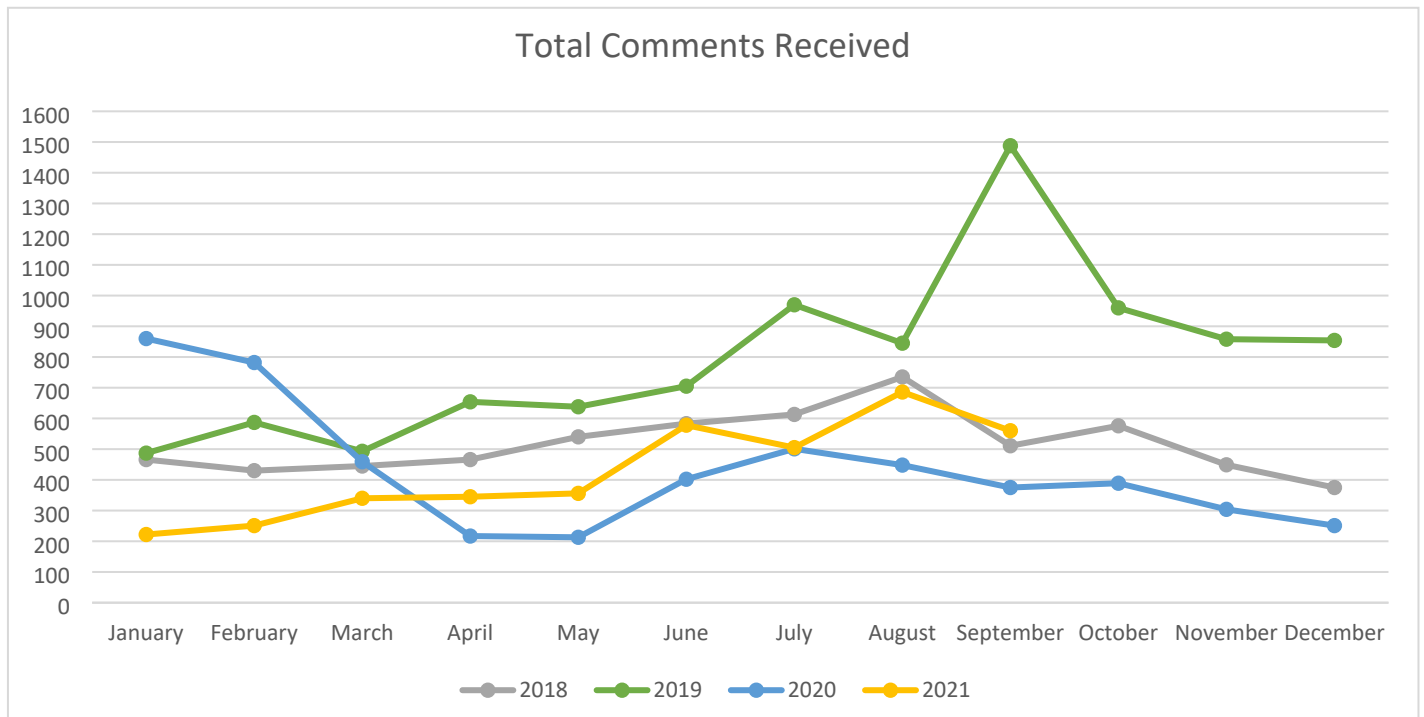
Web comment processing service level saw a slight decrease from our goal of 85%.



