COMPREHENSIVE ANNUAL 2006 FINANCIAL REPORT

IndyGo SM

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated
City of Indianapolis – Marion County
Reporting Entity

Gilbert L. Holmes, President & CEO
Wayne Oteham, VP/C.F.O./Controller

COMPREHENSIVE
ANNUAL
FINANCIAL REPORT
INDIANAPOLIS, INDIANA

FOR THE YEAR ENDING
DECEMBER 31, 2006

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SECTION ONE – INTRODUCTORY

June 26, 2007

The Board of Directors
Indianapolis Public Transportation Corporation
Indianapolis, Indiana

We submit to you the Comprehensive Annual Financial Report (CAFR) of the Indianapolis Public Transportation Corporation (IndyGo) for the year ended December 31, 2006. IndyGo is a component unit of the Consolidated City of Indianapolis – Marion County Reporting Entity. The IndyGo Controller, management team and staff prepared this report. Responsibility for both the accuracy of the data presented and the completeness and fairness of the presentation, including all disclosures, rests with the Controller and Management team of IndyGo. The data, as presented, is accurate in all material respects. It is presented in a manner designed to set forth the financial position and results of operations of IndyGo. Disclosures necessary to enable the reader to gain the maximum understanding of IndyGo's financial affairs are included.

The CAFR conforms to the standards for financial reporting of the Government Accounting Standards Board (GASB). There are three main sections to this report, the introductory section, the financial section and the statistical section. The Introductory Section includes this letter, the Certificate of Achievement for Excellence in Financial Reporting, a description of the Municipal Corporation and related taxing districts, a list of appointed officials and the company's organization chart. The Financial Section includes the independent auditors' report, management's discussion and analysis (MD&A), the audited financial statements and the related footnote disclosures. The Statistical Section includes selected financial and demographic information presented on a multi-year basis.

Organization

The Indianapolis Public Transportation Corporation (IndyGo) is a Municipal Corporation as defined by the "Urban Mass Transportation Act of 1965," adopted in 1965 by the Indiana General Assembly. In 1973, the company was chartered by city ordinance to provide public transportation for the City of Indianapolis, Marion County, the Town of Speedway and the City of Beech Grove.

A seven member Board of Directors establishes operating policy for IndyGo. The Mayor of the City of Indianapolis and the City-County Council of the City of Indianapolis and Marion County, Indiana appoint the Board, which is bipartisan. The Mayor appoints three members, with the Council appointing four.

The Board of Directors develops policies regarding operations, contracts, safety, financing, organization and structure of the Corporation. To affect these policies, members of the Corporation Board meet regularly in public session. These meetings include presentations by the management staff regarding the operational and financial status of the Corporation.

Significant Accomplishments in 2006: As the city of Indianapolis continues to thrive, moving people around in the most efficient manner becomes a top priority. Putting its customers first, IndyGo continues to provide a safe and cost effective way for individuals to commute to work and access entertainment, retail, medical and service locations, in 2006, IndyGo unveiled a new location for its Customer Service Center and reaffirmed its commitment to delivering quality services. Additionally, the transit corporation launched the

Red Line Circulator and implemented new technology to enhance services and provide a safer ride for residents and visitors alike.

Service Enhancements and Capital Investments:

- Relocation of Customer Service Center to the Indianapolis City Market, resulting in improved visibility, accessibility and lower operational costs

- Paratransit (Open Door) - conducted an operational analysis to identify opportunities for improving customer service and reducing operational costs

- Launched the Red Line Circulator to connect the urban IUPUI college campus to downtown attractions and businesses; offers free services six days per week

- A comprehensive transit advertising plan added more revenue

- Preventive maintenance program increased reliability and availability of equipment

- Security cameras and audio monitoring devices installed on all vehicles for safety, security and improving customer service and operational performance

- Technology upgrades to Paratransit and fixed route scheduling systems

- Installed Enterprise Resource Management system for financial, maintenance and human resource areas

- Installed new bus washer system and vehicle fuel depot

- Designed and installed fire and security system

- More than 70 new bus shelters installed

- Phase I completed for the new bus stop signs installation

Goals for 2007 and Beyond:

- Implement demonstration routes using Congestion Mitigation and Air Quality Funds (CMAQ)
  - Park & Ride from two regional locations: Carmel Express Route and Fishers Express Route
  - Highlight reverse commute option for express routes (from downtown Indianapolis to the regional locations)
  - Airport to downtown express route

- Work with college and university officials to launch a student pass service, allowing unlimited rides to students who pay a base transportation fee

- Continue regional rapid transit discussions and stress the importance of building a better local public transportation system to support rapid transit

- Unveil new web site enhancements including trip planning software and a redesigned site

- Promote and implement near-term recommendations of the Comprehensive Operational Analysis (COA)

Internal Control Structure

IPTC management is responsible for establishing and maintaining internal controls designed to ensure that assets are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States of America. Internal controls are designed to provide reasonable, but not absolute assurance that these objectives are met. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by management.

Budgetary Control

The Board of Directors adopts a budget in August of each year for the next calendar year. Budgetary control is maintained for certain funds, at the object level of expenditures by the encumbrance of purchase orders against available appropriations. That budget becomes the day-to-day control document of expenditures at the department level. Changes within major account classifications require board approval, while departments are allowed authority to transfer between minor line items within the major accounts.

Cash Management

At all times, minimum cash balances are maintained. Investments of temporary idle funds are in demand deposits, money market deposits, repurchase agreements, U.S. treasury bills or similar government issues until funds are needed for expenditures. All deposits are fully insured by the FDIC or the Indianapolis Public Deposits Insurance Fund, a multiple financial institution collateral pool. As of December 31, 2006, excess funds were invested in demand deposit accounts with Indiana financial institutions and one institutional money market deposit account.

Risk Management

Risk management activities at IndyGo are an ongoing program of loss prevention, safety inspections, claims processing and payment, and placement of risk insurance coverage combined with self-insurance retention, all designed to maximize the protection of assets of IndyGo. A schedule of risk coverage is included in the Statistical Section, Schedule 16 of this report, and additional information is contained in the Financial Section, notes to financial statement.

In December 1986, the IndyGo Board of Directors approved the establishment of an Excess Liability Reserve, for the purpose of paying personal injury and property damage claims in excess of $100,000. An actuarial study conducted in April 1987, recommended funding levels of between $590,000 and $1,550,000, depending on the confidence level selected. As of December 31, 2006, the Excess Liability Reserve was $1,298,019.

Significant additional self-insured retentions in effect are as follows: Workers Compensation $300,000 per occurrence; property damage to autos and buses – entirely self-insured.

Independent Audit

The Indiana Urban Mass Transportation Act of 1965 requires the Controller to annually submit the records for audit by Independent Certified Public Accountants designated by the Board of Directors. As a recipient of federal financial assistance, IndyGo is also required to undergo an annual single audit in conformity with the provisions of the Single Audit Act of 1996 and U. S. Office of Management and Budget Circular A-133, *Audits of State Local Governments and Non-Profits Organizations*. The public accounting firm of Crowe Chizek and Company, LLC performed the annual audit, and in addition performed the audit required by the federal Single Audit Act of 1996 and related OMB Circular A-133. Generally accepted auditing standards set forth in the General Accounting Office's *Government Auditing Standards* were used by the auditors in conducting their engagement. The auditors' report on the financial statements with accompanying notes is included in Section Two of this report. Information related to the single audit report, including a schedule of expenditures of federal awards, the independent auditors' report on internal controls and compliance with applicable laws and regulations, and a schedule of findings and questioned costs are included in a separately issued single audit report.

OTHER INFORMATION

Audit Committee

Based on recommendations from the Federal Transit Administration, it was suggested that the IndyGo Board of Directors develop an Audit Committee. Gary F. Hentschel was reappointed to serve as Chairman of the IndyGo audit committee for a term of one year. Mr. Hentschel appointed Dennis E. Faulkenberg to serve on the audit committee.

Certificate of Achievement

The Government Finance Officer's Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Indianapolis Public Transportation Corporation (IndyGo) for its Comprehensive Annual Financial Report for the year ended December 31, 2005. In order to be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized comprehensive annual financial report, whose contents conform to program standards. Such reports must satisfy both accounting principals generally accepted in the United States of American and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year. We believe our current report continues to conform to the Certificate of Achievement for Excellence Reporting Program requirements, and we are submitting this report to the GFOA to determine its eligibility for another certificate.

Acknowledgement

The report presented herein could not have been prepared without the assistance of many persons. We appreciate the assistance received from our independent auditors, Crowe Chizek and Company, LLC, in the preparation of this report. Appreciation is also expressed to the City of Indianapolis Controllers Office, the Marion County Auditor's Office, the Indianapolis Economic Development Corporation for their assistance in the Annual Report graphics and demographics and the management and staff of IndyGo.

Respectfully submitted,

Wayne Oteham

Wayne Oteham	Gilbert L. Holmes
VP/CFO/Controller	President/CEO

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Indianapolis Public Transportation Corporation-IndyGo Indiana

For its Comprehensive Annual Financial Report for the Fiscal Year Ended December 31, 2005

A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.

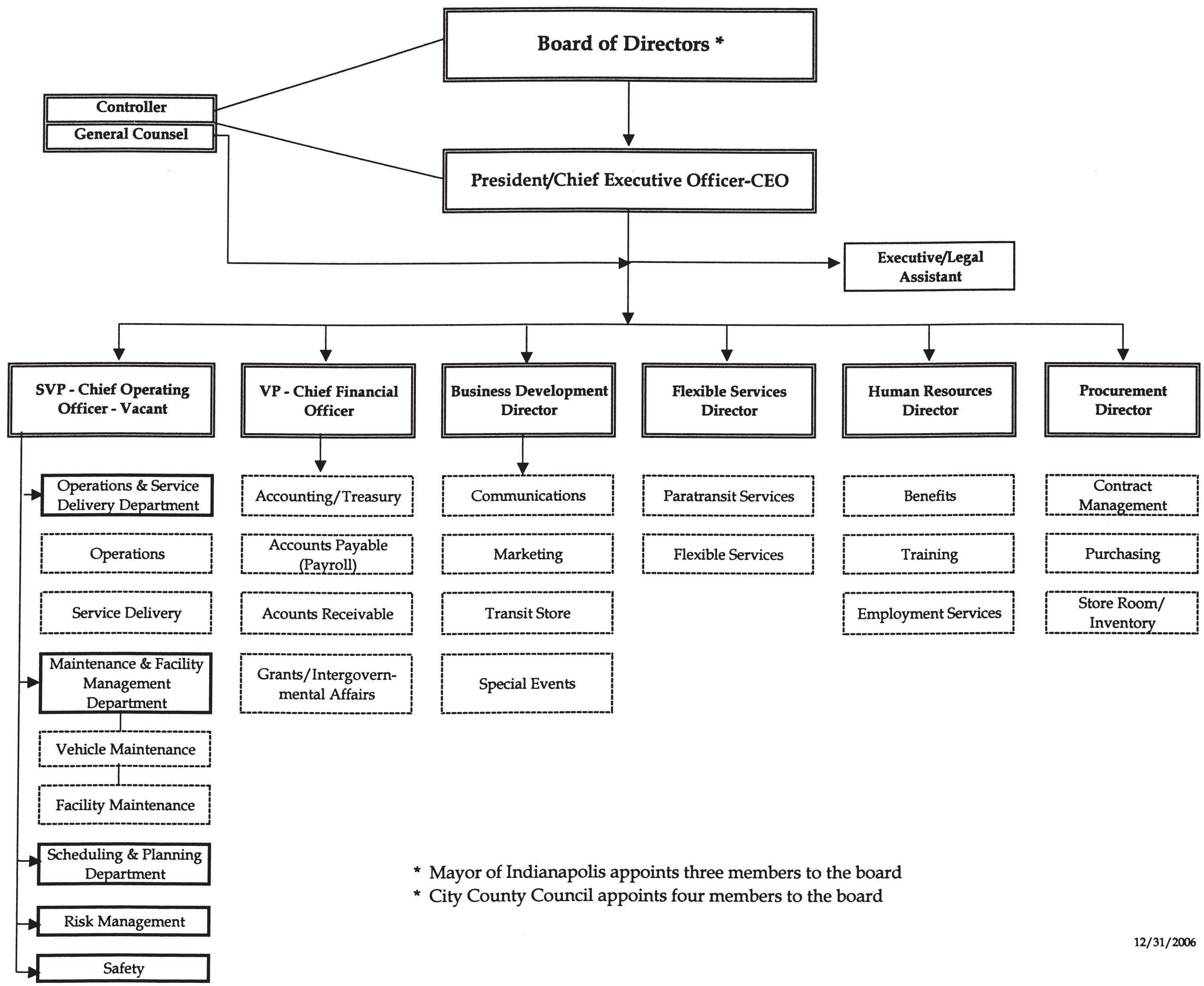
GOVERNMENT FINANCE OFFICERS ASSOCIATION OF THE UNITED STATES AND CANADA CORPORATION SEAL CHICAGO

