


TRANSIT IS ESSENTIAL

Pocket Guide

A large green graphic consisting of three nested chevrons pointing to the right, positioned behind the text.

In the following guide, learn more about IndyGo, what we do, who we serve and details about our latest projects.

WHY TRANSIT IS ESSENTIAL

FIXED LINE SERVICE



9 MILLION+
RIDES ANNUALLY

4M During Pandemic

\$250 MILLION+
FEDERAL FUNDING

70+ NEIGHBORHOOD
PARTNER ORGANIZATIONS

\$2 MILLION+
FREE & DISCOUNTED RIDES

Helps lower carbon footprint

UPCOMING

-B **NEARLY**
\$2 BILLION

IN ECONOMIC INVESTMENT
ALONG BLUE LINE CORRIDOR



“Transit provides people freedom. It means sidewalks, it means safety, it’s the freedom to enjoy life, have a productive life and be a productive citizen in this city.”

-Jared Evans, Indianapolis City-County Councilor, District 22

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INTRODUCTION



Our Mission:

As the largest public transportation provider in the state of Indiana, IndyGo is committed to connecting its community to cultural and economic opportunities through safe, reliable and accessible mobility experiences, with the company's vision and goals outlined in the 10-Year Strategic Plan.



71%

of riders are from households that earn less than \$35,000



76%

of riders are employed



60%

of Marion County voters agreed to support dedicated funding for transit improvements



ABOUT US

INDYGO BY THE NUMBERS



Fleet Size *(as of July 2021)*

43 Electric
39 Hybrid
135 Diesel
84 Paratransit

TOTAL = 301

Fixed Route Annual Miles *(2020)*

- 8,706,181 miles

Fixed Route Annual Ridership

- 5,740,556 trips (2020)
- 9,244,855 trips (2019/pre-COVID)



161 EMPLOYEES
10+ years of service

BUS RAPID TRANSIT

CRITERIA FOR RAPID TRANSIT FTA FUNDING

According to the FTA State of Good Repair Circular finalized in 2014, along with verbal and written correspondence with FTA officials, BRT is defined as:



Over 50% of the route must operate in a separated, right-of-way lane dedicated for transit use during peak periods. Other traffic can make turning movements through the separated right-of-way.



The route must have defined stations that are accessible for persons with disabilities, offer shelter from the weather and provide information on schedules and routes.



The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway and either queue-jump lanes or active signal priority in non-separated guideway.



The route must provide short headway, bidirectional service for at least a 14-hour span of service on weekdays and a 10-hour span of service on weekends. Short headway service on weekdays consists of either (a) 15-minute maximum headways throughout the day, or (b) 10-minute maximum headways during peak periods and 20-minute maximum headways at all other times. Short headway service on weekends consists of 30-minute maximum headways for at least 10 hours a day.



The provider must apply a separate and consistent brand identity to stations and vehicles.



BUS RAPID TRANSIT

WHY BUS RAPID TRANSIT (BRT)?

- Dedicated lanes increase safety and only have minor impacts to vehicular travel times.
- Shared lanes force cars to stop behind buses and/or maneuver around them when merging lanes, adding to travel time. Riders also spend time waiting on the bus to maneuver around cars, adding time to their commute.



The Blue Line has already been scored by the FTA, and \$100 million of federal funding has been set aside for the project. Redesigning the Blue Line to make it a corridor project means funding is not guaranteed and would likely be significantly less.

DEDICATED LANES BRING SIGNIFICANT INFRASTRUCTURE IMPROVEMENTS

Infrastructure Improvement	Fixed Guideway With Dedicated Lanes	Corridor Without Dedicated Lanes
17 miles of resurfacing \$50M-\$55M	✓	?
Drainage improvements \$45M-\$55M	✓	?
10 miles of connected sidewalks \$2M-\$5M	✓	?
Over 3 miles of new crosswalks \$0.1M-\$0.5M	✓	?
Nearly 500 ADA curb ramps \$2M-\$5M	✓	?
Over 2 miles of multi-use paths \$0.5M-\$1.5M	✓	?
65 new or upgraded traffic signals \$5M-\$10M	✓	?
Street infrastructure	required to touch nearly every part and make it better	requires slight modifications to existing infrastructure

BUS RAPID TRANSIT

WHY IS BUS RAPID TRANSIT (BRT) A KEY PART OF THE SOLUTION?

