



Board Report
July 27, 2020

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317.635.3344

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8. **ADJOURN**

Executive Session Prior to Board Meeting
[Per IC 5-14- 1.5.6.(b) {21 (A) and (B) & IC 5-14-1.5.6.1 (b) (9)}

Our next Board Meeting will be Thursday, August 6th, 2020 (Budget 2021 Public Hearing)

Safe Drivers Recognition for June 2020

To: President/CEO, Inez Evans
From: Director of Risk and Safety, Brian Clem
Date: July 27th, 2020

June 2020 Safe Drivers Recognition



The following Operators are recognized for their safe driving for the month of June and received a National Safety Council patch, pin and certificate.

<u>Operator</u>	<u>ID #</u>	<u>Years of Safe Driving</u>
Michael Ricks	5139	12
Shawn Clark	8091	11
Stephanie Holman	2759	11
Melvin Wright	8117	10
Nichelle Green	2392	9
Roger Bobbitt	8121	7
Scott Duncan	8523	6
Laniese Coach	8641	5
John Redmond	8487	5
O'Nee Freeman	9165	2
Terrill Lewis	8968	2
Julynn Lyles	8986	2
Charles Mbonu	9163	2
Ricky Robinson	8972	2
Marquan Beal	9452	1
JaNay Cooper	9071	1
Irvin Devers	9433	1
Razheana Frierson	9436	1
David Hopson	9448	1
Zara Hughes	9431	1
Antonio Sanders	9413	1



Service Committee Chairperson Report – July 2020

To: President and CEO, Inez Evans and Chair and Board of Directors
From: Service Committee Chairperson, Adairius Gardner
Date: July 27th, 2020

ISSUE:

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

RECOMMENDATION:

Receive the report.

Adairius Gardner
Service Committee Chairperson's Report
July 16th, 2020

The Service Committee met on July 16th, 2020 at 9am. In attendance was, myself, Adairius Gardner, Chairman of the Service Committee, as well as Committee Members Tommie Jones and Lise Pace. Due to the Coronavirus Pandemic, this committee met remotely via video conferencing.

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

Other than the minutes from the previous board meeting, the Service Committee did not recommend any other items to the consent agenda. All other items will be presented and heard during the regular agenda portion of this meeting. Therefore, I have nothing further to report.

Mr. Chairman, that concludes my report.



Finance Committee Chairperson Report – July 2020

To: Chair and Board of Directors
From: Finance Committee Chairperson, Richard Wilson
Date: July 27th, 2020

ISSUE:

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

RECOMMENDATION:

Receive the report.

Richard Wilson
Finance Committee Chairperson's Report
July 16th, 2020

The Finance Committee met on July 16th, 2020 at 1pm. In attendance was, myself, Rick Wilson, Chairman of the Finance Committee, as well as Committee Members Juan Gonzalez and Mark Fisher. Due to the Coronavirus Pandemic, this committee met remotely via video conferencing.

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

An item from the Committee meeting I would like to highlight is item A-2, Consideration and Approval of Final Action – Municipal Lease/Bond Issue of \$25,800,000 to Support the Purchase of 27 Hybrid Buses. IndyGo Chief Financial Officer Bart Brown presented this action item to the Finance Committee. During the June Board meeting, it was requested that the board authorize a public hearing for this action item. During the public hearing, the public can speak on behalf of this item. The board is not required to discuss anything pertaining to this item should they choose. This was heard at the Municipal Corporations Committee Meeting on Wednesday, July 22, 2020 and was approved and recommended to the full council for a do pass recommendation by a vote of 7-2. After IndyGo's public hearing this evening, and upon approval of the board, this action will then be heard before the full City-County Council at their next full meeting, which is scheduled for Monday, August 10th, 2020 at 7pm.

Mr. Chairman, that concludes my report.



AGENDA ITEM A – 1

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
EXECUTIVE SESSION**

Monday, June 22nd, 2020

The Board of Directors of the Indianapolis Public Transportation Corporation held an Executive Session convening at 3:00pm, on Monday, June 22nd, 2020. This session was held remotely via Microsoft Teams.

Board members present were:

Greg Hahn, Chair
Adairius Gardner, Vice-Chair
Richard Wilson, Treasurer
Tommie Jones, Board Member
Juan Gonzalez, Board Member

Discussion was limited to matters enumerated under IC 5-14-1.5.6.1(b)(2)(A) and (B) and IC 5-14-1.5.6.1(b) (9). Session adjourned at 4:00pm.

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
BOARD OF DIRECTORS MEETING
MINUTES**

Thursday, June 25th, 2020

1. CALL TO ORDER AND ROLL CALL

The Board of Directors Meeting of the Indianapolis Public Transportation Corporation (IPTC) was called to order by Chairman Greg Hahn at 5:04pm, Thursday, June 25th, 2020. Pursuant to Executive Order 20-09 relating to the continuity of operations of Government issued by Governor Eric Holcomb subsequent to Executive Order 20-02, which declared that a public health disaster emergency exists in the State of Indiana as a result of the Coronavirus disease "COVID-19", this meeting was held both remotely and in person, with five (5) Board Members attending remotely via Zoom and one (1) Board Member attending in person.

1.1 ROLL CALL

Attendee Name	Title	Status
Greg Hahn	Chair	Present (in person)
Adairius Gardner	Vice Chair	Present
Mark Fisher	Secretary	Present
Richard Wilson	Treasurer	Absent
Juan Gonzalez	Board Member	Present
Tommie Jones	Board Member	Present
Lise Pace	Board Member	Present

A quorum was present.

2. AWARDS AND COMMENDATION

President/CEO, Inez Evans, presented the awards and commendations. Recognized were safe drivers for May 2020, 1 employee for 15+ years of safe driving, 2 promotion recognitions, and 1 employee leaving IndyGo after 11 years.

3. COMMITTEE CHAIRPERSON REPORTS

- I.1. Governance and Audit Committee – Greg Hahn, Governance and Audit Committee Chairperson
- I.2. Service Committee – Adairius Gardner, Service Committee Chairperson
- I.3. Finance Committee – Richard Wilson, Finance Committee Chairperson (Read by CFO, Bart Brown)

4. CONSENT AGENDA

Upon staff recommendation, motion for consent approval by Chairman Greg Hahn for Agenda Items A-1, A-2, A-4, A-5, A-6, A-7, A-10, A-11, A-12, A-13 & A-14 are as follows:

- ACTION ITEM A – 1 – Consideration and Approval of Minutes from May 28th, 2020 Board Meeting
- ACTION ITEM A – 2 – Consideration and Approval of Mobility Services Technology Solutions
- ACTION ITEM A – 4 – Consideration and Approval of Purple Line Construction Management – Task Order #4
- ACTION ITEM A – 5 – Consideration and Approval of Purple Line Design – Task Order #9 (Supplement for Task Order #6)
- ACTION ITEM A – 6 – Consideration and Approval of New On-Call A&E Services Contracts
- ACTION ITEM A – 7 – Consideration and Approval of Selection of HNTB for Program Management Support Services
- ACTION ITEM A – 10 – Consideration and Approval of Amendment to Contract 16-05-232 to Exercise the First Option Year
- ACTION ITEM A – 11 – Consideration and Approval of Governance and Audit Reports 2020-2 – 2020-5
- ACTION ITEM A – 12 – Consideration and Approval of Governance and Audit Risk Universe/Heat Map
- ACTION ITEM A – 13 – Consideration and Approval of Governance and Audit Risk Workplan
- ACTION ITEM A – 14 – Consideration and Approval of Governance and Audit Committee Meeting Cadence

RESULT: Accepted - Agenda Items A-1, A-2, A-4, A-5, A-6, A-7, A-10, A-11, A-12, A-13 & A-14
 MOVER: Lise Pace
 SECONDER: Mark Fisher
 AYES: Adairius Gardner, Mark Fisher, Tommie Jones, Juan Gonzalez, Lise Pace
 NOES: None
 ABSENT: Richard Wilson

5. REGULAR AGENDA

- ACTION ITEM A – 3 – Consideration and Acknowledgment of Paratransit Operational Analysis Final Report and Next Steps

Strategic Planner, Ryan Wilhite, and member from KFH Group, Buffy Ellis, presented Action Item A – 3 to the Board of Directors, to approve Paratransit Operational Analysis Final Report and Next Steps. It was noted that by request of the MAC-D (Mayor’s Advisory Council on Disability), for IndyGo to delay the Staff Recommendations Next Steps until the July Board Meeting. The Paratransit Operational Analysis Final Report includes a set of recommendations for ADA paratransit in Indianapolis. Two (2) of those sets of recommendations, Short Term Improvements with Major Fiscal Impact and Recommendations Related to Contractual Considerations, include items that IndyGo staff can implement without significant fiscal impact or additional input. The remaining set of recommendation, Recommendations with Significant Change for Paratransit Service, includes a discussion on the ADA paratransit next-day service area. The POA recommends that IndyGo transition its practice of applying the ADA paratransit regulations to the entirety of Marion County and presents policy recommendations that form three (3) alternatives to choose from. Adairius wanted to acknowledge the MAC and all their hard work.

RESULT: Accepted – Action Item A – 3 – Approval of Paratransit Operational Analysis Final Report and Next Steps
 MOVER: Adairius Gardner
 SECONDER: Juan Gonzalez
 AYES: Adairius Gardner, Mark Fisher, Tommie Jones, Juan Gonzalez, Lise Pace
 NOES: None
 ABSENT: Richard Wilson

- ACTION ITEM A – 8 – Consideration and Approval of Public Hearing on Consideration to Secure Municipal Lease/Bond Issue of \$22,500,000.00 to Support the Purchase of 27 Hybrid Buses

Vice President of Finance & CFO, Bart Brown, presented Action Item A – 8 to the Board of Directors, to approve Public Hearing on Consideration to Secure Municipal Lease/Bond Issue of \$22,500,000.00 to Support the Purchase of 27 Hybrid Buses. Mr. Brown stated that before we can move forward with the purchase of these buses, IndyGo must first hold a public hearing before the July board meeting. Upon board approval, this action would then require approval by the Indianapolis City-County Council.

RESULT: Accepted – Action Item A – 8 – Approval of Public Hearing on Consideration to Secure Municipal Lease/Bond Issue of \$22,500,000.00 to Support the Purchase of 27 Hybrid Buses

MOVER: Tommie Jones
SECONDER: Juan Gonzalez
AYES: Adairius Gardner, Mark Fisher, Tommie Jones, Juan Gonzalez, Lise Pace
NOES: None
ABSENT: Richard Wilson

- ACTION ITEM A – 9 – Consideration and Approval of Transfer of Appropriations in 2020 Budget in Response to COVID-19 Funded by the CARES Act

Vice President of Finance & CFO, Bart Brown, presented Action Item A – 9 to the Board of Directors, to approve Transfer of Appropriations in 2020 Budget in Response to COVID-19 Funded by the CARES Act. Mr. Brown stated, that due to the COVID-19 outbreak, IndyGo has expended over \$797,000 in unbudgeted employee compensation, which includes overtime. IndyGo expects that number to reach \$1 million by 4th quarter. These expenditures under the CARES Act are eligible for reimbursement.

RESULT: Accepted – Action Item A – 9 – Approval of Transfer of Appropriations in 2020 Budget in Response to COVID-19 Funded by the CARES Act
MOVER: Mark Fisher
SECONDER: Lise Pace
AYES: Adairius Gardner, Mark Fisher, Tommie Jones, Juan Gonzalez, Lise Pace
NOES: None
ABSENT: Richard Wilson

- ACTION ITEM A – 15 – Consideration and Approval of Resolution for Appraisal of 9000 Precision Dr. Indianapolis, IN

General Counsel, Jill Russell, presented Action Item A – 15 to the Board of Directors, to approve Resolution for Appraisal of 9000 Precision Dr. Indianapolis, IN. It is requested that the Board direct the President/CEO, on behalf of the IPTC, to appoint two (2) appraisers to appraise the fair market value of the Real Estate located at 3049 N. Post Road, Indianapolis, IN and to provide a copy of both appraisals to the Chair of the Board of Directors of the IPTC. IndyGo is committed to providing the increased services and bus rapid transit as required by the Marion County Transit Plan. To achieve those results, additional operational and administrative staff is required. The increase in staff at IndyGo’s main facility at 1501 W Washington St has exceeded the current capacity of the facility. Further, the results of the COVID-19 pandemic requires that IndyGo provide staff a workspace that is a safe environment in the interest of their health. This requires additional office space to accommodate which is not feasible at the current facility. This resolution would allow the hiring of two (2) appraisers and not the purchase of the land.

RESULT: Accepted – Action Item A – 15 – Approval of Resolution for Appraisal of 9000 Precision Dr. Indianapolis, IN
MOVER: Tommie Jones
SECONDER: Juan Gonzalez
AYES: Adairius Gardner, Mark Fisher, Tommie Jones, Juan Gonzalez, Lise Pace
NOES: None
ABSENT: Richard Wilson

- ACTION ITEM A – 16 – Consideration and Approval of Resolution to Purchase Real Estate Property – 6410 N. College Ave

General Counsel, Jill Russell, presented Action Item A – 16 to the Board of Directors, to approve Resolution to Purchase Real Estate Property – 6410 N. College Ave. It is requested that the Board issue a Resolution directing the CEO and President, on behalf of the Indianapolis Public Transportation Corporation, to enter into an agreement for the purchase of real estate located at 6410 N. College Ave for the sum of Nine Hundred Eighty Five Thousand Dollars (\$985,000.00) for the construction of charging stations. Constructing the charging stations will allow electric buses to be charged while in service on the Red Line without returning to the main facility at 1501 W. Washington St. This will increase the range needed to provide the service required of the Red Line. Currently, buses must be taken out of service for charging, which limits the available buses to provide the necessary service and places added stress on the available fleet.

RESULT: Accepted – Action Item A – 16 – Approval of Resolution to Purchase Real Estate Property – 6410 N. College Ave
MOVER: Lise Pace
SECONDER: Adairius Gardner
AYES: Adairius Gardner, Mark Fisher, Tommie Jones, Juan Gonzalez, Lise Pace
NOES: None
ABSENT: Richard Wilson

6. INFORMATION ITEMS

I – 1 INFORMATION ITEM – MAC Update

MAC Member presented on behalf of this information item.

I – 2 INFORMATION ITEM – Consideration of Receipt of Finance Report for May 2020

Bart Brown, VP of Finance/CFO presented on behalf of this information item.

I – 3 INFORMATION ITEM – Governance and Audit Department Charter

Director of Governance and Audit, Brian Atkinson, and CPA Corey Saunders, presented on behalf of this information item.

7. ADJOURNMENT

On order of Chairman Greg Hahn, and there being no objection, the meeting was adjourned at 6:20pm.

Jill D. Russell
General Counsel



Date: June 30, 2020
Current Meeting: July 16, 2020
Board Meeting: July 27, 2020

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Chief Financial Officer Bart Brown
SUBJECT: Consideration and Approval of Final Action – Municipal Lease/Bond Issue of \$25,800,000 to Support the Purchase of 27 Hybrid Buses

ACTION ITEM A – 2

RECOMMENDATION:

Request authority to secure Municipal Lease/Bond Issue of \$25,800,000 thru the Indianapolis Local Improvement Bond Bank to support the purchase of 27 Hybrid Buses funded by the Local Transit Income Tax.

BACKGROUND:

On May 28th, 2020 the IPTC Board authorized the procurement of (27) 40’ BAE Hybrid Low Floor Gillig buses via a purchase from the Commonwealth of Virginia State Contract (Action Item A-7). At that time the IndyGo staff recommended issuing a municipal lease instrument (a financing mechanism) to support the purchase of the buses.

DISCUSSION:

The purchase of additional and replacement buses for delivery in fiscal year 2021 was part of the Five-Year Capital plan presented and adopted in 2019. The accepted method of payment in the plan was to issue debt to be paid back over 12 years, which equals the useful life of the bus. The actual funds are not required until delivery and acceptance of the buses, which is anticipated in 3rd Quarter 2021. If Board approves this action, then it will require approval by the City-County Council.

ALTERNATIVES:

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

FISCAL IMPACT:

Interest rates are still near historical lows for municipal borrowing and should remain there throughout 2021. Using an assumed interest rate of 5.0% (on a conservative basis) the Corporation can expect to pay yearly debt service estimated at \$2,516,000. First installment would not be due until December 2021.

DIVERSITY PARTICIPATION:

As of this time, there are no “DBE” or “XBE” certified banks. We will continue pursuing new businesses that may fit these criteria by means of education workshops, networking events, and one-on-one meetings.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee and Finance Committee on July 16th, 2020.

CITY-COUNTY SPECIAL ORDINANCE NO. _____
Proposal No. _____

A SPECIAL ORDINANCE of the City-County Council of the City of Indianapolis, Indiana and of Marion County, Indiana (i) approving the issuance of local income tax revenue bonds of the Indianapolis Public Transportation Corporation (the "IPTC") for the purpose of providing funds to pay the costs of certain public transportation projects within the City of Indianapolis, Indiana and Marion County, Indiana (the "City" and "County", respectively) and (ii) pledging local income tax revenues for public transportation projects in the County public transportation fund to the payment of said bonds.

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

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

WHEREAS, the Indianapolis Public Transportation Corporation (the "IPTC") has been established in accordance with Indiana Code 36-9-4, as amended, to fund public transportation projects and issue bonds for the payment thereof; and

WHEREAS, pursuant to Ordinance No. 2018-01, adopted by the Board of Directors of IPTC on February 22, 2018 (the "Prior IPTC Bond Ordinance"), the IPTC has heretofore issued revenue bonds payable from the Transportation LIT Revenues, designated "The Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2018A" (the "Prior Bonds"), currently outstanding in the amount of Twenty-Two Million Eight Hundred Forty-Five Thousand Dollars (\$22,845,000); and

WHEREAS, pursuant to City-County Council Fiscal Ordinance No., 19, 2018 (the "Prior LIT Pledge Ordinance"), the City-County Council pledged the Transportation LIT Revenues to the IPTC for the payment of the Prior Bonds; and

WHEREAS, the City-County Council has been advised that the Board of Directors of the IPTC has adopted an ordinance (the "IPTC Bond Ordinance") authorizing the issuance of local income tax revenue bonds (the "Bonds"), on a parity basis with the Prior Bonds, and if necessary, bond anticipation notes (the "BANs"), in one or more series, in the aggregate principal amount not to exceed Twenty Five Million Eight Hundred Thousand Dollars (\$25,800,000), for the purpose of funding (i) the purchase of twenty-seven (27) 40-Foot Hybrid low floor buses, as more particularly described in the IPTC Bond Ordinance, (ii) capitalized interest on the Bonds, if necessary, (iii) a reserve for the Bonds, and (iv) issuance and other related costs (the foregoing (i) through (iv), collectively, the "Project"); and

WHEREAS, pursuant to the IPTC Bond Ordinance, the Bonds will be payable from and secured by Transportation LIT Revenues on parity with the Prior Bonds; and

WHEREAS, Indiana Code 8-25-3-7 and 5-1-14-4 require the City-County Council to pledge the Transportation LIT Revenues to the IPTC for the payment of debt service on the Bonds; and

WHEREAS, in addition, Indiana Code 36-3-6-9 requires the City-County Council to review and approve the issuance of the Bonds by the IPTC; and

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

WHEREAS, the Executive Director of the Bond Bank has expressed a willingness to purchase the Bonds and, if necessary, BANs of the IPTC in a negotiated sale subject to approval by the Board of Directors of the Bond Bank; and

WHEREAS, the IPTC has requested the City-County Council to (i) pledge the Transportation LIT Revenues to the IPTC for the payment of the Bonds on parity with the Prior Bonds and (ii) review and approve the issuance of the Bonds and, if necessary, BANs by the IPTC; and

WHEREAS, the City-County Council now finds, upon review, that the Transportation LIT Revenues should be pledged to the IPTC for the payment of the Bonds in accordance with the terms of this Ordinance and the issuance of the Bonds, on a parity basis with the Prior Bonds, and, if necessary, BANs by the IPTC for the purpose of funding the Project should be approved; now, therefore:

BE IT ORDAINED BY THE CITY-COUNTY COUNCIL OF THE
CITY OF INDIANAPOLIS AND OF MARION COUNTY, INDIANA:

SECTION 1. The City-County Council hereby finds (i) that the pledge of all Transportation LIT Revenues deposited to the County public transportation fund pursuant to Indiana Code 6-3.6-7-27 and 8-25-3-7 in an amount sufficient for payment of the principal of and interest on, Bonds and, if necessary, to fund and replenish a reserve therefore, will facilitate the funding of the Project which is a public transportation project in accordance with the provisions of Indiana Code 8-25-3, as amended, and (ii) that the carrying out of the Project by the IPTC in accordance with Indiana Code 36-9-4, as amended, is necessary and appropriate.

SECTION 2. The City-County Council, pursuant to Indiana Code 8-25-3-7 and Indiana Code 5-1-14-4, hereby irrevocably pledges the Transportation LIT Revenues to the IPTC for the payment of principal of and interest on the Bonds on parity with the Prior Bonds and, if necessary, the funding and replenishment of a reserve therefore, for a term of years equal to the term of the Bonds. There are no other prior liens, encumbrances, or other restrictions on the City-County Council's ability to pledge the Transportation LIT Revenues with the exception of the pledge securing the Prior Bonds.

SECTION 3. The City-County Council does hereby approve (i) the IPTC Bond Ordinance, (ii) the issuance of the Bonds, on a parity basis with the Prior Bonds, and if necessary, BANs of the IPTC in the aggregate principal amount not to exceed Twenty- Five Million Eight Hundred Thousand Dollars (\$25,800,000) in one or more series and (iii) the use of the proceeds of the Bonds and, if necessary, BANs to fund the Project. In accordance with the IPTC Bond Ordinance, the Bonds shall mature over a term ending no later than fifteen (15) years after their date of delivery and shall bear interest at a rate or rates not exceeding 5.0% per annum. All other terms of the Bonds shall be as set forth in the IPTC Bond Ordinance.

SECTION 4. There is hereby continued from the Prior LIT Pledge Ordinance within the County public transportation fund established under Indiana Code B-25-3-7, an IPTC Bond Account (the "IPTC Bond Account"). On or before each January 5 and July 5, beginning on the first January 5 or July 5 following delivery of the Bonds, Transportation LIT Revenues in an amount sufficient to pay the maximum debt service coming due on the Bonds and the Prior Bonds, plus any fiscal agency charges during the following six (6) month period, shall be deposited in the IPTC Bond Account and immediately transferred to the IPTC for deposit into the Bond and Interest Account established and held under the IPTC Bond Ordinance.

SECTION 5. At any time any Future Parity Obligations (as hereinafter defined) are outstanding, on or before each January 5 and July 5 but concurrent with the transfers in Section 4 above, Transportation LIT Revenues in an amount sufficient to pay the maximum debt service coming due on such Future Parity Obligations plus any fiscal agency charges during the following six (6) month period, shall be deposited with the trustee or paying agent for such Future Parity Obligations, on a pro rata basis with the deposits described in Section 4 above, and used to pay the debt service due on such Future Parity Obligations.

SECTION 6. On or before each January 5 and July 5, after satisfying the requirements of Sections 4 and 5 above, the Transportation LIT Revenues shall next be used, if necessary, on a pro rata basis to restore the debt service reserve funds securing the Bonds, the Prior Bonds, and any Future Parity Obligations to the respective reserve requirements, if any, for the Bonds, the Prior Bonds, and any Future Parity Obligations.

SECTION 7. The City-County Council reserves the right to pledge Transportation LIT Revenues to future obligations, whether in whole or in part, on a parity with the pledge thereof to the Bonds and the Prior Bonds for the purpose of raising money for future public transportation projects or to refund obligations issued for such purpose (collectively, the "Future Parity Obligations"), subject to the following conditions:

(a) All required payments due under the Bonds, the Prior Bonds, and any other obligations payable from Transportation LIT Revenues shall be current to date in accordance with the terms thereof, with no payments in arrears. The reserve requirements for the Bonds, the Prior Bonds and for any Future Parity Obligations, if any, shall be satisfied either at the time of delivery of the Future Parity Obligations or over a five (5) year or shorter period.

(b) The Transportation LIT Revenues in the fiscal year immediately preceding the issuance of any such Future Parity Obligations shall be not less than one hundred twenty-five percent (125%) of the maximum annual interest and principal requirements of the then outstanding obligations payable from Transportation LIT Revenues and the additional Future Parity Obligations proposed to be issued. If, when the proposed Future Parity Obligations are issued, the County shall have finally approved an increase in the Transportation LIT, the calculation above may take into account the increase in the Transportation LIT. For purposes of this subsection, the records of the County pertaining to the Transportation LIT Revenues shall be analyzed and all showings prepared by a certified public accountant employed by the County for that purpose.

