



Board Report
August 23, 2023

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1. **Call to Order and Roll Call** (Presenters – Greg Hahn, Sean Wooding)
2. **Awards and Commendation** (Presenter – Inez Evans)
3. **Committee Chairperson Reports** (Presenters – Richard Wilson, Adairius Gardner)
 1. Finance Committee – Richard Wilson
 2. Service Committee – Adairius Gardner
4. **Consent Agenda** (Presenter – Greg Hahn)
 1. A-1: Consideration and approval of minutes from Board meeting held on July 27, 2023
 2. A-4: Consideration and approval of diesel fuel amendment (Presenter – Cheryl Purefoy)
 3. A-5: Consideration and approval of Purple Line change order for poor soils (Presenter – Jennifer Pyrz)
 4. A-6: Consideration and approval of Motorola maintenance contract (Presenter – Marcus Burnside)
 5. A-7: Consideration and approval of change order on the Red Line Pavement Enhancement project (Presenter – Jennifer Pyrz)
5. **Regular Agenda** (Presenter – Greg Hahn)
 1. A-2: Consideration and approval of proposed 2024 budget (Presenter – Bart Brown)
 2. A-3: Introduction and setting Public Hearing for the approval of Ordinance 2023-01 Bond issue of \$125,000,000 to support the Blue Line Bus Rapid Transit (BRT) construction costs (Presenter – Bart Brown)
6. **Information Items** (Presenter – Greg Hahn)
 1. I-1: Receipt of the Finance Report for July 2023 (Presenter – Bart Brown)
 2. I-2: Mobility-on-demand Pilot Overview (Presenter – Brooke Thomas)
 3. I-3: CEO Update (Presenter – Inez Evans)
 4. I-4: Purple Line patching change order
 5. I-5: Extension of A&E contracts update
 6. I-6: Mobility Advisory Committee (MAC) update
 7. I-7: Department Reports
7. **Adjourn** (Presenter – Greg Hahn)

Executive session may occur immediately prior or after scheduled meetings.
[Per IC 5-14- 1.5.6.(b) {21 (A) and (B) & IC 5-14-1.5.6.1 (b) (9)}

Our next Board Meeting will be Wednesday, September 27, 2023; 11am

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Awards & Commendation Recognition for July 2023

To: Chair and Board of Directors
From: President/CEO Inez P. Evans
Date: August 23, 2023

July 2023 Awards & Commendations

Employee	Position	Recognition
Victor Garrett	Coach Operator – Fixed Route	14 Years of Safe Driving
Deidra Orkmon	Service Center Clerk	July Operations Employee of the Month
Peter Reintjes	Coach Operator – Fixed Route	Retiring after 25 Years of Service
Joyce Ledell	Coach Operator – Fixed Route	Retiring after 39 Years of Service

July 2023 Safe Drivers Recognition



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

<u>Operator</u>	<u>ID #</u>	<u>Years of Safe Driving</u>	<u>Years of Service</u>
Victor Garrett	2163	14	22
Biko (Bryant) Reed	8371	8	12
Yolanda Lee	3400	6	19
Thurmon Moore	9683	3	4
Duane Bean	9096	2	5
Donna Puello	9174	2	5



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

Congratulations and Thank You!



Finance Committee Chairperson Report – August 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Finance Committee Chairperson Richard Wilson
Date: August 23, 2023

ISSUE:

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

RECOMMENDATION:

Receive the report.

Richard Wilson
Finance Committee Chairperson's Report
August 17, 2023

The Finance Committee met on August 17, 2023, at 8:30am. In attendance was Rick Wilson, Chairman of the Finance Committee, as well as Committee Members Mary Ann Fagan and Taylor Schaffer.

We reviewed and recommended Board approval for the following items on tonight's agenda: Consent Agenda Items A-1 and A-4 through A-7 and Regular Agenda items A-2 & A-3.

An item from the committee meeting I would like to highlight is Action Item A-6, approval of Motorola maintenance contract. Chief Information Officer Marcus Burnside presented this action item to the Finance Committee.

IPTC utilizes radio communications provided by Public Safety Communications (PSC), which serves local emergency first responders with radio systems, Computer Aided Dispatch (CAD), 9-1-1 Telephone Systems, Police and Fire Records, and a Safety Data Network.

The current Motorola Solutions contract will expire in August 2023. The new maintenance contract commences in September 2023 through August 2028 and will cover all handheld radios used by IPTC personnel and dispatch consoles at the 1501 West Washington Street and 2425 West Michigan Street campuses.

Mr. Chairman, that concludes my report.

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Service Committee Chairperson Report – August 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Service Committee Chairperson Adairius Gardner
Date: August 23, 2023

ISSUE:

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

RECOMMENDATION:

Receive the report.

Adairius Gardner
Service Committee Chairperson's Report
August 17, 2023

The Service Committee met on July 20, 2023, at 10:00am. In attendance was Adairius Gardner, Chairman of the Service Committee, as well as Committee Members Lise Pace and Hydre Abdullah.

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

An item from the committee meeting I would like to highlight is Action Item A-4, approval of amendment of the contract for diesel fuel. Deputy Chief Operating Officer Cheryl Purefoy presented this action item to the Service Committee.

IPTC's annual fuel consumption was projected as 1,260,000 gallons for the 2023 fiscal year. The contract will cover approximately 98% of that consumption as a guarantee. Actual consumption has been higher than projections which is attributed to the anticipated fuel reduction assumption of 25% for hybrids being spread across the entire fleet vs. the hybrid vehicles only. At the current consumption rate, the total 2023 supply will be depleted by mid-September.

Co-Alliance is the current contract awardee. If IPTC, requires more fuel above 105,000 gallons in the month, IPTC will request the option to purchase additional diesel fuel at the market rate from Co-Alliance. NOTE: Fuel consumption for 2024 was budgeted at current rates with a 5% increase from current actual consumption.

Mr. Chairman, that concludes my report.

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July Board of Directors - 2024 Budget Introduced

Minutes

IndyGo

Jul 27, 2023 at 5:00 PM EDT

@ Virtual & 1501 W. Washington St - IndyGo HQ

ACTION ITEM A – 1

Attendance





Present:

Members: Hydre Abdullah, Brian Atkinson (remote), Bart Brown, Justin Burcope, Charlie Carlino, Matt Duffy (remote), Inez Evans, Mary Ann Fagan, Adairius Gardner, Greg Hahn, Morgan Johnson, Lise Pace, Cheryl Purefoy (remote), Jennifer Pyrz, Taylor Schaffer, Brooke Thomas (remote), Ryan Wilhite (remote), Paul Williams (remote), Sean Wooding

Absent:

Members: Richard Wilson, Jr.

1. Call to Order and Roll Call (Presenters: Greg Hahn, Sean Wooding)

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-  [A AGENDA for July 27, 2023 Board Meeting.docx](#)
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Vice Chairman Adairius Gardner called the meeting to order at 5:02pm. Acting Chief Legal Officer Sean Wooding called the roll. 5 members present in person. There was a quorum. Chairman Hahn arrived a few minutes after Call to Order and Roll Order.

2. Awards and Commendation (Presenters: Inez Evans)

-  [A1 Awards & Commendation July.docx](#)
-  [A1 Risk and Safety Safe Drivers Report July 2023.docx](#)

President/CEO Inez Evans gave an update on the Awards and Commendations for June 2023. Recognized were safe drivers for June 2023, one employee for 21 years of safe driving, the June Operations Employee of the month, one employee with 35 Years of Service, and one employee retirement.

3. Committee Chairperson Reports (Presenters: Richard Wilson, Lise Pace, Greg Hahn)

Finance Committee - Richard Wilson












Service Committee - Lise Pace

Governance & Audit Committee - Greg Hahn

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

4. Consent Agenda (Presenters: Greg Hahn)



1. A-1: Consideration and approval of minutes from Board meeting held on June 22, 2023
 [A-1 June Board of Directors Minutes.docx](#)
2. A-2: Consideration and approval of Flowbird contract amendment (Presenters: Brooke Thomas)
 [A-2 Flowbird Contract Amendment.docx](#)
 [A-2 Fare Modernization.pdf](#)
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3. A-3: Consideration and approval of 2027 Transit Network Service Equity Analysis – Update (Presenters: Ryan Wilhite)
 [A-3 Action 2027FutureServiceNetwork Revised SEA v2.docx](#)
 [A-3 Draft Equity Analysis Final V2.pdf](#)
 [A-3 SEA Memo for V2.docx](#)
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4. A-4: Consideration and approval of Cultural Trail shelter construction (Presenters: Jennifer Pyrz)
 [A-4 Cultural Trail Shelter Construction.docx](#)
5. A-6: Consideration and approval of consultant selection for on-call architectural and engineering contracts (Presenters: Matt Duffy)
 [A-6 AE on call consultant selection 2023.docx](#)
6. A-7: Consideration and approval of Bus Rapid Transit Review (Presenters: Brian Atkinson)
 [A-7- JUL GA 2023 Bus Rapid Transit Review.docx](#)
 [A-7 Bus Rapid Transit \(BRT\) Review FINAL 4.11.2023.docx](#)
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7. A-8: Consideration and approval of Ridership Experience Assessment (Presenters: Brian Atkinson)
 [A-8- Jul GA 2023 Ridership Experience Assessment.docx](#)
 [A-8 Rider-Experience-GA-Report-FINAL-07-14-23.docx](#)
8. A-9: Consideration and approval of Flowbird System & MyKey Application Review (Presenters: Brian Atkinson)
 [A-9- JUL GA 2023 Flowbird System & MyKey Application Review.docx](#)
 [A-9 FLOWbird MyKey Audit Report-FINAL 07.2023.docx](#)
9. A-10: Consideration and approval of Transit Asset Management Review (Presenters: Brian Atkinson)
 [A-10- JUL GA 2023 Transit Asset Management Review Report.docx](#)
 [A-10 Transit Asset Management Review-FINAL 7.2023.docx](#)
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10. A-11: Consideration and approval of janitorial cleaning service (Presenters: Paul Williams)
 [A-11 Pristine 7.20.2023 .docx](#)
11. A-12: Consideration and approval of 2023 Non-Revenue vehicle purchases (Presenters: Cheryl Purefoy)
 [A-12 Non-Revenue Vehicles Action Item 7.2023.docx](#)
12. A-13: Consideration and approval of CTC handrails contractor (Presenters: Sarah Stentz)
 [A-13 CTC Handrail Contractor.docx](#)

Motion:

Approval of Consent Agenda

Motion moved by Mary Ann Fagan and motion seconded by Hydre Abdullah. Adairius Gardner - AYE; Lise Pace - AYE; Mary Ann Fagan - AYE; Taylor Schaffer - AYE; Hydre Abdullah - AYE; Motion passed 5-0

5. Regular Agenda (Presenters: Greg Hahn)

1. A-5: Consideration and approval of Resolution 2023-04 to support the Blue Line Bus Rapid Transit Project (Presenters: Jennifer Pyrz)
 [A-5 Blue Line SSGA Resolution.docx](#)
 [A-5 Board Resolution for Blue Line SSGA 2023-07.docx](#)

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The Blue Line Bus Rapid Transit (BRT) Project was granted entry into Small Starts Project Development in April 2018. Several key milestones have since been achieved and design has progressed beyond 60%. NEPA documentation is being reviewed by FTA with the expectation that an approval will be received later this year.

IPTC submitted an initial Small Starts rating package to FTA in September 2019. Due to the change in Segment 1 project alignment earlier this year, and as design progress has refined the project scope, IPTC will resubmit an application for ratings in August 2023.

The Blue Line will be the third rapid transit service in the Indianapolis Metropolitan Area. It will provide BRT service along a 24-mile corridor between the Town of Cumberland, through the Indianapolis Central Business District, to the Indianapolis International Airport. The Blue Line will be a direct replacement for the current IPTC Route 8 when it begins operations (anticipated early 2027).

This resolution is intended to show support for the project and will be included in the August ratings submittal.

Motion:

Approval of Resolution 2023-04 to support the Blue Line Bus Rapid Transit Project

Motion moved by Adairius Gardner and motion seconded by Mary Ann Fagan. Adairius Gardner - AYE; Lise Pace - AYE; Mary Ann Fagan - AYE; Taylor Schaffer - AYE; Hyde Abdullah - AYE; Motion passed 5-0

6. Information Items (Presenters: Greg Hahn)

1. I-1: Receipt of the Finance Report for June 2023 (Presenters: Bart Brown)

 [I-1 June 2023 Financials Summary.pdf](#)

The Board heard a financial update for June 2023 from Chief Financial Officer Bart Brown.

2. I-2: 2024 Budget Proposal (Presenters: Justin Burcope)

 [I-2 2024 Proposed Budget July Board Meeting.pptx](#)

The Board heard the 2024 Budget Proposal from Director of Budget Justin Burcope.

3. I-3: Governance & Audit workplan status update (Presenters: Brian Atkinson)

 [I-3- Jul 2023 GA - Workplan Status.docx](#)

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The Board received a Governance & Audit Workplan State update.

4. I-4: Ethics Hotline summary report (Presenters: Brian Atkinson)


 [I-4- Jul 2023 Ethics Hotline Summary.docx](#)

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The Board received an Ethics Hotline Summary report update.

5. I-5: Department Reports

 [I-5a Risk and Safety #24 Board Report July 2023.docx](#)

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 [I-5b PLANNING AND CAPITAL PROJECTS REPORT for 2023-07.docx](#)

-  [I-5c June Board Report.pdf](#)
-  [I-5d JUNE OPERATIONS DIV BOARD REPORT -7.2023.docx](#)
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-  [I-5e July Board Report.docx](#)
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-  [I-5f - Supplier Diversity - July 2023.docx](#)
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The Board received Department Reports for Risk & Safety, Capital Projects, Public Affairs, Operations, Department of People and Teammate Experience, and Supplier Diversity

7. Adjourn (Presenters: Greg Hahn)

On order of Chairman Greg Hahn and there being no objection, the meeting was adjourned at 5:32pm.

Sean Wooding
Interim Chief Legal Officer



Date of Memo: August 16, 2023
Current Meeting: August 23, 2023
Board Meeting: August 23, 2023

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Deputy Chief Operating Officer Cheryl Purefoy
SUBJECT: Consideration and approval of amendment of the contract for diesel fuel

ACTION ITEM A – 4

RECOMMENDATION:

In a manner consistent with IPTC procurement standards, it is requested that the Board authorize President/CEO Evans to allow for the purchase, from Co-Alliance LLC, an additional 29,000 gallons, for the month of August 2023, at a current average market price of \$3.2199 per gallon as of the date of this action item. The not to exceed amount for August 2023 will be \$93,377.10.

BACKGROUND:

IPTC's annual fuel consumption was projected as 1,260,000 gallons for the 2023 fiscal year. The contract will cover approximately 98% of that consumption as a guarantee. Actual consumption has been higher than projections which is attributed to the anticipated fuel reduction assumption of 25% for hybrids being spread across the entire fleet vs. the hybrid vehicles only. At the current consumption rate, the total 2023 supply will be depleted by mid-September.

DISCUSSION:

Co-Alliance is the current contract awardee. If IPTC, requires more fuel above 105,000 gallons in the month, IPTC will request the option to purchase additional diesel fuel at the market rate from Co-Alliance. NOTE: Fuel consumption for 2024 was budgeted at current rates with a 5% increase from current actual consumption.

ALTERNATIVES:

The IPTC Board of Directors could elect to not amend this contract, however, we risk running out of fuel and limited options for fueling the coaches for service for Q4 of 2023. Additionally, the current trends are moving rapidly and could significantly impact the IPTC budget if required to purchase fuel at rack pricing.

FISCAL IMPACT:

The funding source for this procurement is provided by Operating Budget

DBE/XBE DECLARATION:

N/A

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee and Service Committee on August 17, 2023 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Chief Development Officer Jennifer Pyrz, PE
SUBJECT: Consideration and approval of Purple Line change order for poor soil conditions

ACTION ITEM A – 5

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize IPTC's President/CEO to execute a contract change order (CCO) with Crider and Crider, Inc. for an amount of \$268,929.03 to cover costs associated with remediation of poor soils on the Purple Line Bus Rapid Transit (BRT) construction project.

BACKGROUND:

IPTC entered into contract in December 2021 with Crider and Crider, Inc. to construct Package A of the Purple Line Bus Rapid Transit Project and with F.A. Wilhelm Construction Co., Inc. to construct Package B. Original contract award amounts were \$95,662,258.74 for Package A and \$18,187,000.00 for Package B for a combined total of \$113,849,258.74. Construction started in Spring 2022 and will be completed in Summer 2024. Construction is approximately 55% complete.

Also in December 2021, the Board authorized President/CEO Inez Evans to approve change orders of \$250,000 or less through construction of the Purple Line BRT project. Change orders greater than \$250,000 require board approval.

DISCUSSION:

For sections of the Purple Line where asphalt pavement is being fully reconstructed, the existing pavement and soils are being removed to the bottom of the proposed subgrade treatment and the in-place soil material is then leveled and compacted. Testing is then performed by means of a proof roll to determine the stability of the existing material. In a section of the Purple Line between Keystone Avenue and Emerson Avenue, the proof roll testing revealed unstable materials that needed to be removed and replaced with compacted aggregate.

This change order covers work required to remediate poor soils between Keystone Avenue and Emerson Avenue during Phase 1 of construction. Phase 1 work was conducted in the westbound lanes of 38th Street. The entire area did not require treatment. As a section was completed down to the bottom of the subgrade treatment and proof rolled, the Construction Management team's inspectors would identify the areas that failed and determine the amount of treatment needed.

Using already-contracted unit prices and actual quantities of work required to remediate, the total cost of required soil remediation for this initial phase of construction between Keystone and Emerson Avenues is \$268,929.03.

Subsequent phases of construction in this segment have also encountered poor soil conditions that require remediation. The Board will be informed of any additional change orders required to repair the subgrade in the eastbound lanes of 38th Street.

ALTERNATIVES:

This work is required to build the Purple Line as designed. Without soil remediation, the pavement in this area will not withstand projected traffic loads.

FISCAL IMPACT:

This work will be funded from the contingency budget of the Purple Line BRT grant funds. The overall project budget includes contingency funds that were set aside for unforeseen project needs such as this. The amount of this change fits within the available contingency budget.

DBE/XBE DECLARATION:

The Purple Line is a Federally funded project and is thus subject to DBE goals.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on August 17, 2023 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

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

THROUGH: President/CEO Inez P. Evans

FROM: Chief Information Officer Marcus Burnside

SUBJECT: Consideration and approval of Motorola maintenance contract

ACTION ITEM A – 6

RECOMMENDATION:

In a manner consistent with IPTC procurement award standards, it is requested that the Board authorize the President/CEO to enter into a contract agreement with Motorola Solutions, Inc. for five years for radio equipment maintenance and services in an amount not to exceed \$440,668.

BACKGROUND:

IPTC utilizes radio communications provided by Public Safety Communications (PSC), which serves local emergency first responders with radio systems, Computer Aided Dispatch (CAD), 9-1-1 Telephone Systems, Police and Fire Records, and a Safety Data Network. PSC supports public safety and public service agencies in Marion County through its data networks. IPTC uses PSC to communicate with all revenue service vehicles, Dispatch, Transportation employees, and Fare Inspectors.

DISCUSSION:

The current Motorola Solutions contract will expire in August 2023. The new maintenance contract commences in September 2023 through August 2028 and will cover all handheld radios used by IPTC personnel and dispatch consoles at the 1501 West Washington Street and 2425 West Michigan Street campuses.

ALTERNATIVES:

The Board could choose not to contract radio equipment maintenance and services with Motorola Solutions. However, IPTC will lose the ability to communicate with its fleet and personnel, severely impacting transportation services.

FISCAL IMPACT:

The funding for this project will be from the Information Technology operating budget. The Motorola Solution services will be budgeted for \$86,208 in FY2024, \$83,103 in FY2025, \$86,662 in FY2026, \$90,392 in FY2027, and \$94,303 in FY2028. IPTC may present a revised contract to the IPTC Board of Directors based on any reduction or increase of Dispatch consoles due to the upcoming East Campus Garage buildout or future communications replacement within the contract term.

DBE/XBE DECLARATION:

IPTC will be utilizing local funding for this service. No XBE goal is associated with this contract award due to the specialized proprietary technology that Motorola-certified technicians must perform.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on August 17, 2023 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

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

THROUGH: President/CEO Inez P. Evans

FROM: Chief Development Officer Jennifer Pyrz, PE

SUBJECT: Consideration and approval of Change Order #3 for IndyGo Red Line Hot Mix Asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) Maintenance Project

ACTION ITEM A – 7

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize IPTC's President/CEO to execute contract change order (CCO) #3 with Rieth-Riley Construction Co. for the IndyGo Red Line Hot Mix Asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) Maintenance Project for an amount not to exceed \$182,581.

BACKGROUND:

The Board approved the Red Line HMA and PCCP Maintenance project construction contract in March 2022 with Rieth-Riley as the prime contractor. Construction started in April 2022 and is anticipated to be complete mid-August 2023. The project includes full-depth and partial-depth asphalt pavement patching along Red Line bus lanes, concrete bus pad replacement at Red Line stations, and installation of rub rail on the Red Line bus station platforms. The locations and level of patching (partial vs. full depth) needed was determined in Fall 2021 and based on a visual assessment of the areas of cracking, potholes, and rutting at that time.

DISCUSSION:

This Change Order is necessary to cover the full extent of additional asphalt patching needed to respond to current pavement and subgrade conditions on Shelby Street, Virginia Avenue, Meridian Street and College Avenue. The need for this increase in required patching was determined based on observed field conditions. Poor subgrade conditions are likely the culprit of the pavement's increased deterioration between the time that design was completed and construction started.

This change order also includes removal of discovered trolley tracks near the Pleasant Run station and modification in detour signage and pavement markings to respond to direction from the City.

ALTERNATIVES:

The work associated with this change order is necessary for successful completion of the project.

FISCAL IMPACT:

Funds to execute this project, and this change order, would be transferred from other portions of the Capital Budget where underspending has occurred.

DBE/XBE DECLARATION:

No federal funds are being used for this project so there is no DBE requirement. XBE participation remains the same as approved with the original contract.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on August 17, 2023 and will be placed on the Consent Agenda.

BOARD MEMORANDUM

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

THROUGH: President/CEO Inez P. Evans

FROM: Chief Financial Officer Bart Brown

SUBJECT: Consideration and approval of proposed 2024 Budget

ACTION ITEM A – 2

RECOMMENDATION:

Request Board to approve the Operating, Capital, and Debt Services Budgets for 2024 and Resolution for Levy of Special Tax for a Temporary Increase to the Maximum Levy.

BACKGROUND:

In accordance with IC 36-9-4-51 (a) the IPTC Board is required to pass an annual budget. Additionally, the Board may assess a special levy each year in the event it determines that all other revenue is insufficient to provide transit services.