President

Executive Director

Indianapolis Public Transportation Corporation (IPTC)

IndyGo



* Mayor of Indianapolis appoints three members to the board
* City County Council appoints four members to the board

12/31/2006

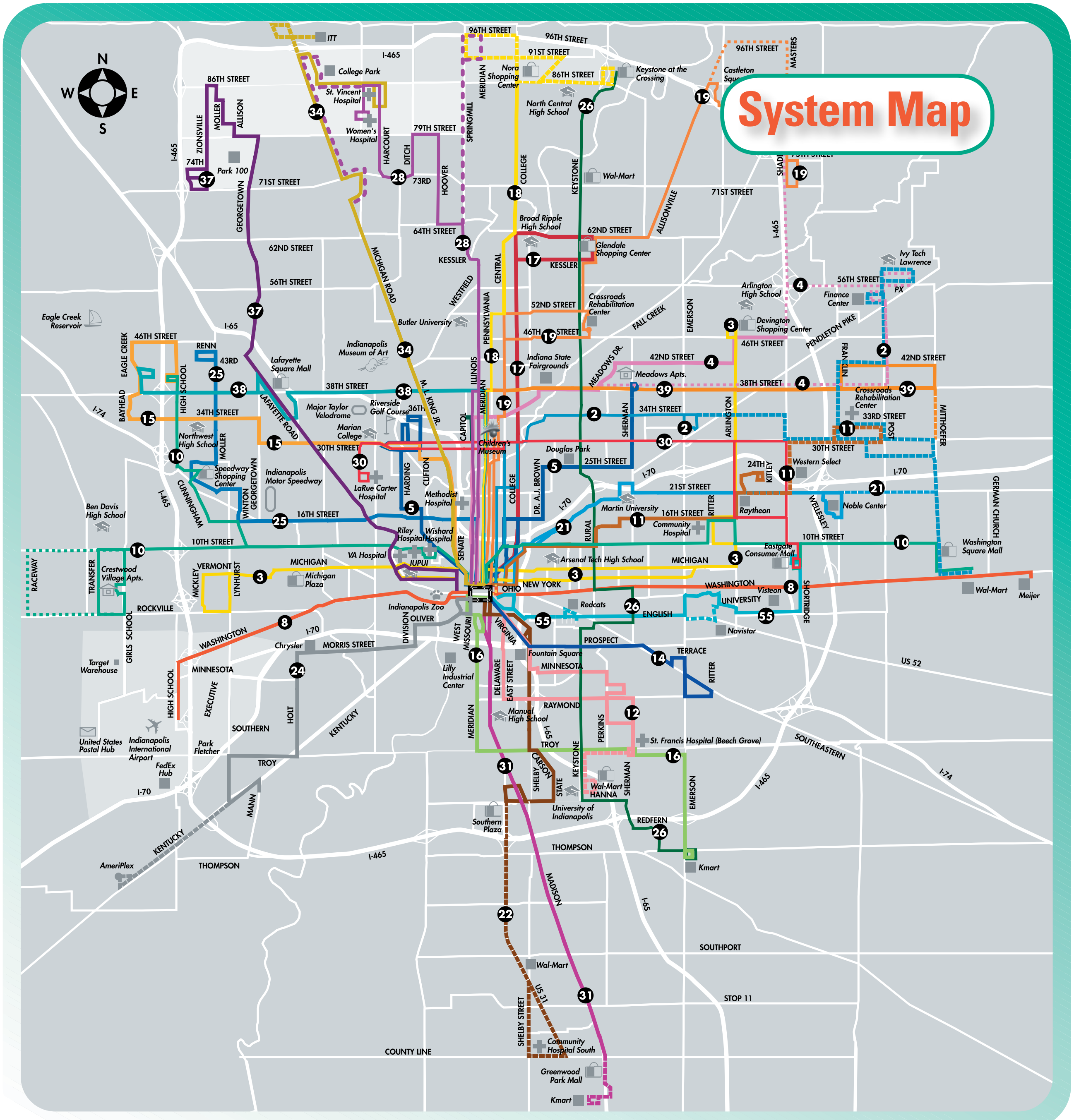
INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION - IndyGo

Board of Directors, Principal Officials and Management

Name	Approximate Length of Service	Occupation
Appointed Board of Directors		
Jennifer P. Simmons, Chair (Mayor)	1 yr	VP Bose Public Affairs Group
Tommie L. Jones, Vice Chair & Secretary (Council)	6 ½ yrs	Teacher Decatur Township School District
Gary F. Hentschel, Treasurer (Mayor)	4 yrs	President / Chief Operating Officer Personnel Management, Inc.
Danny M. Crenshaw (Council)	3 ½ yrs	Insurance Specialist Crenshaw Insurance Agency
Dennis E. Faulkenberg (Council)	2 ½ yrs	Public Affairs Specialist Ice Miller
Gregory Bedan (Council)	8 mos.	
Vacant (Mayor)		
IPTC Principal Management Staff		
Gilbert L. Holmes	4 ½ yrs	President/CEO
Janice E. Kreuscher	4 yrs	General Counsel
Wayne Oteham	5 yrs	VP/CFO/Controller
Michael Terry	3 yrs	VP Business Development

Above information is as of 12/31/06

System Map



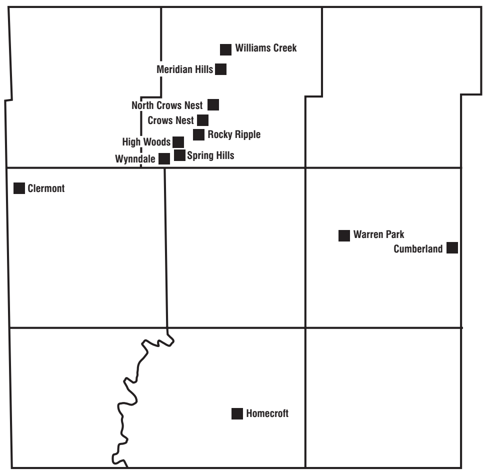
Map Key

- ROUTE 2 - EAST 34TH STREET
- ROUTE 3 - MICHIGAN STREET
- ROUTE 4 - FORT HARRISON *(2)*
- ROUTE 5 - E. 25TH/NORTH HARDING
- ROUTE 8 - WASHINGTON STREET
- ROUTE 10 - 10TH STREET
- ROUTE 11 - EAST 16TH STREET *(1) (2)*
- ROUTE 12 - BEECHCREST
- ROUTE 14 - PROSPECT
- ROUTE 15 - RIVERSIDE
- ROUTE 16 - BEECH GROVE *(2)*
- ROUTE 17 - COLLEGE
- ROUTE 18 - NORA *(2)*
- ROUTE 19 - CASTLETON
- ROUTE 21 - EAST 21ST STREET *(2)*
- ROUTE 22 - SHELBY *(1, 2)*
- ROUTE 24 - MARS HILL *(2)*
- ROUTE 25 - WEST 16TH STREET *(2)*
- ROUTE 26 - KEYSTONE CROSSTOWN *(2)*
- ROUTE 28 - ST. VINCENT
- ROUTE 30 - 30TH STREET CROSSTOWN *(1) (2)*
- ROUTE 31 - GREENWOOD
- ROUTE 34 - MICHIGAN ROAD *(2)*
- ROUTE 37 - PARK 100
- ROUTE 38 - LAFAYETTE SQUARE
- ROUTE 39 - EAST 38TH STREET
- ROUTE 50 - RED LINE *(2)*
- ROUTE 55 - ENGLISH *(1) (2)*
- ROUTE 90 - BLUE LINE
- DENOTES SELECTED TRIPS SEE ROUTE SCHEDULE FOR INFORMATION
- NORTH SIDE DIAL-A-RIDE
- AIRPORT AREA DIAL-A-RIDE

(1) Routes that do not run on Saturday
(2) Routes that do not run on Sunday. Lift Equipped routes

Indianapolis Public Transportation Corporation
Taxing Districts

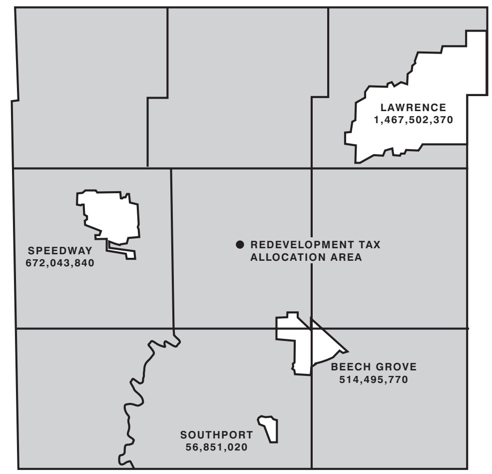
MAP 1



MARION COUNTY AND INCLUDED TOWNS

	True Value Assessed Valuation
Marion County	39,884,933,210
Included towns (8)	566,832,500

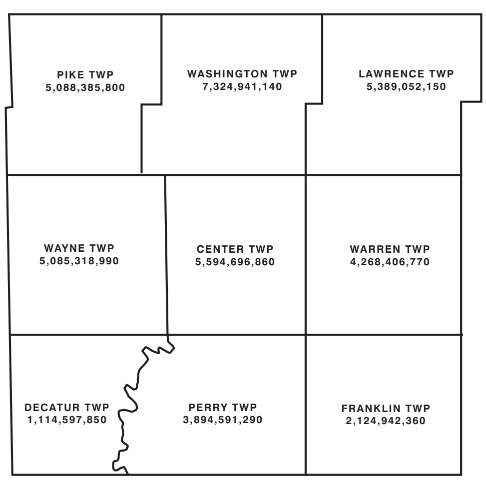
MAP 2



CONSOLIDATED CITY OF INDIANAPOLIS

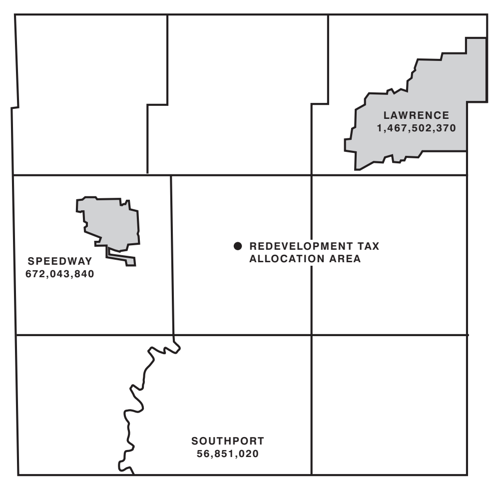
	Assessed Valuation
City of Indianapolis	37,174,040,210
Exluded Cities and Towns	2,710,893,000

MAP 3



TOWNSHIP (ASSESSED VALUATIONS)

MAP 4



IPTC TAXING DISTRICT

IPTC	37,688,535,980
Exluded Cities and Towns	2,196,397,230

[1] The assessed value figures are those certified by State Department of Local Government Finance as of January 1, 2006
[2] Map 4 represents the taxing district of IPTC, not including excluded cities and towns.

SECTION TWO – FINANCIAL

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
(A COMPONENT UNIT OF THE CONSOLIDATED CITY OF INDIANAPOLIS
MARION COUNTY GOVERNMENT REPORTING ENTITY)
Indianapolis, Indiana

FINANCIAL STATEMENTS
December 31, 2006 and 2005

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Crowe™

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REPORT OF INDEPENDENT AUDITORS

Board of Directors
Indianapolis Public Transportation Corporation
Indianapolis, Indiana

We have audited the accompanying statements of net assets of Indianapolis Public Transportation Corporation (IPTC) (a municipal corporation and a component unit of the consolidated City of Indianapolis-Marion County Government Reporting Entity) as of December 31, 2006 and 2005, and the related statements of revenue, expense and changes in net assets and cash flows for the years then ended. These financial statements are the responsibility of the IPTC's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of IPTC at December 31, 2006 and 2005, and the respective changes in financial position and its cash flows for the years then ended, in conformity with accounting principles generally accepted in the United States of America.

The Management's Discussion and Analysis and the other required supplementary information on pages 3 through 9 are not a required part of the basic financial statements but are supplementary information required by the Governmental Accounting Standards Board. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Crowe Chizek and Company LLC
Crowe Chizek and Company LLC

Indianapolis, Indiana
June 18, 2007

MANAGEMENT'S DISCUSSION AND ANALYSIS

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
YEAR ENDED DECEMBER 31, 2006

This section of the annual financial report presents a discussion and analysis of the Indianapolis Public Transportation Corporation's (IPTC's) financial performance for the years ended December 31, 2006 and 2005. Please read this section in conjunction with the IPTC financial statements in the section that follows. For more detailed information on long-term debt activity and capital asset activity please refer to the relevant disclosures in the notes accompanying the basic financial statements.