(c) The payments on the additional Future Parity Obligations shall be payable semiannually on January 15 and July 15.

SECTION 8. The City-County Council may pledge Transportation LIT Revenues to obligations which are subordinate to the Bonds, the Prior Bonds, and any outstanding Future Parity Obligations provided the payment dates of such subordinate obligations are on January 15 and July 15.

SECTION 9. If any section, paragraph or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this Ordinance.

SECTION 10. All ordinances, resolutions and orders, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, hereby repealed; provided, however, that this Ordinance shall not be deemed in any way to repeal the Prior LIT Pledge Ordinance nor be construed as adversely affecting the rights of any of the holders of the Prior Bonds.

SECTION 11. It is hereby determined that all formal actions of the City-County Council relating to the adoption of this Ordinance were taken in one or more open meetings of the City-County Council, that all deliberations of the City-County Council and of its committees, if any, which resulted in formal action, were in meetings open to the public, and that all such meetings were convened, held and conducted in compliance with applicable legal requirements, including Indiana Code 5-14-1.5, as amended.

SECTION 12. This Ordinance shall be in full force and effect upon compliance with Indiana Code 36-3-4-14, 36-3-4-15 and 36-3-4-16.

The foregoing was passed by the City-County Council this ____ day August, 2020 at ____:____ p.m.

ATTEST:

Vop Osili
President, City-County Council

SaRita Hughes
Clerk, City-County Council

Presented by me to the Mayor this ____ day of August, 2020.

SaRita Hughes
Clerk, City-County Council

Approved and signed by me this ____ day of August, 2020.

Joseph H. Hogsett, Mayor

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

ORDINANCE NO. 2020-01

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

WHEREAS, the Indianapolis Public Transportation Corporation (the “IPTC”) has been established in accordance with Indiana Code 36-9-4, as amended (all references herein to the Indiana Code are designated hereafter as “Ind. Code” followed by the applicable code section or sections), and is authorized to issue bonds to procure moneys to fund public transportation Project under Ind. Code 36-9-4, Ind. Code 6-3.6-6, Ind. Code 6-3.6-7, Ind. Code 8-25 and Ind. Code 5-1-14-4, each as amended (collectively, the “Act”); and

WHEREAS, the Board of Directors of the IPTC (the “Board”) has considered and authorized the procurement of twenty-seven (27) 40-Foot Hybrid low floor buses to be utilized in the City of Indianapolis, Indiana (the “City”) and Marion County, Indiana (the “County”) (the “Project”) and hereby determines that it would be of public utility and benefit and in the best interests of the citizens of the City and the County to proceed with the Project and the financing thereof through the issuance of local income tax revenue bonds of the IPTC and, if necessary, bond anticipation notes (the “BANs”); and

WHEREAS, based upon the advice of the IPTC’s municipal advisor Crowe, LLP (the “Municipal Advisor”), the estimated costs of the Project to be financed with the proceeds of the local income tax revenue bonds of the IPTC and, if necessary, BANs, including engineering, municipal advisory and legal fees, is in the estimated amount not to exceed Twenty-Five Million Eight Hundred Thousand Dollars (\$25,800,000); and

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

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

WHEREAS, the Board finds that the IPTC does not have sufficient funds available or provided for in the existing budgets and tax levies that may be applied to the costs of the Project and that it is necessary to finance a portion of the costs of the Project by the issuance of local income tax revenue bonds, in one or more series, in an aggregate principal amount not to exceed Twenty-Five Million Eight Hundred Thousand Dollars (\$25,800,000) and, if necessary, bond anticipation notes in one or more series (the “BANs”); and

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

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

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

WHEREAS, prior to the issuance of the bonds herein authorized, the City-County Council will adopt an ordinance pledging the Transportation LIT Revenues to the IPTC for the payment of the bonds herein authorized (the “2020 County Transportation LIT Pledge Ordinance”); and

WHEREAS, pursuant to Ordinance No. 2018-01, adopted by the Board on February 22, 2018 (the “Prior Ordinance”), IPTC has heretofore issued revenue bonds payable from the Transportation LIT Revenues, designated “The Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2018A” (the “Prior Bonds”), currently outstanding in the amount of Twenty-Two Million Eight Hundred Forty-Five Thousand Dollars (\$22,845,000); and

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

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

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

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

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

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

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

Section 1. Authorization of Project. The Project is hereby approved. The estimated costs for the portion of the design, acquisition, installation and equipping of the Project to be financed from the proceeds of the herein authorized bonds and, if necessary, BANs, shall not exceed Twenty-Five Million Eight Hundred Thousand Dollars (\$25,800,000), plus investment earnings on the BAN and bond proceeds, without further authorization from the Board. The Project is a public transportation Project within the meaning of the Act.

Section 2. Issuance of BANs. The IPTC shall issue, if necessary, its BANs in one or more series for the purpose of procuring interim financing to apply on the cost of the Project, capitalized interest, if necessary, and to pay costs of issuance. The IPTC may issue its BANs in an aggregate principal amount not to exceed Twenty-Five Million Eight Hundred Thousand Dollars (\$25,800,000) to be designated “Local Income Tax Revenue Bond Anticipation Notes, Series 20”, to be completed with the year in which issued and series designation. The BANs shall be sold at not less than 99.0% of their par value, numbered consecutively from 1 upward and shall be in denominations of Five Thousand Dollars (\$5,000) or One Hundred Thousand Dollars (\$100,000) as determined by the controller of the IPTC (the “Controller”) with the advice of the Municipal Advisor. The BANs shall be dated as of the date of delivery thereof and shall bear interest at a rate or rates not to exceed 5.0% per annum (the exact rate or rates to be determined through negotiations with the purchaser of the BANs) payable either upon maturity or redemption. The BANs may be payable in installments.

The BANs will mature over a period ending no later than five (5) years from their date of delivery, as determined by the Controller, with the advice of the Municipal Advisor, at the time of the sale of the BANs. Any BANs which mature over a period less than five (5) years after their date of delivery shall be subject to renewal or extension for a term not exceeding five years from the date of delivery of the BANs as originally issued. In the event of such renewal or extension, the interest rate or rates on the BANs as renewed or extended shall not exceed 5.0% per annum (the exact rate or rates to be negotiated with the purchaser of the BANs, as renewed or extended).

The BANs shall be registered in the name of the purchasers thereof. Interest on the BANs shall be calculated according to a 360-day calendar year containing twelve 30-day months.

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

Section 3. Issuance of Bonds. The IPTC shall issue and sell its local income tax revenue bonds in one or more series in the aggregate principal amount not to exceed Twenty-Five Million Eight Hundred Thousand Dollars (\$25,800,000) to be designated "Local Income Tax Revenue Bonds, Series 2021 _", to be completed with the year in which issued and series designation (the "Bonds"), for the purpose of procuring funds to apply on the cost of the Project, refunding the BANs, if issued, capitalized interest, if necessary, funding a reserve, and issuance costs and other related costs.

The Bonds shall be issued and sold at a price not less than 99.0% of par value thereof to the Bond Bank. The Bonds shall be issued in fully registered form in denominations of (i) \$5,000 or integral multiples thereof or (ii) \$100,000 and any \$5,000 integral multiple in excess thereof, as determined by the Controller with the advice of the Municipal Advisor. The Bonds shall be numbered consecutively from 1 up and originally dated as of their date of delivery. The Bonds shall bear interest at a rate or rates not exceeding 5.0% per annum (the exact rate or rates to be determined by negotiation with the Bond Bank). Interest shall be payable semiannually on January 15 and July 15 in each year, commencing on either the first January 15 or the first July 15 following the date of delivery of the Bonds, as determined by the Controller with the advice of the Municipal Advisor. Principal shall be payable in lawful money of the United States of America, at the principal office of the Paying Agent (as hereinafter defined) and such Bonds shall mature semiannually on January 15 and July 15, or be subject to mandatory sinking fund redemption on January 15 and July 15, over a period ending no later than fifteen (15) years after the date of delivery of the Bonds and in such amounts that will enable the IPTC to achieve as level annual debt service as practicable.

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

Interest on the Bonds shall be calculated according to a 360-day calendar year containing twelve 30-day months.

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

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

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

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

Interest on all Bonds which are authenticated on or before the Record Date which precedes the first interest payment date shall be paid from their original date. Interest on Bonds authenticated subsequent to the Record Date which precedes the first interest payment date

thereon shall be paid from the interest payment date to which interest has been paid as of the date on which such Bonds are authenticated, unless a Bond is authenticated between the Record Date and the interest payment date in which case the interest shall be paid from such interest payment date.

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

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

If any Bond is issued as a term bond, the Paying Agent shall credit against the mandatory sinking fund requirement for the Bonds maturing as term bonds, and corresponding mandatory redemption obligation, in the order determined by the IPTC, any Bonds maturing as term bonds which have previously been redeemed (otherwise than as a result of a previous mandatory redemption requirement) or delivered to the Registrar for cancellation or purchased for cancellation by the Paying Agent and not theretofore applied as a credit against any redemption obligation. Each Bond maturing as a term bond so delivered or canceled shall be credited by the Paying Agent at 100% of the principal amount thereof against the mandatory sinking fund obligation on such mandatory sinking fund date, and any excess of such amount shall be credited on future redemption obligations, and the principal amount of the Bonds to be redeemed by operation of the mandatory sinking fund requirement shall be accordingly reduced; provided, however, the Paying Agent shall credit only such Bonds maturing as term bonds to the extent received on or before forty-five (45) days preceding the applicable mandatory redemption date.

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

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

fixed in such notice if sufficient funds are available at the place of redemption to pay the redemption price on the date so named.

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

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

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

- (i) DTC determines to discontinue providing its service with respect to the Bonds (such a determination may be made at any time by giving 30 days’ notice to the IPTC and the Registrar and discharging its responsibilities with respect thereto under applicable law), or
- (ii) the IPTC determines that continuation of the system of book-entry transfers through DTC (or a successor securities depository) is not in the best interests of the Beneficial Owners.

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

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

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

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

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

Section 9. Form of Bonds. The form and tenor of the Bonds shall be substantially as follows, with such additions, deletions and modifications as the Chairperson and the Controller may authorize, as conclusively evidenced by their signatures thereon, all blanks to be filled in properly prior to delivery thereof:

Form of Bond

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

No. R – _

UNITED STATES OF AMERICA

STATE OF INDIANA

COUNTY OF MARION

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
LOCAL INCOME TAX REVENUE BOND, SERIES 20__**

Maturity Date Interest Rate Original Date Authentication Date CUSIP

Registered Owner:

Principal Sum:

The Indianapolis Public Transportation Corporation (the "IPTC"), for value received, hereby promises to pay to the Registered Owner (named above) or registered assigns, the Principal Sum set forth above on the Maturity Date set forth above (unless this Bond be subject to and shall have been duly called for redemption and payment as provided for herein), and to pay interest hereon until the Principal Sum shall be fully paid at the rate per annum specified above from the interest payment date to which interest has been paid next preceding the Authentication Date of this Bond unless this Bond is authenticated after the first day of the month in which interest is payable and on or before such interest payment date in which case it shall bear interest from such interest payment date, or unless this Bond is authenticated on or before __, 20__, in which case it shall bear interest from the Original Date, which interest is payable semiannually on January 15 and July 15 of each year, beginning on _____ 15, 20__. Interest shall be calculated according to a 360-day calendar year containing twelve 30-day months.

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

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

This Bond is [the only] one of an authorized issue of Bonds of the IPTC, of like tenor and effect, except as to numbering, interest rate, and dates of maturity,] in the total amount of _____ Dollars (\$) [for this series] (the "Bonds"), numbered from R – 1 and up, 35

issued for the purpose of providing funds to be applied to the cost of funding certain transportation projects in the City of Indianapolis, Indiana and Marion County, Indiana, [the refunding of interim notes issued in anticipation of the Bonds,] [funding capitalized interest,] [funding a reserve,] and to pay incidental expenses, as authorized by an ordinance adopted by the Board of Directors of the IPTC on the ____ day of _____, 2020, entitled “An ordinance of the Indianapolis Public Transportation Corporation authorizing the issuance of local income tax revenue bonds for the purpose of providing funds to pay the costs of certain public transportation projects within the City of Indianapolis, Indiana and Marion County, Indiana; providing for the payment of such bonds from local income tax revenues attributable to funding such transportation projects under the provisions of Ind. Code 6-3.6-6, as amended; providing for the safeguarding of the interests of the owners of said bonds; other matters connected therewith, including the issuance of notes in anticipation of bonds; and repealing ordinances inconsistent herewith” (the “Ordinance”), and in strict compliance with the provisions of Ind. Code 36-9-4, 6-3.6-6, 6- 3.6-7, 8-25 and 5-1-14-4, each as in effect on the issue date of the Bonds (collectively, the “Act”).

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

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

This bond and the other bonds of this issue, together with the interest payable hereon and thereon, are payable solely from and secured by an irrevocable pledge of and constitute a charge upon the Transportation LIT Revenue; and rank on a parity basis with other outstanding bonds of the IPTC designated “The Indianapolis Transportation Corporation Local Income Tax Revenue Bonds, Series 2018A” (the “Prior Bonds”) outstanding on the issuance date of this bond in the amount of Twenty-Two Million Eight Hundred Forty-Five Thousand Dollars (\$22,845,000). IPTC is not and shall not be obligated to pay this bond or the interest thereon except as provided and only from the sources described herein. If there is a default in the payment of the interest on or principal of this Bond, the owner of this Bond shall have all of the rights and remedies provided for in the Act.

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

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

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

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

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

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

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

*Final Maturity]

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

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

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

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

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

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

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

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

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

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

Chair of the Board of Directors

[SEAL]

ATTEST:

Controller

REGISTRAR’S CERTIFICATE OF AUTHENTICATION

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

as Registrar

By: _____
Authorized Representative

ASSIGNMENT

FOR VALUE RECEIVED the undersigned hereby sells, assigns and transfers unto _____, the within Bond and all rights thereunder, and hereby irrevocably constitutes and appoints _____, attorney, to transfer the within Bond in the books kept for the registration thereof with full power of substitution in the premises.

Dated: _____

NOTICE: Signature(s) must be guaranteed by an eligible guarantor institution

NOTICE: The signature to this assignment must correspond with the name as it appears on the face

participating in a Securities
Transfer Association
recognized signature
guarantee program.

of the within Bond in every
particular, without alteration or
enlargement or any change
whatsoever.

End of Bond Form

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

The Controller is hereby authorized and directed to have the BANs and Bonds prepared, and the Chair of the Board and the Controller are hereby authorized and directed to execute the BANs and Bonds in the form and manner herein provided. The Controller is hereby authorized and directed to deliver the BANs and Bonds to the Bond Bank after sale made in accordance with the provisions of this ordinance, provided that at the time of delivery the Controller shall collect the full amount which the Bond Bank has agreed to pay therefor, which amount shall not be less than 99.0% of the face value of the BANs and not less than 99.0% of the face value of the Bonds, as the case may be. The IPTC may receive payments on the BANs and Bonds in installments (i.e., the BANs and Bonds may be sold as "draw" BANs or Bonds). The Bonds herein authorized shall be binding special limited obligations of the IPTC. Prior to the delivery of the Bonds or BANs, the Controller shall obtain a legal opinion addressed to the IPTC and the Bond Bank as to the validity of the Bonds or BANs, as the case may be, from Kroger, Gardis & Regas, LLP, Indianapolis, Indiana, bond counsel for the IPTC, and shall furnish such opinion and a customary reliance letter addressed to the purchaser of the Bond Bank Bonds or Bond Bank Notes secured by the Bonds or BANs, as the case may be. The cost of such opinion shall be considered as part of the costs incidental to these proceedings and shall be paid out of the proceeds of the Bonds or BANs, as the case may be.

The proceeds derived from the sale of the Bonds shall be and are hereby set aside for application on the cost of the Project hereinbefore referred to, the refunding of the BANs, if issued, to fund capitalized interest, if necessary, fund a reserve and the expenses necessarily incurred in connection with the BANs and Bonds. The proper officers of the IPTC are hereby directed to draw all proper and necessary warrants, and to do whatever acts and things which may be necessary to carry out the provisions of this ordinance, including the design, acquisition, installation and equipping of the Project and the issuance of the Bonds and BANs.

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

Section 11. Use of Proceeds. The accrued interest and any capitalized interest received at the time of the delivery of the Bonds and premium, if any, shall be deposited in the hereinafter described Sinking Fund. The remaining proceeds from the sale of the Bonds, to the extent not used to refund BANs, and BAN proceeds shall be deposited in a bank or banks which are legally

designated depositories for the funds of the IPTC, in a special account or accounts to be designated as “Indianapolis Public Transportation Corporation - Local Income Tax Revenue Bond 2020 Construction Account” (the “Construction Account”). All funds deposited to the credit of the Sinking Fund or Construction Account shall be deposited, held, secured or invested in accordance with the laws of the State of Indiana relating to the depositing, holding, securing or investing of public funds, including particularly Ind. Code 5-13, and the acts amendatory thereof and supplemental thereto. The funds in the Construction Account shall be expended only for the purpose of paying the cost of the Project, refunding the BANs, if issued, funding capitalized interest, if necessary, or as otherwise required by the Act or for the expenses of issuance of the Bonds or BANs. The cost of obtaining the legal services of Kroger, Gardis & Regas, LLP shall be considered as a part of the cost of the Project on account of which the BANs and Bonds are issued.

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

Section 12. Sinking Fund. There is hereby continued from the Prior Ordinance the Sinking Fund (defined herein as the “Sinking Fund”) for the payment of the principal of and interest on local income tax revenue bonds of the IPTC which by their terms are payable from the Transportation LIT Revenues (including the Bonds, the BANS and the Prior Bonds), and the payment of any fiscal agency charges in connection with the payment of bonds. There shall be set aside and deposited in the Sinking Fund, as available, and as provided below, a sufficient amount of the Transportation LIT Revenues received by the IPTC pursuant to the 2020 County Transportation LIT Pledge Ordinance to meet the requirements of the Bond and Interest Account and the Debt Service Reserve Account created in the Sinking Fund. Such payments shall continue until the balances in the Bond and Interest Account and the Debt Service Reserve Account equal the principal of and interest on all of the then outstanding bonds of the IPTC payable from the Transportation LIT Revenues to their final maturity.

(a) Bond and Interest Account. There shall be credited to the Bond and Interest Account on or before the 15th day preceding each interest and principal payment on all then outstanding bonds of the IPTC payable from the Transportation LIT Revenues an amount of the Transportation LIT Revenues equal to the interest on and principal of all then outstanding bonds of the IPTC payable from the Transportation LIT Revenues payable on the then next succeeding interest and principal payment date. There shall similarly be credited to the account any amount necessary to pay the bank fiscal agency charges for paying interest on outstanding bonds as the same become payable. The IPTC shall, from the sums deposited in the Sinking Fund and credited to the Bond and Interest Account, remit promptly to the registered owner or to the Paying Agent sufficient moneys to pay the interest and principal on the due dates thereof together with the amount of any bank fiscal agency charges.

(b) Debt Service Reserve Account. On the date of delivery of the Bonds, the IPTC may deposit funds on hand, Bond proceeds, or a combination thereof into the Reserve Account. The balance to be maintained in the Reserve Account shall equal but not exceed the least of (i) the maximum annual debt service on the Bonds and any additional bonds issued in the future on a parity with the Bonds and the Prior Bonds (the “Parity Bonds”), (ii) 125% of average annual debt service on the Bonds and any Parity Bonds or (iii) 10% of the proceeds of the Bonds and any Parity Bonds (the “Reserve Requirement”). If the initial deposit into the Reserve Account does not cause the balance therein to equal the Reserve Requirement or if no deposit is made, an amount of Transportation LIT Revenues shall be credited to the Reserve Account on the last day of each

calendar month until the balance therein equals the Reserve Requirement. The monthly deposits shall be equal in amount and sufficient to accumulate the Reserve Requirement within five (5) years of the date of delivery of the Bonds. For so long as the Bond Bank holds the Bonds, the IPTC may, in its discretion, cause any amounts in the Reserve Account to be held by the Trustee for the Bond Bank Bonds (the "Bond Bank Trustee") in a debt service reserve fund established for the Bond Bank Bonds, and in such event, so long as the Bonds are held by the Bond Bank, the Bond Bank Trustee shall administer and invest the moneys in the fund held by the Bond Bank Trustee in accordance with this ordinance and the trust indenture securing the Bond Bank Bonds. For so long as the Bond Bank holds the Bonds, the IPTC shall for all purposes of this ordinance be permitted to offset its obligation under this ordinance to maintain a balance in the Reserve Account equal to the Reserve Requirement by any amounts on deposit with the Bond Bank Trustee in the debt service reserve fund, if any, for the Bond Bank Bonds. If the Bonds are not held by the Bond Bank or if no debt service reserve fund is established for the Bond Bank Bonds, the Controller shall hold the funds in the Reserve Account for the purposes set forth herein.

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

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

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

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

at the direction of the Bond Bank in accordance with the trust indenture authorizing the issuance of the Bond Bank Bonds.

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

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

(b) The Transportation LIT Revenues in the fiscal year immediately preceding the issuance of any such Parity Bonds shall be not less than one hundred twenty-five percent (125%) of the maximum annual interest and principal requirements of the then outstanding bonds payable from Transportation LIT Revenues and the additional Parity Bonds proposed to be issued. If, when the proposed Parity Bonds are issued, the County shall have finally approved an increase in the Transportation LIT, the calculation above may take into account the increase in the Transportation LIT. For purposes of this subsection, the records of the IPTC pertaining to the Transportation LIT Revenues shall be analyzed and all showings prepared by a certified public accountant employed by the IPTC for that purpose.

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

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

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

(a) The Project will be available for use by members of the general public. Use by a member of the general public means use by natural persons not engaged in a trade or business. No person or entity other than the IPTC or another state or local governmental unit will use more than 10% of the proceeds of the Bonds or BANs or property financed by the Bond or BAN proceeds other than as a member of the general public. No person or entity other than the IPTC or another state or local governmental unit will own property financed by Bond or BAN proceeds or will have any actual or beneficial use of such property pursuant to a lease, a management or incentive payment contract, arrangements such as take-or-pay or output contracts or any other type of arrangement that conveys other special legal entitlements and differentiates that person's or entity's use of such property from use by the general public, unless such uses in the aggregate

relate to no more than 10% of the proceeds of the Bonds or BANs, as the case may be. If the IPTC enters into a management contract for the Project, the terms of the contract will comply with IRS Revenue Procedure 2017-13, as it may be amended, supplemented or superseded for time to time, so that the contract will not give rise to private business use under the Code and the Regulations, unless such use in aggregate relates to no more than 10% of the proceeds of the Bonds or BANs.

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

(c) No more than 5% of the Bond or BAN proceeds will be loaned to any person or entity other than another state or local governmental unit. No more than 5% of the Bond or BAN proceeds will be transferred, directly or indirectly, or deemed transferred to a nongovernmental person in any manner that would in substance constitute a loan of the Bond or BAN proceeds.

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

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

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

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

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

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

(l) The IPTC hereby adopts the Post Issuance Compliance Policy for Tax Exempt Obligations (the "Compliance Policy") attached hereto as Exhibit A as the Compliance Policy of the IPTC relating to post issuance compliance with applicable Code provisions concerning the Bonds and BANs.

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

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

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

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

enforced in accordance with this ordinance, subject in all respects to such modifications and amendments. Notwithstanding anything contained in the foregoing provisions of this ordinance, the rights and obligations of the IPTC and of the owners of the Bonds authorized by this ordinance, and the terms and provisions of the Bonds and this ordinance, or any supplemental ordinance, may be modified or altered in any respect with the consent of the IPTC and the consent of the owners of all the Bonds issued pursuant to this ordinance then outstanding.

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

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

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

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

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

Section 23. Conflicting Ordinances. All ordinances and parts of ordinances in conflict herewith are hereby repealed; provided, however, that this Ordinance shall not be deemed in any way to repeal the Prior

Ordinance nor be construed as adversely affecting the rights of any of the holders of the Prior Bonds.

Section 24. Severability. If any section, paragraph or provision of this ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this ordinance.

Section 25. Effective Date. This ordinance shall be in full force and effect from and after its passage.

PASSED AND ADOPTED by the Board of Directors of the IPTC this __ day of June,
2020.

