



Board Report
January 26, 2023

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1. **Call to Order and Roll Call** (Presenters – Greg Hahn, Jill Russell)
2. **Awards and Commendation** (Presenter – Inez Evans)
3. **Committee Chairperson Reports** (Presenters – Richard Wilson, Adairius Gardner, Greg Hahn)
 1. Finance Committee – Richard Wilson
 2. Service Committee – Adairius Gardner
 3. Governance & Audit Committee – Greg Hahn
4. **Consent Agenda** (Presenter – Greg Hahn)
 1. A-1: Consideration and approval of minutes from Board meeting held on December 15, 2022
 2. A-2: Consideration and approval of October 2021 SEA (Presenter – Ryan Wilhite)
 3. A-4: Consideration and approval of Super Stops 2.0 construction engineering task order (Presenter – Matt Duffy)
 4. A-6: Consideration and approval of Risk Universe & Heat Map (Presenter – Brian Atkinson)
 5. A-7: Consideration and approval of RFP 22-08-456 Transit Security Services (Presenter – Mark Emmons)
 6. A-8: Consideration and approval of RFP 22-08-457 Distributed Antenna System (Presenter – Marcus Burnside)
 7. A-9: Consideration and approval of new Federal lobbying contract (Presenter – Cameron Radford)
5. **Regular Agenda** (Presenter – Greg Hahn)
 1. A-3: Consideration and approval of 2027 transit network service equity analysis (Presenter – Ryan Wilhite)
 2. A-5: Consideration and approval of Resolution 2023-01 selecting Construction Manager as Constructor (CMc) as the project delivery system for the East Campus Fleet Terminal Facility Project (Presenter – Jennifer Pyrz)
6. **Information Items** (Presenter – Greg Hahn)
 1. I-1: Receipt of the Finance Report for December 2022 (Presenter – Bart Brown)
 2. I-2: Insurance Renewals update
 3. I-3: Limited English Proficiency – Requirements, Policies, and Next Steps
 4. I-4: Governance & Audit workplan status
 5. I-5: Ethics Hotline summary report
 6. I-6: Department Reports
7. **Adjourn** (Presenter – Greg Hahn)
8. **Call to Order and Roll Call** (Presenters – Greg Hahn, Jill Russell)
9. **Regular Agenda** (Presenter – Greg Hahn)
 1. A-1: Consideration and approval of Board of Finance recommendation (Presenter – Bart Brown)
10. **Adjourn** (Presenter – Greg Hahn)

Executive session may occur immediately prior or after scheduled meetings.

[Per IC 5-14- 1.5.6.l(b) {21 (A) and (B) & IC 5-14-1.5.6.1 (b) (9)}

Our next Board Meeting will be Thursday, February 23, 2023; 5pm

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Awards & Commendation Recognition for December 2022

To: Chair and Board of Directors
From: President/CEO Inez P. Evans
Date: January 26, 2023

December 2022 Awards & Commendations

Employee	Position	Recognition
Harry Fox	Coach Operator – Fixed Route	20 Years of Safe Driving
Teka Rogers	Radio Control Dispatcher	December Operations Employee of the Month
Brooke Thomas	Senior Director of Strategic Planning	Promotion
Sam Dolce	Rebuild Mechanic	Retiring after 48 Years of Service
Chick Wilson	Coach Operator – Fixed Route	1,000,000 Miles of Safe Driving
Schlanda Maxwell	Quality Assurance Specialist	Customer Service Excellence Award
Ari Kasle	Digital Media Specialist	Creativity & Innovation Excellence Award
Jordan Patterson	Special Projects Manager	Julia Carson Community Service Excellence Award
Jonathan Jackson	Coach Operator – Fixed Route	Program, Initiative, or Event Excellence Award
Latosha Higgins	Director – Compliance & Civil Rights	Inez Evans Inclusive Excellence Award
Tyrone Rowan	General Laborer	IndyGo Legacy Award
Central Indiana Community Foundation	Community Partner	IndyGo Partnership Award
Edwin Magana	Transportation Supervisor – Support Services	Leadership in Operations Excellence Award
Amber Ross	Strategic Planner	Leadership in Administration Excellence Award
Rachel Moss	Director of Programs & Operations for IndyGo Foundation	Leadership in Administration Excellence Award
Ramon Perez	Mechanic – Body Repair	Maintenance Professional of the Year Excellence Award (Union)
James Moore	Manager – Vehicle Maintenance	Maintenance Professional of the Year Excellence Award (Non-Union)
Lisa Walker	Coach Operator – Fixed Route	Professional Coach Operator of the Year Excellence Award

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December 2022 Safe Drivers Recognition



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

<u>Operator</u>	<u>ID#</u>	<u>Years of Safe Driving</u>	<u>Years of Service</u>
Harry Fox	1981	20	24
Daron Washington	7291	15	25
Geneva Hartwell	2581	14	24
Adrian Lewis	8192	13	13
Beth Murray	8218	9	13
Dewayne Sims	8456	9	10
Michael Detienne	8356	8	11
Samuel McGhee	8482	7	9
Phillip Adkins	9164	4	4
James Gray	8829	4	6
Montell Johnson	9000	4	5
Maryah Moncel	9294	4	4
Lashanda Turner	8908	4	6
Pierre Burnaugh	9640	2	3
Deborah Carter	8953	2	5
Kelly Vinson	9473	1	3
Desmond White	9489	1	3

Safety is at the core of IndyGo's mission and values. We congratulate the above professional coach operators that have achieved this safety milestone. Your performance contributes to making public transportation in Indianapolis safer and a champion for safety.

Congratulations and Thank You!

Recognition to James (Chick) Wilson for 1,000,000 miles of Safe Driving



I.P.T.C. recognizes professional coach operators for their years of safe driving. Safe driving practices have been adopted from the National Safety Council (NSC) program. Today, we are extremely proud to honor professional coach operator, James (Chick) Wilson for his prestigious award for 1,000,000 miles of accident-free safe driving. He exemplifies pride in safety and service to our community.

The NCS 1,000,000-mile award is achieved from preventable accident-free miles driven or 30 years of safe driving. In perspective, one million miles is:

- About equal to driving around the world at its widest point - the equator - about 40 times.
- Driving for two years, 24 hours a day, seven days a week at 60 miles per hour.
- A driver who has spent nearly 62,400 hours behind the wheel.
- Driving the distance to the Moon and back twice.

<u>Operator</u>	<u>ID #</u>	<u>Years of Safe Driving</u>	<u>Years of Service</u>
James Wilson	6780	32	43



Congratulations and thank you, for your commitment to safety!



Finance Committee Chairperson Report – January 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Finance Committee Chairperson Richard Wilson
Date: January 26, 2023

ISSUE:

A report of IndyGo January 2023 Finance Committee Meeting will be presented at the board meeting.

RECOMMENDATION:

Receive the report.

Richard Wilson
Finance Committee Chairperson's Report
January 19, 2023

The Finance Committee met on January 19, 2023, at 8:30am. In attendance was Rick Wilson, Chairman of the Finance Committee, as well as Committee Member Mary Ann Fagan.

We reviewed and recommended Board approval for the following items on tonight's agenda: Consent Agenda Items A-1, A-4, A-7, A-8, & A-9.

An item from the committee meeting I would like to highlight is Action Item A-7, approval of RFP 22-08-456 Transit Security Services. Director of Life Safety & Security Mark Emmons presented this action item to the Finance Committee.

In 2012 the IPTC board approved the first security contract that allowed IPTC to deploy off-duty law enforcement officers (LEO) and armed security guards into transit services. Since then, the security services have expanded to include four buildings, Red Line Fare Inspection, and LEO services. This service is designed to assist the organization in maintaining and improving safety throughout the transit system, including bus stops, passenger shelters, on buses, and at IPTC-owned or controlled property.

The current contract with Nolan Security will expire on February 28, 2023. IPTC has decided not to exercise the last option year due to the number of changes that IPTC has gone through since this current contract started. IPTC has added four new buildings requiring security at two of them. Also, due to the changing market and increase in current wages in the security job market, IPTC felt it would be best to put the work out for bid.

After the evaluation committee reviewed the final submissions, it was found that Nolan Security, LLC was the best choice for this project. This contract would be for three years, with two one-year options for an amount not to exceed \$29,976,233.

Mr. Chairman, that concludes my report.

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Service Committee Chairperson Report – January 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Service Committee Chairperson Adairius Gardner
Date: January 26, 2023

ISSUE:

A report of IndyGo January 2023 Service Committee Meeting will be presented at the board meeting.

RECOMMENDATION:

Receive the report.

Adairius Gardner
Service Committee Chairperson's Report
January 19, 2023

The Service Committee met on January 19, 2023, at 10:0am. In attendance was Adairius Gardner, Chairman of the Service Committee, as well as Committee Members Lise Pace and Hydre Abdullah.

We reviewed and recommended Board approval for the following items on tonight's agenda: Consent Agenda Items A-1 & A-2 and Regular Agenda items A-3 & A-5.

An item from the committee meeting I would like to highlight is Action Item A-2, approval of October 2021 Service Equity Analysis. Manager of Special Projects and Regional Mobility Integration Ryan Wilhite presented this action item to the Service Committee.

The services being analyzed are the emergency service reductions that occurred in October 2021; these were intended to be temporary service reductions. The service changes were the result of operator shortages that were causing IPTC to perform poorly in the months prior. The service change resulted in significant modifications to nearly a third of IPTC routes, while the remainder were unaffected.

The change was intended to be temporary; to continue until IPTC could increase its total operator numbers. The changes, however, lasted beyond October 2022. The FTA allows a service provider to effect temporary service modifications (that trigger the major service change) without a service equity analysis as long as the modifications do not last longer than twelve months. With the twelve months elapsed, IPTC staff analyzed the changes to understand if there was a disparate impact and/or disproportionate burden.

The October 2021 emergency service changes resulted in a finding of no DI/DB. The service modification was intended to be temporary but lasted longer than twelve months, which required the service equity analysis. The emergency service cuts resulted in an overall loss of trips of 9 percent, largely affected by reducing peak trips for multiple routes.

Mr. Chairman, that concludes my report.

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Governance and Audit Committee Chairperson Report – January 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Governance and Audit Committee Chair Greg Hahn
Date: January 26, 2023

ISSUE:

A report of IndyGo January 2023 Governance & Audit Committee Meeting will be presented at the board meeting.

RECOMMENDATION:

Receive the report.

Greg Hahn
Governance and Audit Committee Chairperson's Report
January 19, 2023

The Governance and Audit Committee met on January 19, 2023, at 1:00PM. In attendance was, myself, Greg Hahn, Chairman of the Governance & Audit Committee, as well as Committee Members Adairius Gardner and Rick Wilson.

We reviewed and recommended Board approval for the following items on tonight's agenda: Consent Agenda Item A-6.

Action Item A-6, approval of Governance & Audit Risk Universe/Heat Map was presented by Director of Governance & Audit Brian Atkinson. During late 2022 the Governance & Audit team, with input from management and its subject matter advisors, compiled a heat map to identify and illustrate the agency's risk universe. Perspectives were sought on agency-wide risks, external risks, and threats to IPTC's mission and objectives.

A "heat map" is a way to capture the risks relevant to an entity (also referred to as the entity's "risk universe"), measured by a combination of how likely each risk is to occur, and how severe the impact would be should the risk occur. The heat map is intended to serve as a basis for design of the workplan going forward and has thus informed the workplan presented to the Committee separately. Additionally, going forward the heat map will be refreshed annually, with adjustments made to the ongoing workplan accordingly.

Eight reviews are recommended for 2023 that come from the Risk Universe Heat Map.

- Staffing, Hiring and Recruiting
- Decentralized Operations
- Ridership Experience
- Bus Rapid Transit Lines
- Flowbird/MyKey System
- Policies
- Transit Asset Management
- Retail Desk Transfer

Madam President, that concludes my report.

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December Board of Directors Minutes

IndyGo

Dec 15, 2022 at 5:00 PM EST

@ Virtual & 1501 W. Washington St - IndyGo HQ

ACTION ITEM A – 1

Attendance

Present:





Members: Hydre Abdullah, Cheryl Purefoy (remote), Bart Brown, Justin Burcope, Charlie Carlino, Brian Clem (remote), Matt Duffy, Mark Emmons (remote), Inez Evans, Mary Ann Fagan, Adairius Gardner, Lesley Gordon (remote), Greg Hahn, Jennifer Pyrz (remote), Mike Roth, Jill Russell, Aaron Vogel

Staff: Brian Atkinson (remote), Marcus Burnside (remote), Annette Darrow (remote), Donnisha Davis (remote), Greg Garrett (remote), Latosha Higgins (remote), Denise Jenkins-Agurs (remote), Emily Meaux (remote), Cameron Radford (remote)

Absent:

Members: Richard Wilson, Jr., Lise Pace

1. Call to Order and Roll Call (Presenters: Greg Hahn, Jill Russell)

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-  [A AGENDA for December 15, 2022 Board Meeting.docx](#)
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Chairman Greg Hahn called the meeting to order at 5:01pm. Chief Legal Officer Jill Russell called the roll. 4 members present in person. There was a quorum.

2. Awards and Commendation (Presenters: Inez Evans)





-  [A1 Awards & Commendation December.docx](#)
-  [A1 Board report Safe Drivers Nov 2022 .docx](#)

President/CEO Inez Evans gave an update on the Awards and Commendations for November 2022. Recognized were safe drivers for November 2022, one employee for 28 years of safe driving, the November Operations Employee of the month, one employee with 40 years of service, one employee retiring after 22 years of service, and one good Samaritan in the community.

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














Finance Committee - Richard Wilson

Service Committee - Adairius Gardner

-  [A Finance Committee Chair Report December.docx](#)
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-  [A Service Committee Chair Report December.docx](#)
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The reports were received and entered into the record.

4. Consent Agenda (Presenters: Greg Hahn)

1. A-1: Consideration and approval of minutes from Board meeting held on November 17, 2022
 [A-1 November Board of Directors Minutes.docx](#)
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2. A-2: Consideration and approval of amendment to the procurement of Purple Line BRT Bus Order (Presenters: Cheryl Purefoy)
 [A-2 Purple Line BYD Add Ons 11.28.22.docx](#)
3. A-4: Consideration and approval of RFP 22-06-451 occupational health, drug testing & physical therapy (Presenters: Brian Clem)
 [A-4 Occupational Health Drug testing & Physical Therapy Dec 2022.docx](#)
4. A-5: Consideration and approval of East Campus Operations Center & Fleet Terminal Master Plan & Design Consultant (Presenters: LaTeeka Washington)
 [A-5 East Campus Master Plan & Design.docx](#)
5. A-6: Consideration and approval of additional funding for IndyGo Red Line Hot Mix Asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) Maintenance Project (Presenters: Jennifer Pyrz)
 [A-6 Red Line Pvmnt Maint Additional Funding v2.docx](#)
6. A-8: Consideration and approval of utility reimbursement agreements for Super Stops 2.0 (Presenters: Matt Duffy)
 [A-8 Utility Reimbursement Agreements for Super Stops 2.0.docx](#)
7. A-9: Consideration and approval of Rural Street design services task order (Presenters: Matt Duffy)
 [A-9 Consideration and approval of Rural Street design services task order .docx](#)
8. A-10: Consideration and approval of Local Route TSP task order (Presenters: Matt Duffy)
 [A-10 Consideration and approval of Local Route TSP task order.docx](#)
9. A-11: Consideration and approval to enter into contract negotiations with Butler, Fairman, & Seufert, Inc. for construction engineering and inspection services (Presenters: Matt Duffy)
 [A-11 Contract negotiations with Butler, Fairman & Seufert, Inc. for CE.docx](#)
10. A-12: Consideration and approval of RFP 22-06-450 IPTC Visitor Management System (Presenters: Mark Emmons)
 [A-12 Visitor Management System.docx](#)
11. A-14: Consideration and approval of a new Mobility Advisory Committee (MAC) Committee Member (Presenters: Mike Roth)
 [A-14 MAC - New Member December 2022.docx](#)
12. A-16: Consideration and approval of new advertising contract (Presenters: Lesley Gordon)
 [A-16 Transit Advertising Action Item.docx](#)


Asked by Chairman Hahn if any Board Members would like to add or remove an item to the Consent Agenda, it was moved by Director Abdullah that A-3 Consideration and approval of Sole Source Contract with Avail Technologies, Inc. be added to the Consent Agenda and was 2nd by Vice Chairman Gardner. There was no objection.

Motion:

Approval of Consent Agenda

Motion moved by Mary Ann Fagan and motion seconded by Hydre Abdullah. Mary Ann Fagan - AYE; Hydre Abdullah - AYE; Adairius Gardner - AYE; Greg Hahn - AYE; Motion passed 4-0; Lise Pace and Rick Wilson absent

5. Regular Agenda (Presenters: Greg Hahn)

1. A-3: Consideration and approval of Sole Source Contract with Avail Technologies, Inc. (Presenters: Aaron Vogel)
 [A-3 AVAIL Enhancements AV rev. 11-29-22.docx](#)

This item was moved to the Consent Agenda and not heard by the full Board.

2. A-7: Consideration and approval of IFB 22-09-463 Construction Contract for Super Stops 2.0 (Presenters: Matt Duffy)

 [A-7 Super Stops 2.0 IFB.docx](#)

To speed up and enhance local service through the downtown area, and to secure operational efficiencies where multiple routes overlap, IPTC is proposing a series of Super Stops that will have many of the characteristics of bus rapid transit stations including near-level boarding, larger bus shelters, and longer platform areas that can serve two local buses at the same time. This project will construct six Super Stops near downtown, two each on Alabama Street, Ft. Wayne Avenue, and Vermont Street, and pavement resurfacing on Vermont Street between Indiana Avenue and Pennsylvania Street. Construction is anticipated to begin in Q1 2023 and complete in Q4 2023.

Motion:

Approval of IFB 22-09-463 Construction Contract for Super Stops 2.0

Motion moved by Mary Ann Fagan and motion seconded by Hydre Abdullah. Mary Ann Fagan - AYE; Hydre Abdullah - AYE; Adairius Gardner - AYE; Greg Hahn - AYE; Motion passed 4-0; Lise Pace and Rick Wilson absent

3. A-13: Consideration and approval of Resolution 2022-08 for free fares for Transit Equity Day (Presenters: Mike Roth)

 [A-13 Transit Equity Day Action Item.docx](#)

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 [A-13 Resolution Transit Equity Day \(003\).docx](#)

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Rosa Louise McCauley Parks (February 4, 1913 – October 24, 2005) was an American activist in the civil rights movement best known for her pivotal role in the Montgomery bus boycott. The United States Congress has honored her as "the first lady of civil rights" and "the mother of the freedom movement." Mrs. Parks was a seamstress in Montgomery, Alabama, when, in December of 1955, she refused to give up her seat on the bus to demand an end to segregation. This day of action also recognizes that everyone should have equal access to affordable public transportation.

IPTC has supported free fares on select holidays; Transit Equity Day would be the first in IPTC's history. Many transportation agencies across the country observe Transit Equity Day.

Motion:

Approval of Resolution 2022-08 for free fares for Transit Equity Day


Motion moved by Hydre Abdullah and motion seconded by Mary Ann Fagan. Mary Ann Fagan - AYE; Hydre Abdullah - AYE; Adairius Gardner - AYE; Greg Hahn - AYE; Motion passed 4-0; Lise Pace and Rick Wilson absent

4. A-15: Consideration and approval of Resolution 2022-09 – Transfer in appropriations and carry forward of outstanding encumbrances for FY2022 (Presenters: Bart Brown)

 [A-15 Transfer of Appropriations.docx](#)

 [A-15 Transfer of Appropriations Resolution 2022-09.docx](#)

 [A-15 Resolution 2022-09 PO Encumbrance Listing.pdf](#)

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With the opening of a new budget year and a new set of ledgers, it is advantageous to review the unpaid purchase orders and contracts which remain on the ledgers as “encumbered.” Whenever a valid appropriation has been lawfully encumbered by a contract or by the issuance of a purchase order, the appropriation to the extent of the encumbrance may be carried forward to the succeeding year and made available for payment of the obligation which encumbered it. Only so much of the appropriation as is lawfully encumbered may be carried forward.

State guidelines allow the Board to authorize carry forward of outstanding purchase orders at year-end. These outstanding purchase orders were not paid prior to December 31, 2022. Therefore, it is prudent and sound financial practice to carry them forward into the next fiscal year (2023), pending available cash balances at the close of the fiscal year 2022. The appropriations to cover these purchase orders, once expensed, will come from the 2022 budget.

Under the same guidelines, budget adjustments to the operating and capital budgets will be necessary to make sure that major expense categories are in alignment within IPTC’s overall budget. This action does not change the 2022 total appropriation authority for the already approved and adopted budget.

Motion:

Approval of Resolution 2022-09 - Transfer in appropriations and carry forward of outstanding encumbrances for FY2022

Motion moved by Adairius Gardner and motion seconded by Mary Ann Fagan. Mary Ann Fagan - AYE; Hydre Abdullah - AYE; Adairius Gardner - AYE; Greg Hahn - AYE; Motion passed 4-0; Lise Pace and Rick Wilson absent

6. Information Items (Presenters: Greg Hahn)


1. I-1: Mobility Advisory Committee (MAC) update (Presenters: Eddie Rickenbach)

 [I-1 MAC Meeting 11.16.22.pdf](#)

 [I-1 MAC Month End Numbers - September and October 2022.pdf](#)

The Board received a Mobility Advisory Committee (MAC) update.

2. I-2: Receipt of the Finance Report for November 2022 (Presenters: Bart Brown)

 [I-2 November 2022 Financials Summary.pdf](#)

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 [Capital Project Spending November 2022 - Final.pdf](#)

The Board heard a financial update for November 2022 from Chief Financial Officer Bart Brown.


3. I-3: CEO Report (Presenters: Inez Evans)

 [I-3 CEO Report.docx](#)


The Board heard an update from President/CEO Inez Evans.

4. I-4: Department Reports

 [I-4a Board Report- Risk and Safety-December 2022.docx](#)


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 [I-4b PLANNING AND CAPITAL PROJECTS REPORT for December2022.docx](#)

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 [I-4c FINAL BOARD REPORT DECEMBER.pdf](#)

 [I-4d NOV OPERATIONS DIV BOARD REPORT -12.2022.docx](#)

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-  [I-4e Dec 2022. Board Report.docx](#)
-  [I-4f Supplier Diversity - November2022.docx](#)
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The Board received Department Reports for Risk & Safety, Capital Projects, Public Affairs, Operations, Department of People and Teammate Experience, and Supplier Diversity.

7. Adjourn (Presenters: Greg Hahn)

On order of Chairman Greg Hahn and there being no objection, the meeting was adjourned at 5:31pm.

Jill D. Russell
Chief Legal Officer

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BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Manager of Special Projects and Regional Mobility Integration Ryan Wilhite
SUBJECT: Consideration and approval of October 2021 Service Changes Service Equity Analysis

ACTION ITEM A – 2

RECOMMENDATION:

In accordance with FTA Requirements and IPTC board-adopted Title VI policies, IPTC staff is recommending approval of the analysis and its findings.

BACKGROUND:

The services being analyzed are the emergency service reductions that occurred in October 2021; these were intended to be temporary service reductions. The service changes were the result of operator shortages that were causing IPTC to perform poorly in the months prior. The service change resulted in significant modifications to nearly a third of IPTC routes, while the remainder were unaffected.

The change was intended to be temporary; to continue until IPTC could increase its total operator numbers. The changes, however, lasted beyond October 2022. The FTA allows a service provider to effect temporary service modifications (that trigger the major service change) without a service equity analysis as long as the modifications do not last longer than twelve months. With the twelve months elapsed, IPTC staff analyzed the changes to understand if there was a disparate impact and/or disproportionate burden.

A service equity analysis is required when service changes trigger IPTC's Major Service Change policy; these system-wide service changes meet or exceed thresholds established by the Major Service Change policy. Equity analyses are intended to evaluate the impacts of significant policy changes upon minority and low-income populations relative to non-minority and non-low-income populations pursuant to Title VI of the 1964 Civil Rights Act and federal guidance. Any changes that do not provide similar benefits to minority or low-income populations, as defined by IPTC's established Title VI policy, are considered a disparate impact (DI) or disproportionate burden (DB), respectively.

DISCUSSION:

The October 2021 changes include minor, moderate, and significant changes. No routes were eliminated or added but some routes experienced a right-sizing of their frequency. These changes are a direct result of operator shortages which negatively affected on-time performance. The major service change was considered at the time temporary but lasted longer than twelve months.

The October 2021 emergency service changes resulted in a finding of no DI/DB. The service modification was intended to be temporary but lasted longer than twelve months, which required the service equity analysis. The emergency service cuts resulted in an overall loss of trips of 9 percent, largely affected by reducing peak trips for multiple routes.

ALTERNATIVES:

After reviewing, the Board of Directors could choose to not approve. The service changes, however, cannot take effect until this analysis has been reviewed and approved by the IPTC Board of Directors.

FISCAL IMPACT:

The current findings of the October 2021 Service Equity Analysis (SEA) require no additional IPTC financial resources beyond those already committed to the system-wide service changes.

DBE/XBE DECLARATION:

Not applicable.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee on January 19, 2023 and will be placed on the Consent Agenda.

October 2021 Service Changes

Approved by IndyGo Board of Directors on XXX

January 2022

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EXECUTIVE SUMMARY

The services being analyzed are the emergency service reductions that occurred in October 2021; these were intended to be temporary service reductions. The service changes were the result of operator shortages that were causing IndyGo to perform poorly in the months prior. The service change resulted in significant modifications to nearly a third of IndyGo routes, while the remainder were unaffected.

The change were intended to be temporary; to continue until IndyGo could increase its total operator numbers. The changes, however, lasted beyond October 2022. The FTA allows a service provider to effect temporary service modifications (that trigger the major service change) without a service equity analysis as long as the modifications do not last longer than twelve months. With the twelve months elapsed, IndyGo staff analyzed the changes to understand if there was a disparate impact and/or disproportionate burden.

A service equity analysis is required when service changes trigger IndyGo's Major Service Change policy; these October 2021 emergency changes meet or exceed thresholds established by the Major Service Change policy. Equity analyses are intended to evaluate the impacts of significant policy changes upon minority and low-income populations relative to non-minority and non-low-income populations pursuant to Title VI of the 1964 Civil Rights Act and federal guidance. Any changes that do not provide similar benefits to minority or low-income populations, as defined by IndyGo's established Title VI policy,¹ are considered a disparate impact (DI) or disproportionate burden (DB), respectively.²

The October 2021 changes include minor, moderate, and significant changes. No routes were eliminated or added but some routes experienced a right-sizing of their frequency. These changes are a direct result of operator shortages which negatively affected on-time performance. The major service change was considered at the time temporary but lasted longer than twelve months.

The October 2021 emergency service changes resulted in a finding of no DI/DB. The service modification was intended to be temporary but lasted longer than twelve months, which required the service equity analysis. The emergency service cuts resulted in an overall loss of trips of 9 percent, largely affected by reducing peak trips for multiple routes. A summary of the service equity analysis is presented in Table I-1. A map of the block-level weekly trip changes between June 2021 and October 2021 is also presented in **Error! Reference source not found..**

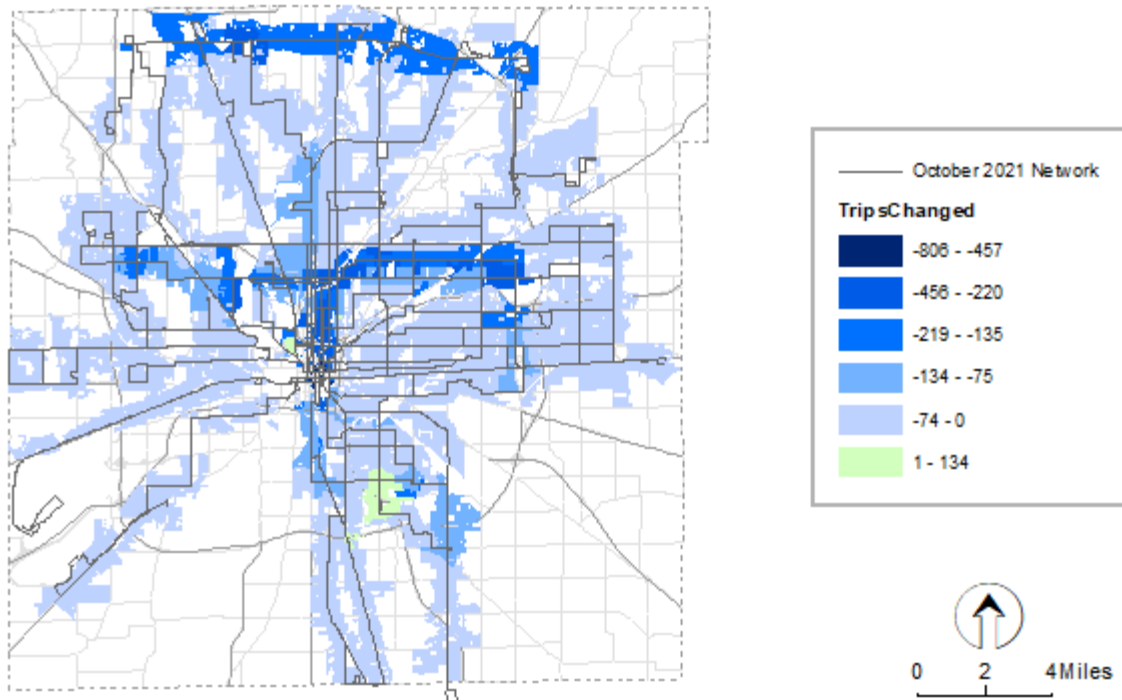
¹ Available from <https://www.indygo.net/about-indygo/title-vi/>

² A finding of a potential disparate impact and/or disproportionate burden requires transit agencies to modify the original proposal and re-analyze. If the modification does not resolve the DI/DB, then alternatives must be presented to the public for comment. The original proposal (or modification) can only be implemented if there is a substantial legitimate justification made and none of the proposed alternatives would have a less disparate impact, assuming all proposed alternatives can accomplish the program's goals.

Table I-1 Summary of Service Equity Analysis

Title VI Metric	Disparate Impact	Disproportionate Burden
Total Transit Vehicle Trips to Blocks	Within	Within
Average Transit Vehicle Trips to Blocks	Within	Within
Transit Vehicle Trips Weighted by Population	Within	Within

Figure I-1 Map of Weekly Trips Changed for October 2021 Service Equity Analysis





SECTION I. INTRODUCTION

The services being analyzed are the emergency service reductions that occurred in October 2021; these were intended to be temporary service reductions. The service changes were the result of operator shortages that were causing IndyGo to perform poorly in the months prior. The service change resulted in significant modifications to nearly a third of IndyGo routes, while the remainder were unaffected.

The change were intended to be temporary; to continue until IndyGo could increase its total operator numbers. The changes, however, lasted beyond October 2022. The FTA allows a service provider to effect temporary service modifications (that trigger the major service change) without a service equity analysis as long as the modifications do not last longer than twelve months. With the twelve months elapsed, IndyGo staff analyzed the changes to understand if there was a disparate impact and/or disproportionate burden.

Title VI Background

Title VI of the Civil Rights Act of 1964, Section 601, states: “No persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

In October 2012, the Federal Transit Administration issued Circular 4702.1B, providing guidance and instructions on compliance with Title VI regulations.³ Combined with Executive Order 12898, which requires agencies to develop and implement an integrated approach to achieving Environmental Justice for minority and low-income populations, the Circular outlined requirements for transit operators to evaluate service and fare changes to determine potentially discriminatory impacts. Facially neutral policies or practices that result in disproportionate effects or disparate impacts violate the US DOT's Title VI regulations, unless the recipient can show the policies or practices are substantially justified and there is no less-discriminatory alternative.

Per C4702.1B, all transit operators with 50 or more fixed route vehicles in peak service must develop written procedures to conduct an Equity Analysis through which they evaluate, prior to implementation, any and all service changes that exceed the transit provider's major service change threshold, and to determine whether those changes would have a discriminatory impact based on race, color, or national origin.

Low-income individuals are not specifically a protected class under Title VI; however, the FTA recognizes an "inherent overlap of environmental justice principles" with a Title VI analysis, and also stresses the importance of evaluating the impacts of service changes on those who are transit-dependent, including low-income populations.⁴ Consequently, FTA requires transit providers to also evaluate proposed service and fare changes to determine whether low-income populations will bear a "Disproportionate Burden" of those changes. Under this requirement, transit providers must also establish the threshold for determining when a change may cause a "Disproportionate Burden" as a result of a major service change.

Any change that exceeds the major service change definition of a transit provider requires a service equity analysis. IndyGo's major service change policy triggers an examination if any route has a change of 25 percent of its route miles, a change impacting 25 percent of its passengers, or the route is new.⁵ The system-wide major service changes include the addition of new routes, although these routes do not cover service area not previously served by IndyGo's fixed-route.

IndyGo's Title VI Policy

IndyGo's Title VI program and policies work to meet both federal and local expectations to ensure that service (and any service changes) are provided to riders in a non-discriminatory manner. IndyGo's Title VI policy, first adopted in 2013, states how IndyGo assesses disparate impact and disproportionate burden that could potentially result from a major service change. The policies currently in effect are defined in IndyGo Board Resolution 2013-03:

Disparate Impact: A determination of disparate impact shall be made if the effects of a major service change borne by the minority population, both adverse and beneficial, are not within 20 percent of the effects borne by the non-minority population.

³ FTA Circular C4702.1B, Chapter IV-15-18.

⁴ FTA Circular C4702.1B, Chapter IV-16-17.

⁵ See [IndyGo's 2020 Title VI Program Update](#).

Disproportionate Burden: A determination of disproportionate burden shall be made if the effects of a major service change borne by the low-income population, both adverse and beneficial, are not within 20 percent of the effects borne by the non-low-income population.

In practice, this means that for a change that creates a benefit/burden of ten times (10x) for the non-minority or non-low-income population, the benefit/burden for minority or low-income populations must be between eight and twelve times (8x to 12x). Any benefit or burden for the minority or low-income populations in excess of that range may be categorized as a disparate impact or disproportionate burden.

Any change that exceeds the major service change definition of a transit provider requires a service equity analysis. IndyGo's major service change policy triggers an examination if any route has a change of 25 percent of its route miles, a change impacting 25 percent of its passengers, or the route is new.⁶

In the event that a potential disparate impact and/or disproportionate burden is found, IndyGo staff would attempt to modify the original proposal and re-analyze the network. If the modified proposal continued to demonstrate a potential disparate impact and/or disproportionate burden, IndyGo staff would propose alternatives, analyze those alternatives compared to the original / modified proposal, and conduct public involvement regarding the alternatives. If none of the alternatives would have less a disparate impact and/or disproportionate burden and IndyGo has made a substantial legitimate justification, the original / modified proposal could be enacted.

Clarification of IndyGo Title VI Policy

There are two distinctive points of clarification concerning the IndyGo Title VI policies. First, the IndyGo DI/DB policies consider an excessive beneficial effect to a minority or low-income population to be considered a finding of DI/DB. However, the intent of Title VI is to prohibit federal recipients from adversely impacting minority populations. Therefore, if an analysis were to find an overly-beneficial effect for minority and/or low-income populations, IndyGo staff would consider the analysis as not resulting in finding of DI and/or DB. IndyGo will acknowledge where beneficial effects occur but will not consider them a finding of DI and/or DB.

IndyGo's Major Service Change policy does not specify whether system-wide service changes should be reviewed in totality or at the individual route level. For network-wide service changes, such as a major redesign or a review of a comprehensive operational analysis, cumulative changes associated with the proposed network will be reviewed.

October 2021 Service Changes

The October 2021 changes include minor, moderate, and significant changes. No routes were eliminated or added but some routes experienced a right-sizing of their frequency. These changes are a direct result of operator shortages which negatively affected on-time performance. The major service change was considered at the time temporary but lasted longer than twelve months.

⁶ See [IndyGo's 2020 Title VI Program Update](#).

Due to the significant number of individual route changes, the complete list of routes and the weekly trips changes is included as SECTION II. APPENDIX B.

- Routes 2 and 86 will transition from a 30-minute frequency to an one-hour frequency, Monday thru Saturday.
- Routes 12 and 13 will transition from a one-hour to two-hour frequency Monday thru Friday.
- All other routes listed above will maintain their current frequency throughout the day with no high frequency service during rush hour windows between 6-9 am and 3-6 pm. This includes Routes 4, 14, 15, 16, 18, 21, 24, 25, 28, 30, 31.

Major Service Change Determination

A service equity analysis is required if a Major Service Change is proposed. IndyGo defines a Major Service Change as:

1. Any route has a change of 25% of its route miles;
2. Any route change affects 25% of its passengers; or
3. The addition of a route.

Major Service Change reasons two and three do not apply for October 2020 service changes based on the project outline. None of the changes will result in the removal of service from an area or the addition of a new route. The final reason to analyze is whether the changes modify 25% or more of a route's miles.

In reviewing the changes to the existing routes, IndyGo staff determined that enough routes were significantly affected, including a few that exceeded the Major Service Change, that a service equity analysis would be completed.



SECTION II. SERVICE EQUITY ANALYSIS

The Federal Transit Administration (FTA) provides guidance for conducting a service equity analysis in Federal Circular 4702.1B. The guidance describes subjects of analysis and procedures to be used if proposed service changes result in disparate impacts or disproportionate burdens to Title VI protected populations. At a minimum, the FTA requires transit agencies to define the geography of analysis, datasets used for the analysis, and evaluate whether there is an adverse effect for minority and/or low-income populations compared to the service levels received by non-minority or non-low-income populations.

Definitions

The following definitions will apply to the service equity analysis:

Average Transit Vehicle Trips per Block: This measure is based on Transit Vehicle Trips to Census Blocks, but the number of weekly transit trips is averaged over the number of blocks past which the trips were made. This reduces a distortion in the analysis that suggests more service is being provided to people of interest when in fact service may simply be passing more census blocks.

Disparate Impact: A determination of disparate impact shall be made if the effects of a major service change borne by the minority population, both adverse or beneficial, are not within 20 percent of the

effects borne by the non-minority population. This policy was established in IndyGo Board Resolution 2013-03. *For the purposes of this analyses, any beneficial DI finding beneficial to minority populations is not considered a DI.*

Disproportionate Burden: A determination of disproportionate burden shall be made if the effects of a major service change borne by the low-income population, both adverse or beneficial, are not within 20 percent of the effects borne by the non-low-income population. This policy was established in IndyGo Board Resolution 2013-03. *For the purposes of this analyses, any beneficial DI finding beneficial to low-income populations is not considered a DI.*

High Minority or High Poverty Census Block Groups: These census block groups are those in which the percentage of minority residents or residents in poverty is greater than the percent of Marion County residents who are minority or in poverty. Census blocks fall within census block groups.

High Minority or High Poverty Census Blocks: These census blocks are those which fall within an identified High Minority or High Poverty Census Block Group. US Census American Community Survey data are not available at the block level. To calculate the number of individuals in each block, the proportion of the population from the 2010 Decennial Census for each block will be calculated and then multiplied by the total block group population estimated in the 2014-2018 ACS. Only total population will be calculated for each census block for the purposes of determining access.

Low-Income: Low-income individuals are individuals within a household below the Department of Health and Human Services (DHHS) poverty guidelines; the definition is consistent with the FTA definition. This definition is consistent with the definition applied in the Service Monitoring Report completed for IndyGo's 2020 Title VI Program update. Because Department of Transportation (DOT) and FTA regulations and guidance refer to "low-income" individuals, that language is used here. However, data used are collected to determine poverty levels, which is why both terms may be used interchangeably when IndyGo staff recognizes that the terms "low-income" and "poverty" can refer to different definitions and categorizations of the economic condition of populations within the U.S. *Note: Spatial data uses the US Census Bureau's definition of poverty, which is more inclusive than the DHHS poverty guidelines.*

Minority: Minorities are defined as those individuals who identify themselves as non-white and/or Hispanic. This definition is consistent with definition applied in the Service Monitoring Report completed for IndyGo's 2020 Title VI Program update.

Service Area: IndyGo's service area is defined as the entirety of Marion County, including excluded cities. This definition is consistent with the service area defined in IndyGo's 2020 Title VI Program update.

Service Buffer: The service buffer established for this analysis was ½ mile wide for local routes (1/4 mile buffer) and 1 mile wide for bus rapid transit lines (½ mile buffer). The buffer was defined by individual transit stops. Specifically, buffers were created around each stop from the GTFS (General Transit Feed Specification) files for the respective service networks. The assumption that anyone in a census block that is touched by the buffer can access transit is obviously not true, nor is it the case that anyone in a census block outside that buffer *cannot* access transit, but these standards are applied for analytical consistency.

Total Transit Vehicle Trips to Blocks: This is the number of transit vehicle trips that occur within one week that pass within the service buffer of any part of the census blocks in question.

Existing 2021 and Proposed 2021 trips to census blocks were estimated using GTFS data exported from HASTUS scheduling software by IndyGo. For each route, weekday trips were multiplied by 5 and Saturday and/or Sunday services were added to obtain a weekly total. Those trips were then multiplied by the number of designated blocks they passed.

For example, if 100 trips pass by 10 blocks, this equals 1,000 Transit Vehicle Trips to Blocks. This accounts for all trips that may be realized for all blocks served and represents how much transit service is provided to how many census blocks.

Transit Vehicle Trips x Population: This measure estimates the usefulness of the service. It further reduces the distortion of Total Transit Vehicle Trips to Blocks (TTVTB), which can suggest that more service is being provided to populations within Title VI areas, when service is just passing more blocks but with potentially fewer people in them. In this measure, weekly transit trips on a route are weighted by the calculated total population within each census block.

For example, if 100 trips pass by a block that has 10 people living in it, that would equal 1,000 trips x population; if the next census block it passes has 50 people living in it, that would equal 5,000 trips x population, representing more access to service by more people.

This measure considers that census blocks are not home to equal numbers of people and estimates the level of service access provided to *people* rather than to geographic zones.

Project Outline

The October 2021 changes include minor, moderate, and significant changes. No routes were eliminated or added but some routes experienced a right-sizing of their frequency. These changes are a direct result of operator shortages which negatively affected on-time performance. The major service change was considered at the time temporary but lasted longer than twelve months.

Table II-1. Change Classification for Routes.

Change Classification	General Description	Example Routes in Existing Network
No Change	No change to the route segments.	
Minor	Small deviations to a few segments.	
Moderate	An added/removed extension or other deviations; small change to span / frequency.	
Significant	Addition/deletion of an entire route, creation of multiple branches, or complete revision of a route; significant change to span/frequency.	

Due to the significant number of individual route changes, the complete list of routes and the weekly trips changes is included as APPENDIX B.

- Routes 2 and 86 will transition from a 30-minute frequency to an one-hour frequency, Monday thru Saturday.
- Routes 12 and 13 will transition from a one-hour to two-hour frequency Monday thru Friday.
- All other routes listed above will maintain their current frequency throughout the day with no high frequency service during rush hour windows between 6-9 am and 3-6 pm. This includes Routes 4, 14, 15, 16, 18, 21, 24, 25, 28, 30, 31.

Table II-2. Summary of Route Changes.

Route	Route Name	Change Classification	Route	Route Name	Change Classification
2	East 34 th Street	Significant	18	South Emerson	Minor
4	Fort Harrison	Minor	21	Mars Hill	Minor
12		Significant	24	West 16 th Street	Minor
13		Significant	25		Minor
14		Minor	28	St. Vincent	Minor
15		Minor	30	30 th Street	Minor
16		Minor	31	U.S. 31	Minor
86	86 th Street	Significant			

Datasets Used

Population, Minority, and Low-Income Data

The US Census American Community Survey (ACS) surveys a sample of the population, gathering valuable information on characteristics including income and race. The ACS is provided in 1-year and 5-year ranges. The 5-year datasets are averages of the intervening years and are the most comprehensive and precise datasets with all the information needed for this examination. The SEA uses the ACS 2015-2019 5-year estimates. Although a newer dataset is available, the data integrity challenges of the 2016-2020 5-year estimates warranted using the previous dataset. In future SEAs, IndyGo will likely note the challenges noted by the Census Bureau about the 2020 data collection. Census geographies are those developed as a result of the 2010 census.

- ACS Summarized Data 2015-2019 5-year file by block group
 - Table B03002 – Hispanic or Latino Origin by Race
 - Table B17021 – Poverty Status of Individuals in the Past 12 Months by Living Arrangement
- Decennial Census 2010, SF 100% by block and block group
 - Table P1 – Total Population

Transit Service Data

IndyGo designs its routes in HASTUS, a transit scheduling software. The data used for transit trips was provided from a HASTUS export, in the form of a General Transit Feed Service (GTFS) file. The GTFS file was then visualized using a toolbox for ArcMap, a geographic information systems software. The two networks were:

- Existing Transit Network: 2021 Network (June)
 - Service provided from June 27, 2021 – October 9, 2021
- Proposed Transit Network :2021 Network (October)
 - Service proposed to begin on October 10, 2021

Transit Service – Route Segment Eliminations or Additions

The service modification for October 2021 did not include significant segment eliminations or additions. Therefore, no visualizations are provided.

Geography of Analysis

The ACS 5-year dataset can be explored at different geographies, including block groups. Data from the ACS are not available at the smallest Census geography, the census block. Based on the availability of data, census block groups were used as the geography of analysis for determining High Minority and High Low-Income designations for blocks, while census blocks were used to determine the population with access.

Determining High Minority and High Poverty Blocks

The use of census block groups for transit access, in combination with using the population of an entire block group, can result in disingenuous access data. Specifically, using census block groups could count a person as having access who may be a mile away from the transit route due to the size of the census geography. To address this potential issue, IndyGo staff used census block data to identify populations who have access but used census block group data to determine and assign the High Minority or High Poverty designation. If a census block fell within a High Minority or High Poverty census block group, it was presumed that each census block within that census block group shared that designation. See Table II-3 for an example of this process.

Table II-3. Example of Attributing Census Block Group Designation for High Minority to Census Blocks

	2019 Minority Population as a Percent of Block Group	Percent of Minority Population in Marion County	Does the BG % Exceed Marion County %?	Block Assignment
Block Group 1	46%	44%	Yes	
Block 1A				High Minority
Block 1B				High Minority
Block 1C				High Minority
Block 1D				High Minority
Block Group2	35%	44%	No	
Block 2A				Non-Minority
Block 2B				Non-Minority
Block 2C				Non-Minority
Block 2D				Non-Minority

Calculating Population Data for Census Blocks

ACS data is not available at the block level; therefore, the population of each block from the 2010 Decennial Census altered proportionate to the population change the block had experience given the 2015-2019 ACS population data. See Table II-4 for an example of this process.

Table II-4. Example of Calculation Population for Blocks Using 2010 Population Proportions and 2015-2019 ACS Population.

	2010 Population	% of 2010 Population	2019 Estimate	2019 Calculated Population
Block Group 1	1,000		1,800	
Block 1A	300	30%		540
Block 1B	200	20%		360
Block 1C	400	40%		720
Block 1D	100	10%		180

Determining Access

Access to transit and transit amenities can be estimated by measuring the estimated distance a rider could walk to a stop. In previous Title VI analyses, IndyGo used ½ mile for all routes, regardless of route service levels. For this analysis and analyses moving forward, IndyGo will use ¼ mile for stops for non-rapid transit service and ½ mile for stations for rapid transit service.

Determining Accessible Population

Population data are attributed geographically to census block groups evenly, which are represented by polygons in the spatial software. For the purposes of this analysis, census block groups were deemed too large to appropriately capture the accessibility of a transit line. Instead, census blocks, and the total calculated population within, are used as geographies for accessible population. Any population within a census block within the buffer, regardless of the percentage of the census block within the buffer, are used as population with access to transit.

Service Equity Analysis Methodology

IndyGo used a Geographic Information System (GIS)-based approach to compare the distribution of impacts and benefits to all residents and to individuals residing in high minority and high poverty areas.