FINANCIAL HIGHLIGHTS

- Indianapolis Public Transportation Corporation's assets exceeded its liabilities at December 31, 2006 by $29 million (net assets). Of this amount, $1.2 million (unrestricted net assets) may be used to meet the Company's ongoing obligations arising from providing transportation service to the community.
- Fare revenues for 2006 increased nine percent over that of the prior year.
- Operating expenses before depreciation increased only 3.5 percent over the prior year.
- Net assets increased $3.3 million or 12.9 percent.

OVERVIEW OF THE FINANCIAL STATEMENTS

This financial report consists of four parts: management's discussion and analysis (this section), the basic financial statements, the notes to the financial statements and reports on compliance and internal control over financial reporting.

The IPTC's financial statements are prepared on an accrual basis in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. Under this basis of accounting, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and depreciation of assets is recognized in the Statements of Revenue, Expense, and Changes in Net Assets. All assets and liabilities associated with the operation of the IPTC are included in the Statement of Net Assets.

The financial statements provide both long and short-term information about the IPTC's overall financial status. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed information. Please refer to these notes for more in depth and detailed information.

FINANCIAL STATEMENT ANALYSIS

Net Assets

The IPTC's total assets at December 31, 2006 reached almost $59 million. This represents an increase of $3.2 million or 6 percent from the prior year. Total liabilities approximated $30 million for a decrease of 0.3 percent from the prior year. Total net assets approximated $29 million for an increase of $3.3 million or 12.9 percent from the prior year. Increases in local property tax funding, the establishment of a cumulative capital fund and the effect of training and safety programs on claims experience have all contributed to the increase in net assets (See Table 1).

TABLE 1 – NET ASSETS

	2006	2005	2004
Assets:			
Current Assets	23,070,011	19,062,849	15,199,450
Property (net)	35,711,991	36,465,752	36,351,616
Other Assets	215,736	238,144	260,552
Total Assets	58,997,738	55,766,745	51,811,618
Liabilities:			
Current Liabilities	8,528,420	8,791,212	8,561,815
Non-current Liabilities	21,412,455	21,230,001	22,393,547
Total Liabilities	29,940,875	30,021,213	30,955,362
Net Assets:			
Invested in capital assets	19,620,481	19,509,341	19,972,455
Restricted	8,240,635	4,848,101	4,601,899
Unrestricted	1,195,747	1,388,090	(3,718,098)
Total net assets	29,056,863	25,745,532	20,856,256
Total liabilities and net assets	58,997,738	55,766,745	51,811,618

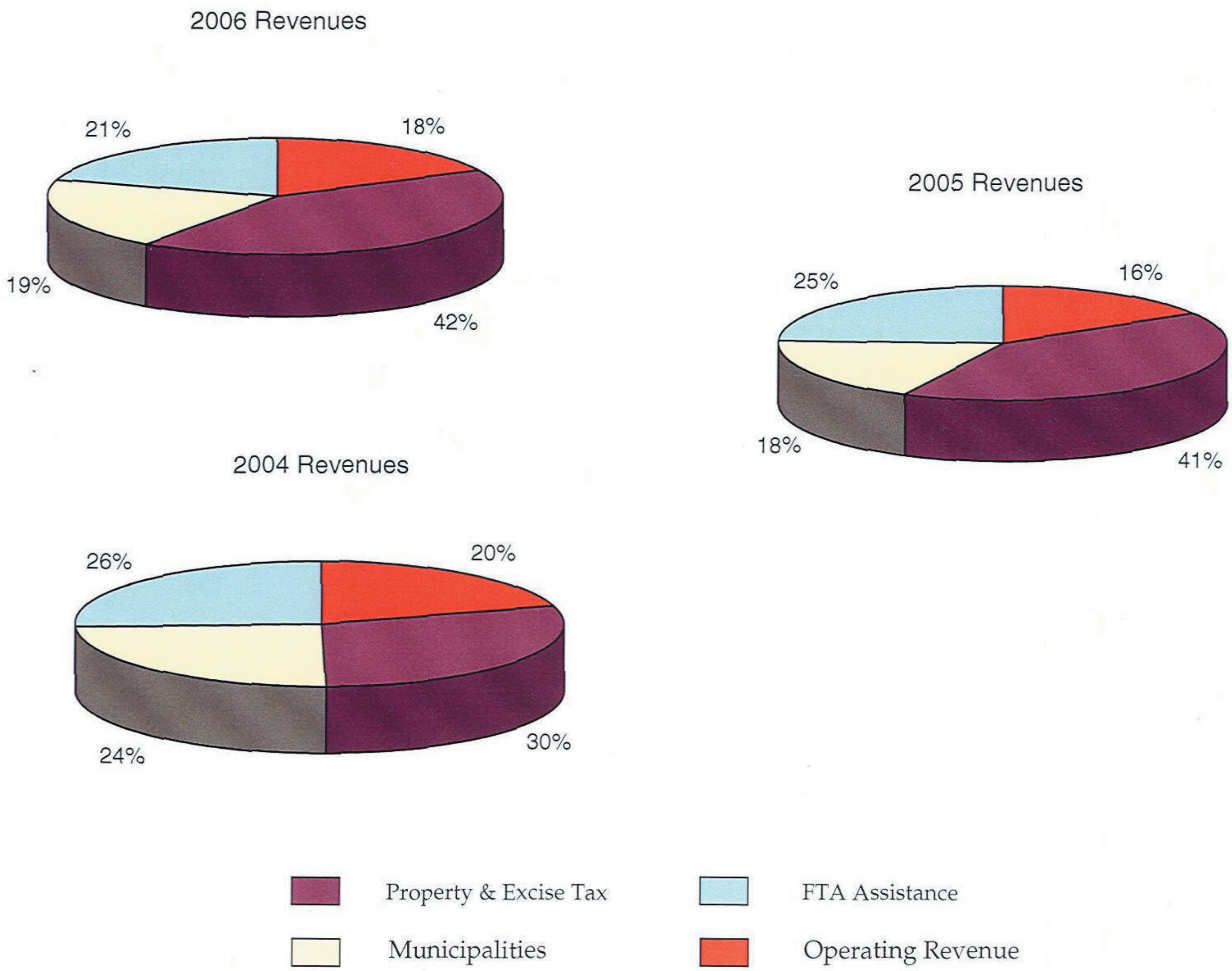
Changes in Net Assets

The change in net assets at December 31, 2006, was an increase of $3.3 million or 12.9 percent. The IPTC's total operating revenues increased by $840,000 or 11 percent. Total operating expenses increased $1.6 million or approximately 3 percent.

TABLE 2 - CHANGES IN NET ASSETS

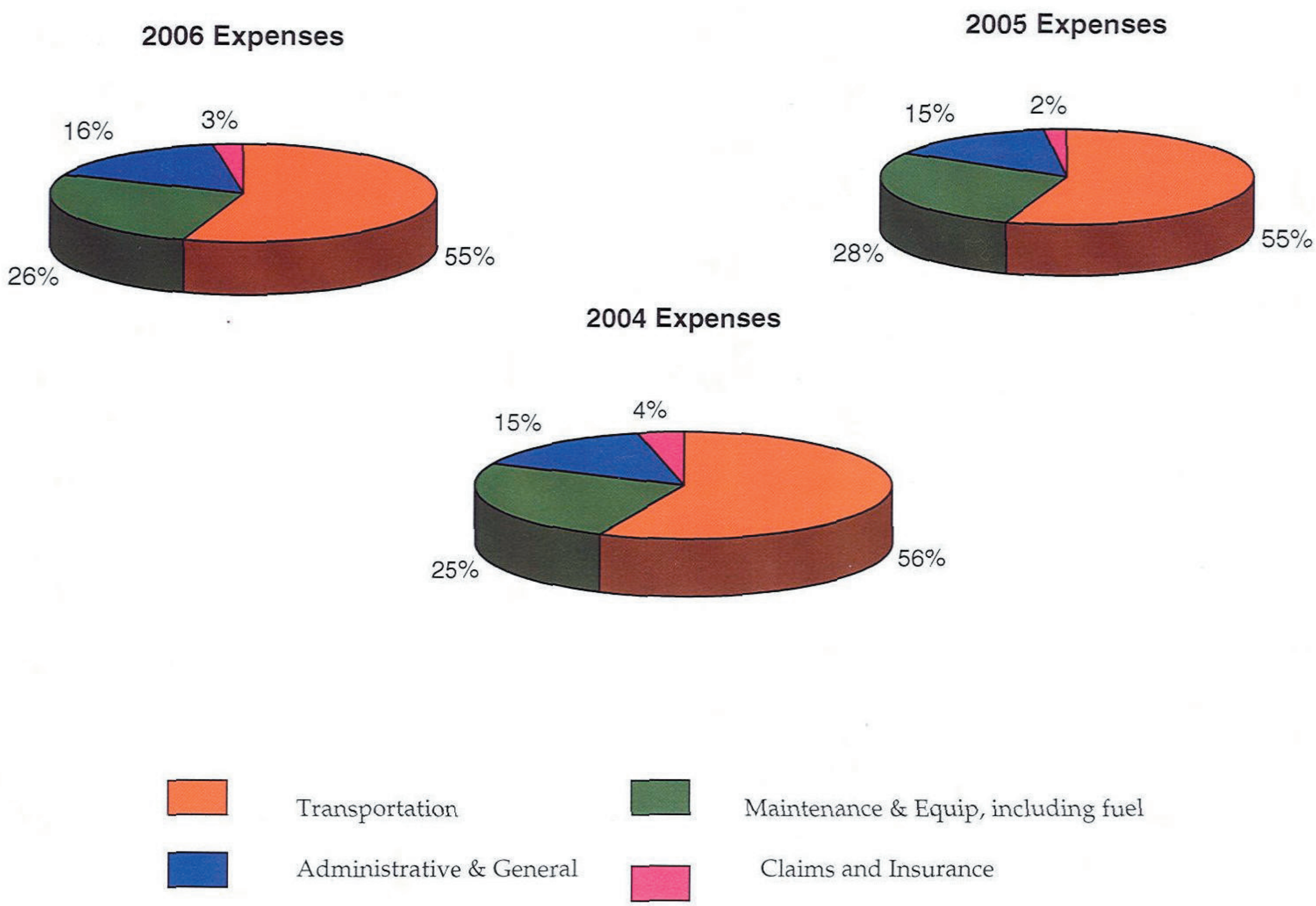
	2006	2005	2004
Operating Revenues			
Passenger Fares	8,087,140	7,439,435	7,460,629
Special Service	249,355	266,104	287,625
Advertising	439,932	231,240	277,349
Total Operating Revenues	8,776,427	7,936,779	8,025,603
Non-operating revenues (expenses)			
Property and excise tax	21,013,574	20,468,924	11,487,479
Municipalities	9,705,912	8,973,874	9,629,581
FTA assistance	10,304,869	12,151,019	10,190,216
Contributions – capital grants	4,502,785	4,555,181	3,133,487
Other net revenues (expenses)	(541,987)	(395,042)	1,427,962
Total nonoperating	44,985,153	45,753,956	35,868,725
Total revenue	53,761,580	53,690,735	43,894,328
Operating expenses			
Transportation	23,599,772	22,884,668	22,074,833
Maintenance and equipment, including fuel	11,128,235	11,679,630	9,768,175
Administrative and general	7,038,695	6,076,300	5,671,190
Claims and insurance	1,100,458	771,249	1,435,960
Depreciation	7,583,089	7,389,612	6,641,383
Total operating expenses	50,450,249	48,801,459	45,591,541
Change in net assets	3,311,331	4,889,276	(1,697,213)
Total net assets, beginning of year	25,745,532	20,856,256	22,553,469
Total net assets, end of year	29,056,863	25,745,532	20,856,256

Revenues: Total-operating revenues increased by $840,000 or 11 percent. Of that amount, passenger fare revenues increased $650,000 or 9 percent. Total non-operating revenue for 2006 decreased approximately $769,000 from the prior year. The IPTC received $1.8 million less in FTA assistance, which contributed to the decrease in non-operating revenue. Eighty-two percent of total revenue for 2006 came from non-operating revenue (subsidy) sources.



The Revenues presented exclude "Contributions-capital grants" and "Other net revenues (expenses)".

Expenses: Total operating expenses increased $1.6 million or 3 percent. Administrative and general expenses increased the largest amount for $960,000. Most of this increase is attributed to expansion of the Central Indiana Commuter Services program. This is one hundred percent federally funded and offers rideshare, car pool and vanpool programs. In addition, part of the increase is due to establishment of a paratransit rider eligibility certification program. Maintenance and equipment costs, including fuel decreased $550,000 from the prior year. This would not have been possible without utilization of annual fuel contracts. No bargaining unit wage increases were given during 2006.



The Expenses presented exclude "Depreciation" expense.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

As of December 31, 2006, IPTC had invested approximately $35.7 million in capital assets net of accumulated depreciation. As compared to the prior year, this amount represents a decrease of approximately $754,000. The decrease is due to annual depreciation expense exceeding the amount of capital asset acquisitions during the year. Please refer to note four of the financial statements included in next section of this report for additional information regarding capital assets.