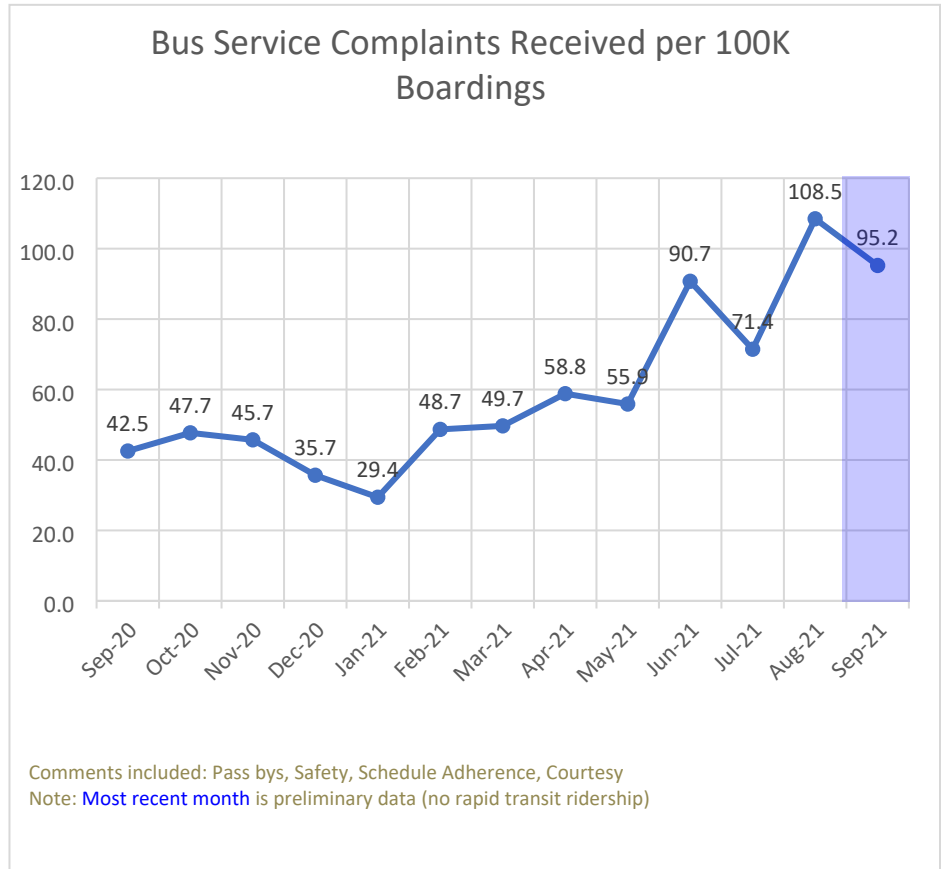
Customer Service Representative staffing contract continues to be in favorable standing.



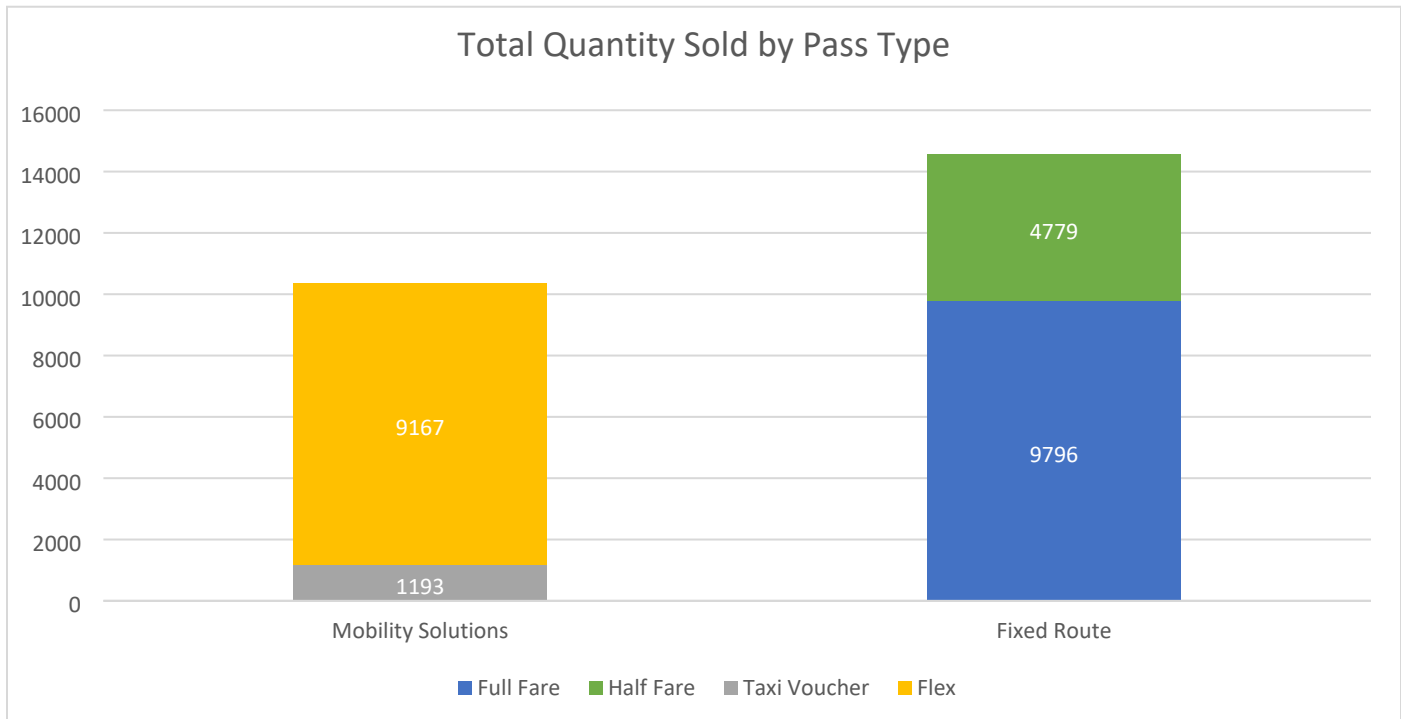
Customer Comment Report:



Categories	Comment Count
Schedule Adherence	196
Safety	56
Pass By	50
Fares	48
Courtesy	44
Rules	17
Security	16
Requests	14
Facility Maintenance	13
Routes	12
Customer Service Center	12
Compliment	12
Bus Stop	11
Wrong Information	11
2020 COVID	11
Suggestion	7
Denial	7
Vehicle	4
Discrimination	3
IT	3
ADA	3
USURV	2
Detours	2
Real Time Arrival	2
ZTRIP	1
Public Affairs	1
Marion County TP	1
RED LINE	1
Grand Total	560

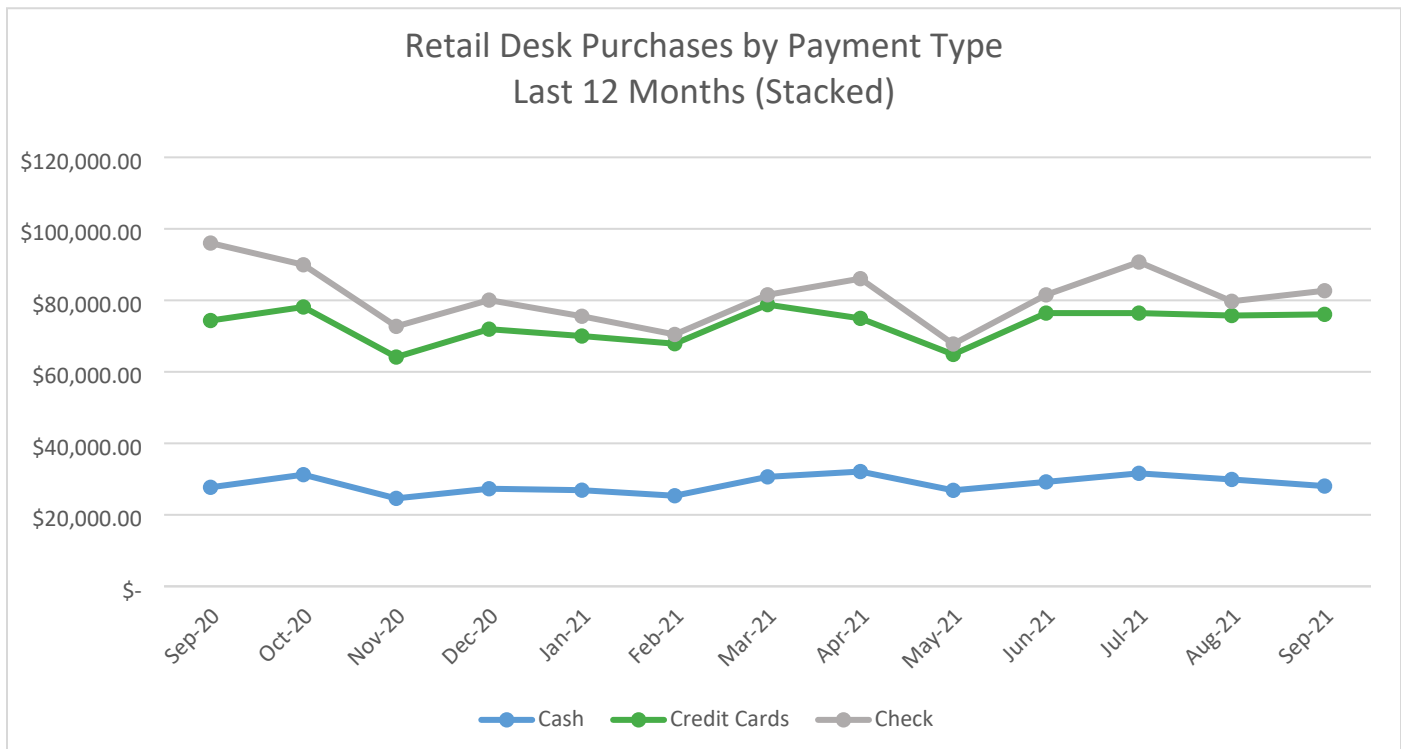


Total Quantity of Passes: 24,935



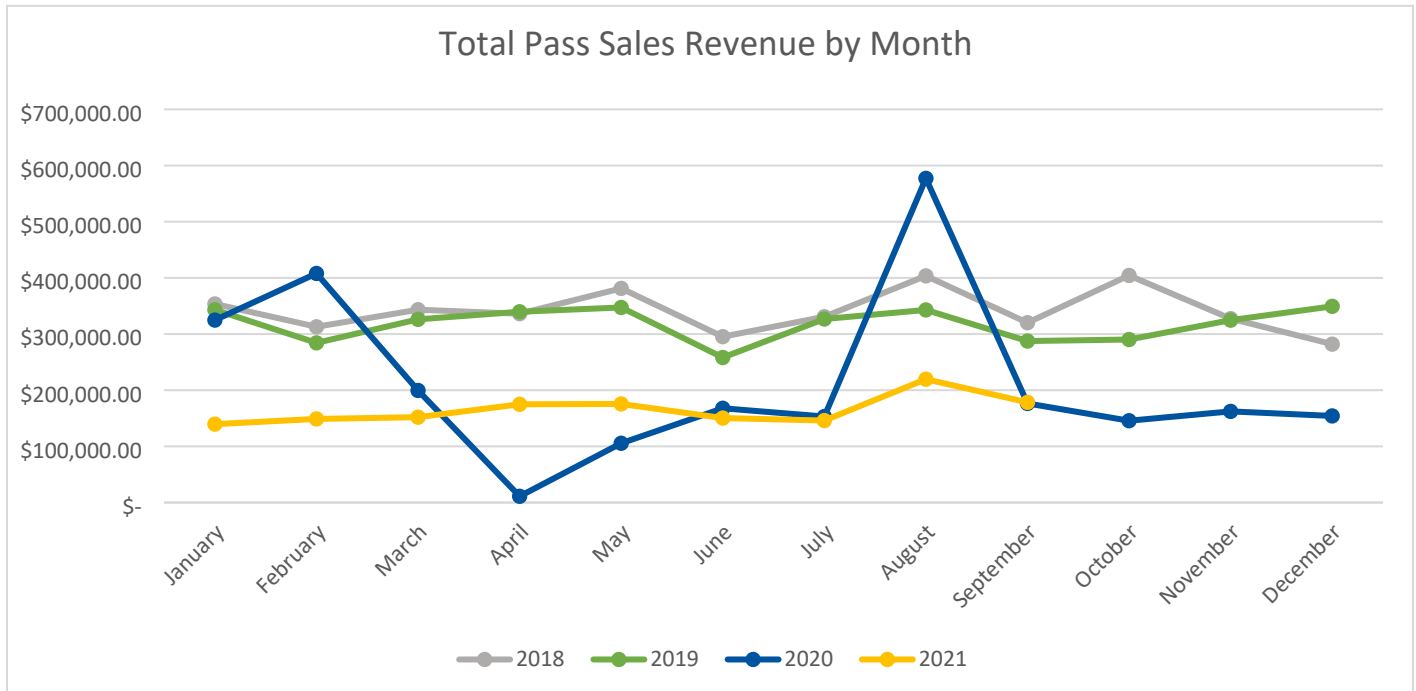
Payment Breakdown:

Customer Service Desk experienced a slight decrease in Cash sales and an increase in Credit and Check sales.