- It has features that make it more convenient, faster and more reliable, like dedicated lanes and center-of-the-road stations.
- It is/will be equitable. Our lines are located in our highest ridership corridors, with the greatest density of jobs and residents.
- It brings significant federal investment, not just in transit improvements, but also in desperately needed infrastructure.
- The changes that come with BRT investment can improve the quality of life for pedestrians, bicyclists and anyone who lives, works or travels in the corridor.



BUS RAPID TRANSIT

FEDERAL FUNDING LEVELS



\$96M (\$75M federal)



\$188M (\$81M federal)



\$220M (projected \$100M federal)

Estimated Total Federal Funding:

\$256M



GOOD TO KNOW

The FTA awards *Small Starts Grant* funds according to established scoring criteria. Scores are based on factors such as the project's impact on the environment, projected ridership, cost-effectiveness and the percentage of dedicated lanes.

BUS RAPID TRANSIT

INDUCTIVE CHARGING

- Over the last two years, BYD has worked in good faith to increase the mileage range for IndyGo's electric bus fleet.
- IndyGo can now recharge its electric buses while en route through a wireless power transfer process called inductive charging.
- The en route inductive charging stations are designed specifically for BYD buses.
- There will be a total of three charging stations strategically located along the Red and Purple lines.



200+
MILES/DAY

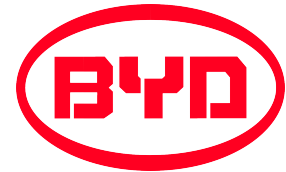


BUS RAPID TRANSIT

BYD BUSES

- BYD established a maintenance facility in Indianapolis to ensure quick turnaround.
- In good faith, BYD has paid \$4 million to fund three en route inductive charging stations.
- No money will be paid to BYD until IndyGo is confident it will get out of these buses what was promised and expected contractually.

Manufactured in the U.S.



PURPLE LINE





purple line

IvyTech Terminus Station

PURPLE LINE

OVERVIEW

The Purple Line is projected to cost \$188 million with nearly half that budget going toward major infrastructure improvements along the 38th Street corridor.



- 15.2 MILES LONG
- CONNECTING INDIANAPOLIS TO LAWRENCE
- 18 PURPLE LINE-EXCLUSIVE STATIONS
- 13 SHARED RED LINE STATIONS