During 2004, a facility maintenance plan was finalized setting forth the repairs and replacements necessary to rehab IPTC's only existing facility. During 2006, IPTC executed the fire alarm and building access components of this plan. In addition, the bus wash system and the fuel island systems were replaced. This plan identified approximately $10 million of additional improvements that are still needed. The major components still needed are roof replacement and replacement of the HVAC system. IPTC is seeking funding to execute the items remaining on the plan.

During 2005, IPTC installed 35 new bus shelters at key locations throughout the system. An additional 65 units were installed during 2006. IPTC completed a pilot signage program in 2005 that included the placement of new signs that demark the bus route and provides GPS identification and mapping for stops within the system. During 2006, substantial progress was made installing signage through the remainder of the system. The project is on track and expected to be completed as scheduled during 2007.

During 2006, a site was identified for a new downtown transit center; IPTC completed a feasibility study and categorical exclusion and was able to complete an FTA grant application for approximately $15 million to obtain land for the project. The grant application was approved and negotiations are underway to purchase the land.

Two hybrid electric fixed route buses were purchased in 2004 along with thirty-four paratransit buses. In 2005, nine new fixed route buses were added along with another thirty-four paratransit buses. In 2006, only one new paratransit bus was added. No additional large bus replacements are scheduled before 2009.

During 2004, IPTC completed a technology plan. This plan included approximately $10 million in technology infrastructure improvements. During 2005, new fixed route and paratransit software was installed. During 2006, a new ERP system and in-bus cameras were installed. Remaining items to be completed include a new communications system (voice and data), an AVL (automated vehicle location) system and MDT's (mobile data terminal) on paratransit buses. Funding to complete the technology plan is in place.

In 2006, IPTC began installation of a new farebox system on all fixed route coaches costing in excess of $ 2 million. This project was completed in early 2007.

Management has concentrated on making capital investments in equipment and technology that can be effective in improving service and reducing operating costs. These projects can be implemented only because of the availability of Federal capital funding and the establishment of the cumulative capital fund to provide the local match for Federal capital grants.

Debt Disclosures

As of December 31, 2006, IPTC had approximately $21.2 million of notes and bonds payable. Bonds and notes payable were repaid pursuant to the maturity schedule of each issue. As of December 31, 2006, IPTC management reported compliance with all restrictive covenants of its borrowing agreements. During 2004, $5 million of notes payable was issued to the Indianapolis Bond Bank and $2 million was issued as notes payable to the City of Indianapolis. No new long-term debt was issued during either 2005 or 2006. Please refer to note five of the financial statements included in next section of this report for additional information regarding long-term debt activity.

CURRENTLY KNOWN FACTS

Other than the uncertainty of general economic indicators on IPTC, its funding sources, and its customers, there are no significant facts, decisions or conditions that are expected that management believes will have a significant impact on the financial position or results of operations.

The economic environment in which IPTC operates continues to present management with major challenges in sustaining the level and quality of transit service. Management remains concerned over rising variable operating costs such as fuel and health care benefits. Sufficient growth in our revenue sources is necessary to keep pace with the increase in variable costs.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
(A COMPONENT UNIT OF THE CONSOLIDATED CITY OF INDIANAPOLIS
MARION COUNTY GOVERNMENT REPORTING ENTITY)
STATEMENTS OF NET ASSETS
December 31, 2006 and 2005

	2006	2005
ASSETS		
Current Assets		
Cash and cash equivalents (Note 2)		
Designated for working capital	$ 5,286,623	$ 7,633,170
Restricted for capital asset acquisition	8,240,635	4,848,101
Restricted for debt service	-	125
Restricted for liability reserve accounts	1,298,019	1,254,540
	14,825,277	13,735,936
Receivables: (Note 3)		
Federal grants	5,703,817	2,766,776
Other receivables, net	924,259	709,678
	6,628,076	3,476,454
Other Current Assets		
Materials and supplies inventories	1,331,976	1,554,590
Deposits and prepaid expenses	284,682	295,869
	1,616,658	1,850,459
Total current assets	23,070,011	19,062,849
Noncurrent assets		
Bond issue cost, unamortized	215,736	238,144
Capital assets (Note 4):		
Buildings and improvements	30,519,489	29,610,651
Revenue vehicles and equipment	46,953,707	47,538,726
Other equipment	5,904,966	3,827,150
Land	1,375,654	1,375,654
Construction in progress	1,711,565	993,828
	86,465,381	83,346,009
Accumulated depreciation	(50,753,390)	(46,880,257)
Capital assets, net of depreciation	35,711,991	36,465,752
Total noncurrent assets	35,927,727	36,703,896
Total assets	$ 58,997,738	$ 55,766,745

(Continued)

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
(A COMPONENT UNIT OF THE CONSOLIDATED CITY OF INDIANAPOLIS
MARION COUNTY GOVERNMENT REPORTING ENTITY)
STATEMENTS OF NET ASSETS
December 31, 2006 and 2005

	2006	2005
LIABILITIES AND NET ASSETS		
Current liabilities		
Accounts and contracts services payable	$ 3,322,440	$ 3,566,244
Accrued payroll and benefits	1,827,266	1,944,647
Deferred fare revenue	177,881	287,768
Notes payable, current	-	250,000
Current maturities of bonds payable (Note 5)	1,020,000	945,000
Risk management - unpaid claims (Note 6)	496,614	278,334
Federal grantor reimbursement payable (Note 10)	1,519,219	1,519,219
Pension arbitration liability, current (Note 11)	165,000	-
Total current liabilities	8,528,420	8,791,212
Noncurrent liabilities		
Premium on bonds payable	35,455	39,001
Notes payable, net of current maturities (Note 5)	7,087,000	7,051,000
Bonds payable, net of current maturities (Note 5)	13,120,000	14,140,000
Pension arbitration liability, long-term (Note 11)	1,170,000	-
Total noncurrent liabilities	21,412,455	21,230,001
Total liabilities	29,940,875	30,021,213
Net assets		
Invested in capital assets, net of related debt	19,620,481	19,509,341
Restricted	8,240,635	4,848,101
Unrestricted	1,195,747	1,388,090
Total net assets	29,056,863	25,745,532
Total liabilities and net assets	$ 58,997,738	$ 55,766,745

See accompanying notes to financial statements.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
(A COMPONENT UNIT OF THE CONSOLIDATED CITY OF INDIANAPOLIS
MARION COUNTY GOVERNMENT REPORTING ENTITY)
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
Years ended December 31, 2006 and 2005

	2006	2005
Operating revenues		
Passenger fares	$ 8,087,140	$ 7,439,435
Special service	249,355	266,104
Advertising	439,932	231,240
	8,776,427	7,936,779
Operating expenses		
Transportation	23,599,772	22,884,668
Maintenance of equipment, including fuel	11,128,235	11,679,630
Administrative and general	7,038,695	6,076,300
Claims and insurance	1,100,458	771,249
Depreciation	7,583,089	7,389,612
	50,450,249	48,801,459
Operating loss	(41,673,822)	(40,864,680)
Nonoperating revenues (expenses)		
Operating assistance:		
Property and excise tax (Note 8)	21,013,574	20,468,924
Municipalities	9,705,912	8,973,874
FTA and local operating and planning grants, and preventative maintenance funding	10,304,869	12,151,019
Other net revenues (expenses) (Note 9)	(541,987)	(395,042)
Total nonoperating revenue (expense)	40,482,368	41,198,775
Net income (loss) before capital contributions	(1,191,454)	334,095
Contributions - capital grants	4,502,785	4,555,181
Net income	3,311,331	4,889,276
Net assets, beginning of year	25,745,532	20,856,256
Net assets, end of year	$ 29,056,863	$ 25,745,532

See accompanying notes to financial statements.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
(A COMPONENT UNIT OF THE CONSOLIDATED CITY OF INDIANAPOLIS
MARION COUNTY GOVERNMENT REPORTING ENTITY)
STATEMENTS OF CASH FLOWS
Years ended December 31, 2006 and 2005

	2006	2005
Cash flows from operating activities		
Receipts from customers	$ 8,451,958	$ 7,571,642
Payments for transportation	(23,717,153)	(22,934,085)
Payments for maintenance of equipment, including fuel	(11,149,425)	(9,372,116)
Payments for general and administrative	(7,027,508)	(6,194,869)
Claims paid to outsiders	(882,178)	(1,472,085)
Net cash used by operating activities	(34,324,306)	(32,401,513)
Cash flows from noncapital financing activities		
Property and excise tax distributions	21,013,574	20,555,752
Assistance from municipalities	9,705,912	8,973,874
FTA operating assistance	7,367,829	11,122,448
Other operating subsidies received	175,073	272,261
Net cash provided by noncapital financing activities	38,262,388	40,924,335
Cash flows from capital and related financing activities		
Capital grant receipts	4,502,785	3,080,488
Purchases of capital assets	(7,121,305)	(7,660,876)
Proceeds from notes payable	36,000	35,000
Proceeds from notes payable – pension arbitration	1,335,000	-
Cash proceeds from sale of capital assets	30,000	182,550
Lawsuit and structured settlements	(250,000)	(250,000)
Principal paid in capital debt	(945,000)	(880,000)
Interest paid on capital debt	(1,040,277)	(1,035,438)
Net cash used by capital and related financing activities	(3,452,797)	(6,528,276)
Cash flows from investing activities		
Interest received on cash and investments	604,056	361,575
Net cash provided by investing activities	604,056	361,575
Net increase in cash and cash equivalents	1,089,341	2,356,121
Cash and cash equivalents, beginning of year	13,735,936	11,379,815
Cash and cash equivalents, end of year	$ 14,825,277	$ 13,735,936

(Continued)

STATEMENTS OF CASH FLOWS
Years ended December 31, 2006 and 2005

	2006	2005
Summary of unrestricted and board restricted cash and cash equivalents:		
Unrestricted cash	$ 5,286,623	$ 7,633,170
Restricted - Capital asset acquisition accounts	8,240,635	4,848,101
Restricted - Debt service accounts	-	125
Restricted - Liability reserve accounts	1,298,019	1,254,540
Total cash and cash equivalents	$ 14,825,277	$ 13,735,936

	2006	2005
Reconciliation of operating loss to net cash used by operating activities:		
Operating loss	$ (41,673,822)	$ (40,864,680)
Adjustments to reconcile income (loss) to net cash:		
Depreciation expense	7,583,089	7,389,612
Changes in assets and liabilities:		
Accounts receivable	(214,581)	(372,854)
Inventory	222,614	25,816
Deposits and prepaids	11,187	(131,669)
Accounts payable	(243,805)	2,281,698
Accrued payroll and benefits	(117,381)	(49,417)
Unredeemed fares	(109,887)	7,717
Risk management	218,280	(687,736)
Net cash used by operating activities	$ (34,324,306)	$ (32,401,513)
Noncash Activities:		
Capital grant revenue (Note 10)	-	1,474,693
Capital assets in accounts payable	2,131,791	1,820,554

See accompanying notes to financial statements.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity: IPTC operates in one business segment, public transportation, as an enterprise fund. IPTC's purpose is to acquire, provide and maintain an urban mass transportation system for the metropolitan Indianapolis area.

Indianapolis Public Transportation Corporation (IPTC) d/b/a IndyGo was formed on August 7, 1973 by City-County Council General Ordinance No. 36 as a municipal corporation, which has no stockholders, under the provisions of IC 36-9-4. Management of IPTC has determined that it is a component unit of the Consolidated City of Indianapolis-Marion County Government Reporting Entity in accordance with Governmental Accounting Standards Board (GASB) Statement No. 14 and is considered financially accountable to such reporting entity.

The Board of Directors of IPTC consists of seven members, three of whom are appointed by the Mayor of the City of Indianapolis (Mayor) and four of whom are appointed by the City of Indianapolis-Marion County Council (Council). The IPTC Board designates the management of IPTC, namely the General Manager, the Assistant General Managers and the other principal members of the management staff. The IPTC Board adopts the budget and tax levy, and approves the issuance of debt. In addition, the Council may review and modify the budget and tax levy, although its approval is not required for the issuance of debt.

Basis of Accounting: IPTC prepares its financial statements in conformity with accounting principles generally accepted in the United States of America as applied to governmental units. GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. In 1994, IPTC adopted GASB Statement No. 20, *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities That Use Proprietary Fund Accounting*. IPTC has therefore elected to apply all applicable GASB pronouncements. In addition, IPTC follows all Financial Accounting Standards Board (FASB) pronouncements and Accounting Principles Board (APB) opinions, issued on or before November 30, 1989, unless those pronouncements conflict with or contradict GASB pronouncements. IPTC uses the accrual basis of accounting.

(Continued)

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Use of Estimates in Preparation of Financial Statements: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amount of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Reclassifications: Certain prior year amounts have been reclassified to conform to the current year presentation. There is no effect on net income as a result of these reclassifications.