Total Pass Revenue (Including eCommerce, Retail, and Invoice):

Total pass revenue continues to trend lower than pre-pandemic levels. Although, total pass sales experienced a decrease from August to September, this trend occurs consistently across years. Compared to September 2020 Sales, September 2021 Sales are slightly higher.



Open Door Paratransit

RIDERSHIP:

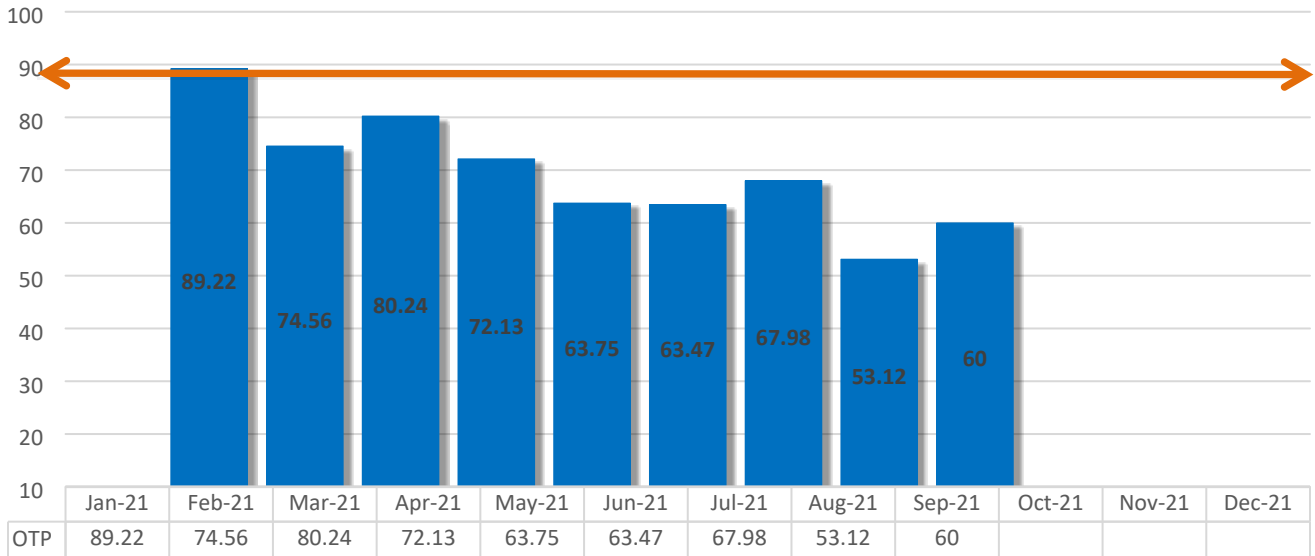
Ridership has decreased from 2020 to 2021 due to COVID-19. Ridership in September 2020 reflects 13,742 unlinked passenger trips, and for September 2021, data reflects 12,615 unlinked passenger trips, a increase of 89.7% YOY.

