2022

ANNUAL COMPREHENSIVE FINANCIAL REPORT

Comprehensive Annual Financial Report
For year ending December 31, 2022

IndyGo℠

Indianapolis Public Transportation Corporation

Marion County, Indiana

A component unit of the consolidated City of Indianapolis-Marion County Government Reporting Entity

INDYGO.NET

Indianapolis Public Transportation Corporation

(A Component Unit of
the Consolidated City of Indianapolis - Marion County)

Annual Comprehensive Financial Report
For the Year Ended December 31, 2022

Inez Evans
President and Chief Executive Officer

Prepared by: Department of Finance

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
December 31, 2022

Contents

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
December 31, 2022

Contents (Continued)


IndyGo 0001
IndyGo 0002
IndyGo 0004
ROAR
13
15
17

Introductory Section (Unaudited)

Indianapolis Public Transportation Corporation
dba IndyGo
1501 W. Washington Street
Indianapolis, IN 46222
T: 317.635.2100
F: 317.634.6585
www.IndyGo.net

June 27, 2023

The Citizens of Indianapolis and Marion County and
the Board of Directors for the
Indianapolis Public Transportation Corporation
Indianapolis, Indiana

We are pleased to submit for your information and consideration the Annual Comprehensive Financial Report (ACFR) of the Indianapolis Public Transportation Corporation (IndyGo or "the Company") for the year ending December 31, 2022.

The ACFR has become the standard format used in presenting the results of the company's annual financial operations for the calendar year. We believe this report is presented in a manner that fairly discloses the financial position and results of the company's operations as measured by its financial activities. To the best of our knowledge and belief, the disclosures are accurate in all material respects.

The accompanying basic financial statements, supplemental schedules and statistical information are the representation of the company's management team, who bear the responsibility of documental accuracy and completeness. Our Independent Auditor's Report, prepared by FORVIS, LLP, is included along with other necessary disclosures for maximum understanding of the company's financial activities.

In evaluating and developing the accounting system, Federal Transit Administration (FTA) and General Accepted Accounting Principles (GAAP) accounting methods are applied to achieve an adequate system of internal accounting controls. These practices ensure assets are protected against unauthorized use or disposition and the data used to prepare financial statements is timely and reliable.

These controls are designed to provide reasonable, but not absolute, assurance these objectives are met. The concept of reasonable assurance is to make certain the cost of controls does not exceed the benefit. It also recognizes the evaluation of costs and benefits require estimates and judgments by management. We believe the Company's internal controls adequately safeguard assets and provide reasonable assurance that financial transactions are properly recorded.

The independent audit of the accompanying basic financial statements of lndyGo was part of a broader, federally mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the accompanying basic financial statements, but also on the audited agency's internal controls and legal requirements involving the administration of federal awards. These reports are available in the Indianapolis Public Transportation Corporation's separately issued Single Audit Report.

GAAP requires management to provide a narrative introduction, overview and analysis with the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The Company's MD&A can be found immediately following the report of the independent auditors.

Reporting Entity

lndyGo is a municipal corporation as defined by the Urban Mass Transportation Act of 1965. In 1973, the Company was chartered by a city ordinance to acquire, provide and maintain an urban mass transportation system for the Indianapolis metropolitan area. lndyGo is a component unit of the Consolidated City of Indianapolis-Marion County Reporting Entity.

lndyGo is governed by a seven-member Board of Directors, which provides broad policy and financial decisions, setting direction for management. The Indianapolis Mayor and the City-County Council of Indianapolis and Marion County appoint the Board, which is bi-partisan. The mayor appoints three members, and the Council appoints four.

Each year, the Board of Directors adopts a budget in late summer for the next calendar year, which is subsequently approved or modified by the Council. Budgetary control is maintained for certain funds, at the object level of expenditures, by the encumbrance of purchase orders against available appropriations. The budget becomes the day-to-day control document over expenditures at the department level. Changes within major account classifications require Board approval, while departments are given authority to transfer between minor line items within the major accounts.

The Board meets monthly in public session to put policies into effect. These meetings also include executive management presentations regarding the operational and financial status of the corporation.

The Company's reporting entity includes only transit operations and there is no other organization within the Indianapolis metropolitan area providing a similar scope of public transportation service.

Accomplishments

IndyGo started off 2022 with a “bang,” as the agency broke ground on its upcoming Bus Rapid Transit (BRT) route, the Purple Line. Complete with balloons, remarks and the symbolic “turning the dirt,” the event was a huge success for the agency and its community! This moment launched a series of community meetings and open houses throughout the year to inform and prepare the public for each major and minor closure due to Purple Line construction. Many departments were recruited to attend these, ensuring members of the public and riders had their questions answered before travel impacts began.

Along with faster, more convenient travel, the Purple Line will increase economic opportunity and quality of life for Indianapolis residents who need it most. The 15.2-mile project will connect Indianapolis to the City of Lawrence and will bring major infrastructure improvements, including nearly 10 miles of sidewalks, more than 350 ADA curb ramps, new street paving, a multi-use path, storm sewer separation and much more to advance the community. The route is scheduled to open for service in late 2024.

From there, the celebrations continued as IndyGo, in partnership with Allison Transmission, GILLIG and Cummins, revealed the first buses equipped with the Allison eGen FlexTM electric hybrid propulsion system right on Indianapolis' Monument Circle. The agencies displayed a breathtaking video and light show projected on the AES building just after dark and presented the bus to the crowd through flashing lights and smoke. The next generation technology of eGen Flex buses allow travel in electric-only mode for up to 10 consecutive miles or 50 minutes before converting back to hybrid propulsion. The system's electric-only mode is activated through geofencing technology and eliminates engine emissions and noise while loading and unloading passengers in densely populated and pedestrian areas, zero-emission zones and at Indianapolis' public transportation hub, the Julia M. Carson Transit Center (CTC). IndyGo received three eGen Flex buses during the year.

Another exciting project launch involved upgrading some of the agency's busiest downtown bus stops into Super Stops. Super Stops consist of enhanced waiting areas, ticket vending machines, near-level boarding and bus shelters. It also offers space for two buses on the 90-foot platforms, which keep the high volume of buses from multiple routes moving efficiently through the stops. IndyGo hosted a ribbon-cutting with executive staff and important city officials, including Mayor Joe Hogsett, to mark the opening of its first Super Stop in October 2022.

Two pilot programs IndyGo helped usher in last year showed great success and beneficial information. These initiatives were "Driven 2 Success: The Far Eastside Get Around," a micro-transit program for Indianapolis residents on the Far Eastside to schedule on demand rides, and IndyGo Connect, an on-demand, shared-ride transit service provided by Via that expands access to equitable, convenient mobility in Southeast Indianapolis.

As a result of IndyGo's significant partnership with Lumin-Air to increase clean, breathable air in its buses, IndyGo's full fleet was successfully equipped with state-of-the-art active air-filtration and UVC lighting systems to help continuously remove pathogens, allergens and odors from the air riders breathe. IndyGo was the first transit agency in the nation to install this system on its full fleet. The team shared the "Easy, Breezy, Cleaner Air with Lumin-Air," message to the public using multiple communication mediums.

Finally, under the "IndyGo Cares" brand, which includes initiatives implemented to make positive differences in the community and meet riders where they are, IndyGo successfully relaunched and expanded its "Food in Transit" and "Music in Transit" programs. The expansions included adding new partners and services. The team also launched the start of a new initiative, "Wellness in Transit," in partnership with Gennesaret Free Clinics, which is a program devoted to holistic community health at the Carson Transit Center. This program features a mobile health clinic that parks at the CTC weekly, offering visitors a wide range of free services.

Factors Affecting Financial Condition

Marion County and the Indianapolis metropolitan area have seen significant economic growth in the decade since the previous recession. The Indianapolis metropolitan statistical area saw an increase in its year-over-year unemployment rate to 3.2%. The labor force increased by 18,151 residents, to 509,473. Population estimates for 2022 rank Marion County 1st in Indiana, with 969,466 residents. While not immune to the rising costs associated with the real estate market, a relatively low cost of living combined with an average home price of around $240,000, make Indianapolis and Marion County an attractive option for both personal and corporate investment.

Nationally, the average annual unemployment rate decreased slightly over the year, down to 3.6% at the end of 2022. The federal fuel tax rate remained unchanged at 18.4 cents per gallon of gasoline. Uncertainty relating to the nation's pandemic recovery and rising inflation continues to have political and policy implications, the effects of which have the potential to be felt at the local level. In 2022, the Federal government continued to allocate formula-based funding to transit, as well as offer opportunities to apply for competitive grants which can be used for innovative projects that deliver exceptional transportation benefits.

For Indiana, property tax reform legislation was enacted and reinforced via a constitutional amendment for property tax caps and periodic revaluation of property values. The impact of these caps, known as the "circuit breaker," resulted in a reduction of property tax collections of approximately $6 million in 2022. These caps have placed considerable strain on all levels of local government to reduce costs and become more efficient.

In April of 2011, legislation was enacted that eliminated dedicated funding for the Public Mass Transportation Fund (PMTF), which distributes state sales tax revenue to Indiana public transportation service providers. PMTF is now a budget line item instead of a dedicated source of state transit funding, subject to reductions and the biennial budget process. While no longer a dedicated source of funding, PMTF proceeds remain at a consistent level and have been budgeted accordingly.

Beginning in January of 2020, IndyGo was the focus of some Indiana State legislation that would have crippled IndyGo's ability to offer discounted rider programs and move forward with capital projects like the Purple and Blue lines. Thanks to grassroots efforts spearheaded by our local transit advocacy group, and the support of bi-partisan law makers, IndyGo was able to overcome that legislation and move forward.

Congress passed various support packages to ease the economic impacts of COVID-19 including the "Coronavirus Aid, Relief and Economic Security Act" or "CARES Act," which received final passage by Congress and was signed into law by the President on March 27, 2020. The CARES Act provides funding at a 100% Federal share, with no local match required, and is available to support operating, capital and other expenses incurred by transit agencies beginning on January 20, 2020, to prevent, prepare for and respond to the COVID-19 pandemic. IndyGo received $44.6 million to help fund the costs of increased protective equipment, capital projects for employee protection and operational support.

On December 27, 2020, the President authorized additional coronavirus relief funding (CRRSAA) as part of the Consolidated Appropriations Act- 2021. IndyGo received $21.1 million under this act.

The American Rescue Plan Act of 2021 (ARP), which the President signed on March 11, 2021, includes additional federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. IndyGo was the recipient of $49.6 million in appropriations under the ARPA.

Financial Updates

Marion County residents voted to approve a 0.25% income tax dedicated to mass transit improvements in 2016. The Indianapolis-Marion County City-County Council approved the tax in the spring of 2017, with collections beginning the following October. Appropriated each year by Council, the revenue from this tax provides funding for IndyGo's operating, capital and debt service budgets. It is used for the purposes approved by Council and State Statute. As with any income tax, future collections are driven by factors largely outside IndyGo's immediate control.

The first bond issue (Series 2018A) for the Marion County Transit Plan in the amount of $26 million was issued by IndyGo in November 2018. This round of bonds will finance Purple Line Rapid Transit Design Services, Blue Line Rapid Transit Design Services, Local Bus and Paratransit Infrastructure and Bus Fleet Replacement.

IndyGo issued another round of debt worth $22.5 million in June of 2021 for the purchase of 27 hybrid buses. The funding for both bond issuances come from the 0.25% Local Income Tax. During the bonding process, IndyGo received a standalone AA- rating from S&P.

Macroeconomic factors play a significant role in IndyGo's financial health, as these factors impact primarily all sources of our revenue. As the uncertainty of these factors present unique challenges for sustaining a high level of quality transit service, IndyGo must continue to build strong community partnerships and identify alternative funding opportunities. However, with the excellent oversight of the IPTC Board of Directors, alongside the committed IndyGo team, we will maintain efficiencies that will allow IndyGo to provide the support and service our dedicated transit customers currently expect, while at the same time shaping the future of mobility for the city of Indianapolis and Marion County.

Estimating financial impact on the revenue sources has been very challenging as there are various factors that influence these projections while we are experiencing the COVID-19 pandemic.

Like other transit agencies, IndyGo is still experiencing lagging ridership and fare revenue due to the impact of the COVID-19 pandemic. IndyGo expects a lengthy recovery before ridership and revenue return to pre-COVID levels.

Local Transit Income Tax distributions for fiscal year 2022 decreased slightly from the prior year, by 2%. It is expected that this revenue source will increase modestly in the next several years. IndyGo will continue to evaluate service and expenditure levels in order to secure fiscal sustainability for years to come.

Federal stimulus funds will help offset some of the sharpest declines to revenues in future years. However, IndyGo is working towards implementing long-term strategies that will alleviate any potential gaps. Efforts to secure additional capital funding from federal, state and local sources continues.

Recognition

For the 20th straight year, the Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to IndyGo for its Annual Comprehensive Financial Report for the year ended December 31, 2021.

A Certificate of Achievement is valid for a period of one year only. To receive this award, a governmental unit must publish an easily readable and efficiently organized Annual Comprehensive Financial Report in compliance with the GFOA policies, procedures, and program standards. Such reports must satisfy both generally accepted accounting principles and applicable legal requirements.

Acknowledgment

We wish to acknowledge the participation and professional contribution of the accountancy firm of FORVIS, LLP in providing technical assistance. In addition, we wish to recognize those Finance and Administrative staff members who contribute their time and efforts in preparing this document.