Expense Classification: Expenses have been classified using functional and activity classifications using direct costs and estimated indirect cost allocations based upon time allocation and benefit.

Revenue Recognition: Passenger fares are recorded as revenue at the time such services are performed and revenues pass through the fare box. Sales of tickets are recorded initially as unredeemed fares and recognized as income upon passage through the fare box.

Property Taxes: IPTC records property taxes as earned in the year they are due and payable. Taxes are levied separately for operations, capital asset acquisitions and debt service.

Capital and Operating Grants: Certain expenditures for capital acquisitions, improvements and development of an urban mass transportation system have received significant federal funding through the Federal Transit Administration (FTA). The balance of such expenditures is funded through state and local sources. Funds provided by governmental authorities for capital and operating assistance are recorded when earned.

Cash Equivalents: For purposes of the statement of cash flows, IPTC considers all liquid investments (including restricted assets) with maturity of three months or less when purchased to be cash equivalents. At December 31, 2006 and 2005, cash equivalents consisted of demand obligations.

Investments: In accordance with Indiana Code Section 5-12 et sequal, it is the policy of the IPTC to deposit public funds into the depositories approved by the Marion County Board of Finance. IPTC is further authorized by statute to invest in obligations of the U. S. Treasury and U. S. Agencies, certificates of deposit, repurchase agreements, passbook savings, money market deposit accounts, and negotiable order of withdrawal accounts. It is the internal policy of IPTC to invest funds with local, federally insured banks that have a principal office within the County and have been approved by the County Board of Finance.

(Continued)

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Cash and certificates of deposit are fully insured by the Federal Depository Insurance Corporation or by the Indiana Public Deposits Insurance Fund. Investments are stated at fair value.

Restricted Assets: Certain cash and investment balances are laterally restricted as follows:

Capital Asset Acquisition Accounts: Proceeds from the sale of the Indianapolis Local Public Improvement Bond Bank Bonds, Series 1999C and Series 2002C issued by the Indianapolis Local Public Improvement Bond Bank and capital asset acquisition funds generated as a separate tax (cumulative funds) are restricted to expenditures for the acquisition of additional revenue vehicles and other capital equipment.

Debt Service Accounts: Property and excise tax revenues designated for bond interest and retirements, as well as interest earned on investments of the debt service accounts, are restricted to retiring the bonds and paying the related interest on the outstanding bonds.

Liability Reserve Accounts: Funds deposited in these accounts are set aside from the general operations of IPTC and used only for the payment of claims arising from accidents involving IPTC that exceed $100,000.

Materials and Supplies Inventories: Materials and supplies inventories are valued at the lower of average cost (determined on a first-in, first-out basis) or market.

Capital Assets: Major items of capital assets acquired with federal, state and local funds are capitalized at cost. IPTC adheres to the FTA circular regarding capitalization of assets by capitalizing all assets with a value in excess of $5,000 per unit and a useful life in excess of one year and IPTC adheres to the FTA capitalization policy as appropriate for items which are (a) homogeneous and not individually identifiable; (b) may or may not have a units cost meeting the threshold level for a capitalized asset but where the practice is to purchase in groups and capitalize the total group; and (c) will be maintained together or in the same general area, should be listed by homogeneous grouping. Examples include desks, cubicles, file cabinets, furniture, office equipment, and certain technology hardware. Expenditures for maintenance and repairs are charged to operations as incurred.

(Continued)

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

IPTC recognizes depreciation on capital assets on a straight-line basis over the estimated useful lives of the assets, as follows:

	Years
Land improvements	10
Buildings and shelters	10 to 25
Coaches	
Large bus	12
Body on chassis	3 to 5
Autos and trucks	3 to 10
Fare handling and maintenance equipment	3 to 10
Office furniture and equipment	2 to 20

Compensated Absences: Essentially all employees receive compensation for vacations, holidays, illness and certain other qualifying absences. The number of days compensated for the various categories of absence is based generally on length of service. Vacation leave, which has been earned but not paid, has been accrued in the accompanying financial statements. Compensation for holiday and other qualifying absences is not accrued in the accompanying financial statements because rights to such compensation amounts either do not accumulate or they do not vest.

Accumulated unused sick leave benefits are nonvesting and are only paid out upon retirement. The maximum accumulation per employee is 1,800 hours and the maximum paid out per employee is 540 hours. Accumulated unused sick leave benefits are accrued based upon historical information, for employees with at least one year of service regardless of age.

Risk Management Claims: Property damage claims and liabilities for personal injury are recognized as incurred based on the estimated cost to IPTC upon resolution.

(Continued)

NOTE 2 – CASH DEPOSITS AND INVESTMENTS

The following summarizes the IPTC's policies on deposit and investment activity:

Investment Policy and Legal and Contractual Provisions Governing Cash Deposits: In accordance with Indiana Code Section 5-12 et sequal, it is the policy of the IPTC to deposit public funds into the depositories approved by the Marion County Board of Finance. IPTC is further authorized by statute to invest in obligations of the U. S. Treasury and U. S. Agencies, certificates of deposit, repurchase agreements, passbook savings, money market deposit accounts, and negotiable order of withdrawal accounts. It is the internal policy of IPTC to invest funds with local, federally insured banks that have a principal office within the County and have been approved by the County Board of Finance. IPTC does not have specific investment policies on concentration of credit risk, custodial credit risk, interest rate risk, or foreign currency risk.

During the years ending December 31, 2006 and 2005, IPTC only held demand deposit accounts with Indiana financial institutions and one institutional money market deposit account. Demand deposits are fully insured by the Federal Depository Insurance Corporation or by the Indiana Public Deposits Insurance Fund.

Credit Risk and Custodial Credit Risk: Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Custodial credit risk is the risk that the IPTC will not be able to recover the value of its deposits, investments or collateral securities that are in the possession of an outside party if the counter party fails. Deposits are exposed to custodial credit risk if they are not covered by depository insurance and the deposits are uncollateralized or collateralized with securities held by the pledging financial institution.

IPTC has one institutional money market deposit account valued at $4,025 to consider for credit risk and custodial credit risk. This investment had a Standard and Poor credit rating of AAAm and Moody's credit rating of Aaa. No Fitch rating was available.

Concentration of Credit Risk: Concentration of credit risk is the risk of loss that may arise in the event of default by a single issuer. IPTC has one institutional money market deposit account valued at $4,025, which represents 100% of uninsured deposits and investment accounts.

Interest Rate Risk: Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of the investments. The nature of IPTC deposits and investments do not present high exposure to interest rate market risks due to their short term nature.

(Continued)

NOTE 2 – CASH DEPOSITS AND INVESTMENTS (Continued)

Foreign Currency Risk: Foreign currency risk is the risk that changes in exchange rates will adversely affect the fair value of an investment or a deposit. All IPTC deposits and investments are denominated in United States currency.

Cash Deposits: IPTC maintains cash deposits with area financial institutions. A summary of these deposits at December 31, 2006 and 2005 is as follows:

	2006		2005	
	Carrying Value	Bank Balance	Carrying Value	Bank Balance
On hand	$ 1,000	$ -	$ 1,000	$ -
On deposit				
Insured by FDIC	200,000	200,000	200,000	200,000
Insured by Indiana Public Deposits Insurance Fund	14,624,277	15,170,283	13,534,936	13,727,976
	$ 14,825,277	$ 15,370,283	$ 13,735,936	$ 13,927,976

NOTE 3 - FEDERAL GRANTS RECEIVABLE AND OTHER RECEIVABLES

Federal grants receivable were $5,703,817 and $2,766,776 at December 31, 2006 and 2005. Management has not made a provision for an allowance for uncollectible accounts.

Other receivables relate to transportation related services with the following:

	2006	2005
Other receivables	$ 944,486	$ 729,678
Allowance for uncollectible accounts	(20,227)	(20,000)
	$ 924,259	$ 709,678

(Continued)

NOTE 4 - CHANGES IN CAPITAL ASSETS

A summary of changes in the cost of capital assets is as follows:

	Balance January 1, 2006	Changes During Year Additions	Changes During Year Reductions	Balance December 31, 2006
Capital Assets Cost:				
Depreciable Assets:				
Buildings and improvements	$ 29,610,651	$ 908,838	$ -	$ 30,519,489
Revenue vehicles and equipment	47,538,726	2,518,560	(3,103,579)	46,953,707
Other equipment	3,827,150	2,976,170	(898,354)	5,904,966
Non-Depreciable Assets:				
Land	1,375,654	-	-	1,375,654
Construction in progress	993,828	717,737	-	1,711,565
	$ 83,346,009	$ 7,121,305	$ (4,001,933)	$ 86,465,381
Accumulated Depreciation:				
Depreciable Assets:				
Buildings and improvements	$ (23,429,826)	$ (1,372,807)	$ -	$ (24,802,633)
Revenue vehicles and equipment	(21,313,158)	(5,587,968)	2,812,657	(24,088,469)
Other equipment	(2,137,273)	(622,314)	897,299	(1,862,288)
	$ (46,880,257)	$ (7,583,089)	$ 3,709,956	$ (50,753,390)
Capital Assets, Net:				
Depreciable Assets:				
Buildings and improvements	$ 6,180,825	$ (463,969)	$ -	$ 5,716,856
Revenue vehicles and equipment	26,225,568	(3,069,408)	(290,922)	22,865,238
Other equipment	1,689,877	2,353,856	(1,055)	4,042,678
Non-Depreciable Assets:				
Land	1,375,654	-	-	1,375,654
Construction in progress	993,828	717,737	-	1,711,565
	$ 36,465,752	$ (461,784)	$ (291,977)	$ 35,711,991

(Continued)

NOTE 4 - CHANGES IN CAPITAL ASSETS (Continued)

	Balance January 1, 2005	Changes During Year Additions	Changes During Year Reductions	Balance December 31, 2005
Capital Assets Cost:				
Depreciable Assets:				
Buildings and improvements	$ 29,319,180	$ 291,471	$ -	$ 29,610,651
Revenue vehicles and equipment	43,736,684	5,435,263	(1,633,221)	47,538,726
Other equipment	2,458,909	1,543,600	(175,359)	3,827,150
Non-Depreciable Assets:				
Land	1,375,654	-	-	1,375,654
Construction in progress	603,287	390,541	-	993,828
	$ 77,493,714	$ 7,660,875	$ (1,808,580)	$ 83,346,009
Accumulated Depreciation:				
Depreciable Assets:				
Buildings and improvements	$ (22,083,027)	$ (1,346,799)	$ -	$ (23,429,826)
Revenue vehicles and equipment	(17,282,485)	(5,506,767)	1,476,094	(21,313,158)
Other equipment	(1,776,586)	(536,046)	175,359	(2,137,273)
	$ (41,142,098)	$ (7,389,612)	$ 1,651,453	$ (46,880,257)
Capital Assets, Net:				
Depreciable Assets:				
Buildings and improvements	$ 7,236,153	$ (1,055,328)	$ -	$ 6,180,825
Revenue vehicles and equipment	26,454,199	(71,504)	(157,127)	26,225,568
Other equipment	682,323	1,007,554	-	1,689,877
Non-Depreciable Assets:				
Land	1,375,654	-	-	1,375,654
Construction in progress	603,287	390,541	-	993,828
	$ 36,351,616	$ 271,263	$ (157,127)	$ 36,465,752

(Continued)

NOTE 5 - DEBT OBLIGATIONS

The following disclosure provides detail on IPTC long term debt obligations. IPTC did not engage in any short term debt activity during the years ended December 31, 2006 and 2005, and therefore, no additional disclosure is provided.

At December 31, 2006 and 2005, IPTC long term debt consisted of bonds payable and notes payable. Changes in debt were as follows:

	Balance January 1, 2006	Changes During Year Additions	Reductions	Balance December 31, 2006
Bonds payable	$ 15,085,000	$ -	$ (945,000)	$ 14,140,000
Notes payable	$ 7,301,000	$ 36,000	$ (250,000)	$ 7,087,000

	Balance January 1, 2005	Changes During Year Additions	Reductions	Balance December 31, 2005
Bonds payable	$ 15,965,000	$ -	$ (880,000)	$ 15,085,000
Notes payable	$ 7,516,000	$ 35,000	$ (250,000)	$ 7,301,000

Bonds Payable: Debt consists of the $9,825,000 Indianapolis Local Public Improvement Bond Bank Bonds, Series 1999C and $4,315,000 Indianapolis Local Public Improvement Bond Bank Bonds, Series 2002C. The amounts outstanding at December 31, 2006 and 2005 are as follows:

	2006	2005
Series 1999C	$ 9,825,000	$ 10,545,000
Series 2002C	4,315,000	4,540,000
	14,140,000	15,085,000
Current portion	1,020,000	945,000
Long term portion	$ 13,120,000	$ 14,140,000

(Continued)

NOTE 5 - DEBT OBLIGATIONS (Continued)

Indianapolis Local Public Improvement Bond Bank Bonds, Series 1999C - The Indianapolis Local Public Improvement Bond Bank Bonds, Series 1999C, dated April 1, 1999, were issued in the aggregate principal amount of $14,530,000, at a discount of $137,711. The Series 1999C Bonds were used to finance the refunding of the Public Transportation Revenue Notes of 1996 and to provide local matching funds for FTA grants to acquire new and replacement coaches and other vehicles and equipment and to perform preventative maintenance on equipment and rehabilitation of the facility.