DISCUSSION:

The Operating, Capital, and Debt Services Budgets for 2024 and a Resolution for Levy of Special Tax were introduced to the Indianapolis Public Transportation Corporation Board of Directors on Thursday, July 27, 2023.

On August 10, 2023, a public hearing was held at the IPTC offices and the public was afforded the opportunity to comment on the proposed budget.

On September 20, 2023, at 5:30 pm, there will be a public hearing held by the Council's Municipal Corporations Committee in the Public Assembly room of the City-County Building.

On October 4, 2023 at 5:30 pm, the Municipal Corporation Committee will hold a meeting to review and analyze the 2023 operating, capital, and debt service budgets of the Indianapolis Public Transportation Corporation.

The Indianapolis Public Transportation Corporation 2024 Budget will be forwarded to the City County Council for final approval on Monday, October 16, 2023 at 7:00 pm.

ALTERNATIVES:

While the Board is statutorily obligated to pass an annual budget, it may increase or decrease the proposed budget within the parameters of the legal advertisement.

FISCAL IMPACT:

Not Applicable.

DBE/XBE DECLARATION:

Not Applicable.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on August 17, 2023 and will be placed on the Regular Agenda.

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
RESOLUTION 2023 - 05**

**Resolution for Levy of Special Tax Under Indiana Code § 36-9-4-49
and
For a Temporary Increase to the Maximum Levy**

WHEREAS, the Indianapolis Public Transportation Corporation has determined that the funds that the Corporation will be able to raise through all sources will be insufficient to defray the expenses incurred by the Corporation to provide necessary transportation services within the boundaries of the Corporation's district for 2024; and

WHEREAS, the Indianapolis Public Transportation Corporation has determined that it cannot carry out its governmental functions for 2024 under the levy limitations imposed by IC 6-1.1-18.5-3; and

WHEREAS, the Board of Directors of the Indianapolis Public Transportation Corporation is authorized by law, IC 36-9-4-49, to levy a special tax upon all of the property within the taxing district of the corporation at the rate required to defray such expenses and to fund the budget formulated by the Board pursuant to law; and

WHEREAS, notice to taxpayers has been provided of the intention of the Board of Directors to levy a Special Tax in the amount of \$14,800,000 and for a temporary increase to the Maximum Levy;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Indianapolis Public Transportation Corporation of Marion County, Indiana, that a need now exists for the establishment of a special tax and an increase in the Maximum Levy for the following purposes:

For services necessary to enable the system to provide adequate service within the municipality, and all other purposes as set forth in IC 36-9-4-1 *et seq.*

The proposed special tax shall not exceed \$0.033 (to raise the sum of \$14,800,000) on each \$100.00 of assessed valuation. Said tax rate will be in addition to the Maximum Levy tax rate set under IC 6-1.1-18.5-1 and shall be levied in 2024.

BE IT FURTHER RESOLVED, that a certified copy of this resolution shall be submitted to the City County Council as provided by law and that the Corporation shall petition to the City-County Council for authority to levy the special tax and for a temporary increase in its pay 2024 property tax levy above the maximum levy limits set under IC 6-1.1-18.5-1 *et seq.*

DATED this ____23rd____ day of ____August_____, 2023.

FOR:

AGAINST:

ATTEST: _____

ORDINANCE OR RESOLUTION FOR APPROPRIATIONS AND TAX RATES

State Form 55865 (7-15)
Approved by the State Board of Accounts, 2015
Prescribed by the Department of Local Government Finance

Budget Form No. 4
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Ordinance / Resolution Number: 2023-01

Be it ordained/resolved by the **Board of Directors** that for the expenses of **INDIANAPOLIS PUBLIC TRANSPORTATION** for the year ending December 31, **2024** the sums herein specified are hereby appropriated and ordered set apart out of the several funds herein named and for the purposes herein specified, subject to the laws governing the same. Such sums herein appropriated shall be held to include all expenditures authorized to be made during the year, unless otherwise expressly stipulated and provided for by law. In addition, for the purposes of raising revenue to meet the necessary expenses of **INDIANAPOLIS PUBLIC TRANSPORTATION**, the property tax levies and property tax rates as herein specified are included herein. Budget Form 4-B for all funds must be completed and submitted in the manner prescribed by the Department of Local Government Finance.

This ordinance/resolution shall be in full force and effect from and after its passage and approval by the **Board of Directors**.

Name of Adopting Entity / Fiscal Body	Type of Adopting Entity / Fiscal Body	Date of Adoption
Board of Directors	Board of Directors	08/23/2023

Funds				
Fund Code	Fund Name	Adopted Budget	Adopted Tax Levy	Adopted Tax Rate
8001	SPECIAL TRANSPORTATION GEN	\$243,645,070	\$40,638,515	0.0740
8090	SPECIAL TRANSPORTATION CUMULATIVE	\$7,000,000	\$5,108,012	0.0093
		\$250,645,070	\$45,746,527	0.0833

Home-Ruled Funds (Not Reviewed by DLGF)		
Fund Code	Fund Name	Adopted Budget
9500	Capital GRants Projects	\$125,000,000
9501	Federal Pass Through	\$3,450,000
9502	Income Tax Revenue Fund	\$0
9503	Income Tax Debt Service Fund	\$15,205,150
		\$143,655,150

Special Notes:

The proposed tax levies listed included in column 3 include a special tax levy under IC 36-9-4-49 in the amount of \$14,800,000. Said proposed special tax for 2023 will be in addition to the Maximum Levy set under IC 6-1.1-18.5-1.

ORDINANCE OR RESOLUTION FOR APPROPRIATIONS AND TAX RATES

State Form 55865 (7-15)
 Approved by the State Board of Accounts, 2015
 Prescribed by the Department of Local Government Finance

Budget Form No. 4
 Generated 8/22/2023 12:46:15 PM

Name		Signature
Greg Hahn, Chair	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Adairius Gardner, Vice Chair	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Richard Wilson, Treasurer	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Lise Pace, Secretary	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Mary Ann Fagan	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Hydre Abdullah	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Taylor Schaffer	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

ATTEST

Name	Title	Signature
Sean Wooding	Interim Chief Legal Officer	

In accordance with IC 6-1.1-17-16(k), we state our intent to issue debt after December 1 and before January 1

Yes ☒ No ☐

In accordance with IC 6-1.1-17-16(k), we state our intent to file a shortfall appeal after December 1 and before December 31

Yes ☐ No ☒

BOARD MEMORANDUM

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

THROUGH: President/CEO Inez P. Evans

FROM: Chief Financial Officer Bart Brown

SUBJECT: Introduction and setting Public Hearing for the approval of Ordinance 2023-01 Bond issue of \$125,000,000 to support the Blue Line Bus Rapid Transit (BRT) construction costs

ACTION ITEM A – 3

RECOMMENDATION:

Request the Board introduce an ordinance of the Indianapolis Public Transportation Corporation authorizing the issuance of local income tax revenue bonds for \$125,000,000 for the purpose of providing funds to pay the costs of Blue Line BRT construction. In addition, staff requests the Board schedule a public hearing on this matter at its regular scheduled Board meeting on September 27, 2023 and take final action during that meeting.

BACKGROUND:

IPTC's new Blue Line, the third phase of the Bus Rapid Transit system. This route will travel on Washington Street from Cumberland, Indiana to the Indianapolis International Airport.

On May 23, 2023 the Board approved a reimbursement resolution in anticipation of issuing debt.

DISCUSSION:

The bond proceeds of no more than \$125,000,000 are part of IPTC's local share of a Small Starts Grant and will support the construction costs of the Blue Line. The ordinance allows for the early issuance of Bond Anticipation Notes to fund early construction expenditures. It also allows to take advantage of Federal and State loan programs that can offer lower interest rates. It is anticipated that no debt will be issued until 2024 or later.

ALTERNATIVES:

IPTC does not have the monetary reserves to pay for construction costs with cash. Declining to approve debt could jeopardize the Small Starts Grant through the FTA.

FISCAL IMPACT:

Using an assumed interest rate of 5.0% (on a conservative basis) the Corporation can expect to pay yearly debt service estimated at \$9,959,058. First installment is estimated in January 2025.

DBE/XBE DECLARATION:

Staff will seek to engage XBE underwriters through the State or City's Bond Banks.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action was reviewed by the Finance Committee on August 17, 2023 and will be placed on the Regular Agenda.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

ORDINANCE NO. 2023-01

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

WHEREAS, the Indianapolis Public Transportation Corporation (the "IPTC") has been established in accordance with Indiana Code 36-9-4, as amended, and is authorized to issue bonds to procure moneys to fund public transportation projects under Indiana Code 36-9-4, Indiana Code 6-3.6-6, Indiana Code 6-3.6-7, Indiana Code 8-25 and Indiana Code 5-1-14-4, each as amended (collectively, the "Act"); and

WHEREAS, the Board of Directors of the IPTC (the "Board") has considered and authorized any or all or any portion of the construction, renovation, installation and equipping of the Blue Line Bus Rapid Transit Line project, which consists of a transit line in an approximately 24-mile corridor that connects the Indianapolis International Airport to downtown Indianapolis and then to the eastern edge of Marion County to include Cumberland, and will include approximately 36 new stations and will run down Washington Street (U.S. 40) entirely within Marion County (collectively, the "Project"), all to be constructed and/or utilized in the City of Indianapolis, Indiana (the "City") and Marion County, Indiana (the "County"), and the Board hereby determines that it would be of public utility and benefit and in the best interests of the citizens of the City and the County to proceed with the Project and the financing thereof through the issuance of local income tax revenue bonds of the IPTC and, if necessary, bond anticipation notes (the "BANs"); and

WHEREAS, the estimated costs of the portion of the Project to be financed with the proceeds of the local income tax revenue bonds of the IPTC and, if necessary, BANs, including engineering, municipal advisory and legal fees, is in the estimated amount not to exceed One Hundred Twenty-Five Million Dollars (\$125,000,000); and

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

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

WHEREAS, the Board finds that the IPTC does not have sufficient funds available or provided for in the existing budgets and tax levies that may be applied to the costs of the Project and

that it is necessary to finance a portion of the costs of the Project by the issuance of local income tax revenue bonds, in one or more series, in an aggregate principal amount not to exceed One Hundred Twenty-Five Million Dollars (\$125,000,000) and, if necessary, bond anticipation notes in one or more series in an aggregate principal amount not to exceed One Hundred Twenty-Five Million Dollars (\$125,000,000) (the "BANs"); and

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

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

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

WHEREAS, prior to the issuance of the bonds herein authorized, the City-County Council will adopt an ordinance pledging the Transportation LIT Revenues to the IPTC for the payment of the bonds herein authorized (the "2023 County Transportation LIT Pledge Ordinance"); and

WHEREAS, pursuant to Ordinance No. 2018-01, adopted by the Board on February 22, 2018 (the "2018A Ordinance"), the IPTC has heretofore issued revenue bonds payable from the Transportation LIT Revenues, designated "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2018A" (the "2018A Bonds"), currently outstanding in the principal amount of Thirteen Million Nine Hundred Thousand Dollars (\$13,900,000); and

WHEREAS, pursuant to Ordinance No. 2020-01, adopted by the Board on July 27, 2020 (the "2021A Ordinance"), the IPTC has heretofore issued revenue bonds payable from the Transportation LIT Revenues, designated "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2021A" (the "2021A Bonds"), currently outstanding in the principal amount of Seventeen Million Seven Hundred Thirty-Five Thousand Dollars (\$17,735,000); and

WHEREAS, pursuant to Ordinance No. 2021-12, adopted by the Board on October 28, 2021 (the "2022 Ordinance," and together with the 2018A Ordinance and the 2021A Ordinance, the "Prior Ordinances"), the IPTC has heretofore issued revenue bonds payable from the Transportation LIT Revenues, designated (i) "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2022A" (the "2022A Bonds"), currently outstanding in the principal amount of Twenty-Four Million One Hundred Fifty Thousand Dollars (\$24,150,000), and (ii) "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2022B" (the "2022B

Bonds," and together with the 2018A Bonds, the 2021A Bonds and the 2022A Bonds, the "Prior Bonds"), currently outstanding in the principal amount of Thirty-Eight Million Two Hundred Fifty Thousand Dollars (\$38,250,000); and

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

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

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

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

WHEREAS, Indiana Code 5-1.5 provides that a "qualified entity" (as defined in Indiana Code 5-1.5), which term includes the IPTC, may issue and sell its bonds or BANs to the Indiana Bond Bank (the "Indiana Bond Bank"); and

WHEREAS, the Board has determined that it will be in the best interest of the IPTC to sell said bonds and BANs by public sale pursuant to Indiana law, to the Indianapolis Bond Bank in a negotiated sale pursuant to the provisions of Indiana Code 5-1.4, to the Indiana Bond Bank in a negotiated sale pursuant to the provisions of Indiana Code 5-1.5, to the Indiana Finance Authority in a negotiated sale pursuant to the provisions of Indiana Code 5-1.2, or to the federal government (or agency thereof) in a private sale pursuant to the provisions of Indiana Code 36-9-4-44(d); and

WHEREAS, the IPTC does not have sufficient funds available or provided for in the existing budgets or tax levies to be applied to the payment of the costs of the Project proposed to be financed from the proceeds of the bonds or BANs described herein, together with expenses incidental thereto, making it necessary for the IPTC to issue such bonds or BANs to finance all or a portion of the Project, and an extraordinary emergency and necessity exists for the making of the additional appropriation set out herein; and

WHEREAS, the IPTC has caused notice of a hearing on said appropriation to be published as required by law, and such public hearing was held on said appropriation at which all taxpayers and interested persons had an opportunity to appear and express their views as to such additional appropriation;

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

Section 1. Authorization of Project. The Project is hereby approved. The estimated costs for the portion of the design, acquisition, installation and equipping of the Project to be financed from the proceeds of the herein authorized bonds and, if necessary, BANs, shall not exceed One Hundred Twenty-Five Million Dollars (\$125,000,000), plus investment earnings on the BAN and bond proceeds, without further authorization from the Board. The Project is a public transportation project within the meaning of the Act.

Section 2. Issuance of BANs. The IPTC shall issue, if necessary, its BANs in one or more series for the purpose of procuring interim financing to apply on the cost of the Project, capitalized interest, if necessary, and costs of issuance of the BANs. The IPTC may issue its BANs in an aggregate principal amount not to exceed One Hundred Twenty-Five Million Dollars (\$125,000,000) to be designated "Local Income Tax Revenue Bond Anticipation Notes, Series 202__," to be completed with the year in which issued and with a series designation. The BANs shall be sold at not less than ninety-seven and five-tenths percent (97.5%) of their par value, numbered consecutively from 1 upward and shall be in denominations of (i) Five Thousand Dollars (\$5,000) or integral multiples thereof or (ii) One Hundred Thousand Dollars (\$100,000) and any integral multiple of Five Thousand Dollars (\$5,000) in excess thereof, as determined by the controller of the IPTC (the "Controller") with the advice of the IPTC's municipal advisor, Crowe LLP (the "Municipal Advisor"). The BANs shall be dated as of the date of delivery thereof and shall bear interest at a rate or rates not to exceed eight percent (8.0%) per annum (the exact rate or rates to be determined by public sale or through negotiations with the purchaser of the BANs) payable either upon maturity or redemption. The BANs may be payable in installments.

The BANs will mature over a period ending no later than five (5) years from their date of delivery, as determined by the Controller, with the advice of the Municipal Advisor, at the time of the sale of the BANs. Any BANs which mature over a period less than five (5) years after their date of delivery shall be subject to renewal or extension for a term not exceeding five (5) years from the date of delivery of the BANs as originally issued. In the event of such renewal or extension, the interest rate or rates on the BANs as renewed or extended shall not exceed eight percent (8.0%) per annum (the exact rate or rates to be negotiated with the purchaser of the BANs, as renewed or extended).

The BANs shall be registered in the name of the purchasers thereof. Interest on the BANs shall be calculated according to a three hundred sixty (360)-day calendar year containing twelve (12) thirty (30)-day months.

The BANs shall be issued pursuant to Indiana Code 5-1.4-8-6 if sold to the Indianapolis Bond Bank, pursuant to Indiana Code 5-1.5-8-6.1 if sold to the Indiana Bond Bank, pursuant to Indiana Code 5-1.2 if sold to the Indiana Finance Authority, or pursuant to Indiana Code 5-1-14-5 if sold to a financial institution or any other purchaser. The IPTC shall pledge to the payment of the principal of and interest on the BANs the proceeds from the issuance of local income tax revenue bonds pursuant to and in the manner prescribed by the Act.

Section 3. Issuance of Bonds. The IPTC shall issue and sell its local income tax revenue bonds in one or more series in an aggregate principal amount not to exceed One Hundred

Twenty-Five Million Dollars (\$125,000,000) to be designated "Local Income Tax Revenue Bonds, Series 202__," to be completed with the year in which issued and with a series designation (the "Bonds"), for the purpose of procuring funds to apply on the cost of the Project, refunding the BANs, if issued, paying capitalized interest, if necessary, funding a reserve, and paying issuance costs and other related costs.

The Bonds shall be issued and sold at a price not less than ninety-seven and five-tenths percent (97.5%) of par value thereof. The Bonds shall be issued in fully registered form in denominations of (i) Five Thousand Dollars (\$5,000) or integral multiples thereof or (ii) One Hundred Thousand Dollars (\$100,000) and any integral multiple of Five Thousand Dollars (\$5,000) in excess thereof, as determined by the Controller with the advice of the Municipal Advisor. The Bonds shall be numbered consecutively from 1 upward and originally dated as of their date of delivery. The Bonds shall bear interest at a rate or rates not exceeding eight percent (8.0%) per annum (the exact rate or rates to be determined by public sale or by negotiation with the purchaser thereof). Interest shall be payable semiannually on January 15 and July 15 in each year, commencing on either the first January 15 or the first July 15 following the date of delivery of the Bonds, as determined by the Controller with the advice of the Municipal Advisor. Principal shall be payable in lawful money of the United States of America, at the principal office of the Paying Agent (as hereinafter defined) and such Bonds shall mature semiannually on January 15 and July 15, or be subject to mandatory sinking fund redemption on January 15 and July 15, over a period ending no later than twenty (20) years after the date of delivery of the Bonds and in such amounts that will enable the IPTC to achieve as level annual debt service as practicable.

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

Interest on the Bonds shall be calculated according to a three hundred sixty (360)-day calendar year containing twelve (12) thirty (30)-day months.

Section 4. Registrar and Paying Agent. The Chair of the Board (the "Chairperson") and the Controller are hereby authorized to select and appoint a qualified financial institution to serve as Registrar and Paying Agent for the Bonds and the BANs, which may be the same Registrar and Paying Agent for the Prior Bonds, which Registrar is hereby charged with the responsibility of authenticating the Bonds (the "Registrar" or "Paying Agent"). The Controller is hereby authorized to enter into such agreements or understandings with such institution as will enable the institution to perform the services required of a Registrar and Paying Agent. The Controller is further authorized to pay such fees as the institution may charge for the services it provides as Registrar and Paying Agent, and such fees may be paid from the Sinking Fund hereby established to pay the principal of and interest on the Bonds as fiscal agency charges. As to the BANs and as to the Bonds, if sold to

a purchaser that does not object to such designation, the Controller may serve as Registrar and Paying Agent and is, in such case, hereby charged with the duties of a Registrar and Paying Agent.

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

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

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

Interest on all Bonds which are authenticated on or before the Record Date which precedes the first interest payment date shall be paid from their original date. Interest on Bonds authenticated subsequent to the Record Date which precedes the first interest payment date thereon shall be paid from the interest payment date to which interest has been paid as of the date on which such Bonds are authenticated, unless a Bond is authenticated between the Record Date and the interest payment date in which case the interest shall be paid from such interest payment date.

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

Section 6. Redemption of Bonds. The Bonds may be redeemable at the option of the IPTC upon such dates, premiums, if any (but not to exceed one percent (1%) of par), and terms as determined by the Controller, with the advice of the Municipal Advisor, prior to the sale of the

Bonds; provided, however, that if the Bonds are subject to optional redemption, such redemption provisions shall provide that the Bonds are redeemable on thirty (30) days' written notice, in whole or in part, in the order of maturity as determined by the IPTC, and by lot within a maturity.

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

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

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

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

If the Bonds are held by DTC, a single certificate will be issued and delivered to DTC for each maturity of the Bonds. The actual purchasers of the Bonds (the "Beneficial Owners") will not receive physical delivery of the Bond certificates except as provided herein. Beneficial Owners are expected to receive a written confirmation of their purchase providing details of each Bond acquired.

For so long as DTC shall continue to serve as securities depository for the Bonds as provided herein, all transfers of beneficial ownership interests will be made by book-entry only, and no investor or other party purchasing, selling or otherwise transferring beneficial ownership of the Bonds is to receive, hold, or deliver any Bond certificate.

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

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

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

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

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

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

Registrar, and no Bond shall be valid or become obligatory for any purpose until the certificate of authentication thereon has been so executed.

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

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

Form of Bond

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

No. R – _

UNITED STATES OF AMERICA

STATE OF INDIANA

COUNTY OF MARION

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
LOCAL INCOME TAX REVENUE BOND, SERIES 202__**

<u>Maturity Date</u>	<u>Interest Rate</u>	<u>Original Date</u>	<u>Authentication Date</u>	<u>CUSIP</u>
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Registered Owner:

Principal Sum:

The Indianapolis Public Transportation Corporation (the "IPTC"), for value received, hereby promises to pay to the Registered Owner (named above) or registered assigns, the Principal Sum set forth above on the Maturity Date set forth above (unless this Bond be subject to and shall have been duly called for redemption and payment as provided for herein), and to pay interest hereon until the Principal Sum shall be fully paid at the rate per annum specified above from the interest payment date to which interest has been paid next preceding the Authentication Date of this Bond unless this Bond is authenticated after the first day of the month in which interest is payable and on or before such interest payment date in which case it shall bear interest from such interest payment date, or unless this Bond is authenticated on or before _____ 1, 202__, in which case it shall bear interest from the Original Date, which interest is payable semiannually on January 15 and July 15 of each year, beginning on _____ 15, 202__. Interest shall be calculated according to a three hundred sixty (360)-day calendar year containing twelve (12) thirty (30)-day months.