BOARD OF DIRECTORS, INDIANAPOLIS
PUBLIC TRANSPORTATION CORPORATION

Chair

ATTEST:

Secretary

EXHIBIT A

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION Post-Issuance Compliance Policy for Tax-Exempt Qualified Obligations

Statement of Purpose

This Post-Issuance Compliance Policy (the “Policy”) sets forth specific policies of Indianapolis Public Transportation Corporation (the “Issuer”) designed to monitor post-issuance compliance of tax-exempt qualified obligations¹, including the Issuer’s Local Income Tax Revenue Bonds, Series 20__ (to be completed with the year in which issued) (the “Obligations”), issued by the Issuer with applicable provisions of the Internal Revenue Code of 1986, as amended (the “Code”), and regulations promulgated there under (the “Treasury Regulations”). The Policy documents existing practices and describes various procedures and systems designed to identify on a timely basis facts relevant to demonstrating compliance with the requirements that must be satisfied subsequent to the issuance of Obligations in order that the interest on such Obligations be, or continue to be, or would be but for certain provisions of the Code, excludable from gross income for federal income tax purposes. The Issuer recognizes that compliance with applicable provisions of the Code and Treasury Regulations is an on-going process, necessary during the entire term of the Obligations, and is an integral component of the Issuer’s debt management. Accordingly, the analysis of those facts and implementation of the Policy will require on-going monitoring and consultation with bond counsel.

This Policy also sets forth certain procedures in respect of assuring continued compliance by the Issuer with continuing disclosure obligations in respect of its outstanding Obligations under Rule 15c2-12 (17 CFR Part 240, §240.15c2-12) (“Rule 15c2-12”) promulgated by the Securities and Exchange Commission (the “SEC”) pursuant to the Securities and Exchange Act of 1934, as amended, together with all interpretive guidance or other official interpretations or explanations thereof that are promulgated by the SEC.

¹ For purposes of the Policy, tax-exempt qualified obligations shall include (a) obligations the interest on which is excludable from gross income for federal income tax purposes pursuant to the Internal Revenue Code of 1986, as amended, and regulations there under (collectively, the “Code”) (“tax-exempt obligations”), and (b) obligations the interest on which is not excludable from gross income for federal income tax purposes, but federal law otherwise requires such obligations to satisfy requirements of the Code applicable to tax-exempt obligations. For example, Section 54AA of the Code, added by the American Recovery and Reinvestment Act of 2009, authorized the issuance of “Build America Bonds,” the interest on which is includible in gross income for federal income tax purposes, provided that (a) the interest on the bonds would, but for such Section 54AA, be excludable from gross income for federal tax purposes under Section 103 of the Code, (b) such bonds were issued before January 1, 2011, and (c) the Issuer made an irrevocable election to have Section 54AA apply. Accordingly, the Policy will apply to any Build America Bonds issued by the Issuer.

Policy Components

The Controller of the Issuer (the “Fiscal Officer”) approves the terms and structure of Obligations executed by the Issuer, which Obligations are ultimately subject to the approval of the Board of Directors of the Issuer. Such Obligations are issued in accordance with the provisions of the Code and the applicable State of Indiana code section. Specific post-issuance compliance procedures address the relevant areas described below. The following list is not intended to be exhaustive and further areas may be identified from time to time by the Fiscal Officer in consultation with bond counsel.

General Policies and Procedures

The following policies relate to procedures and systems for monitoring post-issuance compliance generally.

- A. The Fiscal Officer shall be responsible for monitoring post- issuance compliance issues.
- B. The Fiscal Officer will coordinate procedures for record retention and review of such records.
- C. The Fiscal Officer will review post-issuance compliance procedures and systems on a periodic basis, but not less than annually.
- D. Electronic media will be the preferred method for storage of all documents and other records maintained by the Issuer. In maintaining such electronic storage, the Fiscal Officer will comply with applicable Internal Revenue Service (the “IRS”) requirements, such as those contained in Revenue Procedure 97-22.
- E. The Fiscal Officer shall monitor the investment, expenditure and use of Obligation proceeds, to ensure timely identification of any violations of federal tax requirements and timely correction of any identified violations through remedial actions described in Section 1.141-12 of the Regulations or other applicable regulation or through the Tax Exempt Bonds Voluntary Closing Agreement Program described in Notice 2008-31.

Issuance of Obligations

The following policies relate to the issuance of a specific issue of Obligations.

The Fiscal Officer will:

- A. Obtain and store a closing binder and/or CD or other electronic copy of the relevant and customary transaction documents.
- B. Confirm that bond counsel has filed the applicable information report (e.g., Form 8038-G, Form 8038-CP) for such issue with the IRS on a timely basis.
- C. Coordinate receipt and retention of relevant books and records with respect to the investment and expenditure of the proceeds of such Obligations with other applicable Issuer staff.

Arbitrage

The following policies relate to the monitoring and calculating of arbitrage and compliance with specific arbitrage rules and regulations.

The Fiscal Officer will:

- A. Coordinate the tracking of expenditures, including the expenditure of any investment earnings, with other applicable Issuer staff.
- B. Obtain a computation of the yield on such issue from the Issuer's municipal advisor for such issuance or other outside arbitrage rebate specialist and maintain a system for tracking investment earnings.
- C. Maintain a procedure for the allocation of proceeds of the issue and investment earnings to expenditures, including the reimbursement of pre-issuance expenditures.
- D. Coordinate with Issuer staff to monitor compliance by departments with the applicable "temporary period" (as defined in the Code and Treasury Regulations) exceptions for the expenditure of proceeds of the issue, and provide for yield restriction on the investment of such proceeds if such exceptions are not satisfied.
- E. Ensure that investments acquired with proceeds of such issue are purchased at fair market value. In determining whether an investment is purchased at fair market value, any applicable Treasury Regulation safe harbor may be used.
- F. Coordinate to avoid formal or informal creation of funds reasonably expected to be used to pay debt service on such issue without determining in advance whether such funds must be invested at a restricted yield.

- G. Consult with bond counsel prior to engaging in any post-issuance credit enhancement transactions.
- H. Identify situations in which compliance with applicable yield restrictions depends upon later investments and monitor implementation of any such restrictions.
- I. Monitor compliance of the Issuer with six-month, 18-month or 2-year spending exceptions to the rebate requirement, as applicable.
- J. Procure a timely computation of any rebate liability and, if rebate is due, file a Form 8038-T and arrange for payment of such rebate liability.
- K. Arrange for timely computation and payment of “yield reduction payments” (as such term is defined in the Code and Treasury Regulations), if applicable.
- L. In the case of any issue of refunding Obligations, coordinate with the Issuer’s municipal advisor and any escrow agent to arrange for the purchase of the refunding escrow securities, obtain a computation of the yield on such escrow securities from Treasury’s external source and monitor compliance with applicable yield restrictions.

Private Activity Concerns

The following polices relate to the monitoring and tracking of private uses and private payments with respect to facilities financed with the Obligations.

The Fiscal Officer will:

- A. Coordinate with staff to maintain records determining and tracking facilities financed with specific Obligations and in what amounts.
- B. Coordinate with applicable staff to maintain records, which should be consistent with those used for arbitrage purposes, to allocate the proceeds of an issue and investment earnings to expenditures, including the reimbursement of pre-issuance expenditures.
- C. Coordinate with applicable staff to maintain records allocating to a project financed with Obligations any funds from other sources that will be used for otherwise non-qualifying costs.
- D. Coordinate with staff to monitor the expenditure of proceeds of an issue and investment earnings for qualifying costs.
- E. Coordinate with applicable staff to monitor private use of financed facilities to ensure compliance with applicable percentage limitations on such use. Such monitoring should include the following:

1. Procedures to review the amount of existing private use on a 52

- periodic basis; and
2. Procedures for identifying in advance any new sale, lease or license, management contract, sponsored research arrangement, or other arrangement involving private use of financed facilities and for obtaining copies of any sale agreement, lease, license, management contract, research arrangement or other arrangement for review by bond counsel.

F. Consult with bond counsel as to any possible private use of financed facilities.

Reissuance

The following policies relate to compliance with rules and regulations regarding the reissuance of Obligations for federal law purposes.

The Fiscal Officer will:

- A. Identify and consult with bond counsel regarding any post-issuance change to any terms of an issue of Obligations which could potentially be treated as a reissuance for federal tax purposes.
- B. Confirm with bond counsel whether any “remedial action” in connection with a “change in use” (as such terms are defined in the Code and Treasury Regulations) would be treated as a reissuance for tax purposes and, if so, confirm the filing of any new Form 8038-G.

Record Retention

The following policies relate to retention of records relating to the Obligations issued.

The Fiscal Officer will:

- A. Coordinate with staff regarding the records to be maintained by the Issuer to establish and ensure that an issue remains in compliance with applicable federal tax requirements for the life of such issue.
- B. Coordinate with staff to comply with provisions imposing specific recordkeeping requirements and cause compliance with such provisions, where applicable.
- C. Coordinate with staff to generally maintain the following:
 1. Basic records relating to the transaction (e.g., any non-arbitrage certificate, net revenue estimates and the bond counsel opinion);
 2. Documentation evidencing expenditure of proceeds of the issue;
 3. Documentation regarding the types of facilities financed with

the proceeds of an issue, including, but not limited to, whether such facilities are land, buildings or equipment, economic life calculations and information regarding depreciation;

4. Documentation evidencing use of financed property by public and private entities (e.g., copies of management contracts and research agreements);
5. Documentation evidencing all sources of payment or security for the issue; and
6. Documentation pertaining to any investment of proceeds of the issue (including the purchase and sale of securities, SLGs subscriptions, yield calculations for each class of investments, actual investment income received by the investment of proceeds, guaranteed investment contracts, and rebate calculations).

- D. Coordinate the retention of all records in a manner that ensures their complete access to the IRS. While this is typically accomplished through the maintenance of hard copies, records may be kept in electronic format so long as applicable requirements, such as Revenue Procedure 97-22, are satisfied.
- E. Keep all material records for so long as the issue is outstanding (including any refunding), plus eleven years.

Continuing Disclosure

The Fiscal Officer shall determine with respect to each outstanding Obligation the applicability of Rule 15c2-12 to such Obligation. The Fiscal Officer shall periodically determine whether all required filings under any continuing disclosure agreements for Obligations covered by Rule 15c2-12 have been filed with the Municipal Securities Rulemaking Board through its Electronic Municipal Market Access System (“EMMA”), but in any event no less than semiannually. The Fiscal Officer shall assure that timely filings are made to EMMA of all required filings including, specifically, annual financial information and disclosure of certain events in respect of Obligations subject to Rule 15c2-12, all in accordance with the applicable continuing disclosure agreement for such Obligations.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

ORDINANCE NO. 2020-02

APPROPRIATION ORDINANCE OF THE BOARD OF DIRECTORS OF THE
INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

WHEREAS, the Board of Directors of the Indianapolis Public Transportation Corporation (the "IPTC"), has determined to undertake the design, construction, acquisition, installation and equipping of a certain public transportation project within the City of Indianapolis, Indiana and Marion County, Indiana (the "Project"), all as described in an ordinance adopted by the Board of Directors of the IPTC (the "Board") on June 25, 2020; and

WHEREAS, the Board has determined that the estimated costs of the Project, and the incidental expenses necessary to be incurred in connection with the Project, to be financed with the hereinafter described local income tax revenue bonds and, if necessary, local income tax revenue bond anticipation notes of the IPTC (the "BANs"), will be in an amount not to exceed Twenty-Five Million Eight Hundred Thousand Dollars (\$25,800,000); and

WHEREAS, the Board has determined to issue local income tax revenue bonds and, if necessary, BANs, in an aggregate principal amount not to exceed Twenty-Five Million Eight Hundred Thousand Dollars (\$25,800,000) to fund a portion of the costs of the Project; and

WHEREAS, there has been published a notice of a public hearing on the appropriation of the proceeds of the local income tax revenue bonds and, if necessary, BANs, to be held on this date, the hearing has been held and the Board has considered the evidence presented at the hearing; and

WHEREAS, the Board now finds that the IPTC does not have sufficient funds available or provided for in the existing budget and tax levy to fund the costs of the Project to be funded from the proceeds of its local income tax revenue bonds and, if necessary, BANs;

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

Section 1. The Board finds that all proceedings required before appropriation of the proceeds of the local income tax revenue bonds and, if necessary, BANs, have been accomplished and completed.

Section 2. For the purpose of paying a portion of the costs of the Project, and incidental expenses necessary to be incurred with the Projects and the local income tax revenue bonds and, if necessary, BANs, an amount not to exceed Twenty-Five Million Eight Hundred Thousand Dollars (\$25,800,000) shall be appropriated from the proceeds of the local income tax revenue bonds and, if necessary, BANs.

Section 3. The Controller of the IPTC is directed to submit and certify this ordinance and the related proceedings to the Department of Local Government Finance in accordance with Indiana Code 6-1.1-18-5.

Section 4. This ordinance shall be in full force and effect from and after its passage.

PASSED AND ADOPTED by the Board of Directors of the IPTC upon this ____ day of June, 2020.

BOARD OF DIRECTORS, INDIANAPOLIS
PUBLIC TRANSPORTATION CORPORATION

Chair

ATTEST:

Secretary



Date: July 01, 2020
 Current Meeting: July 16, 2020
 Board Meeting: July 27, 2020

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Manager of Special Projects and Regional Mobility Integration Ryan Wilhite
SUBJECT: Consideration and Acknowledgment of ADA Paratransit Next Steps

ACTION ITEM A – 3

RECOMMENDATION:

The IPTC Board of Directors should request IPTC staff to continue the ADA Paratransit conversation with the community by developing and then implementing a broader public outreach and engagement effort beginning this summer. This next step is intended to gather input on how to make policy changes to improve the quality of service delivered, including an opportunity for the community to prioritize specific areas of improvement. The public involvement process will help determine what on-demand service looks like beyond the ADA-required area.

Throughout the upcoming year, IPTC staff will present the Board of Directors with policy recommendations following additional community input.

BACKGROUND:

In 2018, IPTC’s contractor-operated complementary ADA paratransit service, branded Open Door, experienced a significant performance drop which resulted in numerous customer complaints and negative media attention. The significant performance issues and the gap between the last time IPTC evaluated its service, led the (then) IPTC Board of Directors to commission a comprehensive study of its Open Door service. The study, dubbed the Paratransit Operational Analysis (POA), was led by the KFH Group of Bethesda, MD, with assistance from the Palo Consulting Group and The McCormick Group. Beginning in May 2019, the POA examined ADA paratransit in Indianapolis through a series of tasks. The POA solicited input from Mobility Advisory Committee (MAC) members, agencies who provide services to individuals with disabilities, key stakeholders, and riders (through a rider survey). The study also involved a detailed dive into Open Door operations and performance data. A steering committee was established that included members of the MAC and the IPTC Board of Directors. The POA Steering Committee provided valuable feedback to the project team throughout the study process. The study was accepted by the Board of Directors at the June 25, 2020 meeting.

Prior to the June 25, 2020 meeting, IPTC staff was contacted by the City of Indianapolis' Mayor's Advisory Council on Disabilities (MAC-D) with the desire to delay any board recommended next steps for 30 days. The delay was intended to provide time for the MAC-D, the Mobility Advisory Committee (MAC), and IPTC staff to converse regarding the ADA Paratransit options outlined in the POA.

On July 8, 2020, members of the MAC-D, MAC, and Indiana Disability Rights met to discuss the POA and its recommendations. The meeting consisted of a presentation regarding the POA similar to what was presented to the Finance Committee in June; this presentation provided background information, key findings, and an overview of the recommendations. Members of the MAC-D and MAC provided feedback to IPTC staff regarding IPTC's current ADA Paratransit service. For suggested next steps, participants suggested including additional outreach to individuals with disabilities, exploring the challenges and benefits of transportation network companies (TNCs), and considering a broader range of options regarding the ADA Paratransit service area.

DISCUSSION:

Considering the POA consultant's recommendation to revisit the status quo, IPTC staff would like to continue conducting community outreach and engagement activities regarding its ADA Paratransit service area, for the purposes of formulating new policies for the Board of Directors to consider and adopt.

ALTERNATIVE:

The IPTC Board of Directors could choose to not request staff to proceed with additional public input. In this alternative, IPTC staff would continue to implement the POA recommendations, except the ADA Paratransit service area. This additional implementation may include revisiting IPTC's provision of its Same-Day Service programs. The existing ADA Paratransit service area would remain in place.

FISCAL IMPACT:

This action item will require resources to procure outside assistance for the public meetings and additional analysis. Staff will bring any contracts for board approval in accordance with regular procurement standards.

DBE DECLARATION:

Not applicable.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee and Finance Committee on July 16th, 2020.



Date:	July 1, 2020
Current Meeting:	July 16, 2020
Board Meeting:	July 27, 2020

Commented [RW1]: UPDATE

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors

THROUGH: President/CEO Inez P. Evans

FROM: Manager of Special Projects and Regional Mobility Integration Ryan Wilhite

SUBJECT: ADA Paratransit Next Steps

~~ACTION ITEM A - 2~~ ACTION ITEM A - 3

Commented [RW2]: UPDATE

RECOMMENDATION:

The IPTC Board of Directors should request IPTC staff to continue the ADA Paratransit conversation with the community by developing and then implementing a broader public outreach and engagement effort beginning this summer. This next step is intended to gather input on how to make policy changes to improve the quality of service delivered, including an opportunity for the community to prioritize specific areas of improvement. ~~Specifically, at a point in the future, IPTC will apply ADA regulations only within the ¼ mile area. IPTC will continue to provide county wide on-demand service beyond the ¼ mile area.~~ The public involvement process will help determine what on-demand service looks like beyond the ADA-required ¼ mile area.

Throughout the upcoming year, IPTC staff will present the Board of Directors with policy recommendations following additional community input.

BACKGROUND:

In 2018, IPTC’s contractor-operated complementary ADA paratransit service, branded Open Door, experienced a significant performance drop which resulted in numerous customer complaints and negative media attention. The significant performance issues and the gap between the last time IPTC evaluated its service, led the (then) IPTC Board of Directors to commission a comprehensive study of its Open Door service. The study, dubbed the Paratransit Operational Analysis (POA), was led by the KFH Group of Bethesda, MD, with assistance from the Palo Consulting Group and The McCormick Group. Beginning in May 2019, the POA examined ADA paratransit in Indianapolis through a series of tasks. The POA solicited input from Mobility Advisory Committee (MAC) members, agencies who provide services to individuals with disabilities, key stakeholders, and riders (through a rider survey). The study also involved a detailed dive into Open Door operations and performance data. A steering committee was established that included members of the MAC

and the IPTC Board of Directors. The POA Steering Committee provided valuable feedback to the project team throughout the study process. The study was accepted by the Board of Directors at the June 25, 2020 meeting.

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DISCUSSION:

Considering the POA consultant's recommendation to revisit the status quo, IPTC staff would like to continue conducting community outreach and engagement activities regarding its ADA Paratransit service area, for the purposes of formulating new policies for the Board of Directors to consider and adopt.

ALTERNATIVE:

The IPTC Board of Directors could choose to not request staff to proceed with additional public input. In this alternative, IPTC staff would continue to implement the POA recommendations, except the ADA Paratransit service area. This additional implementation may include revisiting IPTC's provision of its Same-Day Service programs. The existing ADA Paratransit service area would remain in place.

FISCAL IMPACT:

This action item will require resources to procure outside assistance for the public meetings and additional analysis. Staff will bring any contracts for board approval in accordance with regular procurement standards.

DBE DECLARATION:

Not applicable.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:



Date: July 08, 2020
Current Meeting: July 16, 2020
Board Meeting: July 27, 2020

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Chief Operating Officer Aaron Vogel
SUBJECT: Consideration and Approval of On Call Scheduling Services RFP 20-05-349

ACTION ITEM A – 4

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize the President / CEO to enter into a contract with CSched to provide On Call Scheduling Services for three years in the amount not to exceed \$200,000.

BACKGROUND:

The Service Planning Department is responsible for operations planning and scheduling at IPTC. Scheduling and runcutting are the foundation of how fixed route service is provided. IPTC uses the HASTUS software suite for scheduling. On call scheduling service is needed to help IPTC maximize its use of HASTUS. The current software version is 2015 and IPTC is upgrading to version 2020. Schedule data from HASTUS is used in several external systems including Avail CAD/AVL system, Swiftly, and Google. This service will not only provide training and support for scheduling and runcutting but can be engaged for other HASTUS related operations needs or special projects.

DISCUSSION:

There are three primary reasons for this project.

1. CSched will train current and future staff to better optimize the system and use it to its full potential. With a future staff retirement in the Scheduling Department there will be a loss of institutional and tacit knowledge and the need to develop best practices documentation.
2. Analysis - It's important to know how to use the software as well as staff needing the ability to review ad hoc scenarios and have back up. Currently there is no back up. This service is a stop gap measure for any staff changes.
3. CSched will be able to review and assist staff in improving the effectiveness of the scheduling process and the efficiency and accuracy of the resulting schedules. This is part of a broader overall effort to identify and implement industry best practices for transit service delivery at IPTC.

This was a competitive solicitation. Twenty-four firms downloaded the bid opportunity and two firms submitted questions in the formal Q&A period. Because it is a very industry specific and technical service only one bid was

received. The Evaluation Committee reviewed the single-bid and found it to be technically sound with a fair and reasonable price.

ALTERNATIVES:

The Board could choose not to award this contract. However, IPTC is at great risk for not being able to write schedules and operator run cuts as this has been done by one person and they could retire at any time. There is no viable succession plan outside of this on-call services currently.

FISCAL IMPACT:

Total cost of this procurement will not exceed \$200,000. The approximate cost currently is year one - \$50,000, year two - \$75,000, and year three - \$75,000. The funding source for this procurement is provided by the operating budget.

DBE DECLARATION:

Due to the special nature of this procurement, including knowledge and experience with the Giro/HASTUS software, no subcontracting opportunities were available to be split out for smaller certified businesses to bid on.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee and Finance Committee on July 16th, 2020.



Date: July 23, 2020
Board Meeting: July 27, 2020

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: General Counsel Jill D. Russell
SUBJECT: Resolution to Purchase Real Property Located at 8925 S. Madison Avenue, Indianapolis, Indiana

ACTION ITEM A – 5

RECOMMENDATION:

In a manner consistent with IPTC standards and pursuant to State and Local requirements, it is requested that the Board issue a Resolution directing the President and CEO, on behalf of the Indianapolis Public Transportation Corporation and after receiving approval from the Federal Transit Administration, to enter into an agreement for the purchase real estate located at 8925 S. Madison Avenue for the sum not exceed the average of the two appraisals required by IC 36-1-10.5-6 and provided to the IPTC Board of Directors. The list price of the property is \$2,300,000.00.

BACKGROUND:

On May 28, 2020, staff requested the Board issue a Resolution instructing the President and CEO to acquire two appraisals as required by IC 36-1-10.5 for the purchase of property located at 8925 S. Madison Avenue, Indianapolis, Indiana. This property provides a location to construct an induction charging facility for electric buses.

DISCUSSION:

Constructing the charging station will allow electric buses to be charged while in service on the Red Line without returning to the main facility at 1501 W. Washington Street. This will increase the range needed to provide the service required of the Red Line. Currently buses are being charged at remote leased premises, or they must be taken out of service and returned to 1501 W. Washington for charging, which limits the available buses to provide the necessary service and places added stress on the available fleet.

ALTERNATIVES:

Seek a new property to lease for in-service charging or remove buses from service to return to the main facility for charging.

FISCAL IMPACT:

An amount not to exceed the average of two appraisals. List price of the property is \$2,300,000.00.

DBE DECLARATION:

Not applicable

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was not reviewed by the Service Committee or Finance Committee.

RESOLUTION 2020-14

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

A RESOLUTION establishing that the Board of Directors of the Indianapolis Public Transportation Corporation, is interested in making a purchase of specified land.

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

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

WHEREAS, Indiana Code 36-9-4-30 authorizes the Board of Directors to acquire real property through purchase; and

WHEREAS, the development and provision of services for Bus Rapid Transit pursuant to the Marion County Transit plan requires the acquisition of property to provide for bus charging stations along or near those rapid transit lines; and

WHEREAS, the Board of Directors, having considered the acquisition of the Real Estate and being duly advised, finds that the Board of Directors has as an interest in acquiring the Real Estate; now, therefore:

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

Section 1. The Board of Directors desires to exercise its authority under Indiana Code 36-9-4-30 for the acquisition of real property in the charging of buses for the Red Line necessary for increased service frequency and extended operational hours pursuant to the Marion County Transit Plan and benefiting the public good.