The remaining Series 1999C Bonds bear interest rates varying from 4.5 to 5%, payable on January 10 and July 10 of each of the years 2001 to 2016. The Series 1999C Bonds maturing on or after January 10, 2010 may be redeemed on or after January 10, 2009, at the redemption price equal to 100% of the principal amount redeemed, plus accrued interest to the date of redemption. Debt service requirements to maturity for the outstanding bonds are as follows:

Years Ending December 31	Principal	Interest	Total
2007	$ 805,000	$ 471,073	$ 1,276,073
2008	870,000	430,823	1,300,823
2009	905,000	387,323	1,292,323
2010	960,000	346,598	1,306,598
2011	1,045,000	303,398	1,348,398
Thereafter	5,240,000	669,433	5,909,433
	$ 9,825,000	$ 2,608,648	$ 12,433,648

Interest expense on the Indianapolis Local Public Improvement Bond Bank Bonds, Series 1999C was $507,072 and $539,573 for the years ended December 31, 2006 and 2005.

Indianapolis Local Public Improvement Bond Bank Bonds, Series 2002 - The Indianapolis Local Public Improvement Bond Bank Bonds, Series 2002C, dated December 18, 2002, were issued in the aggregate principal amount of $5,000,000, at a premium of $49,626. The Series 2002C Bonds are being used to provide local matching funds for FTA grants to acquire long lived capital assets. Bond proceeds were also used to redeem the 2001 Bond Anticipation Note. The Series 2002C Bonds bear interest rates varying from 2.6 to 4%, payable on January 10 and July 10 commencing July 10, 2004 and have serial maturities from 2005 through 2017. The Series 2002C Bonds maturing on or after January 10, 2013 may be redeemed on or after January 10, 2012, at the redemption price equal to 100% of the principal amount redeemed, plus accrued interest to the date of redemption.

(Continued)

NOTE 5 – DEBT OBLIGATIONS (Continued)

Debt service requirements for the bonds are:

Years Ending December 31	Principal	Interest	Total
2007	$ 215,000	$ 193,944	$ 408,944
2008	225,000	186,956	411,956
2009	275,000	179,081	454,081
2010	300,000	168,906	468,906
2011	300,000	157,206	457,206
Thereafter	3,000,000	606,761	3,606,761
	$ 4,315,000	$ 1,492,854	$ 5,807,854

Bond interest expense was $200,694 and $206,674 for the year ended December 31, 2006 and 2005.

Notes Payable: Notes payable consists of three note agreements as follows:

Indianapolis Public Transportation Taxable Notes of 2004 - In March 2004, IPTC approved a resolution to issue notes payable designated as "Indianapolis Public Transportation Taxable Notes of 2004" in an aggregate amount of $5,000,000. The notes were purchased by the Indianapolis Local Public Improvement Bond Bank (Bond Bank) from proceeds of Bond Bank Notes with Bank One, NA. The notes have a five-year term with the first two years at a fixed rate of 3.04% and the final three years at variable rate based on the LIBOR rate plus 40 basis points. The purpose of the transaction was to provide a revolving line of credit to be used for operating cash flow. Principal is due at the end of term of the agreement and is categorized as a long term liability.

Note interest expense was $243,018 and $168,002 for the year ended December 31, 2006 and 2005.

(Continued)

NOTE 5 - DEBT OBLIGATIONS (Continued)

City of Indianapolis Loan Agreement - During 2004, IPTC entered into a $2 million loan agreement with the City of Indianapolis to provide working capital to cover operating expenses, to prevent future service reductions in bus routes, to provide alternative forms of transportation for passengers affected by planned route changes, and review existing routes to plan for needed service change.

The loan is payable no later than December 31, 2007. The total repayment will be adjusted for the actual amount of money loaned and/or expenses paid by the City and will be discounted back to the baseline year 2005, at the investment grade interest rate in effect at that time. The City reserves the right to permanently waive repayment of principal or repayment of interest on all or any portion of the loan by mutual agreement with IPTC.

Note interest expense was $36,000 and $35,000 for the year ended December 31, 2006 and 2005.

First Transit Settlement Agreement - In September 2004, a settlement agreement was reached between First Transit and IPTC related to a service contract with ATE (now First Transit) that included the acquisition of buses and services for certain bus routes. The settlement agreement provided that IPTC pay First Transit $625,000 with a payment schedule as follows:

- $125,000 due on or before October 2004
- $250,000 due on or before February 28, 2005
- $250,000 on or before February 28, 2006.

At December 31, 2006, IPTC has recorded a current notes payable of $0. The first installment of $125,000 was paid during 2004. The second installment of $250,000 was paid during 2005. The last installment of $250,000 was paid during 2006.

(Continued)

NOTE 6 - RISK MANAGEMENT

IPTC is exposed to various risks of loss related to theft of, damage to and destruction of assets; errors and omissions; and natural disasters for which IPTC carries commercial insurance and maintains certain risks. Detail of the claims liability, based upon the requirements of GASB Statement No. 10, is provided below. This Statement requires that a liability for claims be reported if information before the issuance of the financial statements indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the liability can be reasonably estimated. The liability is estimated based upon historical experience. There is no significant incremental claim adjustment expense, salvage, or subrogation attributable to this liability. Activity for the years ended December 31, 2006 and 2005 was as follows:

	2006	2005
Unpaid claims, beginning of year	$ 278,334	$ 966,070
Incurred claims and changes in claim estimates	935,545	784,349
Claim payments	(717,265)	(1,472,085)
Unpaid claims, end of year	$ 496,614	$ 278,334

On December 23, 1986, IPTC's Board of Directors approved the establishment of a non-reverting fund (Liability Reserve Accounts) for payment of personal injury and property damage claims in excess of $100,000. For claims in excess of $100,000, the amount of the claim exceeding $100,000 will be paid out of the liability reserve accounts. Claims up to $100,000 will be paid out of the general accounts of IPTC. IPTC is self-insured for worker's compensation up to $275,000 per occurrence and is entirely self-insured for personal injury. It is completely self-insured for property damage to coaches.

Estimates of expected losses to IPTC resulting from personal injuries for which claims have been filed or for which it is anticipated claims will be filed have been provided for in the financial statements. Litigation occasionally results from such claims. When, in the opinion of management, such litigation will result in a loss to IPTC, provision is made in the financial statements for loss expected upon resolution. There were no significant reductions in insurance coverage during 2006 and 2005 and there were no settlements that exceeded insurance coverage during 2006 and 2005 for those risks that IPTC purchased insurance.

(Continued)

NOTE 7 - OPERATING LEASES

IPTC is obligated under certain leases through February 2009 for the Transit Store premise and office equipment that are accounted for as operating leases. Lease rental expense for the years ended December 31, 2006 and 2005 was $61,860 and $77,817. A schedule of future minimum operating lease payments required that have initial or remaining lease terms in excess of one year as of December 31, 2006:

Year Ending December 31:	
2007	$ 39,063
2008	31,368
2009	5,228
Thereafter	-
	$ 75,659

NOTE 8 - PROPERTY TAXES

IPTC receives substantial funding through property taxes. Property tax revenues represent a portion of the local subsidy for operations and, through separate levies, are used to pay debt service and capital asset acquisition costs.

All taxable property located within the IPTC taxing district is assessed annually each March 1st. In mid-April of the year subsequent to the assessment, individual property tax statements are to be mailed by the Marion County Treasurer to the owners of record as of the assessed valuation date. Taxes are payable to the Treasurer in equal installments on or before May 10 and November 10 of the year subsequent to assessment. The Treasurer remits collections to IPTC and other governmental units within the county.

If any taxpayer fails to pay the tax installments when due, a penalty of 10% of the tax due shall be payable thereon. Installments not paid by November 10th of the following year are assessed an additional penalty of 5% of the tax due. Installments not paid on or before May 10th of the next year result in the tax sale of the taxable property. The delinquent taxpayers is subject to payment of all costs and expenses that may be incurred in the advertisement of such property and the collection of such taxes through any method authorized by the statutes or laws of the State of Indiana.

(Continued)

NOTE 9 - OTHER NON-OPERATING REVENUE (EXPENSE)

Other non-operating revenue (expense) consisted of the following:

	2006	2005
Other revenues:		
Interest income	$ 604,056	$ 361,575
Gain on sale of capital assets	-	25,422
Miscellaneous	178,619	275,807
	782,675	662,804
Other expenses:		
Interest - payable from restricted debt service assets	(707,766)	(746,246)
Interest - payable from unrestricted assets	(332,511)	(289,192)
Amortization of bond issue costs	(22,408)	(22,408)
Loss on sale of capital assets	(261,977)	-
	(1,324,662)	(1,057,846)
	$ (541,987)	$ (395,042)

NOTE 10 - COMMITMENTS AND CONTINGENCIES

Grant Agreements: Under the terms of its grants, IPTC is subject to review by grantors and certain costs may be challenged as to allowability resulting from noncompliance with federal and state statutes or failure to abide by any of the terms and conditions of the agreements. Such reviews could lead to reimbursement to the grantor agency. The FTA conducted a special review of IPTC grant agreements and provided a final report dated January 23, 2003. The stated purpose of the review was to reconcile specific grant programs and summarize allowable, unallowable, and reclassified costs on grants with activities. The final report documented unallowable costs of $2,993,912. The FTA and IPTC worked out a structured settlement agreement whereby IPTC would make an investment in long term capital assets and FTA would retain a residual ownership interest. FTA accepted the terms on March 22, 2005. Once FTA has satisfied itself that the costs have been incurred, it will release FTA's interest in items associated with the disallowed costs. IPTC agreed to commit, contractually obligate or expend $3,742,390 in local funds by December 31, 2007 estimated as follows:

	Total Project	Interest Retained by FTA	Local Interest
December 31, 2005	$ 1,342,390	$ 1,073,912	$ 268,478
December 31, 2006	1,200,000	960,000	240,000
December 31, 2007	1,200,000	960,000	240,000
	$ 3,742,390	$ 2,993,912	$ 748,478

(Continued)

NOTE 10 - COMMITMENTS AND CONTINGENCIES (Continued)

Through December 31, 2006, IPTC has expended $1,843,366 of project funds for long-lived capital assets with an FTA interest of $1,474,693 and a local interest of $368,673. After the above application of payment, a balance of $1,899,024 of total project funds with an interest retained by FTA of $1,519,219 and a local interest of $379,805 remains to be committed, contractually obligated or expended prior to December 31, 2007.

Other Commitments and Contingencies: Various claims and lawsuits arising from the normal course of business are pending against IPTC. The nature of the IPTC's operations sometimes subjects the IPTC to litigation resulting from workmen's compensation claims, and property damages and personal injury. General Counsel for the IPTC is of the opinion that ultimate settlement of such claims in excess of insurance coverage will not result in a material adverse effect on IPTC's financial statements as of December 31, 2006 and 2005. IPTC has recorded an estimated liability for risk management unpaid claims of $496,614 and $278,334 at December 31, 2006 and 2005 (see Note 6).

NOTE 11 - BENEFIT PLANS

Defined Contribution Plan: IPTC maintains a defined-contribution plan, the Indianapolis Public Transportation Corporation Pension Plan, for the benefit of substantially all of its employees. All employees who are regularly scheduled to work at least 30 hours per week become eligible for the Plan on the first day of the month following commencement of employment or completion of any applicable probationary period. The Plan may be amended by action of IPTC's Board of Directors, subject to any applicable collective bargaining obligations. The Plan requires both employer and employee contributions at the rate of 3.5% of compensation. Plan participants and IPTC each contributed approximately $494,752 and $615,868 to the Plan for 2006 and 2005 (a total of $989,504 and $1,231,736).

Deferred Compensation Plan: IPTC maintains an IRS Code Section 457 plan, the Indianapolis Public Transportation Corporation Deferred Compensation Plan. All employees become eligible to participate in the Plan on the first day of the second month following commencement of employment or completion of any applicable probationary period. The Plan allows for employee contributions only. Plan assets are held in a trust separate from IPTC's assets. Contributions by employees to the Plan were approximately $196,289 and $194,345 for the years ended December 31, 2006 and 2005.

(Continued)

NOTE 11 - BENEFIT PLANS (Continued)

Other Postretirement Benefits: In addition to providing pension benefits, IPTC provides certain health care and life insurance benefits to retired employees for actual costs up to $900 per year. These postretirement benefits are covered by a collective bargaining agreement between IPTC and Local 1070 of the Amalgamated Transit Union (ATU). Substantially all employees may become eligible for those benefits if they reach normal retirement age while working for IPTC. Approximately 85 and 98 employees met these eligibility requirements at December 31, 2006 and 2005. The cost of retiree health care and life insurance benefits is recognized as expense when paid. Those costs totaled approximately $102,650 and $116,253 for the years ended December 31, 2006 and 2005.