The analysis involved the following steps:

1. Determine which blocks were habitable.
2. Determine High Minority and/or High Low-Income block groups.
3. Develop map with current and proposed service routes, stops, and numbers of trips.
4. Determine which blocks were within access of a stop.
5. Allocate current and proposed transit trips to habitable census blocks based on whether any part of each census block falls within the stop-based service buffer.

6. Using Excel, determine the difference between the two scenarios for each census block and for the system in terms of: Total Transit Vehicle Trips to Blocks, Average Transit Vehicle Trips per Block, and Transit Vehicles Trips x Population. Join those data to the original block shapefiles containing census data.
7. Using a separate table, compare percent of change experienced by each group to the thresholds established in IndyGo's Title VI Policy to determine if the proposed changes could result in discriminatory impacts.

The basis of this analysis, common to all three service-access measures used, is the number of weekly trips made by each route. Changes to transit frequency or span are captured in this way; in fact, even the addition or subtraction of one single vehicle trip on a route is captured by this method.

Total Transit Trips for Analysis

For the purposes of this analysis, weekly trips are used to compare the differences in provided service from the existing to the proposed network (see Table II-5.) As this analysis used information calculated by a consulting firm (Nelson Nygaard) as a result of a data quality discrepancy found in the initial export of the 2106 GTFS, the change between the existing and proposed is not entirely accurate; some of the routes experience a minimal trip decrease. This issue should not significantly affect the analysis.

Table II-5 Total Weekly Transit Trips by Network

2106 Weekly Trips	2110 Weekly Trips	Change in Trips	Percent Change
12,146	11,066	1,080	-9%

Total Transit Vehicle Trips to Blocks

Staff analyzed whether the change in Total Transit Vehicle Trips to Blocks for minority and poverty populations would be within 20 percent of the change for non-minority and non-poverty populations. The formula can be expressed as:

% Change in Transit Vehicle Trips to Blocks for a population of interest, if n is the number of blocks in the service area =

$$\frac{\text{Total Proposed 2021 Transit Vehicle Trips to Blocks} - \text{Total Existing 2021 Transit Vehicle Trips to Blocks}}{\text{Total Existing 2021 Transit Vehicle Trips to Blocks}} =$$

$$\frac{\sum_{i=1}^n (\text{Proposed 2021 Transit Vehicle Trips to Block } i) - \sum_{i=1}^n (\text{Existing 2021 Transit Vehicle Trips to Block } i)}{\sum_{i=1}^n (\text{Existing 2021 Transit Vehicle Trips to Block } i)}$$

Average Transit Vehicle Trips per Block

The Average Trips per Blocks analysis reduces the positive effect of hypothetically drawing a route to simply touch more census blocks of unspecified population (and thus gaming the results). The formula can be expressed as:

% Change in Average Transit Vehicle Trips per Block for a population of interest =

$$\frac{(\text{Proposed 2021 Avg. Transit Vehicle Trips per Block} - \text{Existing 2021 Avg. Transit Vehicle Trips per Block})}{\text{Existing 2021 Avg. Transit Vehicle Trips per Block}} =$$

$$\left(\frac{\text{Total Proposed 2021 Transit Vehicle Trips to Blocks}}{\text{Served Blocks in Proposed 2021 Network for pop. of interest}} - \frac{\text{Total Existing 2021 Transit Vehicle Trips to Blocks}}{\text{Served Blocks in Existing 2021 Network for pop. of interest}} \right) \frac{\text{Existing 2021 Transit Vehicle Trips to Blocks}}{\text{Served Blocks in Existing 2021 Network for pop. of interest}}$$

Transit Vehicle Trips Weighted by Population

In this measure, weekly transit trips on a route are weighted by the estimated population of interest within each census block that is passed. If population were equal across all census blocks, this additional method would mirror other analyses. Because total population and demographics can vary widely among census blocks, this is the only measure that captures how many people can access transit service today relative to the Proposed 2020 changes.

This formula can be expressed as:

% Change in Weighted Transit Vehicle Trips for a population of interest =

$$\frac{\text{Total Proposed 2021 Weighted Transit Vehicle Trips} - \text{Total Existing 2021 Weighted Transit Vehicle Trips}}{\text{Total Existing 2021 Weighted Transit Vehicle Trips}}$$

$$\frac{\sum_{i=1}^n [(\text{residents of Block } i)(\text{Proposed 2021 Transit Vehicle Trips to Block } i - \text{Existing 2021 Transit Vehicle Trips to Block } i)]}{\sum_{i=1}^n [(\text{residents of Block } i)(\text{Existing 2021 Transit Vehicle Trips to Block } i)]}$$

Service Equity Analysis Results

IndyGo staff performed the analysis as described in the methodologies above. The results are summarized per metric with additional, supporting tables. A map of the change in weekly trips to blocks is provided with Figure II-4.

Minority and Poverty Populations

Title VI regulations require that IndyGo examine its service by comparing minority and non-minority populations. For this analysis, areas were classified as a Minority area if the census block group possessed a percentage of minority population that was greater than the service area as a whole (44.75%). The same approach was used to identify areas in poverty (17.79%). See Table II-6 for additional details.

Table II-6. Number and Percent of Minority and Populations in Poverty in Marion County

	Total Number	Service Area %
Minority Population	426,003	44.75%
Population in Poverty⁷	165,969	17.79%
Total Population	951,869	100%

⁷ The percent of low-income population is based off the estimate for total population with income data (932,652).

The following maps were developed to visualize the minority and poverty population densities within Marion County. Additional demographic maps can be found in 0The Proposed 2021 network and the High Minority and High Poverty census blocks are mapped in Figure II-3. High Minority and High Poverty Blocks.

Figure II-1. Minority Density and Proposed 2021 Network

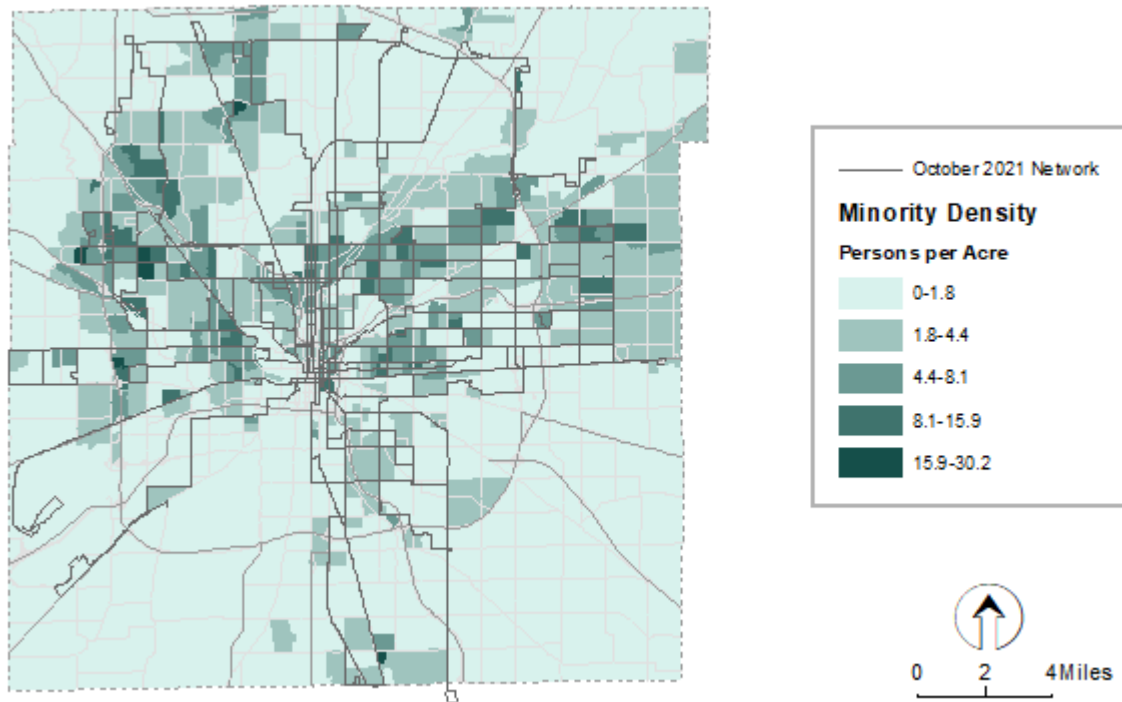


Figure II-2. Poverty Density and Proposed 2021 Network

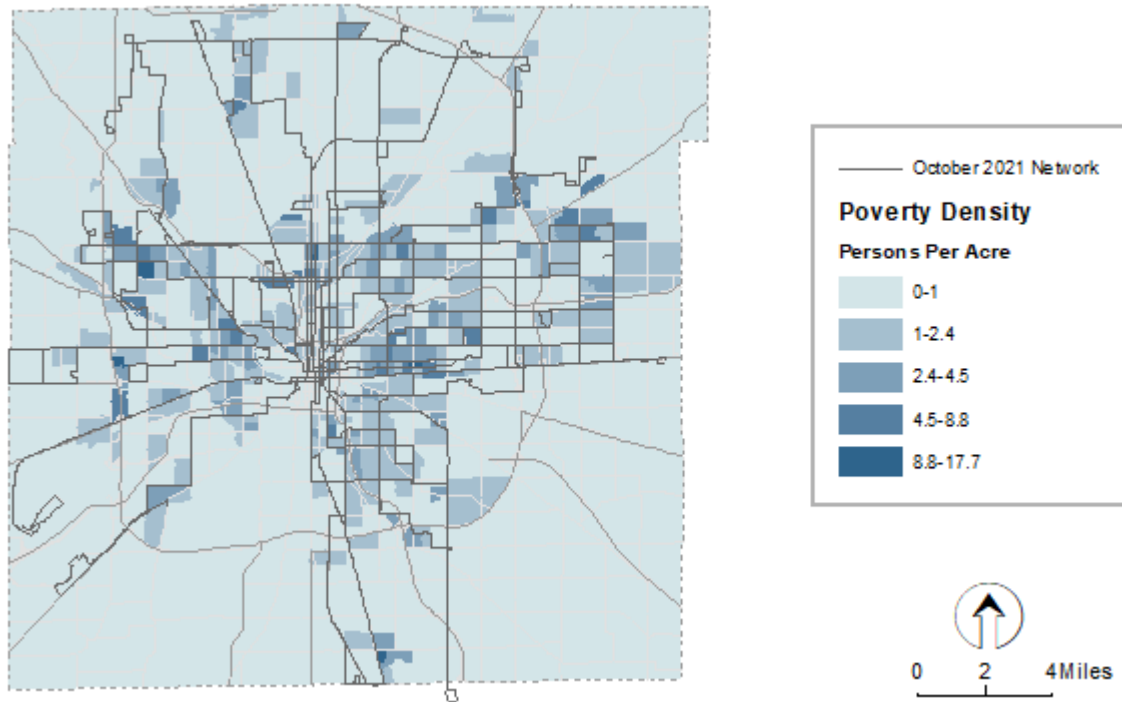


Figure II-3. High Minority and High Poverty Blocks

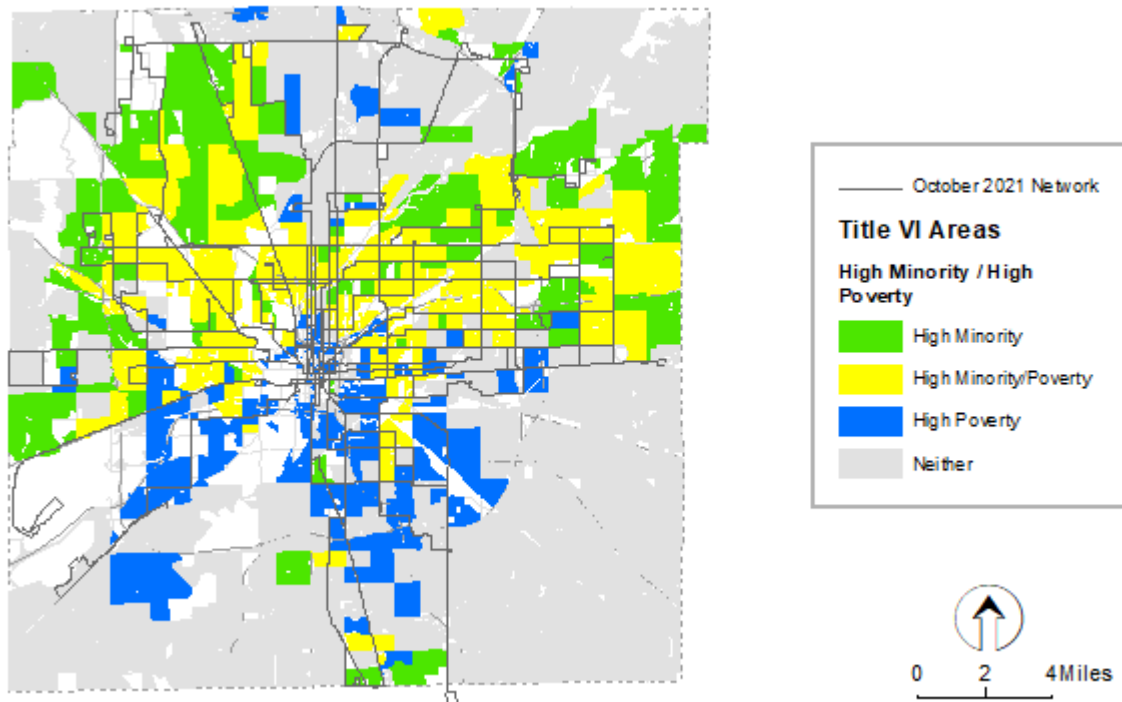
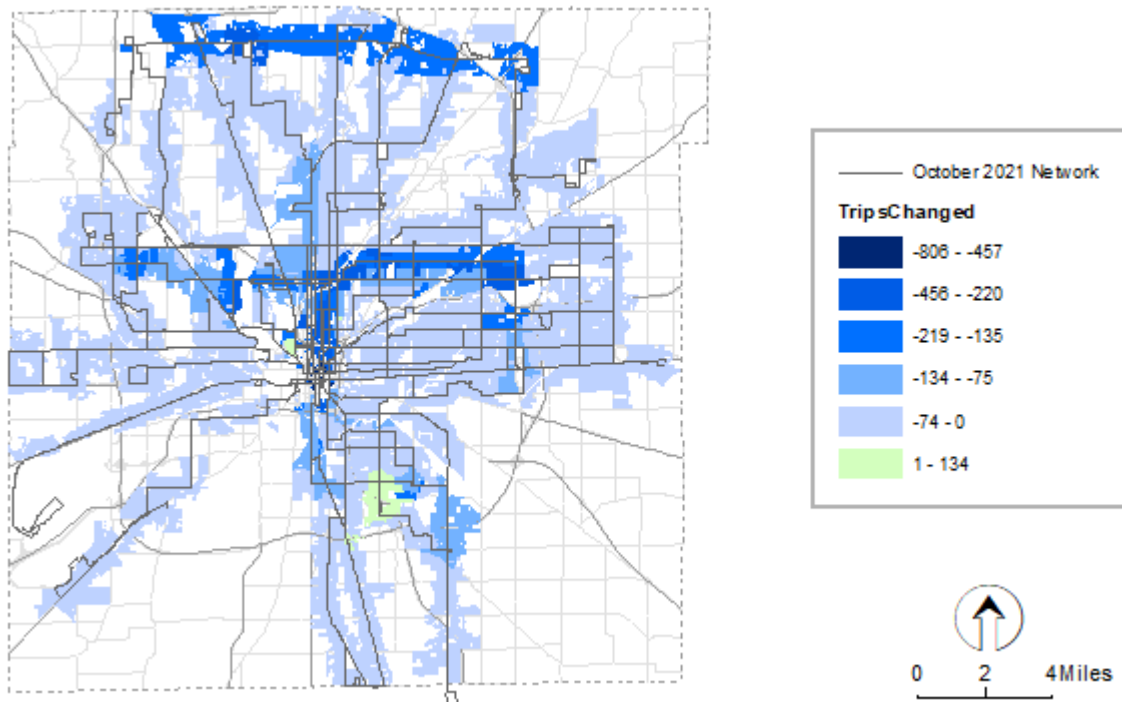


Figure II-4. Change in Weekly Trips to Blocks



Total Transit Vehicle Trips to Blocks

The analysis identifies an overall decrease of 6.4 percent in trips to blocks. Non-High-Minority blocks experience a decrease of 5.8 percent. The resulting Title VI Acceptable Range of Change is -4.7 percent to -7.0 percent for High Minority blocks. The percent change for High Minority blocks is -7.0 percent, falling within the Title VI acceptable range.

Non-High-Poverty blocks experience a 6.5 percent decrease, resulting in a range of -5.2 percent to -7.8 percent. The High-Poverty blocks experience a 6.3 percent decrease in trips to blocks. Consistent with IndyGo definitions and policies, there is no finding of disproportionate burden. See Table II-7 for additional details.

Table II-7. Results of Transit Vehicle Trips to Blocks Analysis

Census Blocks	Existing Transit Vehicle Trips to Blocks	Proposed Transit Vehicle Trips to Blocks	Change in Trips to Blocks	Percent Change	Acceptable Range of Change	DI/DB?
High Minority	2,827,119	2,629,538	(197,581)	-7.0%	-7.0%	NO
Non-High Minority	3,254,425	3,064,122	(190,303)	-5.8%	-4.7%	
High Poverty	3,731,172	3,495,706	(235,466)	-6.3%	-7.8%	NO
Non-High Poverty	2,350,372	2,197,954	(152,418)	-6.5%	-5.2%	
All habitable blocks	6,081,544	5,693,660	(387,884)	-6.4%		

Average Transit Vehicle Trips per Block

Similar to the analysis for the Total Transit Vehicle Trips to Blocks, the trip decreases for the October 2021 emergency service change are shown in the Average Transit Vehicle Trips per Block. A comparison of minority and non-minority populations reveal a finding of no disparate impact, as the provision of service to High Minority Blocks (-7.0 percent) falls within the Title VI Acceptable Range (-4.7 percent to -7.0 percent). The analysis determines a finding of no disproportionate burden. High Poverty Blocks experience a decrease of service of -6.3 percent, within the range of -5.2 to -7.8 percent. See Table II-8 for additional details.

Table II-8. Results of Average Transit Vehicle Trips per Block Analysis

Census Blocks	Existing 2020 Blocks	Average Existing Trips to Blocks Served	Proposed 2020 Blocks	Average Proposed Trips to Blocks Served	Change in Average Trips to Blocks	Percent Change in Average Trips per Block	Acceptable Range	DI/DB ?
High Minority	3904	724	3904	674	(51)	-7.0%	-7.0%	NO
Non-High Minority	3763	865	3763	814	(51)	-5.8%	-4.7%	
High Poverty	4334	861	4334	807	(54)	-6.3%	-7.8%	NO
Non-High Poverty	3333	705	3333	659	(46)	-6.5%	-5.2%	
All habitable blocks	7,667	793	7,667	743	-51	-6.4%		

Transit Vehicle Trips Weighted by Population

The final metric follows a similar pattern as the first two metrics. Transit Vehicle Trips Weighted by Population (TVTWxP) results in a finding of no DI/DB. Results can be found in Table II-9.

Table II-9. Analysis of Transit Vehicle Trips Weighted by Population

	Existing TVTWxP	Proposed TVTWxP	Change in TVTWxP	% Change	Acceptable Range of % Change	DI/DB?
High Minority	243,724,726	226,283,303	(17,441,423)	-7.2%	-7.6%	NO
Non-High Minority	221,321,932	207,395,630	(13,926,302)	-6.3%	-5.0%	
High Poverty	273,592,388	256,582,538	(17,009,850)	-6.2%	-9.0%	NO
Non-High Poverty	191,454,270	177,096,395	(14,357,875)	-7.5%	-6.0%	
All Habitable Blocks	465,046,658	433,678,933	(31,367,725)	-6.7%		

Summary

Based on the information provided in the tables above, Table II-10 summarizes the results of the Service Equity Analysis.

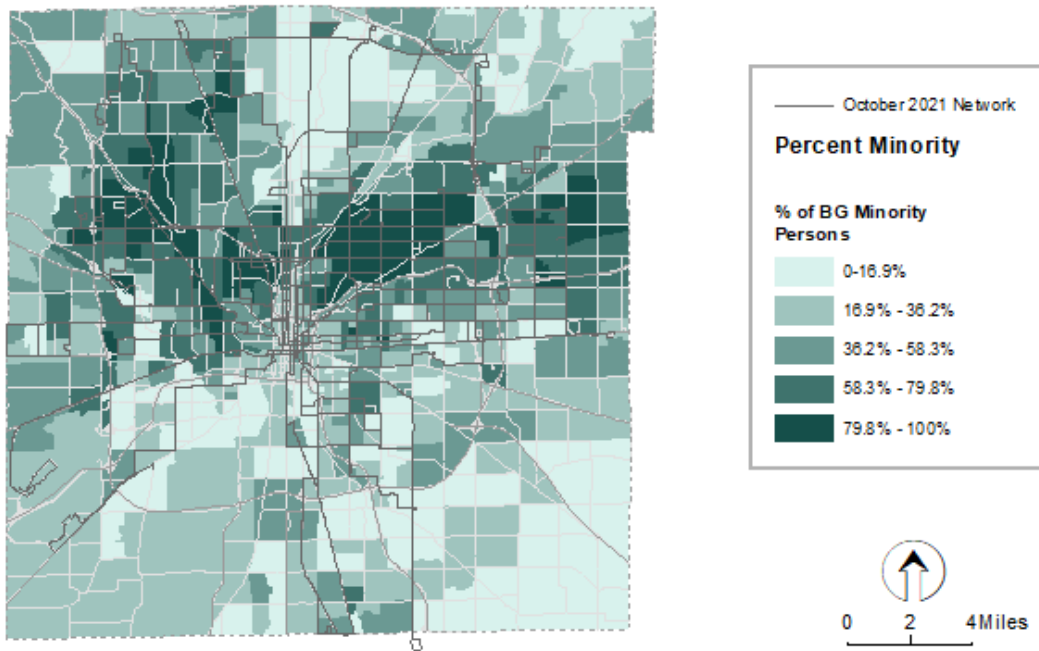
As explained above, while five of the six results technically fall outside IndyGo’s adopted Title VI range, all five are to the benefit of High Minority or High Poverty populations. As such, there is no finding of a disparate impact or disproportionate burden for any of the metrics and, therefore, no finding of a disparate impact or disproportionate burden for the system-wide Service Equity Analysis.

Table II-10. Summary of Service Equity Analysis

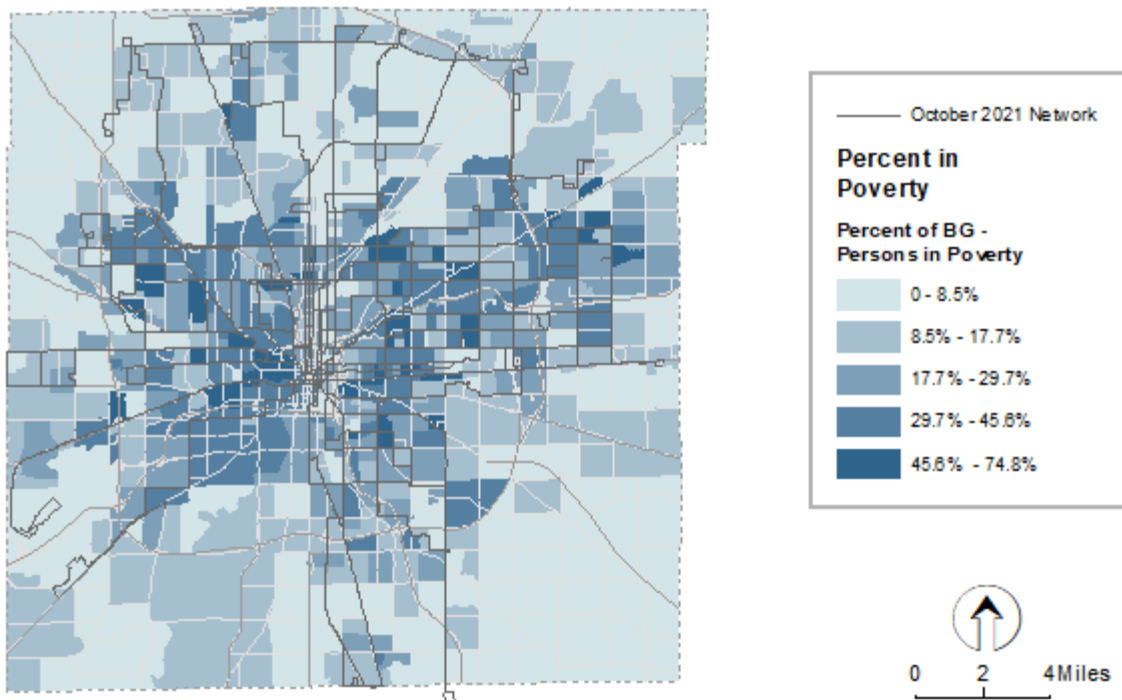
Title VI Metric	Disparate Impact	Disproportionate Burden
Total Transit Vehicle Trips to Blocks	Within	Within
Average Transit Vehicle Trips to Blocks	Within	Within
Transit Vehicle Trips Weighted by Population	Within	Within

APPENDIX A. DEMOGRAPHIC MAPS

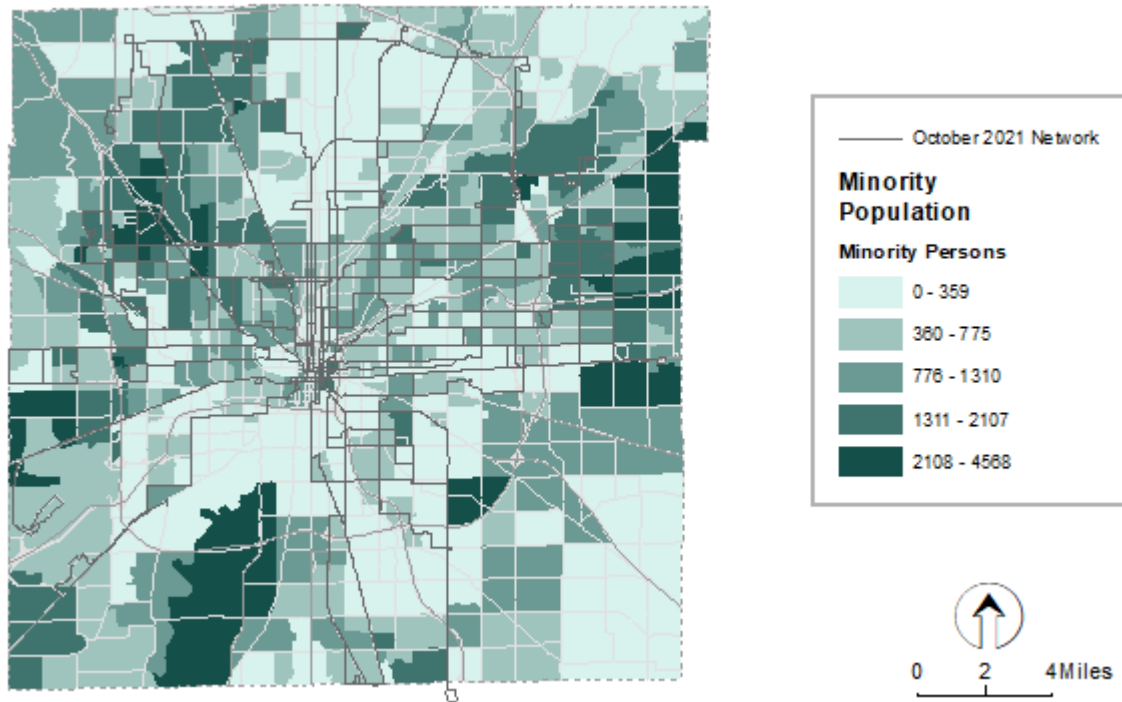
Appendix Figure A-1. Percent Minority Population per Block Group



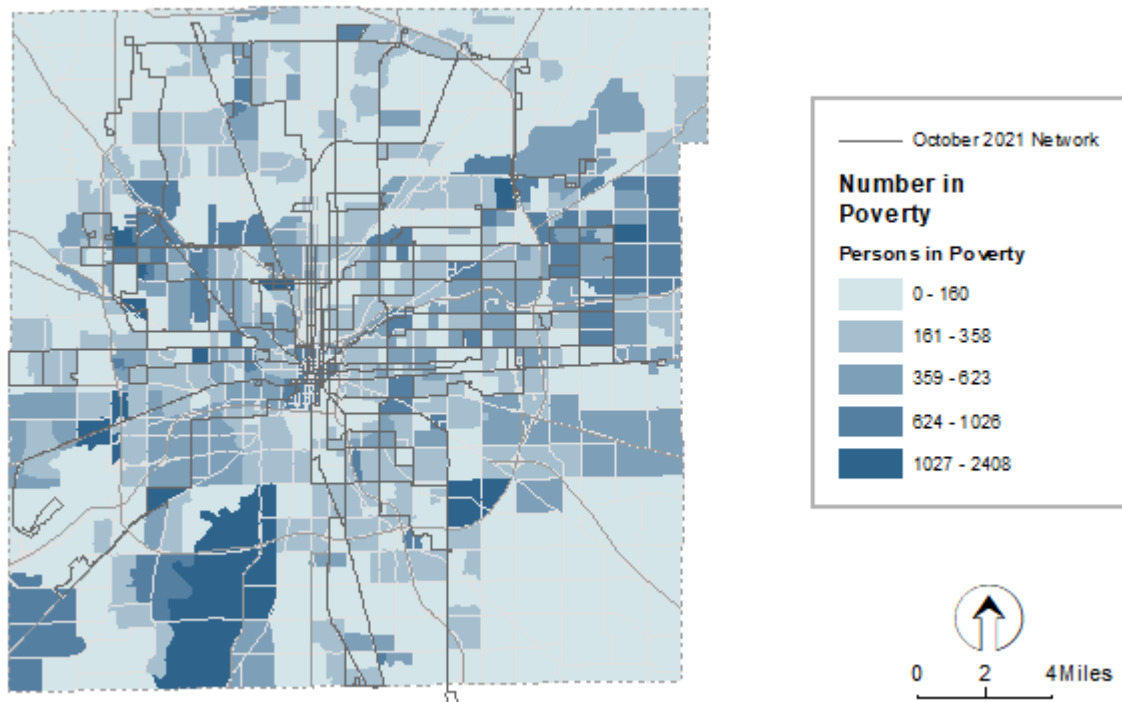
Appendix Figure A-2. Percent in Poverty per Block Group



Appendix Figure A-3. Number of Minority Persons per Block Group



Appendix Figure A-4. Number in Poverty per Block Group



APPENDIX B. CHANGES BY ROUTE

The following table presents the change in weekly transit trips by network and by route. Weekly transit trips represent the trips provided in a normal transit week; five weekdays, a Saturday, and a Sunday. No holidays are represented with these trips.

Route ID	June 2021	October 2021	Trips Changed	% Change
10-97	663	662	-1	0%
11-97	219	218	0	0%
12-97	158	128	-30	-19%
13-97	159	135	-25	-16%
14-97	291	236	-55	-19%
15-97	313	234	-79	-25%
16-97	285	230	-55	-19%
18-97	263	228	-35	-13%
19-97	385	383	-2	0%
21-97	281	216	-65	-23%
24-97	281	216	-65	-23%
25-97	277	217	-60	-22%
26-97	241	240	-1	0%
28-97	273	228	-45	-16%
2-97	388	224	-163	-42%
30-97	309	229	-79	-26%
31-97	277	222	-55	-20%
34-97	377	375	-2	0%
37-97	376	374	-2	0%
38-97	447	446	-1	0%
3-97	363	361	-2	0%
4-97	284	229	-55	-19%
55-97	222	221	0	0%
5-97	388	386	-2	-1%
6-97	391	389	-2	-1%
86-97	408	219	-188	-46%
87-97	184	183	-1	0%
8-97	861	859	-2	0%
901-97	266	265	-1	0%
902-97	527	525	-2	0%
90-97	1,076	1,073	-3	0%
Grand Total	12,146	11,066	-1,080	-9%

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BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Project Manager Matt Duffy
SUBJECT: Consideration and approval of Super Stops 2.0 construction engineering task order

ACTION ITEM A – 4

RECOMMENDATION:

In a manner consistent with IPTC procurement and contract award standards, it is requested that the Board authorize IPTC's President/CEO to execute a task order with Butler, Fairman & Seufert, Inc. to assist IPTC with construction engineering and inspection services for Super Stops 2.0 for an amount not to exceed \$450,608.36.

BACKGROUND:

The Super Stops 2.0 project includes six Super Stops near downtown along with pavement rehabilitation near the Super Stops. RFQ 22-10-467 was released in October 2022 for construction engineering and inspection services. Contract negotiations with Butler, Fairman & Seufert, Inc. were approved by the Board in December 2022.

DISCUSSION:

Construction engineering services as a part of this task order include full-time inspection services, coordination with contractors and sub-contractors, ensuring work is completed according to contract documents, documenting changes within change management, and maintaining daily field reports among other items. Services will also include quality control and material testing. It is anticipated that these services will be completed by Q4 2024.

ALTERNATIVES:

The Board could choose not to approve the task order with Butler, Fairman & Seufert, Inc. however, construction of the Super Stops 2.0 project would not be able to progress without construction engineering services.

FISCAL IMPACT:

This project is budgeted in 2023 through grant funds and the Capital Budget.

DBE/XBE DECLARATION:

This task order includes DBE participation from:

- CTL Engineering, Inc. (MBE) at 5%
- Resolution Group (DBE/WBE) at 15%

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on January 19, 2023 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors

THROUGH: President/CEO Inez P. Evans

FROM: Director of Governance & Audit Brian Atkinson

SUBJECT: Consideration and approval of Governance & Audit Risk Universe/Heat Map

ACTION ITEM A – 6

RECOMMENDATION:

Review and receive Governance & Audit Risk Universe/Heat Map 2023

- See Reference Item 2022-8

BACKGROUND:

During late 2022 the Governance & Audit team, with input from management and its subject matter advisors, compiled a heat map to identify and illustrate the agency's risk universe. Perspectives were sought on agency-wide risks, external risks, and threats to IPTC's mission and objectives.

DISCUSSION:

A "heat map" is a way to capture the risks relevant to an entity (also referred to as the entity's "risk universe"), measured by a combination of how likely each risk is to occur, and how severe the impact would be should the risk occur.

The heat map was compiled after a series of conversations with 14 members of IPTC management and three Board Members.

The heat map is intended to serve as a basis for design of the workplan going forward and has thus informed the workplan presented to the Committee separately. Additionally, going forward the heat map will be refreshed annually, with adjustments made to the ongoing workplan accordingly.

Eight reviews are recommended for 2023 that come from the Risk Universe Heat Map.

- Staffing, Hiring and Recruiting
- Decentralized Operations
- Ridership Experience
- Bus Rapid Transit Lines
- Flowbird/MyKey System
- Policies
- Transit Asset Management
- Retail Desk Transfer

ALTERNATIVES:

N/A

FISCAL IMPACT:

No Fiscal impact.

DBE/XBE DECLARATION:

N/A

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Governance & Audit Committee on January 19, 2023 and will be placed on the Consent Agenda.

Annual Risk Refresh and Proposed FY 2023 Audit Workplan

Governance & Audit Report No. 2022-8

Report Issued January 6, 2023

Executive Summary

Background

The Governance & Audit function was formalized at IndyGo in 2019. Governance & Audit (G&A) aims to be a collaborative, strategically focused and cross-functional solution for process improvement and risk mitigation.

Our goal is to both help improve processes across the agency as well as identifying and supporting staff efforts to remediate internal control weaknesses.

The FY 2022 Internal Audit Work Plan approved by the Governance and Audit Committee included a refresh of the current risk assessment. The results of the risk assessment refresh allow us to design a forward-looking work program that is both proactive and reactive, and which considers the full spectrum of risks illustrated below.



Objective and Scope

Our risk assessment process included:

- Interviews with management and Board of Director members
- Assessment of trends and observations from our prior reports
- Consideration of national transit issues and related risks

Input was received from every functional department across the agency, including operations, finance, technology, capital projects, legal, and HR/benefits. We sought perspectives on agency-wide risks, external risks, and threats to IndyGo's mission and objectives.

Our goal in compiling the following Heat Map was to provide the holistic risk universe relevant to IndyGo. Accordingly, certain risk areas may be more easily auditable, while others less so.

To rank the specific risk areas, we leveraged three primary filters:

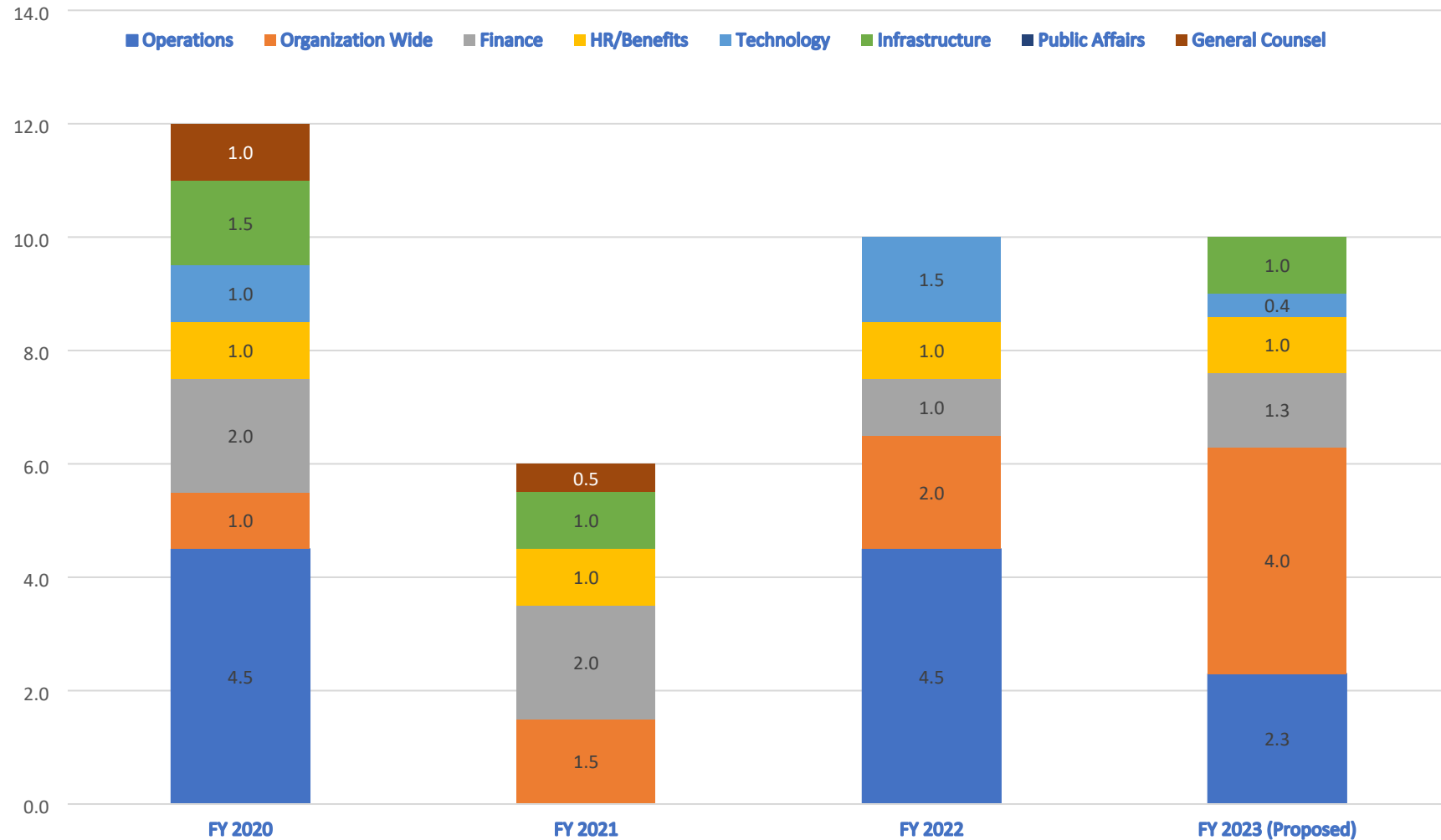
- Our understanding of IndyGo and its operating environment
- Our subject matter expertise in the public transit space
- Our experience in internal audit and enterprise risk

Overall Summary

The Heat Map and resulting Work Plan presented on the following pages represent the result of this risk assessment refresh. Appropriate attention toward managing these risks in the near term will be critical to the continued success of the agency.

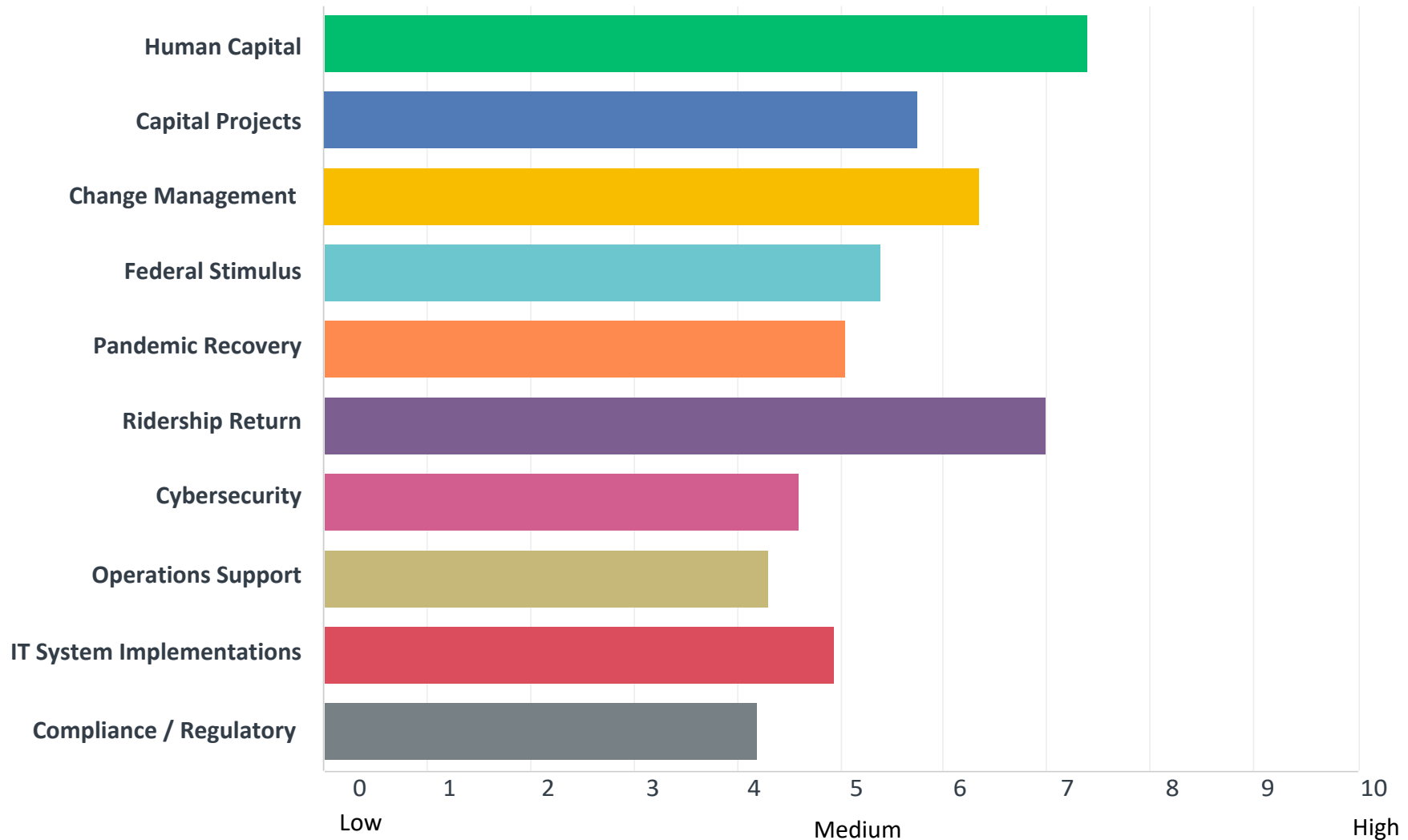
We would like to thank IndyGo staff and all those involved in assisting us in connection with this risk assessment refresh. Questions should be addressed to the IndyGo Department of Governance and Audit at batkinson@indygo.net.

IndyGo Audits, By Year and Department



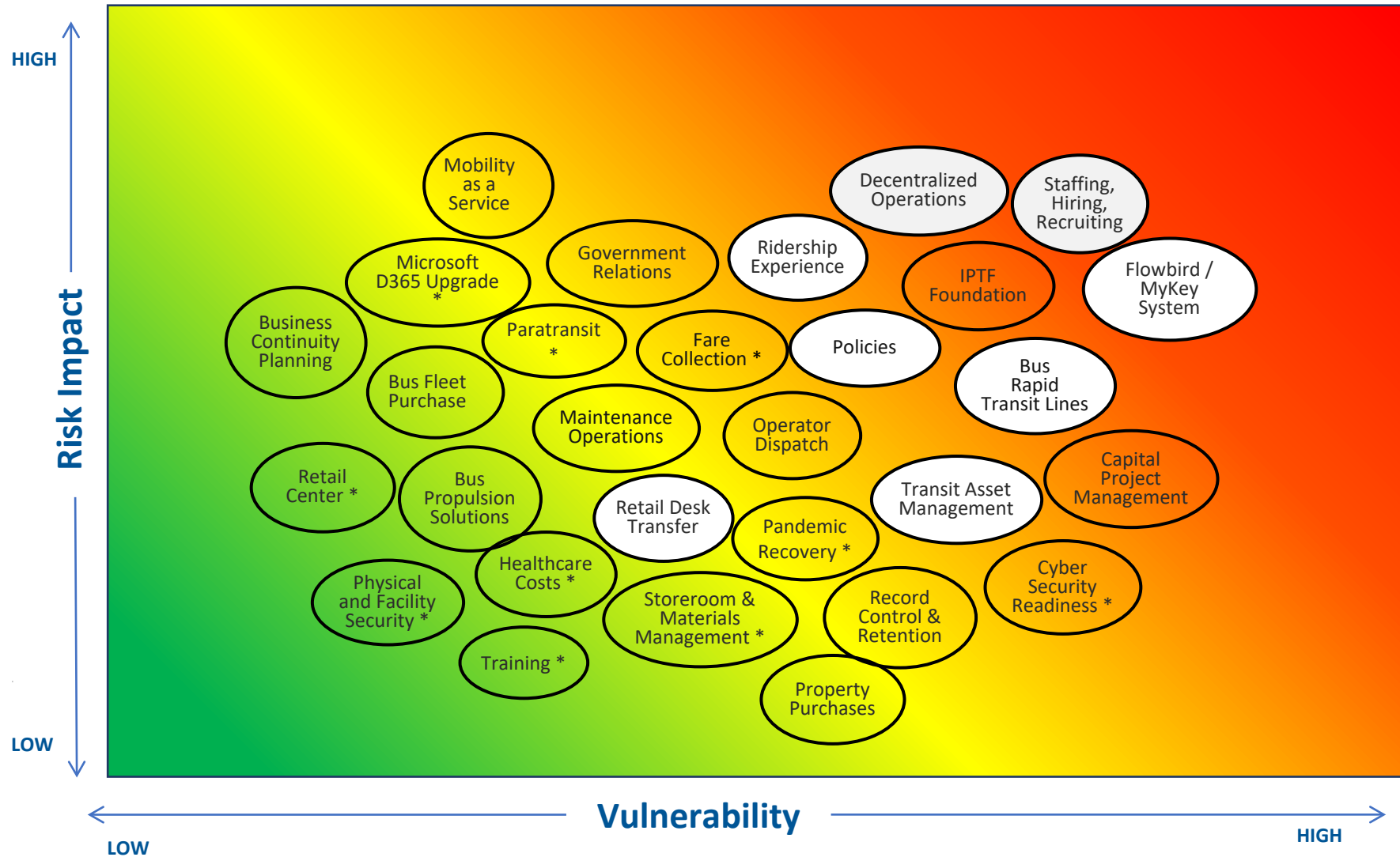
- Coverage across all major Departments. Mix of types of audits. See list of completed audits on slide 10.