Respectfully Submitted,

Inez Evans, CEO
IndyGo

Richard B. Brown, VP of Finance/CFO
IndyGo

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Indianapolis Public Transportation Corporation
Indiana

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

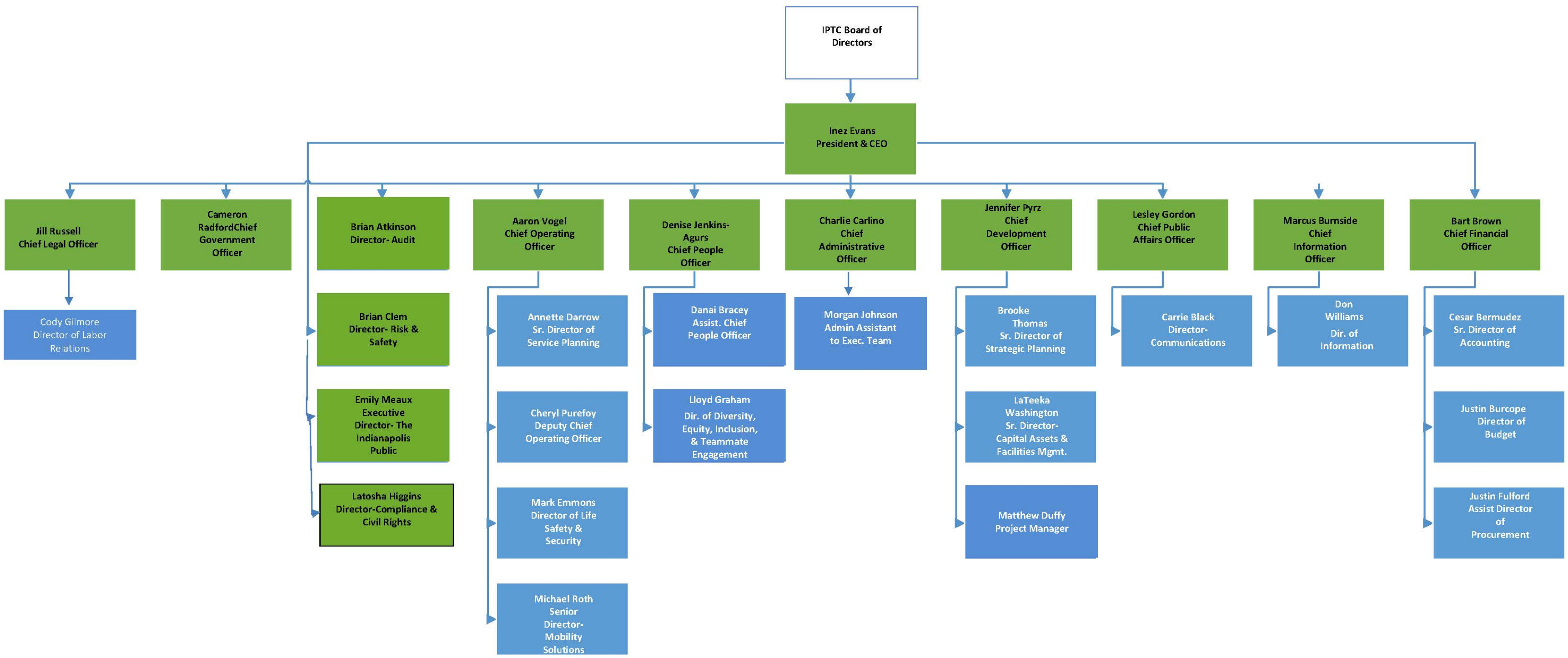
December 31, 2021

Christopher P. Morrill

Executive Director/CEO

Indianapolis Public Transportation Corporation

Organizational Chart

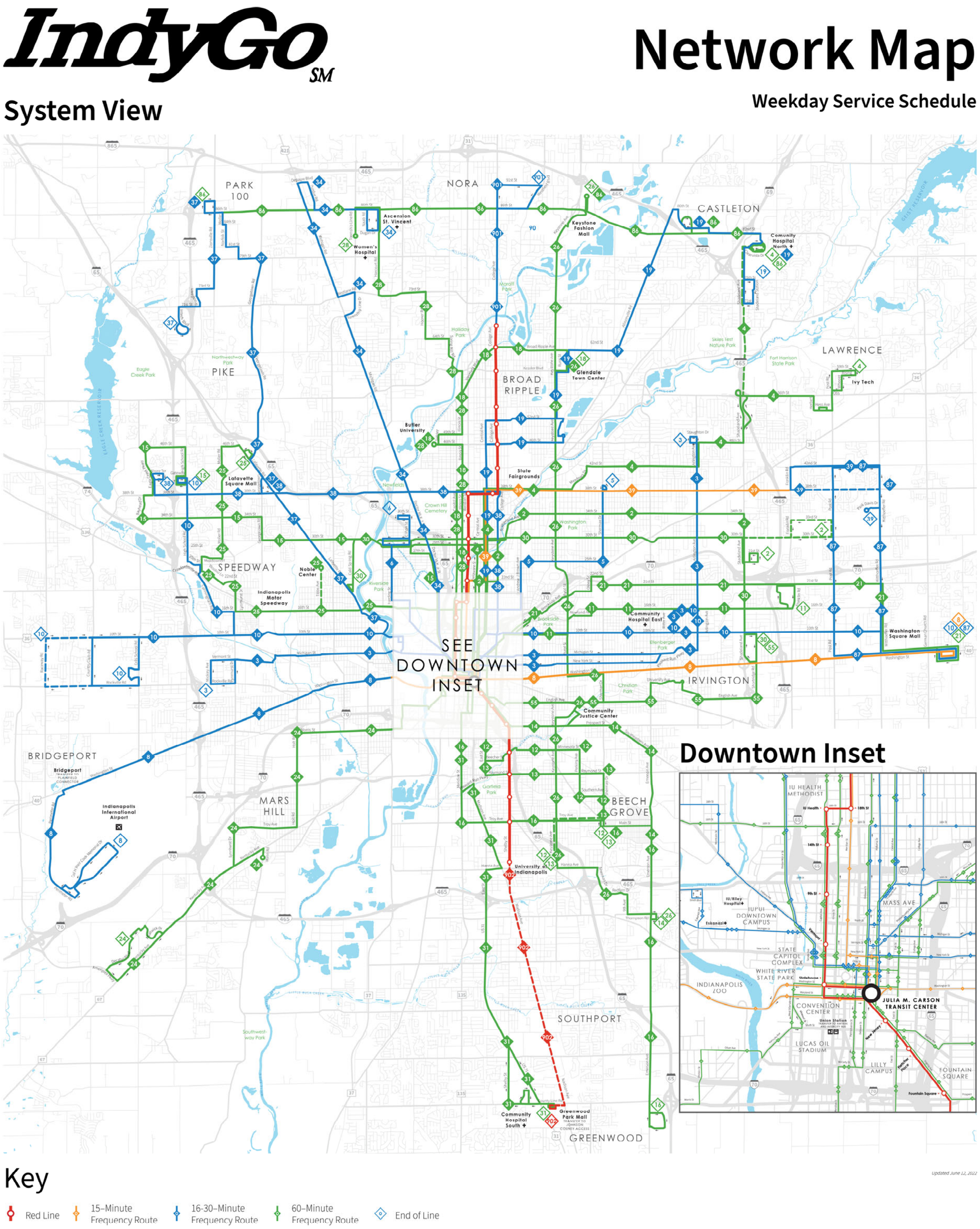


Indianapolis Public Transportation Corporation
Board of Directors, Principal Officials and Management

Name	Approximate Length of Service	Occupation
<u>Appointed Board of Directors</u>		
Gregory Hahn, Chair (Council)	10 years	President Bose McKinney & Evans, LLP
Adairius Gardner, Vice Chair (Mayor)	5 years	Director of Government Affairs, Indiana University Health
Lise Pace, Secretary (Council)	3 years 6 months	VP – External Affairs Bosma Enterprises
Richard Wilson, Jr., Treasurer (Council)	5 years	Retired
Hydre Abdullah (Council)	1 year 5 months	Construction Manager, Ericsson
Mary Ann Fagan (Mayor)	1 year 5 months	Retired
Taylor Schaffer (Mayor)	3 months	President and Chief Executive Officer, Downtown Indy, Inc.
<u>Principal Officials & Management</u>		
Inez Evans	4 years	President/CEO
Jill D. Russell	17 years	Chief Legal Officer
Bart Brown	4 years	Chief Financial Officer
Emily Meaux	3 years	Executive Director of IndyGo Foundation
Lesley Gordon	3 ½ years	Chief Public Affairs Officer
Jennifer Pyrz	3 years	Chief Development Officer
Aaron Vogel	4 years	Chief Operating Officer
Cam Radford	3 ½ years	Chief Government Affairs Officer
Marcus Burnside	6 years	Chief Information Officer
Denise Jenkins-Agurs	3 years	Chief of People
Charlie Carlino	3 ½ years	Chief Administrative Officer

Indianapolis Public Transportation Corporation

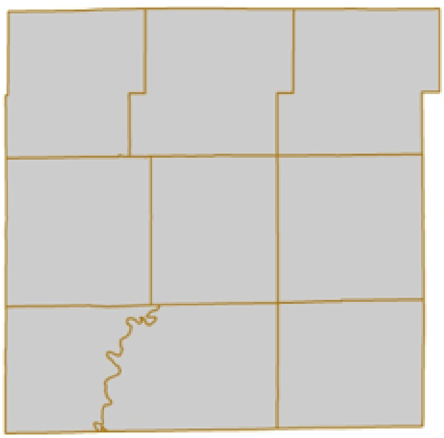
2022 Systems Map - Service Area and Routes



Indianapolis Public Transportation Corporation

Taxing Districts

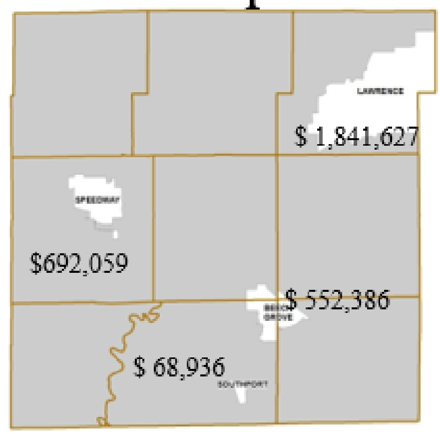
Map 1



MARION COUNTY
AND OTHER INCLUDED TOWNS

Marion County $49,139,088

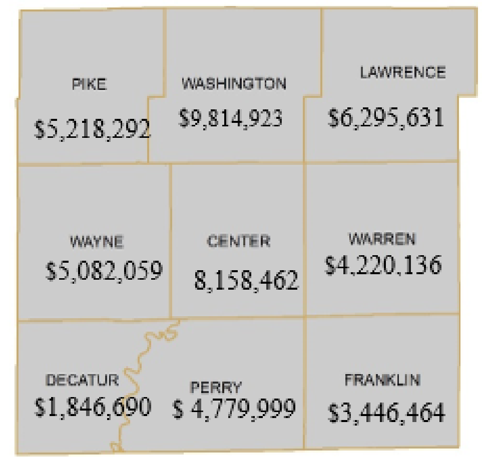
Map 2



CONSOLIDATED
CITY OF INDIANAPOLIS

City of Indianapolis $45,984,079
Excluded Cities and Towns $3,155,008

Map 3



TOWNSHIPS

Note: Map 2 is representative of the taxing districts for IPTC with the exception of Beech Grove.

Financial Section

FORVIS

201 N. Illinois Street, Suite 700 / Indianapolis, IN 46204
P 317.383.4000 / **F** 317.383.4200
forvis.com

Independent Auditor's Report

Board of Directors
Indianapolis Public Transportation Corporation
Indianapolis, Indiana

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Indianapolis Public Transportation Corporation (IPTC), a component unit of the Consolidated City of Indianapolis-Marion County, as of and for the year ended December 31, 2022, and the related notes to the financial statements, which collectively comprise IPTC's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of IPTC as of December 31, 2022, and the changes in financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Financial Statements" section of our report. We are required to be independent of IPTC, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about IPTC's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of IPTC's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the IPTC's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, pension, and other postemployment benefit information be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Management is responsible for the other information included in the annual comprehensive financial report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 27, 2023, on our consideration of IPTC's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of IPTC's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering IPTC's internal control over financial reporting and compliance.

FORVIS, LLP

Indianapolis, Indiana
June 27, 2023

Introduction

This section of the financial statements presents a discussion and analysis of the Indianapolis Public Transportation Corporation's (IPTC's) financial performance for the year ended December 31, 2022. Please read this section in conjunction with IPTC financial statements in the section that follows. For more detailed information on long-term debt activity and capital asset activity, please refer to the relevant disclosures in the notes accompanying the basic financial statements.

Financial Highlights

- IPTC's assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources at December 31, 2022 by $454.6 million (net position). Of this amount, $177.1 million (unrestricted net position) may be used to meet IPTC's ongoing obligations arising from providing transportation service to the community at December 31, 2022.
- Fare revenues for 2022 increased 9% from 2021.
- FTA capital contributions for 2022 increased approximately $23.9 million, or 144% from 2021. FTA operating and planning grants, and preventative maintenance funding increased approximately $25.6 million, or 78% from 2021.
- Net nonoperating revenues for 2022 increased approximately $52.4 million, or 31% from 2021.
- Operating expenses before depreciation for 2022 increased approximately $6.9 million, or 7% from 2021.
- Net position increased by approximately $100.9 million or 29% in 2022.

Overview of the Financial Statements

The financial statements consist of four parts: management's discussion and analysis (this section), the basic financial statements, the notes to the financial statements and required supplementary information.

The financial statements are prepared on an accrual basis in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units operating as an Enterprise Fund. Under this basis of accounting, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and depreciation of assets is recognized in the statements of revenue, expense and changes in net position. All assets and liabilities associated with the operation of IPTC are included in the statements of net position.

The financial statements provide both short and long-term information about IPTC's overall financial status. The financial statements include notes to provide more detailed information on important activities. Please refer to these notes for more in depth and detailed information.

Financial Statement Analysis

Net Position

IPTC's total assets and deferred outflows of resources at December 31, 2022 were approximately $605.0 million. The changes discussed above represent an increase of approximately 47% in 2022. Total liabilities and deferred inflows of resources approximated $150.4 million at December 31, 2022. These changes represent an increase of approximately 166% in 2022.

Approximately $233.0 million, or 51%, of the net position reflects investments in capital assets, less related debt at December 31, 2022. Approximately $32.0 million, or 7%, of the net position is restricted for future acquisition of capital assets and approximately $12.0 million, or 3% is restricted to service IPTC's bonds payable at December 31, 2022. Approximately $177.1 million, or 39%, may be used to meet IPTC's ongoing obligations arising from providing transportation services to the community at December 31, 2022.

Table 1 - Net Position

	2022	2021
Assets		
Current assets	$ 270,162,777	$ 147,602,715
Capital assets (net)	305,374,853	241,127,784
Other noncurrent assets	29,279,338	21,481,432
Total assets	604,816,968	410,211,931
Deferred Outflows of Resources	179,051	-
Total assets and deferred outflows of resources	$ 604,996,019	$ 410,211,931
Liabilities		
Current liabilities	$ 44,053,556	$ 14,971,943
Noncurrent liabilities	106,319,176	40,130,613
Total liabilities	150,372,732	55,102,556
Deferred Inflows of Resources	-	1,391,165
Total liabilities and deferred inflows of resources	150,372,732	56,493,721
Net Position		
Net investment in capital assets	233,046,301	211,815,905
Restricted for capital assets acquisitions	31,994,823	35,014,413
Restricted for debt service reserve	9,131,827	4,470,642
Restricted for debt service	2,859,642	1,457,153
Restriced for pension payments	529,960	1,108,689
Unrestricted	177,060,734	99,851,408
Total net position	454,623,287	353,718,210
Total liabilities, deferred inflows of resources and net position	$ 604,996,019	$ 410,211,931

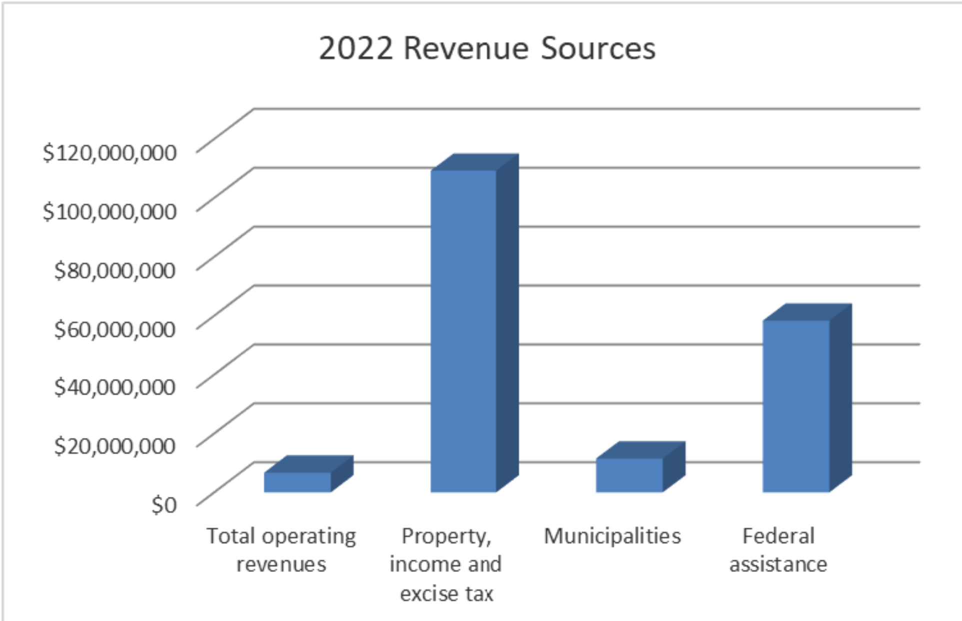
Changes in Net Position

The change in net position for 2022 represents an increase of approximately $100.9 million, or 29%. Total revenues for 2022 increased approximately $53.2 million, or 30%, primarily resulting from an increase in federal capital grants for construction of the purple line and federal COVID related funding during 2022. Overall operating expenses, excluding depreciation, increased $6.9 million, or 7%, in 2022, which was primarily attributed to an increase in insurance and claims expenses surrounding the addition of new properties and rolling stock, as well as general administration contracted services.