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

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

This Bond is [the only] one of an authorized issue of Bonds of the IPTC, of like tenor and effect, except as to numbering, interest rate, and dates of maturity, in the total amount of _____ Dollars (\$ _____) [for this series] (the "Bonds"), numbered from R – 1 and up, issued for the purpose of providing funds to be applied to the cost of funding certain transportation projects in the City of Indianapolis, Indiana and Marion County, Indiana, [the refunding of interim notes issued in anticipation of the Bonds,] [funding capitalized interest,] [funding a reserve,] and to pay incidental expenses, as authorized by an ordinance adopted by the

Board of Directors of the IPTC on the ____ day of _____, 2023, entitled "An ordinance of the Indianapolis Public Transportation Corporation authorizing the issuance of local income tax revenue bonds for the purpose of providing funds to pay the costs of a certain public transportation project or projects within the City of Indianapolis, Indiana and Marion County, Indiana; providing for the payment of such bonds from local income tax revenues attributable to funding such transportation project or projects under the provisions of Indiana Code 6-3.6-6, as amended; providing for the safeguarding of the interests of the owners of said bonds; other matters connected therewith, including the issuance of notes in anticipation of bonds; and repealing ordinances inconsistent herewith" (the "Ordinance"), and in strict compliance with the provisions of Indiana Code 36-9-4, 6-3.6-6, 6- 3.6-7, 8-25 and 5-1-14-4, each as in effect on the issue date of the Bonds (collectively, the "Act").

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

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

This bond and the other bonds of this issue, together with the interest payable hereon and thereon, are payable solely from and secured by an irrevocable pledge of and constitute a charge upon the Transportation LIT Revenues; and rank on a parity basis with other outstanding bonds of the IPTC designated (a) "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2018A," outstanding on the issuance date of this bond in the principal amount of _____ Dollars (\$ _____), (b) "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2021A," outstanding on the issuance date of this bond in the principal amount of _____ Dollars (\$ _____), (c) "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2022A," outstanding on the issuance date of this bond in the principal amount of _____ Dollars (\$ _____), and (d) "Indianapolis Public Transportation Corporation Local Income Tax Revenue Bonds, Series 2022B," outstanding on the issuance date of this bond in the principal amount of _____ Dollars (\$ _____) (collectively, the "Prior Bonds"). The IPTC is not and shall not be obligated to pay this bond or the interest thereon except as provided and only from the sources described herein. If there is a default in the payment of the interest on or principal of this Bond, the owner of this Bond shall have all of the rights and remedies provided for in the Act.

The IPTC covenants that it will set aside and pay into its Sinking Fund a sufficient amount of the Transportation LIT Revenues to meet (a) the interest on all bonds of the IPTC which by their terms are payable from the Transportation LIT Revenues, as such interest shall fall due, (b) the necessary fiscal agency charges for paying the bonds and interest, (c) the principal of all bonds of

the IPTC which by their terms are payable from the Transportation LIT Revenues, as such principal shall fall due, and (d) an additional amount to [create and] maintain the reserve required by the Ordinance. Such required payments shall constitute a charge upon all the Transportation LIT Revenues on parity with the Prior Bonds.

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

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

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

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

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

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

*Final Maturity]

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

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

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

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

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

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

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

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

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

INDIANAPOLIS PUBLIC TRANSPORTATION
CORPORATION

Chair of the Board of Directors

[SEAL]

ATTEST:

Controller

REGISTRAR'S CERTIFICATE OF AUTHENTICATION

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

_____,
as Registrar

By: _____
Authorized Representative

ASSIGNMENT

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

Dated: _____

NOTICE: Signature(s) must be guaranteed by an eligible guarantor institution participating in a Securities Transfer Association recognized signature guarantee program.

NOTICE: The signature to this assignment must correspond with the name as it appears on the face of the within Bond in every particular, without alteration or enlargement or any change whatsoever.

End of Bond Form

Section 10. Preparation and Sale of Bonds and BANs. The Board hereby authorizes the sale of the Bonds by public sale, by negotiated sale to the Indianapolis Bond Bank, the Indiana Bond

Bank or the Indiana Finance Authority, or by private sale to the federal government (or agency thereof) in a private sale, all in accordance with the terms of this Ordinance. The Board hereby authorizes the sale of the BANs by public sale, by negotiated sale to the Indianapolis Bond Bank, the Indiana Bond Bank or the Indiana Finance Authority, or by negotiated sale to a financial institution or other purchaser pursuant to Indiana Code 5-1-14-5, all in accordance with the terms of this Ordinance.

If sold by public sale, the Bonds or the BANs shall be sold pursuant to the provisions of Indiana Code 5-1-11. If sold by negotiated sale to the Indianapolis Bond Bank, the Indiana Bond Bank, the Indiana Finance Authority, the federal government (or agency thereof), or financial institution or other purchaser, the Chairperson and the Controller are hereby authorized and directed to execute a Purchase Agreement (the "Purchase Agreement") between the IPTC and the purchaser thereof. The Chairperson and the Controller are hereby authorized to execute the Purchase Agreement and deliver the Bonds and BANs, as the case may be, to the purchaser thereof so long as their terms are consistent with this Ordinance. The Purchase Agreement shall establish the final principal amount, purchase price, interest rates, maturity schedule and redemption features. If sold by negotiated sale to the Indianapolis Bond Bank, the Bonds or BANs shall comply with the provisions of Indiana Code 5-1.4, as applicable. If sold by negotiated sale to the Indiana Bond Bank, the Bonds or BANs shall comply with the provisions of Indiana Code 5-1.5, as applicable. If sold by negotiated sale to the Indiana Finance Authority, the Bonds or BANs shall comply with the provisions of Indiana Code 5-1.2, as applicable. If sold by private sale to the federal government (or agency thereof), the Bonds or BANs shall comply with such requirements as required by the federal government (or agency), to the extent such requirements are permitted by Indiana law and this Ordinance.

The Controller is hereby authorized and directed to have the BANs and Bonds prepared, and the Chair of the Board and the Controller are hereby authorized and directed to execute the BANs and Bonds in the form and manner herein provided. The Controller is hereby authorized and directed to deliver the BANs and Bonds to the purchaser thereof after sale made in accordance with the provisions of this Ordinance, provided that at the time of delivery the Controller shall collect the full amount which the purchaser has agreed to pay therefor, which amount shall not be less than ninety-seven and five-tenths percent (97.5%) of the face value of the BANs and not less than ninety-seven and five-tenths percent (97.5%) of the face value of the Bonds, as the case may be. The IPTC may receive payments on the BANs and Bonds in installments (i.e., the BANs and Bonds may be sold as "draw" BANs or Bonds). The Bonds herein authorized shall be binding special limited obligations of the IPTC. Prior to the delivery of the Bonds or BANs, the Controller shall obtain a legal opinion addressed to the IPTC and the purchaser of the Bonds or BANs as to the validity of the Bonds or BANs, as the case may be, from Faegre Drinker Biddle & Reath LLP, Indianapolis, Indiana, bond counsel for the IPTC, and shall furnish such opinion to the purchaser of the Bonds or BANs, as the case may be. The cost of such opinion shall be considered as part of the costs incidental to these proceedings and shall be paid out of the proceeds of the Bonds or BANs, as the case may be.

The proceeds derived from the sale of the Bonds shall be and are hereby set aside for application on the cost of the Project hereinbefore referred to, the refunding of the BANs, if issued, the funding of capitalized interest, if necessary, the funding of a reserve, and the payment of expenses

necessarily incurred in connection with the BANs and Bonds. The proper officers of the IPTC are hereby directed to draw all proper and necessary warrants, and to do whatever acts and things which may be necessary to carry out the provisions of this Ordinance, including the design, acquisition, installation and equipping of the Project and the issuance of the Bonds and BANs.

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

Section 11. Use of Proceeds. The accrued interest and any capitalized interest received at the time of the delivery of the Bonds and premium, if any, shall be deposited in the hereinafter-described Sinking Fund. The remaining proceeds from the sale of the Bonds, to the extent not used to refund BANs, and BAN proceeds shall be deposited in a bank or banks which are legally designated depositories for the funds of the IPTC, in a special account or accounts to be designated as "Indianapolis Public Transportation Corporation - Local Income Tax Revenue Bond 2023 Construction Account" (provided that, if the Bonds are issued after calendar year 2023, the account name shall be revised to reflect such calendar year of issuance) (the "Construction Account"). All funds deposited to the credit of the Sinking Fund or Construction Account shall be deposited, held, secured or invested in accordance with the laws of the State of Indiana relating to the depositing, holding, securing or investing of public funds, including particularly Indiana Code 5-13, and the acts amendatory thereof and supplemental thereto. The funds in the Construction Account shall be expended only for the purpose of paying the cost of the Project, refunding the BANs, if issued, funding capitalized interest, if necessary, or as otherwise required by the Act or for the expenses of issuance of the Bonds or BANs. The cost of obtaining the legal services of Faegre Drinker Biddle & Reath LLP shall be considered as a part of the cost of the Project on account of which the BANs and Bonds are issued.

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

Section 12. Sinking Fund. There is hereby continued from the Prior Ordinances the Sinking Fund (defined herein as the "Sinking Fund") for the payment of the principal of and interest on local income tax revenue bonds of the IPTC which by their terms are payable from the Transportation LIT Revenues (including the Bonds and the Prior Bonds), and the payment of any fiscal agency charges in connection with the payment of bonds. There shall be set aside and deposited in the Sinking Fund, as available, and as provided below, a sufficient amount of the Transportation LIT Revenues received by the IPTC pursuant to the 2023 County Transportation LIT Pledge Ordinance to meet the requirements of the Bond and Interest Account and the Debt Service Reserve Account created in the Sinking Fund. Such payments shall continue until the balances in the Bond and Interest Account and the Debt Service Reserve Account equal the principal of and interest on all of the then outstanding bonds of the IPTC payable from the Transportation LIT Revenues to their final maturity.

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

(b) Debt Service Reserve Account. On the date of delivery of the Bonds, the IPTC may deposit funds on hand, Bond proceeds, or a combination thereof into the Reserve Account. The balance to be maintained in the Reserve Account shall equal but not exceed the least of (i) the maximum annual debt service on the Bonds and any additional bonds issued in the future on a parity with the Bonds and the Prior Bonds (the "Parity Bonds"), (ii) one hundred twenty-five percent (125%) of average annual debt service on the Bonds and any Parity Bonds or (iii) ten percent (10%) of the proceeds of the Bonds and any Parity Bonds (the "Reserve Requirement"). If the initial deposit into the Reserve Account does not cause the balance therein to equal the Reserve Requirement or if no deposit is made, an amount of Transportation LIT Revenues shall be credited to the Reserve Account on the last day of each calendar month until the balance therein equals the Reserve Requirement. The monthly deposits shall be equal in amount and sufficient to accumulate the Reserve Requirement within five (5) years of the date of delivery of the Bonds. For so long as the Indianapolis Bond Bank or the Indiana Bond Bank holds the Bonds, the IPTC may, in its discretion, cause any amounts in the Reserve Account to be held by the trustee for the bonds of the Indianapolis Bond Bank or the Indiana Bond Bank, as applicable (the "Bond Bank Trustee"), in a debt service reserve fund established for such bonds of the Indianapolis Bond Bank or the Indiana Bond Bank, and in such event, so long as the Bonds are held by the Indianapolis Bond Bank or the Indiana Bond Bank, the Bond Bank Trustee shall administer and invest the moneys in the fund held by the Bond Bank Trustee in accordance with this Ordinance and the trust indenture securing the bonds of the Indianapolis Bond Bank or the Indiana Bond Bank. For so long as the Indianapolis Bond Bank or the Indiana Bond Bank holds the Bonds, the IPTC shall for all purposes of this Ordinance be permitted to offset its obligation under this Ordinance to maintain a balance in the Reserve Account equal to the Reserve Requirement by any amounts on deposit with the Bond Bank Trustee in the debt service reserve fund, if any, for the bonds of the Indianapolis Bond Bank or the Indiana Bond Bank. If the Bonds are not held by the Indianapolis Bond Bank or the Indiana Bond Bank or if no debt service reserve fund is established for bonds of the Indianapolis Bond Bank or the Indiana Bond Bank, the Controller shall hold the funds in the Reserve Account for the purposes set forth herein.

The Reserve Account shall constitute the margin for safety and a protection against default in the payment of principal of and interest on the Bonds and any Parity Bonds, and the moneys in the Reserve Account shall be used to pay current principal and interest on the Bonds and any Parity Bonds, to the extent that moneys in the Bond and Interest Account are insufficient for that purpose.

Any deficiency in the balance maintained in the Reserve Account shall be made up from the next available Transportation LIT Revenues remaining after credits into the Bond and Interest Account. Any moneys in the Reserve Account in excess of the Reserve Requirement shall be transferred to the Bond and Interest Account or be used for the purchase of outstanding bonds or installments of principal of fully registered bonds.

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

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

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

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

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

period, in a manner which is commensurate with the requirements established in Section 12(b) of this Ordinance.

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

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

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

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

(a) The Project will be available for use by members of the general public. Use by a member of the general public means use by natural persons not engaged in a trade or business. No person or entity other than the IPTC or another state or local governmental unit will use more than ten percent (10%) of the proceeds of the Bonds or BANs or property financed by the Bond or BAN proceeds other than as a member of the general public. No person or entity other than the IPTC or another state or local governmental unit will own property financed by Bond or BAN proceeds or will have any actual or beneficial use of such property pursuant to a lease, a management or incentive payment contract, arrangements such as take-or-pay or output contracts or any other type of arrangement that conveys other special legal entitlements and differentiates that person's or entity's use of such property from use by the general public, unless such uses in the aggregate relate to no more than ten percent (10%) of the proceeds of the Bonds or BANs, as the case may be. If the IPTC enters into a management contract for the Project, the terms of the contract will comply with IRS Revenue Procedure 2017-13, as it may be amended, supplemented or superseded for time to time, so that the contract will not give rise to private business use under the Code and the Regulations, unless such use in aggregate relates to no more than ten percent (10%) of the proceeds of the Bonds or BANs.

(b) No more than ten percent (10%) of the principal of or interest on the Bonds or BANs is (under the terms of the Bonds or BANs, this Ordinance or any underlying arrangement), directly

or indirectly, secured by an interest in property used or to be used for any private business use or payments in respect of any private business use or payments in respect of such property or to be derived from payments (whether or not to the IPTC) in respect of such property or borrowed money used or to be used for a private business use.

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

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

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

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

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

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

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

(j) The IPTC hereby re-approves and re-confirms that the Post Issuance Compliance Policy for Tax Exempt Obligations (the "Compliance Policy") attached to the 2021A Ordinance as Exhibit A is the Compliance Policy of the IPTC relating to post issuance compliance with applicable Code provisions concerning the Bonds and BANs.

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

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

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

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

supplemental ordinance pursuant to the provisions of this Section 18, this Ordinance shall be, and shall be deemed, modified and amended in accordance therewith, and the respective rights, duties and obligations under this Ordinance of the IPTC and all owners of Bonds issued pursuant to the provisions of this Ordinance then outstanding, shall thereafter be determined exercised and enforced in accordance with this Ordinance, subject in all respects to such modifications and amendments. Notwithstanding anything contained in the foregoing provisions of this Ordinance, the rights and obligations of the IPTC and of the owners of the Bonds authorized by this Ordinance, and the terms and provisions of the Bonds and this Ordinance, or any supplemental ordinance, may be modified or altered in any respect with the consent of the IPTC and the consent of the owners of all the Bonds issued pursuant to this Ordinance then outstanding.

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

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

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

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

Section 22. Continuing Disclosure. If necessary to market bonds or notes issued by the Indianapolis Bond Bank, the Indiana Bond Bank or the Indiana Finance Authority, as the case may be, the IPTC hereby covenants to provide, in a timely manner, to the Municipal Securities

Rulemaking Board, notice of the occurrence of any of the events as set forth in Securities and Exchange Commission Rule 15c2-12(b)(5)(i)(C). The covenant to provide such notices is solely for the benefit of the owners of the Bonds and BANs and creates no new contractual or other rights for the Securities and Exchange Commission, underwriters, brokers, dealers, municipal securities dealers, potential customers, other obligated persons or any other third party. The sole remedy against the IPTC for failure to provide such notices shall be for specific performance of the IPTC's disclosure obligation and not for money damages of any kind or in any amount or any other remedy.

Section 23. Appropriation of Proceeds. The proceeds derived from the sale of the Bonds (and the BANs, if issued) heretofore authorized to be issued and all investment earnings thereon shall be and the same are hereby appropriated to provide financing for all or a portion of the Project, together with expenses incurred in connection therewith, all of which is not provided for in the existing budget and tax levy. Such appropriation shall be in addition to all appropriations provided for in the existing budget and levy and shall continue in effect until the completion of the activities described above. Any surplus of such proceeds (including investment earnings thereon) shall be credited to the proper fund as provided by law. The proper officers of the IPTC shall be, and hereby are, authorized and directed to certify a copy of this Ordinance together with such other proceedings and actions as may be necessary to the Indiana Department of Local Government Finance.

Section 24. Conflicting Ordinances. All ordinances and parts of ordinances in conflict herewith are hereby repealed; provided, however, that this Ordinance shall not be deemed in any way to repeal the Prior Ordinances nor be construed as adversely affecting the rights of any of the holders of the Prior Bonds.

Section 25. Severability. If any section, paragraph or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this Ordinance.

Section 26. Effective Date. This Ordinance shall be in full force and effect from and after its passage.

* * * * *

PASSED AND ADOPTED by the Board of Directors of the IPTC this ____ day of _____, 2023.

BOARD OF DIRECTORS,
INDIANAPOLIS PUBLIC
TRANSPORTATION CORPORATION

Chair

ATTEST:

Secretary

Information Update – July 2023 Financials Summary

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Financial Officer Bart Brown and Director of Budget Justin Burcope
Date: August 14, 2023

JULY 2023 FINANCIAL SUMMARY

Revenue

- Federal Assistance Revenue is under budget by \$188,383 (-15.3%) for the month of July. For the year it is over budget by \$594,178 (7.1%).
- Other Operating revenue category is over budget by \$356,761 (546.2%) for the month. YTD this revenue is over budget by \$3,223,449 (705.1%).
- The passenger service revenue is over budget by \$61,181 (14.8%) for the month. For the year passenger service revenue is over budget by \$489,029 (16.5%).
- PMTF Grant has been received for the year. \$11,369,828 was received in June.
- YTD Property Tax Revenue received for first six months is \$20,845,750, which is \$1,426,114 (7.3%) over budget.
- Income Tax came in at budget for July. YTD collected is over \$39,915,714.
- The Service Reimbursement Program revenue is under budget by \$2,722 (-7.8%) for the month. For the year it is under budget by \$23,241 (-9.6%).

The Total Revenue for the agency is over budget by \$121,169 (1.2%) for the month of July. YTD Total Revenue is over budget by \$18,940,010 (27.8%).

Expenditures

I) Personal Services

- Fringe benefits are over budget for the month by \$17,744 (-1.1%). YTD it is under budget by \$884,028 (-7.5%).
- Overtime expenses continue to trend higher as we experience labor shortages especially for operators. The expenses were over budget by \$286,282 (118.2%) for the month. The increase in the overtime expense is offset by the under-budget salary expenses. For the year this category is over budget by \$2,278,168 (125.2%).
- Salary expenses are under budget by \$373,175 (-9.5%) for the month of July. YTD it is under budget by \$4,998,991 (-16.9%)

The Personal Services category is under budget by \$104,091 (-1.8%) for the month of July. It is under budget for the year by \$3,604,850 (-8.3%)

II) Other Services and Charges

- Claims were under budget by \$238,344 (-67.3%) for the month due to end of year settlements. For the year this category is under budget by \$504,991 (-18.7%).
- For the month of July, the Miscellaneous Expense category is under budget by \$9,060 (-11.4%). YTD is under budget by \$125,928 (-21.9%).
- In July, the Purchased Transportation category is over budget by \$53,713 (27.2%). For the year it is over budget by \$117,964 (1.8%).
- For the month the "Services" expense category is under budget by \$542,600 (-27.2%). YTD this category is under budget by \$6,214,862 (-34.0%).
- For the month, utilities expenses are over budget by \$28,196 (14.8%). Accounting accrues expenses in lieu of absence of actual invoices for the month. When the invoices are received, the accruals reverse out the next month. For the year utilities are under budget by \$3,406 (-0.3%).

Overall, the Other Services & Charges category is under budget by \$708,095 (-19.8%) for the month. YTD this category is under budget by \$6,731,224 (-22.8%).

III) Materials & Supplies

- The fuel and lubricant category is over budget by \$39,300 (9.1%). YTD it is under budget by \$407,148 (-13.4%).
- For the month of July, the maintenance materials category is under budget by \$105,535 (-24.1%). It is under budget for the year by \$215,734 (-6.1%).
- Other materials and supplies category is under budget by \$27,751 (-28.5%) for the month. For the year it is under budget by \$179,872 (-26.1%).
- For Tires & Tubes category invoices were posted August 2nd and will show up in next month's report. YTD it is under budget by \$31,241 (-12.0%).

For the month, the Total Materials and Supplies category is under budget by \$93,987 (-9.2%). For the year it is under budget by \$833,996 (-10.9%).

In July, the overall, total expenditures came under budget by \$906,174 (-8.7%). Year to date expenditures are under budget by \$11,170,071 (-13.9%).

FY 2023 NON-BUDGETED REQUESTS

Date	Expenditure Description	Budget Type	Expense Category	Amount
2/15/2023	Production Studio equipment	Capital	Capital	\$30,000
3/23/2023	CTC Raingarden Safety Guardrail	Services	Operating	\$396,204
5/18/2023	Red Line Station Surface Application	Services	Operating	\$87,000
7/19/2023	A/C for Simulator Rooms	Capital	Capital	\$79,200

Update on the Stimulus Draws

Below is the summary of the Federal Stimulus Funds drawdowns/reimbursements. These funds are deposited into a stimulus investment fund.

Federal Stimulus Grants	CARES Act	CRRSAA	ARP I	ARP II
Total Draws to date	\$44,160,609	\$21,170,527	\$45,288,823	\$27,948,425

RECOMMENDATION:

Receive the report.