Prioritized Risks from 2021 Survey (Used to inform FY 2022 and FY 2023 Audit Plans)



- Thank you to all participants.

Heat Map and FY 2023 Proposed Audits



- FY 2023 proposed Internal Audit project are shaded in white
- FY 2022 completed audit projects are denoted by *

FY 2023 Proposed Internal Audit Workplan

Area	Description
1. Staffing, Hiring, and Recruiting <i>(Approved in FY 2022)</i>	<p>Examine the programs, processes and policies related to employee hiring, retention, and succession planning. Considerations may include:</p> <ul style="list-style-type: none"> • Employee retention, appreciation, recognition and trades apprenticeship programs • Operator absences and shortages. Impact on service and bus pull-out rates • Operator scheduling process and shift times • Succession planning and talent identification. Management development programs. • FMLA (Family and Medical Leave Act), regular leave time, sick list and long-term usage policies • Vacancy rate and position control processed and reports • Compensation and class reviews. IndyGo pay competitiveness.
2. Decentralized Operations <i>(Approved in FY 2022)</i>	<p>Assess IndyGo's planning and preparation around the upcoming expansion and operation of up to six different physical locations (including East Campus, 1501 W. Washington, Carson Transit Center, West Michigan Street mobility services, and two bus charging facilities). Considerations may include:</p> <ul style="list-style-type: none"> • Ability to operate multiple facilities simultaneously. • Impacts upon staffing • Consistency of agency SOPs across facilities • Change management processes in-place and planned to ensure smooth continuity of operations • Budgeted operating costs for collective facilities • Security considerations (including the vacant properties with no buildings)
3. Ridership Experience	<p>Examine the programs, processes and policies related to IndyGo transit rider experience and satisfaction. Considerations may include:</p> <ul style="list-style-type: none"> • Swiftly system usage and timeliness of updates to riders • Adoption and usage of the MyKey • On time performance and impact of schedule management (skipping of stops, bus dwell time, etc.) • Surveys or feedback tools and follow-up • Enforcement of policies (such as riders exiting at end of line) • Camera monitoring

FY 2023 Proposed Internal Audit Workplan (continued)

Area	Description
4. Bus Rapid Transit (BRT) Lines	<p>Examine the processes and controls related to IndyGo's BRT lines. Considerations may include:</p> <ul style="list-style-type: none"> • On board announcements at stops • Video at stations and on-board bus • Bus location and mobile app updates • Integrity of data published at stations
5. Flowbird System and MyKey app	<p>Examine the processes and controls for the Flowbird system and MyKey app. Considerations may include:</p> <ul style="list-style-type: none"> • Product expectations vs. delivery • Point of sale results and reconciliations • Partner portal usage • Technology – vendor support and access controls
6. Policies 7. Review	<p>Examine the processes and controls in place related to IndyGo policies. Considerations may include:</p> <ul style="list-style-type: none"> • Management, update, publication, expiration and approval processes • Oversight, monitoring and enforcement practices • Housing, storage and filing practices • Board-level vs. management-level policies
8. Transit Asset Management (TAM)	<p>Examine the policies, procedures, and controls in place for the Transit Asset Management (TAM) Plan. Considerations may include:</p> <ul style="list-style-type: none"> • Asset replacement cost data, condition assessments, performance measures and risk evaluations • State of Good Repair (SGR) estimates • Compliance with regulatory requirements (FTA Circular 5300, etc.) • Enterprise Asset Management (EAM) system or tools • Reconciliation of cost and classifications to D365 general

FY 2023 Proposed Internal Audit Workplan (continued)

Area	Description
9. Retail Desk Transfer to Finance	<p>Examine the processes and controls for the planned transfer of the Retail Desk function. Considerations may include:</p> <ul style="list-style-type: none"> • Support of transition process • Training and usage effectiveness • Follow-up to the prior Retail Desk Audit
10. Process or Transactional Area (TBD)	<p>Examine the processes and controls supporting a process or transaction flow.</p> <ul style="list-style-type: none"> • Specific area to be selected by G&A Department and/or proposed by management • Operational or financial areas • Accounts such as payroll or accounts payable • Procedures may include interviews, process walkthroughs and mapping, substantive transaction testing, and analytical review
11. Annual Risk Refresh and Internal Audit Workplan	<p>Update the IndyGo risk universe by performing the annual risk assessment refresh and proposing the future Internal Audit workplan. Steps include:</p> <ul style="list-style-type: none"> • Interview members of IndyGo management and the Board, to obtain feedback on risks • Prioritize the risk universe and prepare an updated Heat Map • Propose the Internal Audit work plan, with specific audits

Potential Future Audits

Area	Description
Operator Scheduling	Examine the processes and controls supporting Operator scheduling. Considerations may include: <ul style="list-style-type: none"> • Service standards guidelines and performance • Pull-out and vehicle down-time performance statistics • Trip building and run cutting process during pandemic • Operator bidding. Extra board usage and operator availability • Work rules re: part-time, temp, seniority • System effectiveness, support, and upgrades
Indianapolis Public Transportation Foundation (IPTF)	Examine the Foundation's goals, policies, and strategies. Considerations may include: <ul style="list-style-type: none"> • Legislative requirements and strategies • Fundraising goals and programs • Foundation support services from IndyGo • Board governance and Foundation non-profit bylaws
Records Retention	Examine the policies, procedures and controls related to records retention. Considerations may include: <ul style="list-style-type: none"> • Storage of paper documents and management of document aging and destruction • Compliance with federal, state and City guidelines • Opportunities for electronic scanning
IT System Implementations and/or Application Reviews	Review the processes, methodologies and controls for IT management, applications, or implementations. Considerations may include: <ul style="list-style-type: none"> • Project management (timelines, progress reporting, third-party vendor oversight, etc.) • IT general controls (e.g., user security administration/logical access over applications and data, system development life cycle controls, system and data backup and recovery, etc.) • Applications implementations or upgrades (HASTUS, E-Builder, Avail, Fare Card Retail Network, Learning Management System (LMS), SharePoint, etc.) • Network and data security, cloud migration or change management

Completed Prior Audits

Fiscal Year	Report ID	Description	Date
2022	2022-1	Training	4/21/2022
	2022-2	Microsoft D365 Implementation	7/21/2022
	2022-3	Physical and Facility Security	7/21/2022
	2022-4	Cyber Security Readiness	7/21/2022
	2022-5	Covid and Pandemic Recovery	10/20/2022
	2022-6	Employee Share of Health Insurance Premium	10/20/2022
	2022-7	Retail Center Audit	10/20/2022
	2022-8	Paratransit Operations and Program	1/19/2023
	2022-9	Storeroom	1/19/2023
	2022-10	Annual Risk Refresh and Proposed Audit Plan	1/19/2023
2021	2021-1	Fare Collection Audit	6/16/2021
	2021-2	Storeroom and Materials Management Audit	9/16/2021
	2021-3	Capital Project Management	9/16/2021
	2021-4	Memorandums of Understanding Review	1/20/2022
	2021-5	Annual Risk Refresh & Proposed Audit Plan	1/20/2022
	2021-6	Healthcare Costs Review	1/20/2022
2020	2020-1	Employee Terminations Timely Update in ADP	2/27/2020
	2020-2	Transdev Fuel Purchase Reporting	6/16/2020
	2020-3	Lost and Found Policy Addressing Found Cash	6/16/2020
	2020-4	Lost Revenue - Online Credit Card Error	6/16/2020
	2020-5	Payments Against Expired Agreement-Non-Order Invoices	6/16/2020
	2020-6	BCP Progress Assessment	9/17/2020
	2020-7	Red Line Lessons Learned	9/17/2020
	2020-8	Annual Risk Refresh & Proposed Audit Plan	1/21/2021
	2020-9	Procurement Process Review	1/21/2021
	2020-10	Strategic & Capital Planning/Grant Management Review	1/21/2021
	2020-11	Compliance Mapping Exercise	1/21/2021
	2020-12	Comprehensive IT Risk Assessment	3/18/2021

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Director of Life Safety and Security Mark Emmons
SUBJECT: Consideration and approval of RFP 22-08-456 Transit Security Services

ACTION ITEM A – 7

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, we request that the Board authorize the President/CEO to enter into a three-year contract for an amount not to exceed \$16,757,743, plus two additional, one-year options for an amount not to exceed \$13,218,490 with Nolan Security, LLC. This contract, including the two option years, would be for a total amount not to exceed \$29,976,233 for security and fare inspection services that would expire on February 29, 2028.

BACKGROUND:

In 2012 the IPTC board approved the first security contract that allowed IPTC to deploy off-duty law enforcement officers (LEO) and armed security guards into transit services. Since then, the security services have expanded to include four buildings, Red Line Fare Inspection, and LEO services. The objective of this contract is to provide a notably and visibly professional armed police force efficiently and cost-effectively within the community we serve. This service is designed to assist the organization in maintaining and improving safety throughout the transit system, including bus stops, passenger shelters, on buses, and at IPTC-owned or controlled property.

The program continues to be a success. From January 2018 to December 2022, the officers assigned to IPTC have made 87,056 contacts with operators, performed 19,506 route checks, made 84,541 passenger contacts, and apprehended 130 individuals for criminal offenses while at the same time reducing crime statistics in every category from disturbances to damaged property.

IPTC continues to fund the program from the Operations budget.

DISCUSSION:

The current contract with Nolan Security will expire on February 28, 2023. IPTC has decided not to exercise the last option year due to the number of changes that IPTC has gone through since this current contract started. IPTC has added four new buildings requiring security at two of them. Also, due to the changing market and increase in current wages in the security job market, IPTC felt it would be best to put the work out for bid.

IPTC released RFP 22-08-456 for solicitation on August 18, 2022. The RFP called for a company to bid on the project as a Prime and to find subcontractors to meet XBE requirements (if needed) and to have a large enough pool of employees to cover all required shifts. While many companies downloaded the solicitation, there were only three companies who responded with a proposal. Those companies were Nolan Security, LCC, Watchman Security, and American Guard Services, Inc. American Guard Services, Inc. was found not responsive and responsible and removed from the bid.

After the evaluation committee reviewed the final submissions, it was found that Nolan Security, LLC was the best choice for this project.

This contract would be for three years, with two one-year options for an amount not to exceed \$29,976,233.

ALTERNATIVES:

The Board of Directors could choose not to approve this contract. If this alternative is selected, the implications of this decision are as follows:

- No armed security at any of the IPTC facilities
- No LEO or armed security coverage at the Julia M Carson Transit Center or on routes
- No Fare Inspection or LEO Service on the Red Line Route

FISCAL IMPACT:

This project is funded from the Operating budget.

DBE/XBE DECLARATION:

Nolan Security has committed to an XBE participation of approximately 34%, which is broken down into the following categories:

- WBE – 23%
- MBE – 10%
- VBE – 1%

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on January 19, 2023 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors

THROUGH: President/CEO Inez P. Evans

FROM: Chief Information Officer Marcus Burnside

SUBJECT: Consideration and approval of RFP 22-08-457 Distributed Antenna System

ACTION ITEM A – 8

RECOMMENDATION:

In a manner consistent with IPTC procurement award standards, it is requested that the Board authorize the President/CEO to enter into a contract agreement with Telamon Corporation for three years with two optional years to provide cellular repeater services in an amount not to exceed \$372,408.

BACKGROUND:

Since 2018, IPTC has utilized mobile routers in all revenue service vehicles to facilitate cellular communication for public and private network access. These routers are comparable to the wireless home routers supplied and installed by Internet Service Providers (Xfinity, Spectrum, etc.). The mobile routers are the central communication point for computer-aided dispatch / automatic vehicle location (CAD/AVL), information screens, traffic signal prioritization, fare validation, and public Wi-Fi on the buses.

DISCUSSION:

Due to the physical structure and material makeup of our garage and maintenance areas, cellular connectivity is minimal to absent. The mobile routers have difficulty establishing connections while housed in both regions. To resolve the connectivity issue, IPTC will invest in a distributed antenna system (DAS), a network of antennas connected to a common source that provides cellular service within a geographic area or structure. Once in place, the DAS can provide cellular connectivity with all major cellular carriers in the affected areas.

IPTC issued a solicitation for a DAS and associated services in August 2022. Of the vendor submissions, two were deemed responsive and responsible. The Evaluation Committee met in December 2022 and selected Telamon Corporation as the DAS vendor. Telamon Corporation offered a quality product with favorable annual reoccurring costs and could meet our independent cost estimate (ICE) over three years.

ALTERNATIVES:

The Board could choose not to award this contract to the recommended bidder. However, IPTC will continue to experience a lack of cellular connectivity in the garage and maintenance areas, severely impacting daily operations.

FISCAL IMPACT:

The total cost of this procurement is \$372,408 through FY2026. The capital and operating investment in FY2023 is \$289,319, and the operational costs for FY2023 through FY2026 will be \$27,696 yearly, as illustrated below:

Total Three Year Total - \$372,408		Costs		
Item	Year1	Year 2	Year 3	
Setup Fee	\$ 2,475.00	\$ -	\$ -	
Antenna, cables, and all other equipment to be completely operational	\$ 143,466.08	\$ -	\$ -	
Labor, Supervision	\$ 70,484.20	\$ -	\$ -	
Training of IPTC Staff	\$ 3,655.80	\$ -	\$ -	
Telecom Carrier Repeaters	\$ 69,238.00	\$ -	\$ -	
Maintenance/Support	\$ 27,696.22	\$27,696.22	\$27,696.22	
Annual Totals	\$ 317,015.30	\$27,696.22	\$27,696.22	

DBE/XBE DECLARATION:

There is no DBE goal associated with this contract award. This procurement is locally funded; therefore, the goals established are Minority Business Enterprise (MBE) at 15%, Women Owned Business (WBE) at 8%, Veteran Owned Business (VBE) at 3%, and Disabled Owned Business (DOBE) at 1%. Telamon Corporation is a certified MBE, and Blue Maven IT is the dual-certified MBE and WBE subcontractor.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on January 19, 2023 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Chief Government Affairs Officer Cam Radford
SUBJECT: Consideration and approval of new Federal lobbying contract

ACTION ITEM A – 9

RECOMMENDATION:

Allow IPTC President/CEO Inez Evans to enter contract negotiations with Bose Public Affairs Group for IPTC federal lobbying.

BACKGROUND:

Bose Public Affairs Group has been the longtime contracted federal lobbyist for both IPTC and the City of Indianapolis. With their previous contract expiring, a new contract has been agreed upon between IPTC and Bose.

DISCUSSION:

Bose brings a well-qualified team and proven track record to IPTC. Their advocacy with federal officials has allowed IPTC to identify, apply for and obtain millions of dollars in federal grant funding which is utilized to ensure transit riders are provided with the best possible service. Bose played a crucial role in communicating with federal officials during to COVID-19 pandemic, and as a result IPTC was able to navigate the unprecedented challenges of the pandemic with Republican and Democrat members of congress offering their support of funding for public transportation agencies. By continuing our longstanding relationship with Bose Principal Patty Power, and Assistant Vice President Austin Hall it is firmly believed that they will continue with their record of success in advocating for public transportation on behalf of IPTC to federal lawmakers.

ALTERNATIVES:

Given their track record in working with IPTC in the past, there is complete confidence in the ability of Bose to continue providing exemplary service to IPTC. Awarding a contract to another agency would mean the loss of many years of institutional experience.

FISCAL IMPACT:

This contract will pay a sum not exceeding \$8,000 per month.

DBE/XBE DECLARATION:

N/A

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on January 19, 2023 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Manager of Special Projects and Regional Mobility Integration Ryan Wilhite
SUBJECT: Consideration and approval of 2027 Transit Network Service Equity Analysis

ACTION ITEM A – 3

RECOMMENDATION:

In accordance with FTA Requirements and IPTC board-adopted Title VI policies, IPTC staff is recommending approval of the analysis and its findings and subsequently finalize the adoption of IPTC's new future service plan as illustrated by the 2027 Transit Network (map) as presented for approval on November 17, 2022.

BACKGROUND:

The 2027 Transit Network is the result of IPTC's continuous planning efforts. These system-wide service changes are the next major milestone in the implementation of the Marion County Transit Plan (MCTP); the first changes are anticipated to occur in February 2023.¹ As part of the service changes, nearly all routes will be modified in some fashion; these changes are how we intend to complete the network redesign that began in 2016. The 2027 Transit Network is yet another iteration of the IPTC Forward plan. It was informed by public input sessions conducted by IPTC in 2022 and significant planning work conducted in 2021 and 2022 that considered travel patterns after the significant social/economic changes following the pandemic lockdown of March 2020, chief among them being an increase in relative number for those who can now work from home.

A service equity analysis is required when service changes trigger IPTC's Major Service Change policy and last longer than 12 months; these system-wide service changes meet or exceed thresholds established by the Major Service Change policy. The 2027 Transit Network alters the future transit network that IPTC was building towards. The equity analysis, however, must compare the existing network (in this case October 2021) to the future network and will not compare future to future; that work was conducted, to some degree, as part of the planning work. Equity analyses are intended to evaluate the impacts of significant policy changes upon minority and low-income populations relative to non-minority and non-low-income populations pursuant to Title VI of the 1964 Civil Rights Act and federal guidance. Any changes that do not provide similar benefits to minority or low-income populations, as defined by IPTC's established Title VI policy,² are considered a disparate impact (DI) or disproportionate burden (DB), respectively.³

¹ More information at <https://www.indygo.net/transitplan/>

² Available from <https://www.indygo.net/about-indygo/title-vi/>

³ A finding of a potential disparate impact and/or disproportionate burden requires transit agencies to modify the original proposal and re-analyze. If the modification does not resolve the DI/DB, then alternatives must be presented to the public for comment. The original proposal (or modification) can only be implemented if there is a substantial legitimate justification made and none of the proposed alternatives would have a less disparate impact, assuming all proposed alternatives can accomplish the program's goals.

DISCUSSION:

The 2027 Transit Network service changes resulted in a finding of no DI/DB. This service equity analysis compared the existing transit network (as of October 2021) to the proposed 2027 network, evaluating the impacts of significant policy changes upon minority and low-income populations relative to non-minority and non-low-income populations pursuant to Title VI of the 1964 Civil Rights Act and federal guidance. Full implementation of IPTC's network redesign, as illustrated by the 2027 Transit Network map, will produce a 26 percent increase in the number of weekly transit trips provided to Marion County residents, allowing IPTC to increase the average number of trips to census blocks by nearly 45 percent. Additional information about the results of the analysis can be found in the analysis itself, which is attached to the agenda.

The 2027 Transit Network will continue IPTC's commitment to building out the MCTP. When the MCTP was originally approved by the IPTC Board of Directors, the initial analysis found no DI/DB. Almost the entire network was also analyzed through a service equity analysis prior to the launch of the Red Line; there was no finding of a DI/DB there, either.

ALTERNATIVES:

After reviewing, the Board of Directors could choose to not approve. Major service changes, however, cannot take effect until a service equity analysis has been reviewed and approved by the board. IPTC could continue to implement future service changes but only those as previously approved by the IPTC Board of Directors, specifically the System-wide Service Changes approved by the IPTC Board of Directors on April 23, 2020.

FISCAL IMPACT:

The current findings of the 2027 Transit Network Service Equity Analysis (SEA) require no additional IPTC financial resources beyond those already committed to the system-wide service changes.

DBE/XBE DECLARATION:

Not applicable.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee on January 19, 2023 and will be placed on the Regular Agenda.



Draft
2027 Transit Network
Title VI Service Equity Analysis

January 2023
Prepared by RLS & Associates, Inc. and Nelson Nygaard
Consulting Associates, Inc.



Draft
2027 Transit Network
Title VI Service Equity Analysis

Approved by IndyGo Board of Directors on

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SERVICE EQUITY ANALYSIS: EXECUTIVE SUMMARY

BACKGROUND AND PAST PLANNING EFFORTS

Completed over a two-year period in 2015 and 2016, IndyGo Forward, the future transit plan for Marion County, Indiana, redesigned IndyGo's bus network by shifting from a largely coverage-designed system to a system that focused on generating more ridership.

While significant progress has already been made towards fulfilling the vision of IndyGo Forward, including the launch of the Red Line, service seven days a week, improved frequency on some routes, and new buses, the COVID-19 pandemic has had a significant impact on IndyGo ridership, revenue projections, and availability of operators – causing IndyGo to pause its implementation of IndyGo Forward. Now, as the region recovers from the COVID-19 pandemic, IndyGo has been updating its network redesign plan. Referred to as IndyGo's **2027 Transit Network**, this updated plan adheres to the vision developed in IndyGo Forward and reflects the changes in how people travel as well as IndyGo's future revenue projections. The 2027 Transit Network will phase in improvements over the next five years.

SERVICE EQUITY ANALYSIS KEY FINDINGS

The 2027 Transit Network reflects what has already been accomplished based on the IndyGo Forward Plan and re-establishes what IndyGo's future service plan will be. For the purposes of this analysis, existing service means IndyGo's bus service as of October 2021, as opposed to the bus service that existed in 2015 when the IndyGo Forward plan was established. Compared to the existing service (assumed for the purposes of this analysis to be October 2021), the 2027 Transit Network increases service by about 26%. Most parts of the service area will see an increase in service, but a few areas will see a decrease in the geographic coverage and service levels. As a result of this redesign, nearly all routes have changes, ranging from entire routes being modified to route segment changes and route extensions.

To assess the impact of re-establishing IndyGo's network redesign, per FTA's Title VI requirements and IndyGo's major service change policy, a service equity analysis (SEA) has been conducted. The SEA evaluates the proposed future route changes in terms of the impacts on minority and high-poverty populations in the service area compared to those areas that are non-minority and not high-poverty. Ultimately, the goal of the SEA is to ensure that IndyGo continues to provide the best and most equitable transit service by not having a disparate impact (DI) on minority populations or a disproportionate burden (DB) on high poverty areas.

Based on this analysis, there was a finding of no disparate impact (DI) or disproportionate burden (DB) associated with the 2027 Transit Network.

As noted above, most parts of IndyGo's service area will see an increase in service levels in 2027 compared to existing service levels (October 2021). Areas that are identified as high minority or high poverty, on average, will see more weekly trips added than all other areas. Figures ES-1 and ES-2 illustrate the census blocks where high minority, high poverty residents experience weekly trip increases or decreases.

Figure ES-1: High Minority and High Poverty Blocks Receiving Added Trips

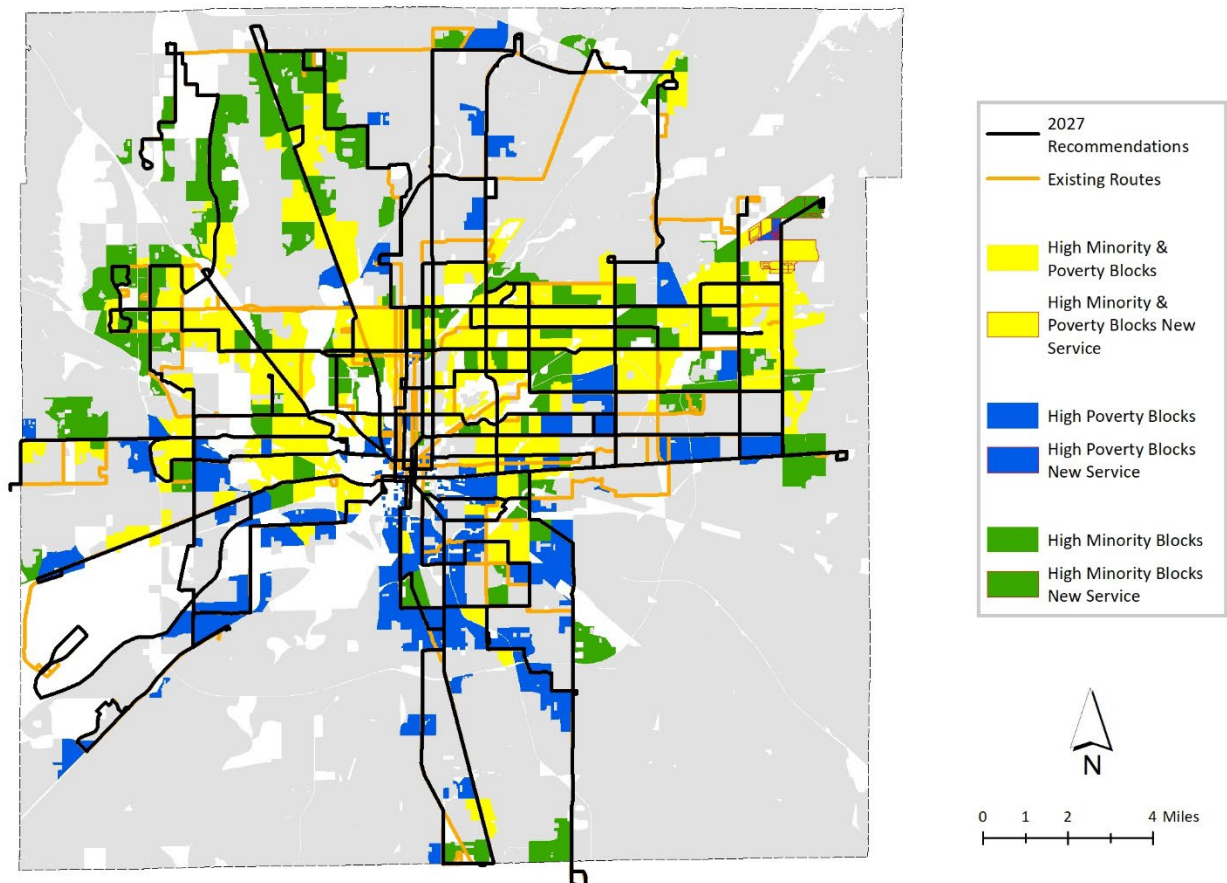
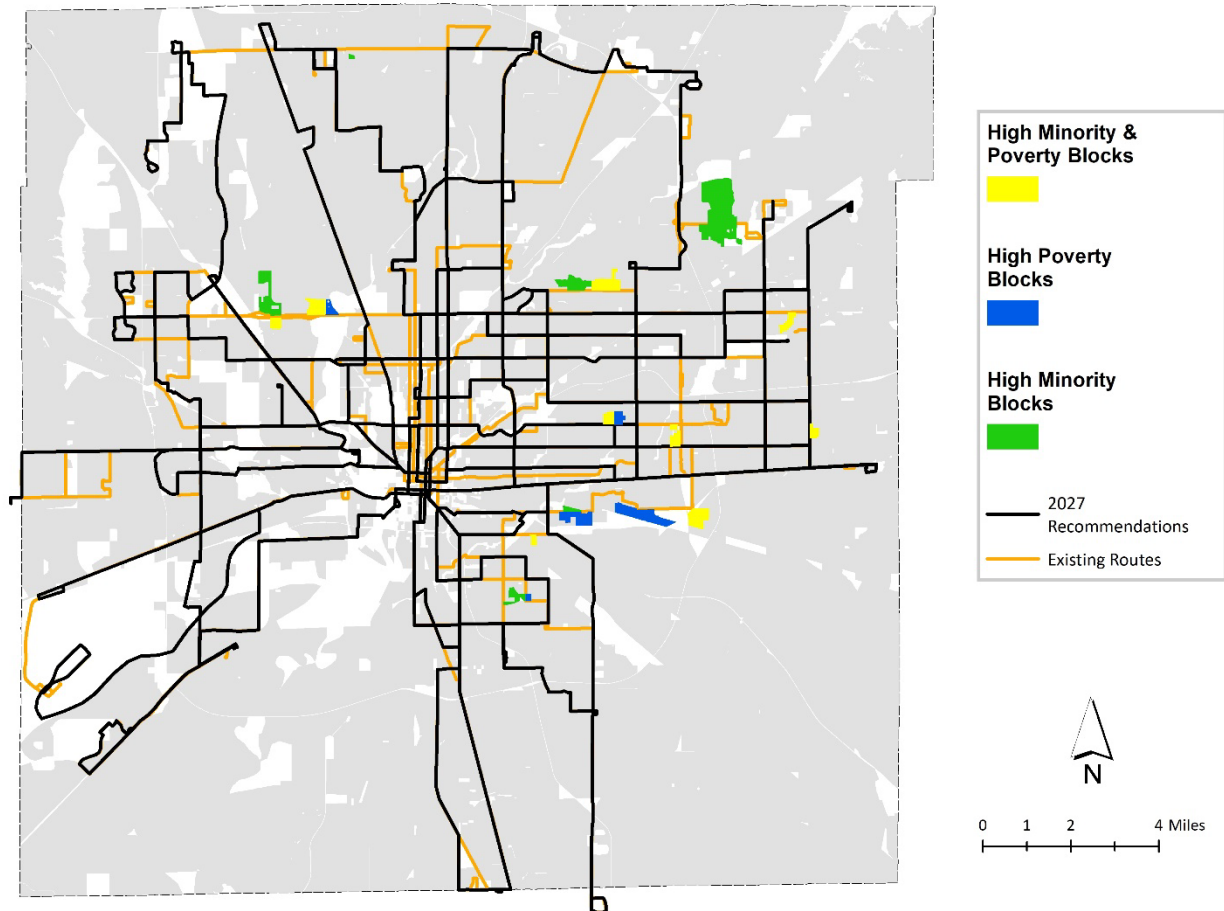


Figure ES-2: High Minority and High Poverty Blocks Receiving Reduced Trips



The following section provides technical documentation of the SEA evaluation that led to a finding of no disparate impact (DI) or disproportionate burden (DB) associated with the establishment of 2027 Transit Network as a replacement for the IndyGo Forward plan.

SERVICE EQUITY ANALYSIS: TECHNICAL DOCUMENTATION

The Federal Transit Administration (FTA) provides guidance for conducting a service equity analysis in Federal Circular 4702.1B. The guidance describes subjects of analysis and procedures to be used if proposed service changes result in disparate impacts or disproportionate burdens to Title VI protected populations. At a minimum, the FTA requires transit agencies to define the geography of the analysis, datasets used for the analysis, and evaluate whether there is an adverse effect for minority and/or low-income populations compared to the service levels received by non-minority or non-low-income populations. The following section provides more information about Title IV, IndyGo's Title VI policies, and the methodology used for this Service Equity Analysis.

TITLE IV OF THE CIVIL RIGHTS ACT OVERVIEW

The Federal Transit Administration (FTA) guidance indicates that a Title VI equity analysis must be performed for major service changes implemented by transit providers that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population. To ensure compliance with 49 CFR Section 21.5(b)(2), 49 CFR Section 21.5(b)(7), and Appendix C of 49 CFR part 21, IndyGo must evaluate, or in this case re-evaluate, all service changes that exceed its major service change threshold to determine if those changes will have a discriminatory impact based on race, color, or national origin.

The purpose of conducting a Service Equity Analysis before implementing major service changes is to determine whether the planned changes will have a disparate impact based on race, color, or national origin.

Low-income populations are not a protected class under Title VI. However, recognizing the inherent overlap of environmental justice principles in this area, and because it is important to evaluate the impacts of service changes on passengers who are transit-dependent, FTA requires transit providers to evaluate proposed service changes to determine whether low-income populations will bear a disproportionate burden of the changes.

The measure of disparate impact and disproportionate burden involves a comparison between the proportion of persons in the protected class who are adversely affected by the service change and the proportion of persons not in the protected class who are adversely affected. The comparison population for a statistical measure of disparate impact or disproportionate burden is all persons who are either affected by the service changes or who could be affected by the service change (e.g., potential passengers). This analysis is the focus of the SEA.

INDYGO'S TITLE VI POLICY

IndyGo's Major Service Change Policy triggers an analysis if any route has a change of 25 percent of its route miles, a change impacting 25 percent of its passengers, or the route is new.

IndyGo's Title VI program was first adopted in 2013 after the FTA's most recent update to the Circular. The transit system's programs and policies assess the disparate impact and disproportionate burden that could potentially result from a major service change. The policies currently in effect are defined in IndyGo Board Resolution 2013-03:

Disparate Impact: A determination of disparate impact shall be made if the effects of a major service change borne by the minority population, both adverse and beneficial, are not within 20 percent of the effects borne by the non-minority population.

Disproportionate Burden: A determination of disproportionate burden shall be made if the effects of a major service change borne by the low-income population, both adverse and beneficial, are not within 20 percent of the effects borne by the non-low-income population.

IndyGo's Major Service Change policy does not specify whether systemwide service changes should be reviewed in totality or at the individual route level. Individual routing changes have been documented; however, because individual route changes would alter the usefulness of the entire network, this Service Equity Analysis analyzes the individual and cumulative changes associated with the proposed route network.

Although no disparate impact or disproportionate burden was found as part of this analysis, if a potential disparate impact and/or disproportionate burden is found, IndyGo's policy is to first attempt to modify the original proposal and re-analyze the network. If the modified proposal continued to demonstrate a potential disparate impact and/or disproportionate burden, IndyGo staff would propose alternatives, analyze those alternatives compared to the original/modified proposal, and conduct public involvement regarding the alternatives. If none of the alternatives would have a less disparate impact and/or disproportionate burden and IndyGo has made a substantial legitimate justification, the original / modified proposal could be implemented.

DEFINITIONS

The following definitions will apply to the service equity analysis:

Average Transit Vehicle Trips per Block: This measure is based on Transit Vehicle Trips to Census Blocks, but the number of weekly transit trips is averaged over the number of blocks past which the trips were made. This reduces distortion in the analysis that suggests more service is being provided to people of interest when in fact service may simply be passing more Census blocks.

Disparate Impact: A determination of disparate impact shall be made if the effects of a major service change borne by the minority population, both adverse or beneficial, are not within 20 percent of the effects borne by the non-minority population. This policy was established in IndyGo Board Resolution 2013-03.

Disproportionate Burden: A determination of disproportionate burden shall be made if the effects of a major service change borne by the low-income population, both adverse or beneficial, are not within 20 percent of the effects borne by the non-low-income population. This policy was established in IndyGo Board Resolution 2013-03.

High Minority or High Poverty Census Block Groups: These Census block groups are those in which the percentage of minority residents or residents in poverty is greater than the percentage of Marion County residents who are minority or in poverty. Census blocks fall within Census block groups.

High Minority or High Poverty Census Blocks: These Census blocks are those which fall within an identified High Minority or High Poverty Census Block Group. US Census American Community Survey (ACS) data that is used to assess minority and poverty populations are not available at the block level. To calculate the number of individuals in each block, the proportion of the population from the 2010 Decennial Census for each block will be calculated and then multiplied by the total minority and poverty block group populations estimated in the 2014-2018 ACS. Only the total population will be calculated for each Census block to determine access.

Low-Income: Low-income individuals are individuals within a household below the Department of Health and Human Services (DHHS) poverty guidelines; the definition is consistent with the FTA definition. This definition is consistent with the definition applied in the Service Monitoring Report completed for IndyGo's 2020 Title VI Program update. Because the Department of Transportation (DOT) and FTA regulations and guidance refers to "low-income" individuals, that language is used here. However, data used are collected to determine poverty levels, which is why both terms may be used interchangeably when IndyGo staff recognizes that the terms "low-income" and "poverty" can refer to different definitions and categorizations of the economic condition of populations within the U.S. *Note: Spatial data uses the US Census Bureau's definition of poverty, which is more inclusive than the DHHS poverty guidelines.*

Minority: Minorities are defined as those individuals who identify themselves as non-white and/or Hispanic. This definition is consistent with the definition applied in the Service Monitoring Report completed for IndyGo's 2020 Title VI Program update.

Service Area: IndyGo’s service area is defined as the entirety of Marion County, including excluded cities.¹

Service Buffer: The service buffer established for this analysis was ½-mile wide for local routes (1/4-mile buffer) and 1 mile wide for bus rapid transit lines (½ mile buffer). The buffer was defined by individual transit stops or bus rapid transit stations. Specifically, buffers were created around each stop from the GTFS (General Transit Feed Specification) files for the respective service networks. A limited number of changes are associated with routes that do not yet have stops. Route segments were used for new routes that do not have stops. The assumption that anyone in a Census block that is touched by the buffer can access transit is not true, nor is it the case that anyone in a Census block outside that buffer *cannot* access transit, but these standards are applied for analytical consistency.

Total Transit Vehicle Trips to Blocks: This is the number of transit vehicle trips that occur within one week that pass within the service buffer of any part of the Census blocks in question.

Existing (October 2021) and Proposed 2027 Transit Network trips to Census blocks were estimated using GTFS data exported provided by IndyGo. For each route, weekday trips were multiplied by 5, and Saturday and/or Sunday services were added to obtain a weekly total. Those trips were then multiplied by the number of designated blocks they passed.

For example, if 100 trips pass by 10 blocks, this equals 1,000 Transit Vehicle Trips to Blocks. This accounts for all trips that may be realized for all blocks served and represents how much transit service is provided to how many Census blocks.

Transit Vehicle Trips x Population: This measure estimates the usefulness of the service. It further reduces the distortion of Total Transit Vehicle Trips to Blocks (TTVTB), which can suggest that more service is being provided to populations within Title VI areas, when service is just passing more blocks but with potentially fewer people in them. In this measure, weekly transit trips on a route are weighted by the calculated total population within each Census block.

For example, if 100 trips pass by a block that has 10 people living in it, that would equal 1,000 trips x population; if the next Census block it passes has 50 people living in it, that would equal 5,000 trips x population, representing more access to service by more people.

This measure considers that Census blocks are not home to equal numbers of people and estimates the level of service access provided to *people* rather than to geographic zones.

¹ Marion County has a consolidated city-county government in which four municipalities retain full government autonomy (including a mayor and city council). Those four municipalities are called excluded cities. The remaining municipalities in the county are “included towns” and exercise very limited authority of their own municipal and town services and town identities.

OUTLINE OF PROPOSED SERVICE CHANGES

The service changes include small route deviations, added or removed segments, and complete route modifications. For analysis purposes, the types of route changes are classified into four categories. The following table outlines the classifications for each type of route change being proposed.

Table 1: Change Classification Definitions

Change Classification	General Description	Example Routes in Existing Network
No Change	No change to the route segments.	Route 37
Minor Change	Small deviations to a few segments.	Route 6
Moderate Change	An added/removed extension or other deviations.	Route 21
Significant Change	Addition/deletion of an entire route, creation of multiple branches, or complete revision of a route.	Route 13

Table 2 lists all route changes being proposed.

Table 2: Summary of Route Changes

Route #	Route Name	Change Classification
Route 2	East 34th St	Moderate
Route 3	E. Michigan/Arlington	Significant
Route 4 **	Fort Harrison	Significant
Route 5	East 25th St	Moderate
Route 6	Harding	Minor
Route 8 **	Washington	Significant
Route 9 *	W. Michigan	Significant
Route 10	10th Street	Moderate
Route 11	East 16th St	Moderate
Route 12 **	Minnesota/Raymond	Significant
Route 13	Raymond St	Moderate
Route 14 **	Prospect	Significant
Route 15 **	West 34th	Significant
Route 16	Troy	Moderate
Route 18 **	Broad Ripple	Significant
Route 19	Glendale Towne Ctr	Significant
Route 21	East 21st St	Moderate
Route 24	Mars Hill	No Change
Route 25	W. 16th Street/Lynhurst Crosstown	Significant
Route 26	Keystone Crosstown	Significant
Route 28	St. Vincent	Moderate
Route 30	30th St. Crosstown	Significant
Route 31	US 31	Minor
Route 34	ML King/Michigan Rd	Minor

Route #	Route Name	Change Classification
Route 37	Park 100	No Change
Route 38 **	West 38th St	Significant
Route 39 **	E. 38th St	Significant
Route 55 **	English	Significant
Route 56 *	English/Emerson	Significant
Route 86 **	86th St Crosstown	Significant
Route 87	Eastside Circulator	No Change
Route 901	College/86th Street/Castleton/Comm. North	Significant
Route 902	Red Line - County Line Rd	No Change
Blue Line *		Significant
Purple Line *		Significant
Red Line		No Change

* Denotes New Route Number

** Route Replaced or Retired in the 2027 Transit Network

Data Sources

The US Census American Community Survey (ACS) surveys a sample of the population, gathering valuable information on characteristics including income and race. The ACS datasets are estimated based on 1-year and 5-year samples. The 5-year datasets are averages of the intervening years and are the most comprehensive and precise datasets with all the information needed for this examination. At the time of writing this Service Equity Analysis, the most recent version of the dataset is the 2020 ACS 5-Year Estimates. Census geographies are those developed as a result of the 2020 Census.

- ◆ 2020 ACS 5-Year Estimates file by block group
 - Table B03002 – Hispanic or Latino Origin by Race
 - Table B17021 – Poverty Status of Individuals in the Past 12 Months by Living Arrangement
- ◆ Decennial Census 2020, SF 100% by block
 - Table P1 – Total Population

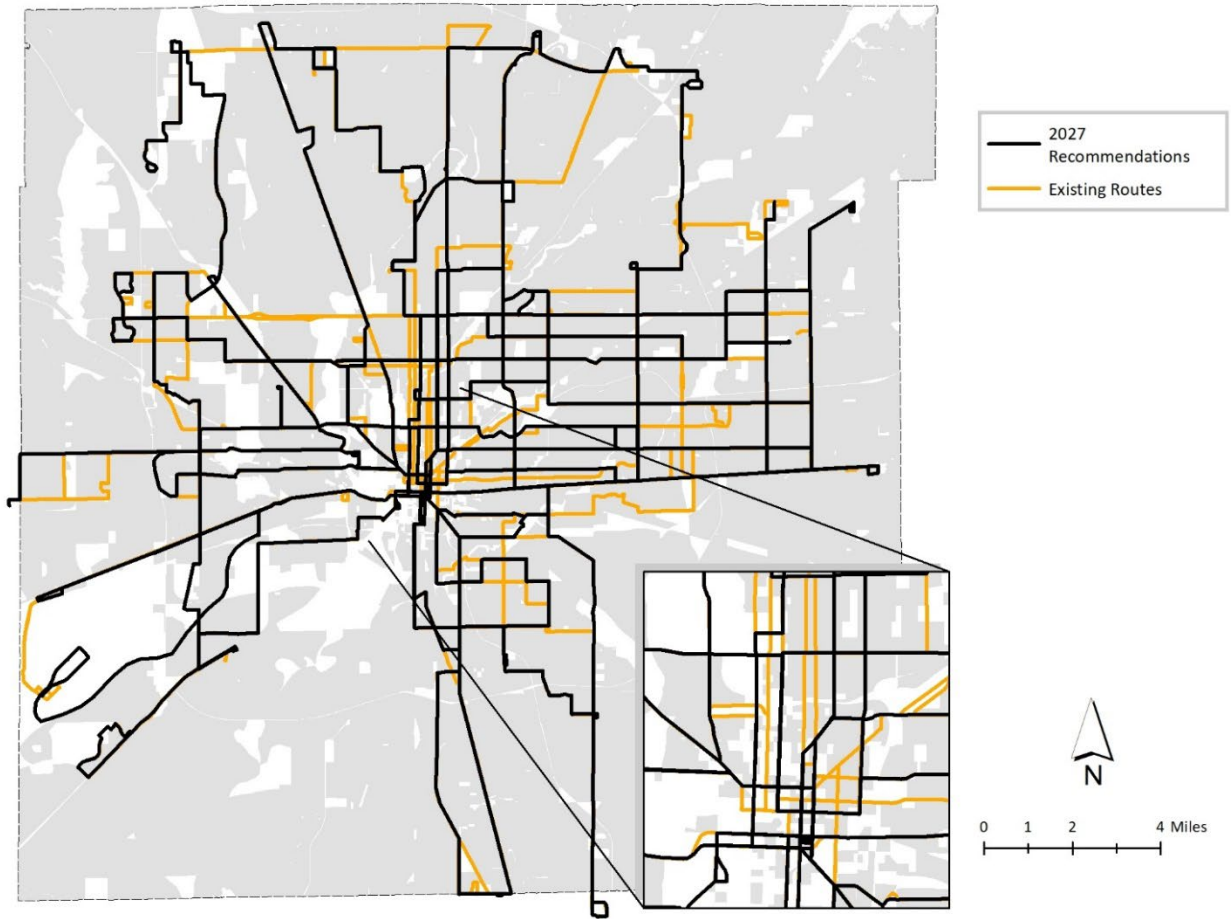
Transit Service Data

IndyGo designs routes in HASTUS, a transit scheduling software. The data used for transit trips were provided from a HASTUS export, in the form of a General Transit Feed Service (GTFS) file. The GTFS file was then visualized using a toolbox for ArcMap, a geographic information systems software. The two networks were as follows:

- ◆ Existing Transit Network: 2110 Network (October 2021)
- ◆ Proposed 2027 Transit Network

Figure 1 illustrates the comparison of the existing routes and the recommendations proposed in the 2027 Transit Network. The black lines represent the proposed routes and the orange lines represent existing routes. The visible segments of the existing routes (depicted in orange) will change with the implementation of recommended routes.

Figure 1: Existing and Recommended 2027 Transit Network



GEOGRAPHIC ANALYSIS

Census data is the primary source for demographic data in this analysis. The American Community Survey (ACS) 5-year dataset is the most accurate available data. It can be explored in different geographies, including block groups. Data from the ACS are not available at the smallest Census geography, the Census block. Based on the availability of current demographic data, Census block groups were used as the geography of analysis for determining High Minority and High Low-Income designations for blocks, while Census blocks were used to determine the population with access.

DETERMINING HIGH MINORITY AND HIGH POVERTY CENSUS BLOCKS

Population data for an entire Census block group that is touched by public transit routes can result in the portrayal of misleading data regarding a person's access to transit. Specifically, using Census block groups could count a person as having access who may be a mile or more away from the transit route due to the size of the Census geography. To address this potential issue, this analysis utilizes Census block data (the smallest geographic Census unit) to identify populations who have access but used Census block group data to determine and assign the High Minority or High Poverty designation. If a Census block fell within a High Minority or High Poverty Census block group, it was presumed that each Census block within that Census block group shared that designation. Table 3 illustrates this process.

Table 3: Example of Attributing Census Block Designation for High Minority to Census Blocks

Block and Block Group Name	2020 ACS 5-Year Minority Population as a percent of Block Group	Percent of Minority Population in Marion County	Dos the Block Group Percent Exceed Marion County's Percentage?	Block Designation
Block Group 1	47%	45.19%	Yes	
Block 1A	Not Available			High Minority
Block 1B	Not Available			High Minority
Block 1C	Not Available			High Minority
Block 1D	Not Available			High Minority

Determining Transit Accessibility by Population

Population data are attributed geographically to Census block groups, which are represented in the spatial software. For this analysis, Census block groups were deemed too large to appropriately capture the accessibility of a transit line or the impact a change would have on access to the transit line or stop. Instead, IndyGo used minority and poverty population densities of Census blocks to analyze the impact on accessibility for each geographic area. Any population within a Census block of a stop or the buffer area around a route, regardless of the percentage of the Census block within the buffer, is considered as

a population with access to transit. IndyGo uses a ¼ mile buffer area around local route bus stops and a ½ mile buffer around bus rapid transit stations.

SERVICE EQUITY ANALYSIS METHODOLOGY

The equity analysis involved the following steps:

1. Identify minority and poverty population characteristics of blocks in Marion County.
2. Develop a map of current and proposed routes.
3. Determine High Minority and High Low-Income block groups.
4. Determine which blocks are within access of stops and segments of the proposed and existing routes.
5. Allocate the projected change in weekly trips to blocks after proposed changes are implemented.
6. Determine the difference between the two scenarios for each block and the system in terms of Total Transit Vehicle Trips to Blocks, Average Transit Vehicle Trips per block, and Transit Vehicle Trips by population.
7. Compare the percentage change experienced by each group to the thresholds established in IndyGo's Title VI Policy to determine if the proposed changes could result in discriminatory impacts.

Changes to frequency, geography or span of service are made through an analysis of the number of weekly trips by the route.