Table 2 - Changes in Net Position

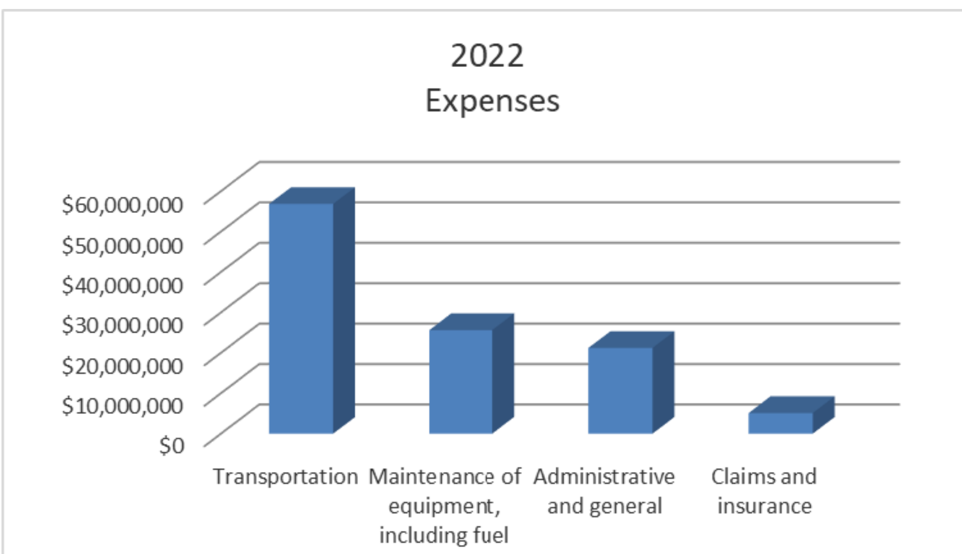
	2022	2021
Operating Revenues		
Passenger fares	$ 5,667,742	$ 5,190,832
Advertising	1,058,512	711,593
Total operating revenues	6,726,254	5,902,425
Nonoperating Revenues (Expenses)		
Property, income and excise tax	109,256,902	110,896,076
Municipalities	11,505,032	9,900,559
Federal assistance	58,333,155	32,702,575
Investment income	466,407	84,474
Contributions - capital grants	40,438,673	16,586,694
Interest expense	(2,894,045)	(991,131)
Loss on disposal of capital assets	(118,762)	(152,935)
Other revenues, net	4,486,756	92,163
Total nonoperating revenues	221,474,118	169,118,475
Total revenues	228,200,372	175,020,900
Operating Expenses		
Transportation	56,832,734	55,973,418
Maintenance of equipment, including fuel	25,624,705	24,807,965
Administrative and general	21,194,820	18,253,830
Claims and insurance	5,113,163	2,873,527
Depreciation	18,529,873	19,698,349
Total operating expenses	127,295,295	121,607,089
Change in Net Position	100,905,077	53,413,811
Net Position, Beginning of Year	353,718,210	300,304,399
Net Position, End of Year	$ 454,623,287	$ 353,718,210

Revenues: For 2022, total operating revenues increased approximately $824 million or 14%. For 2022, nonoperating revenues excluding capital grant contributions and other revenue (expenses), increased by approximately $24.1 million, or 16%, primarily resulting from an increase in federal COVID-related funding utilized during 2022.



The revenues and percentages presented above exclude “Contributions - capital grants” of $40.4 million, “Investment income” of $0.5 million and “Other revenues, net” of $4.5 million for 2022.

Expenses: During 2022, total operating expenses, excluding depreciation, were approximately $108.8 million. This is an increase of $6.9 million, or 7% from 2021. This increase is primarily attributed to additional insurance, claims, and contracted services related to facilities and fleet expansions.



The expenses and percentages presented above exclude “depreciation” expense of $18.5 million for 2022.

Capital Asset and Debt Administration

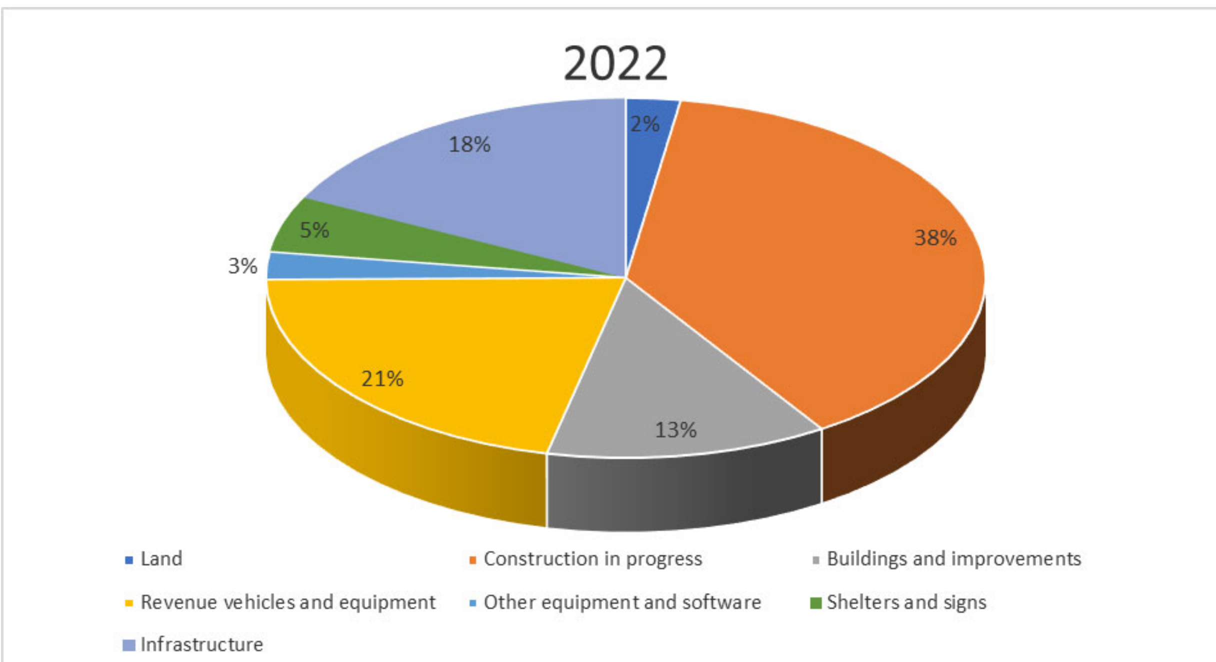
Capital Assets

As of December 31, 2022, IPTC had invested approximately $305.4 million in capital assets, net of accumulated depreciation. Compared to the prior year, capital assets increased by approximately $64.2 million for the year ended December 31, 2022. Depreciable capital acquisitions and additions to construction in progress for 2022 were approximately $83.0 million with a net loss on retirement of capital assets approximating $119,000 recognized during 2022. Net increase in construction in progress was $65.3 million for 2022, primarily resulting from IPTC's continued Marion County Transit Plan. Please refer to Note 3 of the financial statements included in the next section of this report for additional information regarding capital assets activity.

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

Significant capital asset acquisitions and transfers during 2022 include construction in process for the Purple Line BRT project for $39.8 million, which includes design, construction, and revenue vehicle expenses. Additionally, enhancement and improvement investments were made to IndyGo facilities and equipment totaling $12.9 million.

Percentage allocation invested in net capital assets:



Debt Disclosures

As of December 31, 2022, IPTC had approximately $112.0 million of bonds and the related premium. In November 2018, IPTC issued bonds in the amount of $26 million primarily to be used for capital projects and in June 2021, IPTC issued bonds in the amount of $20.9 million for the purchase of 27 hybrid buses. In March 2022, IPTC issued bonds in the amount of $65 million to fund construction, renovation and equipment purchases at various IPTC operating sites along with the purchase of 22 electric buses. During 2022, bonds payable were repaid pursuant to the maturity schedule in place. As of December 31, 2022, IPTC had no financial restrictive covenants associated with its outstanding debt other than holding minimum debt service funds. Please refer to Note 6 of the financial statements included in the next section of this report for additional information regarding debt activity.

Currently Known Facts

The *American Rescue Plan Act of 2021* (ARP), which the President signed on March 11, 2021 includes additional federal funding to support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic. IndyGo was the recipient of $49.6 million in appropriations under the ARPA.

Ridership and fare revenue continue to increase from the low points experienced during the COVID-19 pandemic, but are not expected to return to pre-pandemic levels in the near future.

Construction, planning, and investments continue for IndyGo's expansion of bus rapid transit (BRT) within it's network.


DOWNTOWN
1007
IndyGo

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis-Marion County
Statement of Net Position
December 31, 2022

Assets and Deferred Outflows of Resources

Current Assets	
Cash and cash equivalents	
Unrestricted - working capital	$ 65,433,408
Unrestricted - liability reserve	843,897
Restricted - capital asset acquisitions	31,994,823
Restricted - debt service and unspent bond proceeds	76,944,322
Total cash and cash equivalents	175,216,450
Receivables	
Federal grants	26,916,269
Operations receivables, net	1,594,983
Total receivables	28,511,252
Other current assets	
Unrestricted investments - working capital	62,624,382
Materials and supplies inventory	3,250,998
Deposits and prepaid expenses	559,695
Total other current assets	66,435,075
Total current assets	270,162,777
Noncurrent Assets	
Unrestricted investments - working capital	28,749,378
Net pension asset	529,960
Capital assets	
Nondepreciable assets	
Land	7,448,309
Construction in progress	117,303,439
Total nondepreciable assets	124,751,748
Depreciable assets	
Buildings and improvements	96,779,982
Revenue vehicles and equipment	118,121,115
Other equipment and software	24,016,556
Shelters and signs	22,616,789
Infrastructure	60,548,134
Total depreciable assets	322,082,576
Total capital assets	446,834,324
Accumulated depreciation	(141,459,471)
Capital assets, net of depreciation	305,374,853
Total noncurrent assets	334,654,191
Total assets	604,816,968
Deferred Outflows of Resources	
Deferred outflows - pensions	179,051
Total assets and deferred outflows of resources	$ 604,996,019

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis-Marion County
Statement of Net Position (continued)
December 31, 2022

Liabilities, Deferred Inflows of Resources and Net Position

Current Liabilities	
Accounts and contract services payable	$ 30,918,988
Accrued payroll and benefits	1,940,412
Unearned fare revenue	242,846
Bonds payable, current portion	7,541,902
Risk management - unpaid claim estimates	3,319,563
Other unearned revenue	89,845
Total current liabilities	44,053,556
Noncurrent Liabilities	
Risk management - unpaid claim estimate, net of current portion	1,320,238
Bonds payable, net of current portion	104,436,922
Other postemployment benefit liability (OPEB)	562,016
Total noncurrent liabilities	106,319,176
Total liabilities	150,372,732
Net Position	
Net investment in capital assets	233,046,301
Restricted for capital assets acquisitions	31,994,823
Restricted for debt service reserve	9,131,827
Restricted for debt service	2,859,642
Restricted for pension payments	529,960
Unrestricted	177,060,734
Total net position	454,623,287
Total liabilities and net position	$ 604,996,019

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis-Marion County
Statement of Revenues, Expenses and Changes in Net Position
Year Ended December 31, 2022

Operating Revenues	
Passenger fares	$ 5,667,742
Advertising	1,058,512
Total operating revenues	6,726,254
Operating Expenses	
Transportation	56,832,734
Maintenance of equipment, including fuel	25,624,705
Administrative and general	21,194,820
Claims and insurance	5,113,163
Depreciation	18,529,873
Total operating expenses	127,295,295
Operating Loss	(120,569,041)
Nonoperating Revenues (Expenses)	
Operating assistance	
Property, income and excise tax	109,256,902
Municipalities	11,505,032
Federal and local operating and planning grants, and preventative maintenance funding	58,333,155
Investment income	466,407
Interest expense	(2,894,045)
Loss on disposal of capital assets	(118,762)
Other revenues, net	4,486,756
Total nonoperating revenue	181,035,445
Change in Net Position Before Capital Contributions	60,466,404
Contributions - capital grants	40,438,673
Change in Net Position	100,905,077
Net Position, Beginning of Year	353,718,210
Net Position, End of Year	$ 454,623,287

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis-Marion County
Statement of Cash Flows
Year Ended December 31, 2022

Cash Flows From Operating Activities	
Receipts from customers	$ 11,168,682
Payments for transportation	(56,306,548)
Payments for maintenance of equipment, including fuel	(25,649,133)
Payments for administrative and general	(21,645,925)
Claims and insurance paid to external parties	(2,912,353)
Net cash used in operating activities	(95,345,277)
Cash Flows From Noncapital Financing Activities	
Property, income and excise tax distributions	98,779,884
Assistance from municipalities	11,583,120
Federal operating assistance	54,503,924
Federal grants passed to subrecipients	(311,215)
Net cash provided by noncapital financing activities	164,555,713
Cash Flows From Capital and Related Financing Activities	
Transit tax distributions for capital	10,477,018
Capital grant receipts	21,642,663
Purchases of capital assets	(60,495,719)
Proceeds from sale of capital assets	535,064
Proceeds from issuance of bonds	75,526,189
Principal paid on bonds payable	(5,705,000)
Interest paid	(3,895,243)
Net cash provided by capital and related financing activities	38,084,972
Cash Flows From Investing Activities	
Purchases of investments	(84,627,071)
Proceeds from sale of investments	12,270,756
Interest received	1,821,705
Net cash used in investing activities	(70,534,610)
Net Change in Cash and Cash Equivalents	36,760,798
Cash and Cash Equivalents, Beginning of Year	138,455,652
Cash and Cash Equivalents, End of Year	$ 175,216,450

Indianapolis Public Transportation Corporation

A Component Unit of the Consolidated City of Indianapolis-Marion County

Statement of Cash Flows (Continued)

Year Ended December 31, 2022

Reconciliation of Operating Loss to Net Cash Used in Operating Activities

Operating loss	$ (120,569,041)
Adjustments to reconcile operating loss to net cash used in operating activities	
Depreciation expense	18,529,873
Other income, net	4,797,971
Changes in assets and liabilities	
Other receivables	(403,628)
Materials and supplies inventory	(24,428)
Deposits and prepaid expense	(199,673)
OPEB liability	(451,105)
Deferred inflows of resources - pensions	(1,391,165)
Net pension liability/asset	578,729
Accounts and contract services payable	1,528,783
Accrued payroll and benefits	188,563
Unearned fare revenue	48,085
Risk management	2,200,810
Net cash used in operating activities	$ (95,345,277)

Noncash Investing, Capital and Financing Activities

Capital assets in accounts payable	$ 25,302,581
Loss on disposal of capital assets	118,762
Change in capital grants/contributions included in receivables	22,625,241

Note 1: Nature of Operations and Summary of Significant Accounting Policies

Nature of Operations and Reporting Entity

Indianapolis Public Transportation Corporation (IPTC) operates in the public transportation industry with the purpose of acquiring, providing and maintaining an urban mass transportation system for the metropolitan Indianapolis area. IPTC d/b/a IndyGo was formed on August 7, 1973 by City-Council General Ordinance No. 36 as a municipal corporation, which has no stockholder, under the provisions of IC 36-9-4. Management of the Consolidated City of Indianapolis-Marion County has determined that IPTC is a component unit of the Consolidated City of Indianapolis-Marion County, in accordance with Governmental Accounting Standards Board (GASB) Statement No. 14 and amended by Statement No. 61 and IPTC is considered financially accountable to such reporting entity.