Chief Financial Officer Bart Brown and Director of Budget Justin Burcope



Indianapolis Public Transportation Corporation
Budget to Actuals (Comparative Statement) - IndyGo
For the Seven Months Ending Monday, July 31, 2023

8/14/2023 1:16 PM

Period Selected: 7

	Current Month				YTD				PRIOR
	Actual	Budget	Budget Variance \$	Budget Variance %	Actual	Budget	Budget Variance \$	Budget Variance %	YTD Actual
Operating Revenue									
Federal Assistance	1,016,845.00	1,200,228.66	(183,383.66)	(15.28)	8,995,779.00	8,401,600.62	594,178.38	7.07	8,544,201.00
Other Operating Income	422,073.04	65,311.67	356,761.37	546.24	3,680,630.51	457,181.69	3,223,448.82	705.07	663,039.08
Passenger Service Revenue	474,013.20	412,832.00	61,181.20	14.82	3,446,700.49	2,957,671.00	489,029.49	16.53	3,284,509.33
PMTF Revenue		947,485.67	(947,485.67)	(100.00)	11,369,828.00	6,632,399.69	4,737,428.31	71.43	11,240,036.00
Local Property & Excise Tax Revenue	3,236,606.00	3,236,606.00		0.00	24,082,356.06	22,656,242.00	1,426,114.06	6.29	23,751,267.87
Local Transit Income Tax Revenue	4,648,994.58	3,812,176.24	836,818.34	21.95	39,915,714.78	26,685,233.68	13,230,481.10	49.58	28,043,507.09
Service Reimbursement Program	31,861.00	34,583.33	(2,722.33)	(7.87)	218,842.00	242,083.31	(23,241.31)	(9.60)	243,414.00
Total Operating Revenues	9,830,392.82	9,709,223.57	121,169.25	1.25	91,709,850.84	68,032,411.99	23,677,438.85	34.80	75,769,974.37
Operating Expenses									
Personal Services									
Fringe Benefits	1,544,558.11	1,562,302.55	(17,744.44)	(1.14)	10,810,936.68	11,694,965.07	(884,028.39)	(7.56)	9,897,407.51
Overtime	529,479.01	242,650.78	286,828.23	118.21	4,098,049.25	1,819,880.86	2,278,168.39	125.18	2,936,478.58
Salary	3,570,834.37	3,944,009.49	(373,175.12)	(9.46)	24,581,080.20	29,580,071.15	(4,998,990.95)	(16.90)	23,708,685.83
Total Wages and Benefits	5,644,871.49	5,748,962.82	(104,091.33)	(1.81)	39,490,066.13	43,094,917.08	(3,604,850.95)	(8.36)	36,542,571.92
Other Services & Charges									
Claims	115,915.24	354,259.18	(238,343.94)	(67.28)	2,194,823.31	2,699,814.26	(504,990.95)	(18.70)	1,855,745.49
Miscellaneous Expenses	70,533.47	79,593.75	(9,060.28)	(11.38)	449,577.92	575,506.27	(125,928.35)	(21.88)	364,813.86
Purchased Transportation	1,003,733.33	950,020.11	53,713.22	5.65	6,768,104.54	6,650,140.77	117,963.77	1.77	5,772,773.43
Services	1,453,483.45	1,996,083.74	(542,600.29)	(27.18)	12,044,321.76	18,259,183.94	(6,214,862.18)	(34.04)	8,489,433.48
Total Utilities	218,695.81	190,500.01	28,195.80	14.80	1,330,093.62	1,333,500.07	(3,406.45)	(0.26)	1,133,386.31
Total Other Services & Charges	2,862,361.30	3,570,456.79	(708,095.49)	(19.83)	22,786,921.15	29,518,145.31	(6,731,224.16)	(22.80)	17,616,152.57
Materials & Supplies									
Fuel & Lubricants	472,194.61	432,894.46	39,300.15	9.08	2,623,113.40	3,030,261.22	(407,147.82)	(13.44)	2,266,664.91
Maintenance Materials	331,741.33	437,277.07	(105,535.74)	(24.13)	3,329,440.19	3,545,174.40	(215,734.21)	(6.09)	2,842,770.14
Other Materials & Supplies	69,546.70	97,298.23	(27,751.53)	(28.52)	508,167.05	688,039.61	(179,872.56)	(26.14)	437,307.79
Tires & Tubes	50,987.94	50,987.94		0.00	325,673.80	356,915.58	(31,241.78)	(8.75)	304,562.68
Total Materials & Supplies	924,470.58	1,018,457.70	(93,987.12)	(9.23)	6,786,394.44	7,620,390.81	(833,996.37)	(10.94)	5,851,305.52
Total Operating Expenses	9,431,703.37	10,337,877.31	(906,173.94)	(8.77)	69,063,381.72	80,233,453.20	(11,170,071.48)	(13.92)	60,010,030.01
OPERATING INCOME/(LOSS)	398,689.45	(628,653.74)	1,027,343.19		22,646,469.12	(12,201,041.21)	34,847,510.33		
GAIN/LOSS ON ASSET DISPOSAL				0.00	196,629.17		196,629.17	0.00	166,406.05
NET INCOME/(LOSS)	398,689.45	(628,653.74)	1,027,343.19	(163.42)	22,449,839.95	(12,201,041.21)	34,650,881.16	(284.00)	15,593,538.31

Information Update – Mobility-on-Demand Pilot

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Senior Director of Strategic Planning Brooke Thomas
Date: August 4, 2023

MOBILITY-ON-DEMAND, PROOF-OF-CONCEPT PILOT

BACKGROUND:

In March 2021, as part of IndyGo's most recent comprehensive operational analysis (COA) and review of the network redesign, a project team made up of IndyGo staff and consultants designed a proof-of-concept pilot to explore the possibility of restructuring or replacing low performing fixed-route bus service within a designated area.

After developing a transit propensity index and creating a composite density analysis to identify potential pilot areas, the COA project team chose the area southeast of Downtown Indianapolis as the pilot area, and defined the primary use cases as follows:

1. Getting people to and from higher-frequency bus routes, such as the Red Line or Route 8/future Blue Line.
2. Accommodating trips that IndyGo cannot physically reach with local bus service.
3. Accommodating trips that IndyGo doesn't currently serve very well either because the bus service doesn't operate frequently enough or because the bus service is non-existent at certain times of the day (e.g., mid-day).

Success was defined in several ways throughout the years' long process. Objectives included:

- Obtaining data and information to determine whether the type of mobility-on-demand service we were envisioning could be developed, and to see if it was possible to test the feasibility of replacing low performing fixed-route bus service.
- Answering the questions, "Will our customers use it? How will they use it? Who is using it?" And "Does all of this fit within our overall strategy to be able to right-size our services going forward?"
- Offering IndyGo's core riders another way to travel within the zone.

In December 2021, using unspent purchased transportation dollars, IndyGo competitively procured Via's turnkey, mobility-as-a-service suite of services to perform the pilot where Via provided the operators, vehicles, mobile-app, customer call center, business intelligence tool used for reporting, marketing and outreach support, and more. The service officially launched on May 11, 2022. Branded as *IndyGo Connect*, this service was designed to be available to anyone who wanted to travel within the zone, or to and from the zone. The only technology the customer was required to have was the ability to receive SMS text messages after calling in to book their ride over the phone; however, most customers used their smartphone to access the mobile application.

While much attention was paid by staff to design a service that would not compete with IndyGo's fixed-route bus service, preliminary analysis of the data shows that there were very few (~25) active riders who rode often (>5 times per week on average). Between May 2022 and May 2023, there were approximately 10,500 completed trips. Between 20-30% of these trips could have been made by single seat ride on a bus because both the origin and destination were

within ¼-mile of one of IndyGo's existing routes. The same data shows that between 40-50% of these trips could have been made with a two-seat ride (i.e., one bus transfer).

Final evaluation of the proof-of-concept can be summarized as follows:

Goal 1: Attract New Riders to IndyGo

Partially met goal with attractive customer performance metrics

Goal 2: Maximize IndyGo's Fixed Route Service

Failed to meet goal by competing with fixed-route bus service

Goal 3: Identify Partnership Opportunities for Alternative Mobility

Met goal by enhancing IndyGo's understanding of the partner landscape

Goal 4: Improve the Customer Experience

Partially met goal by providing riders a low cost, convenient travel option

Goal 5: Enhance Central Indiana's Mobility on Demand Ecosystem

Partially met goal by temporarily standing up a new service delivery model, and obtaining lessons learned for future iterations

Goal 6: Provide a Cost-Effective Service Compared to Fixed Route

Failed to meet goal because it did not effectively produce shared rides and could not be sustained over many years

RECOMMENDATION:

Receive the report.

Brooke Thomas, AICP
Senior Director of Strategic Planning
Department of Strategic Planning



Mobility on Demand Pilot Overview

IPTC Board of Directors Update

August 2023

IndyGo Connect

A premium service for a non-premium price that competed with fixed-route service, and an expensive way to buy coverage where there is little demand for mass transit

1

Background

Goals

1. Attract New Riders to IndyGo
2. Maximize IndyGo's Fixed Route Service
3. Identify partnership opportunities for alternative mobility that can be sustained over a longer period
4. Improve the customer experience by simplifying the transit mobility experiences
5. Enhance Central Indiana's mobility-on-demand ecosystem
6. Provide a cost-effective service compared to fixed route service

Background

Northwest

- Employment destination
- Too far from fixed-route service to provide effective transfer opportunities
- Limited opportunity to replace fixed-route

Broad Ripple

- Primarily residential area
- Limited opportunity for fixed-route replacement due to high through ridership

465 West Corridor

- Wide land use mix
- Future north/south bus corridor and minor service expansion area
- Less opportunity for fixed-route replacement

Edgewood

- Residential area near major retail centers
- Could serve as first/last mile option to Red Line

Fort Harrison

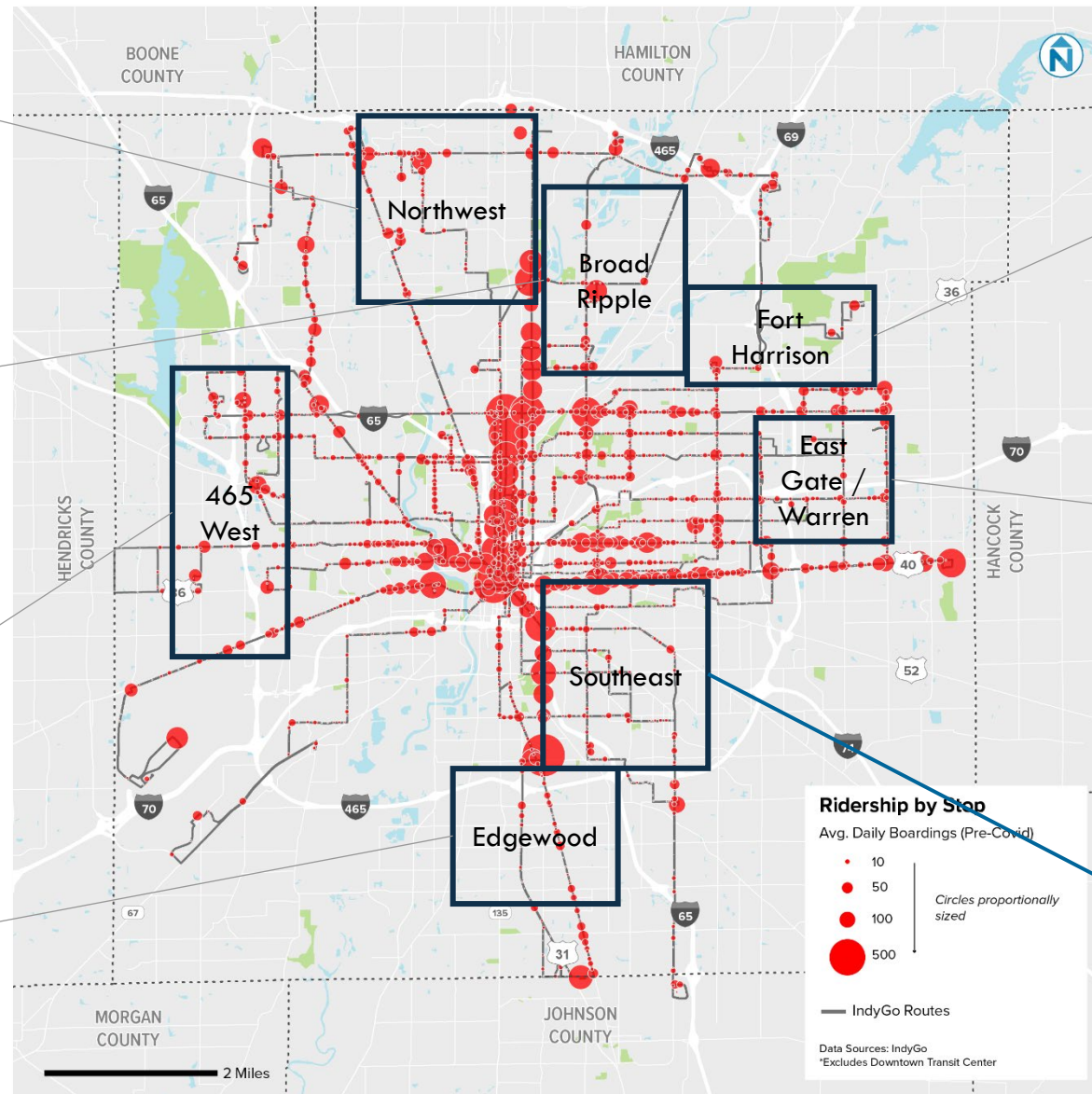
- Dispersed employment area
- Service could provide new access to several mobile home parks

East Gate / Warren

- Mostly residential and logistics
- Access to high frequency transit routes
- Potential for fixed-route reconfiguration
- **Very high transit need**

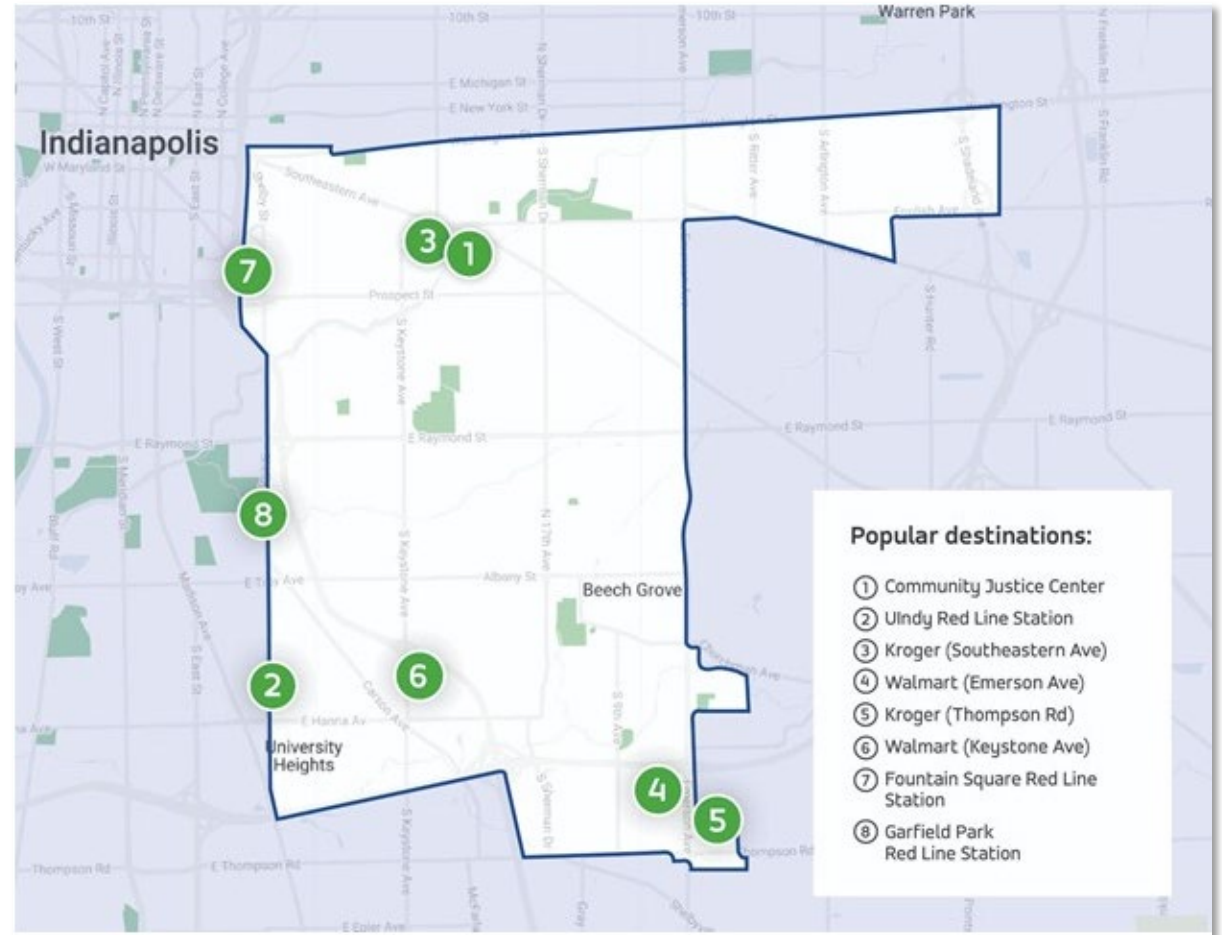
Southeast

- Mostly residential and local retail
- Significant potential for fixed-route replacement
- Access to multiple rapid transit routes
- **Very little demand for transit, which is spread across multiple routes**



Service Area

- Service seven days a week
 - Mon-Sat 6:00 am – 9:00 pm
 - Sunday 7:00 am – 9:00 pm
- Major Destinations
 - Red Line BRT Stations
 - Route 8/Future Blue Line Stops
 - Community Justice Center
 - Fountain Square
 - Garfield Park
- Approx. 18 sq. mile zone



VIA Service Design

Core Service Model Focus

A

Curb-to-Curb

Travel anywhere in the zone with PU & DO at the curb of your choice

- + Highest quality RX
- + Best approach to build rider growth fastest
- + Services all intra-zone ODs
- Least efficient for the service
- Least control over PU/DOs
- Closest experience to rideshare, least comparable to fixed route

Best if you want to compete with rideshare and provide the highest RX possible

B

Corner-to-Corner*

Travel anywhere in the zone with PU & DO at virtual bus stops

- + High quality & adjustable passenger experience (RX)
- + Balances bus experience with microtransit flexibility
- + Services all intra-zone ODs
- Riders will be required to walk to Pickup locations
- Not as efficient as a full point-to-point model

Most common service design for our partners and best to balance efficiency with RX

C

Transit-to-Anywhere

Travel anywhere in the zone as long as your trip starts/ends at a transit stop/station

- + High level of control over types of trips taken
- + Primary focus on connecting to existing bus network
- Removes intra-zone trips not connecting to specific points
- Limited efficiency gains for lower overall ridership

Ideal solution if you want all trips to connect to existing transit with no exceptions

D

Transit-to-Transit

Travel only allowed to and from designated transit stops/stations

- + Highest efficiency model - marginally more efficient
- + High service legibility
- Lowest quality RX
- Lowest potential ridership
- Least rider use cases served due to limited access to in-zone ODs

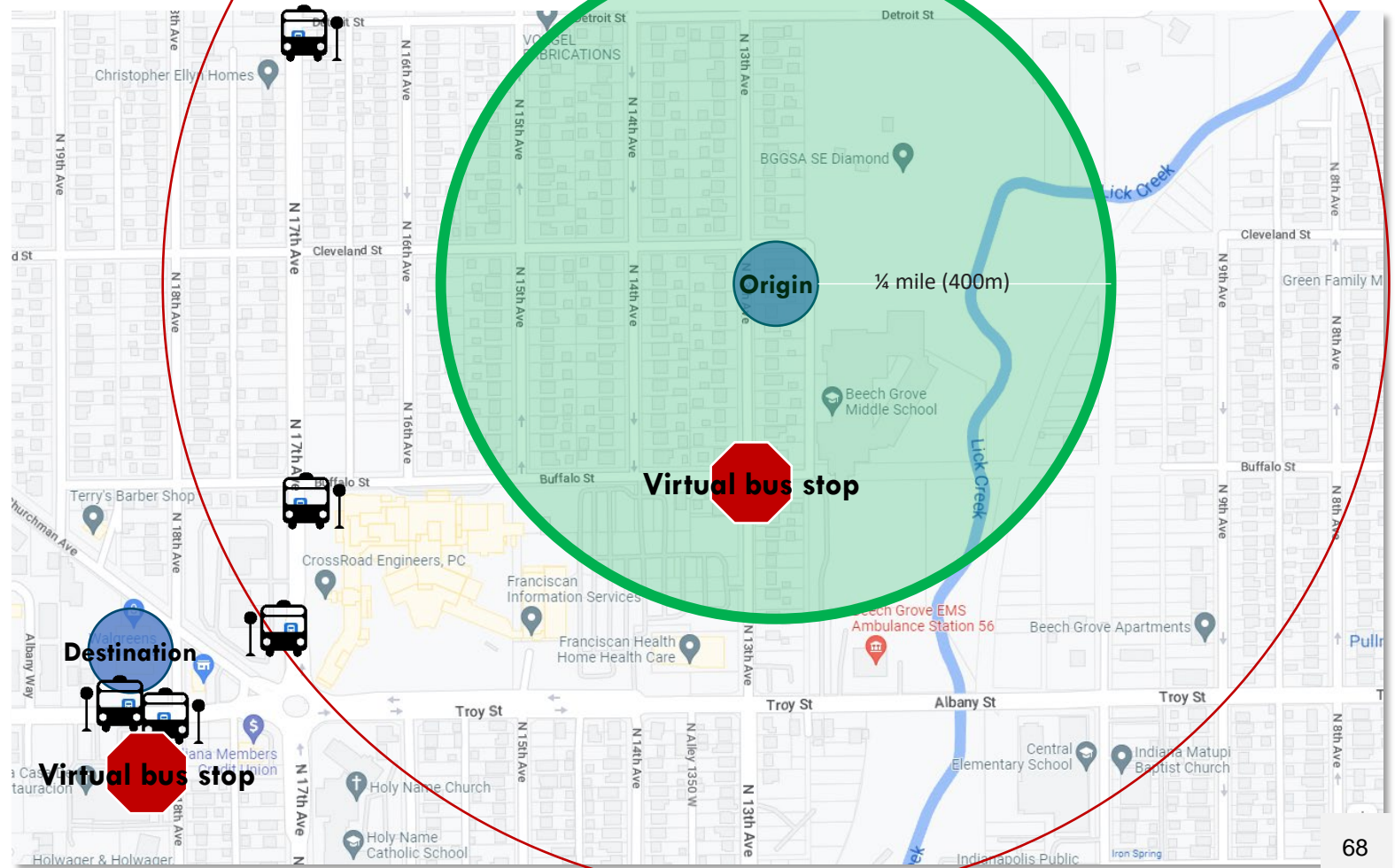
Best solution if you want to only serve trips between specific high demand locations

Corner-to-Corner Service Model

Virtual bus stop = most efficient
Pickup/Dropoff location within
the green circle

Most efficient = Pickup/Dropoff point is the one that minimizes how many times the vehicle needs to detour to pick up other passengers or to reach the riders final destination