GREATER THAN
25%

REDUCTION IN
TRANSIT TRAVEL
TIME



415

SURVEYED ACCIDENTS MAY HAVE
BEEN MITIGATED BY A CENTER
LANE CONFIGURATION*

MORE THAN
50%

OF BUDGET GOING
TO SUPPORTING
INFRASTRUCTURE



5 NEW TRAFFIC SIGNALS



3 MILES OF MULTI-USE PATH



STORM SEWER SEPARATION



9.5 MILES OF SIDEWALK INFRASTRUCTURE

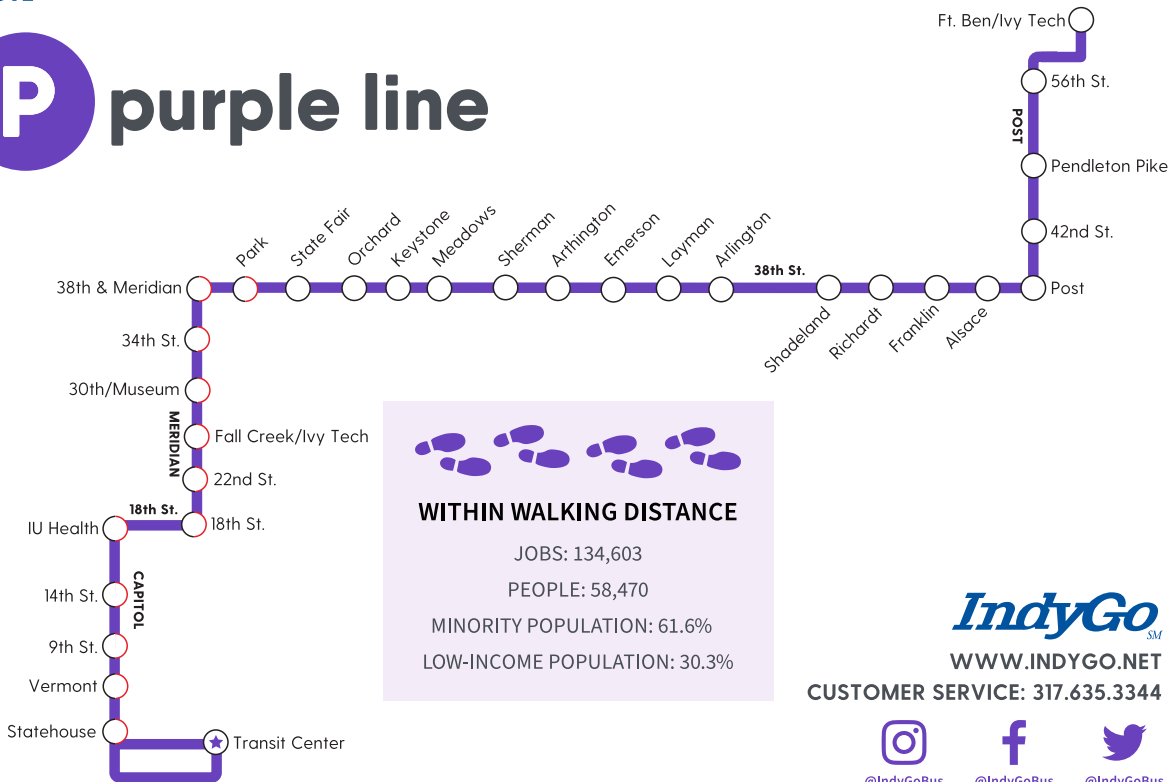


355 NEW OR UPGRADED CURB RAMPS

PURPLE LINE

ROUTE

purple line



WITHIN WALKING DISTANCE

JOB: 134,603

PEOPLE: 58,470

MINORITY POPULATION: 61.6%

LOW-INCOME POPULATION: 30.3%

WWW.INDYGO.NET

CUSTOMER SERVICE: 317.635.3344



@IndyGoBus



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PURPLE LINE

TIMELINE

2021

EARLY 2022 - 2024

2024

OUT TO BID

CONSTRUCTION

REVENUE SERVICE

**ESTIMATED
PROJECT BUDGET:
\$188M***

Infrastructure: \$127M

Stations: \$36M

Vehicles: \$18M

ROW & Finance Costs: \$7M

*Updated 2/24/21 at 100% Design

TRANSIT SIGNAL PRIORITY

ELECTRIC VEHICLES

TICKET VENDING

REAL TIME

ELEVATED PLATFORM

BUS ONLY LANE

ADA ACCESSIBLE

**According to a study of 2013-2015 data by WSP.*

BLUE LINE

OVERVIEW

The Blue Line is the third of three planned BRT lines and will run 24 miles connecting Cumberland to the Indianapolis International Airport.