The Board of Directors of IPTC consists of seven members, three of whom are appointed by the Mayor of the City of Indianapolis and four of whom are appointed by the City of Indianapolis-Marion County Council (Council). The IPTC Board designates the management of IPTC, namely the CEO/President, Vice Presidents and other principal members of the management staff. The IPTC Board adopts the budget, tax levy and the issuance of debt. In addition, the Council approves the budget, tax levy and issuance of debt.

On August 27, 2018, IPTC established a nonprofit corporation, the Indianapolis Public Transportation Foundation, Inc. (Foundation), which is legally separate from IPTC and whose purpose is to promote mobility for the citizens in the Indianapolis-area community by connecting resources and investing in programs and services that enhance accessibility and quality of life. The Foundation's board members are appointed entirely by the IPTC Board, and its operations are meant for the exclusive benefit of IPTC. The Foundation is considered a blended component unit and is therefore reported as if it is part of IPTC.

The financial position, results of operations and cash flow for the Foundation as of December 31, 2022 are presented below. Total expenses include approximately $177,000 of expense related to IPTC that were eliminated when blended into the financial statements.

	2022
Total assets	$ 1,046,878
Total liabilities	795
Net position	$ 1,046,083
Total revenues	$ 1,161,181
Total expenses	(231,209)
Change in net position	$ 929,972

		2022
Cash Flows from Operating Activities		
Receipts from donors	$	775,293
Payments for administrative and general		(230,414)
Net cash provided by operating activities		544,879
Cash and Cash Equivalents, Beginning of Year		116,111
Cash and Cash Equivalents, End of Year	$	660,990

Basis of Accounting and Presentation

IPTC is accounted for as a single-purpose, business-type entity since its operations are financed and operated in a manner similar to a private business. IPTC's financial statements have been prepared on the accrual basis of accounting using the economic resources measurement focus. Revenues, expenses, gains, losses, assets, liabilities and deferred inflows and outflows of resources from exchange and exchange-like transactions are recognized when the exchange transaction takes place, while those from government-mandated or voluntary nonexchange transactions (principally federal and state grants and government appropriations) are recognized when all applicable eligibility requirements are met. Operating revenues are primarily the result of passenger fares, as well as fees collected from advertisements on IPTC property. Operating expenses for IPTC include the costs of operating the transit system, administrative expenses and depreciation on capital assets. Government-mandated or voluntary nonexchange transactions that are not program specific (such as government appropriations), property taxes, and income taxes, investment income and interest on capital assets-related debt are included in nonoperating revenues and expenses. IPTC first applies restricted net position when an expense or outlay is incurred for purposes for which both restricted and unrestricted net position are available.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities and deferred inflows and outflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Cash Equivalents

IPTC considers all liquid investments (including restricted assets) with original maturities of three months or less to be cash equivalents. At December 31, 2022, cash equivalents consisted of demand and money market deposit accounts, as well as money market mutual funds.

Property and Income Taxes

IPTC records property taxes as earned in the year they are due and payable. Taxes are levied separately for operations, capital asset acquisitions and debt service. All taxable property located within the IPTC taxing district is assessed annually January 1st. In mid-April of the year subsequent to the assessment, individual property tax statements are to be mailed by the Marion County Treasurer to the owners of the record as of the assessed valuation date. Taxes are payable to the Treasurer in equal installments on or before May 10th and November 10th of the year subsequent to assessment. The Marion County Treasurer remits collections to IPTC and other governmental units within the county.

IPTC has not recorded any receivable balance for property taxes as of December 31, 2022 as management of IPTC does not believe they are legally entitled to the subsequent year property tax collections until the fiscal year begins January 1.

Risk Management

IPTC is exposed to various risks of loss from torts; theft of, damage to and destruction of assets; business interruption; errors and omissions; employee injuries and illnesses; natural disasters; and employee health, dental and accident benefits. Commercial insurance coverage is purchased for claims arising from such matters other than personal injury claims. Settled claims have not exceeded this commercial coverage in any of the three preceding years.

IPTC is self-insured for a portion of its exposure to risk of loss from property damage claims ($50,000 deductible) and personal injury matters. Annual estimated provisions are accrued for the self-insured portion of claims and include an estimate of the ultimate costs for both reported claims and claims incurred but not yet reported.

Investments

In accordance with Indiana Code, it is the policy of IPTC to deposit public funds into the depositories approved by the Marion County Board of Finance. IPTC is further authorized by statute to invest in obligations of the U.S. obligations and issues of federal agencies, secured repurchase agreements fully collateralized by the U.S. Government or U.S. Government agency securities, municipal securities of Indiana issuers that have not defaulted during the previous 20 years, and open-ended money market mutual funds. It is the internal policy of IPTC to invest funds with local, federally insured banks that have a principal office within the county and have been approved by the County Board of Finance. Investments are stated at fair value.

Receivables

IPTC reports receivables for amounts due and unpaid as of year-end and receivable balances are shown net of allowance, if any, for uncollectible balances. IPTC provides an allowance for uncollectible accounts based upon a review of outstanding receivables, historical collection information and existing economic conditions. Management has recorded an allowance of approximately $193,000 for potentially uncollectible operating receivable balances at December 31, 2022. Management has not made a provision for an allowance for uncollectible property tax receivables or federal grants receivable.

Restricted and Designated Assets

Certain cash, cash equivalents and investment balances are restricted or designated as follows:

- Unspent Bond Proceeds: Funds deposited with trustee from bond issuances for capital expenditures
- Debt Service: Funds deposited in these accounts are set aside to be used for the purpose of payment on outstanding debt, primarily as a result of requirements from bond and debt ordinance requirements
- Liability Reserve (designated only): Funds are set aside from the general operations of IPTC and used only for the payment of claims arising from accidents involving IPTC that exceed $100,000.
- Capital Asset Acquisition: Capital asset acquisition funds generated as a separate tax (cumulative funds) are restricted to expenditures for the acquisition of additional revenue vehicles and other capital equipment.

Supplies

Supply inventories are stated at cost, determined using the first-in, first-out method. Management reviews supply inventories regularly for obsolete inventory, which is written off when determined to no longer be of value to IPTC.

Capital Assets

Major items of capital assets acquired with federal, state and local funds are capitalized at cost. IPTC adheres to the Federal Transit Administration (FTA) circular regarding capitalization of assets by capitalizing all assets with a value in excess of $5,000 per unit and a useful life in excess of one year and IPTC adheres to the FTA capitalization policy as appropriate for items which are (a) homogenous and not individually identifiable; (b) may or may not have a unit cost meeting the threshold level for a capitalized asset but where the practice is to purchase in groups and capitalize the total group; and (c) will be maintained together or in the same general area, should be listed by homogeneous grouping. Expenditures for maintenance and repairs are charged to operations as incurred. IPTC recognizes depreciation on capital assets on a straight-line basis over the estimated useful lives of the assets, as follows:

	Years
Land improvements	10
Buildings and shelters	10 to 25
Coaches:	
Large bus	12
Body on chassis	3 to 5
Autos and trucks	3 to 10
Fare handling and maintenance equipment	3 to 10
Office furniture and equipment	2 to 20
Infrastructure	30
Software	5 to 10

Deferred Outflows and Inflows of Resources

IPTC reports a consumption of net assets that is applicable to a future reporting period as deferred outflows of resources in a separate section of its statement of net position.

IPTC reports an acquisition of net assets that is applicable to a future reporting period as deferred inflows of resources in a separate section of its statement of net position.

Compensated Absences

IPTC policies permit essentially all employees to accumulate benefits for vacation, holidays, illness and certain other qualifying absences that may be realized as paid time off or, in limited circumstances, as a cash payment. The number of days compensated for the various categories of absence is based generally on length of service. Expense and the related liability are recognized as vacation benefits are earned and vested whether the employee is expected to realize the benefit as time off or in cash. Expense and the related liability for sick leave benefits are recognized when earned to the extent the employee is expected to realize the benefit in cash determined using the termination payment method. Compensation for holiday and other qualifying absences is not accrued in the accompanying financial statements because rights to compensation amounts either do not accumulate or they do not vest. Accumulated unused sick leave benefits are nonvesting and are only paid out upon retirement. The maximum accumulation per employee is 1,800 hours and the maximum paid out per employee is 540 hours. Accumulated unused sick leave benefits are accrued based upon historical experience, for employees with at least one year of service regardless of age. Compensated absence liabilities are computed using the regular pay and termination pay rates in effect at the balance sheet date plus an additional amount for compensation-related payments such as social security and Medicare taxes computed using rates in effect at that date.

As of December 31, 2022, the total compensated absences balance was $568,760, which is included in accrued payroll and benefits on the statement of net position. Once the benefits are earned at the end of the year, they must be fully utilized or are lost at the end of the following fiscal year. Therefore, the total compensated absences balance is considered current as of year end. The December 31, 2021 compensated absences balance of $528,628 was fully utilized in 2022.

Defined-Benefit Pension Plan

IPTC has a single-employer defined-benefit pension plan known as the Indianapolis Public Transportation Corporation Pension Plan (Plan). For purposes of measuring the net pension liability (asset), deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Plan and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Postemployment Benefits Other Than Pensions (OPEB)

IPTC has a single-employer defined-benefit other postemployment benefit (OPEB) plan, Postemployment Medical and Life Benefits Plan (the OPEB Plan). For purposes of measuring the total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB and OPEB expense, amounts have been determined on the same basis as they are reported by the OPEB Plan. For this purpose, benefit payments are recognized when due and payable in accordance with benefit terms.

Net Position

Net position of IPTC is classified in three components. Net investment in capital assets consists of capital assets, net of accumulated depreciation and reduced by the outstanding balances of borrowings used to finance the purchase or construction of those assets. Restricted net position consists of external constraints placed on net position imposed by creditors, grantors, donors, or laws or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation. Unrestricted net position is the remaining net position that does not meet the definition of net investment in capital assets or restricted net position. If both restricted and unrestricted resources are to be used for the same purpose, restricted resources will be applied first.

Revenue and Expense Recognition

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

IPTC receives a significant portion of their revenues from capital and operating grants. Certain expenditures for capital acquisitions, improvements and development of an urban mass transportation system have received significant federal funding through the FTA. The balance of such expenditures is funded through state and local sources. Funds provided by governmental authorities for capital and operating assistance are recorded by IPTC when earned.

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

Future Adoption of New Accounting Standards

GASB has issued GASB Statement No. 93, *Replacement of Interbank Offered Rates;* GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements;* GASB Statement No. 96, *Subscription-Based Information Technology Arrangements;* GASB Statement No. 99, *Omnibus*; GASB Statement No. 100, *Accounting Changes and Error Corrections* - an amendment of GASB Statement No. 62; and GASB Statement No. 101, *Compensated Absences*. IPTC intends to adopt these GASB Statements, as applicable, on their respective effective dates.

Note 2: Deposits and Investments

Summary of Carrying Values

The carrying values of deposits and investments included in the statement of net position are classified as follows:

	2022
Current Assets	
Cash and cash equivalents	
Unrestricted - working capital	$ 65,433,408
Unrestricted - liability reserve	843,897
Restricted - capital asset acquisitions	31,994,823
Restricted - debt service and unspent bond proceeds	76,944,322
Unrestricted investments - working capital	62,624,382
Noncurrent Assets	
Unrestricted investments - working capital	28,749,378
	$ 266,590,210
Cash and cash equivalents	$ 175,216,450
Investments	91,373,760
	$ 266,590,210

The carrying amount of deposits and investments, by type of holding are:

	2022
Deposits	
Cash deposits	$ 152,178,039
Investments	
Money market mutual funds	23,038,411
Treasury bills	81,174,819
Government-backed mortgage notes	10,198,941
Total investments	114,412,171
Total deposits and investments	$ 266,590,210

Deposits

Custodial credit risk is the risk that in the event of a bank failure, a government's deposits may not be returned to it. IPTC's deposit policy for custodial credit risk requires compliance with the provisions of Indiana statutes.

IPTC's cash deposits are insured up to $250,000 at financial institutions insured by the Federal Deposit Insurance Corporation (FDIC). Any cash deposits in excess of the $250,000 FDIC limits are partially or fully collateralized by the depository institution and insured by the Indiana Public Deposits Insurance Fund (IPDIF) via the pledged collateral from the institutions securing deposits of public funds. IPDIF is a multiple financial institution collateral pool as provided under Indiana Code, Section 5-13-12-1.

Investment Policy

Indiana statutes generally authorize IPTC to invest in U.S. obligations and issues of federal agencies, secured repurchase agreements fully collateralized by the U.S. Government or U.S. Government agency securities, municipal securities of Indiana issuers that have not defaulted during the previous 20 years, certificates of deposit and open-ended money market mutual funds. It is the policy of IPTC to deposit public funds into the depositories approved by the Marion County Board of Finance. IPTC does not have specific investment policies on interest rate risk, credit risk, concentration of credit risk, custodial credit risk or foreign currency risk.

At December 31, 2022, IPTC had the following investments and maturities:

		Maturities (in Years)	
	Fair Value	Less Than 1	1 to 5
Treasury bills	$ 81,174,819	$ 56,833,229	$ 24,341,590
Government-backed mortgage notes	10,198,941	5,791,153	4,407,788
	$ 91,373,760	$ 62,624,382	$ 28,749,378

Interest Rate Risk - As a means of limiting its exposure to fair value losses arising from rising interest rates, IPTC is limited to investing in municipal securities of Indiana issuers that have not defaulted during the previous 20 years and other securities with a stated maturity of not more than two years after the date of purchase or entry into a repurchase agreement, as defined by Indiana Code.