A riders Pickup/Dropoff locations can change regularly



2

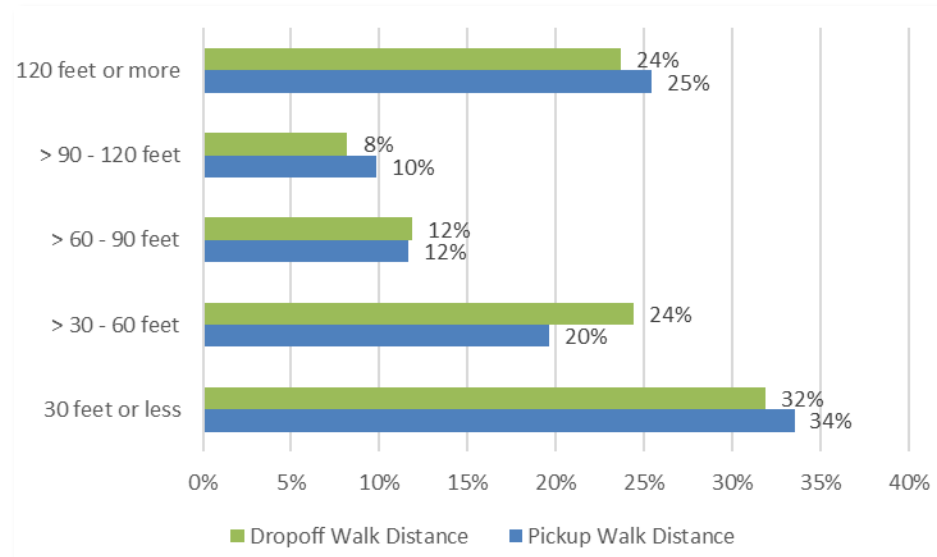
Performance

Rider Metrics

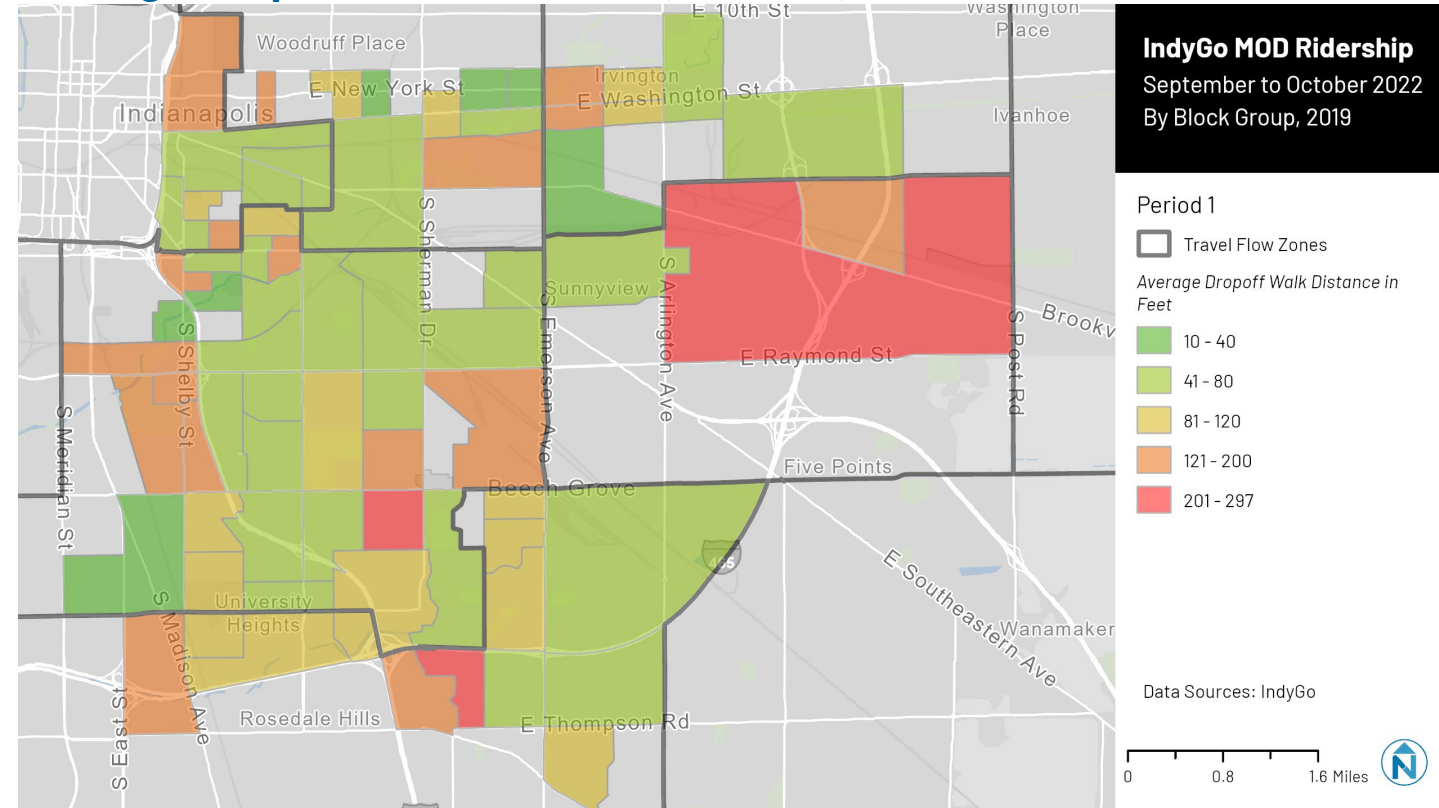
Walk Distance

- Nearly 2/3 of riders walk 90 feet (0.14 miles) or less
- Riders walk further on the edge of the service zone

Pickup and Dropoff Walk Distance (Period 1)



Average Dropoff Walk Distance (Period 1)



What did the typical IndyGo rider experience during the same period of time?

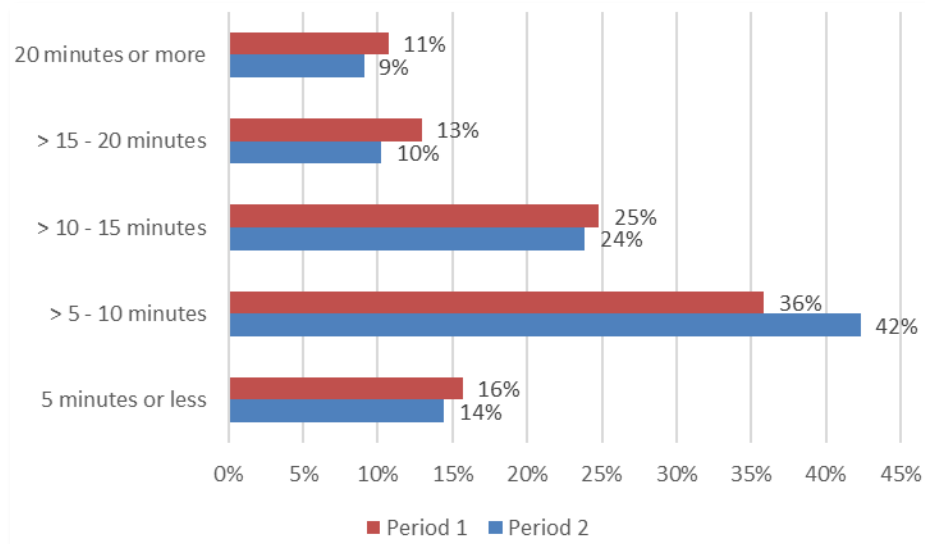
- 70% of IndyGo riders walked less than 0.5 miles
- IPS Walk Zones: K-6 students 1 mile or less; 7-8 1.25 miles; and 9-12 1.5 miles

Rider Metrics

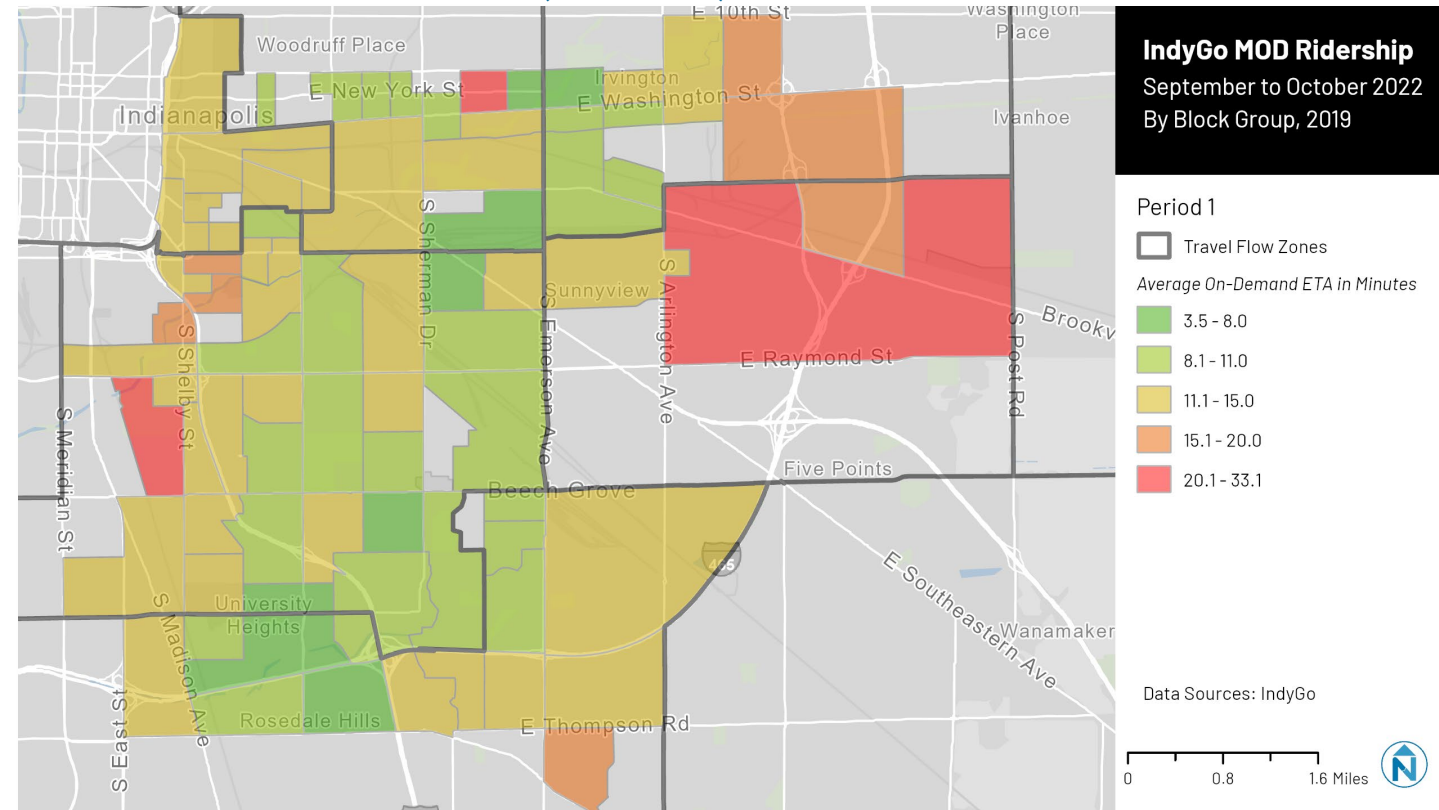
Response (Wait) Time

- Majority of riders picked up in 15 minutes or less
- Only about 10% wait longer than 20 minutes

Estimated Time of Arrival (Periods 1 and 2)



Estimated Time of Arrival (Period 1)



What did the typical IndyGo rider experience during the same period of time?

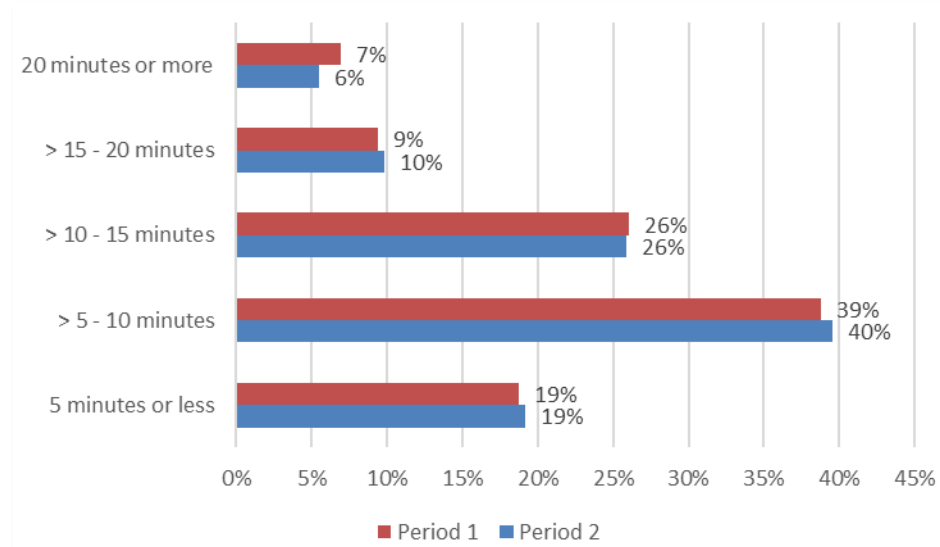
- Median Wait Time for the Bus = 24.8 minutes or less when following the bus schedule

Rider Metrics

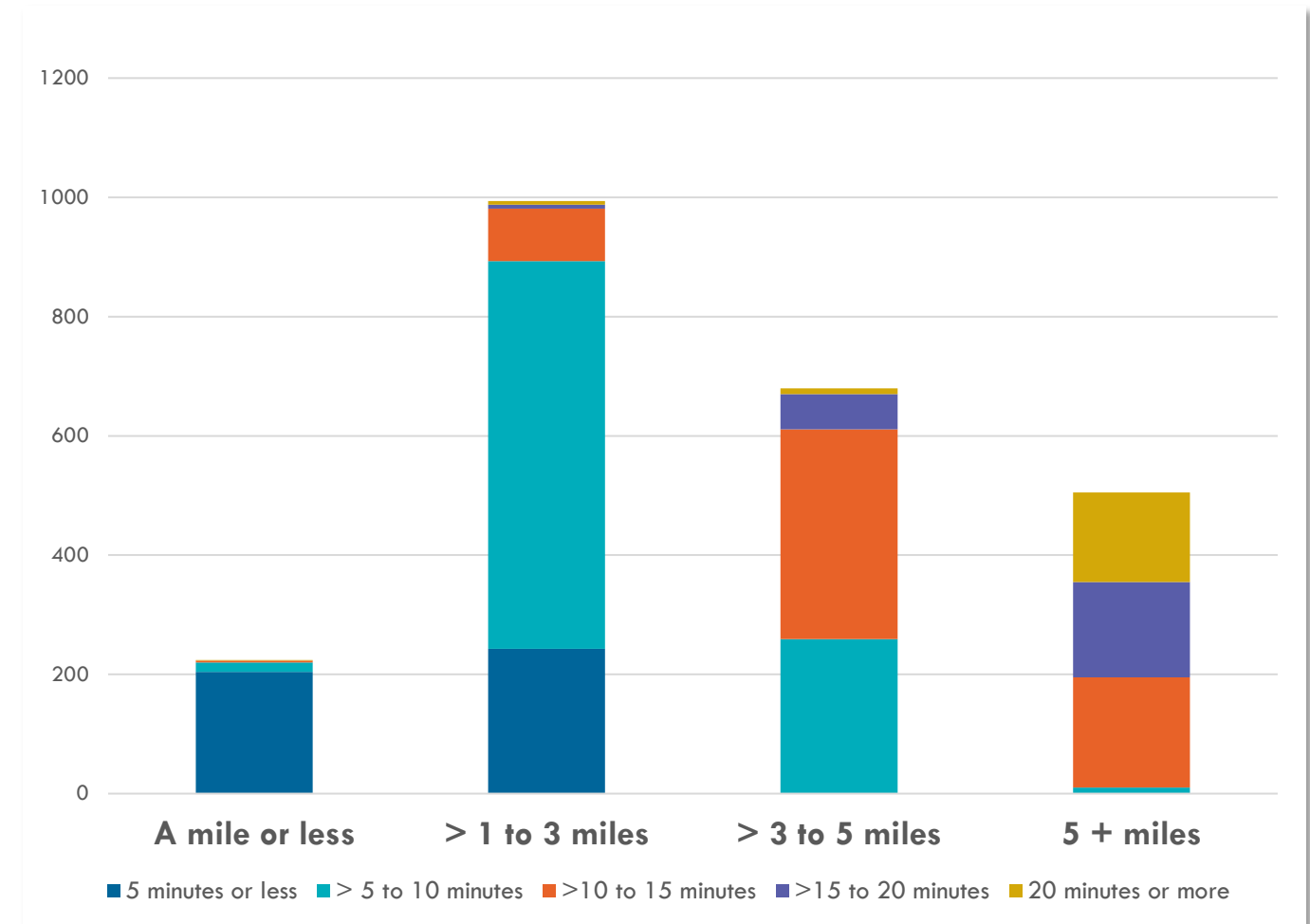
Trip Duration and Distance

- About half of trips took less than 10 minutes to complete, and covered just a short distance (under 3 miles)

Trip Duration (Periods 1 and 2)



Trip Distance by Trip Duration (Period 1)



What did the typical IndyGo rider experience during the same period of time?

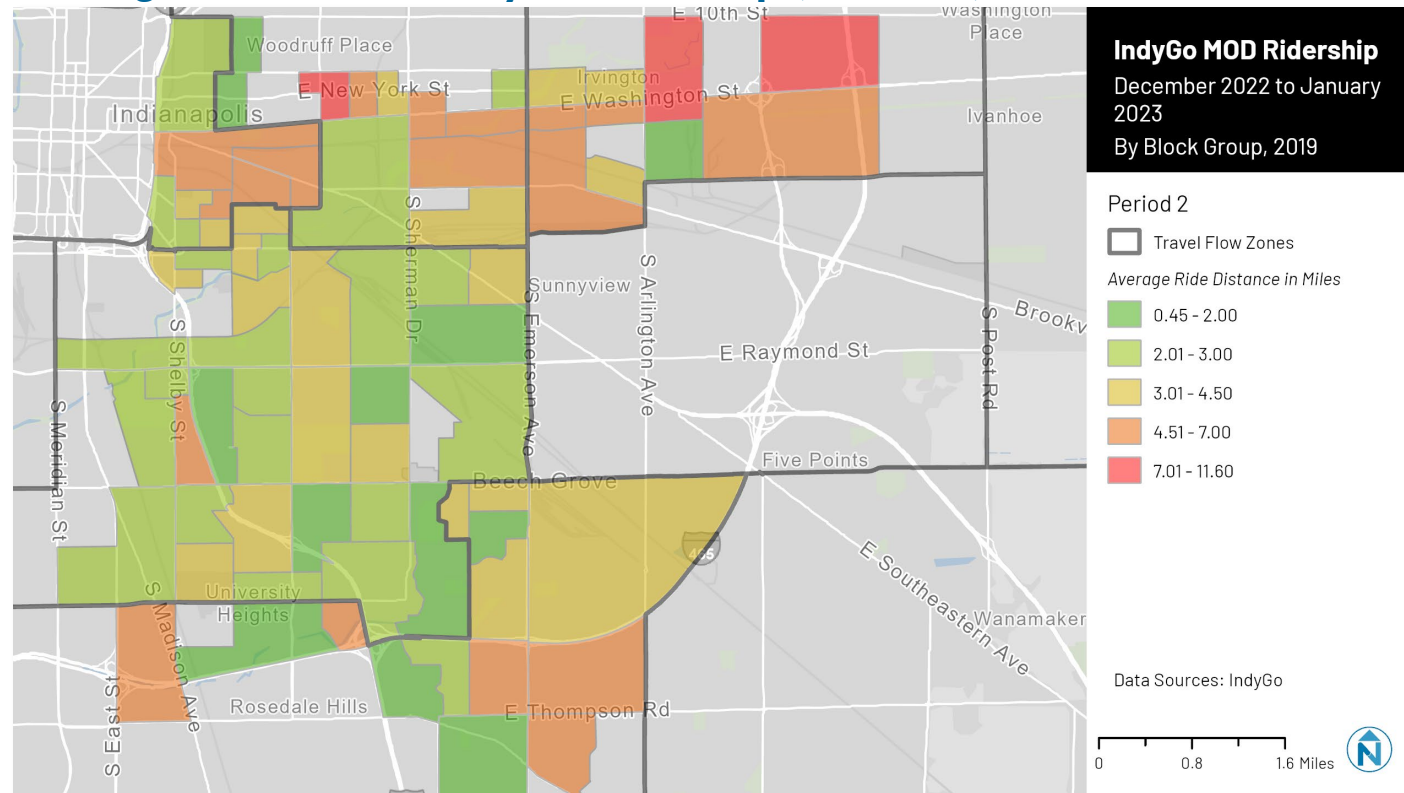
- Median Travel Duration = 37.1 minutes

Rider Metrics

Trip Duration and Distance

- Longer trips (5+ miles and taking longer than 15 minutes) were mostly along the Washington Street corridor, where IndyGo already offers 15-minute peak weekday service via Route 8.