- **CONNECTING CUMBERLAND TO THE AIRPORT**
- **24 MILES LONG**
- **39 PROPOSED STATIONS**



65

**NEW OR UPGRADED
TRAFFIC SIGNALS**



499

**NEW OR REPLACED
ADA CURB RAMPS**



17.5

**MILES OF STREET
RESURFACING**



**10.5 MILES OF NEW OR
REPLACED SIDEWALK**



**12 STATIONS WITH BIKE PARKING,
CAPACITY OF 8 BIKES PER STATION**



**3.3 MILES OF NEW OR
REFRESHED CROSSWALKS**



**2.2 MILES OF MULTI-USE
PATH**

BLUE LINE

TIMELINE

2024

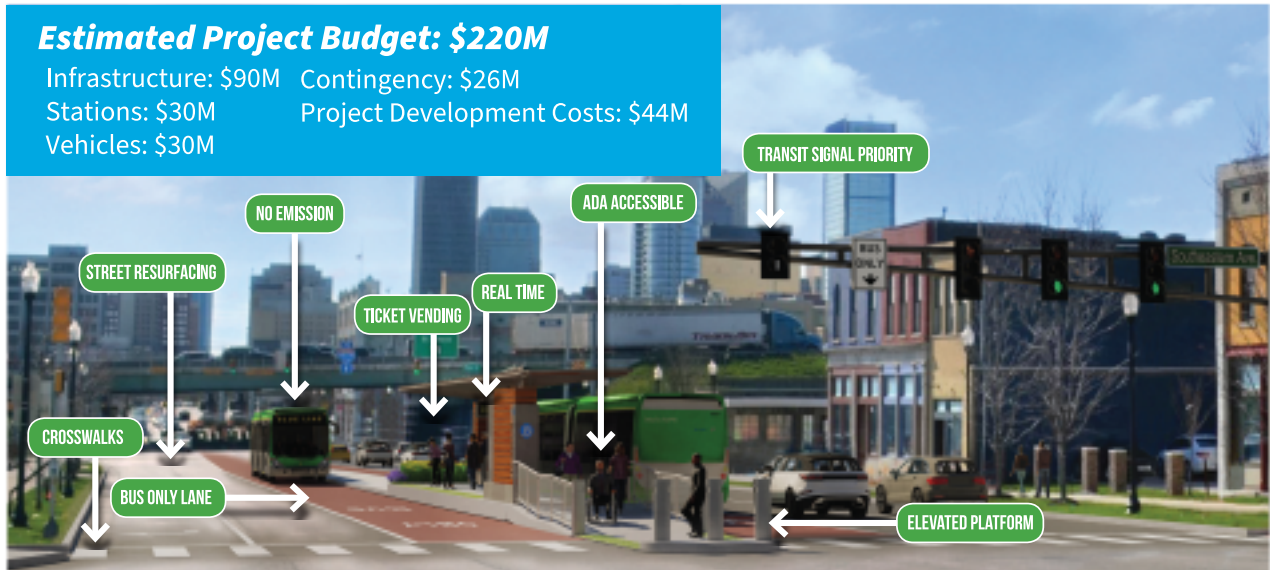
CONSTRUCTION

2027

REVENUE SERVICE

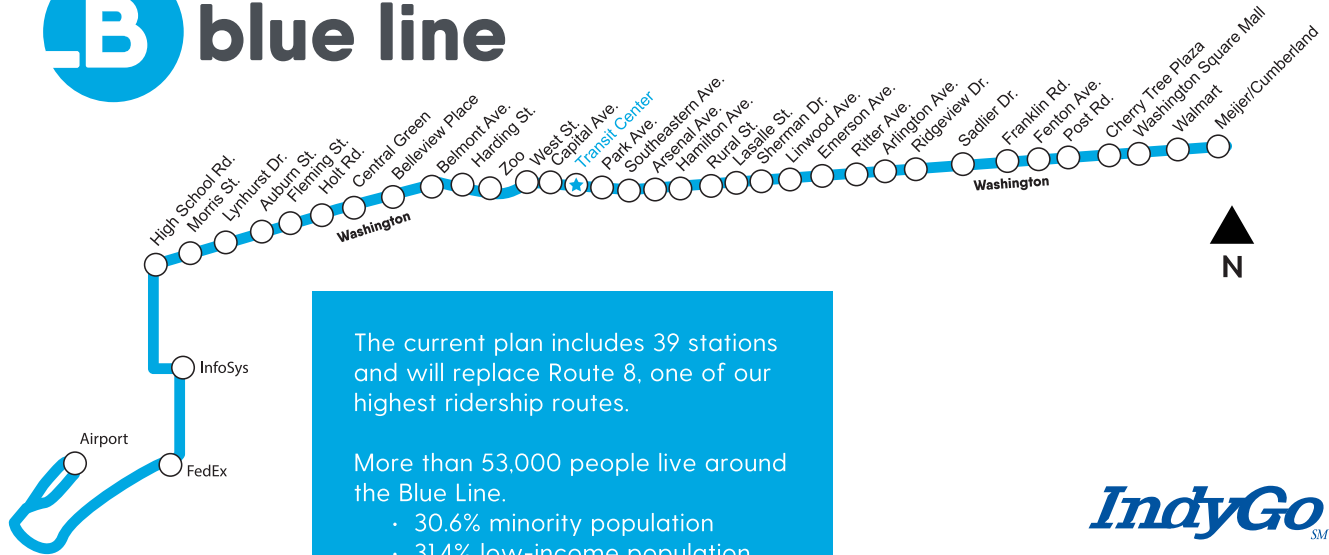
Estimated Project Budget: \$220M

Infrastructure: \$90M Contingency: \$26M
 Stations: \$30M Project Development Costs: \$44M
 Vehicles: \$30M



BLUE LINE

ROUTE



The current plan includes 39 stations and will replace Route 8, one of our highest ridership routes.

More than 53,000 people live around the Blue Line.