Credit Risk - Credit risk is the risk that the issuer or other counterparty to an investment will not fulfill its obligations. IPTC complies with the provisions of Indiana statutes. At December 31, 2022, IPTC's investments were rated by Moody's Investor Services or Standard and Poor's as follows:

	December 31, 2022	
	Fair Value	**AAA**
Treasury bills	$ 81,174,819	$ 81,174,819
Government-backed mortgage notes	10,198,941	10,198,941
	$ 91,373,760	$ 91,373,760

Custodial Credit Risk - For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, IPTC will not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. At December 31, 2022, IPTC's investments in government-backed mortgage notes and treasury bills were exposed to custodial credit risk. These investments were uninsured and the collateral was held by the pledging financial institution's trust department or agent but not in IPTC's name. 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. The money market mutual funds were not subject to custodial credit risk at December 31, 2022.

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 places no limit on the amount that may be invested in any one issuer. IPTC does not hold any investments in a single issuer that represent 5% or more of total investments subject to concentration of credit risk.

Foreign Currency Risk - This risk relates to adverse effects on the fair value of an investment from changes in exchange rates. All IPTC deposits and investments are denominated in United States currency and is prohibited from investing in foreign investments.

Note 3: Capital Assets

Capital assets activity for the year ended December 31 was:

	January 1, 2022	Additions/ Transfers	Disposals/ Transfers	December 31, 2022
Capital Assets Cost				
Nondepreciable capital assets				
Land	$ 7,367,996	$ 472,655	$ (392,342)	$ 7,448,309
Construction in progress*	51,974,733	70,072,628	(4,743,922)	117,303,439
Total nondepreciable capital assets	59,342,729	70,545,283	(5,136,264)	124,751,748
Depreciable capital assets				
Buildings and improvements	95,714,715	1,065,267	-	96,779,982
Revenue vehicles and equipment	107,657,615	13,694,272	(3,230,772)	118,121,115
Other equipment and software	24,229,931	1,043,768	(1,257,143)	24,016,556
Shelters and signs	20,790,689	1,826,100	-	22,616,789
Infrastructure	60,548,134	-	-	60,548,134
Total depreciable capital assets	308,941,084	17,629,407	(4,487,915)	322,082,576
Less: accumulated depreciation for				
Buildings and improvements	(55,239,082)	(2,864,762)	-	(58,103,844)
Revenue vehicles and equipment	(46,585,008)	(9,414,365)	2,969,288	(53,030,085)
Other equipment and software	(14,932,221)	(2,809,066)	1,257,143	(16,484,144)
Shelters and signs	(5,693,509)	(1,421,609)	-	(7,115,118)
Infrastructure	(4,706,209)	(2,020,071)	-	(6,726,280)
Total accumulated depreciation	(127,156,029)	(18,529,873)	4,226,431	(141,459,471)
Total depreciable capital assets, net	181,785,055	(900,466)	(261,484)	180,623,105
Total capital assets, net	$ 241,127,784	$ 69,644,817	$ (5,397,748)	$ 305,374,853

*Construction in progress also includes capital assets not placed in service yet, such as revenue vehicles and equipment.

Note 4: Tax Abatements

The City of Indianapolis (City) promotes a series of real and personal property tax abatement programs available under Indiana law, including:

Real Property Tax Abatement (I.C. 6-1.1-12.1)

Real property tax abatements are achieved through the phase-in of real property tax obligations from the improvements being made. The phase-in can span a period of one to ten years and is based on a declining percentage of the increase in assessed value of such improvements.

Personal Property Tax Abatement (I.C. 6-1.1-12.1)

Similarly, personal property tax abatements for manufacturing, research and development, information technology and logistics/distribution equipment are accomplished through the phase-in of personal property tax obligations over a one to ten year period, based on a declining percentage of the assessed value of the newly installed equipment.

Tax abatement is granted based on qualifying new investment, retained and committed jobs, wages and the economic impact of the project. MDC and, in certain circumstances, the City-County Council approval is required and must occur prior to the equipment being operational and the MDC determines the time period for the abatement.

Tax Exemption for Enterprise Information Technology Equipment (I.C. 6-1.1-10.44)

The City may grant up to a ten-year, 100% personal property tax exemption to a business engaged in computing, networking or data storage for new investments in qualified enterprise information technology equipment.

The tax exemption requires a minimum investment of $10 million in qualifying investment by an eligible business located in a High Technology District Area, as designated by the City-County Council. The average wage of employees must be at least one hundred twenty-five percent (125%) of the county average wage. Examples of non-eligible activities are call centers, back office operations, customer service operations and credit/claims processing operations. City-County Council approval is required to grant the exemption.

Vacant Building Abatement (I.C. 6-1.1-12.1)

Up to a two-year real property tax abatement is available to a company, according to local qualifications, based on occupying a building that has been vacant for more than a year.

The building must be used for commercial or industrial purposes and be located in a designated Economic Revitalization Area, as designated by the MDC. Prior approval of the MDC must occur before occupying the facility and the MDC determines the time period for the abatement.

All of these programs are designed to spur job creation and retention, grow the income and property tax base, support the redevelopment of areas experiencing a cessation of growth, attract and retain businesses in targeted industries, and assist distressed businesses, among other objectives. Minimum eligibility criteria for such abatements vary by program, as noted above, but generally require that an investment in real or personal property be projected to increase assessed value, create or retain jobs and/or promote economic revitalization.

In return for such abatements, the City generally commits to permit, zoning and job training assistance. Included in each abatement agreement are provisions specifying certain damages, among which may include a clawback of some or all of the taxes previously abated. If a company ceases operations or announces the cessation of operations at the facility for which the abatement was granted, termination of the abatement agreement is warranted and 100% clawback is required. Other clawbacks are calculated based on the highest level of noncompliance among the measured categories for that project.

Impact of Abatements on Revenues

Indiana property tax laws complicate the calculation of the exact impact of property tax abatements on the tax revenues of a given unit of local government. Constraints on the growth of the annual tax levy and constitutional limitations on taxes (also known as property tax caps) are the chief complicating factors. The increase in the annual tax levy is limited to the growth in the six-year moving average of nonfarm personal income growth, which is known as the Assessed Value Growth Quotient (AVGQ). Statutory property tax caps for homesteads, agricultural and other residential, and commercial are equal to 1%, 2% and 3%, respectively, of associated assessed valuations.

The tax rate, which is established for each taxing unit by the Department of Local Government Finance, is based on the tax levy requested by the taxing unit (as limited by the AVGQ) divided by the net assessed value of the property in a physical taxing district. The theory behind the AVGQ is that the costs of government should not be increasing at a greater rate than taxpayer incomes.

Tax abatements are granted on the assessed value of the property abated. The taxpayer's taxes are then calculated based on this reduced assessment, thus resulting in a lower tax liability. But because a given district's tax rate is calculated based on the total net assessed value in the district (net of abatements and other adjustments), the certified levy of each unit in the district is the same as if the abatements had not been granted.

Additionally, to the extent that parcels have reached the constitutional limit of tax liability as a percentage of gross assessed value, the property tax rate caps (circuit breaker credits) reduce the property tax collections of the affected taxing units. The degree to which property tax abatements exacerbate circuit breaker losses differs by parcel and is dependent on the proportion of abated assessed value to total gross assessed value, as well as prevailing property tax rates.

The estimated gross amount, on an accrual basis, by which IPTC's property tax revenues were reduced as a result of the aforementioned City abatement programs totaled $460,000. However, the actual extent of lost revenues is something less than this amount and cannot be easily determined due to the application of circuit breaker credits.

Note 5: Risk Management

IPTC is exposed to various risks of loss related to theft of, damage to and destruction of assets; errors and omissions; and natural disasters for which IPTC carries third-party insurance and retains certain risks. IPTC is self-insured for workers' compensation without limitation. Detail of the estimated claims liability is provided below, which is made up of claims reported before the issuance of the financial statements for which it is probable that a liability has been incurred at the date of the financial statements and the amount of the liability can be reasonably estimated. The liability is estimated based upon historical experience. It is reasonably possible that IPTC's estimate will change by a material amount in the near term. There were no significant reductions in insurance coverage during 2022 and there were no settlements that exceeded insurance coverage during the past three years for those risks that IPTC purchased insurance. Activity for the year ended December 31, 2022 was as follows for those risks for which IPTC bears risk:

	2022	2021
Unpaid claims, beginning of year	$ 2,438,991	$ 1,863,540
Incurred claims and changes in claim estimates	5,736,376	3,487,810
Claim payments	(3,535,566)	(2,912,359)
Unpaid claims, end of year	$ 4,639,801	$ 2,438,991
Current portion	$ 3,319,563	$ 1,714,908
Noncurrent portion	1,320,238	724,083
Unpaid claims, end of year	$ 4,639,801	$ 2,438,991

During 1986, IPTC's Board of Directors approved the establishment of a nonreverting fund (Liability Reserve Account) for payment of personal injury and property damage claims in excess of $100,000. For claims in excess of $100,000, the amount of the claim exceeding $100,000 will be paid out of the liability reserve accounts. Claims up to $100,000 will be paid out of the general accounts of IPTC.

Note 6: Long-Term Obligations

The following is a summary of long-term obligation transactions for IPTC for the year ended December 31:

	January 1, 2022	Additions	Reductions	December 31, 2022	Current	Noncurrent
Long-Term Debt						
Series 2022D bonds payable	$ -	$ 65,000,000	$ (1,575,000)	$ 63,425,000	$ 2,113,199	$ 61,311,801
Series 2021D bonds payable	19,970,000	-	(1,475,000)	18,495,000	1,535,000	16,960,000
Series 2018A bonds payable	17,920,000	-	(2,655,000)	15,265,000	2,760,000	12,505,000
Unamortized bond premium	5,268,833	10,526,189	(1,001,198)	14,793,824	1,133,703	13,660,121
Total bonds and notes payable	43,158,833	75,526,189	(6,706,198)	111,978,824	7,541,902	104,436,922
Other Long-Term Liabilities						
Risk management payable	2,438,991	5,736,376	(3,535,566)	4,639,801	3,319,563	1,320,238
OPEB liability	1,013,121	21,473	(472,578)	562,016	-	562,016
Total other long-term liabilities	3,452,112	5,757,849	(4,008,144)	5,201,817	3,319,563	1,882,254
Total long-term obligations	$ 46,610,945	$ 81,284,038	$ (10,714,342)	$ 117,180,641	$ 10,861,465	$ 106,319,176

Series 2018A Bonds Payable

The Indianapolis Local Public Improvement Bond Bank Local Income Tax Revenue Bonds, Series 2018A, dated November 21, 2018, were issued in the aggregate principal amount of $26,000,000. The Series 2018A bond proceeds were used for IPTC's rapid transit plan as well as paratransit infrastructure and bus replacement. The bonds bear interest at 5.0%, payable on January 15 and July 1 annually, beginning in 2019 and ending January 15, 2028. The trust indenture includes minimum debt service reserve requirements to be held on deposit.

Series 2021D Bonds Payable

The Indianapolis Local Public Improvement Bond Bank Local Income Tax Revenue Bonds, Series 2021D, dated June 2, 2021, were issued in the aggregate principal amount of $20,855,000. The Series 2021D bond proceeds are planned to be used to fund the purchase of 27 hybrid buses. The bonds include serial bonds maturing through 2033 and a term bond, which matures in 2031. The bonds bear interest at 4.0%, payable on January 15 and July 1 annually, beginning in 2021 and ending July 15, 2033. The trust indenture includes minimum debt service reserve requirements to be held on deposit.

Series 2022D Bonds Payable

The Indianapolis Local Public Improvement Bond Bank Local Income Tax Revenue Bonds, Series 2022D, dated March 10, 2022, were issued in the aggregate principal amount of $65,000,000. The Series 2022D bond proceeds are planned to be used to fund construction, renovation and equipment purchases at various IPTC operating sites along with the purchase of 22 electric buses. The bonds include term bonds maturing through 2042. The bonds bear interest at 5.0%, payable on January 15 and July 1 annually, beginning in 2022 and ending July 15, 2032. The trust indenture includes minimum debt service reserve requirements to be held on deposit.

The scheduled debt service requirements on the bonds payable for years subsequent to December 31, 2022 are as follows:

	Principal	Interest	Total
2023	$ 6,408,199	$ 4,389,150	$ 10,797,349
2024	6,685,000	4,082,150	10,767,150
2025	7,005,000	3,759,950	10,764,950
2026	7,345,000	3,422,400	10,767,400
2027	7,695,000	3,068,400	10,763,400
2028 - 2032	24,890,000	11,497,100	36,387,100
2033 - 2037	18,830,000	6,250,325	25,080,325
2038 - 2041	18,326,801	1,700,175	20,026,976
	$ 97,185,000	$ 38,169,650	$ 135,354,650

Note 7: Benefit Plans - Defined-Contribution and Deferred Compensation

Defined Contribution Plan

IPTC maintains a defined-contribution plan for the benefit of substantially all of its employees. All employees who are regularly scheduled to work at least 30 hours per week become eligible to participate in the plan.

(a) Nonunion Employees. Are eligible to participate in the plan upon the first day of the month following 30 days of employment or at any time during their employment.

(b) Eligible Union Employees. A Union Employee will become a participant upon employment pursuant to the collective bargaining agreement with the Union, which is the first of the month following six months of employment.

The defined-contribution plan is administered by the Pension Fund Committee (Committee), a joint labor-management body and is subject to collective bargaining. It is comprised of four members, two labor and two management, and has historically been chaired by the ranking Labor member. The plan requirements for union employees through June 30, 2020 was governed by an arbitration award effective until June 30, 2018. IPTC was operating under the old arbitration award until a new agreement was finalized. Prior to July 1, 2020, the award required union and nonunion employees to contribute 3.5% of their compensation to the 401(a) in order to receive the 3.5% employer match. Effective July 1, 2020, a new arbitration award was issued through December 31, 2022. The new award requires union and nonunion employees to contribute 4.5% of their compensation in order to receive the 4.5% employer match, with 0.50% directed to fund the defined-benefit plan until such time the funded ratio meets the 110% requirement to return the 0.50% back to the defined-contribution plan. Employer contributions to the defined-contribution plan during 2022 were $1,372,901.

Deferred Compensation Plan

IPTC maintains an IRS Code Section 457 plan for the benefit of substantially all of its employees. Employees become eligible to participate in the plan on the first day of the second month following commencement of employment or completion of any applicable probationary period. The plan allows for employee contributions only and plan assets are held in a trust separate from IPTC's assets.

Note 8: Benefit Plan – Defined Benefit Pension

Plan Description

IPTC provides pension benefits through a single-employer defined benefit exempt governmental pension plan known as the Indianapolis Public Transportation Corporation Pension Plan (Plan). The Plan is part of the collective bargaining agreement between IPTC and the Amalgamated Transit Union (ATU), Local 1070. All full-time IPTC employees who agree to make employee contributions in accordance with the Plan are covered by the Plan after working 60 days of continuous employment. After December 31, 1997, no new employees entered the Plan. Effective December 31, 1997, all benefits were frozen by plan amendment, and effective December 31, 1997, the Plan was amended to remove the disability benefit provisions. Requirements for administering both the Defined Benefit Pension Plan and the Defined Contribution Plan for union employees through June 30, 2020 were governed by an arbitration award issued by Samuel Stone that was effective until June 30, 2018. IPTC was operating under the old arbitration award until a new agreement was finalized. Effective July 1, 2020, a new arbitration award issued by Jules Crystal was effective for both the Defined Benefit Pension Plan and the Defined Contribution Plan for union employees through December 31, 2022. The Plan issues a separate audit report that includes financial statements and required supplementary information for the Plan, which can be obtained by writing to Indianapolis Public Transportation Corporation, 1501 West Washington Street, Indianapolis Indiana 46222.