Average Ride Distance by Block Group (Period 2)



Rider/Service Metrics

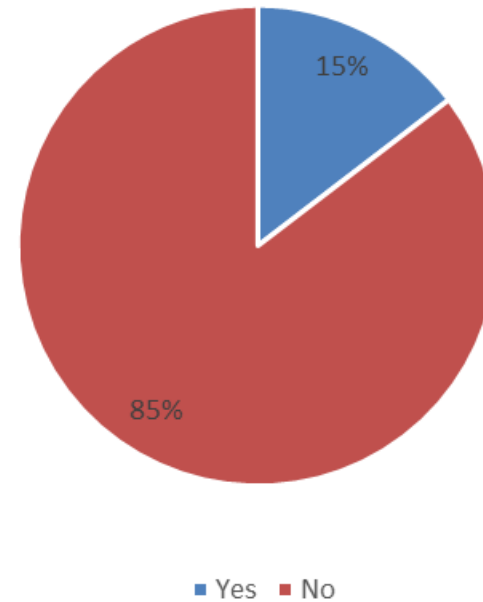
Shared Rides

- Most trips on IndyGo Connect were not shared (between 15-18%)
- Shared rides marginally improved between period 1 and 2

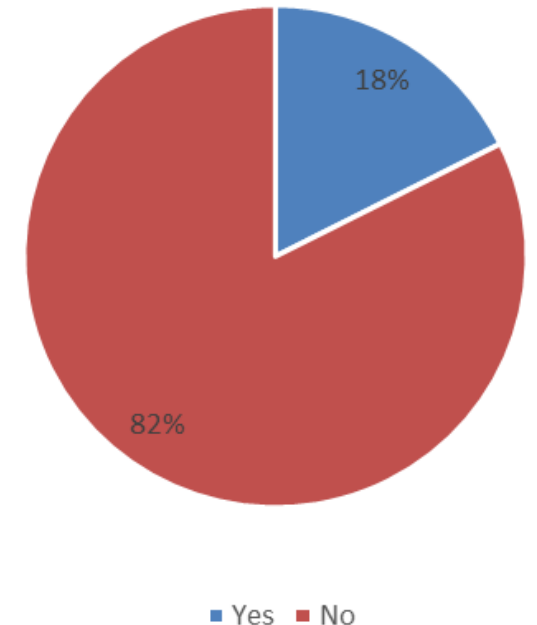
Customer Satisfaction

- Most riders did not respond to prompts to rate service performance
- Of those that did (8%), most gave the highest rating

Shared Trips (Period 1)



Shared Trips (Period 2)



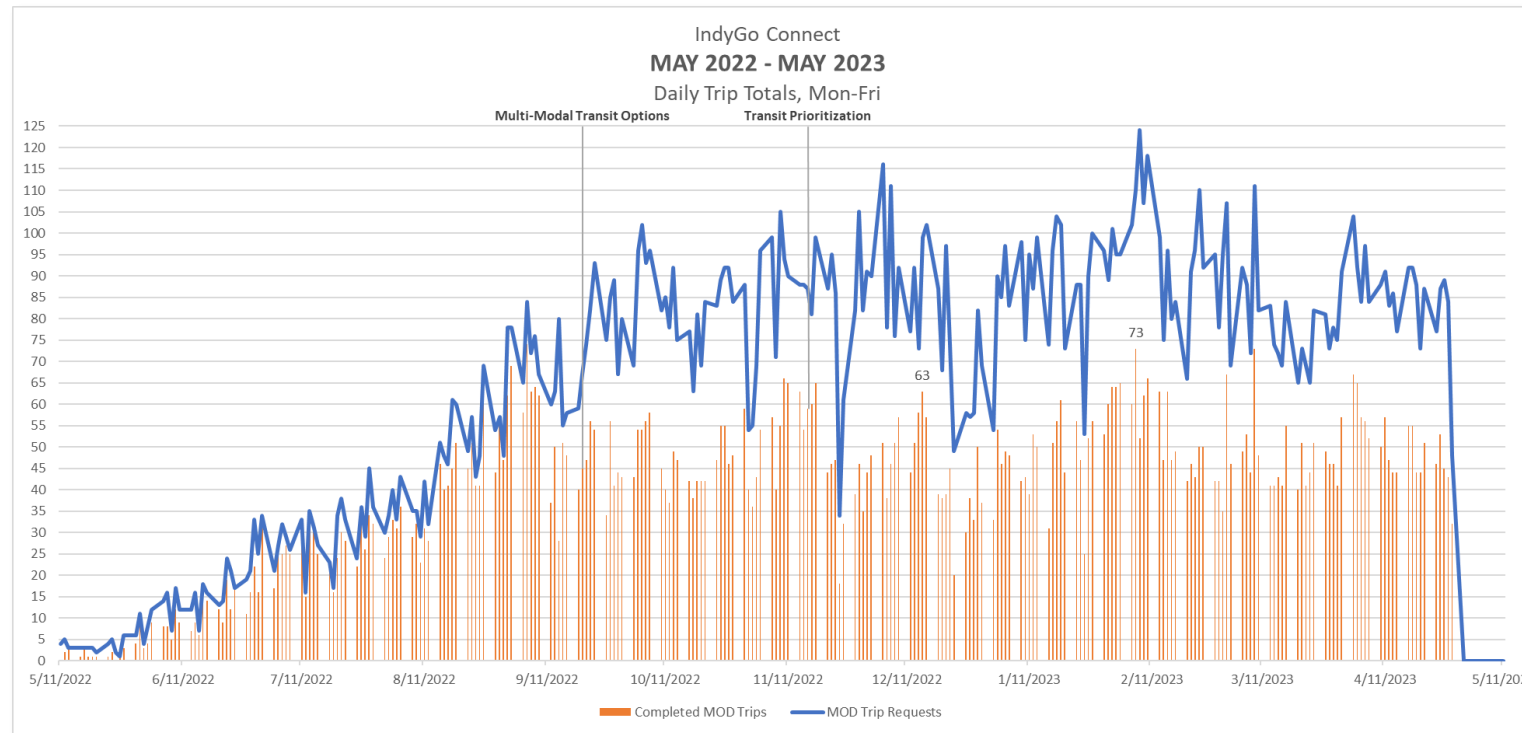
Service Metrics

Ridership Growth

- Total Ridership
~10,500 completed trips in 12mo
- Ridership Stabilization
~1,400 trips/month, Sept 2022

22
Riders
>50%
All Rides

IndyGo Connect Requested Versus Completed Trips

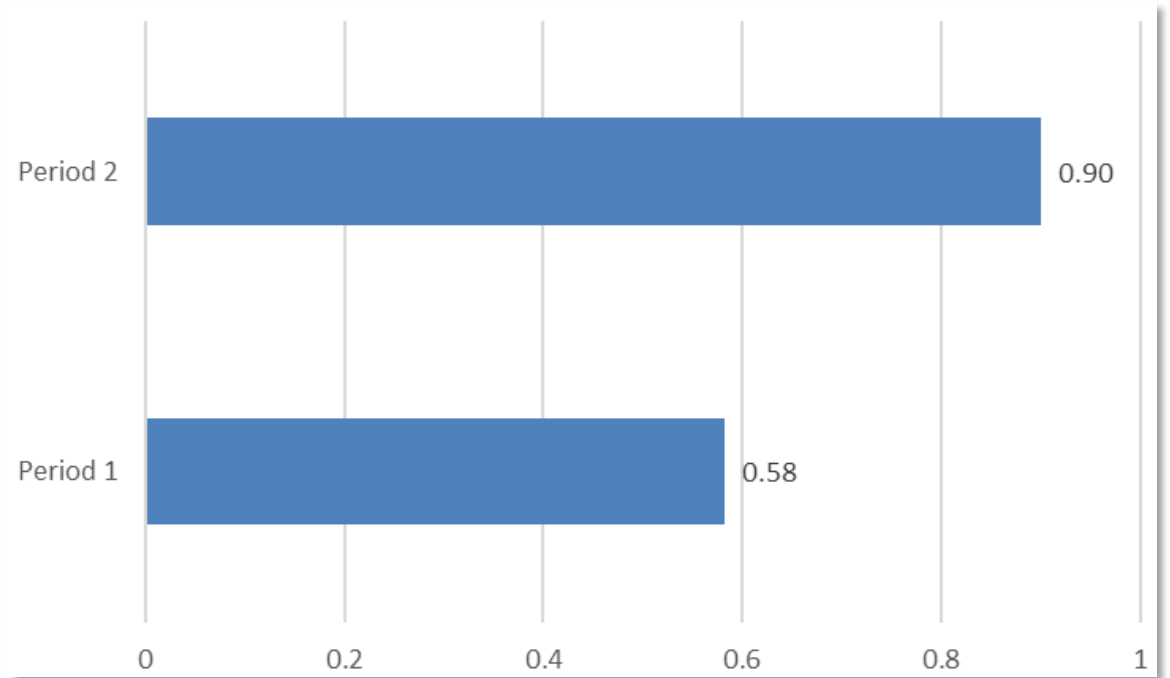


Service Metrics

“Productivity” Assessment

- The service became more productive between periods 1 and 2
- For comparisons purposes, Passengers/VRH on IndyGo Access (2021) = **1.9**

Passenger Trips Per Revenue Hour (Periods 1 and 2)



Service Metrics

Customer Convenience

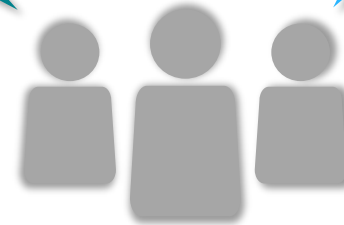
- 78% of survey respondents said that they would be “very disappointed” if they could no longer use the service
- About 70% said they had reduced commute times, and 39% said they were commuting more because of IndyGo Connect

Sample open-ended user responses:

“I really love this service. There are parts of the year where my household is a one car household, and this has helped make that more convenient.”

“I would not be able to get to my job on time without this service.”

“I love how cost effective and simple this service is! It allows me to utilize public transportation in a way I feel is safe as an immunocompromised individual.”



3

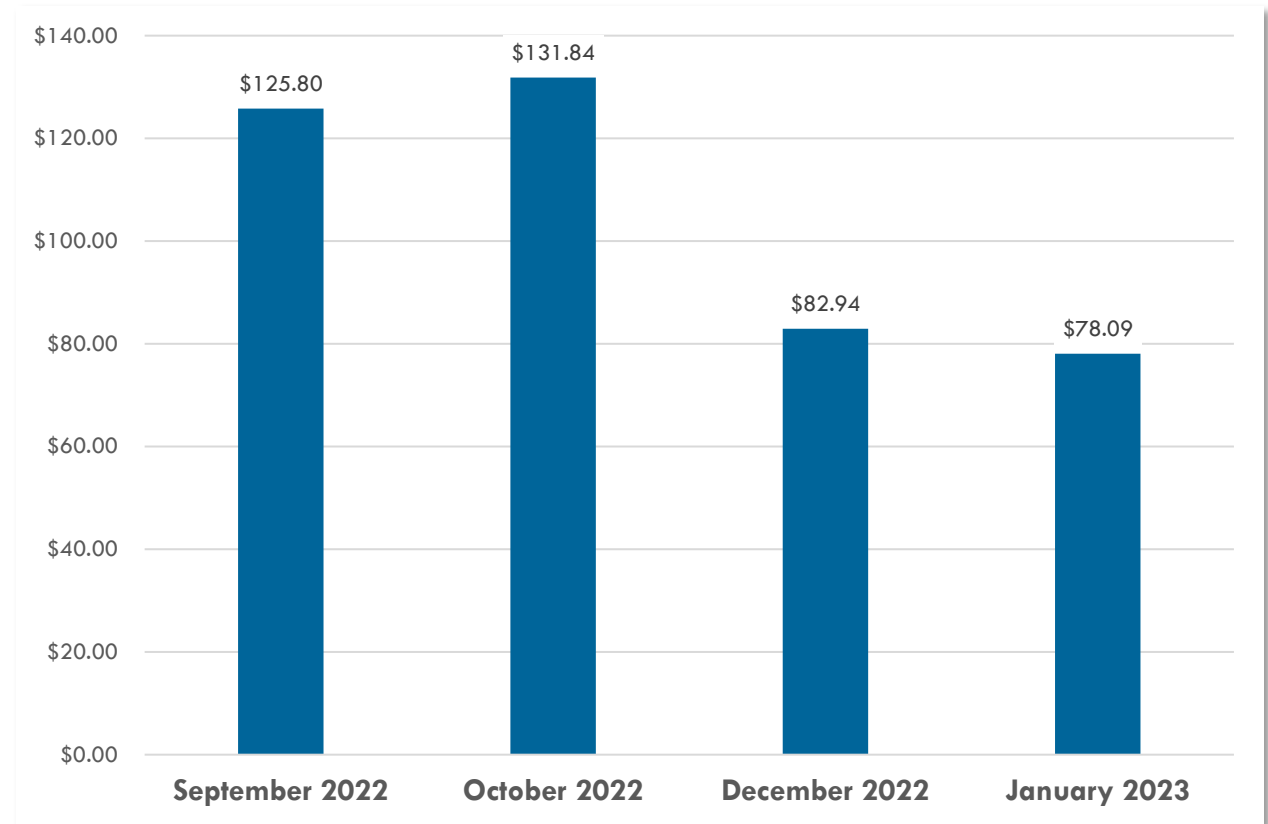
Evaluation

Service Metrics

Cost per Passenger Trip

- Assessment of cost efficiency
- By design, the service became more efficient between periods 1 and 2
- Operating expense per passenger trip on fixed route was significantly lower (2021 data):
 - \$20.14 for regular fixed route
 - \$10.25 for BRT
 - \$60.10 for IndyGo Access

Operating Cost per Passenger Trip



Service Metrics



Rider Characteristics



Employed Full or Part Time

56% 72%



No Access to a Car

75% 57%



Household Income Under \$25K

28% 57%

Men



28%



40%

Women



64%



57%

Black/African American



36%



55%

White/Caucasian



53%



34%



IndyGo Connect Riders

All IndyGo Riders




Rider Characteristics cont.

75%  No Access to a car **57%**

33%  Commuting to work **27%**

59% Can get a ride from a friend or a ride-hailing company **27%**

8% Wouldn't have made the trip 
86%/67% Looking to save time and/or money

 IndyGo Connect Riders

All IndyGo Riders 



Service Metrics

Increase in Residents/Target Populations Access to Transit

- A. IndyGo Connect provides general public service to about 18,000 more people within the service zone
- B. Expands access by about 28% to households without access a car, low-income households, and people who identify as Black/African American

Variable	IndyGo Connect Service Zone Demographics	* Zone Demographics within ¼-mile of bus stop 250 feet of Zone	* Zone Demographics NOT within ¼-mile of bus stop 250 feet of Zone
Total Households	24,803	17,750	7,053
Total Population	62,589	44,792	17,797
No Access to a Car	2,744	1,964	780
Household Income Under \$25K	7,186	5,143	2,043
Men	30,654	21,938	8,716
Women	31,935	22,854	9,081
Black/African American	9,105	6,516	2,589
White/Caucasian	44,323	31,720	12,603
Total Workers	41,305	29,560	11,745
Area (Square Miles)	17.2	12.3	4.9

Evaluation Matrix

-  **Goal 1: Attract New Riders to IndyGo**
 - Partially met goal with attractive customer performance metrics
-  **Goal 2: Maximize IndyGo's Fixed Route Service**
 - Failed to meet goal by competing with fixed-route bus service
-  **Goal 3: Identify Partnership Opportunities for Alternative Mobility**
 - Met goal by enhancing IndyGo's understanding of the partner landscape
-  **Goal 4: Improve the Customer Experience**
 - Partially met goal by providing riders a low cost, convenient travel option
-  **Goal 5: Enhance Central Indiana's Mobility on Demand Ecosystem**
 - Partially met goal by temporarily standing up a new service delivery model, and obtaining lessons learned for future iterations
-  **Goal 6: Provide a Cost-Effective Service Compared to Fixed Route**
 - Failed to meet goal because it did not effectively produce shared rides and could not be sustained over many years

4

Key Takeaways

What's Next?

Southeast Indy Fixed-Route Restructuring

- Continue to monitor the performance of the local bus network in the area southeast of Downtown Indy now that it has been restructure to better connect the places where people want to go.

Status Update: This restructuring occurred as part of the major service changes that took place in June 2023. As a reminder, this package of changes included:

- Route 12/13
- Route 16
- Route 26
- Route 55
- Route 56

Upcoming Payment Integration Demonstration Pilot

- Move forward with the upcoming payment integration pilot – to make it possible for MyKey users who ride IndyGo bus and IndyGo Access to use a single method of payment to use both services. Possibly CIRT Workforce Connectors and Access Johnson County too!

Status Update: Contract negotiation phase with Flowbird to purchase new handheld, fare validation devices and to make the necessary software upgrades using IndyGo's remaining AIM Challenge Grant dollars.

What's Next?

Partnership

- IndyGo staff remain available to both the MLK Center and Pathway Resource Center as subject matter experts in support of their community-based mobility-on-demand services.

Status Update: Through an established lease agreement, IndyGo continues to supply the MLK Center with its vehicles. In return, IndyGo is able to report the ridership generated by the Midtown Get Around service. In addition to serving as subject matter experts, several IndyGo staff members serve on Pathway Resource Center's Driven2Success Advisory Committee.

Strategize & Innovate

- Continue to research the state of the industry and industry best practices to find sustainable options for right-sizing IndyGo's services

Status Update: In addition to reading industry publications, staff regularly attends webinars and conferences to learn what peer agencies are doing.

Questions?

Information Update – CEO Report

To: Chair and Board of Directors
From: President/CEO Inez P. Evans
Date: August 23, 2023

CEO Report

ISSUE: An update from the CEO will be presented at the board meeting

RECOMMENDATION: Receive the report

1. Run for Ya Life 5K

- The event featured T-shirts, a DJ, vendors, medals for those who completed the race and more. Members of the public and IndyGo community were in attendance. Congratulations to everyone who crossed the finish line and to **Coach Operator Jonathan Jackson** and **Transportation Supervisor Janae Freeman** for hosting a great event!



2. East Campus Ribbon Cutting

- IndyGo hosted a ribbon-cutting ceremony Friday to celebrate the official grand opening of its new East Campus headquarters. The agency welcomed special guests and speakers, including Federal Transit Administration (FTA) Administrator Nuria Fernandez, Congressman André Carson and other local dignitaries, to celebrate the agency's essential expansion and investment in the Far Eastside community.

This 110,000-square-foot building represents the future of IndyGo, as it outgrows the current headquarters located at 1501 W. Washington St. This new location will mean expanded storage for the agency's growing bus fleet, state-of-the-art training for bus drivers and more room for employees to safely work in this post-pandemic era.





Information Update – Purple Line Construction Change Orders

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Development Officer Jennifer Pyrz, PE
Date: August 9, 2023

PURPLE LINE CONSTRUCTION CHANGE ORDERS

BACKGROUND:

IPTC entered into contract in December 2021 with Crider and Crider, Inc. to construct Package A of the Purple Line Bus Rapid Transit Project and with F.A. Wilhelm Construction Co., Inc. to construct Package B. Original contract award amounts were \$95,662,258.74 for Package A and \$18,187,000.00 for Package B for a combined total of \$113,849,258.74. Construction started in Spring 2022 and will be completed in Summer 2024. Construction is approximately 55% complete.

In December 2021, the Board authorized President/CEO Inez Evans to approve change orders of \$250,000 or less through construction of the Purple Line BRT project. Change orders greater than \$250,000 require board approval. Change orders under the \$250,000 threshold would be brought to the Board as information items. Many of the change orders executed to date have been credits to IndyGo, resulting from value engineering efforts of the Purple Line team. The sum of all change orders executed to date for both Packages A and B are negative, meaning the project holds increased contingency relative to the original construction budget.

To date, the following change orders have been executed on for Package A of the Purple Line project:

Change Order Number	Description	Amount	Date Approved
CCO#1	Voided		
CCO#2	Quantity decreases for various pay items resulting from value engineering	(\$591,778.25)	11/18/2022
CCO#3	Removal of gray MMA from design, additional tree removal, field order related to bus pads	(\$239,473.00)	11/18/2022
CCO#4	Liquidated damages assessment, field order related to streetlights, sanitary sewer revisions, and electric service point changes	(\$45,661.57)	07/01/2022
CCO#5	Various field orders and directives related to utility conflicts, MOT, tree removal, etc.	(\$8,423.13)	02/08/2023
CCO#6	Credit for Builder's Risk insurance and modification of unit price for Flexamat material	(\$270,000.00)	05/22/2023

Change Order Number	Description	Amount	Date Approved
CCO#7	Various field orders and directives related to utility service, access points, signal / pavement marking modifications, and pothole repairs	\$60,236.56	08/06/2023
TOTAL		(\$1,095,099.39)	

The following change orders have been executed on for Package B of the Purple Line project so far:

Change Order Number	Description	Amount	Date Approved
CCO#1	Credit for Builder's Risk insurance	(\$25,689.00)	11/18/2002
CCO#2	Replace water filled jersey barrier with temporary traffic barrier	(\$58,800.00)	07/01/2022
CCO#3	Revisions to work at the terminus station	\$4,566.00	07/01/2022
CCO#4	Removal of redundant pedestrian push buttons and modifications at terminus station for subgrade, etc	\$29,911.00	12/25/2022
CCO#5	Various field orders and directives to adjust quantities, widen ramp wall, replace trees, adjust pavement markings, etc	\$11,106.71	03/21/2023
TOTAL		(\$38,905.29)	

RECOMMENDATION:

Receive the report.

Jennifer Pyrz
Chief Development Officer

Information Update – Extension of On-Call A&E Contracts

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Development Officer Jennifer Pyrz, PE
Date: August 7, 2023

ARCHITECTURAL AND ENGINEERING (A&E) SERVICES CONTRACT EXTENSIONS

BACKGROUND:

In June 2020, the Board of Directors authorized IPTC to enter into consultant contracts for On-Call A&E Services in four disciplines: Specialty Electrical Design, Facility Architecture and Engineering, Safety and Security Systems Design, and Street Design. Over the past three years, the consultants have been assigned 48 planning, design, and construction administration task orders for a variety of projects including East Campus renovations, Super Stops, Rural Street, local bus stops, and CTC inductive charging, among others. The master contracts for all consultants expire in August 2023.

A procurement was completed to select A&E consultants for the next three-year period. Meanwhile, several multi-year projects are not yet complete and will benefit from consistency of consultant support. As such, contracts for WSP (Specialty Electrical Design), Lochmueller (Street Design) and Woolpert (Facility Architecture and Engineering) will be extended to allow for completion of in-progress projects and task order assignments. No new projects will be assigned to these contracts; however, additional task orders may be issued to complete the already-assigned work.

IndyGo will extend three master agreements for three consultants to allow for completion of the following ongoing tasks/projects:

Project	Consultant
Bus Stop Design (various task orders)	Lochmueller
Rural Street Design	Lochmueller
CTC Raingarden Handrails	Woolpert
1501 Concrete Replacement	Woolpert
Michigan Street Concept Study	Woolpert
Madison Avenue Concept Study	Woolpert
Madison Avenue Site Charger	WSP
Purple Line Ivy Tech Site Charger	WSP
CTC Inductive Charging Design	WSP
1501 Depot Charger Installation	WSP

Contracts for 2020 A&E on-call contracts with Etica, Guidon, and HDR will be allowed to expire.

RECOMMENDATION:

Receive the report.