- 30.6% minority population
- 31.4% low-income population

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BLUE LINE

INCREASED PEDESTRIAN SAFETY & EMERGENCY VEHICLE ACCESS

- Both the Purple and Blue line corridors include major sections with little to no sidewalks for pedestrians in areas where motorists are known to drive at high speeds.
- Emergency vehicles can also use the dedicated bus-only lanes, allowing them to pass motorists safely with little to no impact to response times. IndyGo and public safety agencies worked together to develop an approved Emergency Vehicle Interaction Procedure.
- According to the Indianapolis Department of Public Works, the impact to vehicular traffic will be within the acceptable range, only adding 1-4 minutes to the motorist's commute.



In 2021, there was a record number of fatal accidents on 38th and Washington streets.



LEGISLATIVE REQUIREMENTS

IndyGo is currently in compliance with all existing legislation.



IndyGo must pay at least 10% of the annual operating expenses of projects and services, created or expanded through the local transit income tax, from sources other than taxes and fares.

Status: MET

The total estimated expenditure of new and expanded service in 2020 was \$19,077,000, making the 10% mandatory match \$1,907,700.

IndyGo brought in about \$10.4 million from sources other than taxes and fares in 2020.



IndyGo must take in at least 25% of the operating expenses of projects and services, created or expanded through the local transit income tax, through fares and charges.

Status: MET

IndyGo recovered 30.5% of fares in 2019 and 30.8% of fares in 2020.



IndyGo's Board of Directors must establish a foundation to solicit funds.

Status: MET

The Indianapolis Public Transportation Foundation was incorporated in 2018 and received 501(c)3 status in 2019.

Existing legislation does not require IndyGo to raise funds from private sources.

IPTF

Indianapolis Public Transportation Foundation

IPTF is not solely responsible for raising the 10% of operating costs required by current legislation and is not required by statute to raise a specific amount.



ANNUAL BUDGET

The Indianapolis City-County Council has final approval of IndyGo's annual budget.

OVERALL BUDGET: \$206M

- Operating: \$117.3M
- 5.6% increase over FY2020 – *deep cleaning, healthcare, retirement and personnel*
- Capital: \$83.2M
- Debt Service: \$6.4M

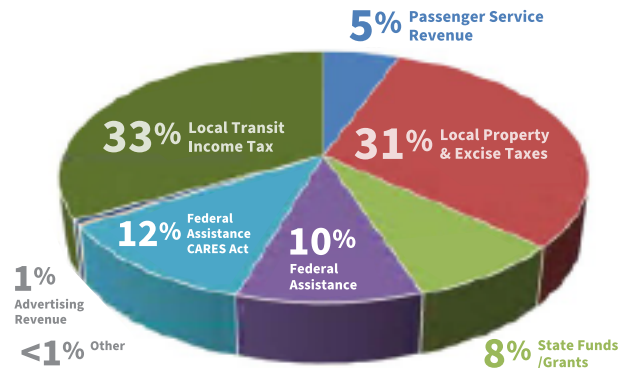
HOW IS INDYGO FUNDED?

- IndyGo receives funding from a number of sources, including federal and state grants, local taxes, advertising revenue and fare revenue.
- Current legislation solely excludes local income tax dollars and fare revenue from counting toward the requirement.
- IndyGo has always and will continue to seek funds from other sources, such as federal grants, to support its projects and increase the number of improvements we make.

WHO APPROVES THE BUDGET?

- A seven-member Board of Directors approves IndyGo policies relating to operations, contracted services, safety, finance and overall corporate structure.
- The Mayor of Indianapolis and the Indianapolis City-County Council appoint the bipartisan group.

2021 Revenue Budget



- Net property and excise taxes: \$36M
- Transit income tax revenue: \$38.7M
- Fares: \$6.4M (compare to 2019 - \$9.2M)
- Other operating revenue: \$0.98M
- STATE - \$9.6M from Public Mass Transit Fund (reduction of 13% from 2020)
- FEDERAL - \$11.4M (\$3.1M for ADA, 1% formula for safety and security, \$8M for preventive maintenance)
- CARES Act - \$14.2M

IN THE COMMUNITY

VACCINATION CLINIC

- The Marion County Public Health Department is partnering with IndyGo to host a free vaccination clinic.
- Those who got vaccinated at this clinic received a free 31-day bus pass while supplies lasted.
- The clinic began at IndyGo's future headquarters, on the far east side, but recently moved to the Julia M. Carson Transit Center.
- Transportation can be a barrier for many people to get out and get vaccinated, so IndyGo is happy to connect people to this resource and fill this crucial need.
- All three COVID-19 vaccines are available, along with the approved booster shots.