Benefits Provided

The Plan provides retirement and death benefits to plan members and their beneficiaries. The retirement benefit is payable monthly during the life of the retired employee. If, at death, the retired employee has not received total benefits at least equal to his/her contributions to the Plan (plus interest accumulated at 2% per year), his/her beneficiary or estate will be paid a sum equal to his/her total contributions plus interest, less the aggregate of the benefits he/she has received. Death benefits or termination of employment prior to retirement, result in the return of all employee contributions plus interest at 2% to be made. Normal retirement benefits are payable for employees who have attained age 65 and completed 15 years of service. Early retirement benefits are available for employees with 20 years of continuous employment as of January 1, 2006 who have not attained age 65.

The employees covered by the Plan at December 31, 2022, are:

Inactive employees or beneficiaries currently receiving benefits	108
Inactive employees entitled to but not yet receiving benefits	3
Active employees	15
	126

Contributions

The Pension Fund Committee has the authority to establish and amend the contribution requirements of the IPTC and active employees only through negotiation or arbitration. As of January 2006, all vested active union employees who remained in the Plan contributed 4.5% of the total compensation received by such employee and IPTC contributed 3.5% of their pay, as documented in the arbitration award in effect through and until June 30, 2018, which automatically continued in effect until June 30, 2020. Effective July 1, 2020, a new arbitration award came into effect through December 31, 2022. All vested active union employees who remained in the Plan and IPTC are now required to contribute 4.5% of their pay as well as IPTC making an additional $225,000 contribution to the Plan annually on July 1 until 2022. Employer contributions for 2022 were $397,631.

Net Pension Liability

IPTC's net pension liability was measured as of December 31, 2022, for the year ended December 31, 2022, and the total pension liability used to calculate the net pension liability was determined by actuarial valuation as of December 31, 2022.

For the total pension liability at December 31, 2022, actuarial valuations were determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.40%
Salary increases	None
Ad hoc cost of living adjustments	None
Investment rate of return	5.5%, net of pension plan investment expense, including inflation
Retirement age	65 years

Mortality rates were based on the Pri-2012 Blue Collar Mortality for Employees, Healthy Annuitants, Surviving Spouses and Disabled Annuitants with generational projection per Scale MP-2021.

The actuarial assumptions used in the December 31, 2022 valuations were not based on the results of an actuarial experience study.

The building-block method which best-estimates ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. The long-term expected rate of return on pension plan investments was based primarily on historical returns on plan assets, adjusted for changes in target portfolio allocations and recent changes in long-term interest rates based on publicly available information. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic equity	60%	5.57%
Non-US equity	10%	7.44%
Fixed income	10%	2.24%
Cash	20%	0.64%
Total	100%	

Discount Rate

The discount rate used to measure the total pension liability was 5.50%, for the year ended December 31, 2022. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that IPTC contributions will be made at contractually determined contribution rates. The Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return applied to benefit payments.

Changes in the total pension liability, plan fiduciary net position and the net pension liability (asset) for 2022 are:

	Increase (Decrease)		
	Total Pension Liability (a)	**Plan Fiduciary Net Position (b)**	**Net Pension Liability (Asset) (a) - (b)**
Balances at January 1, 2022	$ 9,306,621	$ 10,415,310	$ (1,108,689)
Changes for the year			
Interest	486,271	-	486,271
Effect of economic/demographic gains (losses)	(323,663)	-	(323,663)
Benefit payments, including refunds of employee contributions	(943,276)	(943,276)	-
Contributions - employer	-	397,631	(397,631)
Contributions - employee	-	46,919	(46,919)
Net investment income	-	(826,520)	826,520
Administrative expense	-	(34,151)	34,151
Net changes	(780,668)	(1,359,397)	578,729
Balances at December 31, 2022	$ 8,525,953	$ 9,055,913	$ (529,960)

The net pension asset of IPTC has been calculated using a discount rate of 5.50% at December 31, 2022. The following presents the net pension liability (asset) using a discount rate of 1% higher and 1% lower than the current rate.

	1% Decrease (4.50%)	Current Discount Rate (5.50%)	1% Increase (6.50%)
IPTC's net pension liability (asset)	$ 67,191	$ (529,960)	$ (1,057,579)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position, or fair value of Plan assets, at December 31, 2022 is as follows:

Cash and cash equivalents	$	1,754,778
Receivable investment income		10,614
Fixed income investments		943,692
Domestic equities		6,346,829
	$	9,055,913

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the year ended December 31, 2022, IPTC recognized a contra pension expense of $(1,108,689). At December 31, 2022, IPTC reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	$ 179,051	$ -
	$ 179,051	$ -

Amounts reported as deferred outflows of resources and deferred inflows of resources at December 31, 2022, related to pensions will be recognized in pension expense (reduction in pension expense) as follows:

Year Ending December 31:		Amount
2023	$	(386,131)
2024		(23,870)
2025		312,057
2026		276,995
	$	179,051

Payable to the Pension Plan

At December 31, 2022, IPTC had $225,000 accrued for contributions owed to the pension plan required for the year.

Note 9: Other Postemployment Benefit Plan

Plan Description and Benefits Provided

IPTC maintains and provides postemployment medical and life insurance benefits (OPEB) to retirees, through a single-employer defined-benefit plan, which IPTC administers. Retirees under the 1997 program and their spouses under the age of 65 not covered by Medicare are eligible under the provisions to continue these benefits but must pay 20% of the medical premium. COBRA eligible, or employees who are not receiving pay from IPTC must submit the employee's portion, or the COBRA premiums, to Human Resources no later than the first day of the month the premium is due to retain insurance coverage. IPTC will pay $75 per month towards the COBRA continuation or conversion of group health insurance retained by any employee who retires early or is on disability with IPTC pension. If, after the 18th month of continuation group coverage, the retiree is still under the age of 65, IPTC reimburses the retiree up to a maximum of $225 on a quarterly basis towards the cost of the premiums. Certain retirees also qualify for a life insurance policy with benefits of $4.07 per month on $1,000 of coverage if they retire on or after the age of 55 with at least 15 years of service. This plan does not issue a stand-alone financial report and no assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75.

The employees covered by the benefit terms at the measurement date of December 31, 2022 are:

Inactive employees or beneficiaries currently receiving benefit payments	57
Active employees	16
	73

Total OPEB Liability

The IPTC's total OPEB liability of $562,016 was measured as of December 31, 2022 for the year ended December 31, 2022, and was determined by an actuarial valuation as of that date. The total OPEB liability in the December 31, 2022 actuarial valuation was determined using the following actuarial assumptions:

Inflation	2.40%
Discount rate	3.72%
Salary increases	N/A
Employee turnover/withdrawal	Crocker-Sarason T-4 Table

Retirement rates are shown below:

Age	Rates
55	2.5%
56-59	1.0%
60	5.0%
61	1.0%
62	30.0%
63	10.0%
64	20.0%
65+	100.0%

The discount rate was based on the Bond Buyer General Obligation 20 – Bond Municipal Index.

Mortality rates were based on the Pri-2012 Blue Collar mortality rates for employees, retirees, contingent survivors, with generational improvement using Scale MP-2021.

Changes in the Total OPEB Liability

Changes in the total OPEB liability are:

Balance, beginning of year	$ 1,013,121
Changes for the year:	
Service cost	1,113
Interest	20,360
Effect of plan changes	(304,575)
Effect of economic/demographic losses	(39,106)
Effect of assumption changes or inputs	(76,922)
Benefit payments	(51,975)
Net change	(451,105)
Balance, end of year	$ 562,016

Changes of assumptions and other inputs reflect a change in the discount rate from 2.06% at December 31, 2021 to 3.72% at December 31, 2022. In addition, the life insurance benefit of $4.07 per month of $1,000 of coverage was eliminated.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate and Health Care Cost Trend Rates

The total OPEB liability of the IPTC has been calculated using a discount rate of 3.72%. The following presents the total OPEB liability using a discount rate 1% higher and 1% lower than the current discount rate.

	1% Decrease (2.72%)	Current Discount Rate (3.72%)	1% Increase (4.72)
IPTC's Total OPEB liability	$ 606,218	$ 562,016	$ 523,337

Health Care Cost Trend Rates, the rates of change in per capita health claims over time as a result of factors such as medical inflation, utilization of healthcare services, plan design and technological developments, are not applicable due to the nature of the plan benefits.

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2022, IPTC recognized an OPEB contra expense (reduction) of $(399,130). At December 31, 2022, IPTC did not have any reported deferred outflows of resources or deferred inflows of resources related to OPEB because the closed period equal to the average of the expected remaining service lives of all employees that are provided with OPEB through the OPEB plan (active employees and inactive employees) determined as of the beginning of the measurement period was less than one year for the applicable OPEB items.

Note 10: Disclosures About Fair Value of Assets and Liabilities

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value measurements must maximize the use of observable inputs and minimize the use of unobservable inputs. There is a hierarchy of three levels of inputs that may be used to measure fair value:

Level 1 Quoted prices in active markets for identical assets or liabilities

Level 2 Observable inputs other than Level 1 prices, such as quoted prices for similar assets or liabilities; quoted prices in markets that are not active; or other inputs that are observable or can be corroborated by observable market data for substantially the full term of the assets or liabilities

Level 3 Unobservable inputs supported by little or no market activity and are significant to the fair value of the assets or liabilities

Recurring Measurements

The following table presents the fair value measurements of assets and liabilities recognized in the accompanying statements of net position measured at fair value on a recurring basis and the level within the fair value hierarchy in which the fair value measurements fall at December 31, 2022:

		Fair Value Measurement Using			
Type	Fair Value	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)	Investments Measured at NAV (A)
Money market mutual funds	$ 23,038,411	$ -	$ -	$ -	$ 23,038,411
Treasury bills	81,174,819	81,174,819	-	-	-
Government-backed mortgage notes	10,198,941	10,198,941	-	-	-

(A) Certain investments that are measured at fair value using the net asset value per share (or its equivalent) practical expedient have not been classified in the fair value hierarchy. The fair value amounts included above are intended to permit reconciliation of the fair value hierarchy to the amounts presented in the statement of financial position.

Following is a description of the valuation methodologies and inputs used for assets measured at fair value on a recurring basis and recognized in the accompanying statements of net position, as well as the general classification of such assets pursuant to the valuation hierarchy. There have been no significant changes in the valuation techniques during the year ended December 31, 2022.

Investments

Where quoted market prices are available in an active market, securities are classified within Level 1 of the valuation hierarchy. If quoted market prices are not available, then fair values are estimated by using quoted prices of securities with similar characteristics or independent asset pricing services and pricing models, the inputs of which are market-based or independently sourced market parameters, including, but not limited to, yield curves, interest rates, volatilities, prepayments, defaults, cumulative loss projections and cash flows. Such securities are classified in Level 2 of the valuation hierarchy and valued using a matrix pricing model. In certain cases where Level 1 or Level 2 inputs are not available, securities are classified within Level 3 of the hierarchy.

Investments at NAV

Money market mutual funds invest in short-term debt securities and seeks to provide greater returns than cash deposits. There are no unfunded commitments or restrictions on redemptions.

Note 11: Commitments and Contingencies

Litigation

In the normal course of business, IPTC is, from time to time, subject to allegations that may or do result in litigation. Some of these allegations are in areas not covered by IPTC’s self-insurance program or by commercial insurance. IPTC evaluates such allegations by conducting investigations to determine the validity of each potential claim. Based upon the advice of legal counsel, management records an estimate of the amount of ultimate expected loss, if any, for each. Events could occur that would cause the estimate of ultimate loss to differ materially in the near term.

Commitments

Through December 31, 2022, the IPTC Board of Directors awarded a number of contracts related to the Marion County Transit Plan – Purple and Blue Line BRT projects. The total remaining contract activity for the Design, Engineering and Construction Management services for both projects was approximately $35.6 million as of December 31, 2022.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Indianapolis Public Transportation Corporation

A Component Unit of the Consolidated City of Indianapolis-Marion County

Schedule of Required Supplementary Information

Schedule of Changes in Net Pension Liability (Asset) and Related Ratios

	2022	2021	2020	2019	2018	2017	2016	2015
Total Pension Liability								
Interest on total pension liability	$ 486,271	$ 521,548	$ 547,802	$ 548,001	$ 575,531	$ 605,983	$ 602,323	$ 623,493
Service cost	-	-	-	-	21,125	-	-	-
Effect of plan changes	-	-	-	897,915	1,567,592	-	-	-
Effect of economic/demographic gains (losses)	(323,663)	(222,256)	162,516	(60,360)	(183,410)	(85,848)	(499,484)	(268,255)
Effect of assumptions, changes or inputs	-	31,942	(61,764)	204,880	705,896	(81,629)	(8,303)	333,067
Benefit payments, including refunds of employee contributions	(943,276)	(1,001,200)	(1,283,153)	(2,005,124)	(972,804)	(884,818)	(999,235)	(964,637)
Net change in total pension liability	(780,668)	(669,966)	(634,599)	(414,688)	1,713,930	(446,312)	(904,699)	(276,332)
Total pension liability - beginning	9,306,621	9,976,587	10,611,186	11,025,874	9,311,944	9,758,256	10,662,955	10,939,287
Total pension liability - ending (a)	8,525,953	9,306,621	9,976,587	10,611,186	11,025,874	9,311,944	9,758,256	10,662,955
Plan Fiduciary Net Position								
Contributions - employer	397,631	186,757	334,591	60,835	61,809	124,276	159,746	164,076
Contributions - employee	46,919	54,644	68,851	78,220	79,473	88,269	88,923	96,872
Net investment income (loss)	(826,520)	397,917	2,266,123	2,339,208	(362,116)	1,214,040	823,838	(44,197)
Benefit payments, including refunds of employee contributions	(943,276)	(1,001,200)	(1,283,153)	(2,005,124)	(972,804)	(884,818)	(999,235)	(964,637)
Administrative expense	(34,151)	(38,863)	(51,604)	(62,722)	(53,589)	(37,156)	(29,504)	(21,917)
Net change in plan fiduciary net position	(1,359,397)	(400,745)	1,334,808	410,417	(1,247,227)	504,611	43,768	(769,803)
Plan fiduciary net position - beginning	10,415,310	10,816,055	9,481,247	9,070,830	10,318,057	9,813,446	9,769,678	10,539,481
Plan fiduciary net position - ending (b)	9,055,913	10,415,310	10,816,055	9,481,247	9,070,830	10,318,057	9,813,446	9,769,678
IPTC's Net Pension Liability (Asset) - Ending (a) - (b)	$ (529,960)	$ (1,108,689)	$ (839,468)	$ 1,129,939	$ 1,955,044	$ (1,006,113)	$ (55,190)	$ 893,277
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	106.22%	111.91%	108.41%	89.35%	82.27%	110.80%	100.57%	91.62%
Covered Payroll	$ 1,038,786	$ 1,084,499	$ 1,656,561	$ 1,870,497	$ 1,936,383	$ 2,069,769	$ 2,106,365	$ 1,994,058
IPTC's Net Pension Liability (Asset) as a Percentage of Covered Payroll	-51.02%	-102.23%	-50.68%	60.41%	100.96%	-48.61%	-2.62%	44.80%

Notes to Schedule:

Required supplementary information is not available for the preceding two years. IPTC is presenting information for those years for which information is available until a full ten years of information is available.