During 1996, IPTC offered certain employees subsidized medical benefits until retirement age as an incentive for early retirement. There were 17 and 22 retirees receiving these benefits, which IPTC has recorded expenses of approximately $112,512 and $132,984 for the years ended December 31, 2006 and 2005.

Defined Benefit Pension Plan:

Plan Description: IPTC provides pension benefits through a single-employer defined-benefit exempt governmental plan known as the Indianapolis Public Transportation Corporation Pension Plan. The Plan is part of an agreement between IPTC and ATU.

Effective December 31, 1997, the Plan was amended to freeze all accrued benefits. While the Plan continues to exist, no further contributions will be made by either the employees or IPTC. All full-time IPTC employees who had completed sixty working days of continuous service, on or before December 31, 1997, were eligible to participate in the Plan.

For purposes of computing normal retirement benefits, employees' total earnings through December 31, 1997, will be considered. In addition, effective December 31, 1997, the Plan was amended to remove the disability benefit provisions.

Normal retirement benefits are payable for employees who have attained age 65 and completed 15 years of service. Early retirement benefits are available for employees who have attained age 55 and completed 15 years of continuous service. Employees are considered 100% vested upon reaching early retirement eligibility.

Prior to December 31, 1997, the normal retirement benefit was equal to 2 3/4% of total employee earnings since January 1, 1950, plus 3/4% of the average annual earnings of the occupation group to which the employee belonged for the five years preceding 1950, multiplied by the years of continuous service prior to 1950.

(Continued)

NOTE 11 - BENEFIT PLANS (Continued)

Early retirement benefits were available at reduced amounts. Participating employees contributed 3 1/2% of total compensation to the Plan, and the IPTC contributed 3 1/2% of the total compensation of the participating employees. Employees' contributions plus interest is to be refunded in the event of separation of service or death.

Funding Policy: After December 31, 1997, there are no contribution requirements for either the employer or the employees. Before the Plan being frozen, the contribution requirements of Plan members and IPTC were established by an agreement between IPTC and Local 1070 of the ATU. Contribution requirements were not actuarially determined, but rather were set at 3.5% of annual covered payroll each for employees and the employer.

Annual Pension Cost and Net Pension Obligation: Because the Plan was frozen as of December 31, 1997, and because, before the freeze, the contribution requirements were not actuarially determined, many of the accounting and disclosure requirements of GASB Statement No. 27, *Accounting for Pensions by State and Local Governmental Employers*, are not applicable. There are no annual required contributions for 2006 and 2005 and no annual pension cost. IPTC has determined that it has no pension liability (asset) at transition as defined by GASB Statement No. 27.

The Plan's obligations exceeded the market value of its assets by approximately $6,036,807 and $6,225,595 at December 31, 2006 and 2005. This obligation remains that of the Plan rather than of IPTC. In the event that the Plan does not attain full funding, pursuant to the Plan agreement, the net assets of the Plan will first be applied to repay individual employee contributions in excess of any employee contributions previously disbursed. The remainder of net assets will be distributed in the proportion that each employee's actuarially determined accrued benefit has to the accrued benefits of all covered employees.

The pension obligation was determined as part of the December 31, 2006 actuarial valuation using the aggregate actuarial cost method. The actuarial assumptions included an 8% investment rate of return (net of administrative expenses) and projected salary increases of 0% due to the Plan's freeze as of December 31, 1997. No inflation component has been considered. The projected benefit equals the employee's actual benefit (based on total compensation through December 31, 1997) with no future benefit accruals. Three-year trend information for the plan reflects that IPTC has no annual pension cost or net pension obligation.

(Continued)

NOTE 11 - BENEFIT PLANS (Continued)

On January 10, 2006, a binding interest arbitration award was issued regarding the single-employer defined-benefit exempt governmental plan (Defined Benefit Pension Plan) known as the Indianapolis Public Transportation Corporation Pension Plan. The arbitration award effectively modified the existing plan agreement for retirees, participants, Indianapolis Public Transportation Corporation and Amalgamated Transit Union, Local 1070.

IPTC, prior to this award, was not obligated to make any further contributions to this plan. Subsequent to this award, IPTC is now obligated to contribute $1,500,000 to the plan over the next ten years. IPTC is to contribute $165,000 in each of the next five years and $135,000 in each of the following five years.

Certain participants are to be returned contributions they made to the plan without interest and are to be withdrawn for future participation in this plan. These employees will be able to participate/continue to participate in the employee defined contribution plan (401A). Future contributions made by employees into the defined contribution plan will continue to be a three and one-half percent. The employer match percentage will remain at three and one-half percent, however only three percent will go the match employee contributions into the defined contribution plan while the remaining one-half percent will be directed to the defined benefit plan.

Certain other participants are to remain in defined benefit plan while actively employed at IPTC and are to begin making contributions to the plan at a rate of four and one-half percent. The employer will match their contributions up to three and one-half percent. Participants remaining in the defined benefit plan will not be allowed to make future contributions to their defined contribution accounts.

The interest arbitration award eliminated the early retirement provision previously provided for in the defined benefit plan.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SECTION THREE – STATISTICAL (Unaudited)

SECTION THREE

STATISTICAL (Unaudited)

Schedule 1

Indianapolis Public Transportation Corporation

Net Assets by Component

Ten Years (1.)

	Year 1 Actual 2003	Year 2 Actual 2004	Year 3 Actual 2005	Year 4 Actual 2006
Business-type activities				
Invested in capital assets, net of related debt	20,127,507	19,972,455	19,509,341	19,620,481
Restricted	5,385,503	4,601,899	4,848,101	8,240,635
Unrestricted	-2,959,541	-3,718,098	1,388,090	1,195,747
Total business-type activities net assets	22,553,469	20,856,256	25,745,532	29,056,863

1. IPTC operates in one business segment, public transportation, as an enterprise fund. IPTC adopted GASB Statement No. 34 which required reclassification of certain balances, including the presentation of net assets prospectively beginning with 2003.

Schedule 2

Indianapolis Public Transportation Corporation

Changes in Net Assets

Ten Years (1.)

Fiscal Year	Operating Revenue	Operating Expense	Operating Loss	Nonoperating Revenue (Expense)	Income (Loss) before Capital Contributions	Capital Contributions	Change in Net Assets
2003	6,957,280	44,362,821	-37,405,541	33,147,466	-4,258,075	7,141,286	2,883,211
2004	8,025,603	45,591,541	-37,565,938	32,735,238	-4,830,700	3,133,487	-1,697,213
2005	7,936,779	48,801,459	-40,864,680	41,198,775	334,095	4,555,181	4,889,276
2006	8,776,427	50,450,249	-41,673,822	40,482,368	-1,191,454	4,502,785	3,311,331

1. IPTC adopted GASB Statement No. 34, which required reclassification of certain account balances, prospectively beginning with 2003.

Schedule 3

Indianapolis Public Transportation Corporation
Operating Revenues by Source
Ten Years (1.)

Calendar Year	Passenger Fares	Special Service	Advertising	Total
2003	6,340,099	335,323	281,858	6,957,280
2004	7,460,629	287,625	277,349	8,025,603
2005	7,439,435	266,104	231,240	7,936,779
2006	8,087,140	249,355	439,932	8,776,427

1. IPTC adopted GASB Statement No. 34, which required reclassification of certain account balances, prospectively beginning with 2003.

Schedule 4

Indianapolis Public Transportation Corporation

Operating Expenses

Ten Years (1.)

Calendar Year	Transportation	Maintenance of Equipment Including Fuel	Administrative and General	Claims and Insurance	Subtotal Expenses before Depreciation	Depreciation	Total Operating Expenses
2003	23,823,482	9,104,044	5,016,828	997,305	38,941,659	5,421,162	44,362,821
2004	22,074,833	9,768,175	5,671,190	1,435,960	38,950,158	6,641,383	45,591,541
2005	22,884,668	11,679,630	6,076,300	771,249	41,411,847	7,389,612	48,801,459
2006	23,599,772	11,128,235	7,038,695	1,100,458	42,867,160	7,583,089	50,450,249

1. IPTC adopted GASB Statement No. 34, which required reclassification of certain account balances, prospectively beginning with 2003.

Schedule 5
Indianapolis Public Transportation Corporation
Nonoperating Revenues and Expenses
Ten Years (1.)

Calendar Year	Property and Excise Tax	Municipalities	FTA Operating Assistance	Other, net	Total Nonoperating Expenses
2003	12,436,134	10,402,650	11,051,586	-742,904	33,147,466
2004	11,487,479	9,629,581	10,190,216	1,427,962	32,735,238
2005	20,468,924	8,973,874	12,151,019	-395,042	41,198,775
2006	21,013,574	9,705,912	10,304,869	-541,987	40,482,368

1. IPTC adopted GASB Statement No. 34, which required reclassification of certain account balances, prospectively beginning with 2003.

Schedule 6
Indianapolis Public Transportation Corporation
Assessed Value and Estimated Actual Value of Taxable Property
Ten Years

Calendar Year	Real Property Assessed Value	Personal Property Assessed Value	Total Taxable Assessed Value	Total Direct Tax Rate	Taxable Assessed Value as a Percentage of Actual Taxable Value
2006	31,158,955,140	6,995,684,310	38,154,639,450	0.0523	100.000%
2005	30,518,267,250	6,903,098,503	37,421,365,753	0.0519	100.000%
2004	30,674,538,990	7,069,379,810	37,743,918,800	0.0285	100.000%
2003	30,931,008,790	8,634,108,770	39,565,117,560	0.0298	100.000%
2002	19,603,804,360	7,738,788,430	27,342,592,790	0.0371	100.000%
2001	6,448,200,360	2,503,371,410	8,951,571,770	0.1113	33.333%
2000	6,263,603,330	2,443,136,370	8,706,739,700	0.1107	33.333%
1999	6,189,776,810	2,354,501,972	8,544,278,782	0.1102	33.333%
1998	6,025,393,718	2,246,326,643	8,271,720,361	0.1098	33.333%
1997	6,081,366,760	2,179,927,650	8,261,294,410	0.1098	33.333%

1.) Taxable property was assessed at thirty three and one-third of the taxable assessed value as per the Marion County Auditor's abstract. In 2002, a change in State law mandated the use of true market value as taxable assessed value.

Schedule 7
Indianapolis Public Transportation Corporation
Direct and Overlapping Property Tax Rates (1. & 3.)
Ten Years

	Direct Rates (2.)				Overlapping Rates						Total (2.)
Calendar Year	Basic Rate	Debt Service	Cumulative Capital	Total Direct Rate	City	County	Other Muni Corp	School	State	Other	Total
2006	0.0385	0.0038	0.0100	0.0523	0.9546	0.4948	0.3228	1.7172	0.0024	0.0523	3.5964
2005 (4.)	0.0379	0.0040	0.0100	0.0519	1.1670	0.4163	0.1114	1.6744	0.0024	0.0516	3.4750
2004	0.0248	0.0037	0.0000	0.0285	0.9580	0.4129	0.3157	1.7827	0.0024	0.0512	3.5514
2003	0.0266	0.0032	0.0000	0.0298	0.9457	0.4564	0.3257	1.5503	0.0033	0.1428	3.4540
2002	0.0328	0.0043	0.0000	0.0371	1.2254	0.5354	0.3938	1.9594	0.0033	0.0799	4.2343
2001	0.0983	0.0130	0.0000	0.1113	3.7670	1.4043	1.1730	5.3913	0.0100	0.7469	12.6038
2000	0.0968	0.0139	0.0000	0.1107	3.7825	1.4038	1.1384	5.9552	0.0100	0.2756	12.6762
1999	0.0968	0.0134	0.0000	0.1102	3.8294	1.4042	1.1384	5.8477	0.0100	0.2932	12.6331
1998	0.0957	0.0141	0.0000	0.1098	3.8314	1.4021	1.0891	5.3888	0.0100	0.3606	12.1918
1997	0.0957	0.0141	0.0000	0.1098	3.8033	1.4179	1.0915	5.5778	0.0100	0.5409	12.5512

1.) Rate is per $100 of assessed valuation.
2.) Rate of District 101 (Indpls.-Center Twnshp.) which rate includes all major service.
3.) Taxable property was assessed at thirty three and one-third of the taxable assessed value as per the Marion County Auditor's abstract. In 2002, a change in State law mandated the use of true market value as taxable assessed value. The effect of this change reduced the effective tax rate by two-thirds.
4.) The IPTC Board of Directors established a Cumulative Capital Fund with a one-cent tax rate adjustment in 2004 to provide for future capital funding. At the same time the IPTC Board of Directors increased the general fund tax rate approximately one and one-half cents.