Section 2. The Board of Directors establishes that it has an interest in the acquiring the Real Estate and described and depicted in Exhibit "A" attached hereto.

Section 3. For purposes of Revised Code Sec. 151-66, the Real Estate is owned by Greenwood-Fieldmoor LLC.

Section 4. The Board hereby directs the CEO and President, on behalf of the Indianapolis Public Transportation Corporation, after receiving approval by the Federal Transit Administration, to enter into a purchase agreement for the property located at 8925 S. Madison Avenue, Indianapolis, Indiana, owned by Greenwood-Fieldmoor LLC., for an amount not to exceed the average of the two appraisals provided to the IPTC Board of Directors pursuant to IC 36-1-10.5-6. The list price for the property is \$2,300,000.00.

Section 5. This Resolution shall be in full force and effect from and after its adoption and compliance with all laws pertaining thereto.

Section 6. If any section, paragraph or provision of this resolution shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of any such section, paragraph or provision shall not affect any of the remaining provisions of this resolution.

Adopted this 27th day of July, 2020.

BOARD OF DIRECTORS INDIANAPOLIS
PUBLIC TRANSPORTATION CORPORATION

Gregory F. Hahn
Chairman of the Board of Directors

Attest: _____
Jill D. Russell, General Counsel
Indianapolis Public Transportation Corporation



Date: July 23, 2020
Current Meeting: July 27, 2020
Board Meeting: July 27, 2020

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Indianapolis Public Transportation Foundation Executive Director Roscoe Brown
SUBJECT: Consideration and Approval of New Indianapolis Public Transportation Foundation Board Member

ACTION ITEM A – 6

RECOMMENDATION:

Approval of Indianapolis Public Transportation Foundation Board Member

BACKGROUND:

The bylaws of the Indianapolis Public Transportation Foundation (IPTF) require the approval of the Board of Directors of the Indianapolis Public Transportation Corporation (IPTC). The foundation board consist of seven (7) members initially appointed by the IPTC board when the foundation was incorporated in August 2018. The foundation has one vacant seat due to the resignation of one member. The foundation board met virtually (via Zoom) on Thursday, July 23, 2020, at which time the board voted to approve Lacey Everett to fill the seventh seat on the foundation board. Foundation board members serve a three-year term.

DISCUSSION:

The current Indianapolis Public Transportation Foundation board member presented for your consideration and approval is:

Lacey Everett, Director of Political Affairs and Engagement, MIBOR Realtor Association (bio attached)

Lacey Everett Bio

Lacey Everett serves as MIBOR's Director of Political Affairs and Engagement. She has been part of the MIBOR team since 2011, starting in Communications and Marketing as MIBOR was planning its Centennial celebration. She then moved into the Government and Community Relations Department where she has served the past 4 years working on several issues pertaining to homeownership including attainable housing, private property rights, quality of life, economic mobility and more. She also helped lead the public marketing and communications efforts for Transit Drives Indy through the referendum, and maintains oversight through the current implementation of the Marion County Transit Plan

Previously, Lacey served as E-Communications Manager for Indianapolis Mayor Greg Ballard, Press Coordinator for the Indiana Family and Social Services Administration and as a PR/Media intern with United Way of Central Indiana.

She has held several political and civic volunteer roles including Vice President of the Lawrence Township Republican Club, Board Director for the Greater Indianapolis Republican Woman's Club, and Marketing Committee for the Indianapolis Cultural Trail. Lacey currently serves on the National Association of REALTORS® Government Affairs Advisory Group which oversees education and training opportunities for Government Affairs Directors in associations across the United States.

Lacey has also volunteered for and led several local campaigns including Steve Collier for Mayor of Lawrence, Mayor Greg Ballard's re-election campaign, Congresswoman Susan Brooks' re-election campaign, Corrie Meyer for State Rep, Mike McQuillen for Indy City-County Council, and more.

She is married to Matthew Everett, a graphic designer for the American Legion National Headquarters. They have a daughter, Ellie, who is a sassy 4 year old, and a blue Russian cat named Steve.



Date: July 13, 2020

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors

THROUGH: President/CEO Inez P. Evans

FROM: Chief Financial Officer Bart Brown and Deputy Chief Financial Officer Hardi Shah

SUBJECT: June 2020 Financials Summary

Revenue

- The federal assistance revenue is over budget for this month and YTD. The federal assistance from the ADA, CMAQ and Preventative Maintenance is over budget for the month and year to date.
Federal assistance revenue under the CARES Act represents the draws made against the eligible expenditures, from January 12, 2020 through May 2020. IndyGo Finance team is working through the strategies to utilize the distributions to fund the budget deficit each year as the current and future revenue declines sharply.
- The Other Operating Income is under budget by \$36,322 (51%) in June and \$116,817 (27%) year to date.
- The passenger service revenue still continues to see a decline as a result of the pandemic. This revenue category is under budget by \$426,011 (48%) and \$2,283,577 (44%) year to date.
- As reported in the May financials, we have drawn the annual allocation of the Public Mass Transit Funds (PMTF) funds administered by The Indiana State Department of Transportation (INDOT).
- Property Tax Revenue is under budget by \$880,404 (29%). IndyGo received its half year Spring Settlement on June 27. The half year distribution/collection rate is about 47% of the Net Levy. Year to date, this revenue is \$602,922 (3%) under budget.
- Local Transit Income Tax revenue received is exactly on target with the budgeted revenue.
- Service Reimbursement Program revenue is \$5,457 (15%) under budget for the month of June and \$11,242 (5%) year to date.

Total Revenue for the agency is over budget by 165% in June and by 39% year to date.

Expenditures

I) Personnel Services

- Fringe benefits were slightly over budget by \$24,180 (2%) in June. Year to date, this expense is under budget by \$563,938 (6%).
- Overtime expenses are over budget by \$50,025 (18%) in June and \$635,642 (38%) over budget year to date.
- The salary expense for the month of June is under budget by \$214,077 (6%) and \$778,439 (3%) year to date.

In June, the Personnel Services category is under budget by \$101,792 (2%) and by \$668,656 (2%) year to date.

II) Other Services and Charges

- The claims expense category is under budget \$9,077 (4%) in the month of June. Year to date, this category is over budget by \$304,173 (21%). We realized some large settlement claims early this year and as a result, we are over budget under this category.
- Miscellaneous expense category is under budget by \$61,951 (76%) for the month of June and \$226,808 (47%) year to date. This category includes expenses such as training & travel, dues and memberships, misc. expenses etc.
- For the month of June, the purchased transportation expense category is under budget by \$517,153 (53%) and \$693,475 (11%) year to date.
- “Services” expense category is under budget by \$86,863 (9%) and continues to trend under budget year to date as well. Year to date, it is under budget by \$1,025,583 (14%)
- The Utilities expenses are over budget by \$23,336 (21%) in June and \$138,259 (21%) year to date. This expense category is trending over budget as well.

Other Services & Charges category is under budget by \$651,707 (26%) for the month of June and under budget by \$1,503,433 (10%) year to date.

III) Materials & Supplies

- The fuel and lubricant category is under budget by \$427,248 (61%) for the month and \$2.3M (55%) year to date. The budget for the month carries the rolled over budget from prior year.
- The Maintenance materials category is under budget by \$76,392 (17%) in June. Year to date, it is under budget by 4%.

- In June, the other materials and supplies category is over budget by \$76,392 (17%) and \$118,888 (4%) year to date. IndyGo continues to work on health and safety of our riders and employees and various purchases are made to ensure that.
- The “Tires & Tubes” expenses are under budget by \$25,973 in June and \$167,281 (42%) year to date.

In June, the Total Materials and Supplies category is under budget by \$444,189 (34%) and \$2,345,494 (42%) year to date.

Overall, expenditures are under budget by \$1.2M for the month of June and under budget by \$4.5M year to date.

Expense Tracking - COVID19

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

Below table shows the Federal Revenue received from the CARES Act for the month ended June 30, 2020.

REVENUE FEDERAL ASST - CARES ACT	\$17,405,259
----------------------------------	--------------

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

COVID related expenses	Total
March	\$ 404,839
April	\$ 722,819
May	\$ 293,910
June	\$ 239,480
Total	\$ 1,661,048



Indianapolis Public Transportation Corporation
 Budget to Actuals (Comparative Statement) - IndyGo
 For the Six Months Ending Tuesday, June 30, 2020

	Current Month				YTD			
	Actual	Budget	Budget Variance \$	Budget Variance %	Actual	Budget	Budget Variance \$	Budget Variance %
Operating Revenue								
REVENUE ADA OPEN	\$262,113.00	\$250,000.00	\$12,113.00	4.85	\$1,572,678.00	\$1,500,000.00	\$72,678.00	4.85
REVENUE CMAQ	2,107.63	25,000.00	(22,892.37)	(91.57)	82,388.29	150,000.00	(67,611.71)	(45.07)
REVENUE FEDERAL AS	831,241.00	681,667.00	149,574.00	21.94	5,845,141.00	4,089,998.00	1,755,143.00	42.91
REVENUE FEDERAL ASST - CARES ACT	17,405,259.00	17,405,259.00	0.00	0.00	17,405,259.00	17,405,259.00	0.00	0.00
Federal Assistance	18,500,720.63	956,667.00	17,544,053.63	1833.87	24,905,466.29	5,739,998.00	19,165,468.29	333.89
Other Operating Income	34,953.25	71,275.00	(36,321.75)	(50.96)	310,837.88	427,655.00	(116,817.12)	(27.32)
Passenger Service Revenue	459,083.45	885,094.00	(426,010.55)	(48.13)	2,925,524.05	5,209,102.00	(2,283,577.95)	(43.84)
PMTF Revenue		925,650.00	(925,650.00)	(100.00)	11,107,800.00	5,553,900.00	5,553,900.00	100.00
Local Property & Excise Tax Revenue	2,158,674.13	3,039,078.00	(880,403.87)	(28.97)	17,631,545.96	18,234,468.00	(602,922.04)	(3.31)
Local Transit Income Tax Revenue	3,342,536.00	3,342,540.00	(4.00)	(0.00)	20,055,216.00	20,055,236.00	(20.00)	(0.00)
Service Reimbursement Program	29,583.00	35,040.00	(5,457.00)	(15.57)	198,998.00	210,240.00	(11,242.00)	(5.35)
Total Operating Revenues	24,525,550.46	9,255,344.00	15,270,206.46	164.99	77,135,388.18	55,430,599.00	21,704,789.18	39.16
Operating Expenses								
Personal Services								
Fringe Benefits	1,424,074.38	1,399,893.85	24,180.53	1.73	8,505,531.57	9,069,470.00	(563,938.43)	(6.22)
Overtime	327,989.83	277,964.58	50,025.25	18.00	2,303,429.74	1,667,787.48	635,642.26	38.11
Salary	3,256,296.45	3,470,373.46	(214,077.01)	(6.17)	21,778,986.92	22,557,426.69	(778,439.77)	(3.45)
Total Wages and Benefits	5,008,360.66	5,148,231.89	(139,871.23)	(2.72)	32,587,948.23	33,294,684.17	(706,735.94)	(2.12)
Other Services & Charges								
Claims	237,964.37	247,041.67	(9,077.30)	(3.67)	1,786,423.06	1,482,250.02	304,173.04	20.52
Miscellaneous Expenses	19,363.91	81,314.80	(61,950.89)	(76.19)	261,081.29	487,888.80	(226,807.51)	(46.49)
Purchased Transportation	463,095.94	980,249.00	(517,153.06)	(52.76)	5,188,019.51	5,881,494.00	(693,474.49)	(11.79)
Services	934,725.34	1,021,588.33	(86,862.99)	(8.50)	6,131,999.11	7,157,582.02	(1,025,582.91)	(14.33)
Total Utilities	134,169.90	110,833.32	23,336.58	21.06	803,259.03	664,999.92	138,259.11	20.79
Total Other Services & Charges	1,789,319.46	2,441,027.12	(651,707.66)	(26.70)	14,170,782.00	15,674,214.76	(1,503,432.76)	(9.59)
Materials & Supplies								
Fuel & Lubricants	271,287.22	698,535.09	(427,247.87)	(61.16)	1,876,825.95	4,191,210.54	(2,314,384.59)	(55.22)
Maintenance Materials	377,886.18	454,278.73	(76,392.55)	(16.82)	2,606,784.34	2,725,672.38	(118,888.04)	(4.36)
Other Materials & Supplies	175,376.03	89,951.50	85,424.53	94.97	794,768.62	539,709.00	255,059.62	47.26
Tires & Tubes	40,869.54	66,843.16	(25,973.62)	(38.86)	233,777.90	401,058.96	(167,281.06)	(41.71)
Total Materials & Supplies	865,418.97	1,309,608.48	(444,189.51)	(33.92)	5,512,156.81	7,857,650.88	(2,345,494.07)	(29.85)
Total Operating Expenses	7,663,099.09	8,898,867.49	(1,235,768.40)	(13.89)	52,270,887.04	56,826,549.81	(4,555,662.77)	(8.02)
OPERATING INCOME/(LOSS)	16,862,451.37	356,476.51	16,505,974.86		24,864,501.14	(1,395,950.81)	26,260,451.95	
GAIN/LOSS ON ASSET DISPOSAL	17,686.26		17,686.26	0.00	58,445.68		58,445.68	0.00
NET INCOME/(LOSS)	16,844,765.11	356,476.51	16,488,288.60	4625.35	24,806,055.46	(1,395,950.81)	26,202,006.27	(1877.00)

Procurement Activity Report

Past 30 days (actual)- June 2020

Released New Opportunity	- On-Call Destruction
Received Bids	- On-Call Destruction - On-Call Service Scheduling - On-Call Planning - Mobility Technology Solutions
Awarded	- On-Call Destruction - Capital Program Management - Property Purchase - Mobility Technology Solutions - Purple Line Task Order #9 (supplement for #6) - Purple Line CM Task Order #4 - On-Call A&E
Contracted/ Kickoffs	- Parts Washers - Insurance Broker
Renewals	- In Plant Bus Inspections

Current Month (expected)- July 2020

Release/ New Opportunity	- Employee Intranet - TNC - HVAC - Federal Lobbyist - Financial Advisor - Fleet Batteries - Vehicle Filters - Maintenance Uniforms - Shredding Services
Received Bids	- Fleet Batteries - Vehicle Filters - Shredding Services
Awarded	- On-Call Scheduling - Fleet Batteries - Vehicle Filters
Contracted/ Kickoffs	- On-Call Destruction - Mobility Technology Solutions - Capital Program Management - Bus Barriers x2. - Property Purchase Agreement - On-Call A&E
Renewals	- BKD
Close Out	- Red Line (Potential)

Future 30 days (planned)- August 2020

Release/ New Opportunity	- Non-Revenue Vehicles - VOIP - Ad Agency - Bus CCTV - In Plant Bus Inspections - On-Site Health Clinic
Received Bids	- HVAC - Federal Lobbyist - Financial Advisor - Employee Intranet - Maintenance Uniforms - TNC
Awarded	- On-Call Planning - Sharp Admendment - Fuel Ratification - Shredding Services - WSP DC Garage Charging - Rieth-Riley Change Order (Red Line ADA Signals) - Maintenance Area Renovations Task Order
Contracted/ Kickoffs	- Mobility Services Technology Solution - On-Call Scheduling - Shredding Services



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

2021 Budget Proposal

To: Chair and Board of Directors
From: Chief Financial Officer Bart Brown
Date: July 27th, 2020

INFORMATIONAL ITEM

ISSUE: An update on the 2021 Indianapolis Public Transportation Corporation Budget will be presented.

RECOMMENDATION: Receive the report



Section 5307/Section 5311 Allocation Analysis Update

To: Indianapolis Public Transportation Corporation Board of Directors
Through: President/CEO Inez Evans
From: Manager of Special Projects and Regional Mobility Integration Ryan Wilhite
Memo Date: July 9, 2020

CONSIDERATION OF SECTION 5307/5311 ALLOCATION ANALYSIS UPDATE

BACKGROUND:

In February of this year, IPTC staff provided an update to the Service and Finance Committees regarding the Section 5307/Section 5311 Allocation Plan, which is being led by the Indianapolis Metropolitan Planning Organization (MPO), in coordination with IPTC, the Central Indiana Regional Transportation Authority (CIRTA), and the Central Indiana region’s rural providers. RLS & Associates is the lead consultant on the project. The purpose of this plan is to determine how Federal Transit Administration (FTA) formula funding for the region will be administered and allocated. To date, planning activities have centered around two key components for the plan: sub-allocation of federal dollars generated by the region, and grant administration.

Table 1. Plan Components by Funding Source

Grant Program	FY 2020 UZA Appropriation	Plan Components	
		Sub-allocation	Administration
Section 5307/5340, Urbanized Area	\$15.72M	Yes	Yes
Section 5311, Rural Area	~\$2.4M*	No	Yes
Section 5339, Bus and Bus Facilities	\$1.72M	Yes**	Yes
Section 5310, Enhanced Mobility of Seniors & Individuals with Disabilities	\$1.29M	n/a	n/a
* Section 5311 funding is distributed by INDOT to the rural areas. This amount approximates the amount received in FY2020 from INDOT. ** Suballocation is recommended as a project-based approach, similar to the existing Section 5310 program, administered by IPTC.			

Why is this plan needed? The Indiana Department of Transportation (INDOT) has informed the region that, effective January 1, 2022, funding for Section 5311 will be reduced to reflect the growth of the urbanized area. The providers in the counties outside of Marion County have already begun reporting trips as urban trips, entitling any of the eligible agencies to receive 5307/5340/5339 funding.

IPTC is currently the designated recipient for Section 5307/5340 funding and splits, or sub-allocates, this funding with CIRTA. IPTC is also the designated recipient for Section 5339 funding and does not split the funds. IPTC is the designated recipient and grant administrator for Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, grant program. INDOT is the recipient of Section 5311 funding and passes this funding to the suburban agencies through county fiscal bodies.

UPDATE:

Regarding the sub-allocation of Section 5307/5340 funding, the project team is currently exploring four different scenarios: FTA-formula, revenue hour, ridership, and minimized loss where all agencies experience a reduction in funding.¹ With the exception of the ridership scenario, Marion County (i.e. IPTC/CIRTA) would experience a significant loss in funding. Part of IPTC’s loss in 5307 funding will be mitigated by the fact that IPTC did not start reporting its Red Line operating statistics until 2019. The Red Line, a fixed-guideway mode of travel, returns a higher rate of funding compared to IPTC’s fixed-route bus mode. It is estimated that this fixed-guideway set-aside amount would total \$1.15 million in Federal Fiscal Year (FFY) 2021 and \$1.58 million in FFY 2022. The current recommendation of the consulting team, RLS & Associates, is to minimize loss; this is illustrated in Figure 1 below.² Staff has used the data and information about the potential financial implications of regional formula funding sub-allocation to update IPTC’s current financial projections.

Figure 1. Scenario D – Minimize Loss/Hendricks/Morgan Remains Intact (Approach 2).

Table 22: Scenario D – Minimize Loss/Hendricks/Morgan Remains Intact (Approach 2)					
Factor	IndyGo/CIRTA	Hamilton	Hancock	Hendricks/ Morgan	Johnson
2020 FTA 5307 or 5311 Amount	\$15,726,796	\$750,761	\$250,259	\$636,175	\$670,973
5307 Suballocation	\$14,316,725	\$683,447	\$227,821	\$335,898	\$610,814
Difference	\$(1,410,071)	\$(67,314)	\$(22,438)	\$(300,277)*	\$(60,160)
5311 Suballocation from INDOT	\$0	\$0	\$0	To be determined	\$0

*A majority of this difference would be made up by Section 5311 funding

Regarding the administration of these programs, all four rural transit providers are not-for-profits entities and therefore are ineligible to receive Section 5307/5340 funding directly from the FTA. At present there are six alternatives under consideration, although the project team (including IPTC) continues to determine the feasibility of all six options. IPTC staff are evaluating the options both with the larger project team and internally. In its evaluation, IPTC staff is considering the resources required to administer the Section 5307/5340 and Section 5339 funding.

The administration of Section 5311 funding will also require resources; however, both IPTC and CIRTA can act as fiduciary agents for the rural agencies in their current form. Sub-allocation of this funding should be relatively straightforward as it is likely that only the agencies providing service to Hendricks/Morgan Counties would report rural trips, and therefore receive Section 5311 funding in the near-term future.

Similarly, Section 5339 funding (Bus and Bus Facilities) can be passed to the rural transit providers in their current form. RLS & Associates recommends, and IPTC staff and regional transit providers are inclined to support, the sub-allocation of this funding source to be similar to how Section 5310 funding is allocated, which is through a competitive project selection process. Under IPTC’s Section 5310 grant program, eligible recipients (including rural transit providers) are asked to submit projects for funding and IPTC staff ultimately select which projects should receive the limited annual funding available.

RECOMMENDATION:

Receive the update.

Ryan Wilhite

Manager of Special Projects and Regional Mobility Integration

Department of Strategic Planning

¹ Draft interim deliverable, Task 3 and 4 report distributed to all regional providers on June 29, 2020.

² RLS & Associates, *DRAFT Sections 5307/5311 Allocation Analysis – Draft Allocation Alternatives*, p. 23.

Risk and Safety Division Report – June 2020

To: President/CEO Inez Evans
From: Director of Risk and Safety Brian Clem
Date: July 27th, 2020

Risk and Safety Division

- On June 4th, Brian Clem, Director of Risk and Safety and Mark Stewart, Drug and Alcohol Program Manager (DAPM) audited our contracted Drug and Alcohol test site (Concentra). This was a routine audit performed by IndyGo to make sure their site and staff met the requirement set forth by the Department of Transportation. Our findings were documented as Concentra met the standard set by the Department of Transportation.
- On June 14th RFP 19-08-330 Insurance Broker held the kickoff meeting with the awarded contractor Aon. Discussion involved terms and project approach as well as use of the XBE contractor AI King. There will be more details about the scope of both contractor in the future.
- On June 16th, the Risk and Security Committee met to discuss current safety and security issues. This committee brings together technical expertise from all departments and unique perspectives to focus on system safety and security issues. Some topics were Covid-19 protections, threat vulnerability assessments, purple line, SMS near miss reporting, new safety orientation programs, operator barriers, personal protective equipment, and job safety analysis. This committee meets quarterly and is a joint venture between the corporation and the Local Union ATU 1070.
- On June 19th, one of 4 devices were installed at the front entrance of IndyGo headquarters 1501 W Washington St to pilot a system to measure employee, contractor, and guest temperatures entering the building. The process involving a thermo scanner complies with the governors' executive order 20-28 for reopening the state of Indiana. The technology is being tested and expected to be fully operational at all 1501 entrances before mid-July.
- On June 22nd Director of Risk and Safety, Brian Clem and the Director of Security and Training, Mark Emmons met with members of the Transportation Safety Administration at IndyGo on our submittal of the Baseline Assessment for Security Enhancements (BASE). The BASE program is a voluntary security assessment of national mass transit and passenger rail systems. The BASE program was developed to increase domain awareness, enhance prevention and protection capabilities and further response preparedness of transit systems nationwide. BASE is aimed at meeting the requirements in the 9/11 Commission Act's security assessment section. This assessment section directs TSA to identify critical assets, infrastructure systems and their vulnerabilities as well as assist bus and public transportation authorities to address their security programs. We will be planning a tabletop exercise later this year to validate our submittals for system safety and security

June 2020 Safe Drivers Recognition

The following Operators are recognized for their safe driving for the month of June and received a National Safety Council patch, pin and certificate.