20-Sept	21-Sept	% Change	Mobility Services	2020	2021	% Change
13,742	10,507	-23.5%	Open Door	129,768	107,927	-16.8%

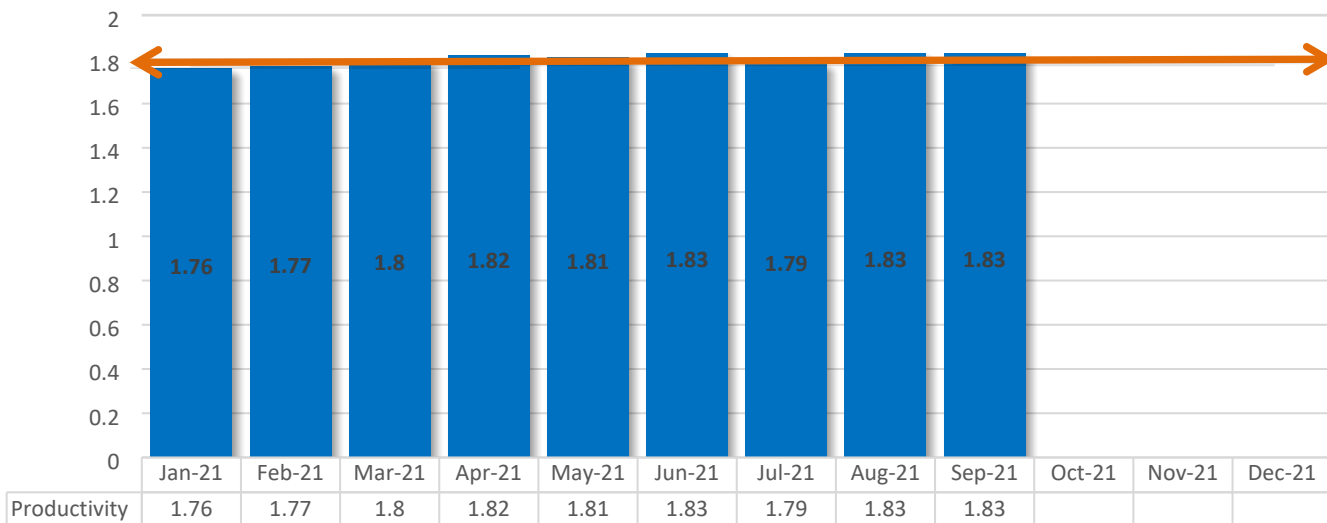
On-Time Performance for September 2020 was 90.07%, and Productivity was 1.40%. September 2021 OTP was 60%, and Productivity was 1.83%, this is a decrease of 33.4% and an increase of 30.7%, respectively YOY.

Mobility Services team continues to perform daily monitoring on-site visits and discussions regarding a proactive outlook for the current/next day's service. IPTC staff also collaborates with Transdev staff to continually monitor On-Time Performance to mitigate future service impacts.

Open Door On Time Performance Goal 93%



Open Door Productivity/PPH Goal 1.8%



Assesses a person’s ability based on the functional ability to board, disembark, and accessible transportation following ADA criteria. The ADA Requires a functional assessment evaluation within regulatory parameters for our state and federal entities using a wide range of medical conditions and their impact on an individual’s functional abilities.

2020

	New	Renew	Approved	New Denied	Renew Denied	Visitors
JAN	68	51	115	3	1	2
FEB	50	45	95	0	0	0
MAR	77	61	138	0	0	1
APR	19	28	47	0	0	0
MAY	17	33	49	0	1	0
JUNE	22	68	84	0	6	0
JULY	18	39	57	0	0	1
AUG	22	62	83	0	1	0
SEPT	23	44	66	0	1	0
OCT	40	43	83	0	0	0
NOV	28	37	65	0	0	0
DEC	25	27	52	0	0	1
Total	409	538	934	3	10	5