Total Transit Vehicle Trips to Blocks

Any change in Total Transit Vehicle Trips to Blocks for minority and low-income populations that constituted a major service change was calculated as follows²:

The percent change in Transit Vehicle Trips to Blocks for minority and low-income populations =

$$\frac{\text{Recommended Transit Vehicle Trips to Block} - \text{Existing Transit Vehicle Trips to Block}}{\text{Existing Transit Vehicle Trips to Block}}$$

² IndyGo's major service change policy triggers an examination if any route has a change of 25 percent of its route miles, a change impacting 25 percent of its passengers, or the route is new.

Average Transit Vehicle Trips per Block

The Average Transit Vehicle Trips per Block model is also applied because it reduces the positive effect of drawing a route to simply touch more Census blocks of unspecified population. The formula can be expressed as follows:

Percent change in Average Transit Vehicle Trips per Block for minority and low-income populations =

$$\frac{\text{Recommended Average Transit Vehicle Trips per Block} - \text{Existing Average Transit Vehicle Trips per Block}}{\text{Existing Average Transit Vehicle Trips per Block}}$$

$$\left(\frac{\frac{\text{Recommended Transit Vehicle Trips to Block}}{\text{Served Blocks in Recommended Network for Population of Interest}} - \frac{\text{Existing Transit Vehicle Trips to Block}}{\text{Served Blocks in Existing Network for Population of Interest}} \right) \div \frac{\text{Existing Transit Vehicle Trips to Block}}{\text{Served Blocks in Existing Network for Population of Interest}}$$

Transit Vehicle Trips Weighted by Population

Weekly transit trips on a route were weighted by the estimated population of interest within each block that is touched by a route. If the population were equal across all blocks, this additional method would mirror other analyses. Because total population and demographics vary among Census blocks, this is the only measure that captures how many people can access transit service today relative to recommended changes.

The formula is expressed as follows:

Percent change in Weighted Transit Vehicle Trips for minority or low-income populations =

$$\frac{\text{Total Recommended Weighted Transit Vehicle Trips} - \text{Total Existing Weighted Transit Vehicle Trips}}{\text{Total Existing Weighted Transit Vehicle Trips}}$$

$$\frac{\sum_{i=1}^n [(\text{residents of Block } i)(\text{Recommended Transit Vehicle Trips to Block } i - \text{Existing Transit Vehicle Trips to Block } i)]}{\sum_{i=1}^n [(\text{residents of Block } i)(\text{Existing Transit Vehicle Trips to Block } i)]}$$

SERVICE EQUITY ANALYSIS: RESULTS

The results of the methodology described above are summarized in the following paragraphs, tables, and maps.

MINORITY AND POPULATIONS BELOW POVERTY

Title VI regulations require that IndyGo compare its service for areas with minority and non-minority populations and areas with populations below the poverty level. For this analysis, geographic areas were classified as a “Minority Area” if the block group had a percentage of minority population that was greater than the minority population of the entire service area (45.73%). The same approach was used to identify areas where the percent of the population living below poverty was higher than that of the entire service area (16.42%). Table 4 summarizes the number and percent of the population that classified as minority areas or areas living below poverty³.

Table 4: Number and Percent of Minority Population in Marion County

Category	Total Number	Service Area Percent
Minority Population	437,761	45.73%
Population in Poverty	154,027	16.42%
Total Population	957,337	100%

The maps presented below were developed to offer a visualization of the Minority and Poverty population densities within the service area (Marion County). Figures 2 and 3 illustrate the subject population densities by acre compared and include the recommended 2027 Transit Network route structure for context, whereas Figures 5 and 6 provide densities per block as described in the methodology.

³ The total population used for the percent of population in poverty removes children under 15, people that are institutionalized, college students living in dorms, and military populations living in barracks because they cannot determine their income, and thus poverty status. Therefore, the percent is slightly different than if the entire population was used.

Figure 2: Minority Population Density and Recommended 2027 Transit Network

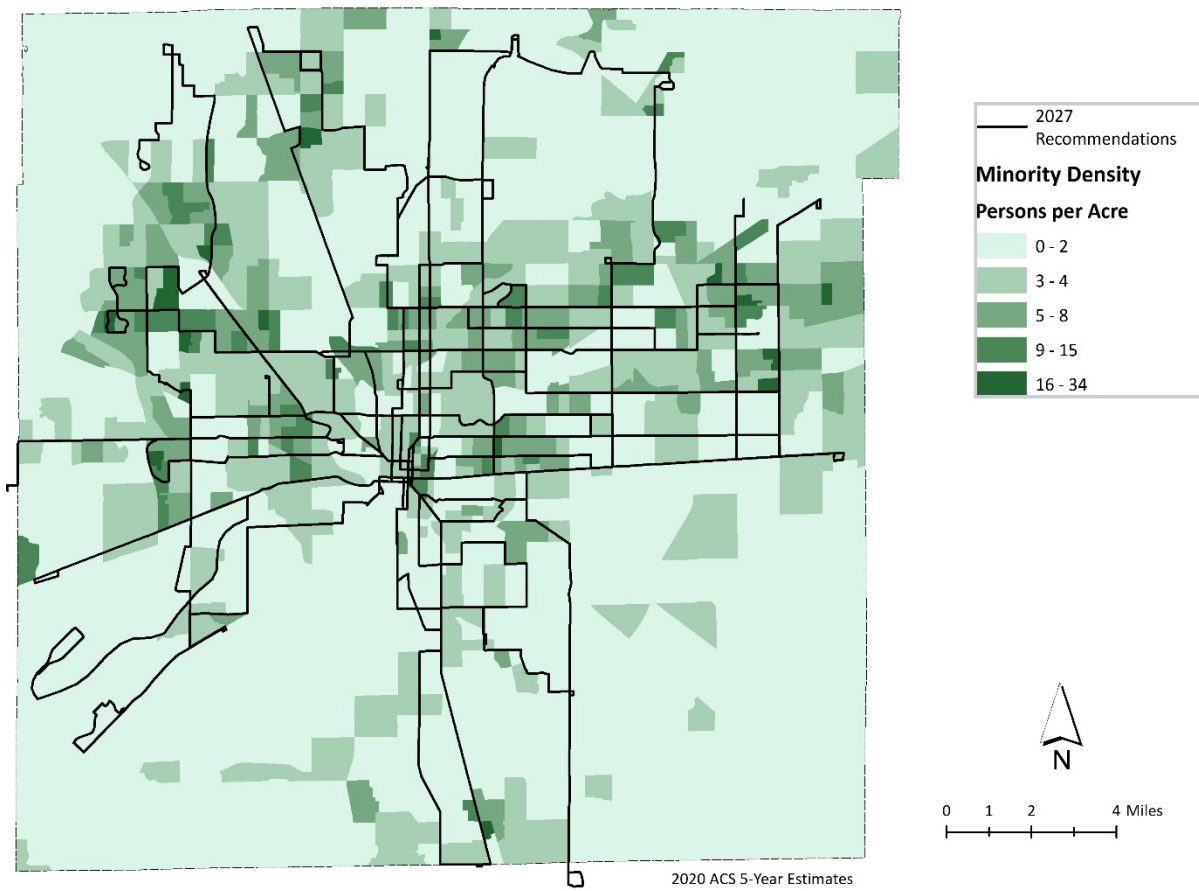
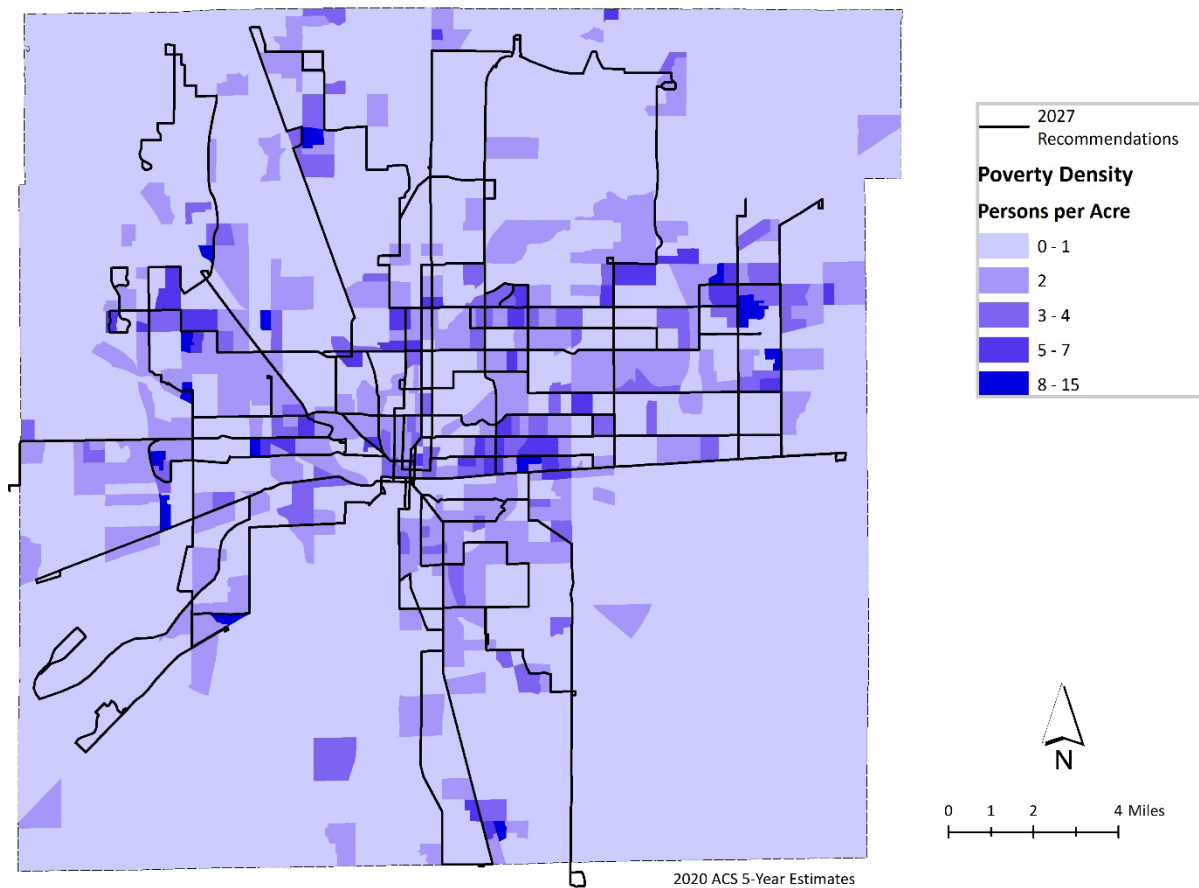


Figure 3: Density of Population Below Poverty and Recommended 2027 Transit Network

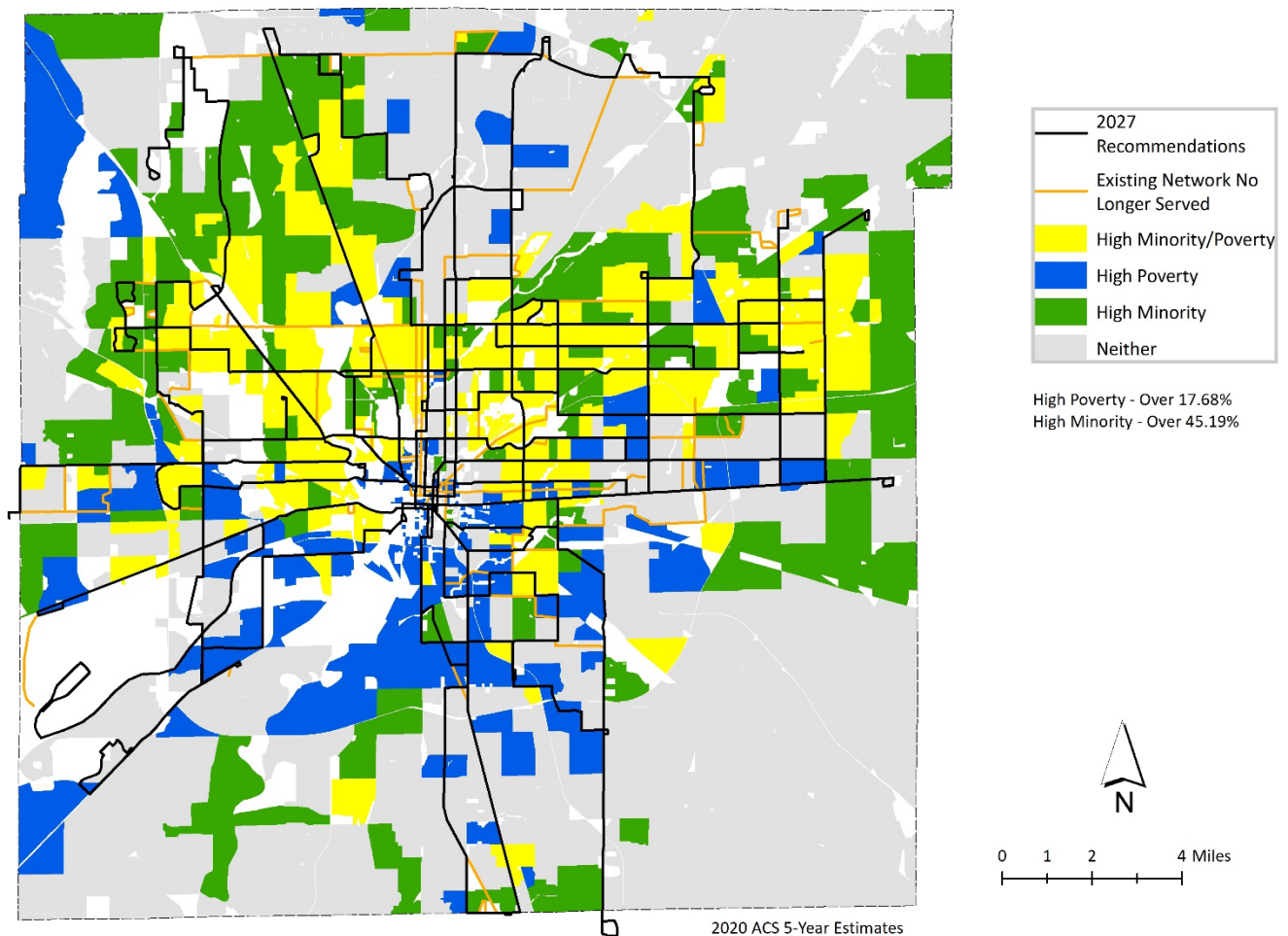


HIGH MINORITY AND HIGH POVERTY BLOCKS

The following exhibits illustrate the same demographic factors distributed by blocks. Figure 4 compares the recommended 2027 Transit Network with the existing route network with blocks that have a higher than average minority population (High Minority), higher than average population density below poverty (High Poverty), and both High Minority and High Poverty. Blocks shaded in gray have lower than average densities of the subject population groups. Blocks that do not have a color are blocks that do not have any population (non-habitable).

Blocks with higher-than-average densities of minority and/or low-income populations are scattered throughout the service area but are most prevalent north of Washington Street. Areas with higher-than-average poverty but not higher than average minority population are located in pockets throughout the service area but most frequently appear in the central Indianapolis area and south and southeast of downtown Indianapolis.

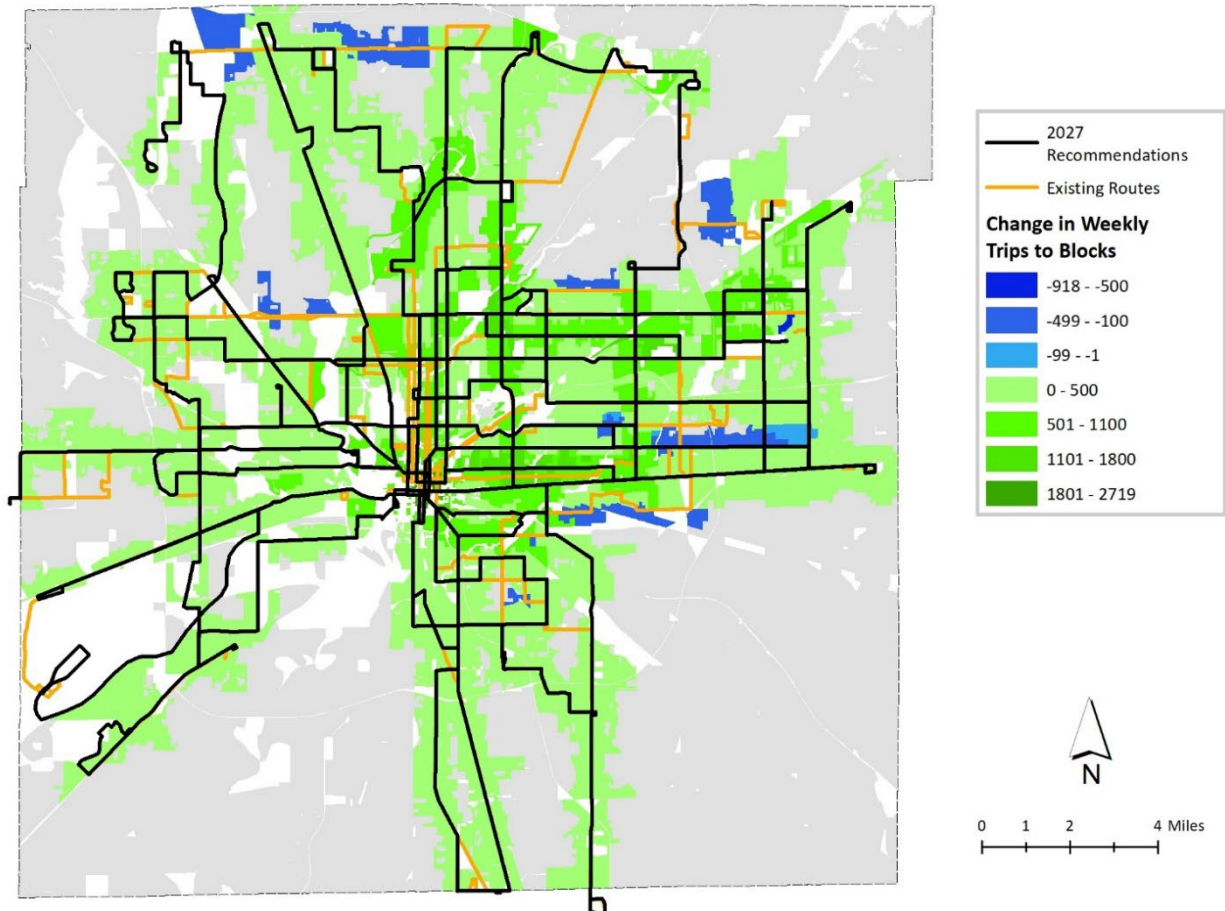
Figure 4: High Minority and High Poverty Blocks and Recommended 2027 Transit Network



CHANGE IN WEEKLY TRIPS TO BLOCKS

Figure 5 illustrates the change in weekly trips if the recommended 2027 Transit Network were to be implemented. Blocks with the darkest blue shading have the most significant reduction in weekly trips. In other words, these blocks will receive less service after the recommended changes are implemented. Most of the service area is shaded light green to dark green indicating that those blocks will receive equal or more service with the recommended 2027 Transit Network.

Figure 5: Change in Weekly Trips to Blocks and Recommended 2027 Transit Network



Total Transit Vehicle Trips

When combined, all recommended route changes will result in an overall increase of 26 percent in total transit vehicle trips per week, as shown in Table 5. This is roughly equivalent to the increase in service between the existing (October 2021) network and the 2027 Transit Network. The percent change in total transit vehicle trips to blocks presented in the next section is a specific measure for this SEA and does not represent the percent change in service levels. Weekly trips are a representation of service provided in a typical transit week, which does not include holiday service on a weekday.

Table 5: Change in Total Weekly Transit Vehicle Trips

Existing Weekly Trips (October 2021)	Proposed Weekly Trips (2027 Transit Network)	Change in Weekly Trips (#)	Change in Weekly Trips (%)
11,195	14,141	2,946	26%

Total Transit Vehicle Trips to Blocks

Table 6 provides a comparison of the change in the number of total weekly transit vehicle trips to blocks when the recommended 2027 Transit Network is implemented. There is an increase in trips to all High and Non-High Minority and Poverty categories of Census blocks. The increase is slightly more significant for the High Minority and High Poverty blocks.

Table 6: Results of Total Transit Vehicle Trips to Blocks Analysis

Census Blocks	(A) Existing Trips to Blocks	(B) Proposed Trips to Blocks	(C) Change in Trips to Blocks	(D) Percent Change	(E) Acceptable Range of Change +/- 20% of (D)	Disparate Impact or Disproportionate Burden
High Minority	2,364,040	3,517,051	1,153,011	49%	34% - 51%	No
Non-High Minority	3,064,065	4,364,136	1,300,071	42%		No
High Poverty	2,818,422	4,137,604	1,319,182	47%	35% - 52%	No
Non-High Poverty	2,609,683	3,743,583	1,133,900	43%		No
All Habitable Blocks	5,428,105	7,881,187	2,453,082	45%		

Average Transit Vehicle Trips per Block

Table 7 presents the Average Transit Vehicle Trips per Block analysis, which compares average trips to High Minority and High Poverty blocks to Non-High Minority and Non-High Poverty blocks. For all areas, there is an increase of 351 trips to blocks, which is comparable to the change to High Minority blocks (347) but lower than the change to High Poverty blocks (364).

Based on this analysis, High Minority and High Poverty blocks will see a greater overall increase in service compared to entire service area, resulting a finding of no disparate impact and no disproportionate burden.

Table 7: Results of Average Transit Vehicle Trips to Blocks Analysis

Census Blocks	(A) Average Existing Trips to Blocks Served	(B) Average Proposed Trips to Blocks Served	(C) Average Change in Trips to Blocks Served	(D) Percent Change in Average Trips to Blocks	(E) Acceptable Range +/- 20% of (D)	Disparate Impact or Disproportionate Burden
High Minority	712	1,059	347	49%	34% - 51%	No
Non-High Minority	836	1,191	355	42%		No
High Poverty	777	1,141	364	47%	35% - 52%	No
Non-High Poverty	777	1,114	337	43%		No
All Habitable Blocks	777	1,128	351	45%		

Transit Vehicle Trips Weighted by Population

The following metric follows a similar pattern as the first two. Transit Vehicle Trips Weighted by Population (TVTWxP) result in a beneficial measure for Disparate Impact (DI) or Disproportionate Burden (DB). Because total population and demographics vary among Census blocks, this is the only measure that captures how many people can access transit service under the current route structure compared to the proposed changes.

The typical measure of DI and DB that results from a service change is a comparison between the proportion of persons in the protected class who are adversely affected by the service and the proportion of persons not in the protected class that are adversely affected. The comparison population is all persons who are either affected by the service or who could be affected (i.e., potential passengers or total population).

The change in transit vehicle trips in all habitable blocks is positive. That is to say that there will be more trips provided by population in the proposed service structure compared to the existing level of service. When analyzing the percent change in trips weighted by the population of blocks, the results indicate that the percent change is consistently between 41 percent and 46 percent for blocks of high and non-high minority and high and non-high poverty. Furthermore, there is a stronger positive percent change for areas of high minority and high poverty than for the non-high minority/poverty blocks.

Table 8: Analysis of Transit Vehicle Trips Weighted by Population

	(A) Existing TVTWxP	(B) Proposed TVTWxP	(C) Change in TVTWxP	(D) % Change	(E) Threshold for DI/DB +/- 20% of (D)	DI/DB?
High Minority	190,501,436	277,680,274	87,178,838	46%	33% - 49%	No
Non-High Minority	215,394,993	304,201,178	88,806,185	41%		No
High Poverty	213,129,165	310,295,489	97,166,324	46%	33% - 49%	No
Non-High Poverty	192,767,264	271,585,963	78,818,699	41%		No
All Habitable Blocks	405,896,429	581,881,452	175,985,023	43%		

Route-by-Route Analysis

Figure 6 illustrates the route-by-route analysis that more precisely reveals the impact of recommended route changes. The map illustrates the high minority and high poverty blocks that will receive no or reduced service when the recommended service changes are implemented. IndyGo recognizes that increasing frequency and decreasing coverage means that some areas will experience an impact of less service. IndyGo will continue to understand how best to serve individuals who no longer receive service due to the redesign.

Figure 6: High Minority and High Poverty Blocks Receiving Reduced Trips

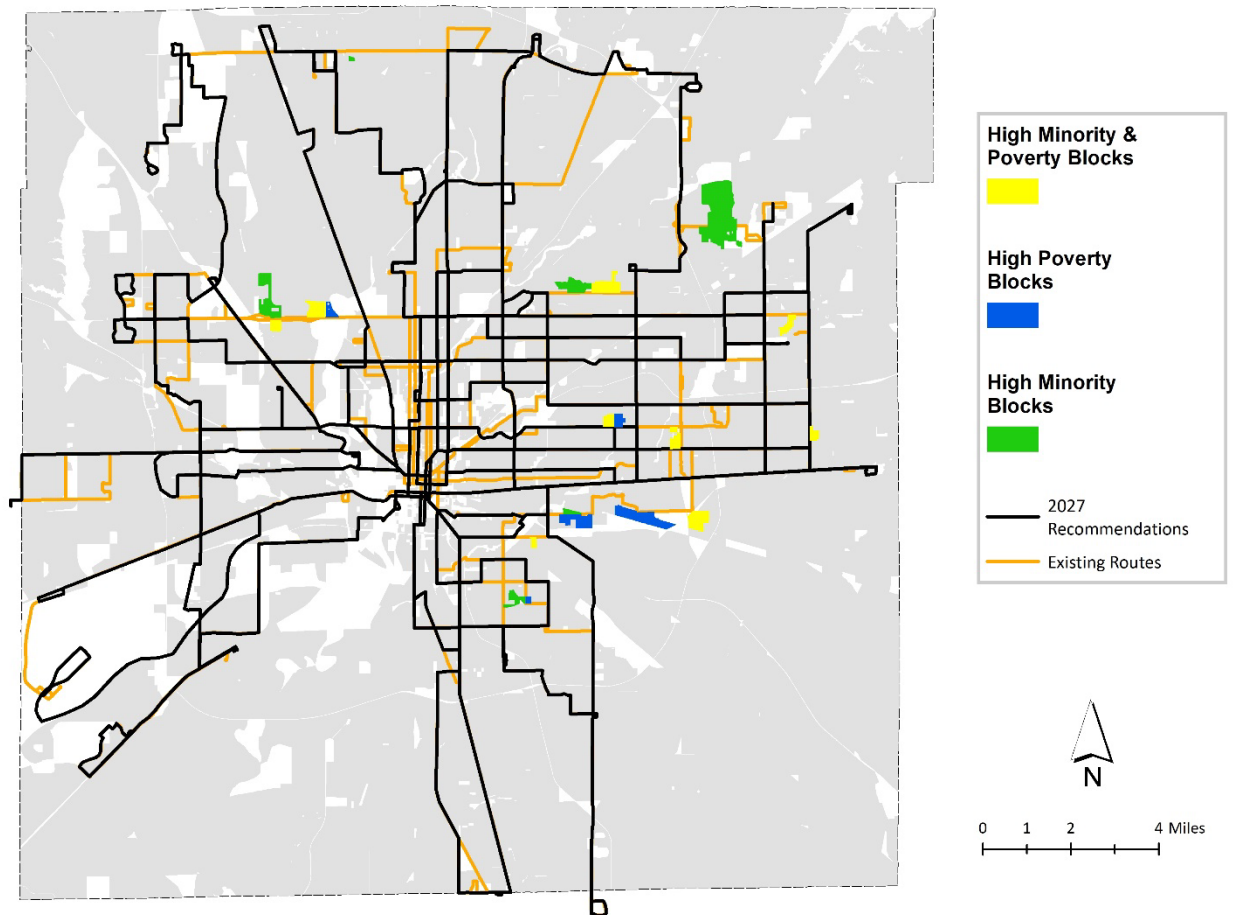
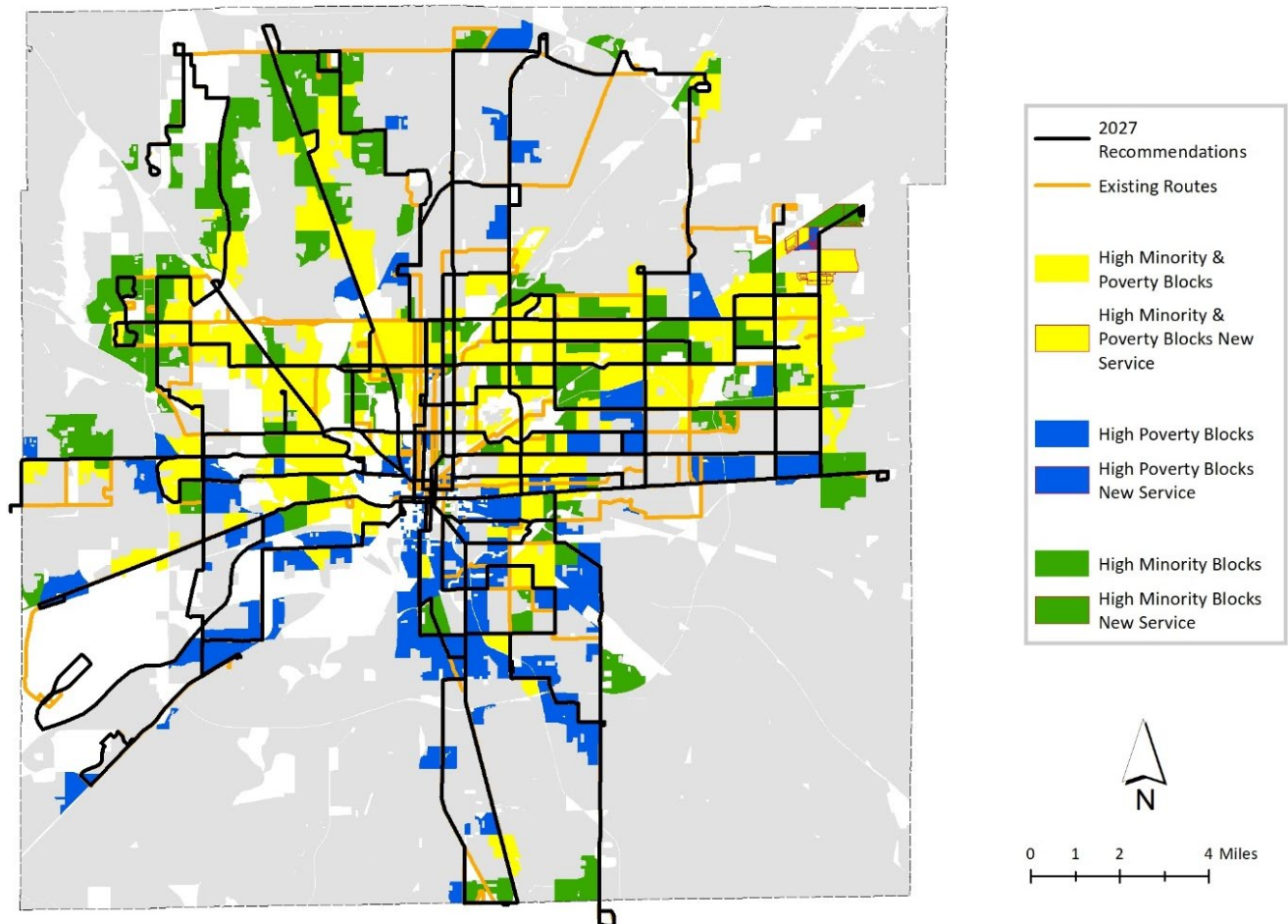


Figure 7 illustrates the route-by-route analysis that more precisely reveals the impact of recommended route changes. The map illustrates the high minority and high poverty blocks that will receive added service when the recommended service changes are implemented.

Figure 7: High Minority and High Poverty Blocks Receiving Added Trips



CONCLUSIONS

At the systemwide level, the recommended route changes will result in additional trips to the high-minority and high-poverty blocks and the non-high-minority and non-high-poverty blocks. The positive percent change in the total number of trips to blocks across all habitable blocks is 45 percent. The positive impact on high-minority and high-poverty blocks is within one percent of the overall impact. Therefore, there is a finding of no disproportionate burden or disparate impact.

IndyGo also analyzed the trips to blocks before and after changes are implemented based on the population of the block. The additional analysis by person is the only measure that captures how many people in each block can access transit service. That deeper analysis resulted in an overall positive change of 43 percent for all habitable blocks. The positive impact on high-minority and high-poverty blocks when weighted by the person is 46 percent and 46 percent, respectively. This conclusion further supports that the proposed changes pose no disproportionate burden or disparate impact.

*IndyGo*SM

Service Equity Analyses





Ryan Wilhite

Manager of Special Projects and
Regional Mobility Integration

IndyGo

*IndyGo*SM

Purpose

Why we conduct equity analyses



Why do we perform a SEA?

Purpose

- Required to partly fulfill Title VI requirements
 - Board of Directors must review, consider, and approve service and fare equity analyses
- If the modification, service/fare, meets or exceeds our major service change threshold, we analyze
 - Change impacting 25% of route miles
 - Change impacting 25% of riders
 - New route

Determination of DI/DB

Disparate Impact / Disproportionate Burden

- What's a disparate impact? (DI)
 - If the minority population experiences a higher negative effect than the non-minority population
 - “Acceptable range” – 80% to 120% of metric for non-minority
 - If minority metric falls outside the range, DI
- What's a disproportionate burden (DB)
 - Similar to DI but comparing income

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SEA Method

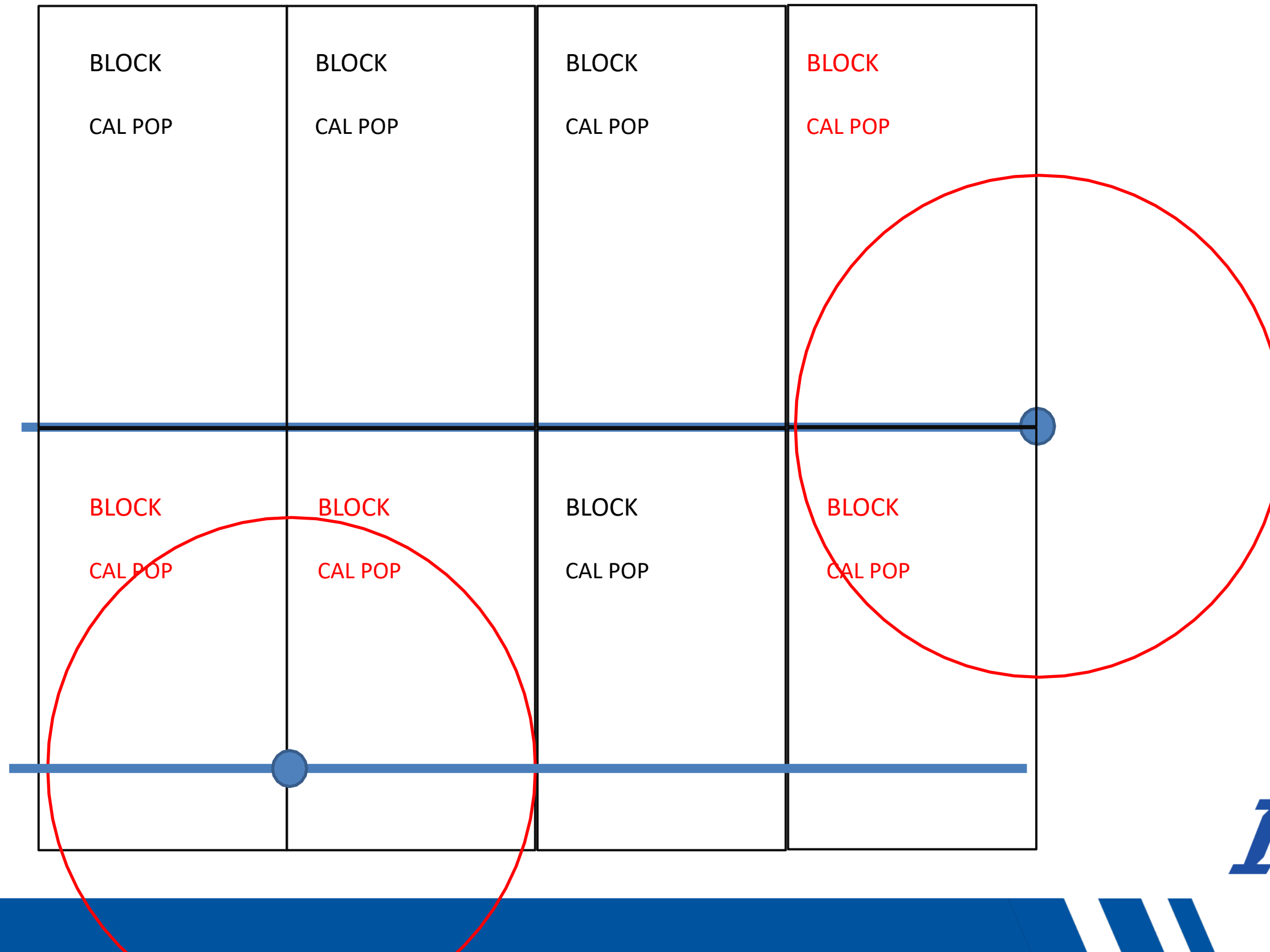
General Methodology for IndyGo SEA



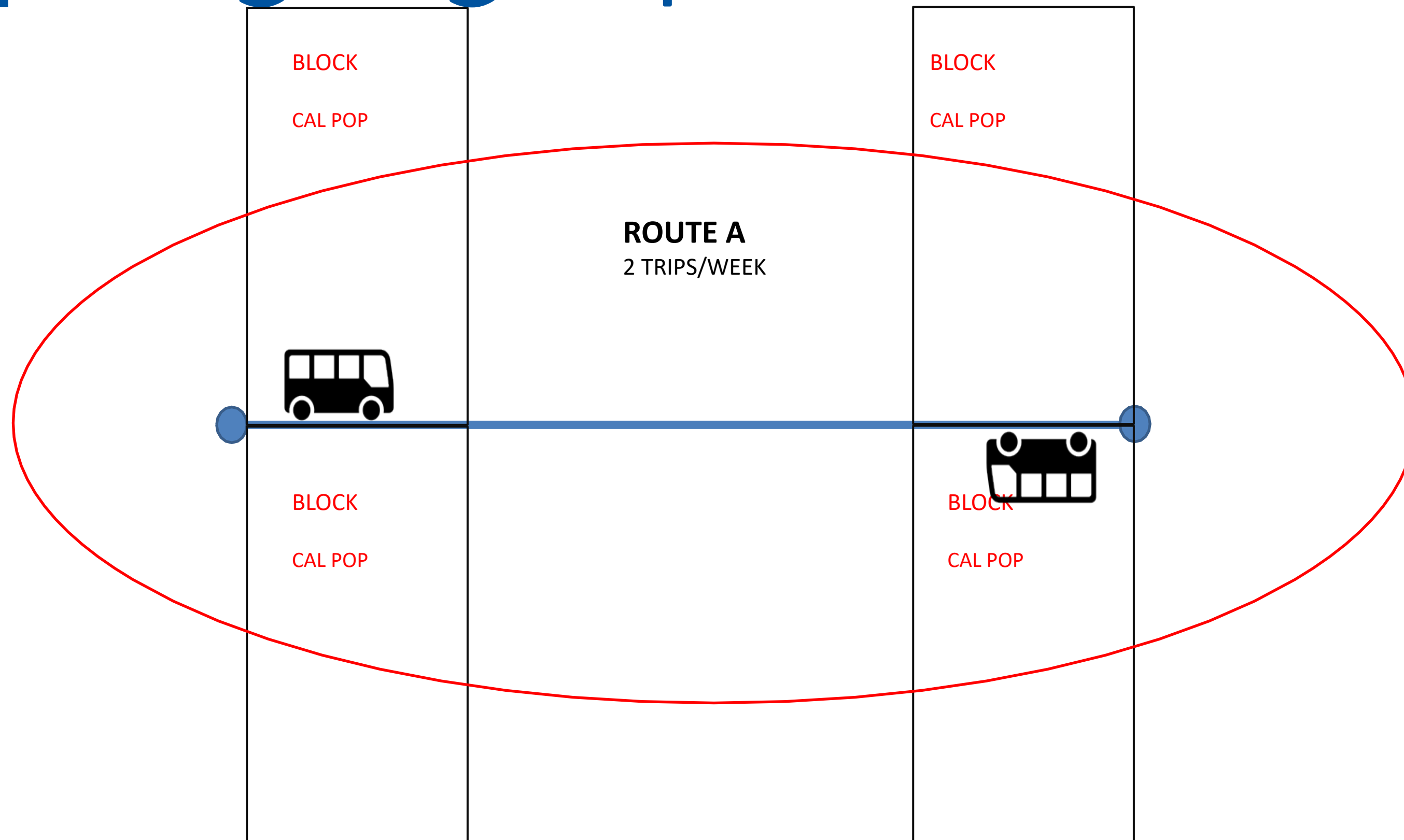
Data Used

- ACS population data
- GTFS (General Transit Feed Specification) 2106 and 2110
- Census blocks/block groups

Accessible Blocks

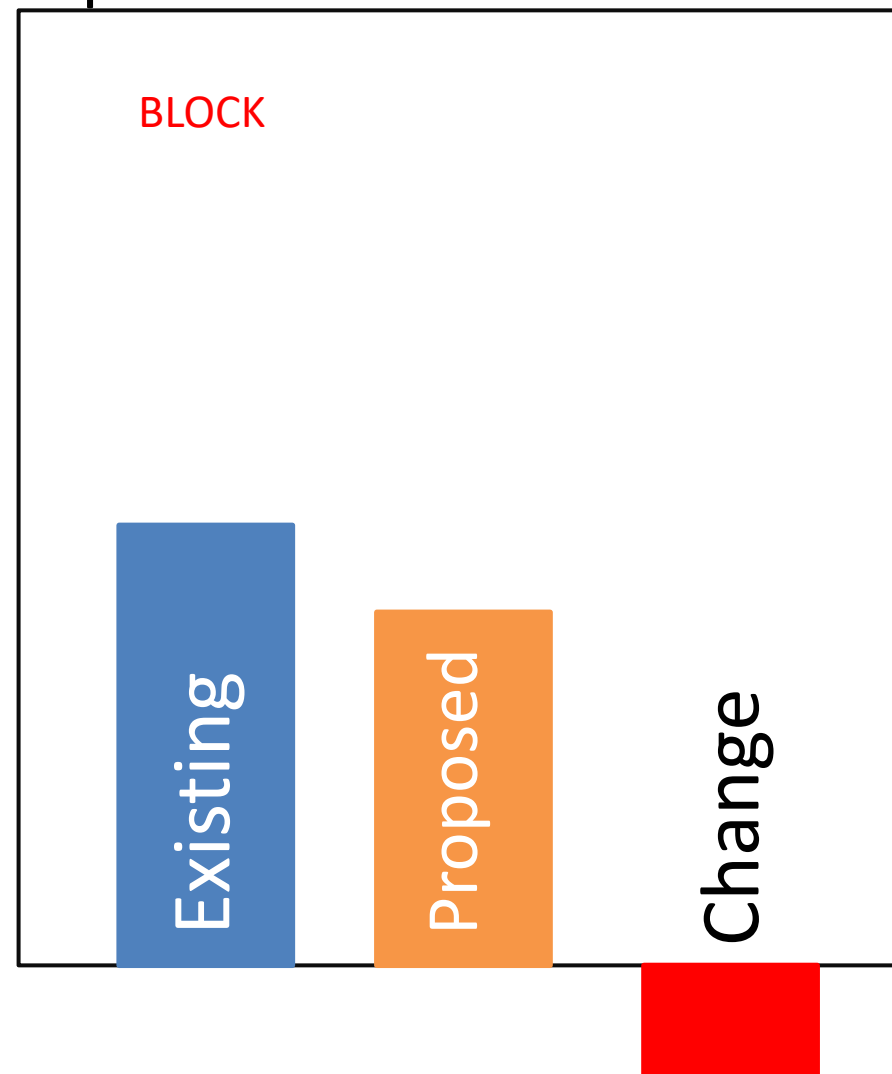


Assigning Trips to Blocks



Change in Trips to Blocks

Sum of All Routes Weekly
Trips



All accessible blocks examined

Metrics Evaluated

Metric	Definition
Total Transit Vehicle Trips to Blocks	Weekly Trips for All Routes with Access to Habitable Block
Average Trips per Block	Average Trips for Each Network by Block
Vehicle Trips Weighted by Population	Weekly Trips multiplied by the Calculated Population in Each Block

Evaluation Example

Populations for Analysis

Minority Population

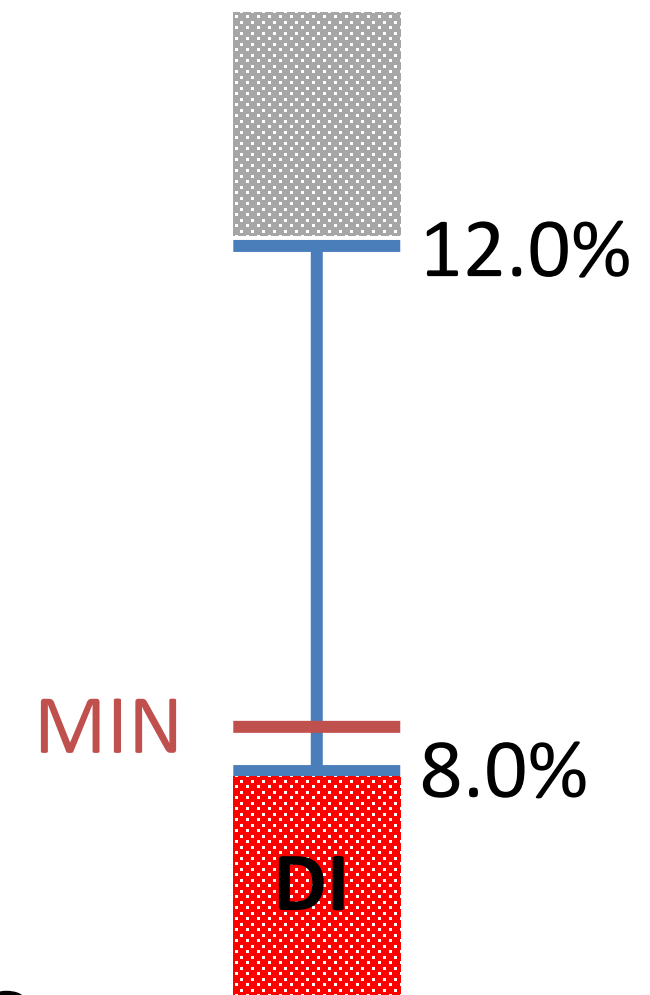
Non-Minority Population

Metric for Analysis

8.4%

10.0%

Acceptable Range



RESULT – NO DI

IndyGo

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2027 Transit Network

Future Service Plan Service Equity Analysis

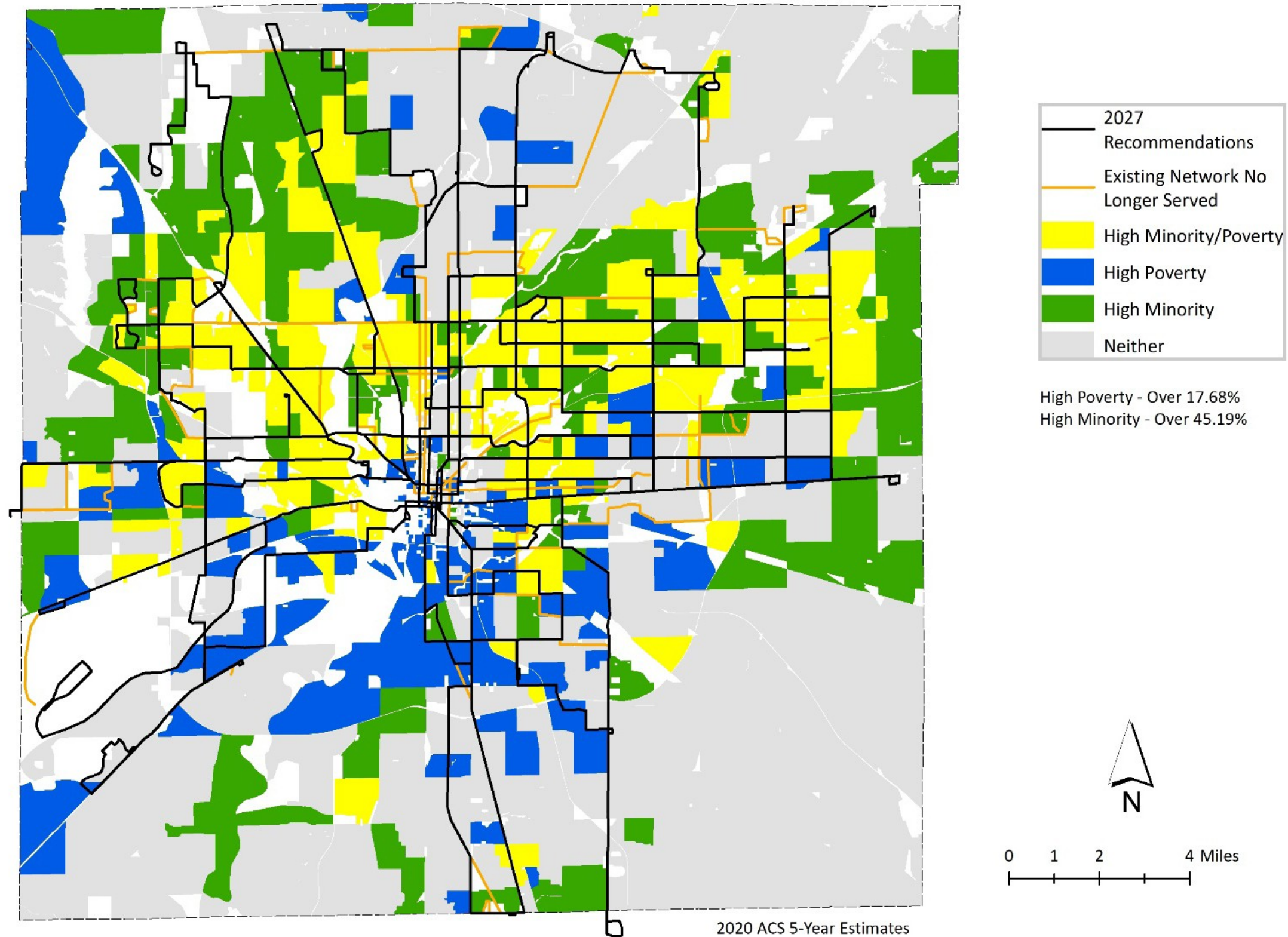


2027 Transit Network

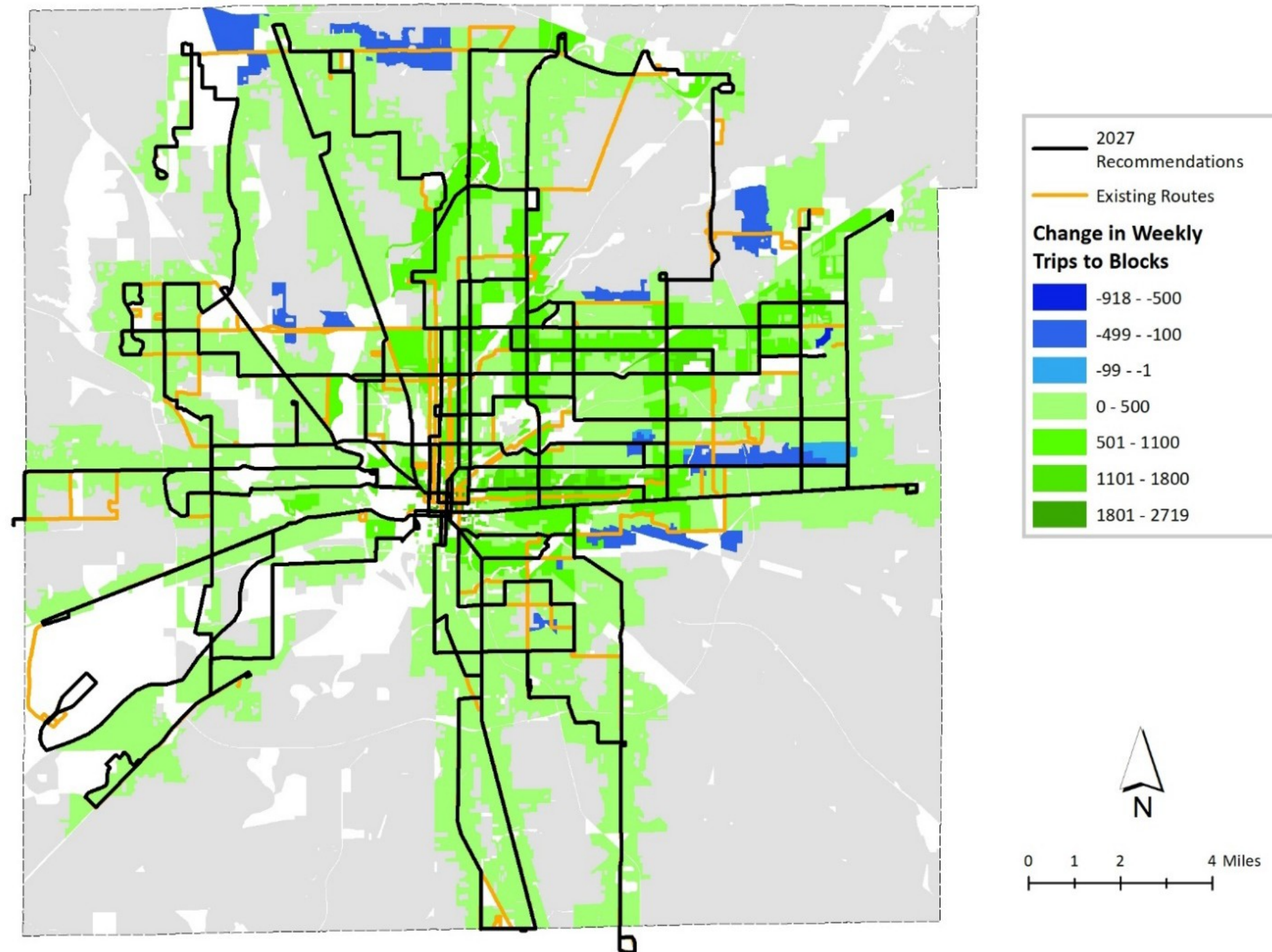
Update to Future Service Network

- Update to Marion County Transit Plan work
- Nearly all routes have changes
- Total increase of service from Existing Network levels of about 26% (Weekly Transit Trips)
- Finalizes 2027 Transit Network (conditionally approved in December 2022)

Title VI Areas



Change in Weekly Trips to Blocks



2027 Transit Network SEA Results

Title VI Metric	Disparate Impact	Disproportionate Burden
Total Transit Vehicle Trips to Blocks	Within	Within
Average Transit Vehicle Trips to Blocks	Within	Within
Transit Vehicle Trips Weighted by Population	Within	Within

- Total Weekly Trips Increased by 26%

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THANK
YOU

QUESTIONS?



BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors

THROUGH: President/CEO Inez P. Evans

FROM: Chief Development Officer Jennifer Pyrz

SUBJECT: Consideration and approval of Resolution 2023-01 selecting Construction Manager as Constructor (CMc) as the project delivery system for the East Campus Fleet Terminal Facility Project

ACTION ITEM A – 5

RECOMMENDATION:

It is requested that the Board approve a resolution in support of utilizing the CMc project delivery system for construction of the East Campus Operations Center and Fleet Terminal Project.

BACKGROUND:

As a local government public agency under Title 36 of the Indiana Code and pursuant to the provisions of Indiana Code, §5-32, IPTC may design and construct the East Campus Operations Center and Fleet Terminal Project at 9503 E. 33rd Street, Indianapolis, IN Project ("Project") utilizing any of the available project delivery systems for public projects, including design-bid-build, construction manager as advisor (CMA), construction manager as constructor (CMc) or design-build. To date, IPTC has used the design-bid-build delivery system for its projects and has used CMA to assist in development of the BRT lines and the Carson Transit Center.

A CMc acts as a consultant to owners in the development and design phases, but also assumes the risk for construction performance as the equivalent of a general contractor, holding all trade subcontracts during the construction phase. CMc is also known as Construction Manager At-Risk (CMAR).

DISCUSSION:

IPTC desires to use the CMc delivery system for the East Campus Operations Center and Fleet Terminal Project to reduce risk to the agency and improve project outcomes. This delivery method is similar to CMA in that it will allow IPTC to engage a construction professional early in the project to provide advice related to design, cost, schedule, and constructability. However, unlike CMA, the CMc additionally acts as general contractor through construction and holds all (sub)contractor contracts. This method shifts risk of schedule and cost changes from Owner to CMc by providing the CMc with greater control over how the project is constructed.

Through conversations with the marketplace, IPTC believes that using CMc will potentially increase the pool of bidders interested in this project and that this increased competition will result in potential lower overall costs to the agency. Additionally, it is expected that this should reap benefits, including reduced schedule and cost risk, as the CMc takes on responsibility for things such as long lead item delivery, overall constructability, monitoring and control of change orders, and subcontractor participation, among other things.

The selected CMc will provide pre-construction services in cooperation with IPTC staff, including but not limited to conducting design reviews, preparing a cost-loaded project schedule and cost estimates, conducting constructability reviews and value analysis, reviewing specifications and conducting quality control.

Pursuant to statute, the CMc will be selected through a competitive procurement process in the form of a Request for Proposals (RFP). Cost will be a factor in the selection, as responding teams will be required to provide a pricing proposal in addition to written documentation of their qualifications, experience, performance history, work plan, and other technical qualifications. If approved to proceed, IPTC will issue this RFP for CMc services in the first quarter of 2023.

IPTC would first enter into a contract for preconstruction services with the selected CMc. IPTC would then have the option of using the same team for construction services if IPTC and the CMc are able to agree upon a guaranteed maximum price (GMP) for construction of the project. This delivery method provides greater transparency in project costs and allows for the opportunity of shared cost savings. If used for construction, the CMc will be responsible for leading all construction work and publicly conducting subcontractor bidding in accordance with IPTC, state and Federal requirements. They will also be responsible for implementing a safety program, meeting supplier diversity/DBE requirements, procuring permits, and managing the work so that it is completed on time and within budget, among other responsibilities.

Both the selection of the CMc (with preconstruction phase fees) and the negotiated GMP for construction of the project would be brought before the Board of Directors for review and approval.

ALTERNATIVES:

The Board could choose not to accept this resolution and direct IPTC staff to use the design-bid-build project delivery system.

FISCAL IMPACT:

Not applicable.

DBE/XBE DECLARATION:

Not applicable.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Service Committee on January 19, 2023 and will be placed on the Regular Agenda.

RESOLUTION 2023-01

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

A RESOLUTION of the Board of Directors of the Indianapolis Public Transportation Corporation selecting Construction Manager as Constructor (“CMc”) as the project delivery system to be utilized for construction of the East Campus Operations Center and Fleet Terminal Project.

WHEREAS, the Indianapolis Public Transportation Corporation (IPTC) is 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, as a local government public agency under Title 36 of the Indiana Code, pursuant to the provisions of Indiana Code §5-32, IPTC may design and construct the East Campus Operations Center and Fleet Terminal Project at 9503 E. 33rd Street, Indianapolis, IN Project (“Project”) utilizing any of the available project delivery systems for public projects, including design-bid-build, construction manager as advisor, construction manager as constructor or design-build.

WHEREAS, the CMc project delivery method is likely to garner interest from a larger pool of contractors as selection is based on qualifications and not simply the lowest bid; and

WHEREAS, the CMc project delivery method allows for early involvement preconstruction to better assist IPTC in controlling budget and schedule; and

WHEREAS, the CMc project delivery method provides greater transparency in project costs and allows for the opportunity of shared cost savings; and

WHEREAS, the CMc project delivery system has distinct advantages over other project delivery methods that may reduce risk to the corporation and improve project outcomes; and

WHEREAS, the IPTC Board of Directors having considered the project delivery options and being duly advised, finds that the Board of Directors has determined to construct the Project utilizing the construction manager as constructor method as provided in Ind. Code §5-32-1 et seq. (“CMc Statute”):

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 Title 36 of the Indiana Code and the provisions of Indiana Code §5-32, to construct the Project utilizing the construction manager as constructor project delivery method.

Section 2. As the Project Owner, IPTC will develop the Owner criteria for the Project, including allowances, contingencies and unit price requirements, insurance and bonding requirements, Disadvantaged Business Enterprise (DBE) requirements, the CMc contract terms and conditions for performance, the procurement schedule and requirements for the Request for Proposals (“RFPs”), develop the factors and logistics for the procurement, develop the bid requirements and procedures to be followed by the CMc for the selection of the first-tier subcontractors, establish an Evaluation Committee for the purpose of evaluating and scoring the RFP submissions, make recommendations to the Board for the CMc Contract award and otherwise carry out the responsibilities and duties of IPTC under the CMc Statute.

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

Section 4. 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 26th day of January 2023.

BOARD OF DIRECTORS, INDIANAPOLIS
PUBLIC TRANSPORTATION CORPORATION

Gregory F. Hahn
Chairman of the Board of Directors

Attest: _____

Jill D. Russell, Chief Legal Officer
Indianapolis Public Transportation Corporation

Information Update – December 2022 Financials Summary

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Financial Officer Bart Brown and Budget Director Justin Burcope
Date: January 17, 2023

DECEMBER 2022 FINANCIAL SUMMARY

Revenue

- We have collected our entire allotment at \$11,540,062 for FY 2022.
- Other Operating revenue category is over budget by \$73,408 (135%) for the month. Year-to-date, this category is over budget by \$2,276,556 (348.6%).
- The passengers service revenue is under budget by \$18,811 (-3.1%) for the month and under budget by \$486,022 (-7.6%) year to date.
- We have received our entire allocation of PMTF for the year at \$11,240,036.
- We collected the final Property Tax distribution of \$2,768,742 in December. Year to date we are over budget in collections by \$1,361,395 (3.6%).
- We also collected the final Income Tax distribution of \$3,183,209 for December. Collections YTD are \$4,243,682 (10.4%) over budget.
- The Service Reimbursement Program revenue is under budget by \$12,500 (-36.1%) for the month. Year to date, this category is under budget by \$3,798 (-1%).

The Total Revenue for the agency is over budget by \$42,097 for the month and by \$8,216,478 (7.6%) year to date.

FY 2022 NON-BUDGETED REQUESTS

Date	Expenditure Description	Budget Type	Expense Category	Amount
11/17/2022	Veeder Root System for fluid tanks	Capital	Capital	\$84,670
10/18/2022	A/C backup East Campus	Capital	Capital	\$74,860
10/17/2022	Everbridge Notification System	Operating	Other Services & Charges	\$25,569
10/01/2022	Extension of Heliport Lease	Operating	Other Services & Charges	\$15,224
9/21/2022	Capitol Avenue Contraflow warning signs	Capital	Capital	\$195,900
8/31/2022	Fire suppression system at East Campus for server room	Capital	Capital	\$32,425
8/25/2022	Land purchase for buildout at W. Michigan Street property	Capital	Capital	\$147,519
7/30/2022	Install audio/video callbox at north parking lot	Capital	Capital	\$21,455
7/15/2022	Install Hand Railings at CTC	Capital	Capital	\$100,000
7/15/2022	Security Fencing at South Parking Lot	Capital	Capital	\$50,000
7/8/2022	Application of Polyasteric/Epoxy coating at Red Line Stations	Operating	Other Services & Charges	\$88,200
6/20/2022	Install handrails at Red Line Stations for ADA Compliance & already part of RL Grant	Capital	Capital	\$38,033
6/10/2022	Design Fees for Ivy Tech Charging	Capital	Capital	\$27,528
5/11/2022	Wireless Vehicle Communications Replacement	Capital	Capital	\$462,120
5/6/2022	Temp Staffing extension	Operating	Other Services & Charges	\$37,646
5/5/2022	Zero Emission Transition Plan	Operating	Other Services & Charges	\$200,000
5/5/2022	On-call Grant Writing Contract	Operating	Other Services & Charges	\$80,000
4/26/2022	Extension of Temporary Staffing contract in Procurement	Operating	Other Services & Charges	\$37,646
4/14/2022	Design of S. Madison Charging Equipment Move	Capital	Capital	\$57,200
3/30/2022	IndyGo Pride Parade	Operating	Other Services & Charges	\$9,500
3/28/2022	Vehicle Detection System - Washington St. & Delaware St.	Capital	Capital	\$41,536
3/1/2022	Supplier Diversity Support Services	Operating	Other Services & Charges	\$90,000
3/1/2022	2 AC units replacement due to system failure	Capital	Capital	\$45,867
2/7/2022	Vehicle Detection System - Pearl St. & Delaware St.	Capital	Capital	\$20,768
1/20/2022	Digital training solutions to public transit agencies using 3D animation.	Operating	Other Services & Charges	\$98,500

Update on the Stimulus Draws

American Rescue Plan (ARP): Below is the summary of the Federal Stimulus Funds drawdowns/reimbursements. These funds are deposited into a stimulus investment fund.

Federal Stimulus Grants	CARES Act	CRRSAA	ARP
IndyGo Award	44,200,516	21,105,476	49,584,275
Total Draws	42,624,649	21,105,476	45,198,211

RECOMMENDATION:

Receive the report.

Chief Financial Officer Bart Brown and Budget Director Justin Burcope



Indianapolis Public Transportation Corporation
 Budget to Actuals (Comparative Statement) - IndyGo
 For the Twelve Months Ending Saturday, December 31, 2022

1/13/2023 8:35 AM
 Period Selected: 12

	Current Month				YTD				
	Actual	Budget	Budget Variance \$	Budget Variance %	Actual	Budget	Budget Variance \$	Budget Variance %	PRIOR YTD Actual
Operating Revenue									
Federal Assistance	336,445.00	920,986.00	(584,541.00)	(63.47)	11,876,507.00	11,051,842.00	824,665.00	7.46	11,031,604.60
Other Operating Income	127,887.95	54,479.00	73,408.95	134.75	2,930,296.57	653,740.00	2,276,556.57	348.24	1,008,491.07
Passenger Service Revenue	582,310.30	601,122.00	(18,811.70)	(3.13)	5,893,022.48	6,379,045.00	(486,022.52)	(7.62)	5,190,831.50
PMTF Revenue		936,670.00	(936,670.00)	(100.00)	11,240,036.00	11,240,036.00		0.00	9,634,315.00
Local Property & Excise Tax Revenue	2,768,742.77	3,120,906.00	(352,163.23)	(11.28)	38,812,267.81	37,450,872.00	1,361,395.81	3.64	38,598,853.83
Local Transit Income Tax Revenue	3,183,209.18	3,390,739.00	(207,529.82)	(6.12)	44,932,549.13	40,688,867.00	4,243,682.13	10.43	43,627,192.80
Service Reimbursement Program	22,083.00	34,583.00	(12,500.00)	(36.14)	411,202.00	415,000.00	(3,798.00)	(0.92)	547,424.18
Total Operating Revenues	7,020,678.20	9,059,485.00	(2,038,806.80)	(22.50)	116,095,880.99	107,879,402.00	8,216,478.99	7.62	109,638,712.98

Information Update – IPTC 2023-2024 Insurance Renewals

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Director of Risk & Safety Brian Clem
Date: January 12, 2023

BACKGROUND:

Aon Insurance Broker Services

The combination of inflating building values at 1501 W Washington/9503 E 33rd St as well as additional busses added to the schedule was an increase of 21.49%. The increase in Total Insured Values (TVI) in tandem with market premium increases of 9.24% totaled the overall percent change from 2022 to 2023 to 30.73%. The total renewal cost in 2022-2023 was (\$1,061,215) compared to 2023-2024 at (\$1,386,977).

The current marketplace continues to harden due to a myriad of factors. Positive rate increases are being driven by carriers paying out claims due to above-average annual loss histories for the past couple of years. Inflation and continued supply chain issues have brought to light valuation dilemmas across the board, leading to property markets bumping building/equipment values or defaulting to carriers' restrictive language (margin clauses, coinsurance, etc.). Reinsurance is also causing havoc for carriers as higher attachment points, lack of capacity, increased demand, and the anticipated doom of 1/1 treaty renewals have caused their prices to surge. Although not directly impacted, clients ultimately feel a trickledown effect of what was/is occurring in the reinsurance market as the carriers cannot absorb the adjustment completely alone. These factors have all been exacerbated by the devastating effects of hurricane Ian. Although most of the direct damage occurred in Florida and Southeast, almost every carrier and reinsurer experienced some sort of negative impact on their books. Below is a graphic for factors that are driving the current markets.



The next page list a year-to-year breakdown of lines of coverage and cost compared to previous years.

Premium/Fee Summary

Coverage	January 1, 2021-22	January 1, 2022- 23	January 1, 2023-24	% Change
Property	Layered Tower Program	Layered Tower Program	Layered Tower Program	
Total Insured Values	\$ 264,396,228	\$ 289,036,653	\$ 351,139,477	21.49%
Property Rate	\$ 0.2281	\$ 0.2417	\$ 0.2847	17.80%
CNA premium				
Great American premium	\$ 354,358	\$ 405,512	\$ 522,855	28.94%
<i>rate per \$100 of value</i>	\$ 0.1340	\$ 0.1403	\$ 0.1489	6.13%
RSUI premium	\$ 71,136	\$ 72,839	\$ 69,955	-3.96%
Homeland premium	\$ 104,296	\$ 83,750	\$ 99,546	18.86%
Hallmark premium	\$ 31,123	\$ 36,000	\$ 44,000	22.22%
Mitsui premium	\$ 42,178	\$ 58,967	\$ 83,967	42.40%
Scottsdale premium		\$ 41,500	\$ 75,289	81.42%
Markel premium			\$ 104,119	
Total Premium w/o TRIA	\$ 603,091	\$ 698,568	\$ 999,731	43.11%
TRIA Premium (Optional)	Declined	Declined	Declined	
Estimated Taxes/Fees		\$ 4,544	\$ 9,355	
Total Premium	\$ 603,091	\$ 703,112	\$ 1,009,086	43.52%
Retained Limits Liability w/ Sexual Abuse Coverage	Munich	Munich	Munich	
Premium	\$ 248,300	\$ 275,000	\$ 302,000	9.82%
Surplus Lines Tax	\$ 6,208	\$ 6,875	\$ 7,550	9.82%
Total Premium w/o TRIA	\$ 254,508	\$ 281,875	\$ 309,550	9.82%
Crime	AIG	AIG	AIG	
Premium	\$ 5,577	\$ 5,594	\$ 5,594	0.00%
Fiduciary	Travelers	Travelers	Travelers	
Premium	\$7,263	\$ 8,004	\$ 7,890	-1.42%
Public Officials - D&O/EPL	RSUI	RSUI	RSUI	
Premium	\$ 42,750	\$ 46,940	\$ 42,440	-8.95%
Management Liability Premium	\$ 55,590	\$ 60,538	\$ 55,924	-7.13%
Cyber	Coaltion	Coaltion	Coaltion	
Premium	\$ 14,330	\$ 15,690	\$ 12,417	-22.86%
Total Premium w/o TRIA	\$ 927,519	\$ 1,061,215	\$ 1,386,977	30.73%

End of Report

Information Update – Limited English Proficiency – Requirements, Policies, and Next Steps

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: 2022 Peterson Fellow Grace Olsen
Date: January 10, 2023

BACKGROUND:

I performed a review of other transit agency LEP plans, sampling twenty different agencies and their strategies for encounters with LEP individuals. The most common strategy includes the translation of vital public documents and media releases. Other strategies are mostly equal with a reliance on bilingual employees; contracted-out language assistance, translation, and interpretation; language identification cards; and staff training on LEP strategies.

The places that IndyGo can go above and beyond are the strategies that are unique and not common among agencies. For example, Kansas City, MO, and Michigan's DOT have culminated a directory of all bilingual employees that can easily be contacted if language assistance is needed. Other methods include destination cards and picture books (St. Cloud, MN). There is disagreement about the use of informal translators. Hill Co., TX states that an LEP person may use an informal interpreter, but in Dallas Co., TX, informal interpreters are discouraged beyond use in an emergency. Phoenix, AZ has many above-and-beyond methods including translated direct mailers, not just translations available upon request or online. Similarly, they also have multi-lingual ticket vending machines, including extra accessibility measures such as Braille translations.

I found that IndyGo can improve to better serve LEP populations. For employees, there are no LEP-specific orientation and training materials. HR is in the process of converting current operator new hire materials into online formats with the opportunity to translate into other languages in the future for ESL candidates. Providing detailed LEP strategy training as well as translated orientation documents would provide a more inclusive environment for English-Speaking and LEP employees alike.

Further, IndyGo could replicate some of the unique strategies from my review. These include a directory, visual destination cards, and more translated documents. This could include the utilization of existing programs such as the Transit Ambassador program. This provides an opportunity to aid immigrants and LEP individuals in understanding the program through individualized methods.

Overall, small steps could be taken by IndyGo to be more accommodating to LEP individuals. For example, to remove the intimidation that an LEP individual may experience when approaching someone who does not appear to be bilingual, steps could be taken to make bilingual employees more identifiable. One possibility is through a nametag add-on to identify languages spoken. This is just one small move IndyGo could make to better serve LEP populations.

The full report can be found [here](#).

RECOMMENDATION:

Receive the report.

Grace Olsen
MPA Candidate at the IUPUI O'Neill School
2022 Peterson Fellow

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LEP Strategies

Grace Olsen
2022 Peterson Fellow

Introduction



MPA Candidate in
Environmental Policy and
Sustainability



2022 Peterson Fellow

Goal: identify best
practices for
IndyGo's LEP
strategies

Limited English Populations (LEP) Strategies Research



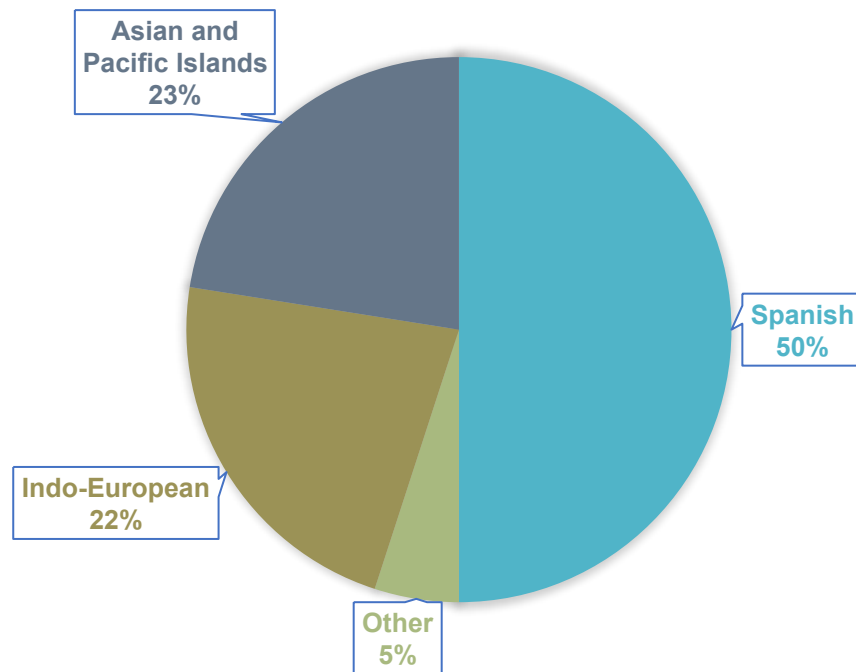
Transit Agencies' LEP Strategies Review

20 different agencies' LEP
plans reviewed

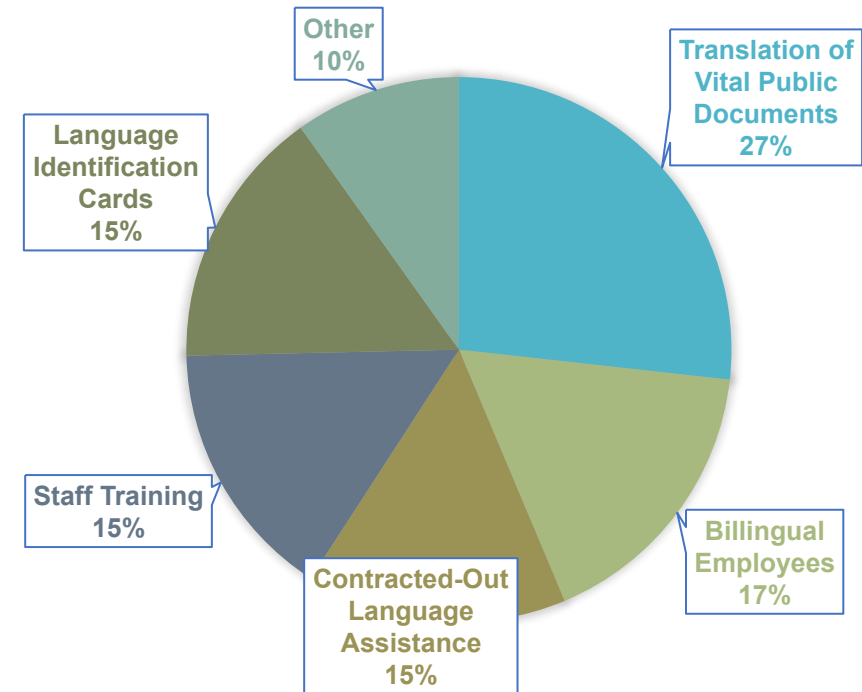


Results

AGENCY LANGUAGE NEEDS*



LEP STRATEGIES



*The top two language groups needed per the legal requirements in the agency's LEP plan

Standout Strategies

Language directory of all bilingual employees that can easily be contacted if language assistance is needed

Destination cards and picture books

Translated direct mailers, not just translations available upon request or online

Multilingual ticket vending machines, including extra accessibility measures such as Braille translations



English to Spanish

andoned plan an abandonado	account balance saldo de la cuenta	Administrative Review Board Junta de Revisión Administrativa
rrregistr	accounting line línea de contabilidad	administrator administrador(a)
nent rrrección, mitigación	acquisition and contracting operational support soporte en operaciones de adquisición y contratación	advancement promoción, progreso, adelanto
nent certification rtificación de mitigación	Acquisition Services Office Oficina de Servicios de Adquisición	advancement of people with disabilities progreso para personas con discapacidades
nent period ríodo de corrección	act acta	Advancing State Policy Integration for Recovery & Employment (ASPIRE) Promoviendo Integración de Políticas Estatales de Recuperación y Empleo
id available paz y disponible	acting interino, en funciones	
nal balance	active duty servicio activo	

What can IndyGo do to better serve LEPs?

- For employees/potential employees:
 - Provide detailed LEP strategy training to all employees
 - Translate training/orientation documents for ESL candidates
 - Provide basic language training to employees to aid in removing barriers for communication
- For riders:
 - Create a directory of bilingual employees to provide translation or interpretation services
 - Create visual destination cards or picture books
 - Have more documents translated or advertise the translation and interpretation services more

**Hablo
Español**



What can IndyGo do to better serve LEPs? (cont.)

- For riders (cont.):
 - Use visual language identification methods
- Create and uphold partnerships with community organizations (such as the Immigrant Welcome Center) to gain localized knowledge on what IndyGo can do better
- Utilize pre-existing programs and rework them to focus on LEP individuals

Thank you!

Any Questions?

















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Information Update – Governance & Audit Workplan Status Report

To: Chair and Board of Directors
Through: President/CEO Inez Evans
From: Deputy of Governance & Audit Brian Atkinson
Date: January 19, 2023

GOVERNANCE & AUDIT WORKPLAN STATUS REPORT AND 2020-22 PRIOR AUDIT FINDING STATUS PRESENTATION

Governance & Audit Work Plan Status Report

Project / Activity	Governance & Audit Committee Meeting					
	FY22		FY223			
	Oct-22	Jan-23	Apr-23	Jul-23	Oct-23	Jan-24
FORVIS Financial Audit Review						
Covid and Pandemic Recovery						
Employee Share of Health Insurance Premiums						
Retail Center Audit						
Annual Risk Refresh 2023						
Para Transit Review			★			
Maintenance/Storeroom Workflow Review			★			
Ridership Experience			★			
Bus Rapid Transit Lines			★			
Policies			★			
Staffing, Hiring & Recruiting				★		
Flowbird/MyKey System				★		
Transit Asset Management				★		
Decentralized Operations					★	
Retail Desk Transfer to Finance					★	
Annual Risk Refresh 2024						★

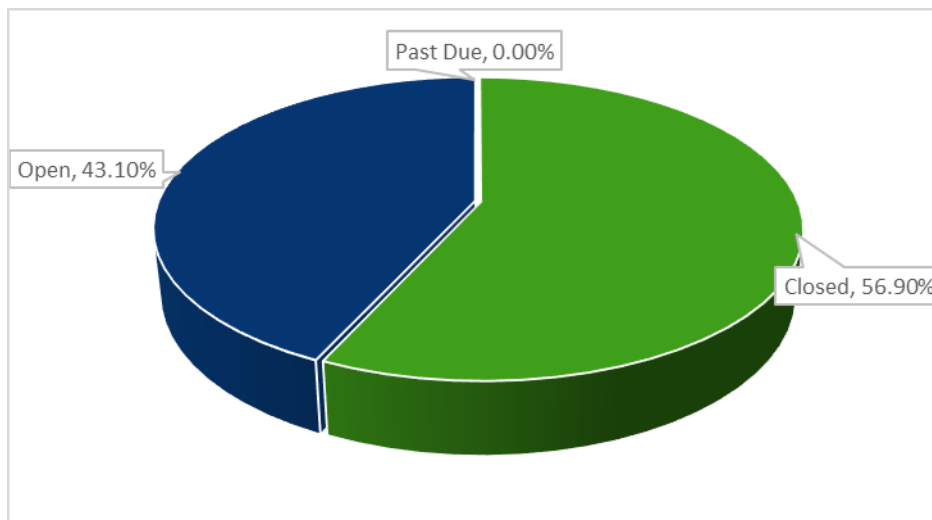
 Complete  In-Process  Planned

★ Report targeted to be presented at G&A meeting.

Note: the timelines reflected above are estimates and may be subject to change due to scheduling constraints and/or Board requests.

2020-22 Prior Audit Findings Status Presentation

Audit Report/Subject	Report Number	Report Issue Date	Corrective Actions			
			Total	Closed	Open	Past Due
BCP Progress Assessment	2020-06	08/31/20	5	4	1	0
Strategic & Capital Planning/Grant Management Review	2020-10	08/31/20	7	4	3	0
Fare Collections Review	2021-02	06/10/21	4	2	2	0
Capital Projects	2021-03	09/01/21	4	3	1	0
Major Service Contracts/Memorandums of Understanding	2021-04	09/10/21	2	0	2	0
Healthcare Costs Review	2021-05	01/07/22	4	3	1	0
Training	2022-01	04/12/22	4	3	1	0
Microsoft Dynamics 365 Upgrade: Independent Project Oversight Status Assessment	2022-02	07/07/22	10	6	4	0
Physical and Facility Security	2022-03	07/12/22	8	0	8	0
Cyber Security Readiness	2022-04	07/07/22	3	2	1	0
Pandemic Recovery Review	2022-05	09/22/22	2	1	1	0
Employee Share of Healthcare Insurance Premiums Review	2022-06	09/26/22	1	1	0	0
Retail Center Audit	2022-07	10/03/22	4	4	0	0
Total			58	33	25	0
Percentage				56.90%	43.10%	0.00%



Governance & Audit Completed Reviews & Audits

Report ID	Report Title	Date Reported
2020-1	Employee Terminations Timely Update in ADP	2/27/2020
2020-2	Transdev Fuel Purchase Reporting	6/16/2020
2020-3	Lost and Found Policy Addressing Found Cash	6/16/2020
2020-4	Lost Revenue - Online Credit Card Error	6/16/2020
2020-5	Payments Against Expired Agreement-Non-Order Invoices	6/16/2020
2020-6	BCP Progress Assessment	9/17/2020
2020-7	Red Line Lessons Learned	9/17/2020
2020-8	Annual Risk Refresh & Proposed Audit Plan 2021	1/21/2021
2020-9	Procurement Process Review	1/21/2021
2020-10	Strategic & Capital Planning/Grant Management Review	1/21/2021
2020-11	Compliance Mapping Exercise	1/21/2021
2020-12	Comprehensive IT Risk Assessment	3/18/2021
2021-1	Fare Collection Audit	6/16/2021
2021-2	Storeroom and Materials Management Audit	6/16/2021
2021-3	Capital Project Management	9/16/2021
2021-4	Memorandums of Understanding Review	9/16/2021
2021-5	Annual Risk Refresh & Proposed Audit Plan 2022	1/20/2022
2021-6	Healthcare Costs Review	1/20/2022
2022-1	Training	4/21/2022
2022-2	Microsoft D365 Implementation	7/21/2022
2022-3	Physical and Facility Security	7/21/2022
2022-4	Cyber Security Readiness	7/21/2022
2022-5	Covid and Pandemic Recovery	10/20/2022
2022-6	Employee Share of Health Insurance Premium	10/20/2022
2022-7	Retail Center Audit	10/20/2022
2022-8	Annual Risk Refresh & Proposed Audit Plan 2023	1/19/2023

RECOMMENDATION:

Receive the report.



Brian Atkinson
Deputy of Governance & Audit

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Information Update – Governance & Audit Ethics Hotline Summary Report

To: Chair and Board of Directors
Through: President/CEO Inez Evans
From: Deputy of Governance & Audit Brian Atkinson
Date: January 19, 2023

GOVERNANCE & AUDIT ETHICS HOTLINE SUMMARY REPORT

Ethics Hotline Summary Report

Quarterly Activity Summary: 1/01/22 through 12/31/22

Method of Submission	Number of Reports
Website	1
Phone call	0
Other	0
Total	1

Current Period Potential Reported Issues	Number
Ethics Violations	1
Other Issues	
Waste or Inefficiency	0
Fraud	0
Policy Violation	0
Employee Conduct/Abuse	0
Theft	0
Customer Service	0
HR Issues	0
Total	1

Current Status	Total	1-30 days	31-60 days	60+ days
Preliminary Assessment	0			
Investigation	0	1		
Completed	0			
Total Claims	0	1		

12-Month Activity Summary beginning Q1, 2022											
0	1	1	0	0	1	0	0	0	0	0	1
Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22

RECOMMENDATION:

Receive the report.

Brian Atkinson
Deputy of Governance & Audit

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Risk and Safety Division Report – December 2022

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Director of Risk and Safety Brian Clem
Date: January 26, 2023

Risk and Safety

- During December, the risk and safety department continues to develop changes to the online cloud-based reporting portal. The solution called Track-It was designed for the transit industry for reporting, tracking various data, and reporting information from one system. IndyGo staff has been testing and making improvements to the system for nearly a year now and will be going live in February 2023 for our operator reports and vehicle maintenance. The program's purpose is to solve two goals, going paperless, reducing administration time, and tracking various daily reports. With its current success, other divisions have been testing and using the platform for their daily needs.
- On Tuesday, December 13th, IPTC held their 2022 4th quarter Safety and Security Committee meeting. The meeting was restructured this year due to the bipartisan changes to the Public Transportation Agency Safety Plan (PTASP) by the FTA. The new structure consists of 50% union and 50% management officers. The committee has been open to everyone who would like to participate as we continue to positively change our safety culture. In the coming year, more changes will be made to involve more staff in the processes and evaluation of their work environments. Engaging participation toward positive change is our mission.
- The IPTC risk and safety staff continued to accumulate data as requested by our insurance broker (Aon) for end-of-year renewals. Work through December and the months leading up, resulted in the binding of coverages for all of our needs. IPTC was able to secure competitive bids from underwriters at favorable rates. As property values and markets change, capacity was not an issue. Insurance renewals from 2022 to 2023 came back at a favorable market increase of only 9.24 percent outpacing the trends. More information is available in January's 2023 Board information item I-3, I.P.T.C. 2023-2024 Insurance Renewals.

December 2022 Safe Drivers Recognition



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

Bryan Gray	2338	25	36
Harry Fox	1981	20	24
Daron Washington	7291	15	25
Geneva Hartwell	2581	14	24
Adrian Lewis	8192	13	13
Beth Murray	8218	9	13
Dewayne Sims	8456	9	10
Michael Detienne	8356	8	11
Samuel McGhee	8482	7	9
Phillip Adkins	9164	4	4
James Gray	8829	4	6
Montell Johnson	9000	4	5
Maryah Moncel	9294	4	4
Lashanda Turner	8908	4	6
Pierre Burnaugh	9640	2	3
Deborah Carter	8953	2	5
Kelly Vinson	9473	1	3
Desmond White	9489	1	3

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

Congratulations and Thank You!

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

December 2022

Dec-22								
Annual Safety Performance Targets: for the Risk and Safety Department								
Mode of Service	Fatalities (per 100k VRM)	Injuries - SS50 (per 100k VRM)	Safety Events - SS40 (per 100k VRM)	Operator Assaults (per 100k VRM)	Preventable Accidents (per 100k VRM)	Pedestrian Strikes (per 100k VRM)	Average Operator Injury Rate (IndyGo Worker's Compensation Claims Submitted)	Near Miss Reporting (Average Reports per Month)
Fixed Route	0.00	0.00	1.01	0.00	2.37	0.26	8	
Bus Rapid Transit (BRT)	0.00	0.00	5.16	0.00	3.44	0.00	0	
Para Transit	0.00	0.00	1.79	0.00	2.69	0.00	0	
All Modes of Service	0.00	0.00	1.44	0.00	2.50	0.26	8.00	19
2021 IndyGo Reported Data (All Modes)	0.00	0.35	0.9	0.02	2.48	0.05	Average 5.75 a month (69 total)	18
2020 NTD Reported Data (All Modes) All Public Transportation Agencies in the United States	0.0035	0.19	0.16	No Data	No Data	0.01	No Data	No Data
2022 Objective Targets (SPT)	0	<.25	< 0.50	< 0.01	< 2.23	< 0.02	< 2 per month	>36 per year
2022 Risk and Safety Goals	Eliminate vehicle and employee fatalities to 0%	Reduce NTD Injuries to workers and passengers. 28% decrease from the prior year.	Reduce NTD Safety Events. 44.4%	Eliminate Operator assaults by 50% drive to ZERO	Reduce Preventable Accidents to the lowest acceptable level. 10% decrease from the prior year.	Eliminate Pedestrian strikes and accidents by 90% and drive to ZERO.	Reduce reported Operator Injuries that result in Worker's Compensation Claims. Drive to Zero	Increase the utilization of the Near Miss Reporting System by 100% from last years numbers
SPT = Safety Performance Target								
VRM= Vehicle Revenue Mile								

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

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

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

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

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

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

Average Operator Injury Rate: Reduce reported Operator injuries that lead to a Worker's Compensation Claim being filed.

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

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

4th Quarter

4 th Quarter								
Annual Safety Performance Targets: for the Risk and Safety Department								
Mode of Service	Fatalities (per 100k VRM)	Injuries - SS50 (per 100k VRM)	Safety Events - SS40 (per 100k VRM)	Operator Assaults (per 100k VRM)	Preventable Accidents (per 100k VRM)	Pedestrian Strikes (per 100k VRM)	Average Operator Injury Rate (IndyGo Worker's Compensation Claims Submitted)	Near Miss Reporting (Average Reports per Month)
Fixed Route	0.00	0.44	0.79	0.00	2.42	0.13	21	
Bus Rapid Transit (BRT)	0.00	0.00	2.82	0.00	1.18	0.00	0	
Para Transit	0.00	0.00	0.88	0.00	3.92	0.00	0	
All Modes of Service	0.00	0.34	0.96	0.00	2.43	0.13	7.00	6.00
2021 IndyGo Reported Data (All Modes)	0.00	0.35	0.9	0.02	2.48	0.05	Average 5.75 a month (69 total)	18
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Preventable Accidents: Defined by the National Safety Council as: "An occurrence involving an employer-owned or leased vehicle that results in an accident in which the driver in question failed to exercise every reasonable precaution to prevent it."