<u>Operator</u>	<u>ID #</u>	<u>Years of Safe Driving</u>
Michael Ricks	5139	12
Shawn Clark	8091	11
Stephanie Holman	2759	11
Melvin Wright	8117	10
Nichelle Green	2392	9
Roger Bobbitt	8121	7
Scott Duncan	8523	6
Laniese Coach	8641	5
John Redmond	8487	5
O'Nee Freeman	9165	2
Terrill Lewis	8968	2
Julynn Lyles	8986	2
Charles Mbonu	9163	2
Ricky Robinson	8972	2
Marquan Beal	9452	1
JaNay Cooper	9071	1
Irvin Devers	9433	1
Razheana Frierson	9436	1
David Hopson	9448	1
Zara Hughes	9431	1
Antonio Sanders	9413	1
Tierra Jones	9266	1

June 2020 Fixed Route/Open Door Accident Data

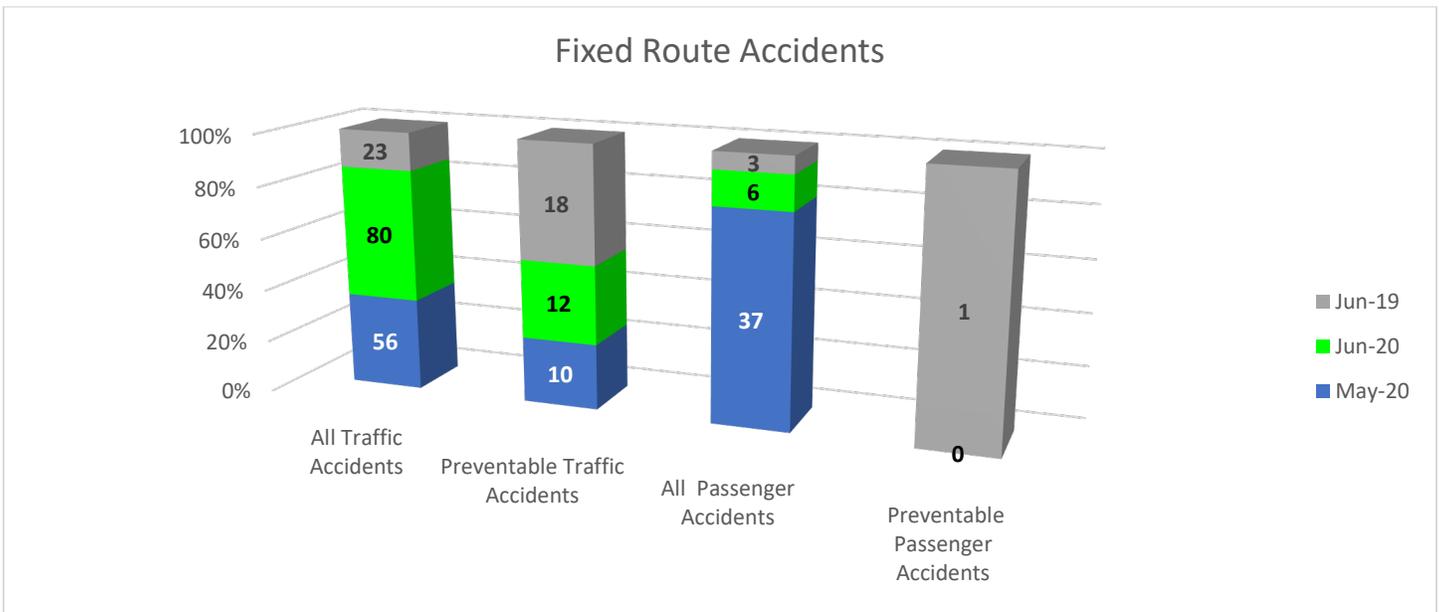
June 2020	Traffic Accidents			Passenger Accidents		
	Non-Preventable	Preventable	Total	Non-Preventable	Preventable	Total
	IPTC Fixed Route	68	12	80	41	0
Mobility Services	2	9	11	6	0	6
Garage	0	0	0	0	0	0
Training	0	0	0	0	0	0
CTC	0	0	0	0	0	0

June 2020 Police Events, EMS Events and Claims Submitted Data

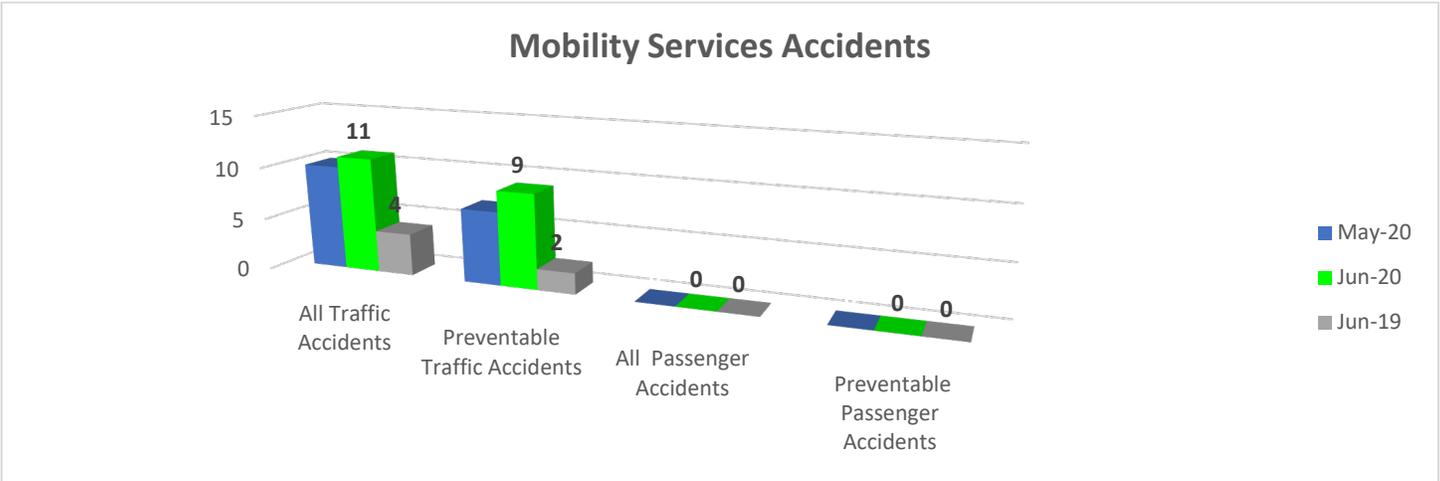
CTC Police Events	6	Claims for Fixed Route	26
CTC EMS Events	19	Claims for Mobility Services	7
Operations Police Events	14	Claims for the CTC	0
Operations EMS Events	14		

June 2020 Fixed Route Current Month, Prior Month & Prior Year Comparison Data

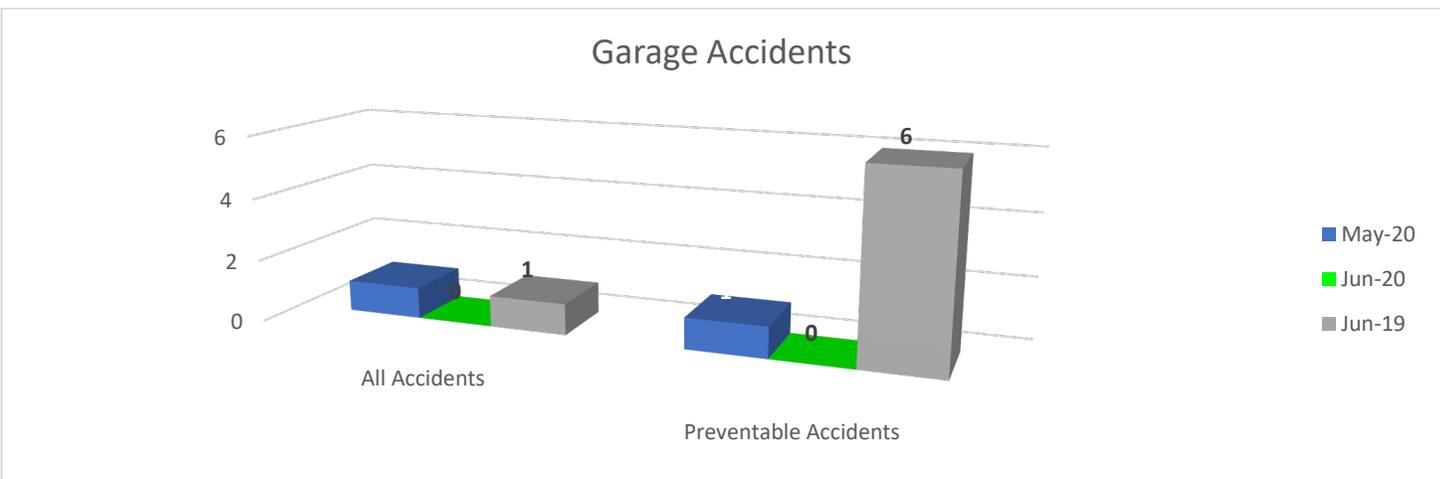
Fixed Route Accidents				
	<u>All Traffic Accidents</u>	<u>Preventable Traffic Accidents</u>	<u>All Passenger Accidents</u>	<u>Preventable Passenger Accidents</u>
May-20	56	10	37	0
Jun-20	80	12	6	0
Jun-19	23	18	3	1



Mobility Services Accidents				
	<u>All Traffic Accidents</u>	<u>Preventable Traffic Accidents</u>	<u>All Passenger Accidents</u>	<u>Preventable Passenger Accidents</u>
May-20	10	7	0	0
Jun-20	11	9	0	0
Jun-19	4	2	0	0

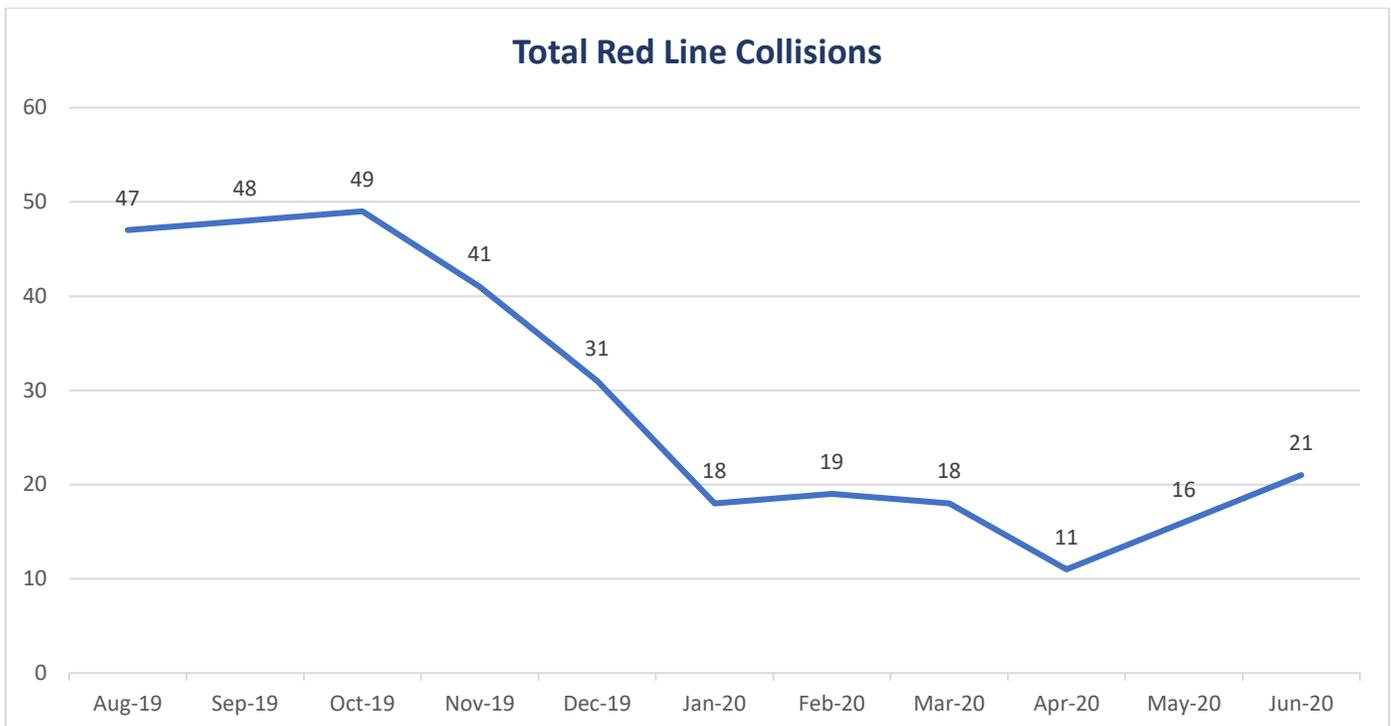


Garage Accidents		
	<u>All Accidents</u>	<u>Preventable Accidents</u>
May-20	1	1
Jun-20	0	0
Jun-19	1	6



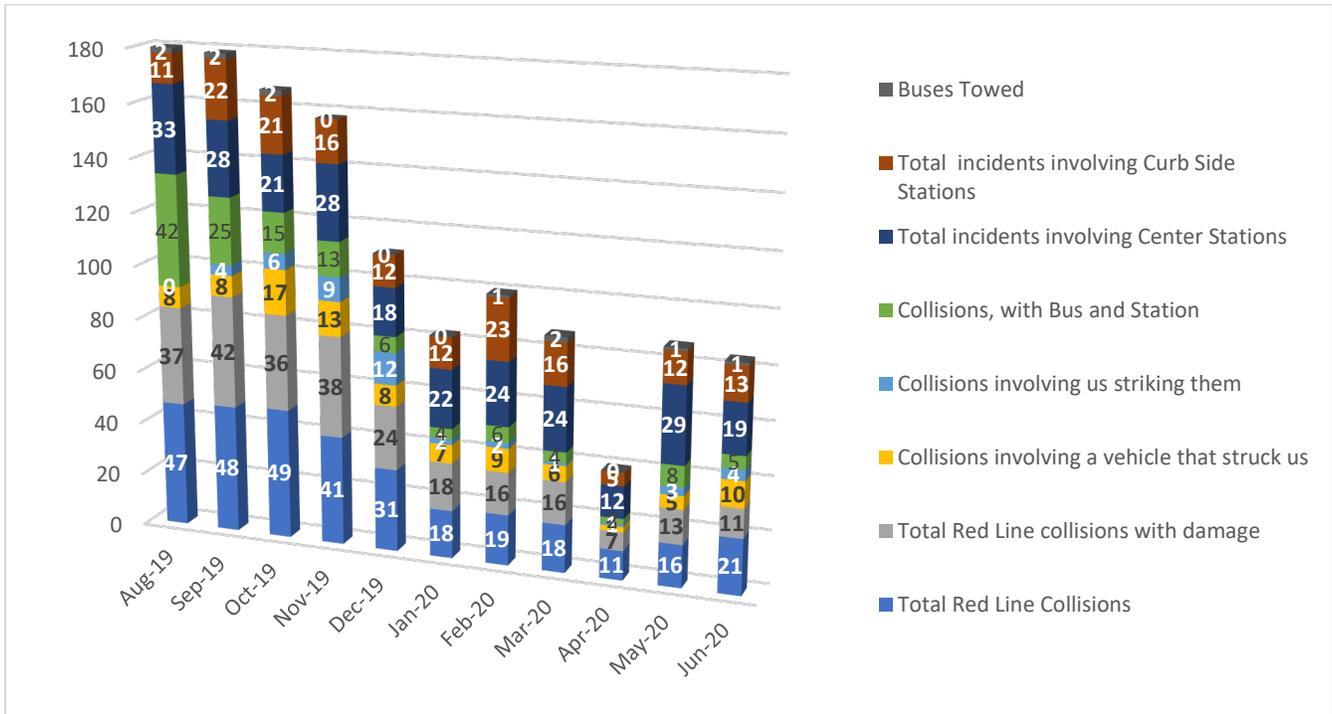
June 2020 Red Line/Route 90 BRT Data

Red Line Route 90	
Total reported incidents	57
Total number of Traffic Accidents (TA)	21
Total number of Traffic Incidents (TI)	0
Location where most incidents occurred (Meridian St.)	11
Total number of TA/TI involving Platform/Station	5
Total number of TA/TI with damage to the coach	11
Total Center Station Incidents	19
Total Curb Station Incidents	13
Collisions involving a vehicle that struck us	10
Collisions involving us striking them	4
Total number of Passenger Accidents (PA)	10
Total number of Passenger Incidents (PI)	3
Number of Falls	8
Total number of Other Incidents (Police, EMS, Vandalism, etc.)	22
Average incidents per day on Route 90	1.90



BRT Red Line Accident Details

	<u>August 2019</u> <i>*Training</i>	<u>September 2019</u>	<u>October 2019</u>	<u>November 2019</u>	<u>December 2019</u>	<u>January 2020</u>	<u>February 2020</u>	<u>March 2020</u>	<u>April 2020</u>	<u>May 2020</u>	<u>June 2020</u>
Total Red Line Collisions	47	48	49	41	31	18	19	18	11	16	21
Total Red Line collisions with damage	37	42	36	38	24	18	16	16	7	13	11
Collisions involving a vehicle that struck us	8	8	17	13	8	7	9	6	2	5	10
Collisions involving us striking them	0	4	6	9	12	2	2	1	1	3	4
Collisions, with Bus and Station	42	25	15	13	6	4	6	4	2	8	5
Total incidents involving Center Stations	33	28	21	28	18	22	24	24	12	29	19
Total incidents involving Curb Side Stations	11	22	21	16	12	12	23	16	5	12	13
Buses Towed	2	2	2	0	0	0	1	2	0	1	1





Planning & Capital Projects Report – June 2020

To: President and CEO Inez Evans
From: Vice President of Infrastructure, Strategy and Innovation Jennifer Pyrz
Date: July 27th, 2020

STRATEGIC PLANNING

The Strategic Planning team continues to advance, or otherwise support, several projects outlined in previous board reports including, among other things:

- Ridership reporting, and ridership studies
- Service reliability reporting and research
- Transit-oriented development planning & zoning
- Shared use mobility planning
- Paratransit operational analysis
- Implementation of the Avail system
- APC certification (rapid and local fleets)
- Purple Line archeology, design, and construction
- Super-Stops project development, planning, and design
- The pursuit of various grant opportunities
- Procurement of the retail network as part of the new MyKey fare collection system
- Annual update to the IndyGo 5-year Capital Plan
- Fuel and maintenance projections / rolling stock capital plan
- Transit Asset Management (TAM) plan
- North Split action plan
- Key Performance Indicators (KPIs)

Project Development:

Blue Line: Regarding the project rating, IndyGo will, again, update the application to the Federal Transit Administration Section 5309 Capital Investment Grants Project Development in August 2020. The Strategic Planning Department continues to track, and monitor, progress related to the project justification criteria for existing land use and economic development in response to FTA’s FY 2021 Annual Report on Funding Recommendations; chief among them is the need to adopt local transit-oriented development zoning regulations (see Blue Line TOD Planning below). By addressing the FTAs recommendations for improving the Blue Line’s existing land use and economic development criteria, we can protect (or improve) our strong rating for this Capital Investments Grant (CIG) Program project.

Regarding the environmental review, the National Environmental Protection Act (NEPA) investigations associated with Blue Line project development will lag behind the Purple Line investigations that are currently underway. The team has indicated to FTA its plan to identify and pursue a single-site joint-development opportunity, which should keep the level of investigation at a “documented categorical exclusion” rather than

an “environmental assessment,” the latter of which is a higher threshold of investigation. NEPA investigations for the Blue Line will begin after the conclusion of NEPA for the Purple Line.

Julia M. Carson Transit Center Level Boarding: As was previously reported, the design of level boarding platforms at the Julia M. Carson Transit Center has slowed in large part to allow key staff to prioritize the development of the Purple Line. Design has been brought to the 30-percent design stage and has been reviewed.

As charging needs for Purple Line buses at the Julia M. Carson Transit Center have become apparent, design may need to progress more quickly so that modifications can be completed in time for Purple Line to begin service (2023). Coordination in relation to the potential for on-site electric bus charging has been conducted between Strategic Planning and the Operations Planning teams.

Mobility Solutions: The strategic planning team continues to work with Public Affairs and Operations to explore and advance strategies that promote shared use mobility options for Indianapolis. Due in large part to the fact that public transit serves as the backbone of all mobility solutions, this is a strategic role for the team and the agency.

A small working group comprised of staff from Strategic Planning and Public Affairs continue to develop a position paper; a tool that staff and executive leadership can use to vet and manage new mobility programs and projects.

In addition to the agency mobility position paper, IndyGo has continued to maintain and foster partnerships with other mobility providers to assess the potential for technology, trip planning, and payment integrations. Chief among these partnerships are IndyGo’s strategic plan partnerships with local high schools, and the potential to add university students in the coming years.

Mobility planning activities that are currently on hold due to the COVID-19 pandemic include: mobility hubs infrastructure project(s), and the Briometrix, “City on Wheels” pilot to digitally map and assess the health and integrity of sidewalk infrastructure along the Red and Purple bus rapid transit lines.

The MidTown Get Around, a community-based transportation service in the MLK area, continues to transport individuals in the MLK area for job interviews, work, summer employment, and accessing services at the MLK Center. Starting in June, the program moved to a reservation basis, door to door. In June, the MidTown GetAround saw its highest demand in the morning and late afternoon and has hired 2 new drivers and a program manager. From June 1 to date, the program has made 221 trips, serving 212 passengers. The project team will soon review pick-up/drop-off location to revise the Circulator Route and being offering it to customers. The current focus has been the health and safety of riders and drivers – and thus, the on-demand format is more conducive to limiting the number of riders.

Blue Line TOD Planning: As part of FTA’s Pilot Program for TOD Planning, which was designed to help support FTA’s mission of improving public transportation for America’s communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment, IndyGo is partnered with the City of Indianapolis, Department of Metropolitan Development and the Indianapolis Metropolitan Planning Organization to propose changes to the local zoning ordinance. This project is an integral part of both the City of Indianapolis’ TOD implementation strategy and the City of Indianapolis’ participation in the Bloomberg Philanthropies, American Cities Climate Challenge.

In early February 2020, the Office of the Mayor approved the proposed approach for updating the city’s zoning ordinance to better accommodate, and in some instances require, transit-oriented development along the Blue Line Rapid Transit corridor. The consulting team – working alongside city staff – has begun the process of vetting strategic text amendments, as well as the creation of a new TOD overlay district. This project is on track to be completed by the end of the year.

Other initiatives: The Strategic Planning team continues to work with other departments within the Capital Projects division, as well as support Public Affairs and Operations, across several other initiatives:

- **Purple Line Transit Impact Study:** Following in the footsteps of the MPO’s Red Line Transit Impact Study (TIS), IndyGo staff is documenting the “before” conditions of the Purple Line corridor. This project includes a drone flyover, corridor survey, and the report on existing conditions. The Purple Line TIS underwent internal review and edits, most recently with the Indianapolis Metropolitan Planning Organization. IndyGo staff is working to address the comments and suggestions provided by MPO staff. Once finalized, this document will serve as a community resource.
- **Paratransit Operational Analysis (POA):** The final report of the Paratransit Operational Analysis (POA) was received in early June. A draft of the final report was shared with the POA Steering Committee and the MAC in May, with discussions at meetings of these committees. The final report was presented to the Board of Directors on June 25, 2020. The Board of Directors accepted the report. Staff will present a “next steps” recommendation to the board in July to begin the process of outreach for IndyGo’s ADA Paratransit service.
- **Sponsored Rides:** The Strategic Planning team continues to collaborate with the Public Affairs, Finance & Accounting, and Legal Services divisions to further develop a longer-term IndyGo’s Sponsored Rides program where students, employees, and/or clients of partner organizations can ride IndyGo at no direct cost to the program participants. This work has picked up in the past month as we prepare for the upcoming school year. A significant next step is the creation of the full suite of partnership/program opportunities.
- **Retail Network:** IndyGo is in the process of deploying a retail network for the MyKey fare collection system. This will include retail sales, reloading capabilities, and card registration at approximately 400 retail locations in Indianapolis-Marion County. The launch of a retail network was adopted by the IPTC Board of Directors as part of the Fare Policy adoption in February 2019 under the recommendation of IndyGo staff.

Due entirely to Flowbird’s lack of staff capacity, the start of this work has been delayed until September. InComm will be sequencing the Business Requirements Document, or BRD, to be completed in September to ensure that the project can get back on track as quickly as possible. This delay means that the first retail locations will not be online until early-2021. Due to other recent developments regarding fare collection, the Executive Team is discussing methods for moving forward.

- **Grant Applications**

IndyGo is awaiting announcements from the FTA regarding the following grant submissions:

- *Bus and Bus Facilities Program:* - to supplement capital costs associated with the Super Stops projects.
- *Advanced Technology and Congestion Management Technology Deployment:* for advanced technology to resolve issues that present safety, mobility, or congestion challenges in a city or region. Staff was informed that this grant announcement was made in June 2020. IndyGo did not receive a grant award. Staff is scheduled to debrief with the program administration staff in the middle of July.
- *2020 Accelerating Innovative Mobility (AIM) Challenge Grant:* a full-service Mobility Concierge program capable of facilitating the complete trip and ease trip payment by brokering mobility trips across modes, payment systems, and transit providers.

In addition, Indianapolis MPO SFY 2025 Call for Projects: The Indianapolis MPO released its call for projects package for SFY 2025 federal funding on September 12th. IndyGo submitted its project

application. The MPO is recommending that no projects are selected for funding until, at least, August, depending on the negotiations with INDOT regarding the federal program swap.