Benefit changes: No significant changes.

Changes of assumptions: Administrative expenses decreased to $35,000 for 2022 from $40,800 in 2021.

Indianapolis Public Transportation Corporation

A Component Unit of Consolidated City of Indianapolis-Marion County

Schedule of Required Supplementary Information

Schedule of IPTC Pension Contributions

	2022	2021	2020	2019	2018	2017	2016	2015
Contractually required contribution	$ 397,631	$ 411,757	$ 334,591	$ 60,835	$ 61,809	$ 124,276	$ 159,746	$ 164,076
Contributions in relation to the contractually required contribution	(397,631)	(186,757)	(334,591)	(60,835)	(61,809)	(124,276)	(159,746)	(164,076)
Annual contribution deficiency (excess)	$ -	$ 225,000	$ -	$ -	$ -	$ -	$ -	$ -
IPTC's contributions as a percentage of contractually required contribution for pension	100%	220%	100%	100%	100%	100%	100%	100%
IPTC's covered payroll	$ 1,038,786	$ 1,084,499	$ 1,656,561	$ 1,870,497	$ 1,936,383	$ 2,069,769	$2,106,365	$1,994,058
Contributions as a percentage of covered payroll	38.3%	17.2%	20.2%	3.3%	3.2%	6.0%	7.6%	8.2%

Notes to Schedule:

Required supplementary information is not available for the preceding two years. IPTC is presenting information for those years for which information is available until a full ten years of information is available.

Valuation date: December 31, 2022

Methods and assumptions used to determine contribution rates:

Actuarial cost method: Entry age normal

Amortization method: Level dollar

Remaining amortization period: N/A

Asset valuation method: Zero years smoothing period with no corridor

Inflation: 2.40%

Salary increases: Not applicable

Investment rate of return: 5.5%

Retirement age: 65

Mortality: Pri-2012 Blue Collar Mortality for Employees, Healthy Annuitants, Surviving Spouses, and Disabled Annuitants with generational projection per Scale MP-2021

Contributions: Based on the 2020 Arbitration Agreement, IPTC is required to contribute 4.5% of union employees pay as well as making an additional $225,000 contribution to the Plan annually on July 1 until 2022 (2022 contribution accrued at December 31, 2022).

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis-Marion County
Schedule of Required Supplementary Information
Schedule of Changes in IPTC's Total OPEB Liability and Related Ratios

	2022	2021	2020	2019	2018
Total OPEB Liability					
Service cost	$ 1,113	$ 1,507	$ 1,152	$ 680	$ 1,238
Interest	20,360	22,236	29,783	40,567	38,970
Effect of plan changes	(304,575)	-	-	-	-
Effect of economic/demographic losses	(39,106)	(34,879)	(49,988)	(28,867)	(59,107)
Effect of assumption changes or inputs	(76,922)	8,917	44,129	148,699	(59,000)
Benefit payments	(51,975)	(63,675)	(63,300)	(64,579)	(65,362)
Net Change in Total OPEB Liability	(451,105)	(65,894)	(38,224)	96,500	(143,261)
Total OPEB Liability - Beginning	1,013,121	1,079,015	1,117,239	1,020,739	1,164,000
Total OPEB Liability - Ending	$ 562,016	$ 1,013,121	$ 1,079,015	$ 1,117,239	$ 1,020,739
IPTC's Covered-Employee Payroll	$ 1,079,518	$ 1,084,499	$ 1,528,354	$ 1,729,827	$ 1,738,898
Total OPEB Liability as a Percentage of Covered-Employee Payroll	52.1%	93.4%	70.6%	64.6%	58.7%

Notes to Schedule:

Required supplementary information is not available for the preceding five years. IPTC is presenting information for those years for which information is available until a full ten years of information is available.

Benefit changes: The Life Insurance benefit of $4.07 per month per $1,000 of coverage was eliminated.

Changes of assumptions: Discount rate changed from 2.06% at December 31, 2021 to 3.72% at December 31, 2022.

Trust: No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75.


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Statistical Section (Unaudited)

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Statistical Section (Unaudited)
Table of Contents

The statistical section of this report presents detailed information in order to understand what the information in the financial statements, note disclosures and required supplementary information says about the government's overall financial health.

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table I

Net Position by Component - Accrual Basis of Accounting

Last Ten Years

(amounts in thousands)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Net investment in capital assets	$ 36,110	$ 42,647	$ 80,425	$ 98,024	$ 109,604	$ 124,210	$ 186,723	$ 210,496	$ 211,816	$ 233,046
Restricted	16,092	17,760	14,655	9,530	7,589	20,187	32,765	27,643	42,051	44,516
Unrestricted	13,578	12,961	15,456	14,152	8,460	31,613	19,650	62,165	99,851	177,061
Total IPTC activities net position	$ 65,780	$ 73,368	$ 110,536	$ 121,706	$ 125,653	$ 176,010	$ 239,138	$ 300,304	$ 353,718 #	$ 454,623

Note: 2018 and forward reflects the impact of adoption of GASB Statement No. 75. 2015 and forward reflects the impact of adoption of GASB Statement No. 68.

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table II

Operating Expenses by Type

Last Ten Years

Calendar Year	Transportation	Maintenance of Equipment, Including Fuel	Administrative and General	Claims and Insurance	Subtotal Expenses Before Depreciation	Depreciation	Total Operating Expenses
2013	$ 29,733,176	$ 17,098,609	$ 10,208,449	$ 1,334,836	$ 58,375,070	$ 7,293,959	$ 65,669,029
2014	32,424,781	18,932,576	10,311,180	1,566,982	63,235,519	7,883,516	71,119,035
2015	29,787,891	16,952,267	9,833,426	1,322,196	57,895,780	7,750,331	65,646,111
2016	35,205,033	16,837,683	11,842,475	1,547,474	65,432,665	9,105,197	74,537,862
2017	38,377,545	16,708,390	12,123,381	2,288,866	69,498,182	10,303,582	79,801,764
2018	45,696,369	21,471,248	17,453,459	1,754,005	86,375,081	12,052,443	98,427,524
2019	51,432,242	25,183,296	17,489,243	2,837,323	96,942,104	12,569,083	109,511,187
2020	57,591,629	26,177,451	16,926,259	2,778,359	103,473,698	20,440,255	123,913,953
2021	55,973,418	24,807,965	18,253,830	2,873,527	101,908,740	19,698,349	121,607,089
2022	56,832,734	25,624,705	21,194,820	5,113,163	108,765,422	18,529,873	127,295,295

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table III

Changes in Net Position

Last Ten Years

Calendar Year	Operating Revenue	Operating Expense	Operating Loss	Nonoperating Revenue	Income (Loss) Before Capital Contributions	Capital Contributions	Change in Net Position
2013	$ 11,738,207	$ 65,669,029	$ (53,930,822)	$ 54,831,342	$ 900,520	$ 2,836,387	$ 3,736,907
2014	12,136,882	71,119,035	(58,982,153)	54,548,834	(4,433,319)	12,021,795	7,588,476
2015	11,724,021	65,646,111	(53,922,090)	58,447,464	4,525,374	33,040,761	37,566,135
2016	11,105,202	74,537,862	(63,432,660)	64,881,873	1,449,213	9,721,628	11,170,841
2017	10,628,556	79,801,764	(69,173,208)	63,216,860	(5,956,348)	9,903,586	3,947,238
2018	10,923,994	98,427,524	(87,503,530)	108,098,321	20,594,791	31,355,362	51,950,153
2019	9,880,452	109,511,187	(99,630,735)	120,133,891	20,503,156	42,625,457	63,128,613
2020	6,557,590	123,913,953	(117,356,363)	164,684,745	47,328,382	13,837,538	61,165,920
2021	5,902,425	121,607,089	(115,704,664)	152,531,781	36,827,117	16,586,694	53,413,811
2022	6,726,254	127,295,295	(120,569,041)	181,035,445	60,466,404	40,438,673	100,905,077

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table IV

Operating Revenues by Source

Last Ten Years

Calendar Year	Passenger Fares	Advertising	Total
2013	$ 11,354,576	$ 383,631	$ 11,738,207
2014	11,617,150	519,732	12,136,882
2015	11,232,694	491,327	11,724,021
2016	10,387,232	717,970	11,105,202
2017	9,990,230	638,326	10,628,556
2018	10,287,454	636,540	10,923,994
2019	9,224,816	655,636	9,880,452
2020	5,991,647	565,943	6,557,590
2021	5,190,832	711,593	5,902,425
2022	5,667,742	1,058,512	6,726,254

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table V

Nonoperating Revenues and Expenses

Last Ten Years

Calendar Year		Property and Income Tax	Municipalities	FTA Operating Assistance	Other, net	Total Nonoperating Revenue and Expenses
2013		$ 33,105,656	$ 10,842,244	$ 11,017,598	$ (134,156)	$ 54,831,342
2014		31,729,423	10,877,058	11,855,317	87,036	54,548,834
2015		34,110,139	10,996,469	13,265,041	75,815	58,447,464
2016		39,000,284	11,021,036	11,792,142	3,068,411	64,881,873
2017		39,254,016	11,002,081	13,331,008	(370,245)	63,216,860
2018	(1)	91,732,257	11,386,129	5,243,143	(263,208)	108,098,321
2019		97,092,434	11,251,928	12,755,339	(965,810)	120,133,891
2020	(2)	101,476,572	11,372,796	52,862,338	(1,026,961)	164,684,745
2021		110,896,076	9,900,559	32,702,575	(967,429)	152,531,781
2022		109,256,902	11,505,032	58,333,155	1,940,356	181,035,445

(1) Effective 2018, IPTC began receiving additional local income tax for public transportation via ordinance.
(2) Effective 2020, IPTC began receiving additional CARES Act funding from the Federal Transit Administration

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table VI

Assessed Value and Estimated Actual Value of Taxable Property (1)

Last Ten Years

Calendar Year	Real Property Assessed Value	Personal Property Assessed Value	Total Taxable Assessed Value	Total Direct Tax Rate	Taxable Assessed Value as a % of Actual Taxable Value
2013	$ 28,895,562,176	$ 5,076,078,757	$ 33,971,640,933	0.1031 %	100 %
2014	29,672,648,271	5,152,942,345	34,825,590,616	0.0938	100
2015	29,582,373,258	5,148,642,743	34,731,016,001	0.0983	100
2016	30,090,249,074	5,471,602,908	35,561,851,982	0.1120	100
2017	31,662,059,780	5,816,440,516	37,478,500,296	0.1074	100
2018	33,189,915,211	5,641,338,056	38,831,253,267	0.1044	100
2019	34,318,475,936	5,824,733,758	40,143,209,694	0.1029	100
2020	36,230,086,348	5,800,307,300	42,030,393,648	0.1000	100
2021	38,382,415,527	6,058,477,663	44,440,893,190	0.0976	100
2022	40,554,084,965	5,928,140,379	46,482,225,344	0.0957	100

(1) Source: Indiana Department of Local Government Finance.

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table VII

Property Tax Levies and Collections (1, 2 & 3)

Last Ten Years

Year Ended December 31	Taxes Levied for the Year	Collected Within the Fiscal Year of the Levy: Amount	Collected Within the Fiscal Year of the Levy: Percentage of Levy	Collections of Taxes Levied in Prior Years	Total Collections to Date: Amount	Total Collections to Date: Percentage of Levy
2013	$ 28,011,096	$ 26,490,971	94.57%	$ 1,130,438	$ 27,621,409	98.61%
2014 (4) (5)	25,292,892	26,426,781	104.48%	1,042,870	27,469,651	108.61%
2015	29,823,911	28,690,763	96.20%	921,248	29,612,011	99.29%
2016	33,521,071	33,164,540	98.94%	1,128,403	34,292,943	102.30%
2017	33,174,179	32,980,034	99.41%	942,973	33,923,007	102.26%
2018	33,975,127	33,582,649	98.84%	955,348	34,537,997	101.66%
2019	34,404,784	34,991,721	101.71%	1,174,759	36,166,480	105.12%
2020	35,160,685	34,807,403	99.00%	1,133,687	35,941,090	102.22%
2021	36,063,977	35,874,849	99.48%	998,188	36,873,037	102.24%
2022	42,907,540	42,727,163	99.58%	-	42,727,163	99.58%

(1) Includes operating, cumulative capital and debt service funds.

(2) Data presented on the cash basis of accounting.

(3) Source of information is Indiana Department of Local Government Finance.

(4) Beginning in 2008, the effect of property tax caps has impacted the value of taxes levied.

(5) The Tax Levy for 2014 was cut $3.9 million.

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table VIII

Ratio of General Bonded Debt Outstanding

Last Ten Years

Calendar Year	Total General Bonded Debt Outstanding	Total Notes Payable Outstanding	Less: Amounts Available in Debt Service Fund	Total	Per Capita Debt (1)	Per Capita Personal Income (3)	Total Debt as a Percentage of Per Personal Income	Actual Taxable Value of Property (2)	Percentage of Actual Taxable Value of Property
2013	$ 4,675,000	$ 1,549,420	$ -	$ 6,224,420	$ 6.69	$ 45,197	0.00726	$ 33,971,640,933	0.018%
2014	2,925,000	1,336,688	-	4,261,688	4.55	46,290	0.01086	34,825,590,616	0.012%
2015	1,680,000	967,155	-	2,647,155	2.82	48,238	0.01822	34,731,016,001	0.008%
2016	1,680,000	719,124	-	2,399,124	2.54	49,357	0.02057	35,561,851,982	0.007%
2017	-	621,977	-	621,977	0.65	50,211	0.08073	37,478,500,296	0.002%
2018	28,559,064	284,265	3,859,052	24,984,277	30.21	52,815	0.00183	38,831,253,267	0.064%
2019	26,280,947	-	3,942,811	22,338,136	27.25	54,405	0.00207	40,143,209,694	0.056%
2020	22,471,029	-	3,483,036	18,987,993	23.00	59,264	0.00264	42,030,393,648	0.045%
2021	43,158,833	-	5,927,795	37,231,038	44.44	65,625	0.00152	44,440,893,190	0.084%
2022	111,978,824	-	11,991,469	99,987,355	115.51	65,625	0.00059	46,482,225,344	0.215%

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

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

Indianapolis Public Transportation Corporation

(A Component Unit of the Consolidated City of Indianapolis - Marion County)

Table IX

Direct and Overlapping Property Tax Rates (1, 3, & 4)

Last Ten Years

	Direct Rates (2)				Overlapping Rates					Total (2)
Year	Basic Rate	Debt Service	Cumulative Capital	Total Direct Rate	City	County	Other Muni Corp	School	Other	Total
2013	0.0870	0.0061	0.0100	0.1031	0.9802	0.3932	0.3283	1.4829	0.0607	3.3484
2014	0.0781	0.0057	0.0100	0.0938	0.7667	0.4034	0.3402	1.2889	0.0620	2.9550
2015	0.0847	0.0044	0.0092	0.0983	0.7069	0.3825	0.3222	1.3504	0.0607	2.9210
2016	0.0983	0.0044	0.0093	0.1120	0.7136	0.3883	0.3334	1.4170	0.0630	3.0273
2017	0.0981	0.0000	0.0093	0.1074	0.7316	0.3940	0.3443	0.9735	0.0619	2.6127
2018	0.0951	0.0000	0.0093	0.1044	1.0279	0.3893	0.3444	0.8300	0.0587	2.7547
2019	0.0936	0.0000	0.0093	0.1029	0.7092	0.3906	0.3467	1.5032	0.0563	3.1089
2020	0.0907	0.0000	0.0093	0.1000	0.7040	0.3869	0.3383	1.4284	0.0568	3.0144
2021	0.0883	0.0000	0.0093	0.0976	0.6973	0.3931	0.3392	1.3785	0.0559	2.9616
2022	0.0864	0.0000	0.0093	0.0957	0.6796	0.4063	0.3414	1.3884	0.0551	2.9665

(1) Rate is per $100 of assessed valuation.