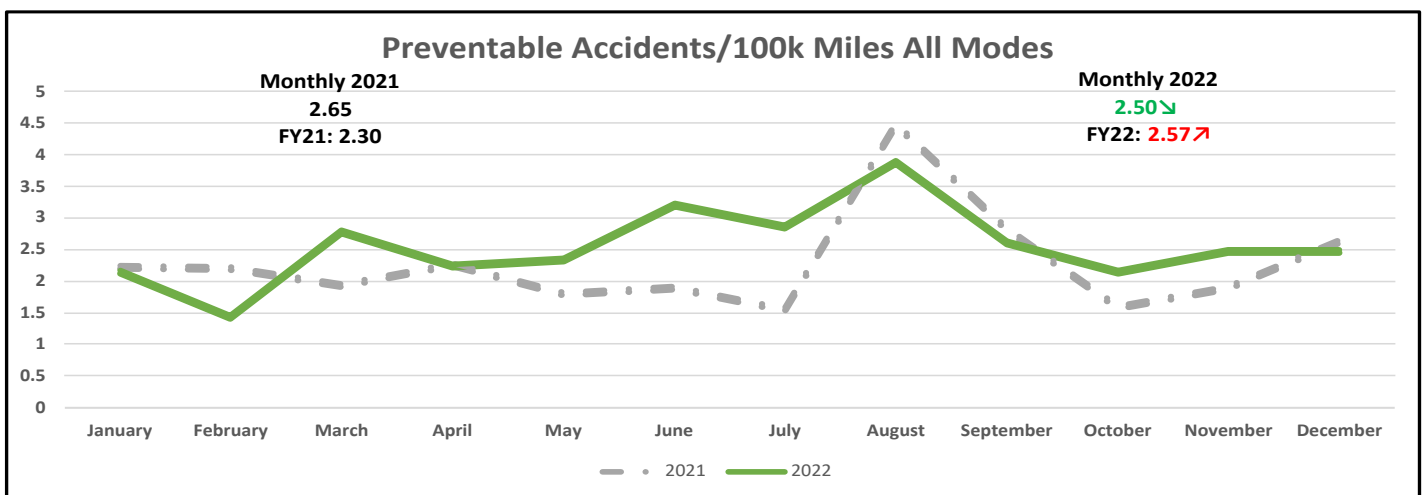
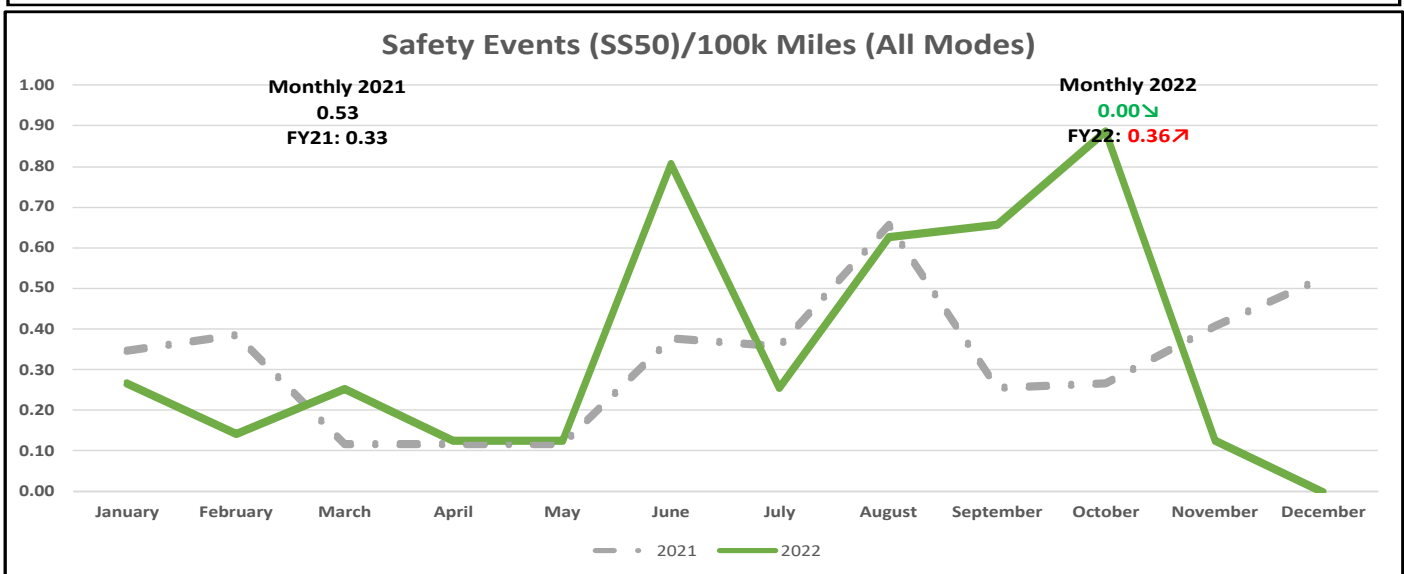
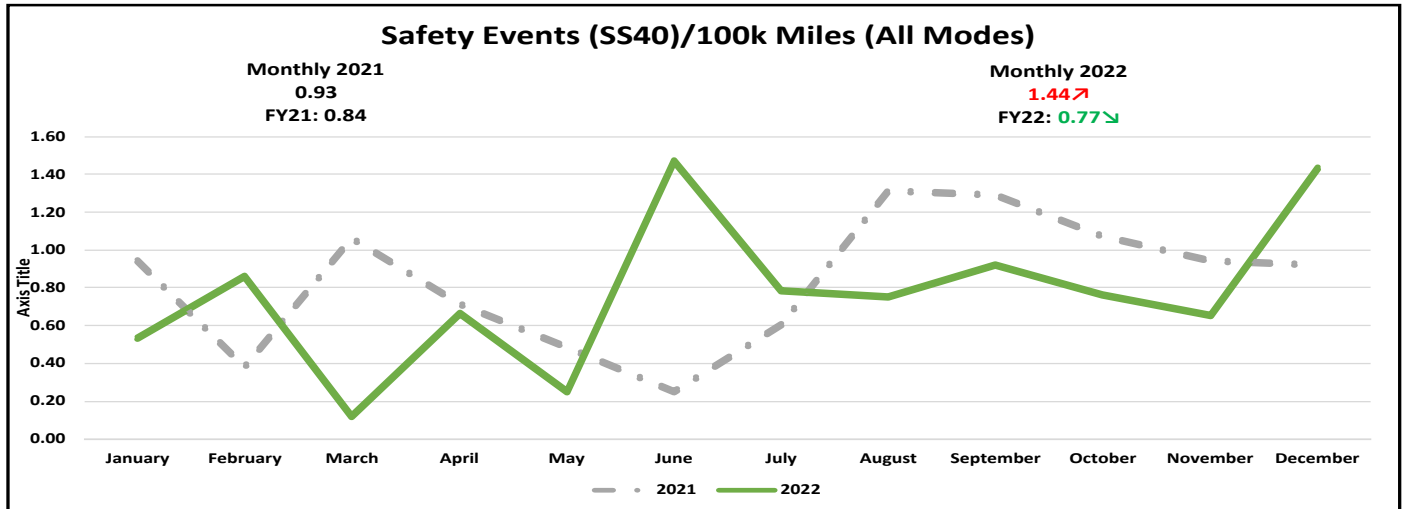
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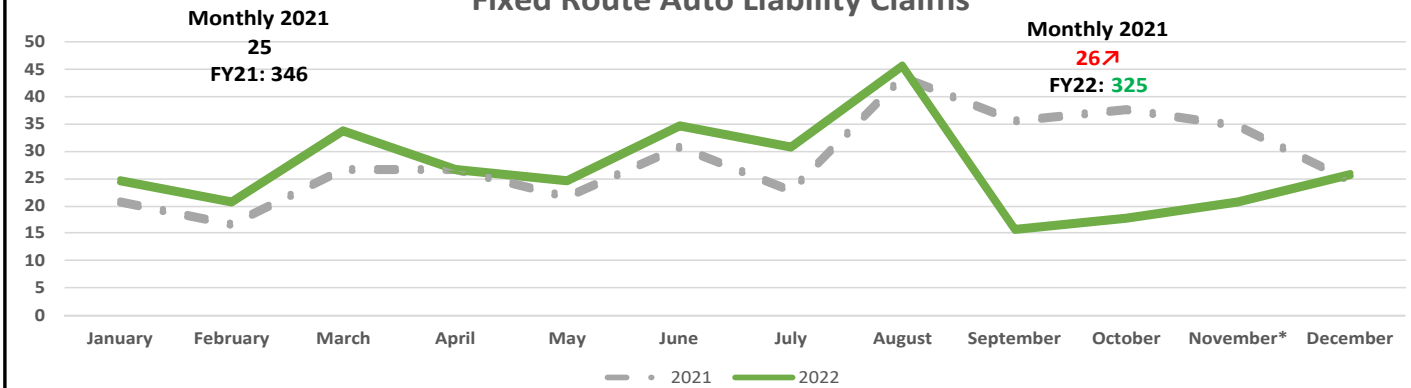
Near Miss Safety Events: A Near Miss is an unplanned event that did not result in injury, illness, or damage – but had the potential to do so. Only a fortunate break in the chain of events prevented an injury, fatality, or damage; in other words, a miss that was nonetheless very nearby. Increase the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

Safety and Accident Data

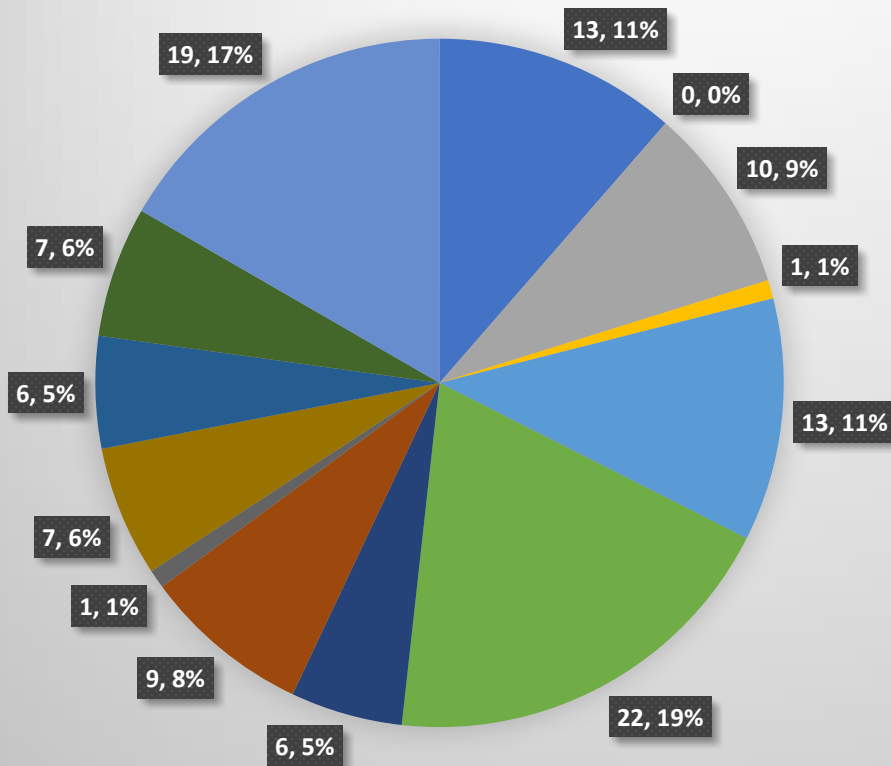
December 2022 Compared to December 2021 Data All Modes:



Fixed Route Auto Liability Claims

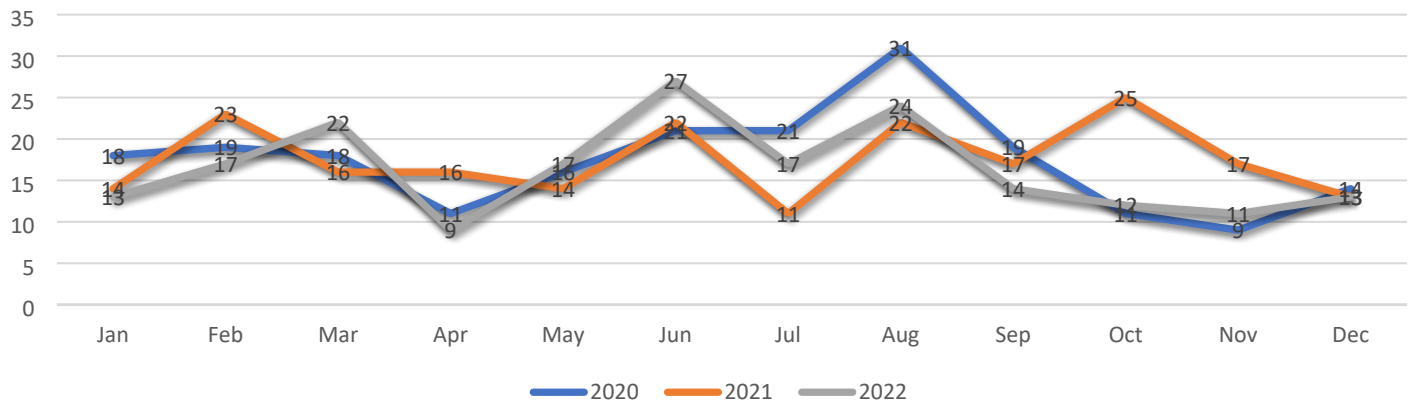


Red Line December 2022



- Total Number of Traffic Accidents (TA)
- Total Number of Traffic Incidents (TI)
- Location where most incidents occurred (College)
- Total Number of TA/TI involving Platform/Station
- Total Number of TA/TI with Damage to the Coach
- Total Center Station Incidents
- Total Curb Station Incidents
- Collisions involving a vehicle that struck us
- Collisions involving us striking them
- Total Number of Passenger Accidents (PA)
- Total Number of Passenger Incidents (PI)
- Number of Falls
- Total Number of Other Incidents (Police, EMS, Vandalism, etc)

Red Line Collisions



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Planning & Capital Projects Division Report – December 2022

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Development Officer Jennifer Pyrz
Date: January 26, 2023

STRATEGIC PLANNING

Project Development / Innovation

Zero-Emission Transition Plan

IndyGo's zero-emission transition plan (ZETP) update will build on past planning efforts, as well as research, findings, and recommendations of the Blue Line vehicle propulsion technology work completed in 2022. The project kicked off in late 2022, with work expected to continue to the end of 2023. The project is intended to meet FTA requirements and inform the fleet replacement plan. The final deliverable will be a document that informs capital planning/procurement for several years, including which vehicles to procure in the future.

A workshop for staff and board members is anticipated in February 2023. The workshop will educate key decision-makers and provide staff with the direction they need to prepare final scenarios for the transition plan. In the meantime, staff continues to collect data to assist with the scenario planning exercise.

Long-Range Planning

ADA Paratransit Next Steps (Beyond the ADA)

IndyGo staff worked throughout the fourth quarter of 2022 to inform customers and mitigate potential problems when this transition occurred. On January 1, 2023, IndyGo changed how the agency operates its complementary ADA paratransit services. Strategic Planning staff continue to support Public Affairs and Mobility Services in implementing this new policy. And while January 1, 2023, was the official start date of recognizing of the two service areas, the most impactful change is the requirement that IndyGo Access customers pay half-fare when using IndyGo's fixed-route service. A final meeting for the transition team will be held in February to debrief on the implementation of the policy. IndyGo staff worked throughout the fourth quarter of 2022 to inform customers and mitigate potential problems when this transition occurred.

On-Call Planning Services – Proposed 2027 Transit Network

At the November Board meeting, IPTC's Board of Directors approved adoption of the 2027 Transit Network to replace IndyGo's future service plan, *IndyGo Forward*, with a new future service plan, the 2027 Transit Network. That approval was given under the condition that a service equity analysis would confirm that the major service changes prescribed by the plan will not disproportionately burden low-income populations or cause a disparate impact on minority populations. This analysis is complete. It has been determined that implementing the 2027 Transit Network plan will not disproportionately burden low-income populations or cause a disparate impact on minority populations. IndyGo staff will present their findings to the Board at the January 26th Board meeting (see Board Action Item A-4: Consideration and approval of 2027 transit network service equity analysis).

2022 On-Board Rider Survey

The Indianapolis Metropolitan Planning Organization (IMPO), on behalf of IndyGo, is conducting the transit agency's 2022 On-Board Rider Survey. This survey is in keeping with federal requirements to regularly conduct on-board rider surveys. Completed once every five to six years, the information obtained during this process will provide a greater understanding of the travel pattern and demographic characteristics of IndyGo riders and enable staff to analyze how riders use our system, including fare collection.

The data collection phase was completed in early October with the results of the survey were provided to IndyGo in January 2022. A draft of the final report should be completed in January. Publication of the final report is anticipated in February 2023.

Capital Planning

Transit Asset Management Plan – Maturity Assessment & Software Solution

IndyGo is required by the Federal Transit Administration to develop and maintain a Transit Asset Management (TAM) Plan. The TAM Plan update was completed in October of 2022. IndyGo staff are working with a team of consultants – Cambridge Systematics and Dye Consulting – to 1) evaluate the agency's processes and offer recommendations for how to improve the maturity assessment process, and 2) evaluate IndyGo's current software solution(s) against the agency's needs.

A draft of both the Software Solution and the Maturity Assessment have been presented to IndyGo staff but neither are finalized. Once completed, staff will present the findings to the internal group.

Carson Transit Center Study

The CTC Study continues. This study is intended to help determine how best to optimize the use of the Carson Transit Center. It will identify the overall capacity of the location and ways to configure bus docking throughout the CTC as the network redesign is implemented. It will determine whether additional facility space, or a reconfiguration of the existing space, may be needed now or in the future. This study is on track to be completed in early 2023. The final deliverables will be a series of technical memorandums for future policy and decision-making.

IndyGo staff have fulfilled all data requests. A second site visit took place on January 17, 2023, to allow representatives from the consulting team to interview key stakeholders and other subject matter experts. The immediate next steps will be to prepare several scenarios that IndyGo leadership can use to inform future capital investments to either the building, the bus bays, or both.

Future Funding

Grants – Safe Streets for All Grant Submission

One of the new discretionary grant opportunities included in the Bipartisan Infrastructure Law (BIL) is the *Safe Streets for All* (SS4A) grant program, which was designed to create better and safer street design. IndyGo, in cooperation with the Indianapolis Department of Public Works, submitted a grant request to the Federal Transit Administration in August 2022. Titled, *Safe Routes to Transit*, the capital investment projects described in the grant submission to the U.S. Department of Transportation (USDOT) are needed to increase, or otherwise improve, non-vehicular access to IndyGo bus stops along corridors that are part of Marion County's High Injury Network (top 10% of corridors in the region). If awarded, the grant project would be completed in several phases beginning with planning and design. This is because the estimated construction cost for all the identified projects exceeds the grant award amount. The planning phase is needed to bring the list of projects to be constructed into alignment with available capital funds. A decision by the USDOT could come as early as January 2023.

Grants – On-Call Grant Writing

Work continues under IndyGo on-call grant writing contract. IndyGo staff continue to familiarize themselves with the information and guidance that continues to be released. The first deliverable will be a 5-yr outlook calendar highlighting all the potential funding opportunities from the Bipartisan Infrastructure Law and other state or federal funding opportunities. The second is a report that matches IndyGo's capital needs with these potential funding opportunities. It is anticipated that the 5-yr outlook calendar and the report will be completed by the end of Q1, beginning of Q2. Both will be updated and maintained throughout the year.

Regional Initiatives/Discussions

Section 5310 - 2021 Call for Projects

IndyGo is in receipt of all local match dollars required to be paid by Section 5310 sub-recipients prior to IndyGo procuring the vehicles requested. IndyGo staff submitted the order for the vehicles in fourth quarter 2022; the order should be fulfilled by the end of the year, with the exception of shuttles, which have a longer lead time because of supply chain issues. It is possible the order could be reviewed, and the process restarted because pricing for the transit shuttles increased between approval and order. In the event the process is restarted, IndyGo staff will discuss next steps with the sub-recipients.

ENGINEERING & CONSTRUCTION

Blue Line BRT

The design and budget for the Blue Line BRT project are under review. The team continues to connect with the community, community leaders and stakeholders to determine the best approach for delivering the Blue Line as

planned. The team is reviewing project costs against benefits and impacts to the transit agency, partner agencies, and IndyGo patrons, and considering alternate funding and design scenarios.

Purple Line BRT

Construction of the Purple Line bus rapid transit corridor began in January 2022. The construction management team and IndyGo staff meet weekly with contractors and stakeholders to monitor, communicate, and manage the overall project. Several lane restrictions and closures have already been implemented as part of the construction progress. Pavement and drainage improvements are underway along 38th Street, and the first station of eighteen total is complete from finish grade and below at the northern terminus located at the Ivy Tech campus in Lawrence. The foundations of the second and third stations are complete at the State Fairgrounds and Orchard Avenue. Foundations for the Richardt and Franklin stations are underway. Weekly emails are being sent to stakeholders to keep residents and business owners abreast of upcoming construction impacts.

Red Line BRT

Pavement maintenance (asphalt patching and concrete bus pad repair) and rub-rail installation was completed on Capitol Avenue, Shelby Street, and at the Broad Ripple station in 2022. Work along College Avenue, Meridian Street and Virginia Avenue will occur in 2023, beginning in late Q1 or early 2023, depending on weather and when asphalt plants open. The entire project is expected to be completed by the end of summer 2023.

Red Line Traffic Control Modification (Audible pedestrian signals and contraflow warning signs)

Once installed, the traffic control modifications being implemented along the Red Line BRT corridor will provide audible messages to pedestrians needing assistance in knowing when to cross the street. This project also includes the installation of new traffic warning signs along Capitol Avenue. There were no bids on the construction solicitation, which were due in October 2022. IndyGo is re-bidding this project in Q1 2023. Assuming the project is successfully awarded in Q1 2023, construction is anticipated to extend into 2024. IndyGo staff has explored contractual changes to increase bidding interest, including extending the completion date.

Rural Street Bridge Project

Once completed, the Rural St/CSX railroad bridge clearance project will increase the clearance by 18", enabling more of IndyGo's growing fleet to clear the bridge and allowing the agency to potentially eliminate the costly route deviation to Sherman Ave. The design consultant, Lochmueller Group, is progressing to the 40% design stage. Design is expected to be finalized in Q4 2023 and construction is anticipated to take place in 2024-2025.

Transit Signal Priority (TSP)

IndyGo has completed a rigorous investigation to understand the current transit signal priority landscape, as well as to better understand technology alternatives that improve transit service. IndyGo is currently working with the Burgess & Niple, Inc. team to identify priority locations for implementation of the desired TSP solution. A separate RFP seeking a TSP vendor for the Purple Line TSP system is anticipated to be released in January 2023 targeting board approval in April.

Super Stops

Design of the Super Stops locations on Alabama, Fort Wayne, and Vermont streets is complete, and the federal review of environmental impacts has been approved. IndyGo staff requested the Board authorize a construction contract with OLCO at the December Board meeting. Construction is anticipated to begin in February 2023 and be completed by December 2023. IndyGo was able to leverage local dollars to obtain an FTA Bus and Bus Facilities Grant to fund these Super Stop locations. The total grant award is \$2,933,322, of which IndyGo is responsible for paying less than \$590,000.

Lafayette Road Local Stop Improvements

The Indianapolis Public Transportation Foundation applied for and was awarded up to \$500,000 through the City of Indianapolis Indy Neighborhood Infrastructure Partnership (INIP) to design and construct ADA-compliant bus stops and pedestrian crossings along Lafayette Rd between 16th St and 30th St. Lochmueller Group is the lead designer through an on-call engineering design contract. Construction is anticipated to begin as soon as Q4 2023 and is anticipated to be complete in 2024.

FACILITY PROJECTS

On-Call Architectural and Engineering (A&E) Services contracts were awarded in June 2020 to The Etica Group, Woolpert, and HDR. The On-Call A&E firms are designing renovations and preparing for construction at our new facilities. The current On-Call A&E Service contracts are scheduled to expire August 2023. The table on the following page lists the design teams working on each project and includes a summary of key milestones for each.

IndyGo released an RFQ for East Campus Architectural and Engineering services on September 30, 2022, for the development of a master plan for the expansion of East Campus location (including a new property adjacent to the existing) and design services for the maintenance garage facility and operations center; this was awarded to CDM Smith. The master plan is intended to coordinate the expansion of the East Campus location in relation to all other IndyGo facilities and needs. Once completed, the master plan will include information about how to phase in individual projects, coordinate utility needs, and maintain and improve traffic flow to and from the site and around the property, along with Business Park coordination regarding road repairs, etc.

An alternative project delivery method is being presented in January for the Board's consideration of use of Construction Manager as Constructor (CMc) delivery method for the construction of the new Facility Maintenance Garage and Operations Center. With this delivery method, IPTC would engage a construction professional early in the project to provide advice related to design, cost, schedule, and constructability. The CMc would act as general contractor through construction and hold all (sub)contractor contracts. This method shifts risk of schedule and cost changes from Owner to CMc by providing the CMc with greater control over how the project is constructed.

Task Order	Design Team	Design Start	Construction Start	Construction Completion
East Campus Building A – Admin.	Woolpert	2/2021	10/2021	8/2022
Mobility Solutions Center Phase 1/2	The Etica Group	2/2021	8/2021	6/2022
Mobility Solutions Center Phase 3	The Etica Group	4/2021	Q1 2023	Q4 2023
East Campus Building B - Elevator/Training/Board	The Etica Group	5/1/2021	2/2022	3/2023
1501 Concrete Repair – Sidewalks/Ramps/Loading dock	Woolpert	10/2022	Q2 2023	Q3 2023
Julia Carson Center Raingarden Handrails	Woolpert	10/2022	Q2 2023	Q2 2023

Other facility projects include:

- An assessment and design for needed repairs to the historic Duesenberg building is planned, as well other necessary repairs in the garage at the 1501 W Washington St location.
- Facility assessments for 1501 W. Washington and the Carson Transit Center have recently been completed to support IndyGo's Transit Asset Management (TAM) Plan. The Facility Maintenance Team is leading this effort, with support from Capital Projects team.
- Construction of exterior improvements at the Mobility Solutions Center
- Concrete Repair for ADA compliance and upgrades on ramps, sidewalks, handrails, loading dock area repair at 1501 W. Washington St are underway. This is a collaboration between the Capital Projects and Facility Maintenance teams.
- Handrails will be installed along the edges of the rain gardens at the Julia M. Carson Transit Center for increased safety. This project will be a collaboration of Capital Project and Facility Maintenance teams.
- Installation of additional electric vehicle chargers for Purple Line vehicles at 1501 W. Washington.

Respectfully submitted,

Jennifer Pyrz

Chief Development Officer

Public Affairs Division Report – December 2022

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Public Affairs Officer Lesley Gordon
Date: January 26, 2023

CONSIDERATION OF PUBLIC AFFAIRS REPORT FOR December 2022

ISSUE:

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

RECOMMENDATION:

Receive the report.

Lesley Gordon
Chief Public Affairs Officer

Attachments

Contributing Staff includes:

Lesley Gordon, Chief Public Affairs Officer
Carrie Black, Director of Communications
Jordan Patterson, Special Programs Manager
Renee Walker, Outreach Specialist
Ashlynn Neumeyer, Communications Specialist
Ashley Wright, Creative Design Specialist
Ari Kasle, Digital Media Specialist

December 2022

Board Report



INDYGO.NET WEBSITE STATISTICS:

12/1/2022-12/31/2022

Page Views	177,757
Bounce Rate	47%
New Users	25,096
Returning Users	56,071
Total Sessions	81,167
Total Monthly Sessions Comparison to Previous Year	(Down) 3%

Mobile Share

Date	Mobile	Desktop	Tablet
Dec-22	84.16%	19.15%	1.00%
Nov-22	83.32%	15.60%	1.08%
Oct-22	82.56%	16.06%	0.84%
Sept-22	82.31%	16.76%	0.93%
Aug-22	83.15%	15.96%	0.89%
July-22	83.75%	15.37%	.88%
June-22	81.68%	17.42%	.89%
May-22	82.02%	17.01%	.96%
April-22	80.38%	18.62%	1.00%
Mar-22	79.82%	18.70%	1.48%
Feb-22	77.05%	21.07%	1.88%
Jan-22	79.30%	19.49%	1.20%
Dec-21	81.26%	17.43%	1.31%
Nov-21	80.70%	18.02%	1.29%
Oct-21	80.49%	18.53%	.98%

Media Mention Highlights

CURBED

GETTING AROUND | DEC. 21, 2022

Make 2023 the Year of the Bus

By Atissa Walker, a curbed senior writer



Cori Bush's new bill would fund bus-rapid-transit projects like St. Petersburg, Florida's SunRunner that opened in October. Photos: Peter Titmus/Alamy Stock Photo

Growing up in St. Louis, Missouri, Cori Bush spent a lot of time waiting for the bus. "It took forever — if it even showed up," she remembers, but it was the only way to get to and from her grandmother's home. "It was basically the bus or nothing." This is part of the reason that Bush made reliable transit a priority when she got to Congress in 2020. Other people were trying to visit their grandmothers, too. But even as more money has been allocated to

LOCAL NEWS

IndyGo: What you need to know if you plan to ride a bus during this week's winter storm

IndyGo says its buses are a great option during unfavorable weather. But riders should take some precautions if they intend to travel during this week's storm.



MANAGEMENT

IndyGo Foundation awarded \$384,594 in funding from Community Impact Investment Fund to provide infrastructure improvements on Indianapolis' eastside

The funds will go toward helping to upgrade approximately 15 IndyGo bus stops to comply with the Americans with Disabilities Act, contributing to the IndyGo Foundation's Mobility Access Fund.

Dec. 21, 2022

Related To: Indianapolis Public Transportation Corporation (IndyGo)



the storing of

LOCAL NEWS

IndyGo driver comes to aid of woman carjacked downtown

The stolen SUV was found later in Illinois, and a driver was arrested on unrelated charges.



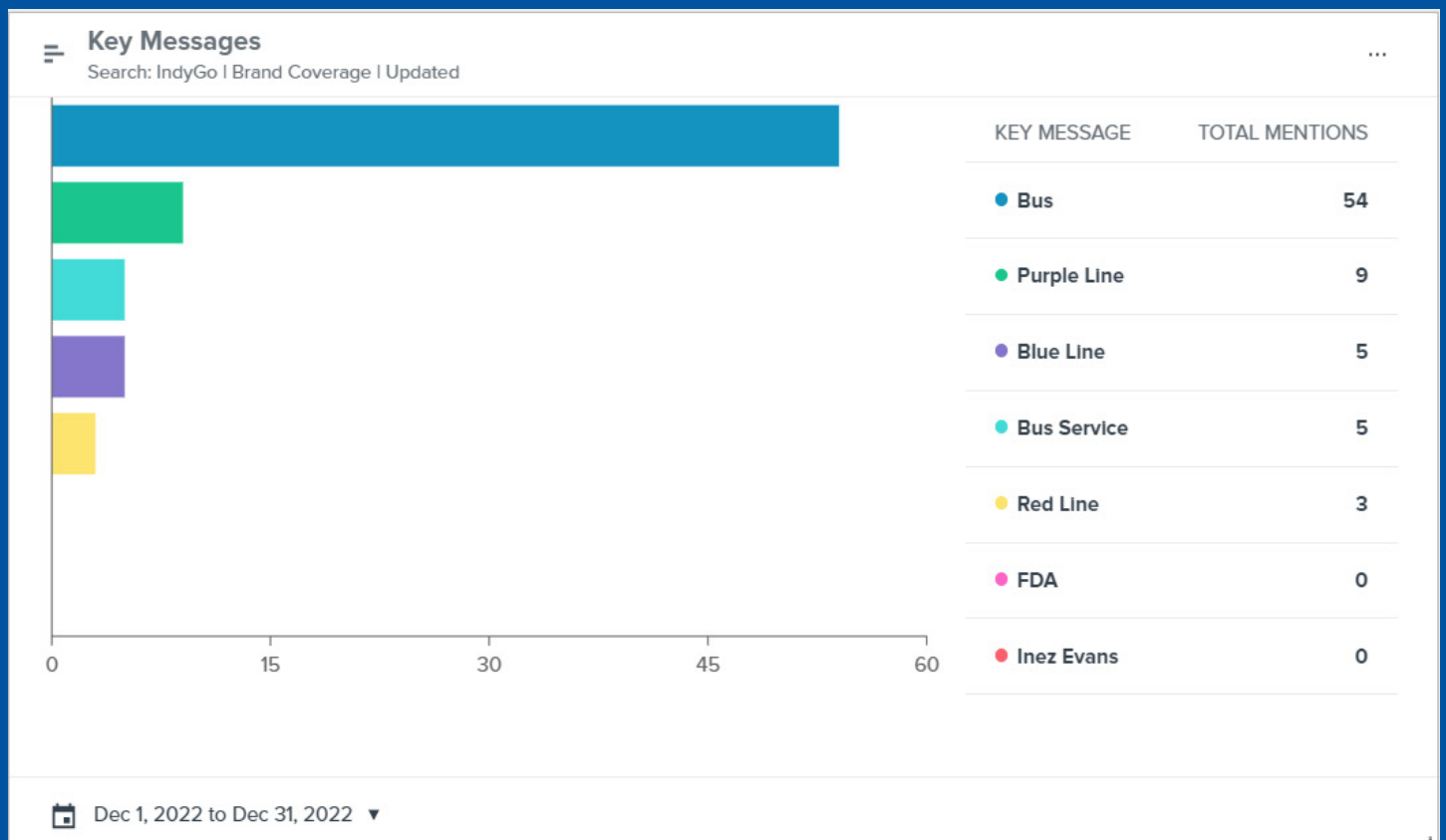
Author: WTHR.com staff
Published: 4:07 PM EST December 7, 2022
Updated: 6:55 PM EST December 7, 2022



Topics Include:

Media coverage for December 2022 featured a variety of stories. Multiple articles were written discussing the IndyGo Foundation receiving a \$384,594 grant from IU Health's Community Impact Investment Fund (CIIF) to provide essential infrastructure improvements on Indianapolis' Eastside and free and reduced-cost access to public transportation. The topic was mentioned at least 10 times in December. Television news outlets ran the agency's reminder to riders to take precautions as they traveled during the winter storm multiple times in the days leading up to the severe weather's arrival. Additionally, WTHR ran a segment on an IndyGo bus driver assisting a woman who had been carjacked last month. The driver picked the woman up and shuttled her back to the Carson Transit Center, where she was reunited with her sister. Finally, IndyGo's Red Line was mentioned in Curbed magazine positively, saying the BRT line is "wildly popular." Altogether, IndyGo was mentioned in the media nearly 85 times in December, with 22.6% of the articles containing a positive sentiment and 71.7% containing a neutral sentiment.

Here's a brief coverage summary:

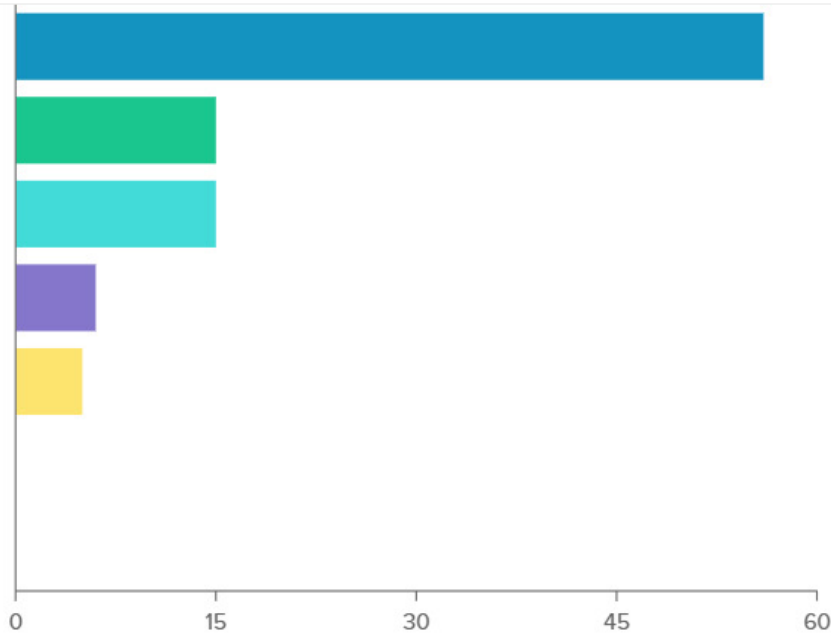




News Coverage

Search: IndyGo | Brand Coverage | Updated

...



KEY MESSAGE

TOTAL MENTIONS

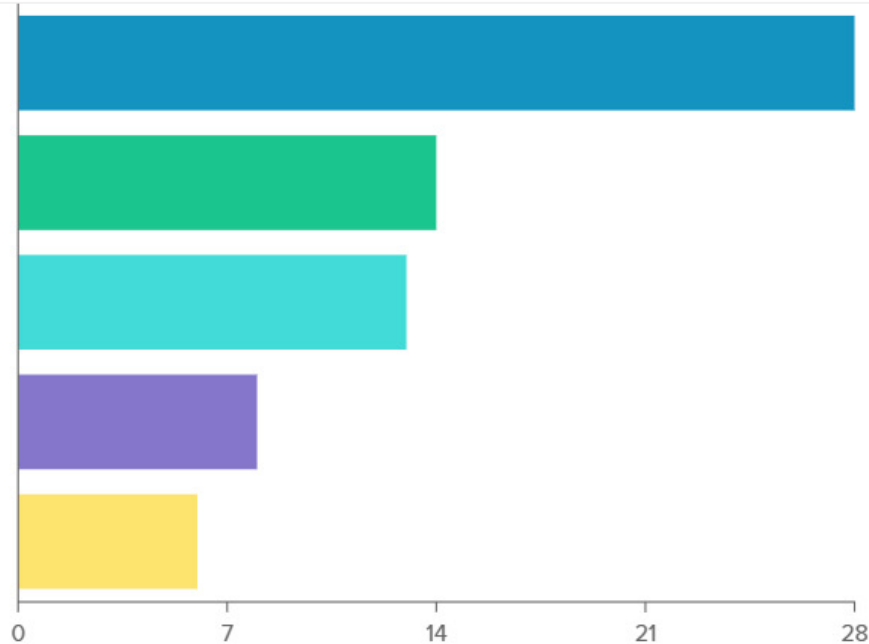
Media: Online News	56
Media: TV & Radio	15
Media: TV Only	15
Media: Blogs	6
Media: Licensed Print	5
Media: Non-Licensed Print	0
Media: Radio Only	0



Media Performance Metrics

Search: IndyGo | Brand Coverage | Updated

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KEY MESSAGE

TOTAL MENTIONS

Feature Mentions	28
Headline Mentions	14
High Performing Articles	13
Top Tier Readership	8
Target Publications	6

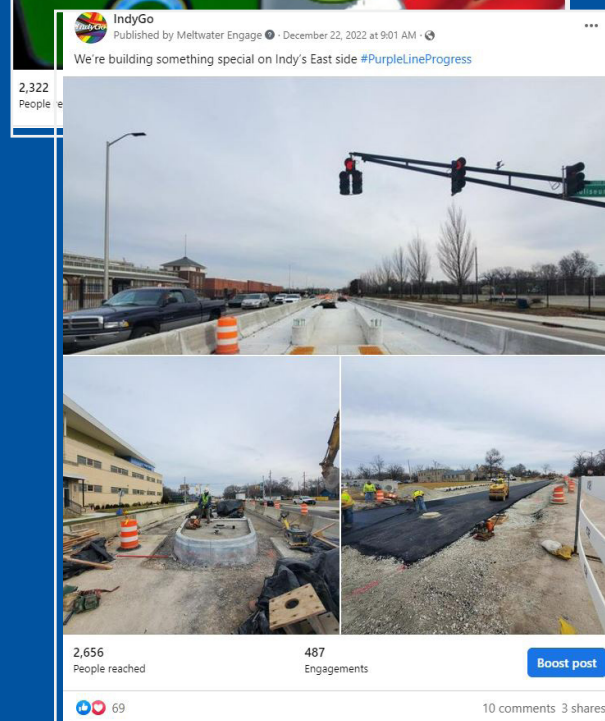
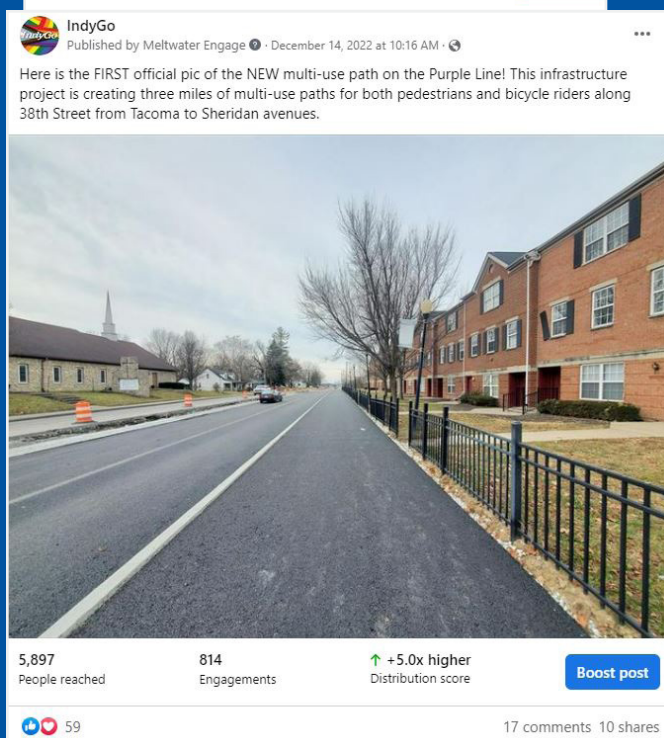


Dec 1, 2022 to Dec 31, 2022 ▼

Social Performance:

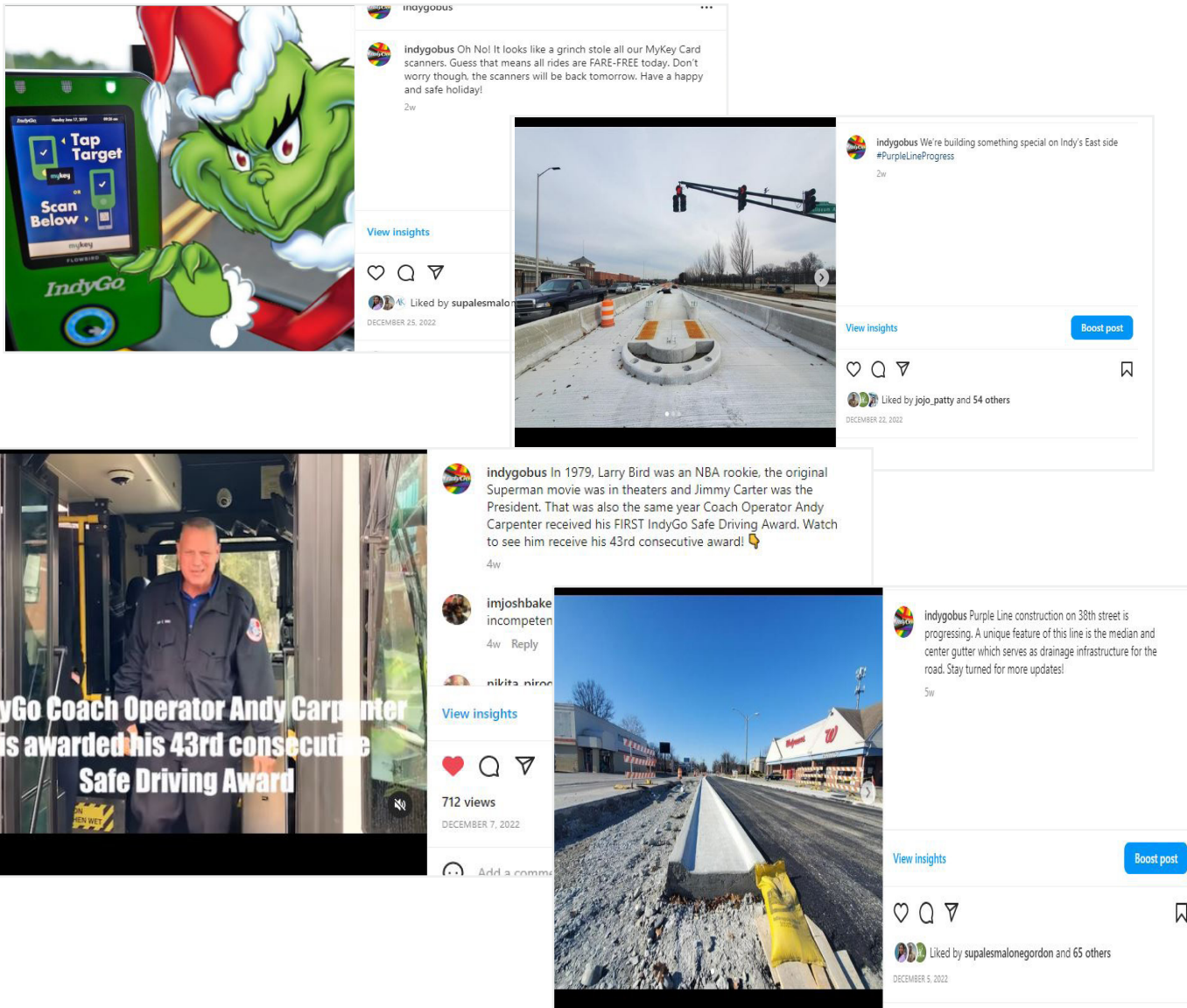
Facebook

- Had a total of 59,700 organic impressions (17,900 more than in November)
- 7,111 post engagements (3,681 more than in November)
- 11,471 page likes (31 more than in November)
- Video Views- 8,260 (5,590 more than in November)



Instagram

- Generated 10,937 impressions
- 778 total engagements – 7.1% engagement rate (0.1% higher than in November)
- Video views- 1,902
- 3,547 current followers (14 more than in November)



Twitter

- Had a total of 52,500 organic impressions
- Earned an average of 1,694 impressions per day
- 78 Retweets, 479 likes, 26 replies, 58 link clicks, 2.5% engagement rate
- Video views- 3,143 (1,032 more than in November)
- 6,436 current followers (14 more than in November)

IndyGo @IndyGoBus · Dec 31, 2022

It's almost 2023! 🎆 If you're out and about celebrating New Year's Eve, remember we're offering free rides TODAY after 8 p.m.



IndyGo @IndyGoBus


In 1979, Larry Bird was an NBA rookie, the original Superman movie was in theaters and Jimmy Carter was the President. That was also the same year Coach Operator Andy Carpenter received his FIRST IndyGo Safe Driving Award. Watch to see him receive his 43rd consecutive award! 🙌



0:38 1,274 views


IndyGo @IndyGoBus · Dec 25, 2022

Oh No! It looks like a grinch stole all our MyKey Card scanners. Guess that means all rides are FARE-FREE today. Don't worry though, the scanners will be back tomorrow. Have a happy and safe holiday!



IndyGo @IndyGoBus · Dec 16, 2022

It took James Cameron 13 years to make a sequel to Avatar. It's only taking us 5 years to make our sequel to the Red Line and the reviews have already been great! If you're heading to the movie theatre this weekend, ride with us and stay tuned for future Purple Line updates!



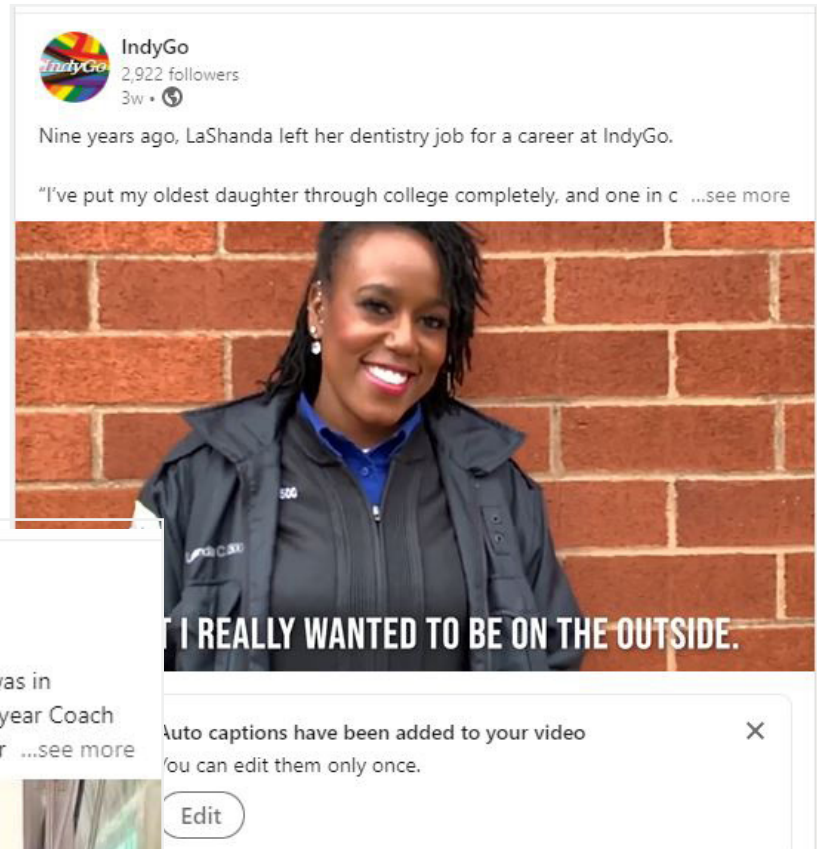
IndyGo The Way of Purple

Promote

2,602 1 6 23

LinkedIn

- Generated 6,665 impressions (2,955 more than in November)
- 341 total engagements; 5.1% engagement rate
- 47 new followers; 2,922 total followers
- 2,371 video views

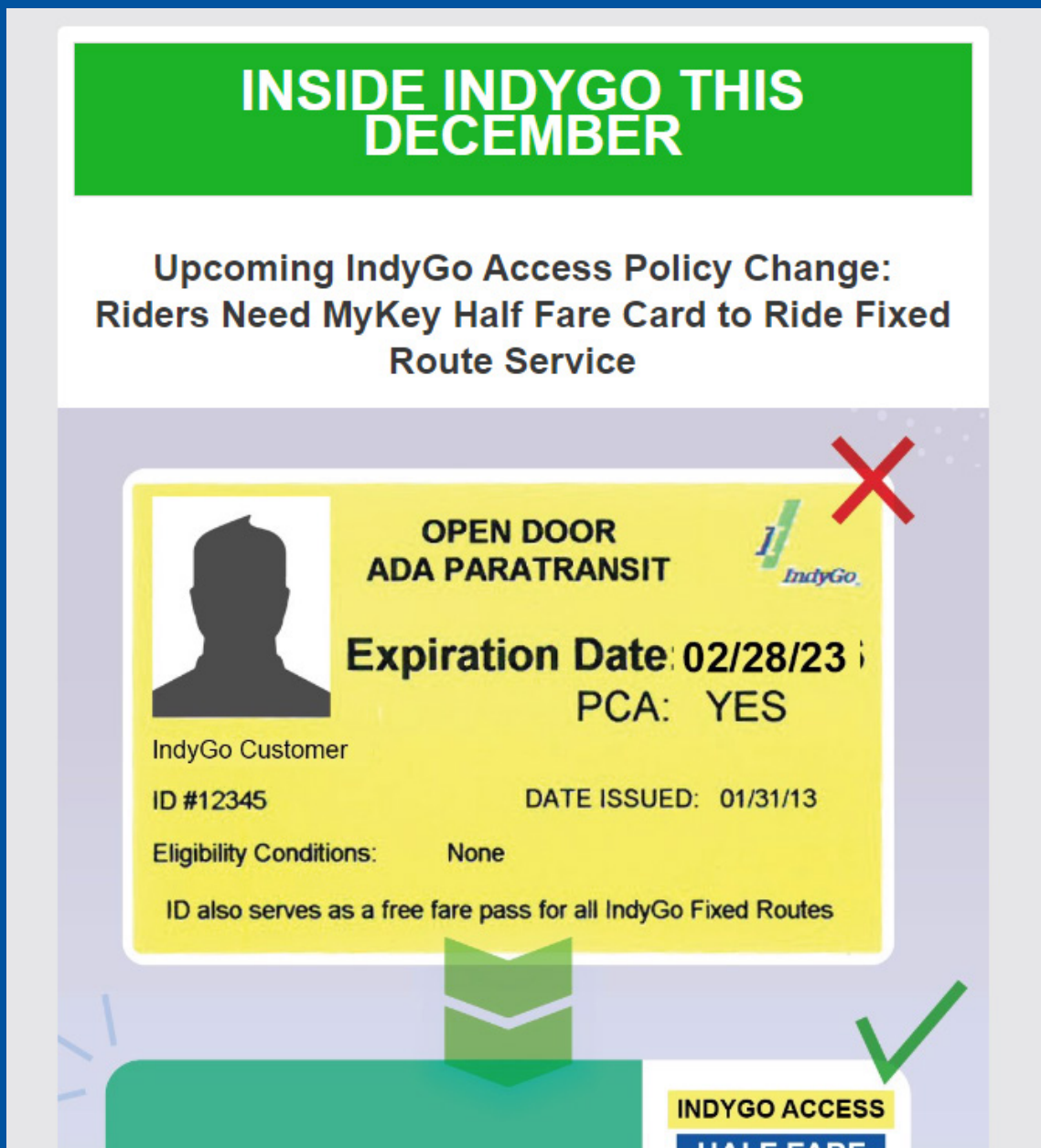


Email Marketing:

NEWSLETTER

- 10,417 Recipients
- 4.97% CTR (1.89% increase over previous month)
- 8.71% Open rate

Creative Projects: 28 requests completed via SysAid and email in December.