Jennifer Pyrz
Chief Development Officer

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Mobility Advisory Committee (MAC)

Meeting Minutes

July 19, 2023

Attendees:

Eddie Richenbach-MAC

Cori Wills-MAC

Kristina Hornaday-Alberts-MAC

Chris Hollingsworth-MAC

Kendal Tilton-MAC

Teisha Belton-INDYGO

Ryan Wilhite-INDYGO

Angela Milroy-RATP DEV

Amanda Bagwell-MAC

Justin Muller-MAC

Linda Gosnell-MAC

Wilma Simmons-MAC

Mike Roth-INDYGO

Cheryl Purefoy-INDYGO

Eduardo Hernandez-RATP DEV

Attendance of members by Mike Roth

Agenda Items:

- Approval of May 2023 Minutes-Approved
- **Cheryl Purefoy-INDYGO**
 - Fleet Acquisition
 - INDYGO recently awarded a \$19 million grant from Biden/Harris administration to purchase hybrid vehicles
 - 40-foot vehicles to replace around 18-20 fossil fuel diesel buses depending on prices
 - Purchased the 60-foot Purple Line buses
 - In the next 2 months, they will start arriving
 - Plan to have a total of 10 this year
 - The rest of the buses will arrive by the end of 1st quarter of 2024
- **Ryan Wilhite-INDYGO**
 - Beyond the ADA
 - 6 months into Beyond ADA
 - In about 6 months, we will notify riders of the expiration of 2 exception areas.
 - In January 2025, the exception area will be removed.
- **Eduardo Hernandez-RATP DEV**

- Staffing Challenges
 - Overall improvement in On-Time Performance
 - Introducing a 2-step interview process for all applicants
 - The goal is 80 drivers, and currently at 50 drivers
 - The upcoming orientation class has approximately 19 drivers
- TNCs
 - INCare
 - It started in June 2023
 - Running smoothly
 - Handles about 20 trips
 - Must be booked through Call Center
- Dispatch Phone Calls
 - At night, 1 dispatch and the Manager
 - Shift Supervisor hours: 8 pm-5 am starting next week
 - If any concerns, please place Comments/Complaints through Call Center
 - After 7 pm, call Dispatch. Before 7 pm, contact the Center or Dispatch
- **Mike Roth-INDYGO**
 - Customer comments
 - Will be broken into two reports: Fixed Route and Paratransit
 - Commitment to QA calls
 - Staffing Challenges
 - Fixed Route short about 200 drivers
 - Currently doing a \$3,000 hiring bonus
 - With Purple Line starting next year, we will need additional 100 drivers
 - Paratransit buses
 - In August, going to board 10 new Paratransit buses
 - These buses will be replacement vehicles, not expansion
- **Teisha Belton-INDYGO**
 - Mobility App
 - There has been an increase in usage of App with riders
 - Storage of credit card on the App
 - On hold due to budget and which upgrade option to utilize for storage
 - App notifications
 - Notify customer care and put in the comment so that IndyGo can investigate
 - Comments can take up to 10 days per IndyGo Policy
 - Ride Along with Paratransit buses
 - Ensure that rides and routes are working effectively
- **Additional Items**
 - Motion to have Brittany Latoz removed from MAC due to absences
 - Approved
 - Accepting applications for new MAC members

Mobility Advisory Committee

July 18th, 2023

19th
MO

Brittany Latoz removed

Name	Present		May Meeting Minutes									
	Yay	Nay	Yay	Nay	Yay	Nay	Yay	Nay	Yay	Nay	Yay	Nay
Chris Hollingsworth	✓		✓		✓							
Eddie Richenbach	✓		✓		✓							
Amanda Bagwell	✓		✓		✓							
Cori Wills	✓		✓		*							
Justin Muller	✓		✓		*							
Linda Gosnell	✓		✓		✓							
Brodie Spears (Resigned)												
Kristina Hornaday-Alberts	✓		✓		✓							
Wilma Simmons	✓		✓		✓							
Brittany Latoz (Remove)												
Kendel Tilton	✓		✓		✓							

Michael Roth

Michael Roth

7.19.23

Date

Per MAC chair:

- Remove Brittany Latoz ✓
- Brodie Spears (Resigned) ✓

* left meeting early.

AGENDA

MAC Meeting

July 19, 2023 @ 5:00 pm

Expected:

- Treat all participants with kindness, respect, and consideration, and value a diversity of views and opinions (including those you may not share.)
- Communicate openly, respect other participants, and critique ideas rather than individuals.
- Refrain from demeaning, discriminatory, or harassing behavior and speech directed toward others.

Unacceptable:

- Harassment, intimidation, or discrimination in any form.
- Unwelcome or offensive verbal comments.

Inez Evans - IndyGo

Aaron Vogel – IndyGo

Ryan Wilhite – IndyGo

- Beyond ADA – Grandfathering reminder

Angela Milroy – RATP Dev

- IndyGo Access Paratransit updates- Still undergoing staffing challenges but have seen an overall improvement in our OTP (on time performance numbers) Train the trainer and ongoing training in all departments, with a focus on safety and positive customer experience, with a strong emphasis on professionalism and courtesy.
- Staffing opportunities- We currently are understaffed at 55 Fulltime operators with a goal of eighty, as well as two positions in dispatch, one road supervisor, a shift supervisor, and our call center is down to five out of fifteen agents. We have a new recruiter that has been bringing in quality candidates and we have a pipeline of people awaiting orientation.
- Incare – updates- We have added a third TNC to the lineup. One can call the care center to book trips with Incare, in the same way as UZURV. A trip may be booked 1-3 days in advance, as well as subscription. The forms of payment accepted are balance and ticket.
- Reminder, all trips booked to IndyGo Access, UZURV, WellTrans, and Incare must come through to the care center or the dispatch line (cancellations and where is my ride)
- We are looking for ongoing community support to remind riders to please use my service app to book or cancel trips, as well as view their vehicle ETA.
- Reminder of care center phone hours, Mon- Friday 6a-7p, Sat, Sun, and Holidays 7a-4p. The call que pushes through to dispatch and is the only phone line available after the care center closes. In the event the phones are not working, or the calls are not going through, calling the care center during regular business hours to file a comment or complaint, is the proper method. We have an evening manager and supervisor on the shift now, to assure phones are on and being utilized properly in the afternoon and evening hours. At times call volumes get high and it is important to remember that in the evening and weekend hours, there are 1-2 dispatchers in the office, during those hours as well.

Mike Roth - IndyGo

- Customer Service Comments – Fixed and IndyGo Access for June 2023

- QA – Customer Calls – Review
- Hiring Events – Fixed Route/Staffing opportunities

Teisha Belton – IndyGo

- Mobility Service App & Adjustments – updates
- Mobility Services – Ride Observations

Open discussion

- Membership
 - Reapprove Justin Muller ✓
 - Extend Cori Wills
 - Remove Brittany Latoz
 - Brodie Spears has asked to resign.
- Call center issues
- Ecolane notifications, texts etc. ✓
- Hiring and retention issues including funding

CFO - Budget / Copy

Mobility Advisory Committee (MAC)

Meeting Minutes

May 17, 2023

Attendees:

Eddie Richenbach-MAC

Amanda Bagwell-MAC

Cori Wills-MAC

Linda Gosnell-MAC

Wilma Simmons-MAC

Chris Hollingsworth-MAC

Kristina Hornaday-Alberts-MAC

Mike Roth-INDYGO

Teisha Belton-INDYGO

Angela Milroy-RATP DEV

Jennifer Pyrz-INDYGO

Attendance of members by Mike Roth

Agenda Items:

- Approval of March 2023 Minutes-Approved
- **Jennifer Pyrz-IndyGo**
 - BRT Project Update
 - Red Line
 - In operation since September 2019
 - Pavement enhancements
 - Completed patching on Capital Ave, Shelby St, Virginia Ave and currently working on Meridian St. and College.
 - Concrete Repair
 - Expected to finish by the end of July 2023
 - Installations of Audible Pedestrian signals at all stations
 - Starting in June 2023 and ending in September 2023
 - Purple Line
 - Currently working on Orchard Station, 38th & Emerson
 - Installation of Audible Pedestrian signals at all stations
 - Phase 1 has been completed.
 - Expected completion in Fall of 2024
 - Blue Line

- Installations of Audible Pedestrian signals at all stations
- Expected completion Late 2024
- **Angela Milroy-RATP DEV**
 - Introducing new TNC to public
 - INCare will start first on 05/19/2023
 - We will start out booking around 20-25 trips
 - ADA-compliant with service animals
 - Wheelchair accessible vehicles
 - Hired a new Recruiter, Care Center Manager & Supervisor
 - Increased the number of drivers to 58 to 60 following the recent orientation class with a goal of 80 to 100 drivers
- **Teisha Belton**
 - IndyGo Mobility App
 - Implementing payment option is on hold due to the finance dept.
- **Mike Roth**
 - **Questions/Concerns**
 - Accessible Bus Stops: The planning team, for the last 2-years is prioritizing the stops to make sure they are accessible. They will continue to do so throughout the city. You may put in a comment regarding which stop you feel should be prioritized and why. You can fill out a form online at www.indygo.net under contact us and/or call our Customer Care Center at 317-635-3344.
 - Fixed Routes: Riders with half-fare are not able to scan their phone for payment. Why and can it be fixed?
 - Tours of IndyGo Facilities: Members would like to tour IndyGo Access buildings. Teisha Belton will be a tour guide for the building located at 2425 W. Michigan Street. Mike Roth will be the tour guide for the building at 1501 W. Washington Street.
 - Future MAC Meetings: Physical location, virtually or hybrid. IndyGo will not be able to give free rides for MAC meetings.
 - Bylaws Submission: Speak with Jill Russell and Mike Roth
 - Safety Regulations: No traffic laws for vehicles when ADA buses are loading/unloading. Contact City of Indianapolis and/or FTA (Federal Transit Administration) as a committee.

Risk and Safety Division Report – July 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Director of Risk and Safety Brian Clem
Date: August 23, 2023

Risk and Safety

- During July, risk and safety team members reached out to qualified and reputable firms to provide Lab and MRO services for our current contract for the collection of drug and alcohol testing. Several recommended firms submitted quotes for the services and the administration of the FTA required random testing program. This was due to the current contractor IU Health Business Solutions, suspending services and operations associated with drug and alcohol services. Within the short notice, quotes for services were evaluated and a decision was made to use Concentra CMCA services using Alere Laboratories to meet our needs. Contract pricing was established on a national account resulting in a lower cost per test than what was formerly used for drug testing with the same testing parameters and turnaround time. As IndyGo continues to work with the vendor with the new features of their online portal, ease, and convenience are two aspects that we will be looking forward to. Services will be evaluated over the next year before looking at the market of available services. This program and decisions are intended to help keep IndyGo in compliance with the requirement of CFR 49 part 655 and part 40.
- Throughout July, risk and safety team members have been working with a vendor to set up an automated safety check process that reviews the driver's license status for all IndyGo employees that operate a revenue service or corporate vehicle. The service when set up will allow 24/7 batching of date and daily reports for any status changes. The system will save manpower for running each record manually thus saving time and cost. This process will ensure that employees operating IndyGo vehicles are compliant and will ensure IndyGo's commitment to continuing to provide safe reliable transportation to our community.
- Throughout July, risk and safety manager Kevin Neumann has been engaged with different stakeholders within IndyGo and our insurance broker (Aon) to gather data for the 2024 insurance renewal. The insurance renewal process takes around 4 months to complete and submit data to our broker. There are many different parts to the process which are asset values and change, the addition to different properties, ongoing projects, global market changes, financial capacity, and trending with risk. Being prepared to talk to underwriters, and provide loss runs, and detailed records of assets put IndyGo in the best position for yearly renewal rates. Although IndyGo cannot control the global market trends, more underwriters are competing for our business.

July 2023 Safe Drivers Recognition



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

<u>Operator</u>	<u>ID #</u>	<u>Years of Safe Driving</u>	<u>Years of Service</u>
Victor Garrett	2163	14	22
Biko (Bryant) Reed	8371	8	12
Yolanda Lee	3400	6	19
Thurmon Moore	9683	3	4
Duane Bean	9096	2	5
Donna Puello	9174	2	5



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

Congratulations and Thank You!

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

July 2023

Jul-23								
Annual Safety Performance Targets: for the Risk and Safety Department								
Mode of Service	Fatalities (per 100k VRM)	Injuries - SS50 (per 100k VRM)	Safety Events - SS40 (per 100k VRM)	Operator Assaults (per 100k VRM)	Preventable Accidents (per 100k VRM)	Pedestrian Strikes (per 100k VRM)	Operator Injury	Near Miss Reporting (Average Reports per Month)
Fixed Route	0.00	0.36	0.91	0.00	2.17	0.00	1.81	
Bus Rapid Transit (BRT)	0.00	5.48	7.30	0.00	7.30	0.00	0.00	
Para Transit	0.00	0.00	0.00	0.00	3.66	0.00	0.00	
All Modes of Service	0.00	0.70	1.26	0.00	3.07	0.00	1.40	0.00
2022 IndyGo Reported Data (All Modes)	0.00	0.36	0.77	0.10	2.54	0.10	0.06	19
2022 NTD Reported Data (All Modes) All Public Transportation Agencies in the United States	0.04	0.11	0.19	No Data	No Data	0.01	0.05	No Data
2023 Objective Targets (SPT)	0.00	0.34	0.73	0.10	2.41	0.10	0.06	20
2023 Risk and Safety Goals	Eliminate vehicle and employee fatalities	Reduce NTD Injuries to workers and passengers. 5% decrease from the prior year, <0.34.	Reduce NTD Safety Events. 5% decrease from the prior year, <0.73.	Target is ZERO Operator assaults. Have 5% decrease from the prior year, <0.10.	Reduce Preventable Accidents to the lowest acceptable level. 5% decrease from the prior year, <2.41.	Target is ZERO Pedestrian strikes with an IndyGo Vehicle. 5% decrease from the prior year, <0.10.	Reduce reported Operator Injuries from NTD SS40 and SS50 reported accidents. 5% decrease from the prior year, <0.06.	Increase the utilization of the Near Miss Reporting System. 5% increase from the prior year, >20.
SPT = Safety Performance Target								
VRM= Vehicle Revenue Mile								

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

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

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

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

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

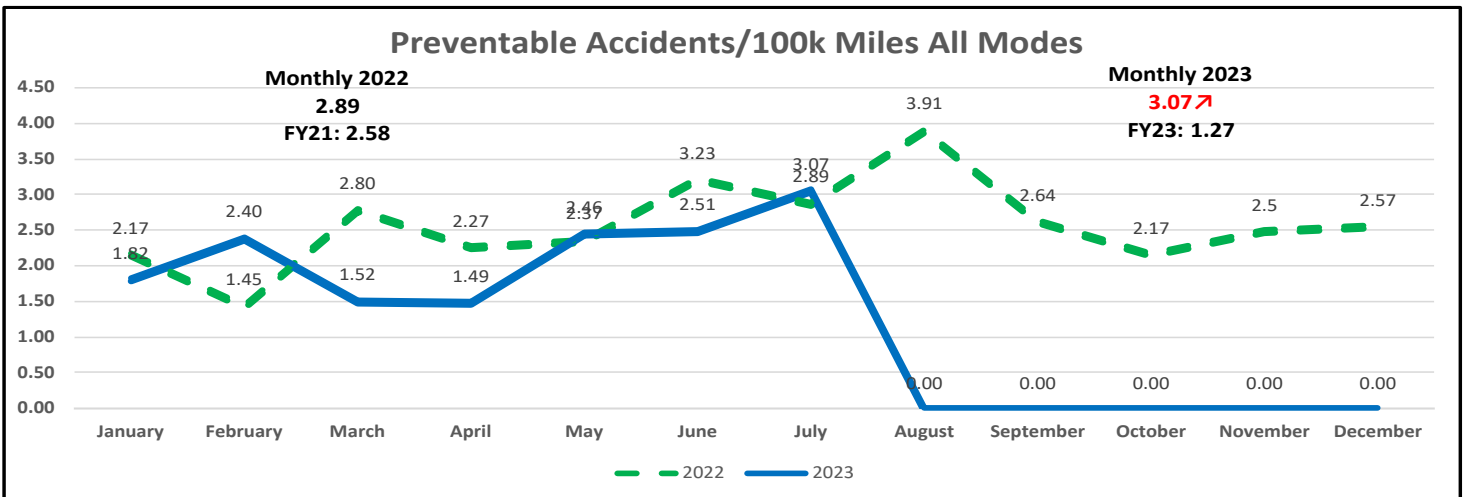
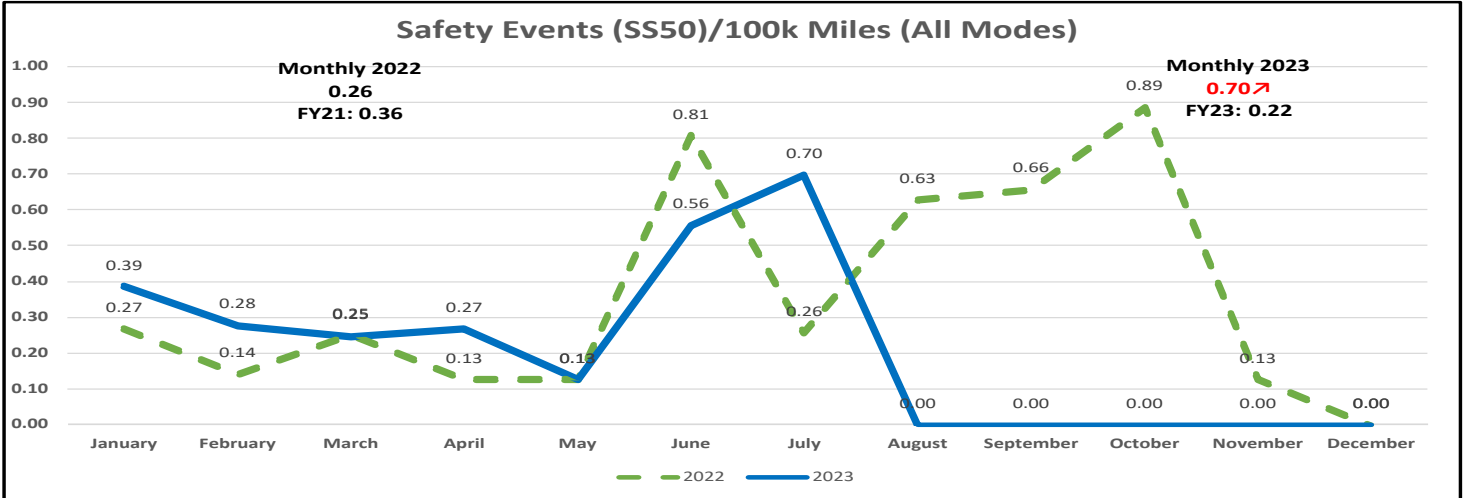
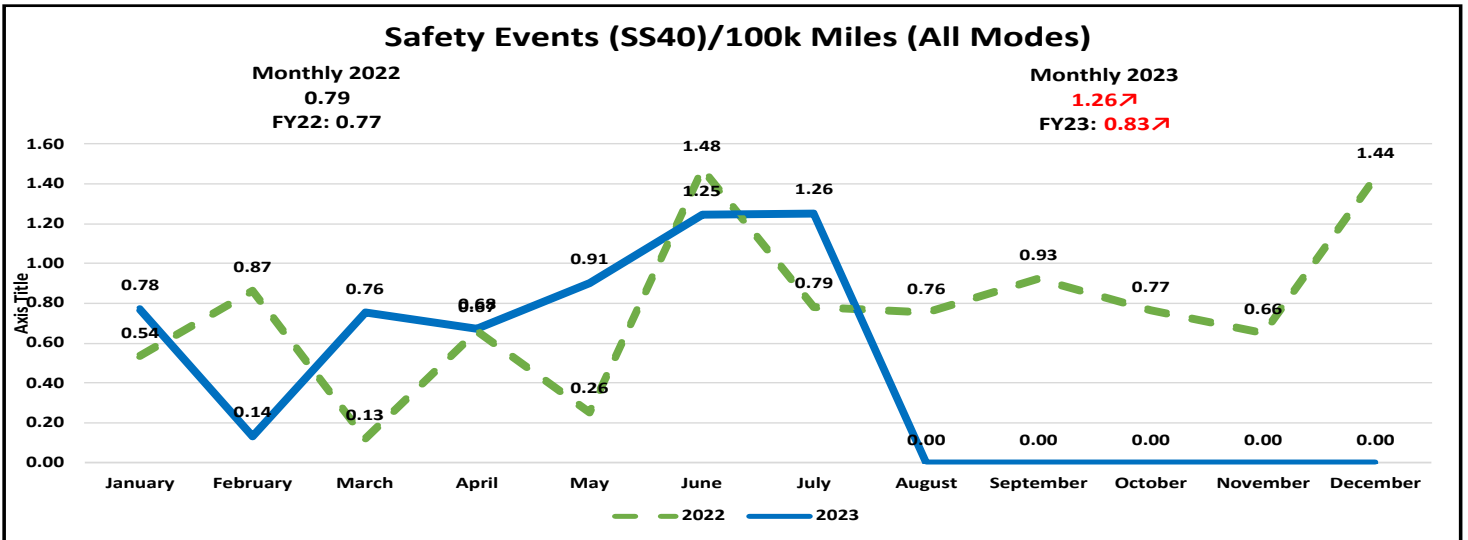
Pedestrian Strikes: The National Highway Traffic Safety Association (NHTSA) defines them as those involving one moving vehicle striking a pedestrian.