(2) Rate of District 101 (Indpls-Center Township), which rate includes all major service.

(3) Taxable property was assessed at thirty-three and one-third of this assessed value as per the Marion County Auditor’s abstract. In 2002, a change in State law modified the use of free market value as taxable assessed value. The effect of this change reduced the effective tax rate by two-thirds.

(4) Sources: Marion County Treasurer’s Office “Notice to the Taxpayers of Marion County of Tax Rates Charged”

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table X
Direct and Overlapping Bonded Debt and Bonding Limit
December 31, 2022
(amounts in thousands)

	Bonded Debt Limit (1)	Bonds Outstanding (2)
Overlapping Debt		
City of Indianapolis	$ 2,870,399	$ 349,908
Marion County	329,232	-
Other Municipal Corporations	1,312,291	221,190
Public Schools	330,792	228,803
Other Cities and Towns	21,139	5,846
Other Misc City and Town Township	332,018	2,768
Total Overlapping Debt	5,195,871	808,515
Direct Debt		
Indianapolis Public Transportation Corporation	311,794	111,979
Total Direct and Overlapping Debt	$ 5,507,665	$ 920,494
IPTC's Percentage of Total Direct and Overlapping Debt	5.66%	12.17%

(1) Source: Marion County Auditor's Abstract.
(2) Source: Indianapolis City Controller's Office.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XI
Demographic and Economic Statistics
Last Ten Years

Calendar Year	Population (1)	Per Capita Personal Income (2)	Median Age (3)	Student Enrollment (4)	Unemployment Rate (5)
2013	929,722	$ 45,197	33.9	149,697	7.0 %
2014	935,745	46,290	34.1	130,007	5.8
2015	940,235	48,238	34.3	130,371	4.6
2016	944,034	49,357	34.4	131,754	3.9
2017	950,082	50,211	34.5	132,596	3.1
2018	954,670	52,815	34.5	132,838	3.4
2019	964,582	54,405	34.2	131,292	2.9
2020	977,203	59,264	34.4	131,830	5.7
2021	971,102	65,625	34.4	127,552	1.9
2022	969,466	65,625 (6)	34.4 (7)	127,458	2.5

(1) Source: U.S. Census Bureau
(2) Data presented are per the U.S. Department of Commerce, Bureau of Economic Analysis.
(3) Data presented by Stats Indiana.
(4) Data presented is for all Marion County Public Schools. Source: Indiana Department of Education.
(5) Data presented is for Unemployment rate, nonseasonally adjusted, annual average, Marion County, IN. Source: Bureau of Labor Statistic as of December.
(6) This information will be released by the Bureau of Economic Analysis at a future date; therefore, prior year numbers were utilized.
(7) This information will be released by the U.S. Census Bureau at a future date; therefore, prior year numbers were utilized.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XII
Principal Employers
Current Year and Nine Years Ago

2022				2013			
Employer (2)	Employees	Rank	Percentage of Total City Employment (1)	Employer (3)	Total Employees	Rank	Percentage of Total City Employment (1)
Indiana University Health	23,187	1	4.72%	Indiana University Health	20,292	1	4.69%
Ascension St. Vincent	17,398	2	3.55%	St. Vincent Hospitals & Health Services	11,075	2	2.56%
Community Health Network	15,000	3	3.06%	Eli Lilly and Company	10,500	3	2.42%
IUPUI	14,000	4	2.85%	Wal-Mart	9,000	4	2.08%
Eli Lilly and Company	11,279	5	2.30%	Marsh Supermarkets	8,890	5	2.05%
Wal-Mart	9,582	6	1.95%	Community Health Network	8,100	6	1.87%
Kroger	7,520	7	1.53%	Indianapolis Public Schools	6,123	7	1.41%
Federal Express Corporation	5,800	8	1.18%	Fedex	6,000	8	1.39%
Anthem	4,870	9	0.99%	St. Francis Hospital & Health Centers	5,576	9	1.29%
Meijer	4,707	10	0.96%	IUPUI	5,100	10	1.18%
		Total	23.09%			Total	20.94%

(1) Percentage of total City employment is calculated using total Employment Labor Force, which can be found at www.stats.indiana.edu.
(2) Largest employers can be found at www.indypartnership.com (Indy Partnership).
(3) 2013 largest employers data can be found in IPTC 2013 Annual Report.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XIII
Principal Property Tax Payers (3)
Current Year and Nine Years Ago
(amounts in thousands)

	2022				2013			
	Taxpayer	Taxable Assessed Value (1)	Rank	Percentage of Total City Taxable Assessed Value	Taxpayer	Taxable Assessed Value (2) (4)	Rank	Percentage of Total City Taxable Assessed Value
1	Eli Lilly and Company	$ 1,439,069	1	2.619%	Eli Lilly and Company	$ 1,130,547	1	2.882%
2	Citizens Energy Group	528,378	2	0.961%	Citizens Energy Group	440,801	2	1.124%
3	Federal Express Corporation	278,081	3	0.506%	Indianapolis Power & Light Co.	408,967	3	1.043%
4	White Legacy Properties, LLC	210,020	4	0.382%	Convention Headquarters Hotels, LLC	174,342	4	0.445%
5	Allison Transmission Inc.	191,793	5	0.349%	Federal Express Corporation	165,049	5	0.421%
6	Hertz Indianapolis 111 Monument, LLC	156,989	6	0.286%	Cw Monument Circle Inc.	142,726	6	0.364%
7	Rolls-Royce Corporation	135,207	7	0.246%	Indiana Bell Telephone Compnay, Inc.	135,904	7	0.347%
8	American United Life Insurance Company	106,676	8	0.194%	Allison Transmission Inc.	120,901	8	0.308%
9	Indianapolis Power and Light Company	101,255	9	0.184%	American United Life Insurance Company	97,784	9	0.249%
10	G&I IX MJW Keystone Crossing, LLC	101,086	10	0.184%	Castleton Square, LLC	90,661	10	0.231%
		$ 3,248,554		5.911%		$ 2,907,682		7.414%

(1) Represents the January 1, 2021 valuations for taxes due and payable in 2021 as represented by the taxpayer.

(2) Represents the March 1, 2012 valuations for taxes due and payable in 2013 as represented by the taxpayer.

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

(4) Data presented as originally published in the IPTC 2013 annual report.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XIV
Operating Information
Last Ten Years

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
EMPLOYEE DATA										
Number of Employees (1)										
Full Time										
Operators	382	411	477	525	408	379	327	332	341	380
Other Transportation	65	100	69	62	87	68	59	47	35	7
Maintenance	122	117	121	131	100	101	96	88	85	69
Administrative & Other	138	134	158	152	83	71	52	43	43	41
Total full-time employees	707	762	825	870	678	619	534	510	504	497
Part Time										
Operators	3	3	2	2	2	2	2	2	4	5
Other	1	1	2	2	4	4	5	6	5	4
Total part-time employees	4	4	4	4	6	6	7	8	9	9
Total Employees	711	766	829	874	684	625	541	518	513	506
PASSENGER DATA										
Passengers (2)	5,587,727	5,203,919	5,841,803	9,556,169	9,115,875	9,064,093	9,494,784	9,951,627	10,574,895	10,526,681
Number of Fixed Routes (3)	32	32	32	30	31	31	31	31	31	31
Annual Vehicle Miles (2)	10,297,457	11,077,544	12,244,966	12,638,190	12,738,058	11,719,245	11,510,632	11,359,866	11,535,338	11,062,831
Annual Vehicle Hours (2)	657,719	788,446	764,466	789,200	758,689	562,192	764,275	739,029	635,693	710,253
Number of Coaches (4)	286	283	296	280	262	257	268	243	220	233
Number of ADA Accessible vehicles (4)	286	283	296	280	262	257	268	243	220	233
Fare (Single Ride) (3)	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ 1.75

(1) Source: National Transportation Database (NTD) Form R-10. Includes both motor bus and demand response modes.

(2) Source: NTD Form S-10. Includes both motor bus and demand response modes.

(3) Source: IPTC Transportation Department.

(4) Source: NTD Form A-30. Includes both motor bus and demand response modes.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XV
Schedule of Insurance in Force
December 31, 2022

Type of Coverage	Company	Term	Expiration Date	Limit	Deductible
GL, AL, Public Officials:	The Princeton Excess and Surplus Lines Insurance Company	1 year	January 1		
General Liability				$ 5,000,000	$ 1,000,000
Wrongful Acts				$ 5,000,000	$ 1,000,000
Auto Liability				$ 5,000,000	$ 1,000,000
Employee Benefits Liability				$ 5,000,000	$ 1,000,000
Sexual Abuse				$ 5,000,000	$ 1,000,000
Public Official	RSUI Indemnity Company	1 year	January 1	$ 2,000,000	$25,000 - $75,000
Fiduciary Liability	Travelers	1 year	January 1	$ 2,000,000	$ -
Property:					
Building & Contents				$ 264,396,228	
Prime	Great American	1 year	January 1	$ 100,000,000	$ 50,000
Property Tower	Mitsui Sumitomo Insurance Co of America	1 year	January 1	$ 50,227,896	
Property Tower	Homeland Insurance Company of NY	1 year	January 1	$ 50,000,000	
Property Tower	RSUI Indemnity Company	1 year	January 1	$ 50,000,000	
Property Tower	Scottsdale Ins Company	1 year	January 1	$ 50,000,000	
	Evanston Insurance Company	1 year	January 1	$ 25,911,581	
	Hallmark Specialty Ins Co	1 year	January 1	$ 25,000,000	
Building & Business Personal Property Damage - Per Occurrence					$ 50,000
Property in Transit					$ 50,000
EDP Mechanical Breakdown					$ 50,000
Windstorm/Hail Flat Deductible					$ 500,000
Earthquake				$ 25,000,000	$ 100,000
Flood				$ -	$ -
Brands & LabelsExpen					$ 5,000
Fine Arts					$ 25,000
Debris Removal					$ 100,000
New Acquired or Constructed Locations Building					$ 500,000
New Acquired or Constructed Locations Personal Property					$ 250,000
Crime:	National Union Fire Ins Co of Pittsburgh	1 year	January 1		
Employee Theft				$ 1,000,000	$ 15,000
Forgery or Alteration				$ 1,000,000	$ 15,000
Inside of Premises - Theft of Money & Securities				$ 1,000,000	$ 15,000
Inside of Premises - Robbery & Safe Burglary				$ 1,000,000	$ 15,000
Outside of Premise				$ 1,000,000	$ 15,000
Computer Fraud				$ 1,000,000	$ 15,000
Funds Transfer Fraud				$ 1,000,000	$ 15,000
Money Orders and Counterfeit Paper Currency				$ 1,000,000	$ 15,000
Cyber:	Coalition	1 year	January 1		
Third-Party Liability Coverages					
Network and Information Security Liability				$ 3,000,000	$ 25,000
Regulatory Defense Penalties				$ 3,000,000	$ 25,000
Multimedia Content Liability				$ 3,000,000	$ 25,000
PCI Fines and Assessments				$ 3,000,000	$ 25,000
First Party Liability Coverages					
Breach Response				$ 3,000,000	$ 25,000
Crisis Management and Public Relations				$ 3,000,000	$ 25,000
Cyber Extortion				$ 3,000,000	$ 25,000
Business Interruption and Extra Expense				$ 3,000,000	$ 25,000
Digital Asset Restoration				$ 3,000,000	$ 25,000
Funds Transfer Fraud				$ 250,000	$ 25,000
Coverage by Endorsement					
Reputation Repair				$ 3,000,000	$ 25,000
Computer Replacement				$ 1,000,000	$ 25,000
Service Fraud				$ 100,000	$ 25,000
Reputational Harm Loss				$ 1,000,000	$ 25,000
Breach Response Separate Limits				$ 3,000,000	$ 25,000
IM. INVOICE MANIPULATION				$ 250,000	$ 25,000
CR. CRIMINAL REWARD COVERAGE				$ 25,000	$ -
PH – Phishing (Impersonation) PL				$ 50,000	$ 25,000
PL – Proof of Loss Preparation Expenses				$ 100,000	$ 25,000

**For more information, refer to Note 5 (Risk Management) accompanying the basic financial statements.

Source: "Summary of Insurance" report from Aon Risk Services Central, Inc.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XVI
Schedule of Transit Vehicles (2)
December 31, 2022

No. of Vehicles	Year (1)	Manufacturer	Engine Type	Seating Capacity	Lift/Ramp Equipped
Large Bus					
20	2010	Gillig	Diesel	38+2wc	Yes(Lift)
3	2013	Gillig	Diesel	38+2wc	Yes(Lift)
13	2014	Gillig	Diesel	38+2wc	Yes(Lift)
13	2015	Gillig	Diesel	38+2wc	Yes(Lift)
13	2016	Gillig	Diesel	38+2wc	Yes(Lift)
16	2017	Gillig	Diesel	38+2wc	Yes(Lift)
17	2018	Gillig	Diesel	38+2wc	Yes(Lift)
16	2019	Gillig	Diesel	38+2wc	Yes(Lift)
31	2019	BYD	Electric	47+2wc	Yes(Lift)
28	2020	Gillig	Diesel	38+2wc	Yes(Lift)
24	2021	Gillig	Diesel	38+2wc	Yes(Lift)
3	2022	Gillig	Hybrid	38+2wc	Yes(Lift)
197	Total Large Buses				
Body on Chassis					
16	2017	Ford	Gasoline	10+2wc	Yes(Lift)
15	2018	Ford	Gasoline	9+3wc	Yes(Lift)
30	2019	Ford	Gasoline	9+3wc	Yes(Lift)
4	2019	Dodge	Gasoline	5+1wc	Yes(Lift)
24	2022	Ford	Gasoline	9+3wc	Yes(Lift)
89	Total Body on Chassis				
286	Vehicles in Total Fleet				

(1) Average age of equipment is 9.5 years.

(2) Please refer to Note 3 of the financial statements for additional information regarding capital assets.

(3) Source: IPTC Operations Department

IndyGo℠

(317) 615-2100

1501 West Washington St. Indianapolis, IN 46222

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