OutreachSummary: December 2022

In December 2022, IndyGo hosted or attended five events and reached nearly 34,462 people through in-person and digital engagement. Outreach focused on the Purple Line and holiday season festivities.

IndyGo continues to support communities during Purple Line construction. In December, IndyGo staff participated in three holiday toy and food distribution events along the Purple Line. IndyGo also hosted a Transit Talks at the Avondale Meadows YMCA to share project information and construction impacts.

Transit Ambassadors continued to extend IndyGo's outreach efforts in the community engaging nearly 140 riders at the Carson Transit Center and on routes impacted by Purple Line construction.

IndyGo continues its digital neighborhood

outreach through the Nextdoor platform. In December, IndyGo had 33,562 impressions and four posts. Our agency operates a single channel to easily broadcast information across all Marion County neighborhoods.



November 2022 Events

Date:	Event:
12/13/2022	Purple Line Transit Talk: YMCA Transit Talk
12/14/2022	CAFE QOL Economic Development Meeting
12/17/2022	Avondale Meadows YMCA Toy Drive
12/17/2022	ANU Toy Distribution
12/17/2022	Dee Ross Foundation Toy Drive

Operations Division Report – December 2022

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Operating Officer Aaron Vogel
Date: January 26, 2023

OPERATIONS DIVISION REPORT – December 2022

SERVICE PLANNING

SCHEDULING:

The next Operator Service Bid 2302 is February 12, 2023. The Service Scheduling team has completed timing and route adjustments to improve overall service. As outlined in the Marion County Transit Plan and the current COA, Route 3 will have extended service to Beachway Drive and connect to Route 10. Route 6 will end service at 30th Street, and Route 34 will have new service on 30th Street to Clifton to replace the Route 6 service on Clifton.

In addition, 2302 will be using BidWeb. It's an online portal that allows operators to see all available work and details and make selections from a computer or smartphone. For this Bid, IndyGo will also be piloting 100% rostered work. Rostering the work allows everyone to have two or three consecutive days off in a row for better work schedules and allows the use of BidWeb, allowing operators more information and transparency in the work they choose.

PLANNING:

LOCAL BUS STOP DESIGN & CONSTRUCTION:

The Service Planning team is working on conceptual layouts for 80 new stops on the near east side to be designed by Lochmuller with grant funds awarded to IndyGo through a \$670,000 FTA grant from the Areas of Persistent Poverty grant program. This design work will begin in late 2022 or early 2023, with construction expected in 2024.

COMPREHENSIVE OPERATIONAL ANALYSIS:

The Service Scheduling and Planning staff has continued to work alongside the Strategic Planning department on the Comprehensive Operational Analysis for IndyGo's future local bus network. The team is completing work on building schedules and run cuts for the full build-out to ensure it is achievable and successful.

PURPLE LINE CONSTRUCTION DETOURS:

Service Planning staff is assisting IndyGo Transportation Operations staff in preparing for and executing detours related to Purple Line construction. This includes coordinating detour routing, and temporary bus stops to maintain service along the East 38th Street project corridor.

OPERATIONS PERFORMANCE MANAGEMENT

The Operations Performance (OP) Team has completed the D365 F&O Dynaway EAM Desktop & Mobile Client testing and will validate the Upgrade/Release in Mid-February. The Upgrade/ Release will involve Crowe/Microsoft D365FO, IndyGo IT, Dynaway, Dynaway Analytics, FleetWatch, and the IndyGo Maintenance Department.

The team worked with the Senior Director of Transportation and the Deputy Director of Maintenance to revise the Avail CAD/AVL codes for incidents. The revised list will narrow down the choices for the dispatcher that will better define incident types related to maintenance failures, making the Means Distance Between Failure (MDBF) reporting more comparable with other Like Agencies.

Is in the initial stage of comparing five (5) "Like Agencies" to derive more equitable FTA/NTD/TRB data comparisons for:

- BEB Measurables
- Maintenance Costs Per Mile
- Mileage Between Failures
- NTD Reported Metrics

FIXED ROUTE RIDERSHIP:

Dec-21	Dec-22	% Change	IndyGo Fixed Route Ridership	2021	2022	% Change
4,903	4,699	-4.2%	2 E. 34th St.	71,752	60,961	-15.0%
16,741	14,561	-13.0%	3 Michigan St.	191,912	211,577	10.2%
5,451	4,492	-17.6%	4 Fort Harrison	62,506	62,189	-0.5%
8,795	6,043	-31.3%	5 E. 25th	92,035	105,098	14.2%
5,079	5,032	-0.9%	6 N. Harding	63,928	67,069	4.9%
69,796	54,326	-22.2%	8 Washington St.	875,642	814,227	-7.0%
46,867	38,117	-18.7%	10 10th St.	556,643	574,393	3.2%
2,260	1,896	-16.1%	11 E. 16th St.	26,893	30,078	11.8%
1,599	1,656	3.6%	12 Minnesota	21,876	22,604	3.3%
1,337	1,365	2.1%	13 Raymond	16,049	18,313	14.1%
2,688	3,927	46.1%	14 Prospect	38,620	47,432	22.8%
6,611	5,546	-16.1%	15 Riverside	91,921	85,110	-7.4%
6,357	4,809	-24.4%	16 Beech Grove	84,305	79,160	-6.1%
2,590	2,543	-1.8%	18 Broad Ripple	33,829	36,266	7.2%
12,064	10,908	-9.6%	19 Castleton	141,609	151,284	6.8%
8,230	6,137	-25.4%	21 East 21st St.	106,176	102,155	-3.8%
6,291	4,818	-23.4%	24 Mars Hill	87,439	74,578	-14.7%
6,059	4,865	-19.7%	25 W. 16th St.	83,944	72,352	-13.8%
8,223	7,757	-5.7%	26 Keystone	95,887	102,126	6.5%
5,142	4,011	-22.0%	28 St. Vincent	70,209	68,017	-3.1%
3,820	3,218	-15.8%	30 30th St.	46,550	50,041	7.5%
5,579	4,359	-21.9%	31 US 31	69,232	67,074	-3.1%
13,666	11,551	-15.5%	34 Michigan Rd.	162,710	162,774	0.0%
18,316	16,005	-12.6%	37 Park 100	217,580	237,876	9.3%
10,101	8,001	-20.8%	38 Lafayette Square	129,157	129,045	-0.1%
42,829	31,095	-27.4%	39 E. 38th St.	488,397	513,346	5.1%
2,514	2,643	5.1%	55 English	29,739	30,488	2.5%
4,840	3,267	-32.5%	86 86th Street Crosstown	72,296	54,316	-24.9%
6,638	5,534	-16.6%	87 Eastside Circulator	77,313	80,459	4.1%
78,183	66,774	-30.3%	90 Red Line - BRT	866,400	978,340	12.9%
557	618	11.0%	901 Nora	9,973	8,744	-12.3%
4,127	4,816	16.7%	902 County Line	51,277	50,477	-1.6%
190	641	237.4%	Others	732	4,551	521.7%
418,443	346,030	-17.3%	Total	5,034,531	5,152,520	2.3%

YTD ridership may be updated from prior periods due to buses probed after the 10th of the month.

TRANSPORTATION SERVICES

EMPLOYEE OF THE MONTH NOVEMBER:

TEKA ROGERS – DISPATCH TEAM

Teka Rogers assisted with demonstrating AVAIL to Miller Transit operators for the 901 extension to the Red Line. Teka plays a major part in making sure the dispatch area is decorated for the various holidays and events and engaging her teammates and uplifting morale.

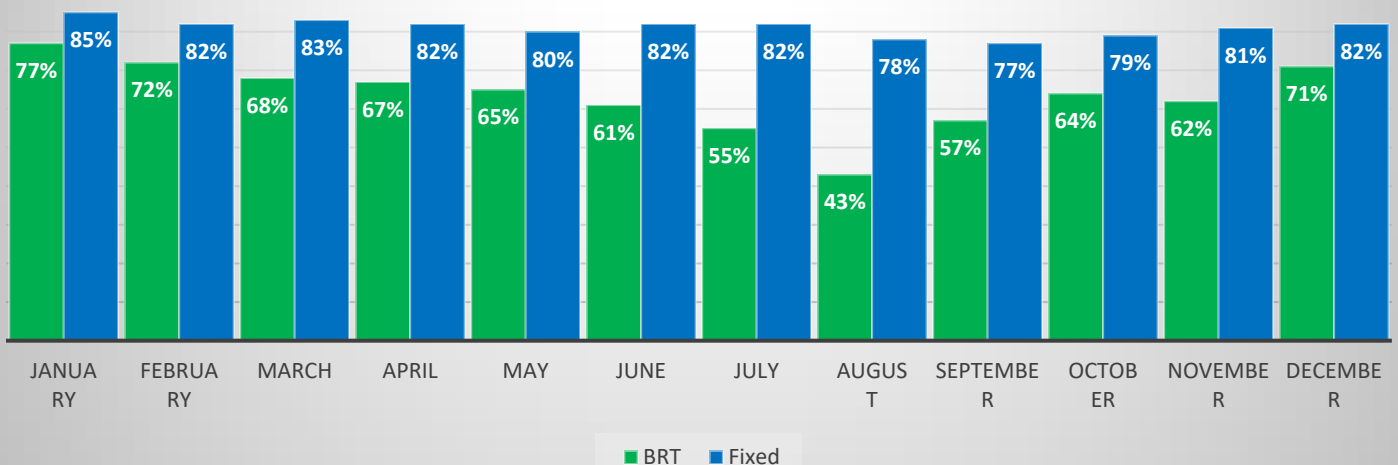
90% CLUB:

The following operators achieved an on-time performance rating of 90% or better during the month. The names are entered into a drawing held each month from this group of Operators. The winner receives an extra personal day.

The winner for December: MIKIAH ARNOLD #9386

Johnson, Jarvis	Carter, Deborah	Hicks, Mikia	Choctaw, Mary	Green, Nichelle
Edwards, Monei	Clark, Keana	Vinson, Cherika	Robertson, Wesley	Carroll, Lashona
Houston, Floyd	Barnes, Paris	Gardner, Onesha	Thomas, Myron	Roberts, Darnell
Bradford, Keary	Dowdell, Sherri	Frierson, Razheana	Wills, Mark	Boicourt, Phillip
Boston, Joel	Moncel, Maryah	Passley, Shamika	Nguyen, Loc	Bowen, Stacey
Cawthon, Marion	Taylor, Richard	Amaya, Efrain	Young, Samuel	Williams, Ashley
Anderson, Rose	Norfolk, Terry	Wilson, James	Freeman, Mancio	Harden, Erica
Williams, Lakisha	Mason, Rodney	Rowe, Patrick	Hook, Sandra	Anderson, Treva
Jones, Shirley	Valentine, Veda	Jackson, Calvin	Hartwell, Geneva	Robinson, Brittany
Howard, Jeffrey	Kingra, Jaswaran	McLeod, Timothy	Arnold, Mikiaiah	Knox, Alvin
Baine, Tenisha	Oxley, Ricardo	Davis, Elisa	Gray, Patrick	Hopson, David
Duncan, Scott	Cargile, Senetria	Cornett, Myron	Heitzman, Angela	Fields, Sheanta
Bounds, Akiella	Ellis, Aaron	Rowie, Robert	Wilson, Patricia	Abebe, Samuel
Thein, Stephen	Hazen, William	Taylor, Ebony	Smith, Tamara	White, Anthony
Harrell, Douglas	Clay, David	Jackson, Shewanna	Rainey, Mckensey	
Hughes, Marilyn	Gray, Bryan	Rosario Gonzalez, Dilexi	Maldonado, Luis	

On Time Performance Last 12 Months

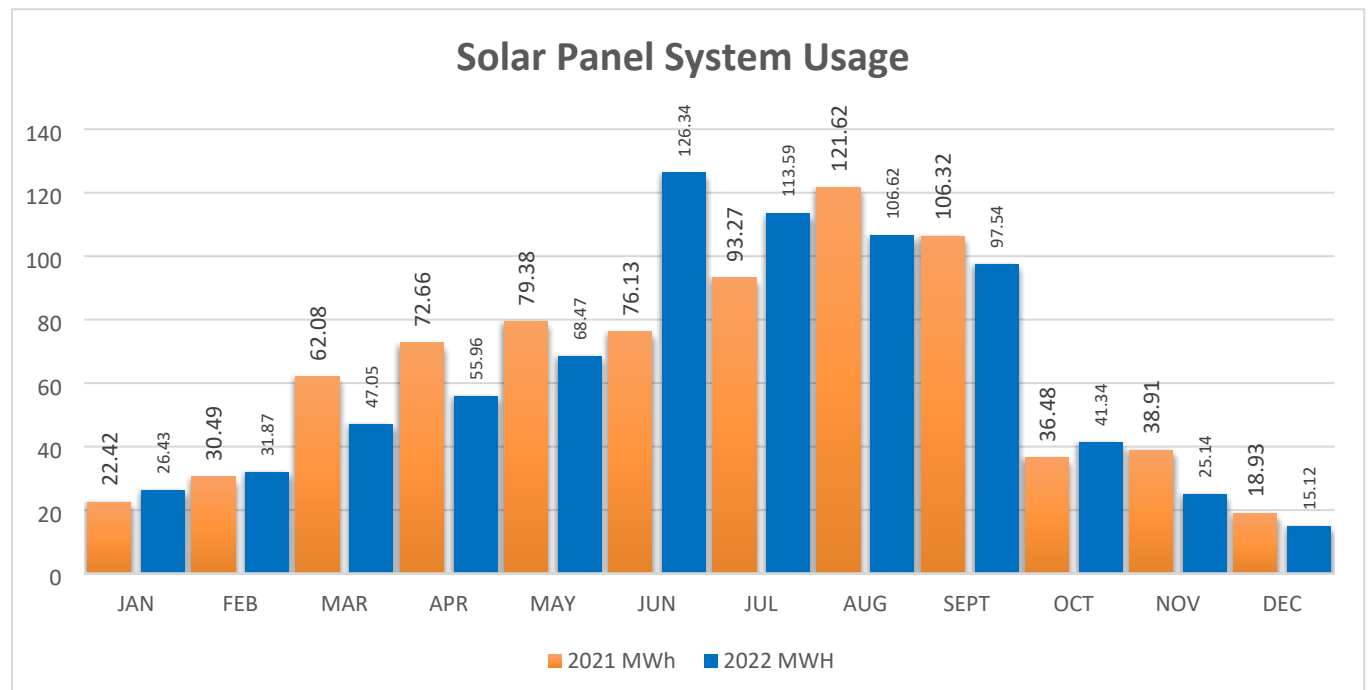


VEHICLE MAINTENANCE AND FACILITIES SERVICES

FACILITIES:

Solar Panel

During the month of December, the decrease in daylight saving hours had a slight impact the 4,300 Solar Panel Array on the roof at the main building. The panels produced a lower KWH output versus prior year. The savings YTD, \$71,769



FLEET SERVICES:

There were 171 buses detailed in December. The goal is to detail every bus at least once per month.

There were 15 vehicle requests in December for the motor pool.

IPTC has logged 8,530,890 miles YTD

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2022	700,999	650,213	739,093	710,879	716,446	710,305	727,197	739,434	697,268	724,728	701,692	713,636	8,530,890
2021	796,966	755,260	830,606	785,602	789,833	767,140	791,044	762,229	731,641	738,072	700,370	722,820	9,141,583
2020	878,363	875,068	917,660	705,903	701,773	865,561	888,720	866,798	844,969	850,663	767,009	817,246	9,979,733

Fluid Usage Summary:

FLUID TYPE	DEC 2022	DEC 2021	DEC 2020
ATF (qt)	50	22	38
COOLANT (qt)	2,063	1,195	873
ENGINE OIL (qt)	387	427	182
DIESEL (gal)	128,725	125,814	134,574

Mean Distance

Mean Distance Major Systems Failures
Mean Distance Between All Systems Failures

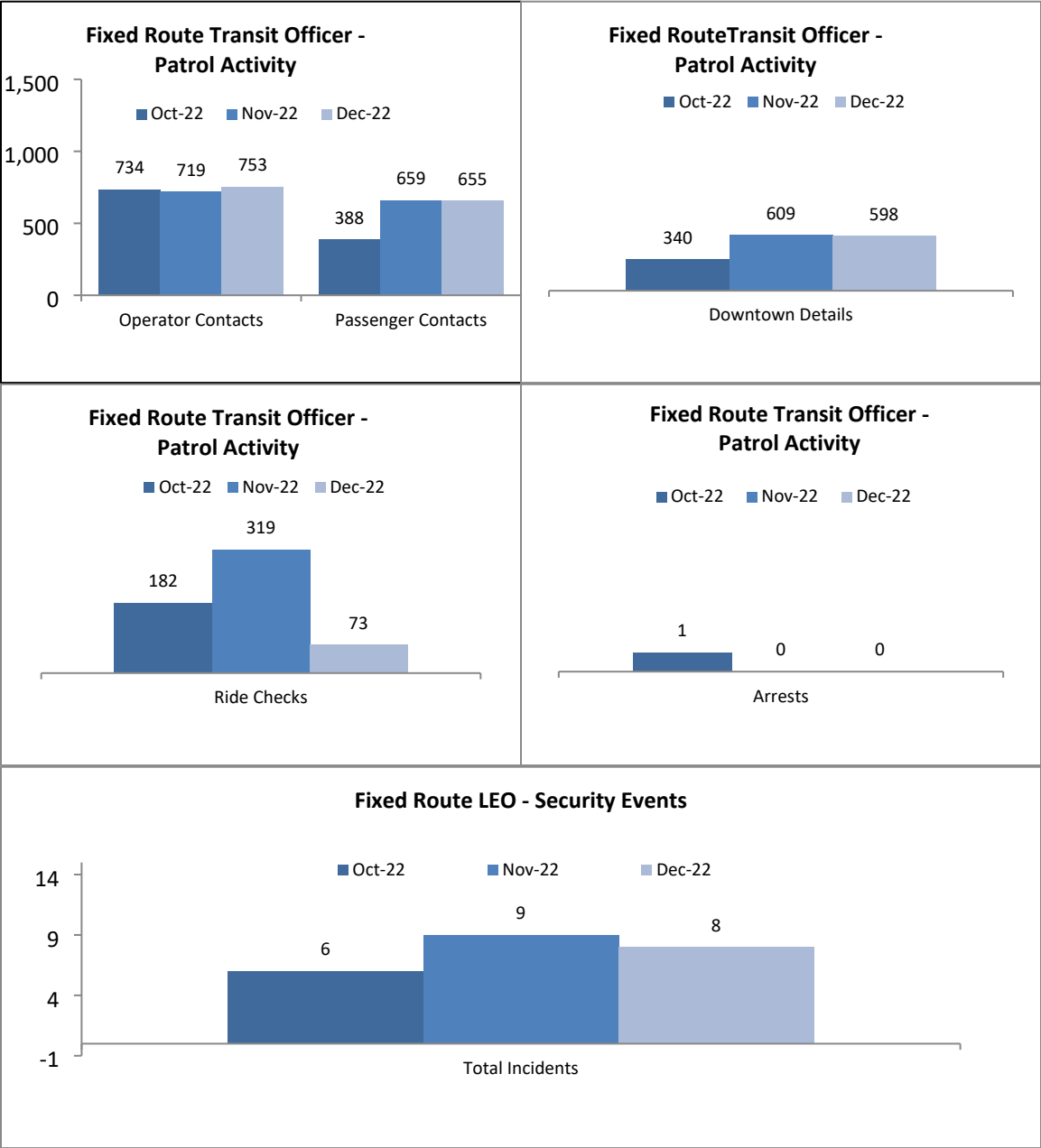
	2022/1	2022/2	2022/3	2022/4	2022/5	2022/6	2022/7	2022/8	2022/9	2022/10	2022/11	2022/12
MAJOR	4848	4388	4436	3918	3107	3594	3495	3963	5029	7685	7170	8596
ALL	4377	3920	3911	3753	2984	3151	3064	3238	4373	6367	6765	6299
	2021/1	2021/2	2021/3	2021/4	2021/5	2021/6	2021/7	2021/8	2021/9	2021/10	2021/11	2021/12
MAJOR	4,229	3,479	4959	5715	4919	3478	3574	3387	5455	4498	4430	4998
ALL	3,878	3,193	4314	4594	4340	3161	2854	2689	4111	4033	4322	5038
	2020/1	2020/2	2020/3	2020/4	2020/5	2020/6	2020/7	2020/8	2020/9	2020/10	2020/11	2020/12
MAJOR	5,506	5,506	5,506	5,506	5,506	7,973	7,682	6,456	5040	5249	5059	4238
ALL	4,307	4,307	4,307	4,307	4,307	6,816	5,278	2,531	3319	3505	4826	4057

*The green cells represent averaged totals

SECURITY

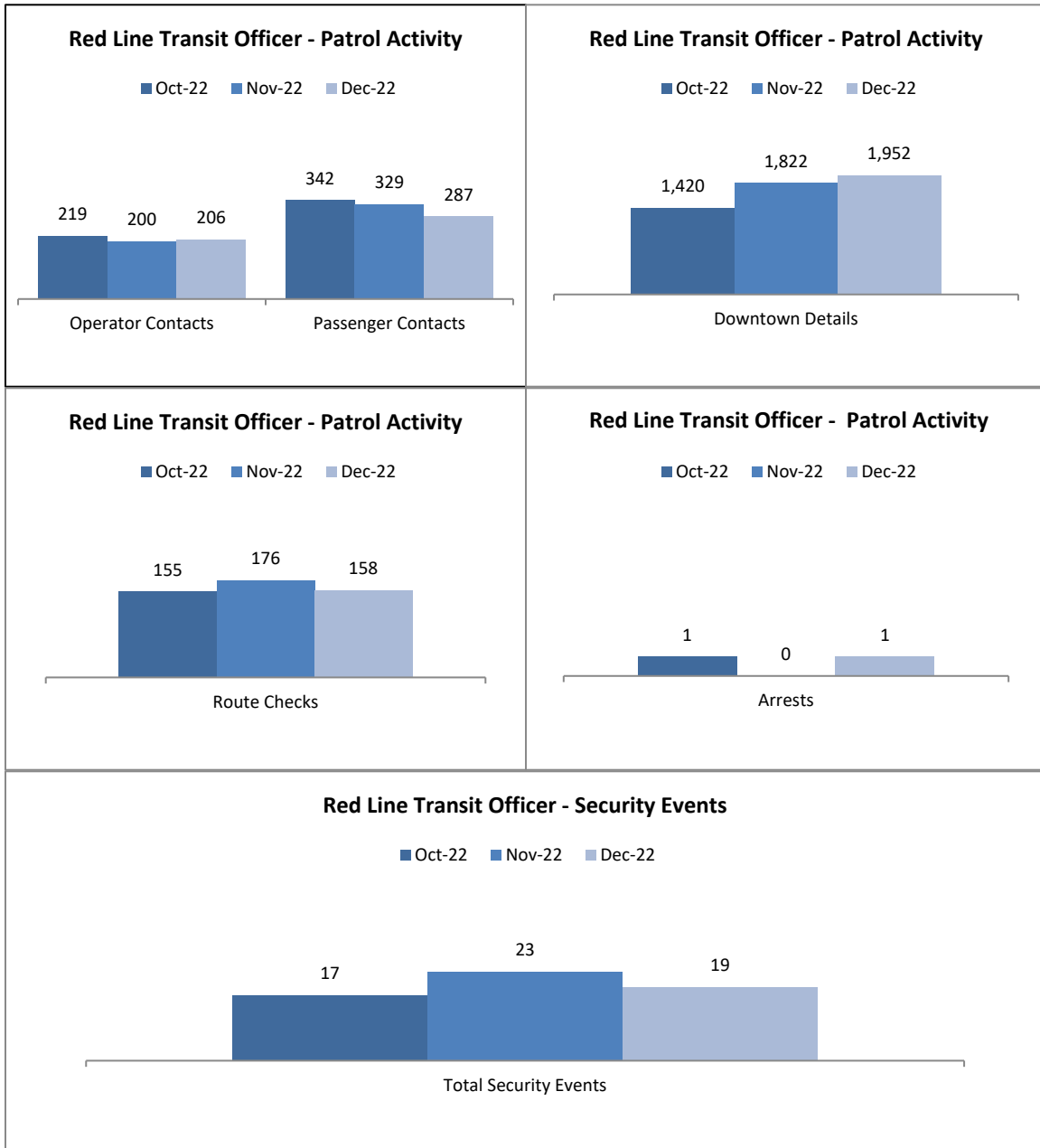
The charts below show a breakdown of activities that the Law Enforcement Officers (LEO) stationed at the Julian M. Carson Transit Center and or on Route Detail have performed or addressed over the last three months.

FIXED ROUTE:



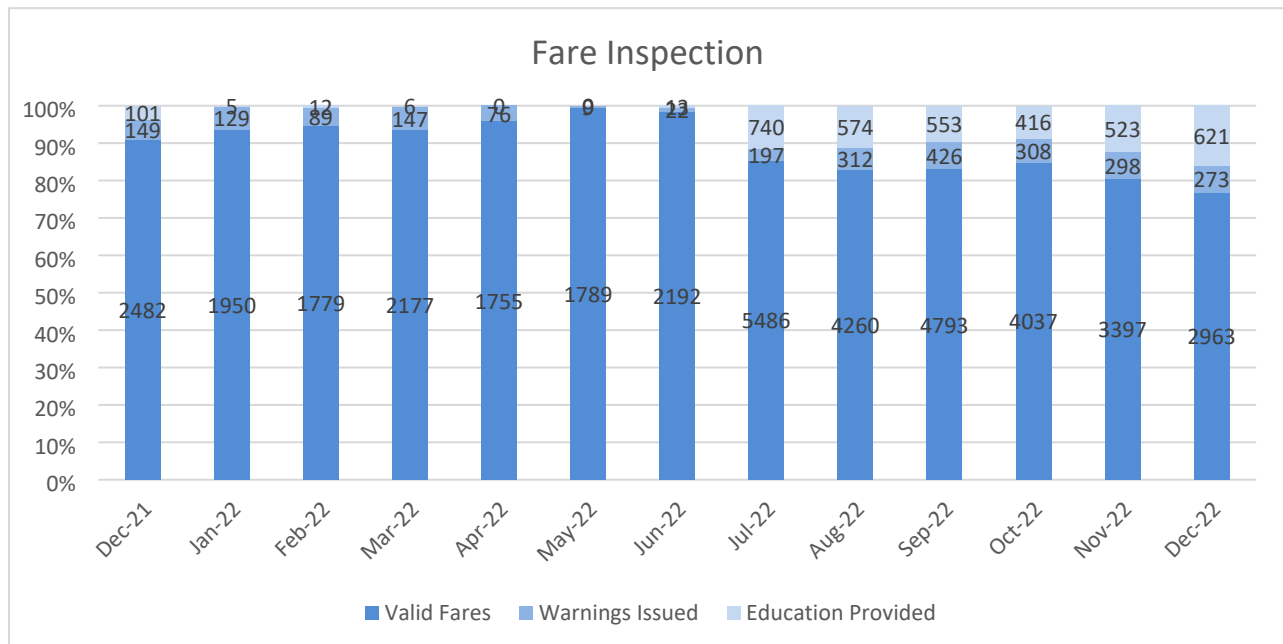
The charts below are the Red Line Security reports. These charts show the LEO's activity on the Red Line BRT Route. These charts also include any activities the Fixed Route LEO may have performed while assisting the Red Line LEO.

RED LINE SECURITY:



FARE INSPECTION REPORT:

The information below shows the fare inspection information, the chart shows passenger contacts representing passengers who had a fare when checked, notifications representing passengers who did not have a fare when checked and did not/would not purchase a valid fare. Lastly, it shows education representing passengers who did not have fare when checked but purchased a valid fare after being shown the proper procedures.

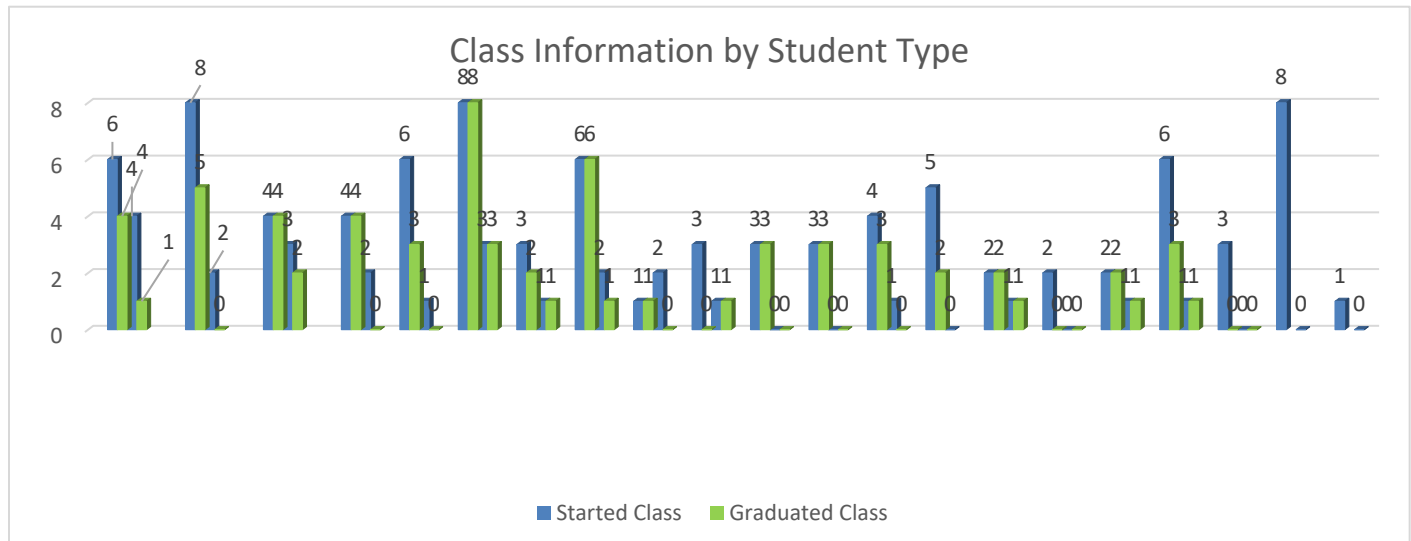


December	Passenger Contact	Notifications	Educations
Monthly	2963	273	621
Weekday	2710	261	600
Saturday	174	7	14
Sunday	79	5	7

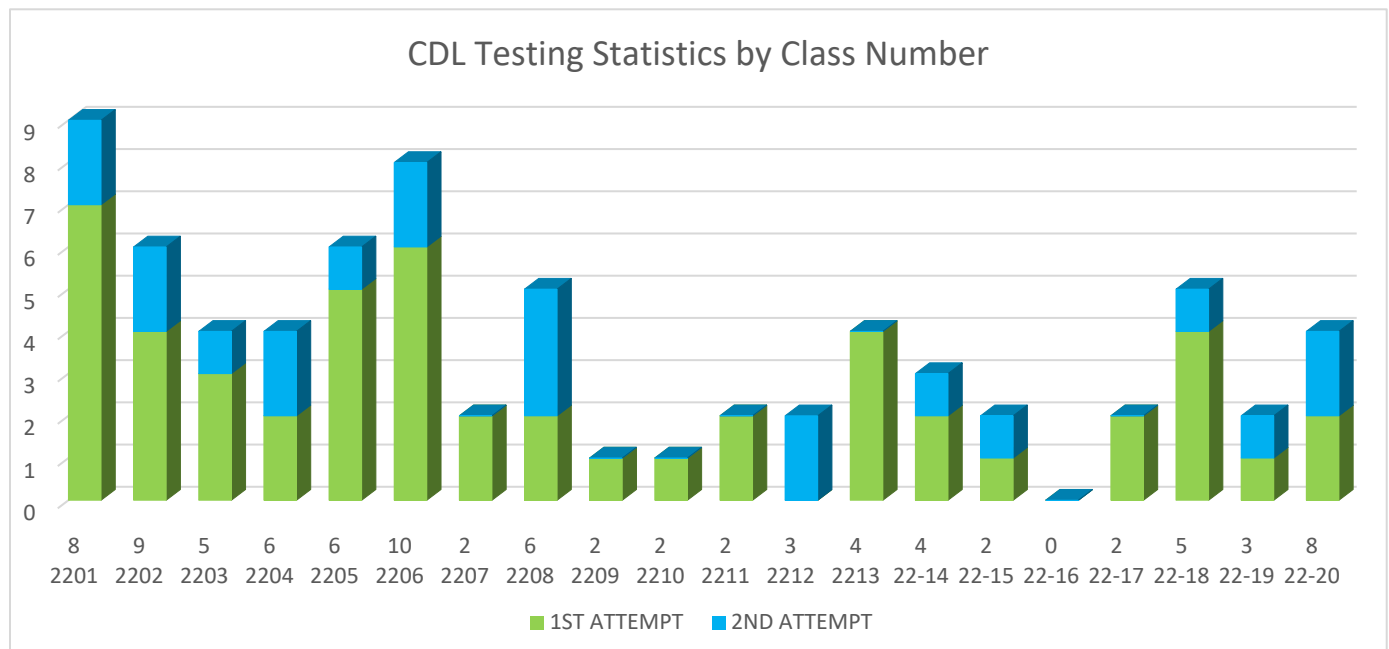
2022 YTD	Passenger Contact	Notifications	Educations
Monthly	36578	2286	3463
Weekday	33175	2118	3275
Saturday	2038	114	128
Sunday	1365	54	62

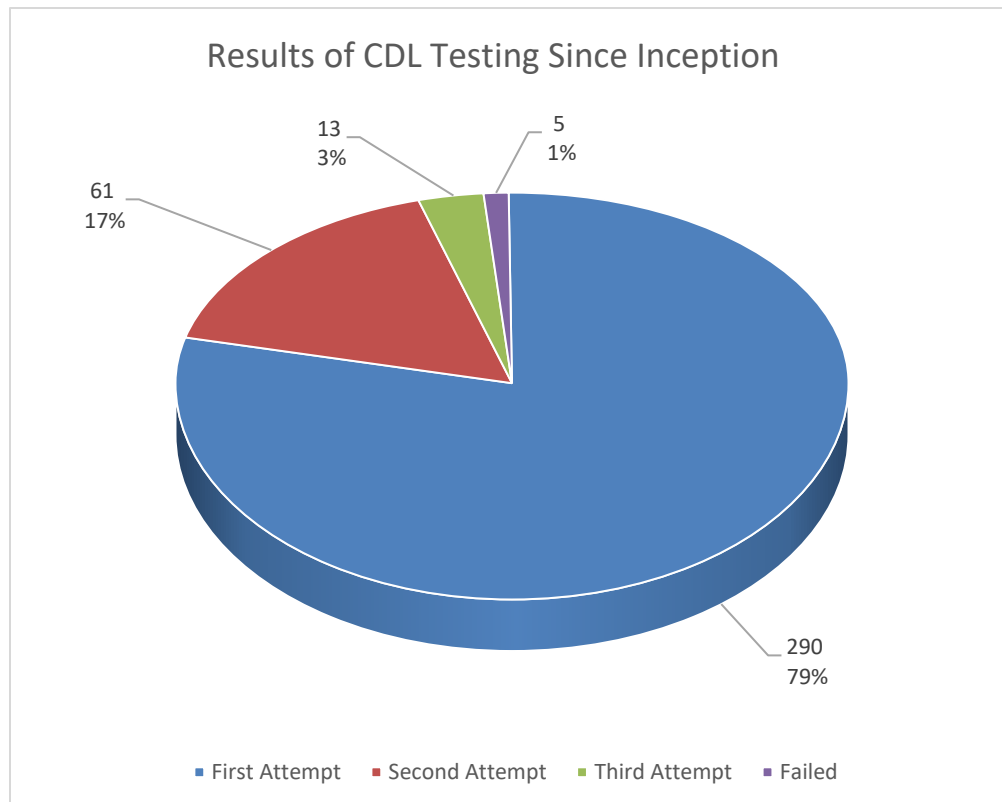
Training

The chart below shows the number of Trainee A and Trainee B students that started each class. It also shows the number of students in each group that graduated.



The IndyGo Training Department trains new employees that are hired with and without a CDL license. This training includes vehicle knowledge, pre-trip inspection knowledge, vehicle driving skills practice (on a closed course), and on-road driving skills. Those students without CDL licenses will then be taken to a State-approved site for testing. The charts below show the current year's results to date and the results since the inception of the program. They will also show the number of students who passed on their first, second, or third attempt and the number of students who could not pass it after three attempts.





Active Fixed Route Class Start Dates:

Class 22-18 – November 7, 2022

Class 22-19 – November 21, 2022

Class 22-20 -December 5, 2022

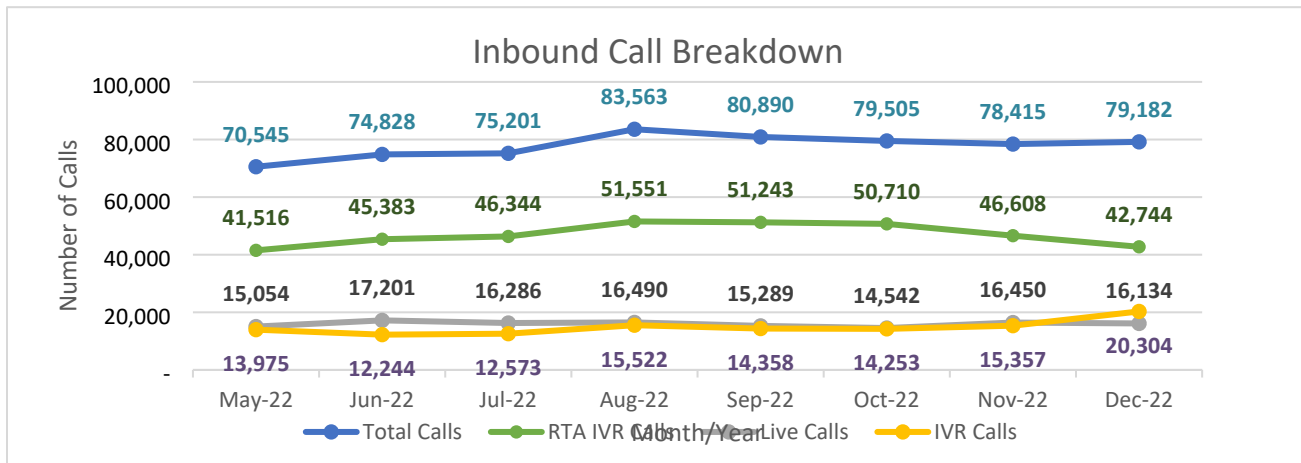
Class 22-21 – December 19, 2022

The following training sessions were conducted in December:

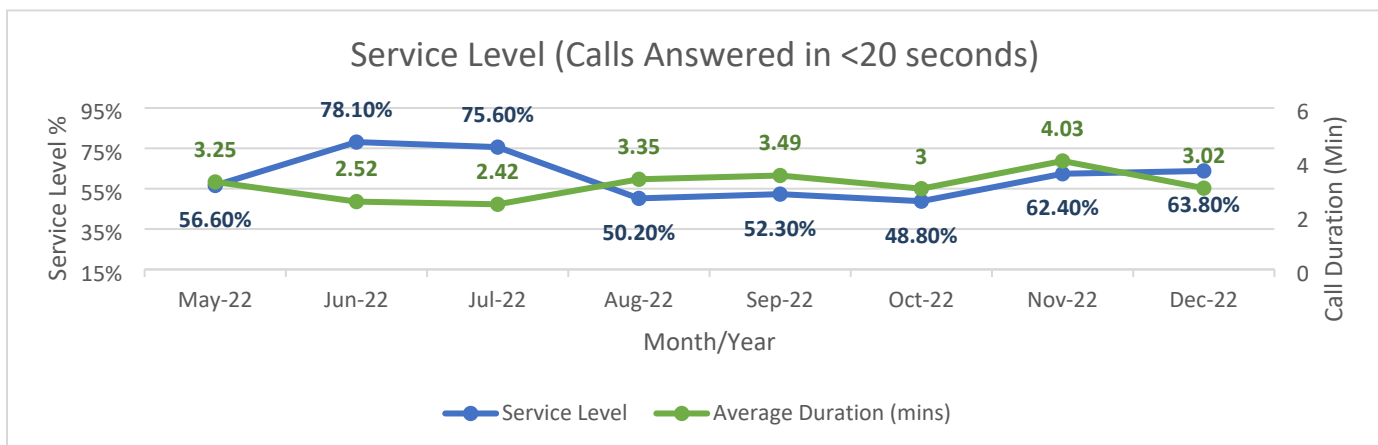
- Twelve (12) Operators for Accident Retraining
- Two (2) Operators for Red Line Accident Retrains
- Ten (10) Permit Training
- Six (6) Return to work Training
- One (1) Mechanic / General Labor Orientation
- Three (3) Red Line Refresher Training
- Two (2) Safety Leadership Training
- Two (2) Operator In-service 2022 / 206 Total Operators

MOBILITY CARE CENTER AND PARATRANSIT REPORT:

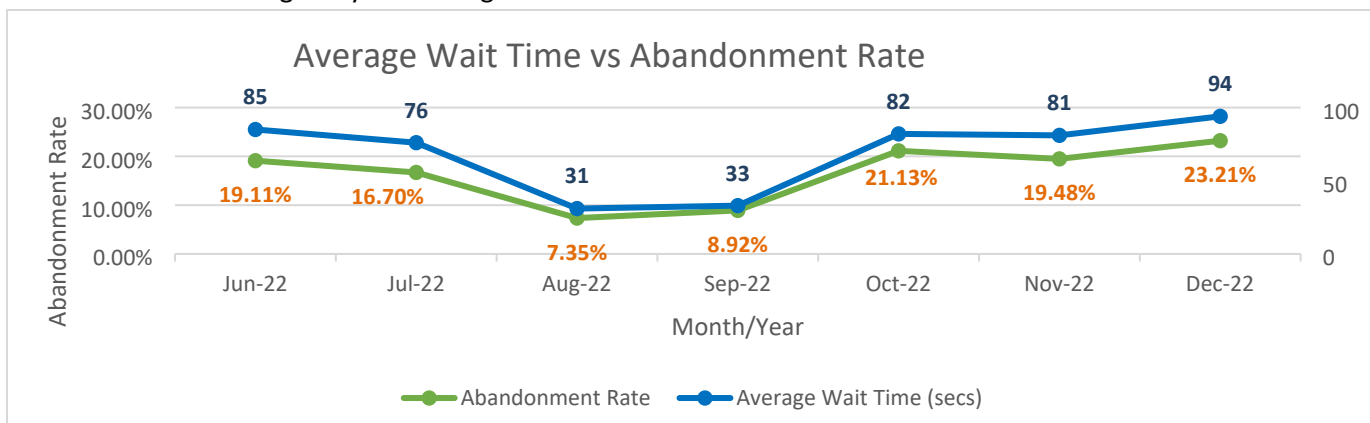
Overall, total call volume has experienced a slight increase from November to December 2022.



Our service level metric increased for December 2022, moving toward the goal of 80%. IndyGo Care Center Leadership will continue monitoring this and discuss staffing effects/expectations. The average call duration increased in December and is within the goal range of 3-5 minutes.



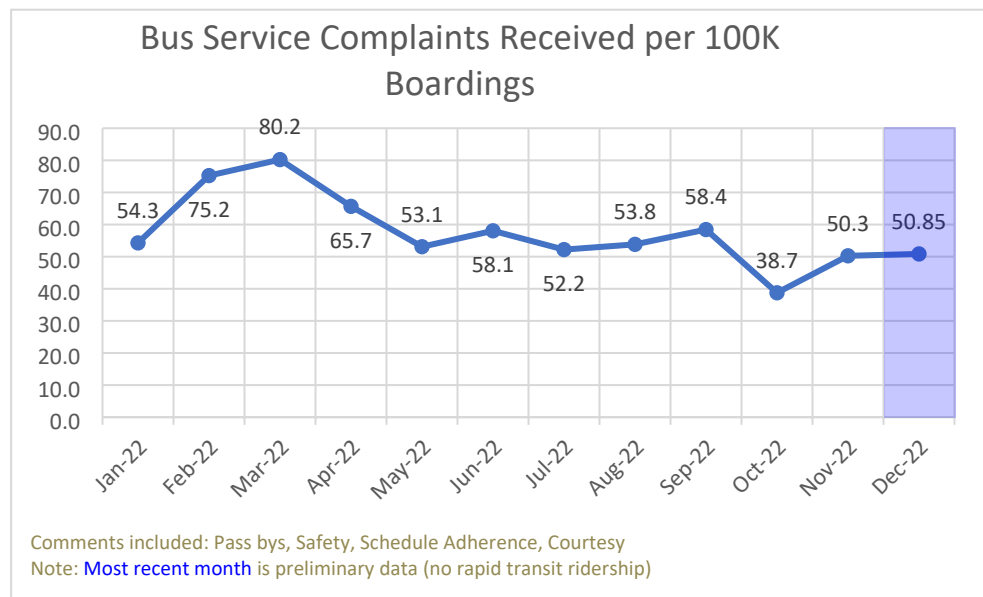
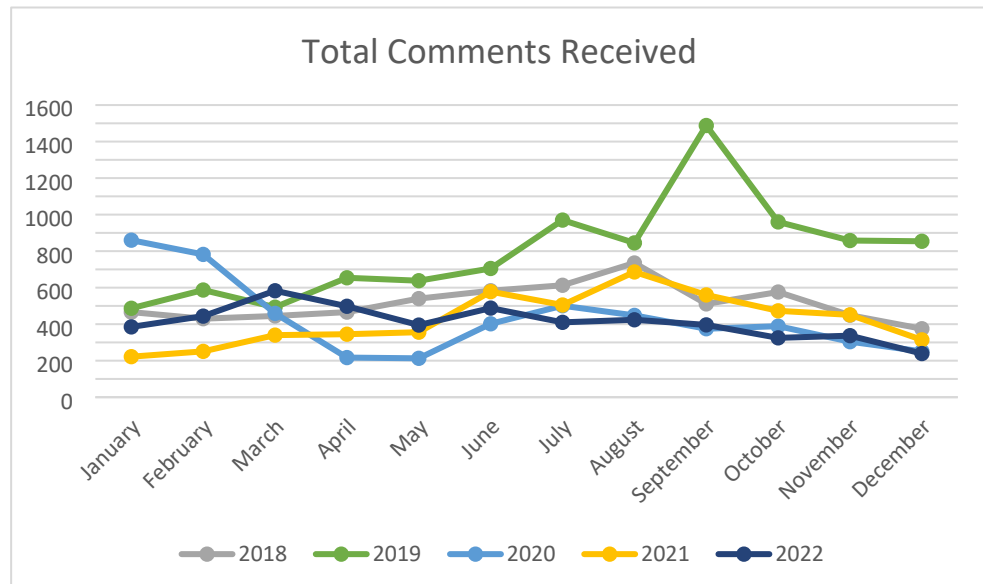
IndyGo leadership meets regularly with RATP Dev to discuss staffing effects and expectations. Wait times and the abandonment rate have increased. The Abandonment Rate is moving away from our goal of less than 5%. The average wait time is also moving away from the goal of less than one minute.