- **Transit Asset Management (TAM)**

TAM Plan Implementation: IndyGo submitted its Transit Asset Management (TAM) Plan in October 2018. The TAM Plan captures IndyGo's transit asset management process, including current inventory and asset management targets. The FTA requires this plan to be updated every four years. IndyGo staff is convening a TAM Team to review the 2018 TAM Plan and its recommended actions to develop an action plan for the remaining years of the plan.

Fleet Replacement Plan: Strategic Planning has been working with Operations and Finance to develop scenarios for a fleet replacement plan.

- **North Split Action Plan**

Coordination with HNTB: Working with HNTB (consultant firm leading the North Split coordination), IndyGo staff have been routinely briefed on the progress of the North Split construction project. IndyGo staff have worked with HNTB to identify potential operational challenges, with potential enhancements to mitigate those challenges. A key point in the coordination is to understand how Indiana Department of Transportation (INDOT) can use project funds to offset the costs of the operational challenges.

- **Regional Initiatives/Discussions**

Section 5307/5311 Allocation Plan: The project team met with County Connect to discuss NTD reporting and Section 5307 sub allocation alternatives. In addition, IndyGo staff and regional suburban providers will continue to discuss how the regional administrative relationships and processes will be resolved. There is likely an informational Board item in August with Board action on a resolution of support in October.

Section 5310 Oversight: All site visits for 2019 were concluded in March 2020. Sub-recipients are aware of outstanding issues and are working to correct them. Annual reports have been submitted and information from them will be compiled for a future informational item.

Section 5310 2019 Call for Projects: All vehicles ordered for the 5310 2019 Call for Projects have been picked up. The lone equipment project (new telecommunications equipment) had added expenses that were approved by IndyGo staff and should be delivered and installed in the next few weeks.

Section 5310 2020 Call for Projects: The 2020 CFP closed in late May. IndyGo has finished the CFP and will be presenting its recommendations at the August board meeting.

Suburban Transit Planning: Nothing to report this month.

ENGINEERING & CONSTRUCTION

Red Line

The Red Line project is substantially complete and open for service. Contractors have completed all punch list items. The only major scope item remaining on the project is the installation of Accessible Pedestrian Signals. Design is complete and installation will likely begin this summer.

The Red Line is undergoing a process for inductive charging at two sites along the corridor. One of these sites is at 6410 North College Avenue, formerly a KeyBank. Due to the nexus of Federal funding and BYD, a NEPA Re-Evaluation is required. The first round of comments from FTA have been received and are being addressed by WSP.

Purple Line

IndyGo's design consultant is progressing towards final design being completed in January 2021. We are currently conducting a review of the revised 60% plan set in cooperation with our construction management consultant. A NEPA Re-Evaluation is being prepared to incorporate the new drainage work. The Archaeological Phase III Mitigation Report has received concurrence from the State Historic Preservation Office (SHPO) on June 18, 2020.

Blue Line

Blue Line NEPA and design is currently on hold.

Other On-Street Projects

Several other on-street projects, including the Super-Stops project, Rural Street underpass lowering, and bus

stops and shelter improvements were included in the Marion County Transit Plan and the IndyGo Five-Year Capital Plan. The Rural Street underpass project is currently under value engineering review.

The Super-Stops project is undergoing advanced design and coordination with the Department of Public Works. Work on Delaware Street that is associated with this project is being coordinated with Indy DPW. The Planning & Capital Projects team continues to consult the Executive Leadership team with respect to the timing of various approval processes; anticipating that the soonest construction of Super-Stops could begin is late-2020 to early-2021. Super-Stops, for the purposes of the Bus and Bus Facilities Grant, will require a NEPA Re-Evaluation for the Vermont & Capitol platform pair. This work is currently underway.

Local bus stops are currently being improved in anticipation of changes to routing as part of the Marion County Transit Plan. IndyGo is working with DPW to identify, program, and fund improvements that will ensure all new stops are accessible. This may include sidewalk or curb ramp construction and/or sidewalk construction.

FACILITY PROJECTS

The Capital Improvement Projects for Facilities have Task Orders/Projects for on call services with WSP for high voltage and The Etica Group for architectural. The current on-call contracts were extended for an additional year to complete open Task Orders only, with no additional task orders or cost to these current contracts. The new On-Call Services contracts were presented to the IndyGo Board at the June 2020 Board Meeting and approved to move forward with contract negotiations. A Kick-off Meeting will be conducted with each team.

In the on-call services contract from 2017, WSP is tasked to work on Electric Bus Fleet Charging Facility Upgrades and CCTV Camera Improvement placement. The Etica Group is tasked with Office Renovations, Vehicle Wash, Garage Door Improvements (Maintenance Area), Paint Booth, Security Screen Doors, Multi-Use Training Facility and Maintenance Area Renovations. These On-Call contracts are wrapping up and completing open tasks only.

- **Electric Bus Fleet Charging Facility Upgrades** – Project completed and closed.
- **Garage Charging Conversion** –WSP is working on options for conversion of power for not only new 40' vehicles, but also a more universal charging option for the garage. The design for the garage will allow installation of (2) two types of DC chargers. The design for the garage conversion is nearly completed and this will be coordinated for construction start with the future purchase of 40' electric buses.
- **Julia Carson Transit Center Feasibility Charging Study** - At the Julia Carson Transit Center WSP is assisting in identifying what options IndyGo has for charging within the existing footprint and in coordination with the planned future level-boarding platforms.
- **CCTV Camera Improvement Project** – This project is managed by Mark Emmons, IndyGo Director of Security & Training. The project is currently under construction with Miller-Eads, Prime Contractor.
- **Space Planning Renovations Construction** – Project in process of closeout with RL Turner, Prime Contractor. The activity to close out has been delayed due to the COVID 19 pandemic.

Final delivery of furniture has been completed under this contract. With Business Furniture. Business Furniture has been a great partner with IndyGo and once a few remaining items are delivered it will conclude the furniture installation for Office Renovations Project.

- **Space Planning Renovations Maintenance Area Design**– The Garage Door Improvements will begin this phase of work; this will include widening of the garage door from vehicle wash to the parking, charging area, the retrofit of the fire door and tie-in to the fire suppression system and upgrade and

installation of the fire door for the front garage door near Treasury. This work has been completed under the Vehicle Wash/Paint Booth/Garage Door Improvement Project.

- The next phase of Maintenance will be the renovation of offices, rest rooms, Maintenance locker rooms and lounge and the old Training Room (Cube Farm) and new exercise area; the project also includes the IndyGo Board Room, the front lobby restrooms and the front security desk. Design is underway. An additional Task Order is being issued for additions to the Maintenance Area Renovations Project.
- **Vehicle Wash Rack/ Garage Door Improvement/Paint Booth**– The project scope includes the removal and installation a new vehicle wash system, removal and installation of a new paint booth system and widening of the garage door and removing the fire suppression door and suppression system. Internal coordination is ongoing regarding the logistics during construction. Demolition of the door widening is completed and awaiting the frame of the opening. The vehicle wash system construction installation is complete. Testing & start-up went well and training for staff has been completed. The new vehicle wash system is now operational.

The Paint Booth construction has started again with the receipt of IDEM operating permit needed for the new system. The operating permit will be maintained by IndyGo’s Safety team; this is something new for the agency. New Standard Operating Procedures will be created on operational compliance and permit renewal requirements. construction estimated completion date is the end of July. RL Turner is the Prime Contractor for the project.

- **Training & Contingency Facility** – The location is to provide a full training facility with grounds for a driving course and space for maintenance training. It will also operate as a contingency site for the agency. The project went out for procurement and we received (4) proposals for the project. Although the proposals were all within \$500,000 from the lowest proposal to the highest proposal, they all were substantially over the Independent Cost Estimate and project budget. This project will not be awarded at this time. The design team, IndyGo procurement and legal will review the project and come up with a different strategy, schedule and budget for procurement again later this year.
- **Overhead Security Screen Doors/Emergency Exit Doors** – The project scope is for the installation of nine screen doors on all bay doors in the facility and 18 emergency exit/exterior doors, in hopes of creating a more project that will attract more contractor interest. The project was out for procurement, proposals were due Monday April 6, 2020; no bids were received. Some of the overhead screen doors and pedestrian access doors will be included in the Maintenance Area renovations project with the remaining doors being addressed individually.
- **Solar Panel Expansion** – This project is federally grant funded. The design is 100% complete for expansion on the roof. The design team have worked on cost estimate and options for expansions in other areas on property; possibly the South parking area. Once all options have been explored, an evaluation will be made on how to proceed accordingly. WSP is the design team for the project; Ed Parsley and Mark Crane have been acting as project managers for the roof expansion.

Respectfully submitted,

Jennifer Pyrz, PE

Vice President of Infrastructure, Strategy and Innovation



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

Public Affairs Division Report – June 2020

To: President and CEO Inez Evans
From: Director of Public Relations and Partnerships Lesley Gordon
Date: July 27th, 2020

CONSIDERATION OF PUBLIC AFFAIRS REPORT FOR JUNE 2020

ISSUE:

A report of IndyGo Public Affairs will be presented at the board meeting.

RECOMMENDATION:

Receive the report.

Lesley Gordon
Director of Public Relations and Partnerships

Attachments

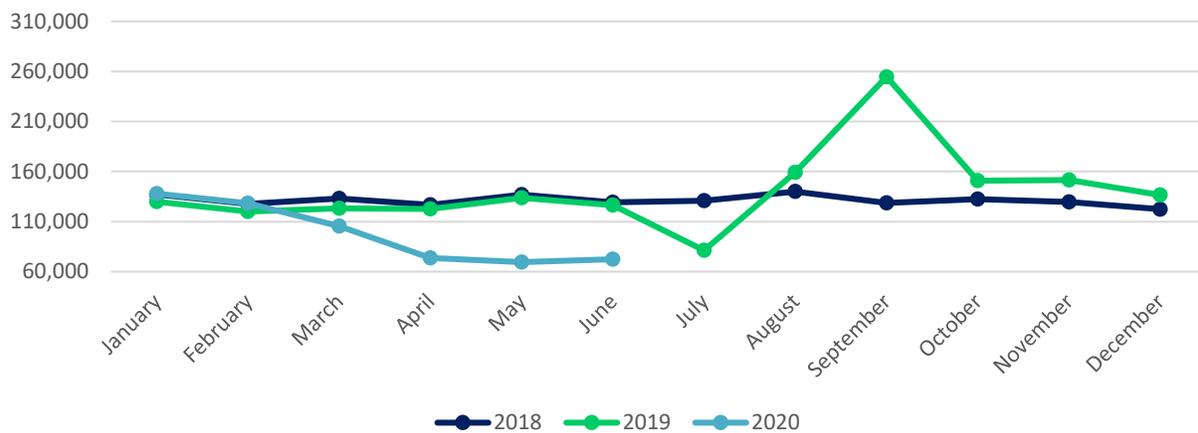
Contributing Staff includes:

Lesley Gordon, Director of Partnership & Public Affairs
Allison Potteiger, Organizational Communications Manager
Jordan Patterson, Community Outreach Coordinator
Faith Chadwick, Public Information Officer
Dion Hazelbaker, Creative & Design Specialist

**INDYGO.NET WEBSITE STATISTICS:
(6/1/2020-6/30/2020)**

Page Views	158,872
Bounce Rate	55.53%
New Users	20,495
Returning Users	10,709
Total Sessions	72,402
Total Monthly Sessions Comparison to Previous Year	57.21%

IndyGo.Net Website Sessions



Mobile Share

Date	Mobile	Desktop	Tablet
Jun-20	67.86%	30.41%	1.74%
May-20	68.26%	30.00%	1.74%
Apr-20	69.69%	28.50%	1.81%
Mar-20	66.58%	31.57%	1.85%
Feb-20	67.47%	30.57%	1.96%
Jan-20	67.47%	30.60%	1.93%
Dec-19	70.09%	27.89%	2.02%
Nov-19	67.09%	30.43%	2.48%
Oct-19	67.09%	30.08%	2.82%

IndyGo running out of office space, but board members don't agree on fix

June 12, 2020 | Susan Orr

KEYWORDS CITY GOVERNMENT / COMMERCIAL REAL ESTATE / GOVERNMENT & ECONOMIC DEVELOPMENT / INDYGO / PUBLIC TRANSPORTATION / REAL ESTATE & RETAIL

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IndyGo is considering three land purchases, including the former Harrison College at 550 E. Washington St., which would be used for offices. (IBJ photo/Eric Learned)

IndyGo is investigating whether to purchase the former Harrison College site at 550 E. Washington St. for millions of dollars to use as additional office space—but some of the transit agency's board members are not convinced doing so is a good idea.

IndyGo says it's bursting at the seams at its current headquarters at 1501 W. Washington St., just west of the Indianapolis Zoo. With the 2019 launch of the Red Line and other route improvements, IndyGo has swelled its staff from 627 in 2017 to 897 today.

Now, with the pandemic, IndyGo says the only way its administrative staff can practice social distancing at work is if some of them work from home.

"COVID just kind of accelerated and brought to light some things that already needed to be addressed," IndyGo spokesman Bryan Luelien said.



Luelien

IndyGo's staff identified the former Harrison College site, just east of the IndyGo transit center, as a potential expansion location.

The property, which consists of a vacant 50,000-square-foot building on a 0.92-acre lot, is listed at \$7.5 million—though the price IndyGo would pay has yet to be determined.

In a 4-3 vote at its May 28 board meeting, IndyGo's board narrowly approved securing appraisals for the property—a necessary step in the property acquisition process.

As a public entity, IndyGo is prohibited from paying more than the appraised value if it acquires real estate. IndyGo must secure two independent appraisals, and the average of the two appraisals becomes the purchase price.

The property's current owner, Indianapolis-based developer Mihaus, bought the site in 2018 and built apartments on an adjacent surface parking lot. The apartment project, called Grid, is expected to be complete this month.

INSIDE INDIANA BUSINESS

City partners with IndyGo to disperse face coverings



IndyGo and the city of Indianapolis will distribute face coverings at the Carson Transit Center.

by: Reed Parker, Inside Indiana Business

Posted: Jun 26, 2020 / 10:35 AM EST / Updated: Jun 26, 2020 / 11:31 AM EST

INDIANAPOLIS (Inside Indiana Business) — The city of Indianapolis will work with IndyGo to distribute free face coverings to residents at the Julia M. Carson Transit Center. The distribution is through the city's free face covering program, which makes coverings available to any resident unable to get one on their own. The city is talking with other potential partners to supply more, with almost 190,000 set to be handed out.

"Face coverings represent one of the most basic yet crucial strategies to halting the spread of COVID-19," said Matt Giffin, deputy director for strategic initiatives in the Office of Public Health and Safety. "Our partnership with IndyGo will enhance the safety of riders, their families, and the Indianapolis community at large."

LOCAL

Indianapolis offering free face masks

Indianapolis via IndyGo is giving away masks to Hoosiers who want one.



Credit: Rich Nye

IndyGo is offering free face masks to Hoosiers.

ries to keep you cted and informed.

IndyStar.

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TRANSPORTATION

Red Line ridership declines again despite an increase in overall IndyGo traffic

Ethan May Indianapolis Star

Published 6:00 a.m. ET Jul. 2, 2020

Facebook Twitter Email



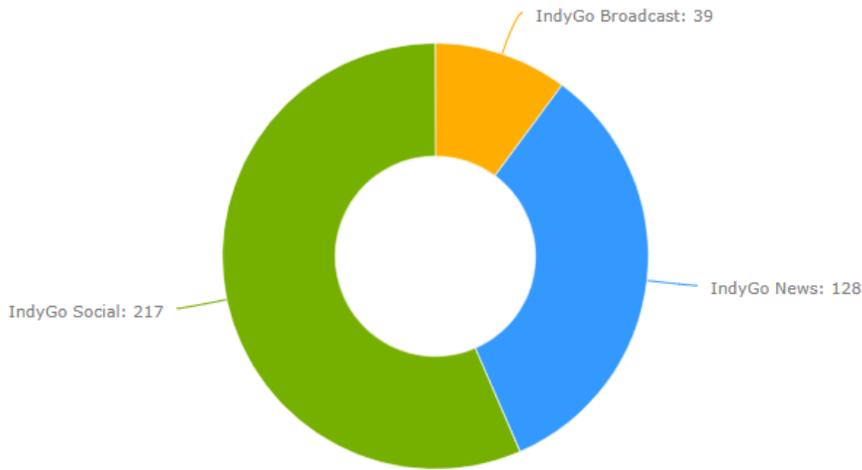
IndyGo drivers and riders adapt to changes meant to combat coronavirus. Masks, hand sanitizer, distancing are included with spot cleaning of IndyGo buses during these unprecedented times. Riders and drivers are adjusting. Kelly Wilkerson/IndyStar, Indianapolis Star

IndyGo logged its first month-to-month increase in ridership for the year in May, but overall ridership on the Red Line transit line continued to fall.

Topics Include:

This month, topics included IndyGo’s partnership with the City of Indianapolis to distribute facemasks, as well as potential property acquisitions for new IndyGo office space. Social media focused on continued safety messaging in response to COVID-19, as well as alerting riders to detours and delays resulting from street closures in the downtown area. IndyGo announced the return of Food in Transit, a farm stand program at the Carson Transit Center.

Media Exposure:



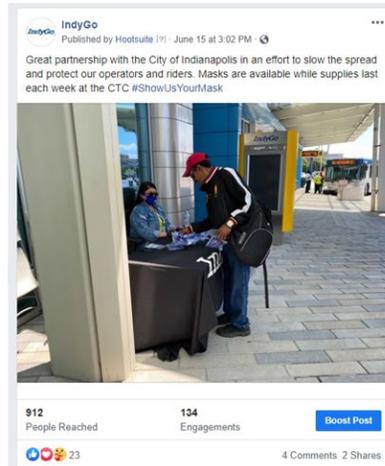
IndyGo News Trending Themes



Social Performance:

Facebook Performance

- Total Reach: 28,930
- Engagements: 1.2K



Twitter Performance

JUN 2020 SUMMARY

Tweets
38

Tweet impressions
88.9K

Profile visits
1,106

Mentions
90

New followers
-8

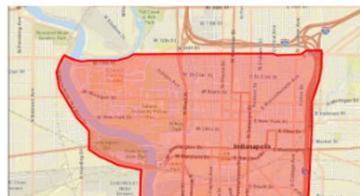
Top Tweet earned 9,836 impressions

SERVICE ALERT: Significant disruptions to service in the Downtown area starting at 4 p.m. Expect delays and route diversion. CTC will be closed but service available outside of Downtown. Please use the MyStop mobile app to view buses in real time. Reach out to 317-635-3344

↩️ 2 ↻️ 10 ❤️ 5

Top media Tweet earned 5,724 impressions

Stops in the red area may experience service disruption due to street closures and detours. Please plan accordingly and use the MyStop app to track your bus.
pic.twitter.com/PmGGNxFMsp



🔗 1

Instagram Performance

- 223 engagements
 - 221 likes
 - 2 comments
- 2,975 followers



Email Marketing:

Email Marketing

INSIDEINDYGO 

INDYGO STANDS WITH YOU

STATEMENT FROM INEZ EVANS, CEO AND PRESIDENT OF INDYGO

Our city, our nation and maybe you are going through something right now. These are unprecedented times. It's okay to not be okay. It's okay to check on your co-workers and friends, especially your Black friends. We can all understand the feelings that rise from witnessing countless others who have lost their life to violence during hundreds of years of oppression in our country. It's important to remember we still have work to do and have to continue to lift each other up.

Public transit is a vital tool to address systemic inequities. Our system will continue to operate transit service that supports access to cultural and economic opportunities. We have a great and dedicated team at IndyGo and I know many of them might be hearing or confused right alongside some of our riders. We at IndyGo hear you. We see you. As a community we have to take care of each other. We are here to take care of you.

"With patient and firm determination, we will press on until every valley of despair is exalted to new peaks of hope... and until the crooked places of prejudice are transformed by the straightening process of bright-eyed wisdom." - Martin Luther King, Jr.

I want all of our riders and staff, many of which are underrepresented and underserved to know that IndyGo is committed to providing the service the community needs and deserves. We will continue to do all we can to keep that commitment. I encourage everyone to keep listening, remember you have to be here and engaged to continue to be a part of the change, so be safe, and treat others with kindness and we will continue to see this movement grow peacefully. IndyGo stands with you.

Regular Weekday Service Resumes

Indiana stay-at-home orders are being lifted and we are going back to regular weekday service Monday through Friday beginning on Monday, June 1. This means you no longer have to rely on Saturday schedules to get to and from work. Saturday and Sunday service will continue as usual!

As restrictions are lifted, we are doing everything on our end to protect you. Our maintenance team will continue with proactive disinfecting measures, hand sanitizer stations will be available at the CTC, plexiglass shields will remain on buses to eliminate close contact, and Bus Operators will wear masks while on the job.

We are doing our part and that you join us and do yours. So how can you protect your neighbor?

- Stay home if you are not feeling well.
- Wear a face mask or any face covering such as a scarf or bandana when possible.
- Wash your hands often.
- Sanitize your hands if you are not able to wash your hands.

June Newsletter

- 6,133 Recipients received the newsletter
- 2.77% CTR
- 13.53% Open Rate

5

Outreach Summary for June:

Outreach in June continued the pivoted approach to a digital strategy to provide education and allow feedback about IndyGo service. This included video presentations and live streams. The month also focused on Purple Line stakeholder engagement.

The digital strategy consisted of an “IndyGo Now” video presentation with pertinent updates for partners, volunteers, neighborhood groups, and social media followers. The month also included live streams of the June Service and Finance Committee meetings, along with the Board of Directors meeting. IndyGo also hosted an internal townhall for staff that gave important IndyGo updates and allowed staff to have questions addressed by executive leadership.

Purple Line engagement continued with targeted outreach to establishments throughout the corridor and faith leaders. IndyGo’s call center contacted list of 1995 establishments in the Purple Line corridor. IndyGo’s leadership and engagement team met with faith leaders, including New Direction Church and Resurrection Community Church to discuss Purple Line updates and property access with new traffic patterns. In the coming months, IndyGo will continue to target faith leaders, business establishments, and coordinate with Emergency Services groups.

Overall, IndyGo reached 11,191 virtually and through outbound calls in June. This is a 73 percent increase from the previous month when IndyGo reached 6,432. Increase can be attributed to Purple Line outbound calls to business establishments, an internal townhall for IndyGo staff, and an increase reach through IndyGo virtual events.

June Outreach Events:

6/3/2020 IndyGo Internal Townhall Virtual Q&A	900
6/4/2020 REACH Health by Design Meeting	20
6/14/2020 IndyGo Now: June 2020	1000
6/16/2020 Red Line Virtual Tour for Lexington	20
6/18/2020 Service Committee: June 2020	2467
6/18/2020 Finance Committee: June 2020	826
6/19/2020 Purple Line: Outbound Calls	1995
6/21/2020 Mobility On-Demand Lessons Learned Webinar	
6/22/2020 Purple Line Stakeholder Meeting: New Direction	2
Purple Line Stakeholder Meeting: Resurrection Community	
6/23/2020 Church	2
6/25/2020 Board Meeting: June 2020	3880
6/30/2020 IndyFluence	79

Internal Communications Update:

INDYGO'S BLOOD DRIVE RECAP

In response to Indiana's critically low blood supply, IndyGo partnered with the Versiti Indiana Blood Center and hosted a blood drive at our 1501 facility. Employees came together as a total of 20 units were collected and 60 lives were saved.

#SOUNDTHEHORN NATIONAL CAMPAIGN

As part of a nationwide campaign, IndyGo recently celebrated our continued frontline work as public transit employees. In the spirit of recognition, operators simultaneously sounded two one-second horn blasts from vehicles that were in service while other employees gathered together at 1501 to sound two one-second blasts with noisemaker horns. Thank you to all IndyGo employees as we remain #HeroesMovingHeroes.



SIGMA GAMMA RHO SORORITY THANKS OUR OPERATORS

Alpha Sigma Chapter members of the Sigma Gamma Rho Sorority showed their thanks and appreciation for our essential work by distributing more than 100 snack bags to IndyGo Operators this June.





Operations Division Report – June 2020

To: President and CEO Inez Evans
From: Chief Operating Officer/Vice President of Operations Aaron Vogel
Date: July 27th, 2020

OPERATIONS DIVISION REPORT – JUNE 2020

Service Scheduling:

IndyGo's next service Bid change is October 11. Staff is working on minor service adjustments and schedule times for trips. This means that while the level of service provide may not change, the time it takes for a trip from beginning to end may change based on data collected and analyzed with our Swiftly and Avail CAD/AVL systems. The data that is collected real-time can be used to calibrate schedules for better on-time performance. Also, during this process, customer schedule may only be slightly adjusted, but there is the opportunity for new run cuts that can change the operator work.