2021

	New	Renew	Approved	New Denied	Renew Denied	Visitors
JAN	22	38	60	0	0	0
FEB	29	33	62	0	0	0
MAR	46	42	87	0	1	0
APR	47	42	89	0	0	1
MAY	34	40	73	0	0	1
JUNE	35	58	91	0	1	2
JULY	28	54	82	0	0	2
AUG	80	49	128	0	0	2
SEPT	50	49	99	0	0	0
OCT						
NOV						
DEC						
Total	371	405	771	0	2	7

	NEW UNCOND	NEW COND	NEW TEMP	RENEW UNCOND	RENEW COND	RENEW TEMP
JAN	63	2	0	46	4	0
FEB	50	0	0	43	2	0
MAR	52	1	24	48	0	13
APR	6	0	13	19	0	9
MAY	9	1	7	21	4	7
JUNE	14	8	0	47	14	1
JULY	17	1	0	38	1	0
AUG	21	0	1	56	5	0
SEPT	22	1	0	42	1	0
OCT	40	0	0	41	2	0
NOV	28	0	0	36	1	0
DEC	24	0	1	27	0	0
	346	14	46	464	34	30

	NEW UNCOND	NEW COND	NEW TEMP	RENEW UNCOND	RENEW COND	RENEW TEMP
JAN	21	1	0	36	2	0
FEB	29	0	0	33	0	0
MAR	44	2	0	40	1	0
APR	47	0	0	42	0	0
MAY	30	2	1	40	0	0
JUNE	32	1	1	57	0	0
JULY	27	1	0	53	1	0
AUG	26	0	53	46	0	3
SEPT	0	0	50	48	0	1
OCT						
NOV						
DEC						
	256	7	105	395	4	4

Mobility Services offers a Lottery Program and a Dialysis Program. Both programs are open to eligible Open-Door customers. As with all programs, IndyGo maintains the right to augment the voucher programs.

20-Sept	21-Sept	% Change	Vouchers Sold	2020	2021	% Change
740	530	-28.4%	Lottery Sold	7,360	6,080	-.45%
956	663	-30.6%	Dialysis Sold	7,393	6,262	-15.3%

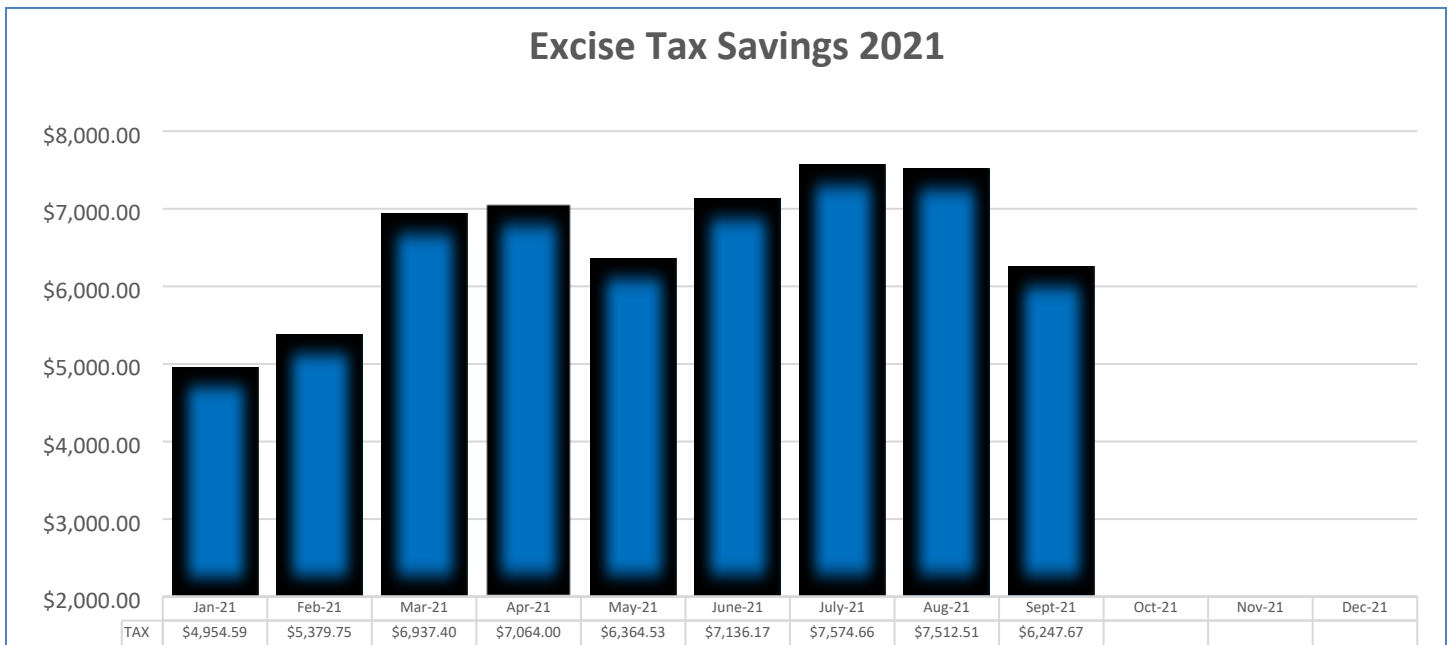
20-Sept	21-Sept	% Change	Vouchers Redeemed	2020	2021	% Change
697	499	-28.4%	Lottery Redeemed	6,937	5,369	-22.6%
860	687	-20.1%	Dialysis Redeemed	7,617	6,287	-17.5%