Schedule 8
Indianapolis Public Transportation Corporation
Principal Property Tax Payers
Current Year and Nine Years Ago (2.)
(amounts expressed in thousands)

Taxpayer	2006 Taxable Assessed Value (1.)	2006 Rank	2006 Percentage of Total City Taxable Assessed Value	1997 Taxable Assessed Value	1997 Rank	1997 Percentage of Total City Taxable Assessed Value
Eli Lilly and Company	962,470	1	2.52%	221,900	1	2.69%
South Western Bell	395,354	2	1.04%	-		-
General Motors	383,445	3	1.00%	37,378	7	0.45%
Indianapolis Power & Light	355,511	4	0.93%	132,207	2	1.60%
St Vincent Hospitals	278,463	5	0.73%	-		-
Simon Property	244,214	6	0.64%	-		-
Clarian Health Partners	219,654	7	0.58%	-		-
International Truck and Engine	185,425	8	0.49%	35,753	8	0.43%
Citizens Gas & Coke Utility	183,662	9	0.48%	59,936	5	0.73%
Federal Express Corporation	153,801	10	0.40%	-		-
Ford Motor Company	-		-	84,495	3	1.02%
Allison Engine Company	-		-	81,990	4	0.99%
Indianapolis Water Company	-		-	47,278	6	0.57%
Marsh Supermarkets	-		-	32,474	9	0.39%
American United Life	-		-	31,526	10	0.38%
	3,361,999		8.81%	764,937		9.26%

1.) Represents the March 1, 2005 valuations for taxes due and payable in 2006 and represented by the taxpayer.

2.) Taxable assessed value was determined using public records from the Marion County Treasurer's Office.

Schedule 9
Indianapolis Public Transportation Corporation
Property Tax Levies and Collections (1. & 2.)
Ten Years

Year Ended December 31,	Taxes Levied for the Year (3.)	Collected within the Year of the Levy: Amount	Collected within the Year of the Levy: Percentage of Levy	Collections in Subsequent Years	Total Collections to Date: Amount	Total Collections to Date: Percentage of Levy
2006	19,884,370	18,842,932	94.8%	535,198	19,378,130	97.5%
2005 (4.)	19,298,119	17,865,005	92.6%	910,618	18,775,623	97.3%
2004	10,635,575	10,210,152	96.0%	212,178	10,422,330	98.0%
2003	9,829,549	9,893,131	100.6%	201,901	10,095,032	102.7%
2002	9,934,166	9,646,075	97.1%	234,100	9,880,175	99.5%
2001	9,632,636	9,266,596	96.2%	315,997	9,582,593	99.5%
2000	9,502,324	9,020,546	94.9%	340,391	9,360,937	98.5%
1999	9,258,420	8,778,927	94.8%	343,825	9,122,752	98.5%
1998	9,082,349	8,662,783	95.4%	253,923	8,916,706	98.2%
1997	8,658,680	8,157,834	94.2%	326,096	8,483,930	98.0%

1.) Includes operating, cumulative capital and debt service funds.
2.) Data presented on the cash basis of accounting.
3.) Source of information is Indiana Department of Local Government Finance.
4.) Includes cumulative capital fund beginning in 2005.

Schedule 10
Indianapolis Public Transportation Corporation
Ratio of General Bonded Debt Outstanding
Ten Years

Calendar Year	Total General Bonded Debt Outstanding	Less: Amounts Available in Debt Service Fund	Total	Actual Taxable Value of Property	Percentage of Actual Taxable Value of Property (2.)	Per Capita (1.)
2006	14,140,000	0	14,140,000	38,154,639,450	0.037%	17.86
2005	15,085,000	125	15,084,875	37,421,365,753	0.040%	19.05
2004	15,965,000	20,519	15,944,481	37,743,918,800	0.042%	20.16
2003	16,780,000	99,174	16,680,826	39,565,117,560	0.042%	21.06
2002	17,530,000	209,118	17,320,882	27,342,592,790	0.063%	21.87
2001	13,240,000	37,892	13,202,108	26,854,715,310	0.049%	16.67
2000	13,905,000	68,678	13,836,322	26,120,219,100	0.053%	17.47
1999	15,575,000	728,822	14,846,178	25,632,836,346	0.058%	20.01
1998	2,030,000	1,047,624	982,376	24,815,161,083	0.004%	1.33
1997	2,950,000	774,645	2,175,355	24,783,883,230	0.009%	2.93

1.) Based on 1990 population of Consolidated City (741,952) for 1997 through 1999 and 2000 population of Consolidated City (791,926) for 2000 through 2006. Source: U.S. Department of Commerce, Bureau of Census.

2.) The legal debt limit for IPTC general obligation bonds is two percent of the actual taxable value of property.

Schedule 11
Indianapolis Public Transportation Corporation
Direct and Overlapping Bonded Debt and Bonding Limit
As of December 31, 2005 (1.)

	Bonded Debt Limit (2.)	Bonds Outstanding (3.)
Overlapping Debt		
City of Indianapolis	3,494,640	338,642
Marion County	265,525	23,050
Other Municipal Corporations	1,054,156	176,092
Public Schools	2,132,426	1,494,475
Other Cities and Towns	291,677	25,418
Total Overlapping Debt	7238424	2057677
Direct Debt		
Indianapolis Pubic Transportation Corporation	250,723	15,085
Total Direct and Overlapping Debt	7,489,147	2,072,762
IPTC's percentage of Overlapping Debt	3.35%	0.73%

1.) At the time of publication, data for the year ended December 31, 2006 was not yet available.
2.) Source: Marion County Auditor's Abstract
3.) Source: Indianapolis City Controller's Office.

Schedule 12
Indianapolis Public Transportation Corporation
Demographic and Economic Statistics
Ten Years

Calendar Year	Population (1.)	Per Capita Personal Income (2.)	Median Age (3.)	School Enrollment (4.)	Unemployment Rate (5.)
2006	791,926	N/A	N/A	N/A	4.9
2005	791,926	36,286	34.7	170,864	5.4
2004	791,926	34,732	34.4	174,569	5.4
2003	791,926	33,142	34.1	172,324	5.5
2002	791,926	32,479	33.9	172,328	5.3
2001	791,926	31,491	33.7	169,567	3.8
2000	791,926	30,684	33.6	165,964	2.7
1999	741,952	30,685	33.9	165,310	2.6
1998	741,952	29,579	N/A	163,503	2.7
1997	741,952	26,577	N/A	163,286	3.0

1.) Based on 1990 population of Consolidated City (741,952) for 1997 through 1999 and 2000 population of Consolidated City (791,926) for 2000 through 2006. Source: U.S. Department of Commerce, Bureau of Census.

2.) Data presented are per the U.S. Department of Commerce, Bureau of Economic Analysis.

3.) Data presented are per U.S. Census Bureau.

4.) Data presented is for Indianapolis Public Schools. Source: Indiana Department of Education.

5.) Date presented is for Unemployment rate, nonseasonally adjusted, annual average, Marion County, IN. Source: Bureau of Labor Statistics.

Schedule 13
Indianapolis Public Transportation Corporation
Principal Employers (1.)
Current Year and Nine Years Ago

Taxpayer	2006 Total Employees	2006 Rank	2006 Percentage Total Employees (2.)	1997 Total Employees	1997 Rank	1997 Percentage Total Employees
Eli Lilly and Company	14,000	1	4.10%	8,210	1	3.27%
Clarian Health Partners	7,500	2	2.19%	-		-
Federal Express Corporation	6,311	3	1.85%	-		-
General Motors	6,000	4	1.76%	3,018	7	1.20%
St Vincent Hospitals	6,000	5	1.76%	-		-
Rolls-Royce	4,500	6	1.32%	3,607	4	1.44%
South Western Bell	3,500	7	1.02%	-		-
International Truck and Engine	3,200	8	0.94%	-		-
Wellpoint Inc. (Anthem Inc.)	3,000	9	0.88%	3,305	6	1.32%
Kroger	2,530	10	0.74%	7,506	2	2.99%
Marsh	-		-	3,674	3	1.46%
Bank One	-		-	3,561	5	1.42%
Ford Motor Company	-		-	3,015	8	1.20%
Meijers, Inc.	-		-	2,250	9	0.90%
NBD Bank	-		-	2,231	10	0.89%
	56,541		16.55%	40,377		16.07%

1.) Source: Indianapolis Chamber of Commerce

2.) Total private wage and salary workers for 2006 were 341,724 and for 1997 were 251,288. Source: U.S. Census Bureau

Schedule 14
Indianapolis Public Transportation Corporation
Statistical Data
Ten Years

	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997
EMPLOYEE DATA:										
Number of Employees (1.)										
Full Time										
Operators	272	272	266	288	280	238	246	286	253	248
Other Transportation	75	75	79	53	46	66	74	0	0	0
Maintenance	76	75	70	72	73	73	64	66	66	63
Administrative & Other	36	36	37	38	55	58	68	60	61	51
Total full-time employees	459	458	452	451	454	435	452	412	380	362
Part Time										
Operators	0	0	0	12	12	11	9	10	9	26
Other	0	0	0	0	0	1	2	2	4	4
Total part-time employees	0	0	0	12	12	12	11	12	13	30
Total Employees	459	458	452	463	466	447	463	424	393	392
PASSENGER DATA:										
Passengers (2.)	10,033,477	8,810,183	9,299,751	11,324,573	10,247,493	10,833,257	11,717,910	11,239,356	10,367,253	9,707,866
Number of Fixed Routes (3.)	29	28	28	37	37	37	36	31	31	32
Annual Vehicle Miles (2.)	10,380,982	9,993,240	10,221,257	11,047,044	10,386,718	10,473,232	9,892,232	9,155,597	8,936,877	8,754,674
Annual Vehicle Hours (2.)	678,382	644,795	663,115	712,180	659,007	661,272	639,366	566,234	577,536	573,353
Number of Coaches (4.)	236	240	228	303	262	212	162	150	150	170
Number of ADA Accessible vehicles (4.)	236	240	228	277	236	134	90	78	57	46
Fare (Single Ride) (3.)	$1.25	$1.25	$1.25	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	$0.75

Schedule 15
Indianapolis Public Transportation Corporation
Transit Vehicles
December 31, 2006

No. of Vehicles	Year (2.)	Manufacture	Engine Type	Seating Capacity	Standing Capacity	Lift/Ramp Equipped
Large Bus:						
30	1997	Gillig	Diesel	43	21	30
10	1998	Gillig	Diesel	43	21	10
25	2000	Gillig	Diesel	29	21	25
25	2000	Gillig	Diesel	23	21	25
25	2001	Gillig	Diesel	38	21	25
24	2002	Gillig	Diesel	38	8	24
2	2004	Gillig	Hybrid	38	8	2
9	2005	Opus	Diesel	31	25	9
150	Total Large Bus					
Body on Chassis:						
3	2001	Ford	Diesel	14	(1.)	3
3	2002	Ford	Diesel	14	(1.)	3
12	2003	Ford	Diesel	14	(1.)	12
33	2004	Ford	Diesel	14	(1.)	33
34	2005	Ford	Diesel	14	(1.)	34
1	2006	Dodge	Diesel	12	(1.)	1
86	Total Body on Chassis					
236	Vehicles in Total Fleet					

1.) Used exclusively for demand response and flexible service. IPTC policy precludes standees on these vehicles.
2.) Average age of equipment is 4.5 years.
3.) Please refer to note four of the financial statements for additional information regarding capital assets.

Schedule 16

Indianapolis Public Transportation Corporation

Schedule of Insurance in Force (1.)

December 31, 2006

Type of Coverage	Company	Term	Expiration Date	Limit	Deductible
Public Official	AIG	1 year	January 1	1,000,000	25,000
Fiduciary Liability	National Union	1 year	July 1	1,000,000	0
Crime	National Union	1 year	July 1	500,000	7,500
Property:	St Paul - Travelers	1 year	January 1		
Building & Contents				33,150,000	250,000
Earthquake				20,000,000	2%
Flood				20,000,000	250,000
Stock				1,714,000	5,000
Computer Equipment				500,000	5,000
Business Income				1,500,000	48 hours

1.) For more information, refer to Note 6 (Risk Management) accompanying the basic financial statements.

2006 Rose Award Lifetime Achievement Winner - Sandra Dillard-Morton

Indianapolis Mayor Bart Peterson and Sandra Dillard-Morton

Throughout her lifetime, Sandra Dillard-Morton has showed compassion for others without putting her own needs first. With a 27-year IndyGo history, Sandra interacts daily with her customers on Route 8 Washington Street, one of the bus system's busiest routes. In addition to teaching herself Spanish to better communicate with a growing amount Hispanic/Latino customers, Sandra has helped increase awareness about sickle cell anemia, often guiding other families through their own grief. Guided by strong principles and an unyielding desire to help, Sandra stands as a role model for all of us. Photo courtesy of the Indiana Convention and Visitors Center.

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