BidWeb:

With the October Bid staff hopes to run a pilot test of the new HASTUS BID Web module where selections would be handled remotely, and information updated in real time. Staff will be piloting this and eventually move the entire process on-line to the HASTUS Self Service module.

Bus stops ADA accessibility plan:

In 2019, per requirement by INDOT, Service Planning completed an inventory of all existing bus stops in order to collect bus stop measurements to be used for determining ADA accessibility and ADA compliance. In recent weeks, Service Planning staff has been reviewing the inventory data and compiling a methodology to determine ADA compliance using the collected bus stop data. An internal kickoff meeting for the ADA Access Advisory Group, consisting of staff from several IndyGo departments, was held on June 15th. Several internal working groups will be formed and will include staff from the larger advisory group. These working groups will provide input and assist Service Planning staff with tasks related to this project, including determining criteria and data points that will be used to prioritize existing bus stops for ADA improvement, coordinating external community engagement and stakeholder engagement, and creating internal policies and procedures related to bus stop design and placement. The final ADA bus stop priority plan, which will be submitted to INDOT, will provide IndyGo's Service Planning team with a framework and guide for ongoing bus stop accessibility improvements. This will continue to move IndyGo towards increased accessibility and ADA compliance for bus stops within the IndyGo service area.

Bus stop improvements:

IndyGo awarded a contract to improve over 180 bus stops with sidewalks, curb ramps, crosswalks, and boarding, bench, and/or shelter pads. Work on these sites began in August 2019 and will continue through Summer 2020. This project provides for physical improvements to the pedestrian environment at key bus stop locations and transfer points throughout the fixed-route system. This is the first phase of the Local Bus Stop Improvement Project and will result in the installation of over 40 shelters, 100 benches, and over 100 boarding pads. Thirty-five sites will have additional sidewalk totaling approximately 1,238 linear feet. Approximately 140 bus stops will be completed in this first phase of improvements. Some bus stops had to be removed from the initial improvement list due to design or constructability issues but will be reevaluated in the next phase of improvements, to begin in late-2020 or early-2021. To date, 96 bus stops have been completed, with the remainder to be completed this summer.

Community and external agency-initiated bus stop improvements:

Staff continues to work with individual property owners, developers, and non-profit groups to improve bus stops near or integral to their facilities. Locations being improved through these partnerships are at 25th & Hillside (east and westbound), Clifton & Congress (north and southbound), Wilson & Greenwood Springs Blvd. (outbound), and at three Indianapolis Marion County Public Library locations (Michigan Street & Belmont, Michigan Road & 62nd Street, and 25th & Sherman Street), with more to follow. Staff also continues to work closely with other municipal agencies on bus stop improvements as part of larger road construction projects, including the City of Speedway and City of Indianapolis (DPW).

Fixed Route Ridership:

Jun-19	Jun-20	% Change	IndyGo Fixed Route Ridership	2019	2020	% Change
13,842	6,884	-50.3%	2 E. 34th St.	90,637	51,495	-43.2%
30,785	12,744	-58.6%	3 Michigan St.	190,669	110,960	-41.8%
10,735	4,729	-55.9%	4 Fort Harrison	70,819	40,897	-42.3%
16,308	7,797	-52.2%	5 E. 25th	100,061	59,704	-40.3%
11,129	4,966	-55.4%	6 N. Harding	67,806	40,286	-40.6%
133,995	78,397	-41.5%	8 Washington St.	784,676	518,288	-33.9%
87,589	48,728	-44.4%	10 10th St.	515,001	335,170	-34.9%
3,184	2,437	-23.5%	11 E. 16th St.	20,731	18,130	-12.5%
3,774	1,673	-55.7%	12 Minnesota	24,756	13,222	-46.6%
3,137	1,210	-61.4%	13 Raymond	18,131	9,031	-50.2%
9,436	3,607	-61.8%	14 Prospect	52,977	25,610	-51.7%
15,603	6,372	-59.2%	15 Riverside	95,825	55,591	-42.0%
10,691	6,876	-35.7%	16 Beech Grove	63,763	45,008	-29.4%
18,365			17 College	115,590		
9,214	2,895	-68.6%	18 Nora	62,882	24,271	-61.4%
33,775	12,502	-63.0%	19 Castleton	201,019	84,723	-57.9%
11,586	7,830	-32.4%	21 East 21st St.	77,338	57,717	-25.4%
8,598			22 Shelby	53,082		
9,682	6,744	-30.3%	24 Mars Hill	61,271	46,196	-24.6%
11,968	7,267	-39.3%	25 W. 16th St.	72,525	49,351	-32.0%
13,481	10,170	-24.6%	26 Keystone	78,549	63,199	-19.5%
12,615	5,521	-56.2%	28 St. Vincent	76,297	44,233	-42.0%
7,012	3,777	-46.1%	30 30th St.	45,283	31,197	-31.1%
24,439	5,751	-76.5%	31 Greenwood	143,468	42,136	-70.6%
27,260	13,814	-49.3%	34 Michigan Rd.	154,923	98,677	-36.3%
35,466	16,922	-52.3%	37 Park 100	208,400	115,799	-44.4%
26,973	11,593	-57.0%	38 Lafayette Square	156,607	77,016	-50.8%
91,042	40,751	-55.2%	39 E. 38th St.	560,184	297,182	-46.9%
3,566	2,332	-34.6%	55 English	22,717	19,296	-15.1%
8,472	6,456	-23.8%	86 86th Street Crosstown	51,124	38,056	-25.6%
10,684	6,610	-38.1%	87 Eastside Circulator	66,934	40,918	-38.9%
	59,642		90 Red Line - BRT		504,412	
	808		901 College - Local		4,013	
	5,239		902 County Line - Local		19,564	
159	128	-19.5%	Others	432	665	53.9%
714,565	413,172	-42.2%	Total	4,304,477	2,982,013	-30.7%

TRANSPORTATION SERVICES

Employee Recognition:

June Employees of the Month

Operator: Janise Cantrell

Janise was nominated by Road Supervisor Alex Chabra.

"I would like to nominate Janise for her professionalism and years of dedicated service to the community. Janise helped with the Marion County Health Department Sickle Cell Clothing giveaway. She also volunteers at Faith Tabernacle church feeding the hungry.

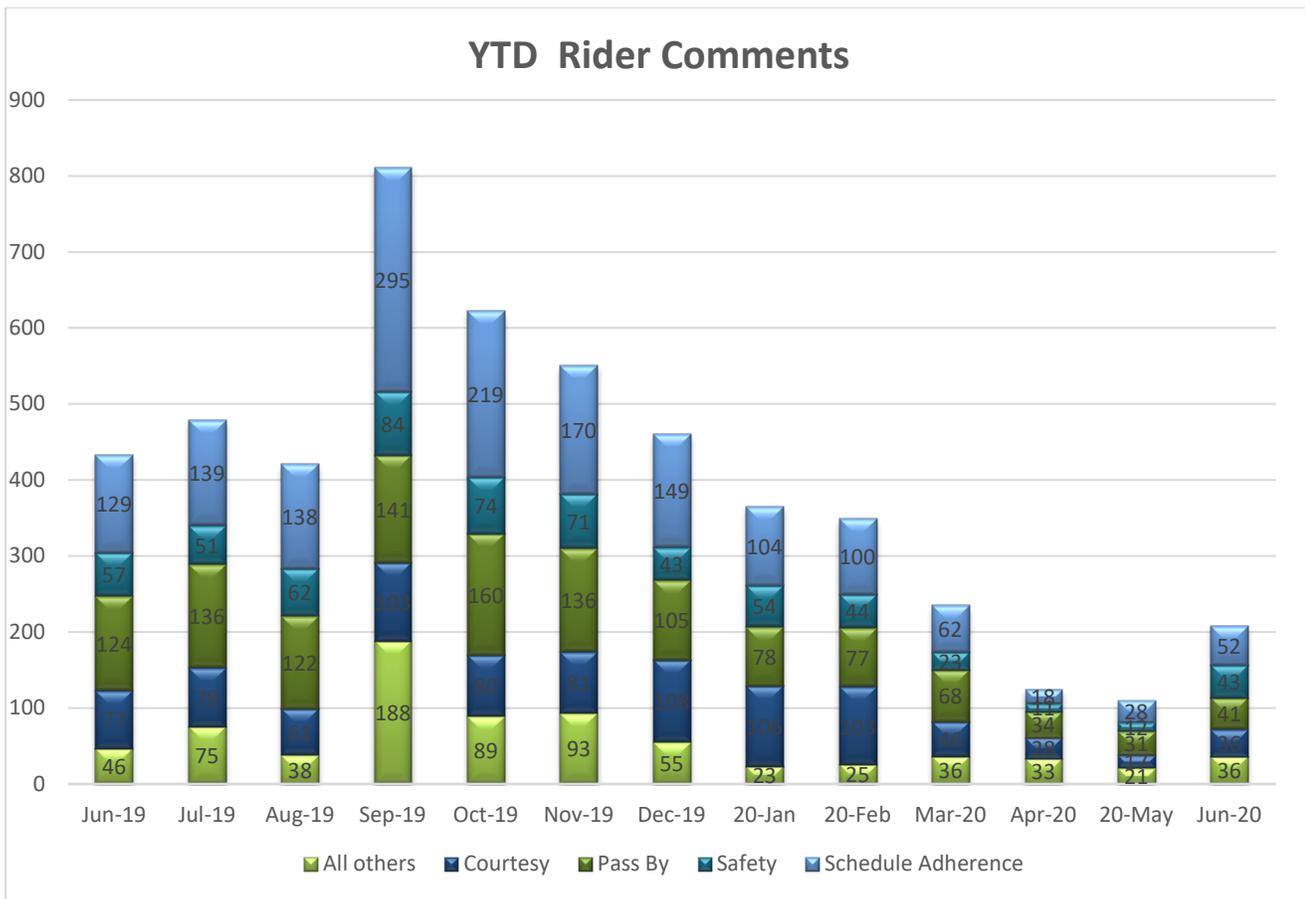
Garage: Norm Russell

Norm was nominated by Alene Brown. She notes that Norm is an excellent worker, a team player and has excellent attendance.

Commendations:

The following employees were recognized by riders for their extraordinary customer service:

Phillip Boicourt
Lakisha Carpenter
Charles Cummings
James Forman
Didace Hategekimana
Timothy Martin
Kevin McDuffie
John Redmond
Tonya Sims
Lavelle Tealer
Veda Valentine
Andre Winters
Melvin Wright



VEHICLE MAINTENANCE & FLEET SERVICES

Vehicle Maintenance:

Staffing was increased to cover weekend needs and 3rd shift. Three defect mechanics have been hired to complete repairs throughout the night. The HVAC team continues to work on the A/C campaign, with the temperatures rising there are an average of 2 – 3 issues per day. This is a reduction versus the prior years.

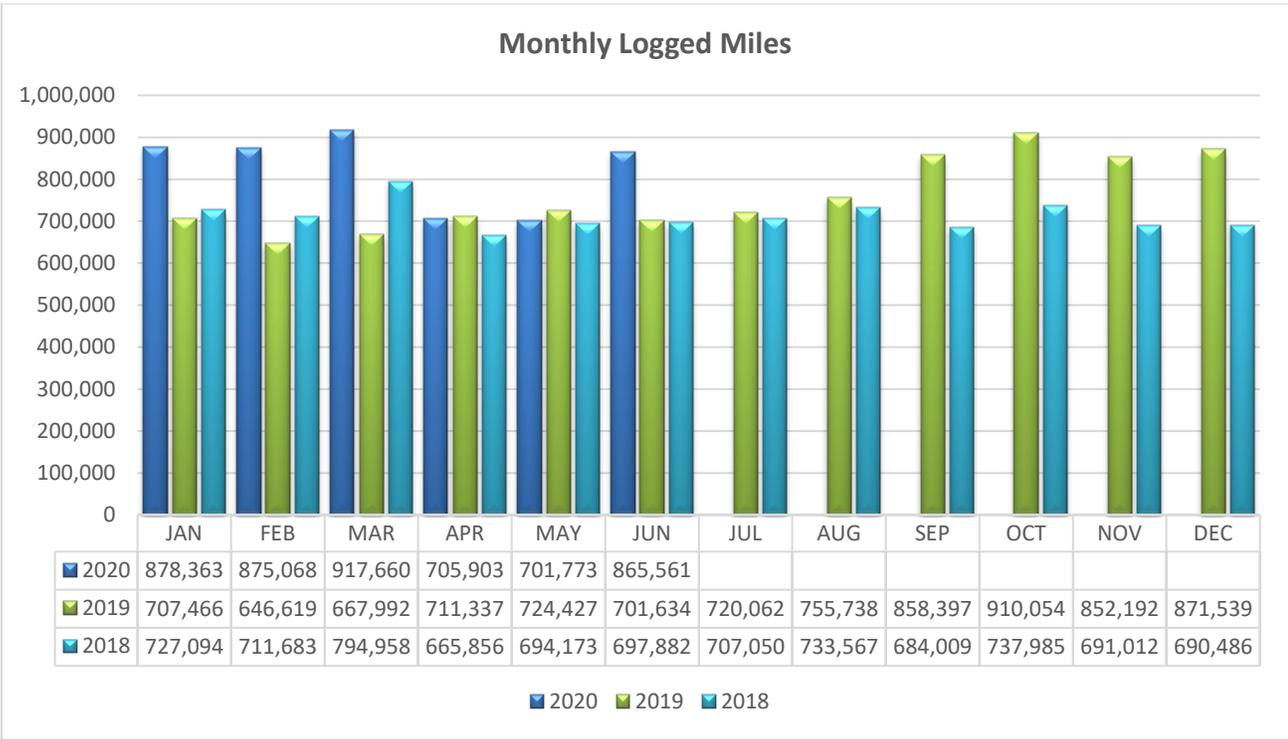
The new Gilligs coaches have been added to the fleet. All 15 buses have been delivered and most are in revenue. There are three coaches awaiting plates.

BioLogix has installed their prototype driver barrier door in 2 of our coaches; Bus 1807 with a solid door and Bus 2087 with a 2-piece sliding glass door. Installation on the full fleet is anticipated to begin in late August.

Fleet Services:

There were 53 buses detailed in May. The goal is to detail every bus at least once per month. The entire fleet was electrostatically disinfected by an outside company and 79 buses were steam cleaned.

IPTC coaches logged 4,944,328 miles YTD.



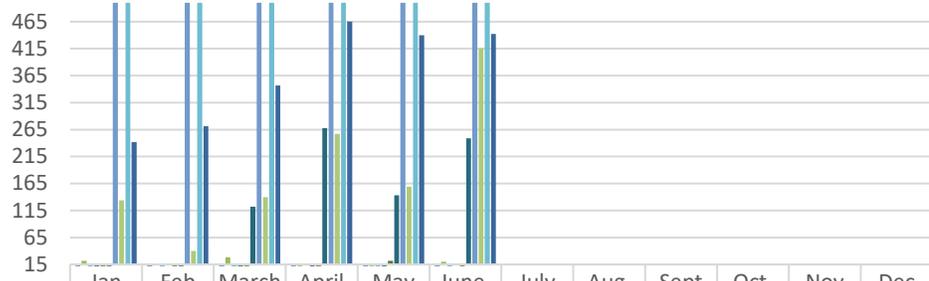
FACILITIES

The Facility Department has strategically placed hand sanitizer stations throughout the building. In addition, cleaning stations with sanitizing supplies for employees to use in the personnel office areas for regular disinfecting. The contractor continues to electrostatically disinfected and sanitized all locations multiple times per week. The contractor specializes in interior deep cleaning with mist spraying and electrostatic cleaning. The bus fleet is disinfected and sanitized 7 days a week using electrostatic cleaning. These services are provided at night while all the buses are in the bus storage area.

R.L. Turner team continues to work on the installation of the new paint booth. The project was delayed due to the Corona pandemic. Phase 4 office renovations punch list items have resumed and look to be completed soon.

The additional Solar Array for the roof at 1501 is under review by the Executive team. The additional panels will add a half megawatt of power. The design is now 100% complete. The original 1-Megawatt system still produces enough energy to charge the ZEPS buses with the surplus solar energy absorbed by the building.

YTD Shelter Maintenance

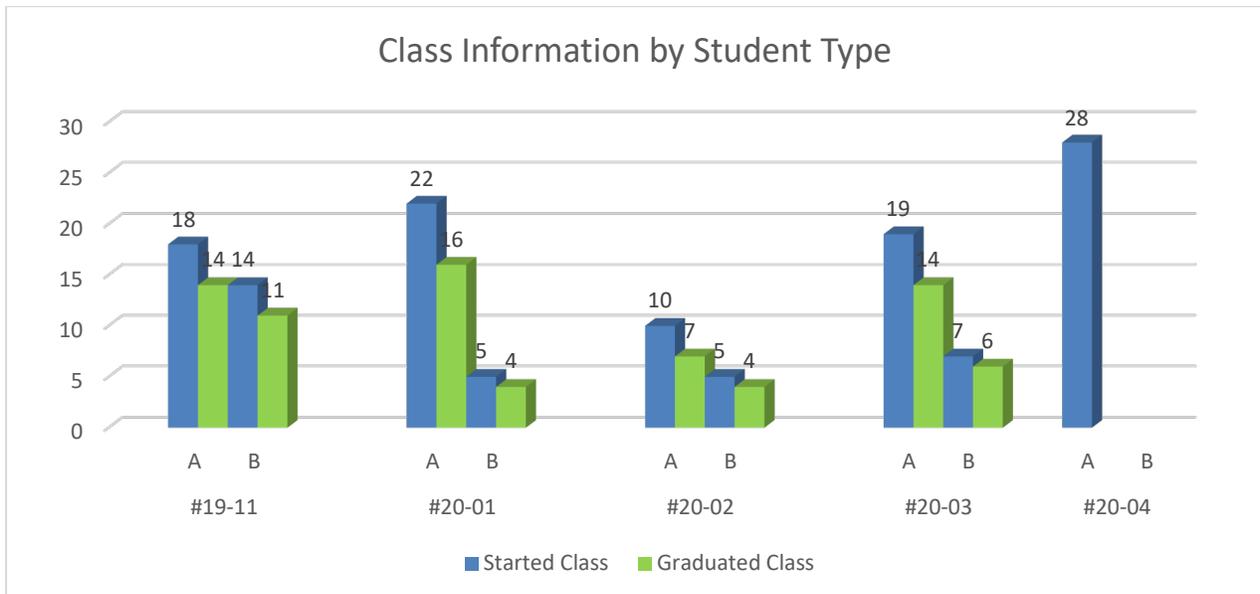


	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Bus Stop Signs Removed	10	11	7	4	3	3						
Bus Stop Signs Installed	22	14	28	8	9	20						
Shelter Glass Installed	1	2	10	14	10	4						
Hand Wash Shelters	12	14	2	1	4	17						
BIOs	9	4	6	11	22	10						
Shelters Power Washed **418	1	5	122	268	143	249						
Total Trash	839	709	880	881	848	1131						
Total Swept	134	40	140	257	159	416						
Total Inspected **3344	4414	3941	4278	5066	4243	4609						
P/U Litter	242	271	347	465	440	442						

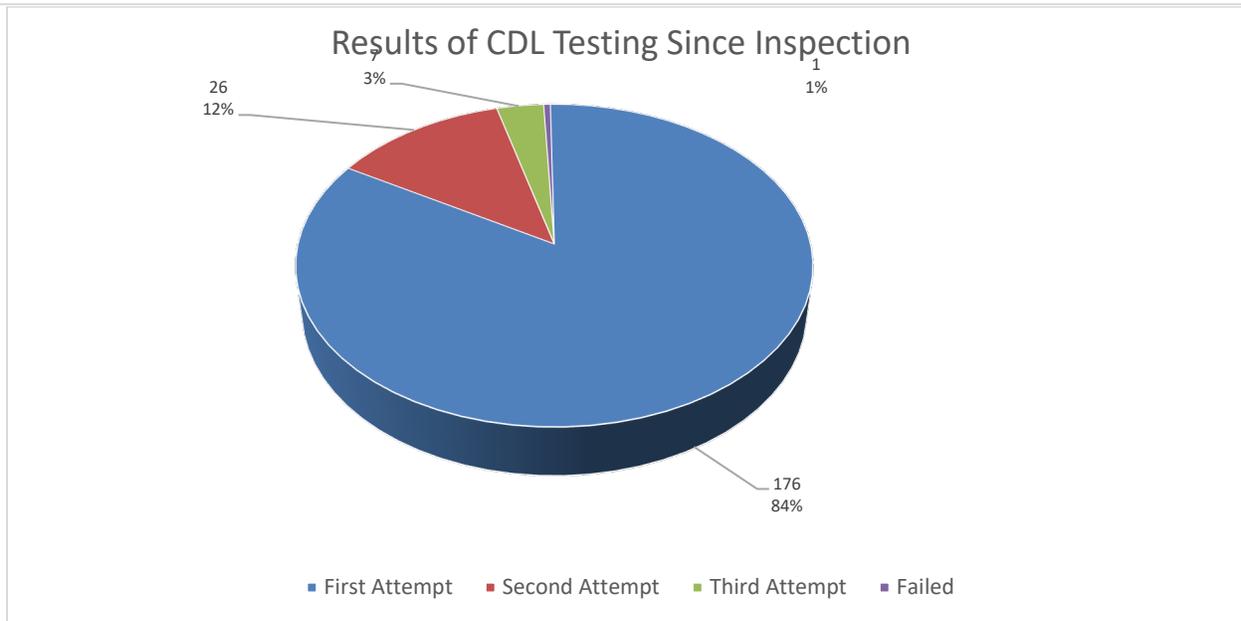
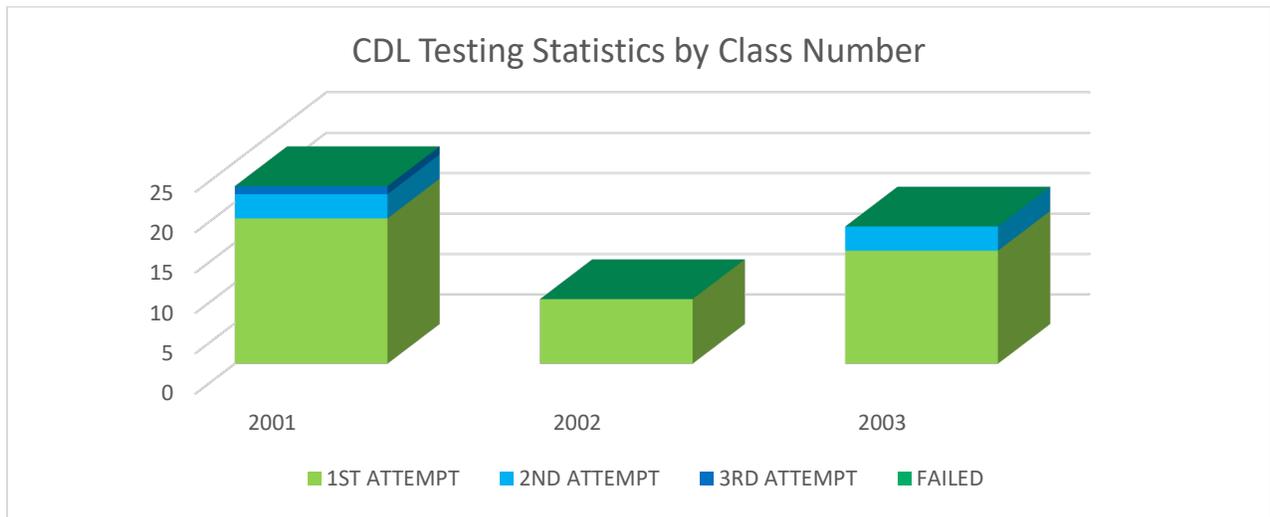
- Bus Stop Signs Removed
- Bus Stop Signs Installed
- Shelter Glass Installed
- Hand Wash Shelters
- BIOs
- Shelters Power Washed **418
- Total Trash
- Total Swept
- Total Inspected **3344
- P/U Litter

Security & Training

Training:



- The chart above shows the number of Trainee A and Trainee B students that started each class. It will also show the number of students in each group that graduated. This number has not changed since last month due to training classes being put on hold at this time.



IndyGo staff continues teaching the 2020 Operator In-Service. This in-service covers items such as, but not limited to, new routes scheduled to start next year, HazCom, PPE, ADA and other important information. All Fixed Route Operators must complete the training. At the end of June, 392 operators have completed the in-service.