WEX Fuel Card Program:

The WEX Tax Exemption and Reporting Program have significantly reduced accounting and administrative time for qualified fleets exempt from motor fuel excise taxes or certain sales taxes at federal, state, county, or local levels.

September 2021 savings from fuel excise taxes were \$6,247.67 (Fed Taxes = \$3,640.37 and State Taxes = \$2,607.30.)

Total annual savings is \$59,171.28





Indianapolis Public Transportation Corporation
dba IndyGo
1501 W. Washington Street
Indianapolis, IN 46222
www.IndyGo.net

Human Resources Division Report – September 2021

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Vice President of Human Resources and Labor Relations Jeffrey M. Brown
Date: October 28, 2021

CONSIDERATION OF HUMAN RESOURCES REPORT SEPTEMBER 2021

ISSUE:

A written report of Human Resources information that will be presented at the Board meeting.

RECOMMENDATION:

Receive Human Resources report.

Jeffrey M. Brown
Vice President of Human Resources and Labor Relations

Contributing Staff:
Tracy Jennings
Director- HRIS & Benefits

HUMAN RESOURCES REPORT

A. Coronavirus (COVID-19) Update

- 1. General Update:** Although IndyGo has a very low infection rate and staff are getting vaccinated, there are concerns about the new Delta Variant and its impact on the workforce. IndyGo has three cases of vaccinated individuals who have been diagnosed with COVID-19.
- 2. COVID Data:** Since the COVID-19 pandemic began in February of 2020, IndyGo has had 142 total employees who tested positive. IndyGo has continued to urge its workforce to continue to take precautions and has put forth several memorandums regarding workplace precautions and use of benefit time and contact tracing.
- 3. COVID Vaccines:** As of July 15, 2021, 42% of Marion County residents and 42% of Indiana residents are fully vaccinated. IndyGo and the Marion County Public Health Department have partnered to provide residents 18 years and older the COVID vaccine at IndyGo's future headquarters location on Indianapolis' east side. Walk-ins are welcomed, and residents can pre-registration online at ourshot.in.gov, at 317-221-2100.
- 4. COVID Testing:** IndyGo employees are also eligible for free testing at various sites across Indianapolis and Marion County.
- 5. Mask Mandate Continues At IndyGo:** The federal rule that requires individuals wear a mask covering their nose and mouth when using public transportation is still in effect. People must continue to wear masks on all IndyGo buses, in airports, planes, buses and trains through January 2022 by order of the Transportation Security Administration, which extended the face mask requirement for commuters throughout the United States.
- 6. Federal Vaccine Mandate:** On September 9, 2021, President Biden announced a new rule to be created and ultimately enforced by the U.S. Department of Labor's Occupational Safety and Health Administration ("OSHA") that requires all businesses with 100 or more employees to ensure their workers are either vaccinated or tested once a week testing to protect employees from the spread of coronavirus in the workplace. To this end, OSHA was directed to develop an emergency temporary standard for a vaccine mandate. On October 12, 2021, as part of the regulatory review process, OSHA submitted the initial text of the emergency temporary standard to the Office of Management and Budget. Once OMB concludes its review of the regulation, the emergency temporary standard will be published in the Federal Register, when it will go into effect.
- 7. IndyGo Vaccine Data:** At this time, IndyGo currently has approximately four hundred (400) employees, or 53% of the IndyGo workforce, have reported that they are fully vaccinated. IndyGo has implemented vaccination pay as an incentive for employees to become fully vaccinated before December 15, 2021.