RECEIVED COMMENT REPORT:

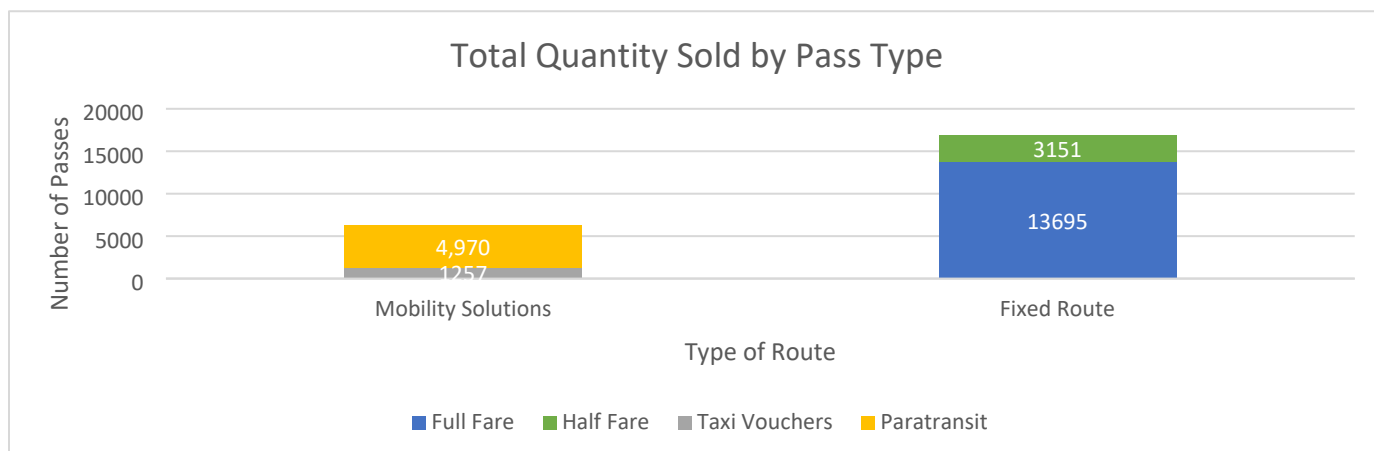
The total number of comments received for November amounts to 337. This is an increase from October at 325 comments. Within the comments received, Pass By is the largest category contributing to the total comments for November. Comment trends will continue to be monitored by IndyGo Care Center Leadership.

Comment Category	Count of Comment
Schedule Adherence	53
Pass By	43
Fares	32
Safety	30
Courtesy	16
Denial	13
Compliment	9
Customer Service	7
Facility Maintenance	5
ADA	4
Rules	4
Bus Stop	4
Routes	4
Wrong Information	4
Suggestion	2
UZURV	2
Vehicle Maintenance	1
Security	1
Real-Time Arrivals	1
Discrimination	1
Fulfillment	1
Marketing	1
Request	1
Grand Total	239



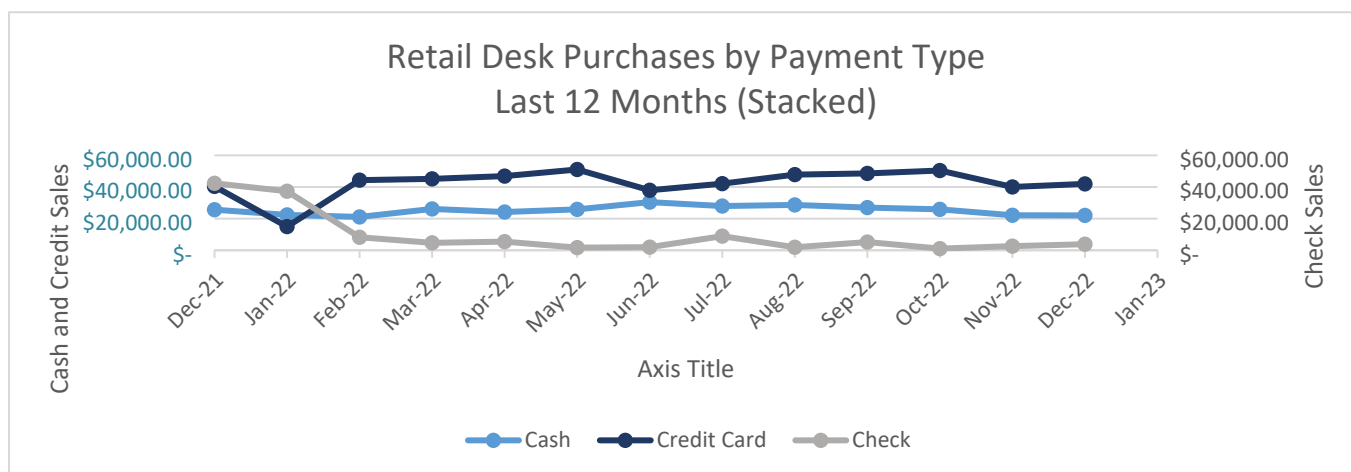
CARE CENTER DESK AND SALES REPORT:

Total Quantity of Passes Sold: 23,073



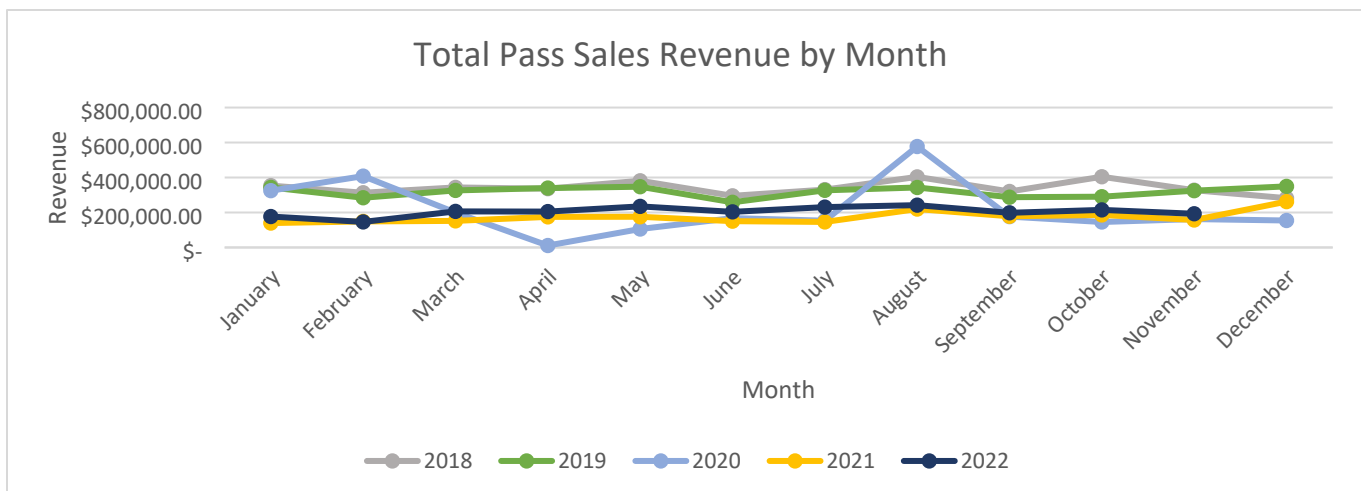
Payment Breakdown:

The Customer Care Center Desk experienced increased credit card and check sales. Cash sales experienced a slight decrease for December 2022.



Total Pass Revenue (Including eCommerce, Retail, and Invoice):

Total pass revenue experienced a slight decrease from October 2022 to November 2022.



PARATRANSIT OPERATING STATISTICS:

FTA mandates that transportation agencies report data through the National Transit Database (NTD). The following metrics are measured for our paratransit program. The data also provides valuable information to determine the number of paratransit vehicles to operate this service. In addition, trends are monitored and measured YOY to discuss abnormalities that occurred in the previous year, such as COVID-19.

2022 Paratransit Data

Paratransit	Unlinked Passenger Trips	Vehicle Revenue Hours	Vehicle Revenue Miles	Vehicles Operated in Max Service (Average)	Number of Days of Regular Service Operated
January	9,050	5,144	97,224	30	31
February	8,705	5,005	92,607	29	28
March	11,078	6,181	114,608	32	31
April	10,387	5,963	105,832	34	30
May	10,649	6,160	107,652	37	31
June	9,846	5,532	100,195	32	30
July	9,903	5,938	107,046	32	31
August	11,079	6,475	118,260	34	31
September	10,494	6,377	112,023	33	30
October	10,952	6,680	118,324	38	31
November	10,890	6,687	117,880	36	30
December	10,559	6,630	111,481	37	31
Total	102,146	59,715	313,785	37	365

2021 Paratransit Data

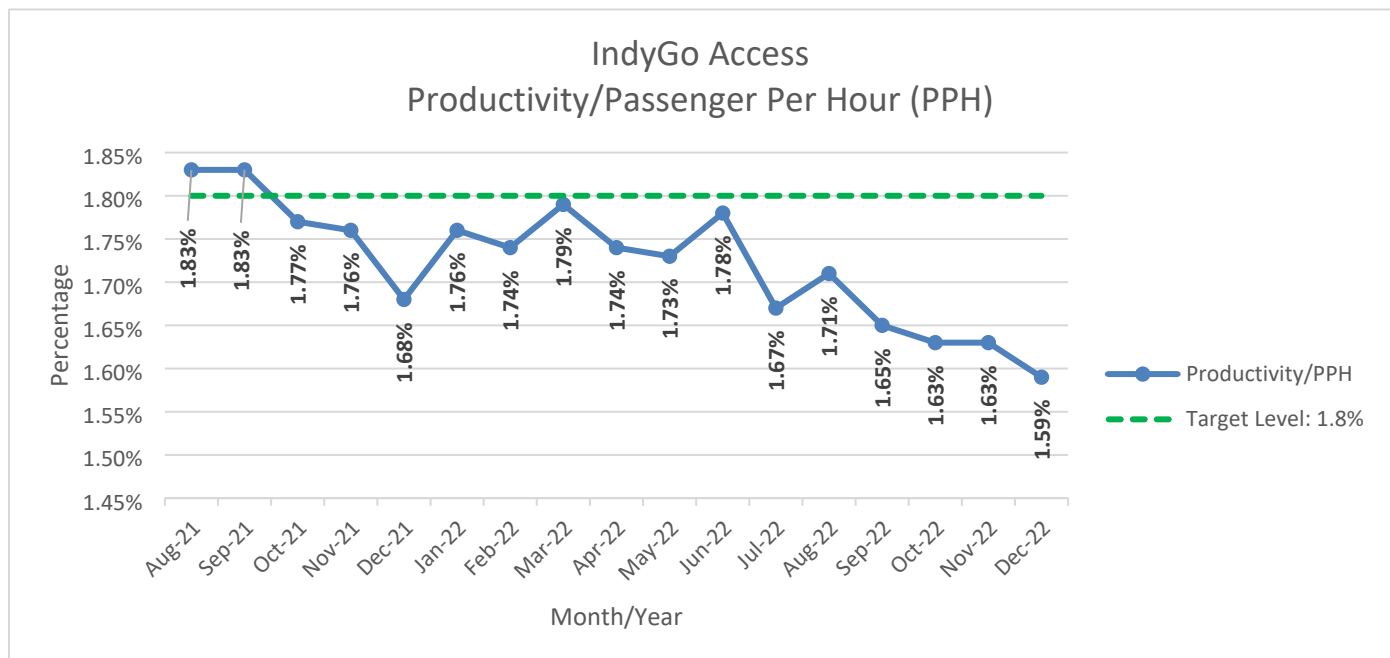
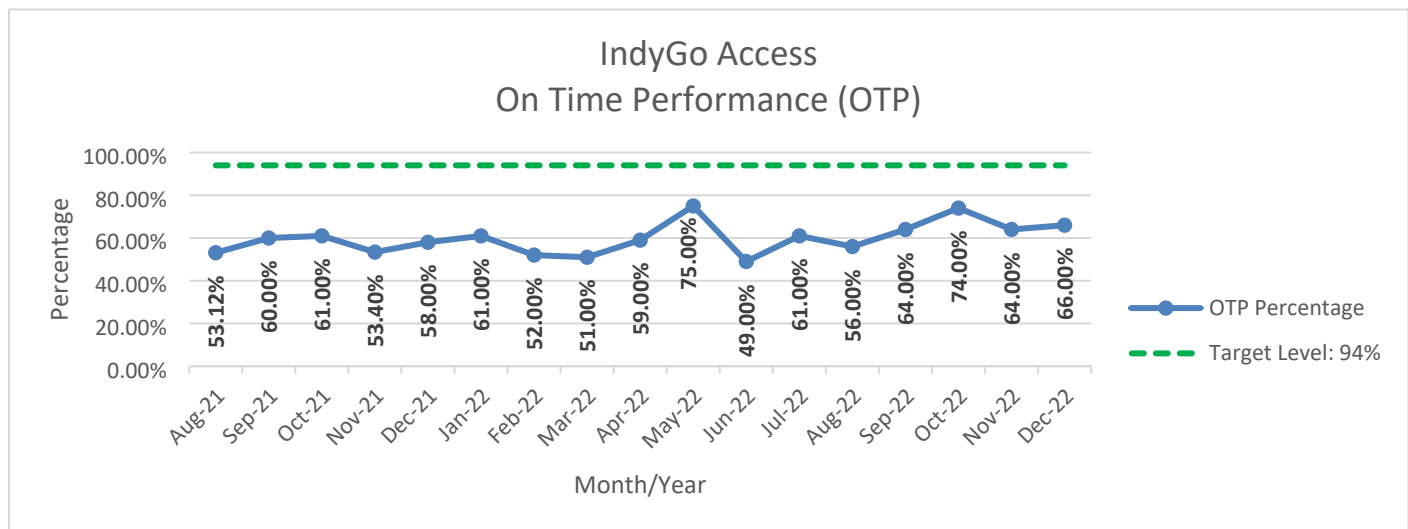
Paratransit	Unlinked Passenger Trips	Vehicle Revenue Hours	Vehicle Revenue Miles	Vehicles Operated in Max Service	Number of Days of Regular Service Operated
January	11,558	6,555	120,345	39	31
February	10,574	6,005	111,889	39	28
March	12,987	7,213	133,968	38	31
April	12,940	7,117	131,858	38	30
May	11,999	6,615	122,240	39	31
June	12,298	6,726	122,292	38	30
July	12,838	7,183	134,827	41	31
August	12,616	6,904	128,752	38	31
September	10,507	5,807	107,806	32	30
October	9,541	5,381	102,961	31	31
November	8,761	4,982	96,488	28	30
December	8,500	5,069	94,620	28	31
Total	135,119	75,557	1,408,046	39	365

INDYGO ACCESS CUSTOMER COMMENTS:

For December 2022, IndyGo Access customers are encouraged to contact the customer care center to voice a comment. All comments are investigated and provided to our paratransit contractor to coach employees—the goal: is to improve service while delivering safe, reliable, and courteous transportation.

Number of Comment		
Comment Categories	Valid	Grand Total
Schedule Adherence	31	31
Fares	6	6
Courtesy	5	5
Wrong Information Given	4	4
Compliments	4	4
Safety	3	3
USURV	2	2
Rules	1	1
Denial	1	1
Route	1	1
Grand Total	58	58
Number of Comment	Comment Validity	
Schedule Adherence Category Type	Valid	Grand Total
Bus Late	24	24
Driver Disregard to Schedule	3	3
Bus was No Show	2	2
USURV was No Show	1	1
Extended Ride	1	1
Grand Total	31	31

On-Time Performance for **December 2022** was 66%, and Productivity was 1.59%. In **December 2021**, OTP was 58%, and Productivity was 1.68%, an increase of 12.1% and a decrease of 7.7%, respectively. OTP YOY has increased due to the continued recruitment efforts of RATP Dev.



INDYGO ACCESS ASSESSMENT & ELIGIBILITY:

The ADA Requires a functional assessment evaluation within regulatory parameters for our state and federal entities using a wide range of medical conditions and their impact on an individual's functional abilities.

2022						
	New	Renew	Approved	New Denied	Renew Denied	Visitors
JAN	32	50	82	0	0	0
FEB	34	46	80	0	0	0
MAR	61	56	117	0	0	0
APR	56	57	113	0	0	1
MAY	43	66	109	0	0	3
JUNE	34	86	120	0	0	3
JULY	46	75	121	0	0	1
AUG	56	81	135	0	2	1
SEPT	33	89	121	0	0	1
OCT	34	91	123	0	1	1
NOV	45	76	122	0	0	0
DEC	18	61	79	0	0	0
Total	492	834	1322	0	3	12

2021						
	New	Renew	Approved	New Denied	Renew Denied	Visitors
JAN	22	38	60	0	0	0
FEB	29	33	62	0	0	0
MAR	46	42	87	0	1	0
APR	47	42	89	0	0	1
MAY	34	40	73	0	0	1
JUNE	35	58	91	0	1	2
JULY	28	54	82	0	0	2
AUG	80	49	128	0	0	2
SEPT	50	49	99	0	0	0
OCT	46	54	100	0	0	0
NOV	44	33	77	0	0	2
DEC	45	44	89	0	0	1
Total	506	536	1037	0	2	10

	NEW UNCOND	NEW COND	NEW TEMP	RENEW UNCOND	RENEW COND	RENEW TEMP
JAN	0	0	32	49	0	1
FEB	0	0	34	46	0	0
MAR	0	0	61	55	1	0
APR	10	0	46	56	1	0
MAY	0	0	43	60	6	0
JUNE	34	0	0	86	0	0
JULY	46	0	0	73	1	1
AUG	56	0	0	79	0	0
SEPT	33	0	0	89	0	0
OCT	32	1	0	88	2	0
NOV	42	1	1	73	3	0
DEC	17	1	0	60	1	0
Total	270	3	217	814	15	2

	NEW UNCOND	NEW COND	NEW TEMP	RENEW UNCOND	RENEW COND	RENEW TEMP
JAN	21	1	0	36	2	0
FEB	29	0	0	33	0	0
MAR	44	2	0	40	1	0
APR	47	0	0	42	0	0
MAY	30	2	1	40	0	0
JUNE	32	1	1	57	0	0
JULY	27	1	0	53	1	0
AUG	26	0	53	46	0	3
SEPT	0	0	50	48	0	1
OCT	0	0	46	53	1	0
NOV	0	0	44	32	1	0
DEC	0	0	45	42	1	1
Total	256	7	240	522	7	5

VOUCHER PROGRAM:

Mobility Services offers a lottery program and a dialysis program. Both programs are open to eligible IndyGo Access customers. IndyGo maintains the right to augment or terminate the voucher programs as with all programs.

2022 Taxi Voucher Tracking

	Lottery		Dialysis		Emergency-Green		Total Vouchers
	Sold	Used	Sold	Used	Sold	Used	Used
January	660	580	572	605	824	1,005	4,266
February	720	539	626	529	1,409	1,209	5,032
March	650	838	643	635	1,470	1,556	5,792
April	690	683	534	592	1,627	1,622	5,748
May	670	536	619	565	1,791	1,576	5,763
June	620	588	605	652	1,628	1,654	7,747
July	630	594	691	667	1,831	1,594	6,007
August	700	604	683	720	1,713	1,912	6,332
September	570	474	640	653	2,146	1,833	6,316
October	670	557	768	664	1,911	1,892	6,462
November	658	599	705	688	1,854	1,801	6,305
December	534	412	645	623	1,634	1,598	5,446
	7,772	7,004	7,731	7,593	19,838	19,252	71,216

- **November TAXI Voucher count will be updated in December.**

2021 Taxi Voucher Tracking

	Lottery		Dialysis		Emergency-Green		Total Vouchers
	Sold	Used	Sold	Used	Sold	Used	Used
January	720	591	703	749	0	0	1,340
February	760	541	673	707	0	0	1,248
March	680	589	714	761	0	0	1,350
April	680	637	828	680	0	0	1,317
May	750	587	599	697	0	0	1,284
June	640	708	742	700	0	0	1,408
July	710	609	634	636	0	0	1,245
August	610	608	706	670	592	81	1,278
September	530	499	663	687	686	553	1,186
October	740	525	729	708	1,640	727	1,233
November	570	543	776	737	1,398	1,595	1,280
December	690	521	573	699	1,734	1,896	4,336
	8,080	6,958	8,340	8,431	6,050	6,072	18,505

WEX FUEL CARD PROGRAM:

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

December 2022 savings from fuel excise taxes were \$8,291 (Fed Taxes = \$3,647 and State Taxes = \$4,644)
Total 2022 annual savings is \$98,550.

Department of People & Teammate Experience Division Report – December 2022

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief People Officer Denise E. Jenkins-Agurs, MS.Ed.
Date: January 26, 2023

Onboarding/Recruitment:

- Recruitment preview event was held at the East side campus on January 11, 2023. 24 candidates from that event went through the background check and formal application process. We anticipate the hires will begin careers as Coach Operators on January 23, 2023.
- Currently screening Recruitment and HR Support Specialist position.

Benefits:

- New associate Ellen Guido is slated as the HR Specialist in charge of Leave Administration.

Diversity & Inclusion:

- DEI Strategic Plan Development is underway. Several components are in the works including DEI e-learning modules for leaders, a climate survey, etc.
- Recruitment for IndyGo Pride Planning Committee has begun.

Wellness and Teammate Engagement:

- Blood Drive, Thursday, January 26, from 11 am to 2:20 pm, located at 1501 West Washington Street in the Executive Board Room. Each Donor will receive a limited-edition Versiti Beanie. Please schedule an appointment to register! https://donate.indiana.versiti.org/donor/schedules/drive_schedule/157848
- IndyGo's Marathon Health On-Site clinic is committed to providing wellness to you. In 2023 you should take control of your health. You must complete the required activities to receive the medical premium discount. To jump-start the month of January, we are encouraging all teammates to do the following: Schedule your Annual Physical. Complete the Health Risk Assessment on Marathon App. Schedule your 1st Health Coaching by March 31, 2023. Commit to a Healthy Activity. Please make sure you download the Marathon App to your mobile device to register. <https://www.marathon-health.com/log-in>

Learning and Development:

- On 1/13, a small group from various departments met for a demo with BizLibrary, which provides ready-made course content on topics ranging from compliance to leadership with everything in between. Our next step will be conducting a product trial.
- Training projects rolling out soon:
 - Apprenticeship program tracker and quizzes
 - ADA Course for all employees
 - Trackit Accident reporting for operators and supervisors
- New training projects underway:
 - DEI Curriculum
 - Courses on Unbiased Job Descriptions and Civil Rights
- New training projects in early development:

- Standalone course on Online Bid in Hastus
- Transportation Supervisor curriculum
- Service Center & Dispatch team member curriculum
- Service Center & Dispatch supervisor

Workforce Development

- New internship
 - Cummins Inc. and Arsenal Technical High School
 - IYAI (Introduce American Youth to American Infrastructure)
 - New intern from IUPUI, Jennifer M. Tursi assigned to the Capital Project/HR

Mentorship and Apprenticeship Program (MAP) updates:

- Apprenticeship
 - Kicked off smoothly with four apprentices 01/09/23
 - April Bland **internal**
 - Kyisha Bond **internal**
 - Corey Hook **external**
 - Xavier Rodriguez **external**

Mentorship:

- Invitation to Ivy Tech's Technology week.
 - 7 new mentors

Respectfully submitted,

Denise E. Jenkins-Agurs, MS.Ed.
Chief People Officer

Supplier Diversity Division Report – December 2022

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Senior Supplier Diversity Officer Greg Garrett
Date: January 26, 2023

DISCUSSION:

In November of 2022, IndyGo obtained 29% utilization with “XBE” businesses certified by the City of Indianapolis Office of Minority and Women Business Development and the Indiana Department of Administration’s (IDOA) Division of Supplier Diversity. In December of 2022, IndyGo obtained 22.4% utilization with “XBE” businesses certified by the city of Indianapolis Office of Minority and women Business Development and the Indiana Department of Administration’s (IDOA) Division of Supplier Diversity.

The Supplier Diversity team participated in the Rutgers National Transit Institute training course “Write it Right” business and professional writing course. The Senior Supplier Diversity Officer has received data for “XBE” utilization for the fiscal year of 2022 and is preparing an annual report that will be available in February of 2023 for review. The fourth quarter Disadvantaged Business Enterprise utilization numbers for 2022 will also be available in February.

UPDATES/UPCOMING ITEMS:

Supplier Diversity will participate in the following upcoming event and share information about doing business with IndyGo, the Supplier Diversity program, and upcoming projects:

- Indiana Statewide Disadvantaged Business Enterprise Forum
 - o Date: February 28, 2023
 - o Time: 9:00 AM – 1:00 PM
 - o Location: Indianapolis International Airport, Col. H. Weir Cook Terminal 7800 Col. H. Weir Cook Memorial Dr, Indianapolis, IN 46241
 - o Registration Link: Contact Tom Quinn, IDOT’s supportive services consultant at tom@ceihome.com.
- Supplier Diversity Annual XBE Utilization Update (February 23, 2023)
- Quarter Four Disadvantaged Business Enterprise Utilization Data (February 23, 2023)

RECOMMENDATION:

Receive the report.

Greg Garrett
Senior Supplier Diversity Officer
DBELO

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To: Chair and Board of Directors of Finance
Through: President/CEO Inez P. Evans
From: Chief Financial Officer Bart Brown and Director of Accounting Cesar Bermudez
Date: January 19, 2023

The following summarizes the Indianapolis Public Transportation Corporation's (IPTC) policies on deposit and investment activity:

Investment Policy, Legal and Contractual Provisions Governing Cash Deposits: In accordance with Indiana Code Section 5-13, it is the policy of the IPTC to deposit public funds into the depositories approved by the IPTC's Board of Finance. IPTC is further authorized by statute to invest in obligations of the U.S. Treasury and U.S. Agencies, certificates of deposit, repurchase agreements, passbook savings, money market deposit accounts, and negotiable order of withdrawal accounts. It is the internal policy of IPTC to invest funds with local, federally insured banks that have a principal office within the County and have been approved by the IPTC Board of Finance. IPTC does not have specific investment policies on concentration of credit risk, custodial credit risk, or interest rate risk. However, at no time should the safety of the IPTC's portfolio principal investment be impaired or jeopardized.

During the year ending December 31, 2022, IPTC held interest bearing demand deposit accounts, interest bearing savings accounts and certificates of deposits with Indiana financial institutions. Demand deposits are fully insured by the Federal Depository Insurance Corporation or by the Indiana Public Deposits Insurance Fund.

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

Concentration of Credit Risk: *Concentration of Credit Risk* is the risk of loss that may arise in the event of default by a single issuer. IPTC has no institutional money market deposit accounts.

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

Deposits: IPTC maintains cash deposits and certificates of deposit with area financial institutions. A summary of these deposits as of December 31, 2022 is provided below.

Summary:

Ending Bank Balances by Financial Institution

Chase, N.A. = \$6,463,882
Fifth Third Bank = \$117,445,089
BNY Mellon = \$63,037,560
Regions = \$19,764,480

Old National = \$16,696,186
BMO = \$20,155,226
National Bank of Indianapolis = \$841,086
Total = \$244,403,509

Ending Fund Balances:

General Fund = \$47,074,067
Debt Service Fund = \$5,321,925
Cumulative Capital Fund = \$40,543,027
Bond Proceeds Fund = \$63,037,560
Federal Stimulus Fund = \$88,426,929
Total \$244,403,509

Investment Earnings for FY2022 = \$2,038,881

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (INDYGO)															
REPORT OF END OF MONTH BALANCES & EARNINGS BY FUND															
FOR THE YEAR ENDING DECEMBER 31, 2022															
Institution	Fund	January	February	March	April	May	June	July	August	September	October	November	December	YTD Interest Earnings Total Return	Ave EOM Bal YTD Earnings Ave Return
GENERAL FUND:															
Chase	General Fund	628555146													
Cash/Investment Balance		249,911.54	249,632.88	249,367.15	249,112.23	248,899.54	248,899.54	248,899.54	1,018,899.54	1,018,899.54	1,018,899.54	1,018,899.54	1,018,899.54	0.00	569,935.01
Earnings		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Rate (EOM)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Fifth Third	General Fund	7654027049													
Cash/Investment Balance		39,912,785.92	39,389,270.78	32,241,974.84	26,415,572.48	31,410,296.30	45,602,189.02	45,432,637.31	30,473,880.33	47,473,833.91	44,220,897.38	37,734,475.47	44,100,807.22	40,367,386.75	40,367,386.75
Earnings		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87,266.31	7,272.19	7,272.19
Rate (EOM)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.20%	0.00%	0.010%
Fifth Third	General Fund	7653171806													
Cash/Investment Balance		3,459,195.55	3,881,451.02	424,605.07	1,073,452.03	411,405.52	1,212,377.95	13,606,921.65	14,649,531.84	16,091,402.38	2,123,634.84	2,860,184.39	3,753,546.71	3,295,659.08	3,295,659.08
Earnings		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rate (EOM)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
NBOFI	Insurance Reserve	1476403													
Cash/Investment Balance		840,250.05	840,301.62	840,358.71	840,413.97	840,480.29	840,567.79	840,731.31	840,975.71	841,221.89	841,607.07	842,236.04	843,896.82	841,086.61	841,086.61
Earnings		57.09	51.57	57.09	55.26	66.32	87.50	163.52	242.40	248.18	385.18	628.97	1,660.78	3,703.86	308.66
Rate (EOM)		0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.02%	0.03%	0.03%	0.05%	0.07%	0.30%	0.04%	0.04%
Cash/Investment Balance	TOTAL	44,462,143.06	44,360,656.30	33,756,305.77	28,578,530.70	32,912,281.65	47,904,034.30	60,129,189.81	66,983,285.42	65,425,377.72	48,205,038.83	42,455,795.44	49,717,150.29	47,074,067.44	47,074,067.44
Earnings	TOTAL	57.09	51.57	57.09	55.26	66.32	87.50	163.52	242.40	248.18	385.18	628.97	88,927.09	90,970.17	7,580.85
DEBT SERVICE FUND:															
Chase *	Debt Service Fund	700039006204													
Cash/Investment Balance		2,841,469.47	3,768,150.47	4,694,831.47	5,621,512.47	6,548,193.47	7,474,874.47	8,401,555.47	9,328,236.47	10,254,917.47	11,181,598.47	12,108,279.47	13,034,960.47	13,961,641.47	13,961,641.47
Earnings		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rate (EOM)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cash/Investment Balance	TOTAL	2,841,469.47	3,768,150.47	4,694,831.47	5,621,512.47	6,548,193.47	7,474,874.47	8,401,555.47	9,328,236.47	10,254,917.47	11,181,598.47	12,108,279.47	13,034,960.47	13,961,641.47	13,961,641.47
Earnings	TOTAL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CUMULATIVE CAPITAL FUND:															
Fifth Third Bank	Cumulative Fund	7652203527													
Cash/Investment Balance		19,063,114.28	18,637,023.19	19,510,108.02	20,383,192.85	21,256,277.68	24,216,410.15	26,935,751.78	21,794,730.96	22,667,815.79	23,540,900.62	24,413,985.45	21,949,780.83	22,826,924.30	22,826,924.30
Earnings		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51,139.52	4,261.63	4,261.63
Rate (EOM)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	0.01%	0.01%
Fifth Third Bank	Cum Investment Mgr	6660297													
Cash/Investment Balance		17,881,938.46	17,882,152.99	17,882,320.83	17,883,149.39	17,886,364.25	17,896,127.54	17,912,560.47	17,935,748.41	17,968,261.36	18,003,445.17	18,047,877.98	18,100,831.99	17,940,081.99	17,940,081.99
Earnings		12,706.86	365.28	340.34	1,404.39	3,407.91	9,557.29	16,458.42	23,187.94	32,512.95	35,219.98	44,432.81	52,954.01	232,548.38	19,379.03
Rate (EOM)		0.07%	0.00%	0.00%	0.01%	0.01%	0.01%	0.09%	0.13%	0.18%	0.16%	0.25%	0.29%	0.11%	0.11%
Chase High Yield	Cumulative Fund	2330430816													
Cash/Investment Balance		252,602.84	252,604.75	252,606.86	252,608.91	252,610.97	252,613.06	252,615.16	252,617.26	252,619.36	252,621.46	252,623.56	252,625.66	252,627.76	252,627.76
Earnings		2.11	1.91	2.11	2.05	2.06	20.69	30.80	177.65	543.54	561.96	795.41	1,082.43	3,252.72	271.06
Rate (EOM)		0.001%	0.001%	0.001%	0.001%	0.001%	0.008%	0.008%	0.007%	0.007%	0.008%	0.008%	0.008%	0.008%	0.008%
Cash/Investment Balance	TOTAL	37,197,655.58	36,771,780.93	37,645,035.71	38,518,951.35	39,393,462.90	42,367,179.35	45,101,004.71	40,748,349.48	41,654,490.80	42,563,321.40	43,481,634.45	41,071,466.27	40,543,027.74	40,543,027.74
Earnings	TOTAL	12,708.97	367.19	342.45	1,406.64	3,419.97	9,577.98	16,509.22	23,365.59	33,056.49	35,781.94	43,228.22	105,175.96	286,940.62	23,911.72
BOND PROCEEDS FUND:															
BNY Mellon - Trustee Account	Bond Issue	419777													
Cash/Investment Balance		9,664,521.06	8,416,098.21	8,416,166.24	8,416,328.23	9,416,975.96	8,420,287.60	1,419,878.21	3,912,632.73	3,922,676.90	3,930,066.81	3,939,520.65	3,963,460.82	6,078,217.79	6,078,217.79
Earnings		82.11	82.22	68.03	161.99	647.73	3,311.64	6,244.22	8,578.03	10,044.17	7,389.91	9,453.84	11,398.92	57,462.81	4,788.37
Rate (EOM)		0.001%	0.001%	0.001%	0.001%	0.002%	0.003%	0.009%	0.040%	0.026%	0.008%	0.020%	0.022%	0.14%	0.14%
BNY Mellon - Trustee Account	Bond Issue	935990													
Cash/Investment Balance		6,550,102.12	3,360,081.75	3,360,121.45	3,360,186.09	3,360,444.70	3,361,766.83	3,364,259.82	3,368,311.19	1,755,822.21	951,058.17	953,961.36	956,721.59	2,101,700.17	2,101,700.17
Earnings		53.54	53.63	39.70	64.64	238.61	1,322.15	2,492.97	4,051.37	5,667.02	4,413.96	2,903.19	2,760.23	24,285.01	2,023.75
Rate (EOM)		0.001%	0.002%	0.001%	0.002%	0.002%	0.008%	0.030%	0.070%	0.130%	0.33%	0.40%	0.30%	0.20%	0.13%
BNY Mellon - Trustee Account	Bond Issue	308939													
Cash/Investment Balance		0.00	0.00	70,211,669.76	70,211,763.56	66,811,189.68	66,844,408.93	62,531,476.94	62,631,304.00	62,740,396.63	62,858,595.47	63,009,802.79	60,932,670.15	64,880,927.79	64,880,927.79
Earnings		0.00	0.00	95.80	5,405.57	27,219.25	49,546.52	79,837.06	109,092.63	118,198.84	151,207.32	182,517.69	722,929.68	72,292.97	72,292.97
Rate (EOM)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%
Cash/Investment Balance	TOTAL	16,214,625.18	11,776,179.96	81,987,957.45	81,988,277.88	79,594,610.34	78,626,463.38	67,335,614.97	69,912,247.02	68,418,895.74	67,739,720.45	67,963,284.80	64,952,852.56	63,057,560.72	63,057,560.72
Earnings	TOTAL	137.65	137.85	107.73	520.43	6,309.91	31,853.04	58,306.71	92,456.46	125,003.82	130,002.71	163,564.35	196,476.84	804,677.50	67,056.46
FEDERAL STIMULUS FUND:															
Fifth Third Bank	Cares Investment	9883992													
Cash/Investment Balance		32,090,047.44	32,090,379.93	32,089,889.02	31,851,588.36	31,953,368.22	31,844,269.86	31,942,608.39	31,679,416.30	31,511,766.45	31,453,197.70	31,612,139.86	31,633,378.34	31,811,037.49	31,811,037.49
Earnings		13,090.66	1,649.39	610.09	0.00	2,408.01	107,518.49	3,034.34	1,297.91	151,870.15	68,166.71	1,312.16	1,226.48	204,823.34	25,735.28
Rate (EOM)		0.04%	0.00%	0.00%	0.00%	0.00%	0.01%	0.33%	0.01%	0.00%	0.48%	0.00%	0.00%	0.00%	0.07%
Regions Bank	Cross Investment	1001023865													
Cash/Investment Balance		19,877,844.04	19,848,433.46	19,760,633.42	19,739,476.38	19,765,890.39	19,722,766.52	19,752,757.29	19,730,434.83	19,665,338.31	19,696,104.34	19,756,063.28	19,814,391.59	19,764,400.44	19,764,400.44
Earnings		5,515.63	33,261.25	7,906.22	10,261.25	9,375.00	17,372.50	9,734.38	14,000.20	5,662.30	19,051.23	12,709.79	1,812.93	136,522.93	11,376.91
Rate (EOM)		0.028%	0.117%	0.040%	0.052%	0.047%	0.047%	0.088%	0.049%	0.071%	0.028%	0.097%	0.064%	0.009%	0.06%
BMO Harris Bank	ARP Investment	1470825													
Cash/Investment Balance		1,595,733.66	1,988,206.60	3,967,499.07	25,018,432.52	25,897,362.32	23,701,298.68	25,798,300.18	25,733,785.20	25,626,419.66	25,623,877.08	25,731,180.40	25,790,441.43	20,158,226.00	20,158,226.00
Earnings		6,347.34	194.40	32,732.28	22,732.28	63,761.30	63,761.30	63,761.30	68,084.03	51,750.02	41,426.25	74,132.83	35,341.47	272,271.02	31,022.56
Rate (EOM)		0.00%	0.00%	0.11%	0.00%	0.09%	0.24%								

Average Bank Balances by Financial Institution:

Chase, N.A.	6,463,882.26
Fifth Third Bank	117,445,089.20
National Bank of Indianapolis	841,086.61
BNY Mellon - Trustee Account	63,037,560.72
Regions Bank	19,764,480.44
BMO Harris Bank	20,155,226.00
Old National Bank	16,696,186.01
Total	<u>244,403,511.23</u>

Average Bank Balances by Fund:

General Fund	47,074,067.44
Debt Service Fund	5,321,925.39
Cumulative Capital Fund	40,543,027.74
Bond Proceeds Fund:	63,037,560.72
Federal Stimulus Fund	75,904,790.43
Total	<u>231,881,371.72</u>

Average Return on Investment:

Average Balance of Interest Earning Accounts	225,989,511.32
Investment Earnings	2,038,881.47

FOR THE YEAR ENDING DECEMBER 31, 2022															YTD Interest Earnings Total Return	Ave EOM Bal YTD Earnings Ave Return
Institution	Fund	January	February	March	April	May	June	July	August	September	October	November	December			
CHASE, N.A.																
Chase *	General Fund															
Cash/Investment Balance Earnings	628555146	249,911.54 0.00	249,632.88 0.00	249,367.15 0.00	249,112.22 0.00	248,899.54 0.00	248,899.54 0.00	248,899.54 0.00	1,018,899.54 0.00	1,018,899.54 0.00	1,018,899.54 0.00	1,018,899.54 0.00	1,018,899.54 0.00	0.00	569,935.01 0.00	
Chase *	Debt Service Fund															
Cash/Investment Balance Earnings	700039006204	2,841,469.47 0.00	3,768,150.47 0.00	4,694,831.47 0.00	5,621,512.47 0.00	6,548,193.47 0.00	7,474,874.47 0.00	4,065,997.14 0.00	4,992,678.14 0.00	5,919,359.14 0.00	6,846,040.14 0.00	7,772,721.14 0.00	3,317,277.14 0.00	0.00	5,321,925.39 0.00	
Chase High Yield	Cumulative Fund															
Cash/Investment Balance Earnings	2330430816	252,602.84 2.11	252,604.75 1.91	252,606.86 2.11	252,608.91 2.05	252,620.97 12.06	252,641.66 20.69	252,692.46 50.80	1,017,870.11 177.65	1,018,413.65 543.54	1,018,975.61 561.96	1,019,771.02 795.41	1,020,853.45 1,082.43	3,252.72	572,021.86 271.06	
Cash/Investment Balance Earnings	TOTAL	3,343,983.85 2.11	4,270,388.10 1.91	5,196,805.48 2.11	6,123,233.60 2.05	7,049,713.98 12.06	7,976,415.67 20.69	4,567,589.14 50.80	7,029,447.79 177.65	7,956,672.33 543.54	8,883,915.29 561.96	9,811,391.70 795.41	5,357,030.13 1,082.43	3,252.72	6,463,882.26 271.06	

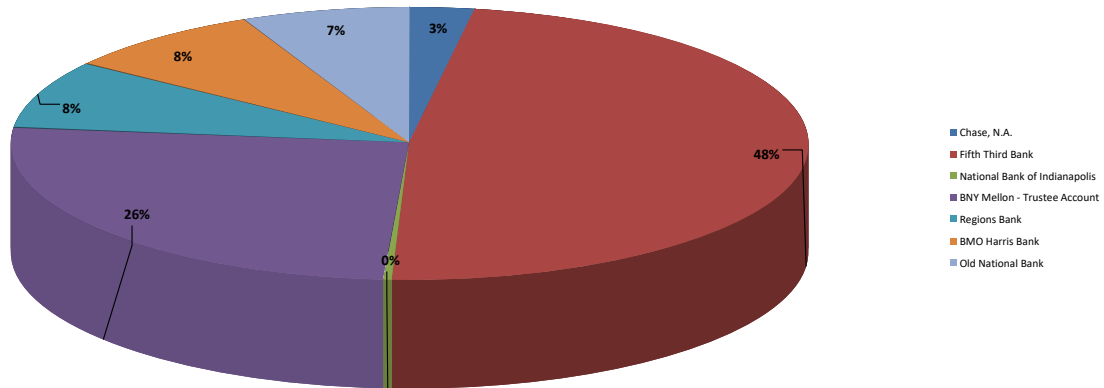
FIFTH THIRD BANK:																
Fifth Third Bank	Cumulative Fund															
Cash/Investment Balance Earnings	7652203527	19,063,114.28 0.00	18,637,023.19 0.00	19,510,108.02 0.00	20,383,192.85 0.00	21,256,277.68 0.00	24,218,410.15 0.00	26,935,751.78 0.00	21,794,730.96 0.00	22,667,815.79 0.00	23,540,900.62 0.00	24,413,985.45 0.00	21,949,780.83 51,139.52	51,139.52	22,030,924.30 4,261.63	
Fifth Third Bank	Cum Investment Mgr															
Cash/Investment Balance Earnings	6668297	17,881,938.46 12,706.86	17,882,152.99 365.28	17,882,320.83 340.34	17,883,149.59 1,404.59	17,886,564.25 3,407.91	17,896,127.54 9,557.29	17,912,560.47 16,458.42	17,935,748.41 23,187.94	17,968,261.36 32,512.95	18,003,445.17 35,219.98	18,047,877.98 44,432.81	18,100,831.99 52,954.01	232,548.38	17,940,081.59 19,379.03	
Fifth Third Bank	Federal Stimulus Cares															
Cash/Investment Balance Earnings	9883992	32,090,047.44 13,090.66	32,090,579.93 1,669.39	32,089,889.02 610.09	31,831,588.36 0.00	31,953,368.22 2,408.01	31,844,269.86 107,518.49	31,942,608.39 3,034.34	31,679,416.30 1,297.91	31,511,766.45 151,870.15	31,453,197.70 683.66	31,612,139.86 1,212.16	31,633,578.34 1,428.48	284,823.34	31,811,037.49 23,735.28	
Fifth Third	General Fund															
Cash/Investment Balance Earnings	7654027049	39,912,785.92 0.00	39,389,270.78 0.00	32,241,974.84 0.00	26,415,572.48 0.00	31,410,296.30 0.00	45,602,189.02 0.00	45,432,637.31 0.00	50,473,880.33 0.00	47,473,853.91 0.00	44,220,897.38 0.00	37,734,475.47 0.00				

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (INDYGO)
REPORT OF END OF MONTH BALANCES & EARNINGS BY FINANCIAL INSTITUTION
FOR THE YEAR ENDING DECEMBER 31, 2022

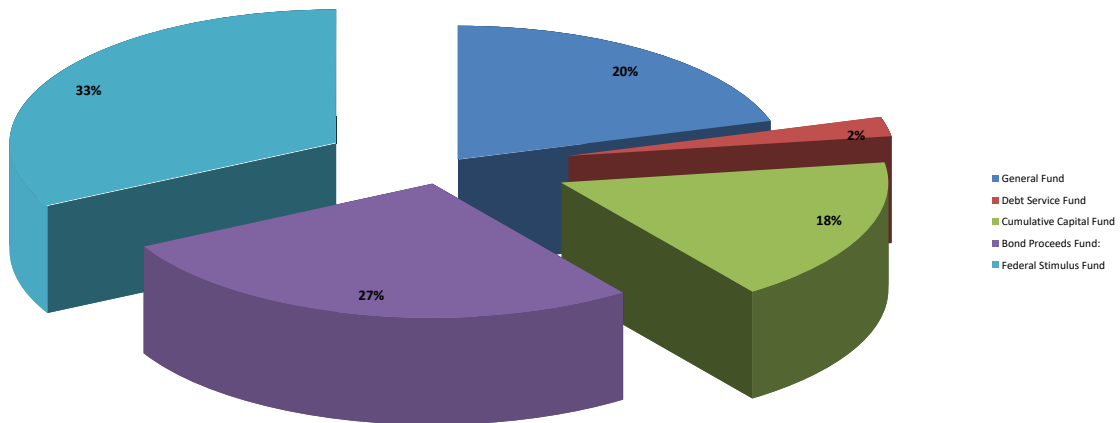
	<u>Institution</u>	<u>Fund</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>	YTD Interest Earnings <u>Total Return</u>	Ave FOM Bal YTD Earnings <u>Ave Return</u>
Earnings		TOTAL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20,868.49	41,807.40	62,675.89	20,891.96

Cash/Investment Balance		GRAND TOTAL	154,679,516.43	150,604,009.65	215,911,150.91	232,196,992.96	236,086,369.39	253,730,906.56	254,125,474.49	259,780,197.29	258,241,838.02	257,121,299.94	253,733,657.86	256,365,047.16		231,881,371.72
Earnings		GRAND TOTAL	31,510.00	25,512.57	15,370.95	12,258.07	44,311.49	229,531.24	96,823.43	199,446.59	367,491.16	227,310.99	318,344.81	470,970.17	2,038,881.47	169,906.79

Average Bank Balances by Financial Institution



Average Bank Balances by Fund



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