IndyGo Department of Security & Training and Risk & Safety submitted the 2020 Baseline Assessment for Security Enhancement (BASE) Review paperwork to TSA. This review consisted of approximately 215 questions in 11 sections that covered items such as access control, cyber security, building security, bus safety and security and other security topics. IndyGo should have the results back in early to mid-July. Once the results are completed, TSA will invite the CEO, COO and the two department to meet to discuss the findings and areas of improvement.

Director of Life Safety, Training and Security, Mark Emmons, attended APTA and FTA webinars that covered different subjects such as COVID-19 best practices, security practices during COVID-19 and bus and bus system disinfecting practices.

The Training Department and a Purple Line Project team member met at Lafayette Square Mall to set up and test multiple off-set street configurations. There were 6 different configurations that could possibly present a challenge for the buses to maneuver through. It was concluded that the bus should not have any issues with the configurations that were tested.

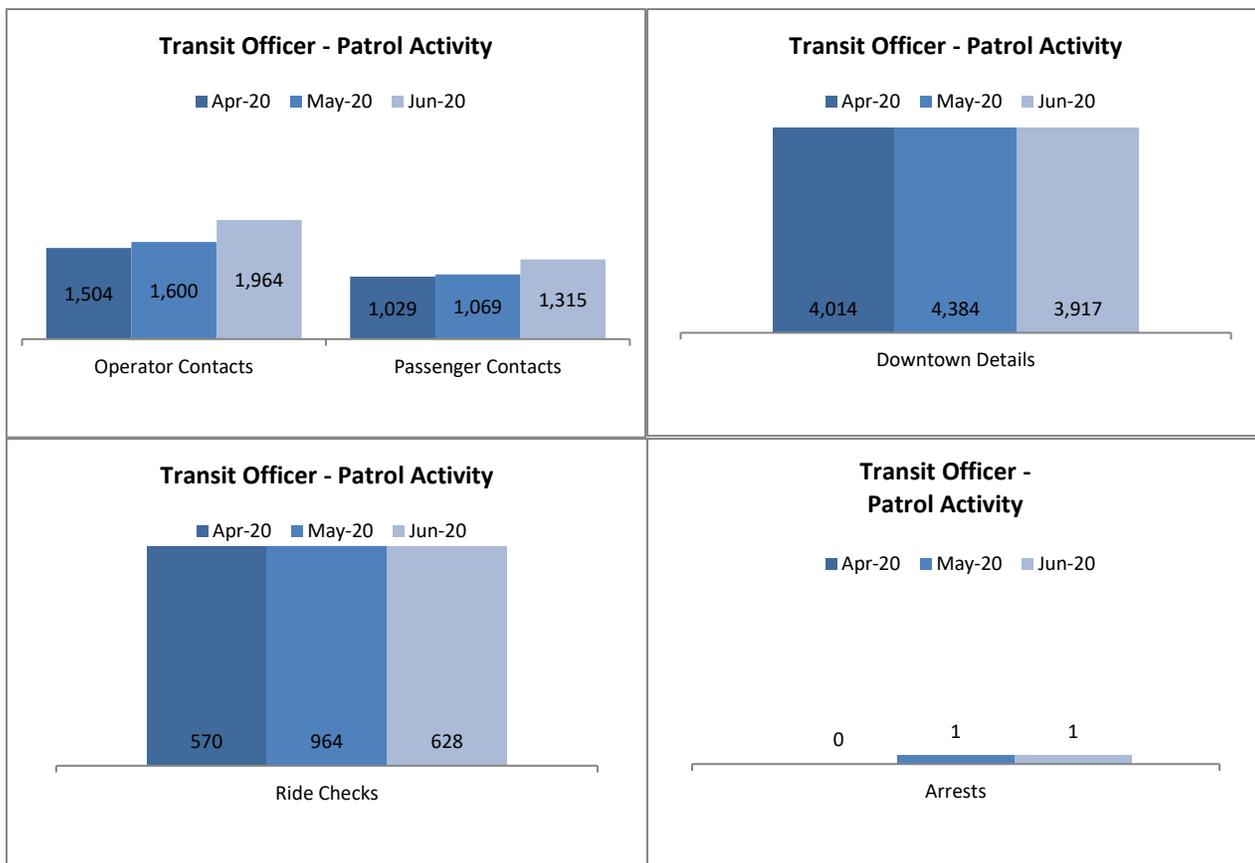
The Security Team started issuing all employees and contractors new parking passes. Each person will receive two tags. The new tags are a window cling that will be placed on the front windshield in one of the corners.

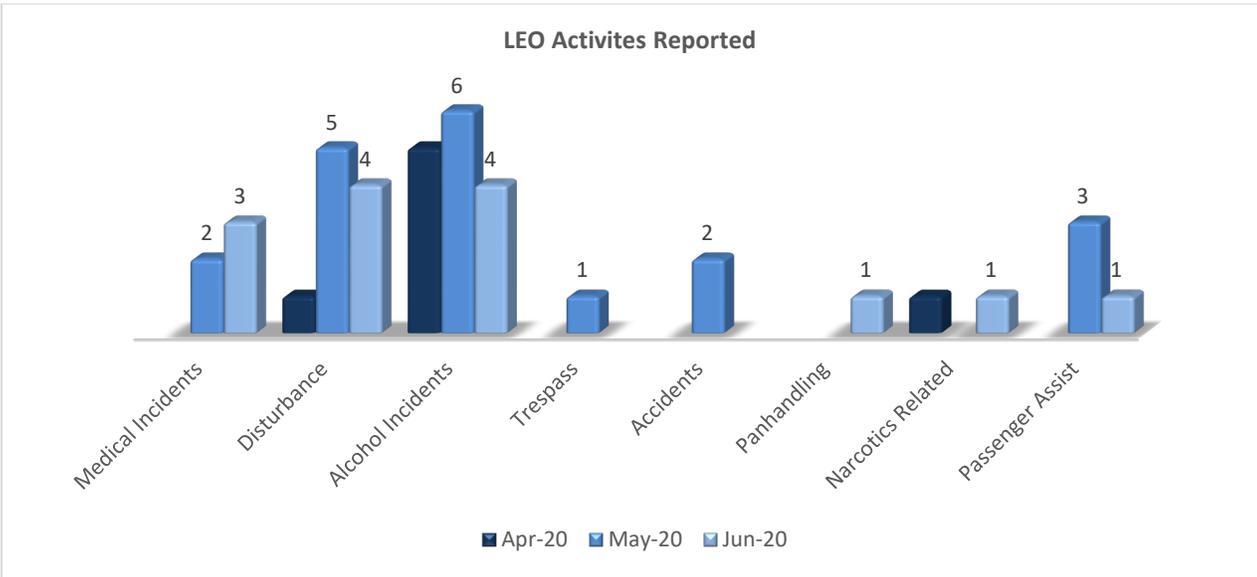
The following training sessions were conducted in June:

Staff performed the following trainings:

- Two (2) mechanics for CDL training to obtain CDL license
- Eleven (11) operators for accident retrains
- Five (5) maintenance employees for accident retrains
- Eight (8) fixed route employees for return to work
- Four (4) new employee for New Employee Orientation

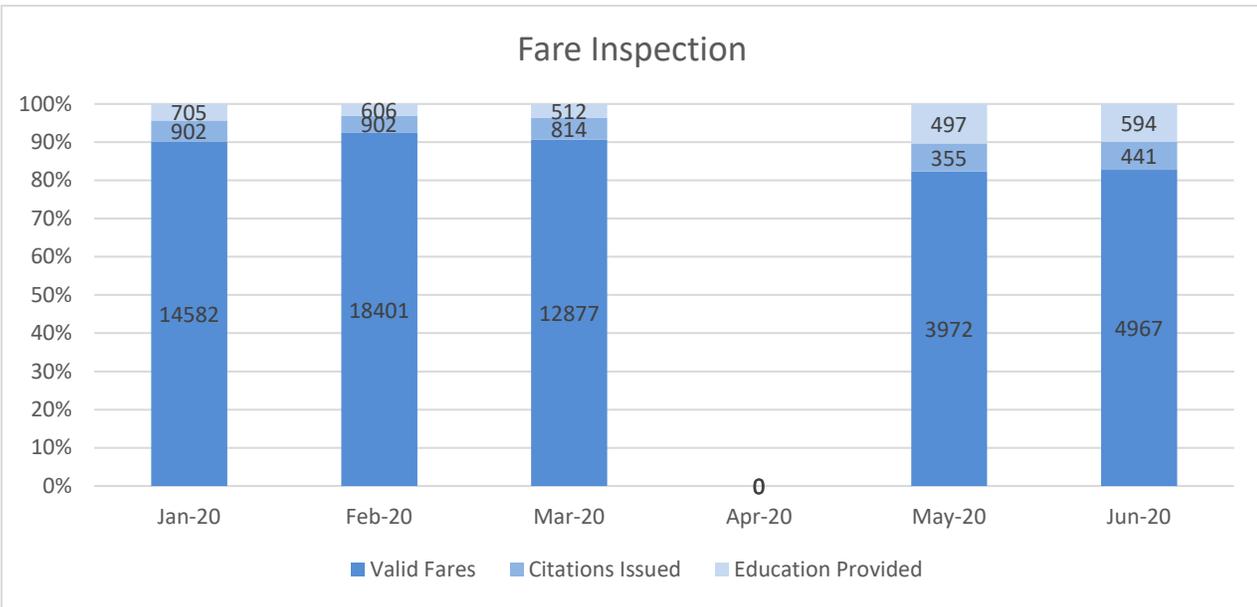
Security:





The new chart above shows a breakdown of activates that the Law Enforcement Officers (LEO) that are stationed at the Julian M. Carson Transit Center performed or addressed for the last three months.

Fare Inspection Report:



June	Passenger Contact	Notifications	Educations
Monthly	4967	441	594
Weekday	3694	353	466
Saturday	540	15	47
Sunday	733	73	81

MOBILITY SERVICES – Open Door

COVID-19/Ridership:

Due to the COVID pandemic, ridership has decreased versus prior year. Ridership in June 2019 reflected 21,652 unlinked passenger trips; for June 2020 data reflects 10,660 unlinked passenger trips a decrease of 50.8% YOY.

Jun-19	Jun-20	% Change	Flexible and Contracted Services	2019	2020	% Change
27,368	15,904	-41.9%	Open Door Riders on Fixed Route	168,672	95,890	-43.2%
21,652	10,660	-50.8%	Open Door	141,462	88,903	-59.1%
4,163	2794	-48.9%	Open Door Taxi Vouchers	19,868	19,867	-.05%
6,642	117	-98.2%	31 Day S-Pass	63,446	25,160	-60.3%

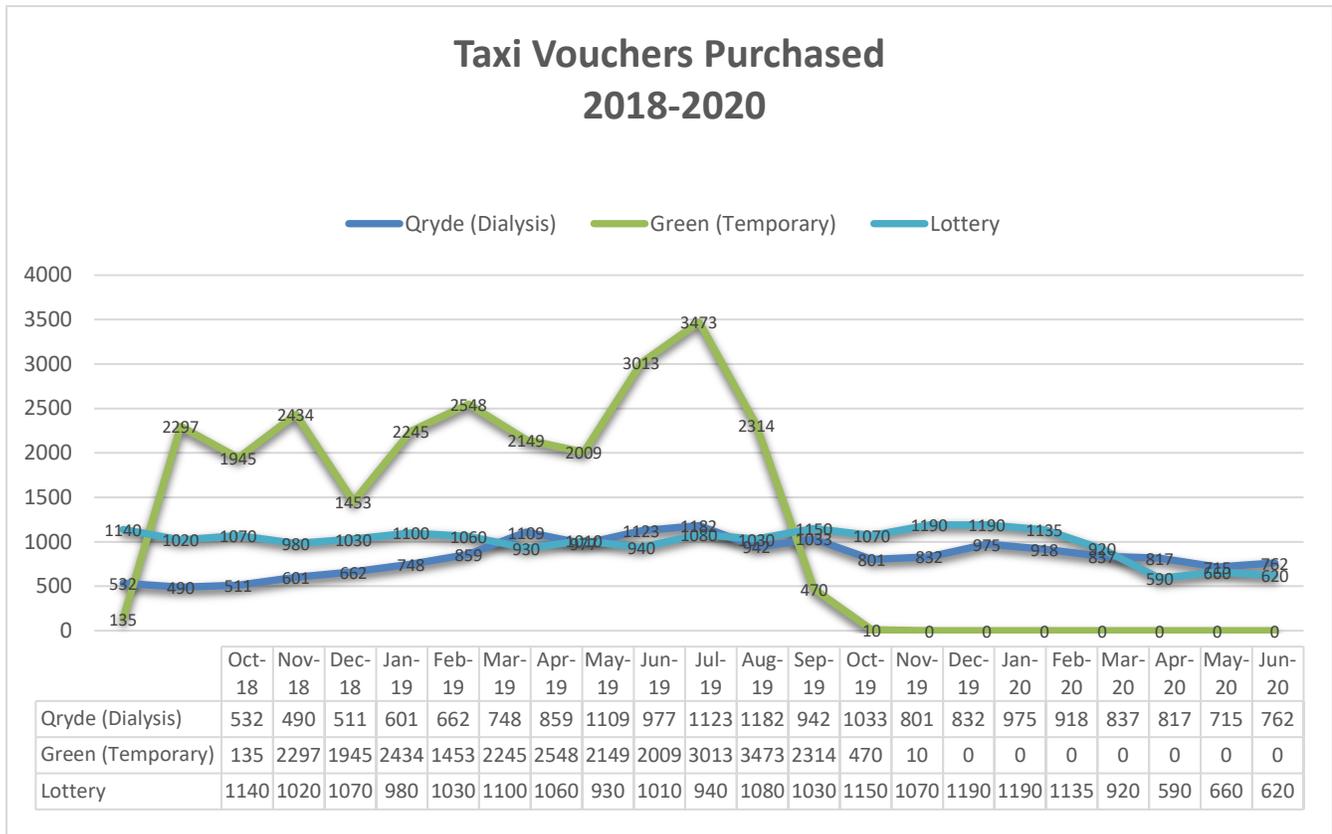
On Time Performance for June 2019 was 92.05% with Productivity of 1.35%. June 2020 OTP was 98.91% and Productivity was 1.11% both reflect an increase of 6.9% and a decrease of 17.8% respectively YOY.

Mobility Services team continues to perform daily monitoring on-site visits and discussions regarding a proactive outlook for the current/next day's service. IPTC staff also collaborates with Transdev staff to continually monitor On Time Performance as well as mitigate any immediate and future impacts to service.

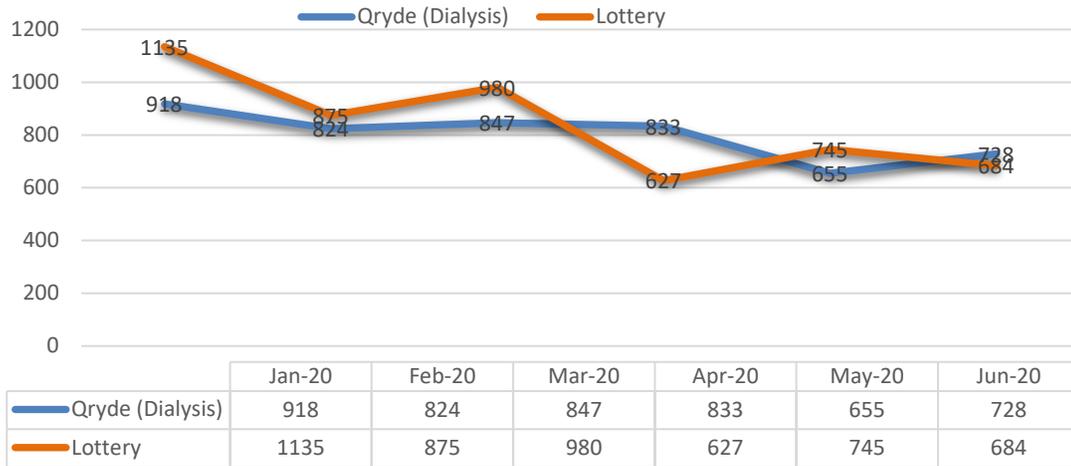


Voucher Program:

Mobility Services offers a Lottery Program and our Dialysis program. Both programs are open to eligible Open-Door customers. As with all programs, IndyGo maintains the right to augment the Voucher programs. Based on data reconciliation, vouchers could be reported a month in arrears.



Taxi Vouchers Redeemed 2020

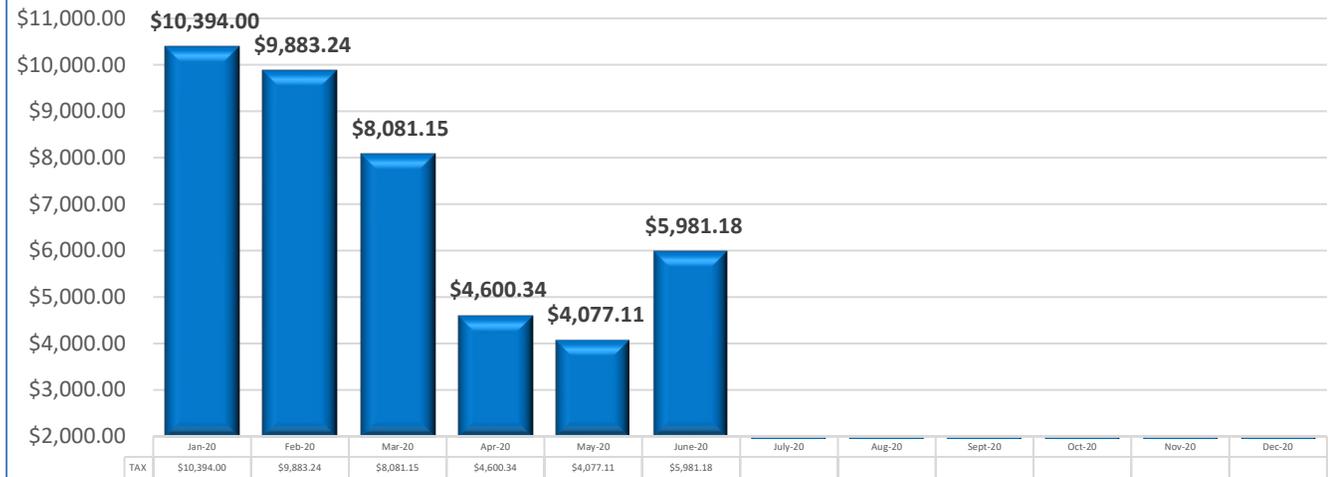


WEX Fuel Card Program:

The WEX Tax Exemption and Reporting Program can significantly reduce accounting and administrative time for qualified fleets exempt from motor fuel excise taxes or certain sales taxes — at Federal, state, county or local levels.

June 2020 our savings from fuel excise taxes were \$5,981.18
(Fed Taxes = \$4842.24 and State Taxes = \$1138.94)

2020 Excise Tax Savings





Human Resources Division Report – June 2020

To: President and CEO Inez Evans
From: Vice President of Human Resources Jeffrey M. Brown
Date: July 27th, 2020

CONSIDERATION OF HUMAN RESOURCES REPORT FOR JUNE 2020

ISSUE:

A written report of Human Resources information that will be presented at the Board meeting.

RECOMMENDATION:

Receive Human Resources report.

Human Resources Report

A. Coronavirus (COVID-19) Update

Human Resources is supporting IndyGo's efforts to ensure the safety and well-being of the community by keeping our staff informed and taking preventive measures regarding the rapidly changing events of the coronavirus outbreak. To address the unprecedented impact of the coronavirus, IndyGo continues to implement new measures:

- 1. Temperature Taking for Health Screen Self-Certification:** IndyGo will be implementing temperature checks for employees and visitors who enter IndyGo's buildings in furtherance of Governor Holcomb's Executive Order 2020-28, on June 2, 2020. Upon entering IndyGo property, employees and visitors will be required to have their temperature taken to certify that they have not experienced certain symptoms related to COVID-19 prior to returning to work. If an employee has experienced symptoms Human Resources has advised that employees must contact his/her supervisor and healthcare provider for further direction. The purpose of these new measures is to proactively identify employees who may be symptomatic and prevent exposure of COVID-19 to the IndyGo workforce.
- 2. Leave and Staffing:** The pandemic is far from over and new leave and staffing issues are certain to arise with the reopening of schools. To this end, Human Resources formed a working group that includes other members of the IndyGo community to proactively identify potential leave and staffing issues and to recommend workplace solutions.
- 3. COVID-19 Testing:** IndyGo has been able to offer free testing for IndyGo employees. Since the beginning of the pandemic, Elli Lilly provided testing for IndyGo employees. That service has recently ended. However, IndyGo employees are eligible for free testing after being seen by a medical authority at the following locations:

- Indianapolis Motor Speedway: 4790 W 16th St. – Tuesday and Thursday from 11:00 AM – 7:00 PM
- Warren Central High School: 9500 E 16th St. – Monday, Wednesday, and Friday from 6:00 AM – 2:00 PM
- Marion County Public Health Department: 3838 N Rural St. – Monday – Friday from 9:00 AM – 4:00 PM

4. Health Coverage: IndyGo has gone above and beyond by making certain employees will have a full complement of health coverage for COVID-19 related illnesses. While the topic of COVID-19 health coverage continues to be fluid, IndyGo has made certain that its provider will cover all treatment costs associated with COVID-19, which includes all medical and pharmaceutical coverage if someone is diagnosed with the virus.

B. Recruitment and Retention Data

IndyGo’s hiring and retention data and shows that marked improvement in the recruitment and retention of employees, particularly Coach Operators, is necessary to fulfill IndyGo’s service expansion goals. Human Resources offers the following information concerning its hiring and retention of employees:

1. Total IndyGo Employees:	848
2. Total Union Employees:	656
3. Total Coach Operators:	494
4. Annual Coach Operator Turnover Rate:	29.89%
5. Total Non-Coach Operators Employees:	351
6. Annual Non-Coach Operator Turnover Rate:	13.21%
7. Annual IndyGo Employee Turnover Rate:	23.02%
8. Total Open Positions (Vacant, Not Budgeted)	57

C. Labor & Employee Relations

A. Labor Negotiations

On July 13, 2020, IndyGo and ATU started negotiations for a successor collective bargaining agreement. To date, four negotiations sessions have been held and both parties have put forth several non-economic proposals that have resulted in very collegial and productive discussions. In addition to the negotiations, ATU did file four grievances contesting denials of overtime and supervisors performing union covered work.

As we have previously reported, both IndyGo and ATU, Local 1070 share the fundamental goal and commitment to keep employees and passengers safe during this challenging and uncertain pandemic. Many of the proactive safety measures have been implemented through constructive collaboration with ATU. IndyGo and ATU continue to discuss how best to respond to the pandemic and how to provide additional protective measures for employees and passengers.

B. Pension Arbitration

IndyGo and ATU, Local 1070 are parties to a pension plan that has a funding mechanism subject to interest arbitration. Back in 2019, the parties were unable to negotiate a resolution to the dispute, resulting in the parties submitting the issue to an arbitrator. The arbitrator recently issued a draft decision that awarded the following:

1. IndyGo is to pay \$225,000 into the pension plan starting on July 1, 2020 and continuing until July 1, 2023.
2. Should the actuarial valuation of the pension plan fall below the funded ratio of 110%, active employees who do not contribute to the pension plan will have .5% diverted to the pension plan.
3. IndyGo must increase its contribution to 4.5% for active employees currently participating in the Pension Plan.
4. IndyGo must also increase its contribution 4.5% to active employee pension participants for those employees also in the 401A retirement plan.
5. Lastly, the pension plan must issue retroactive payments to retirees within 30 days, plus 2% interest (that is the benefit restoration the retirees were supposed to get but that never got paid).
6. Finally, the arbitrator rejected Union proposal to require IndyGo to guarantee 100% of the pension plan going forward.

IndyGo is currently reviewing the draft award and assessing its obligations and options.

D. Other News and Updates

1. **Electronic Processes:** Human Resources is currently developing a process to implement a fully electronic hiring process and to better track and administer its leave management. Through its own internal assessment and review, there are several processes that involve the exchange of paperwork. Human Resources seeks to change that by developing fully electronic systems to avoid unnecessary delays and errors while improving efficiency.
2. **Wellness Grant:** Human Resources recently applied for the Indiana Healthy Workplace wellness grant to assist with funding physical fitness equipment to use for a gym or outdoor exercise area. In furtherance of its wellness efforts, the grant will help IndyGo fund its health initiatives to support our employees in a healthy work/life balance, as our fitness program is intended to improve employee health well beyond the life of the funding.