B. Recruitment and Retention Data

Human Resources offers the following information concerning its hiring and retention of employees:

1. **General Background Data:**

a. Total IndyGo Employees:	771
b. Total Union Employees:	558
c. Total Coach Operators:	420
d. Annual Coach Operator Turnover Rate:	23.04%
e. Total Non-Coach Operators Employees:	350
f. Annual Non-Coach Operator Turnover Rate:	20.81%
g. Annual IndyGo Employee Turnover Rate:	22.09%

2. **Recruitment Efforts:** Human Resources is amplifying its recruiting efforts to pre-pandemic levels. Human Resources will be participating in the following recruitment events:

- a. **Independent Contractor for Coach Operator Recruitment:** To booster operator recruiting, IndyGo has contracted with an independent contractor who will focus exclusively on operator recruitment. Since the engagement began in September, the independent contractor has added roughly twenty new operator trainee recruits.
- b. **Subscription Service for CDL Holders:** As another measure to boost operator recruiting, IndyGo is contracting with an entity that will provide 100-150 candidates who hold a valid CDL.
- c. **CHIPS:** IndyGo is working with the CHIPS to market and promote positions at IndyGo.
- d. **Indiana Muslim Advocacy Network:** IndyGo is working with the Indiana Muslim Advocacy Network to market and promote positions at IndyGo.
- e. **Second Chance Hiring Initiative:** Since IndyGo announced the implementation of the Policy (“the Policy”), three new hires have been made and one candidate was rejected because of a verified recent criminal history.

Diversity/Inclusion & Workforce Development Division Report - October 2021

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Vice President of Diversity/Inclusion & Workforce Development Denise E. Jenkins-Agurs, MS.Ed.
Date: October 28, 2021

Culture Engagement:

- The Culture Engagement Specialist position is posted
- Save the date for the Holiday Hurrah-November 3rd
- Fall/Halloween Decorating Contest: Each department is encouraged to decorate their space for Fall/Halloween by 8 am Fri. Oct. 29 for judging. The winning department will receive a pizza party
- Blood drive scheduled for Oct. 29 in the Board Room

Workforce Development:

- **Six Sigma Course Update:** All 18 Participants passed the exam on 10/13! They now have until February to complete their project to become Green Belt Certified. Rave reviews from the instructor about the group being excellent! Presentations will tentatively be Feb. 9, and supervisors of participants were encouraged to congratulate their people on passing the exam/for staying so committed
- **Aspiring Leaders Course Update:** I was a guest speaker and had the opportunity to evaluate participant presentations on the use of PowerPoint and Public Speaking Skills
- **TIM Talks Speakers:** Looking for TIM Talk Speakers to share about your area/department

Learning Management System:

- **LMS Testing:** Received feedback from 13 testers who completed 10-tasks in the LMS. Teammate's feedback will be used to provide a Reference Guide for the full rollout
- **Training conversion to the LMS:** Carrie collected information on current training materials and spoke with training managers on ideas for implementation into the LMS. The next steps will be creating development plans and storyboards for the curriculum

COM-MAP updates:

- **Mentorship Program:** We are launching a pilot run of the Mentor program. Two trained Mentors are paired with two recent Coach Operator graduates and will start their ride alongs next week
 - Our first full class to be paired with Mentors will be the class graduating on 12/3/2021
 - We are beginning the interviewing process for the ATU Mentorship and Apprenticeship Coordinator. Two internal candidates
- **Apprenticeship Program:** We are currently working on our next steps to becoming registered with the DOL
 - Sarah and Dionna (interim coordinator) have attended maintenance pre-shift meetings to provide information and gain interest in the Apprenticeship program
 - We are waiting on the MOU from IvyTech to move forward with the partnered curriculum

Recommendation:

Receive the report.

Denise E. Jenkins-Agurs, MS.Ed.
Vice President of Diversity/Inclusion & Workforce Development



Supplier Diversity Division Report - September 2021

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Senior Supplier Diversity Officer & DBELO Chelci R. Hunter
Date: October 28, 2021

DISCUSSION:

Between Mid-September 2021 and October 2021 IndyGo's Supplier Diversity team hosted ten (10) unique one-on-one vendor meetings. In addition to our vendor meetings, we also attended Indy Chamber's Hispanic Business Council Conexion event where we talked about the Purple Line, the new construction at Avondale Meadows vendor meeting, IDOA's 13th annual business conference, the FTA DBE listening session, the women of influence breakfast, and White Construction/IEA small business networking event.

As of September 2021, IndyGo has obtained 20.05% utilization with "XBE" businesses certified by the City of Indianapolis Office of Minority and Women Business Development and the Indiana Department of Administration's Division of Supplier Diversity.

We will begin session four of the Vendor Development Program on October 26, 2021. Topics covered sessions one through three included: Developing an RFP outline, creating a strong proposal outline, and developing your draft submittal. The Vendor Development Program is set to conclude on November 19, 2021.

UPDATES/UPCOMING ITEMS:

Vendor Development Program Session Five (November 9, 2021)

ACEC 15th Annual Diversity Business & Majority Firms Networking Event (November 10, 2021)

Vendor Development Program Session Six (November 19, 2021)

Semi-Annual Report Due (December 1, 2021)

City of Indianapolis – Office of Minority and Women Business Development Year End Forum (December 8, 2021)

RECOMMENDATION:

Receive the report.

Chelci R. Hunter
Senior Supplier Diversity Officer & DBELO