FOOD IN TRANSIT

- Food in Transit returned for its fourth year in 2021.
- The program helps to combat food deserts in Indianapolis and connects current and future transit riders to affordable, fresh and locally-grown produce.

VETERANS PASS PROGRAM

- Nearly \$2 million goes to fund discount programs, including the Veterans Pass Program
- IndyGo and the City of Indianapolis implemented Veterans Fare Cards, allowing veterans to ride IndyGo fixed route service fare-free.
- Qualified individuals who register are provided unlimited access to IndyGo's fixed route bus network, but not paratransit (Open Door) service.
- Veterans have been a consistent ridership base throughout the pandemic. At the pandemic's start, they made up nearly 12% of IndyGo's ridership, and in December of 2020, Veteran rides made up 7% of the ridership.
- In a non-pandemic year, the Veterans program is valued at an estimated \$1 million in fares.



IN THE COMMUNITY

STUDENT-SPONSORED RIDES PROGRAM

- Five school districts (Purdue Polytechnic High School, IndyMet, Believe Schools, Geo Academies and a sub-set of Indianapolis Public Schools students) participate in the program.
- More than 12 high schools and school programs currently participate.
- Approximately 1,800 students are piloting the MyKey fare system through our sponsored rides program pilot.
- The pilot offers students unlimited access to IndyGo throughout the entire year, on weekdays and weekends, at no direct cost to the students or their families.
- The program is building future transit riders and creating greater independence for students.



INDIANAPOLIS PUBLIC TRANSPORTATION FOUNDATION

OVERVIEW

- The mission of the Indianapolis Public Transportation Foundation (IPTF) is to help our community thrive by connecting people through accessible, equitable and inclusive mobility solutions.
- 501 (c) 3 status granted in June of 2019.
- No other transit agency is known to have a legislative requirement mandating a foundation. This is unique to IndyGo.
- The foundation was founded to enhance IndyGo projects and is not required to raise any specific amount of money.
- In 2021, nearly 70 different companies donated to IPTF to support mobility access efforts across Indianapolis.

IPTF

Indianapolis Public
Transportation Foundation®



INDIANAPOLIS PUBLIC TRANSPORTATION FOUNDATION

MOBILITY ACCESS FUNDS

- The Mobility Access Fund now offers two resources to nonprofit organizations who serve clients that can benefit from increased mobility and access to reliable transportation. This includes Mobility Access Bus Pass Grants and the Mobility Access Nonprofit Discount Program.
- This fund helps ensure IndyGo remains accessible to veterans, seniors, students and people with disabilities.
- Sixty-three nonprofit organizations have received either Mobility Access Bus Pass Grants or discounts through the Mobility Access Nonprofit Discount Program to provide their clients with vital access to public transportation.

THE MOBILITY ACCESS FUND HAS ENABLED NONPROFITS TO DISTRIBUTE:

96,600 DAYS
OF TRANSPORTATION
DISTRIBUTED



300%
INCREASE
IN DONORS IN 2021

TOP INVESTORS INCLUDE:

- AARP Indiana
- Anthem, Inc.
- Butler, Fairman & Seufert, Inc.
- Central Indiana Regional Transportation Authority
- Drewry Simmons Vornehm, LLP
- Genentech
- Glick Philanthropies
- Indianapolis Airport Authority
- The Indianapolis Foundation, a CICF affiliate
- Indy Gateway, Inc.
- OneAmerica
- Plainfield Economic Improvement District
- WSP Foundation



INDIANAPOLIS PUBLIC TRANSPORTATION FOUNDATION

COMMUNITY PARTNERS & GRANTEES INCLUDE:

- Bosma Visionary Opportunities Foundation
- Dress for Success Indianapolis
- Indy Black Chamber
- Indy Hunger Network, Inc.
- Ivy Tech Foundation
- Wheeler Mission

939



31-DAY BUS PASSES

*as an incentive for getting
the COVID-19 vaccination*



RAISED FUNDING FOR:

4 NEW BUS SHELTERS

Donors to the Mobility Access Fund include local charitable foundations, corporations and individuals.

IPTF

Indianapolis Public
Transportation Foundation*



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