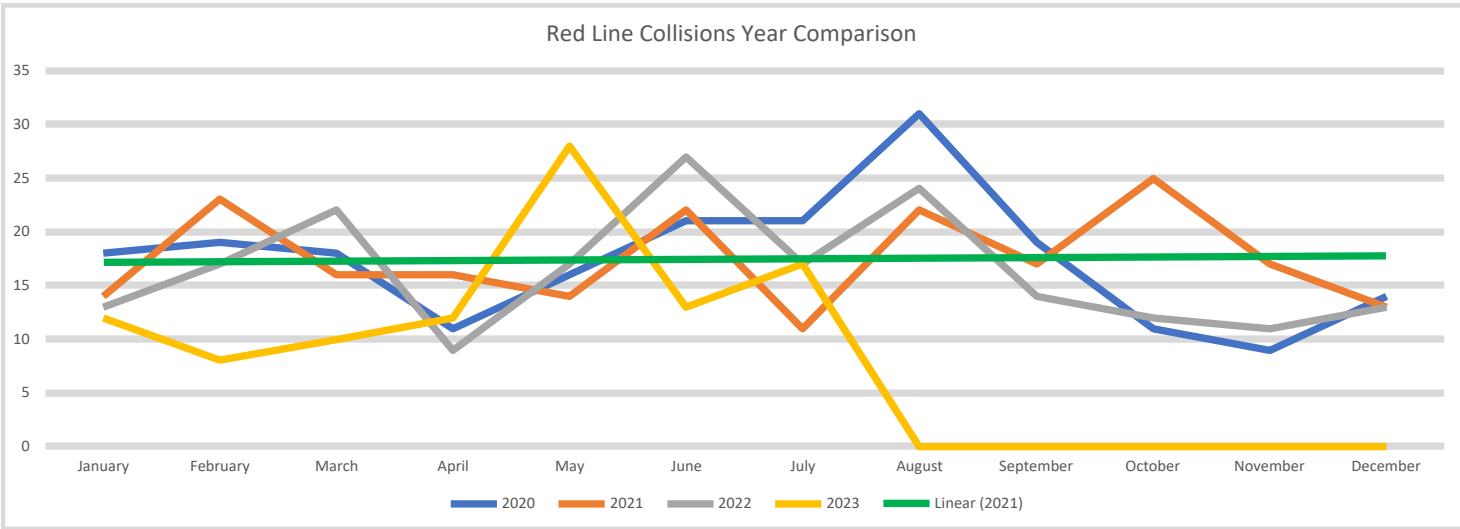
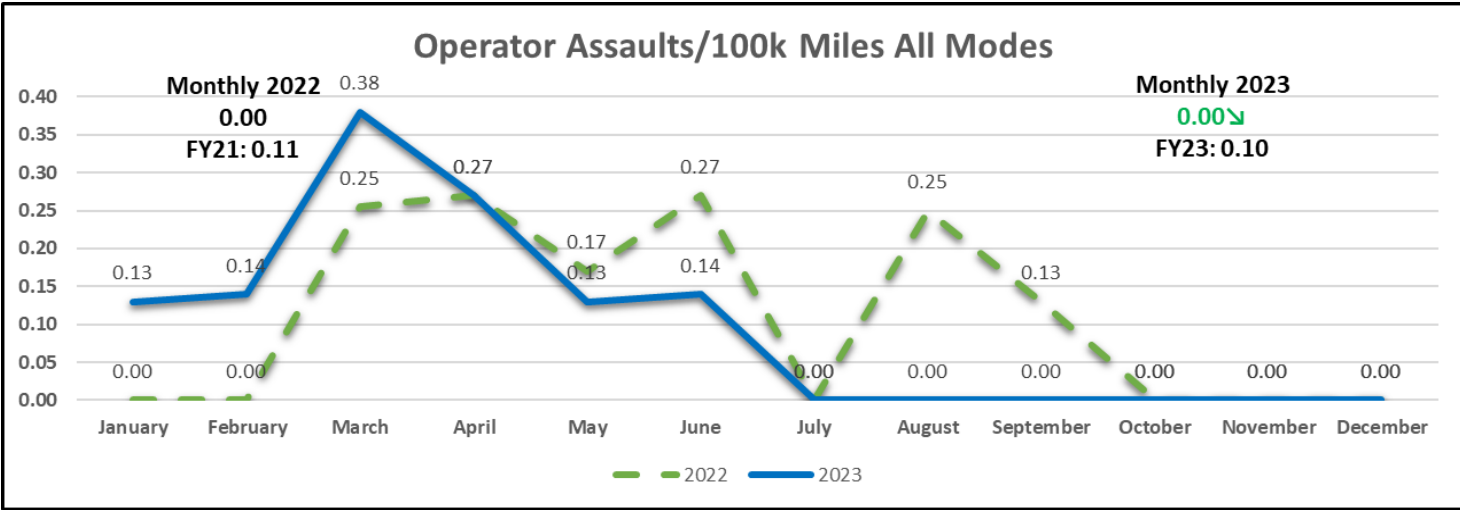
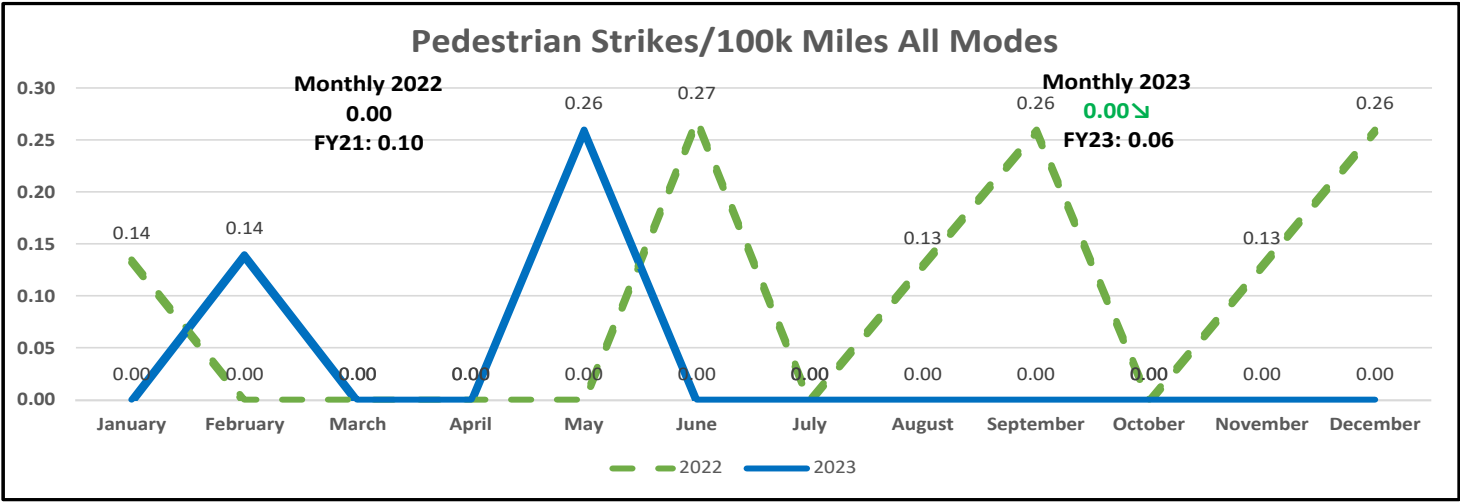
Average Operator Injury Rate: Reduce reported Operator injuries that lead to a Worker’s Compensation Claim being filed.

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

Safety and Accident Data

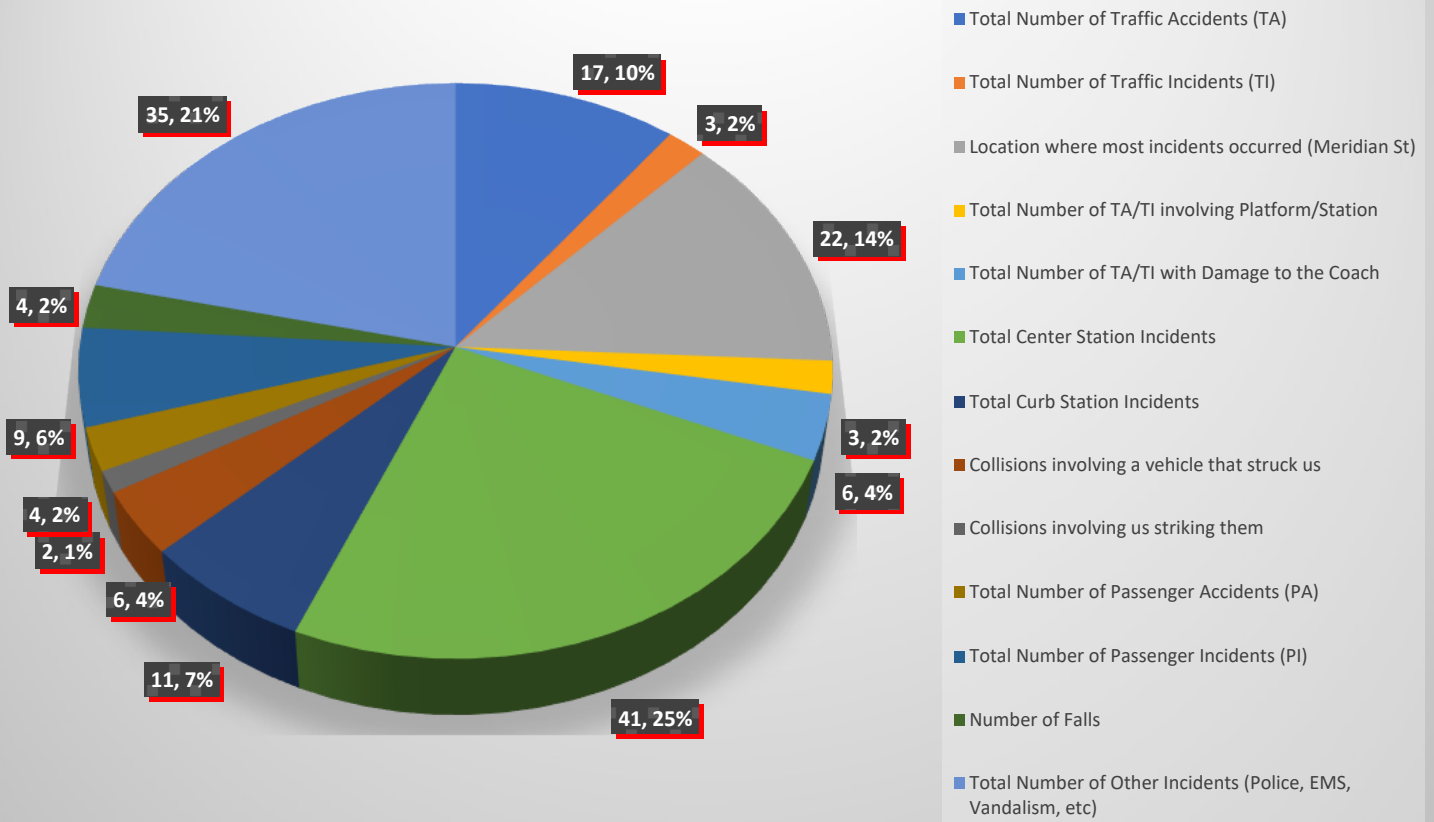
July 2023 Compared to July 2022 Data All Modes:







Red Line July 2023



End of Report

Planning & Capital Projects Division Report – July 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Development Officer Jennifer Pyrz
Date: August 23, 2023

STRATEGIC PLANNING

Zero-Emission Vehicle (ZEV) Transition Plan

A requirement of the FTA, the final deliverable for this plan will be a document that informs capital planning/procurement for several years, including which vehicles to procure in the future, and will further inform IndyGo's fleet replacement program. The team is currently developing scenarios of fleet composition that will be used to generate GHG and lifecycle cost outputs, to aid in the selection of the scenario for the next steps.

Transit Asset Management Plan, Maturity Assessment & Software Solution

Staff is meeting to discuss the comments returned by the consultant on the Maturity Assessment. As a reminder, IndyGo is required by the FTA to develop and maintain a TAM Plan. The necessary update to the plan was completed in time for the October 2022 deadline.

On-Call Grant Writing & Coordination, Capital Projects

The bulk of the remaining on-call grant writing contract dollars (RFQ 22-05-448) are being used to support a competitive grant application for the Federal Highway Administration's *Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program*, also known as PROTECT, on behalf of the City of Indianapolis, Department of Public Works. More on this funding opportunity under the heading that reads, "Future Funding Opportunities" below.

Capital Plan Narrative Update

In anticipation of the adoption of the 5-yr Capital Budget Summary, Strategic Planning staff have begun the process of preparing the update to IndyGo's 5-yr Capital Plan. Staff anticipates the IPTC Board of Directors having the opportunity to approve this update at their regularly scheduled meeting in November.

AIM Challenge Grant Demonstration Project – Payment Integration Platform

Staff continue negotiations on a contract amendment with Flowbird to use the agency's remaining AIM Challenge grant dollars (up to \$240,000) to purchase new hardware devices and make software improvements to the MyKey/Flowbird hub system to allow IndyGo Access riders (at a minimum), as well as CIRTA's Workforce Connector riders, and Access Johnson County riders, to use their MyKey account to pay for trips across these various modes of service.

Feasibility Studies

Staff has kicked off two feasibility studies to determine what, if any, opportunities exist to attract private development and construct affordable/workforce housing on the undeveloped/underutilized portions of either the W. Michigan Street Mobility Solutions Center or Madison Avenue park-n-ride facility, or both. These studies will determine, in part, the optimal site and building configuration and unit yield while also exploring the general architectural concept. Initial concept drawings are expected to be completed by the end of August, and both studies should be finalized by mid- to late-Fall.

Sponsored Rides Program Update

The 2023-2024 school year has begun. IndyGo has once again partnered with Indianapolis Metropolitan High School, Purdue Polytechnic High School, Believe Schools, and Indianapolis Public Schools to provide eligible students with unlimited access to IndyGo's entire bus network at no direct cost to the students or their families. To recap the 2022-2023 school year - Between August 1, 2022 and May 31, 2023, more than 1,300 students used their reduced fare MyKey media to successfully validate more than 78,600 trips, which is a 108% increase from the 37,700 total trips from the

previous school year. That's equal to more than \$66,800 in value to these students and their families; or \$40,400 more than the \$26,400 in transit value obtained during the 2021-2022 school year.

Future Funding Opportunities

PROTECT – Under the Bipartisan Infrastructure Law (BIL), the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program grant program provides funding to ensure surface transportation resilience to natural hazards including climate change, flooding, extreme weather events, and other natural disasters through support of planning activities. IndyGo, on behalf of the Indianapolis' DPW, is preparing a grant request to find alternative or supplemental federal funding for the stormwater improvements that are needed along the Washington Street corridor. The grant is due on August 17th.

TOD Pilot Planning Grant – On August 8, 2023, the FTA authorized another \$13.4 million in competitive grant dollars under their Pilot Program for Transit-oriented Development (TOD) planning grant program for FY2023. This program focuses on the integration of land use and transportation planning for a new fixed guideway or core capacity transit project corridors, like the Blue Line bus rapid transit project, through a comprehensive or site-specific planning study. Planning studies funded through this program examine ways to develop affordable housing near transit, improve economic development and ridership potential, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

IndyGo staff are in contact with decision-makers for the Town of Cumberland about the potential to advance the Town's efforts to produce a mixed-use, TOD station area plan for the area surrounding IndyGo's Eastside Mobility Hub, which would serve as the eastern terminus of existing Route 8/future Blue Line BRT corridor as well as three other local bus routes. If awarded, this would be IndyGo's second grant from this program. The first was awarded in 2018 and was used to assist the city in the creation of the TOD zoning district overlay that went into effect in November 2021.

Regional Initiatives & Discussions

Section 5310, 2021 Call for Projects – Five minivans were delivered to IndyGo. One minivan experienced a minor non-mechanical failure and required Midwest Transit Equipment (MTE) to pick up the vehicle for service. Two agencies picked up three minivans. No cutaways have been delivered yet.

Section 5310, Program Management Plan and CY2023 Call for Projects - The Program Management Plan (PMP) for the Indianapolis urbanized area is due for an update. IndyGo staff completed a review and updated the PMP as required by federal regulations. It was submitted to FTA staff for review in late 2022. As of the date of this report, IndyGo has not received a response from the FTA. The PMP update includes language on operating / mobility management projects for the region that weren't needed until now. Staff expects that there will be at least one round of reviews and updates before FTA will approve the PMP. It is for these reasons that IndyGo continues to delay the issuance of its CY2023 Call for Projects. As a reminder, the CY2022 CFP was cancelled. Therefore, the CY2023 CFP will include the CY2022 allocation. The CY2023 total is anticipated to be in the range of \$800,000 to \$1.1 Million.

Section 5307 - The Section 5307 program continues to mature, with all subrecipients having submitted reimbursements for operations to this point. New grant agreements for CY2024 service will be distributed later this year for signature. Each agreement will reflect higher grant amounts than would otherwise be expected. The increase is due to the introduction of the BIL funding. Compliance reviews will begin this year, likely starting in the fourth quarter. Consultant RLS & Associates continues to provide on-call support; primarily with tasks related to Drug and Alcohol testing, training, and review of IndyGo's oversight program. IndyGo's Grants Coordinator position was recently posted. Once filled, staff will be able to spend more time on administering this program on behalf of the Central Indiana region.

Section 5339, 2023 Call for Projects - As part of the rural to urban transition, Section 5339 monies will now include a discretionary portion for the subrecipients. The amount is anticipated to be \$400,000 per year and can only be used to cover capital expenses. A CY2022 Call for Projects (CFP) was cancelled but the CY2023 CFP will move forward with monies from both years; the anticipated amount for award is \$800,000.

ENGINEERING & CONSTRUCTION

Blue Line BRT

The design team, led by WSP, is progressing with a 90% design submittal as well as NEPA documentation, both targeting completion by Fall 2023. IndyGo is working on gathering information to update FTA's project rating and submit for inclusion in the federal budget. Public outreach is planned for the last week of August.

Purple Line BRT

Construction of the Purple Line bus rapid transit corridor began in January 2022 and is on track to be completed in fall of 2024. The construction management team and IndyGo staff continue to meet weekly with contractors and stakeholders to monitor, communicate, and manage the overall project. In the meantime, pavement and drainage improvements continue along 38th Street and Post Road. The first eight stations are complete from finish grade and below, with another station foundation to be finished by the end of August. Weekly emails are being sent to stakeholders to keep residents and business owners abreast of upcoming construction impacts. The current major closure is underway (130 days total) to reconstruct the westbound lanes of 38th Street between Emerson Avenue and Shadeland Avenue, we anticipate this closure to be opened by the end of August.

Red Line BRT

Crews are completing the final pavement enhancement work along the Red Line. The project's original scope – pavement patching, bus pad repair and rub rail installation - will be complete this month. A new scope of work is being added for completion this fall: to add red MMA markings on the Maryland Avenue bus-only lane.

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

Once installed, the traffic control modifications along the Red Line BRT corridor will provide audible messages to pedestrians needing assistance in knowing when to cross the street. This project also includes the installation of new traffic warning signs along Capitol Avenue. The construction contract has been awarded, and notice-to-proceed has been issued to our contractor, Midwestern Electric. Work is set to begin in mid-August and be completed by mid-November 2023.

Rural Street Bridge Project

Design consultant Lochmueller Group completed drainage coordination with CEG and submitted 40% plans at the end of May 2023 minus the drainage design details. The 40% drainage design details will be submitted in August and coordinated with DPW and CEG. Coordination will continue with CSX on design submittals. Design is expected to be finalized in Q4 2023 and construction is anticipated to take place in 2024-2025.

Once completed, the Rural St/CSX railroad bridge clearance project will increase the clearance under that bridge by 18 inches, enabling more of IndyGo's fleet, now and in the future, to clear the bridge. The benefits of this are two-fold. First, IndyGo operations wouldn't have to designate a fleet specifically for Route 26 and can avoid putting more miles on those buses causing them to have to be replaced sooner than would otherwise be required. Second, the costly route deviation to Sherman Avenue would be eliminated, saving the agency time and money, and offering a more direct route for riders.

Transit Signal Priority (TSP)

IndyGo is currently working with the Burgess & Niple, Inc. team to identify priority locations for implementation of the desired TSP solution throughout the local route network. This planning effort is anticipated to finish in September.

TSP for the Purple Line will proceed on a separate timeline, with implementation planned to align with that project's anticipated revenue start date. The project includes innovative and cutting-edge approaches to quantify benefits of the TSP system and began this month.

Super Stops Phase II

IndyGo was able to leverage local dollars to obtain an FTA Bus and Bus Facilities Grant dollars to fund this final phase of Super Stop improvements. The total grant award is \$2,933,322, of which IndyGo is responsible for paying less than \$590,000. Notice-to-proceed for the construction of six additional Super Stops locations on Alabama, Fort Wayne, and Vermont streets has been issued, and work began in June. The first two stops are completed, and the project is expected to achieve the December 2023 contract completion date.

Lafayette Road Local Stop Improvements

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

FACILITY PROJECTS

1501 Concrete Repair

Work is underway to repair concrete on the north side of the 1501 W. Washington St Building and its loading docks. Construction will be conducted in phases to minimize disruption, with all work being completed November 2023.

CTC Raingarden Handrails

Design has been completed and contractor selected to install handrails around the raingardens at the CTC. Construction will begin in September with all work being completed December 2023.

East Campus Master Plan

Staff continues to coordinate the possible expansion of the East Campus location in relation to all other IndyGo facilities and needs. The Master Plan (currently under development) will include information about how to phase individual projects, coordinate utility needs, maintain and improve traffic flow to and from the site and around the property, and coordinate with the Business Park regarding road repairs, etc. The project officially kicked off in March 2023 and the scope of work was increased to support the creation of a concept drawing for the August 11th open house for the East Campus. The revised project timeline includes a draft master plan by late Fall, with final report due in November 2023. The consultant, CDM Smith, will also be conducting Phase II environmental assessment of the expansion site to satisfy NEPA commitments and provide information to support its eventual acquisition.

W. Michigan Steet Mobility Solutions Center Parking Improvements

Parking for both employees and paratransit vehicles is currently limited at the Mobility Solutions Center. Staff is actively working on solutions to better accommodate vehicles on site. Design consultant Woolpert is working to determine costs and timeline for making the desired improvements. Current timeline for design completion is October 2023.

Upcoming Facility Projects

Other upcoming facility projects include:

- An assessment and design for needed repairs to the historic Duesenberg building is planned, as well other necessary repairs in the garage at the 1501 W Washington St location.
- Installation of additional electric vehicle chargers for Purple Line vehicles will take place at 1501 W. Washington in 2023. This project will be a collaboration of Capital Projects and Facility Maintenance teams.
- Crack repairs and wall demolition in the garage at 1501 W. Washington is being evaluated and scheduled.
- Restrooms, Locker rooms and office refresh in Maintenance Garage Area (2024 project)
- Public restrooms addition and minor renovations in the interior of Julia M Carson Transit Center (2024 project)
- BRT Bus docking on W Washington Street at the Julia M Carson Transit Center (2024 project)

Respectfully submitted,

Jennifer Pyrz

Chief Development Officer



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

Public Affairs Division Report – July 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Public Affairs Officer Lesley Gordon
Date: August 23, 2023

CONSIDERATION OF PUBLIC AFFAIRS REPORT FOR July 2023

ISSUE:

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

RECOMMENDATION:

Receive the report.

Lesley Gordon
Chief Public Affairs Officer

Attachments

Contributing Staff includes:

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

July 2023 Board Report



INDYGO.NET WEBSITE STATISTICS:

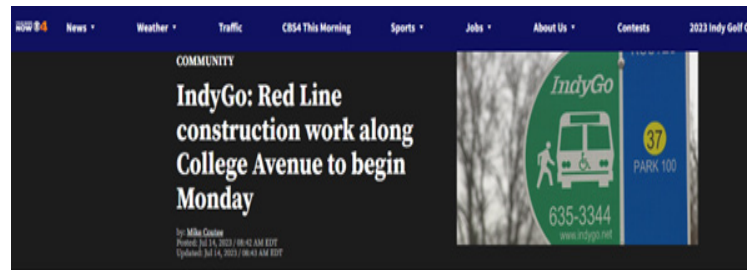
07/1/2023-07/31/2023

Page Views	210,648
Bounce Rate	47.02%
New Users	31,452
Returning Users	61,863
Total Sessions	93,315
Total Monthly Sessions Comparison to Previous Year	4.56%

Mobile Share

Date	Mobile	Desktop	Tablet
July-23	83.1%	15.8%	1.1%
June-23	83.3%	15.4%	1.3%
May-23	83.1%	15.9%	1.00%
April-23	82.92%	15.92%	1.16%
Mar-23	81.41%	17.47%	1.00%
Feb-23	82.06%	19.15%	1.00%
Jan-23	82.35%	16.65%	1.00%
Dec-22	84.16%	19.15%	1.00%
Nov-22	83.32%	15.60%	1.08%
Oct-22	82.56%	16.06%	0.84%
Sept-22	82.31%	16.76%	0.93%
Aug-22	83.15%	15.96%	0.89%
July-22	83.75%	15.37%	.88%
June-22	81.68%	17.42%	.89%
May-22	82.02%	17.01%	.96%
April-22	80.38%	18.62%	1.00%

Media Mention Highlights



Topics Include:

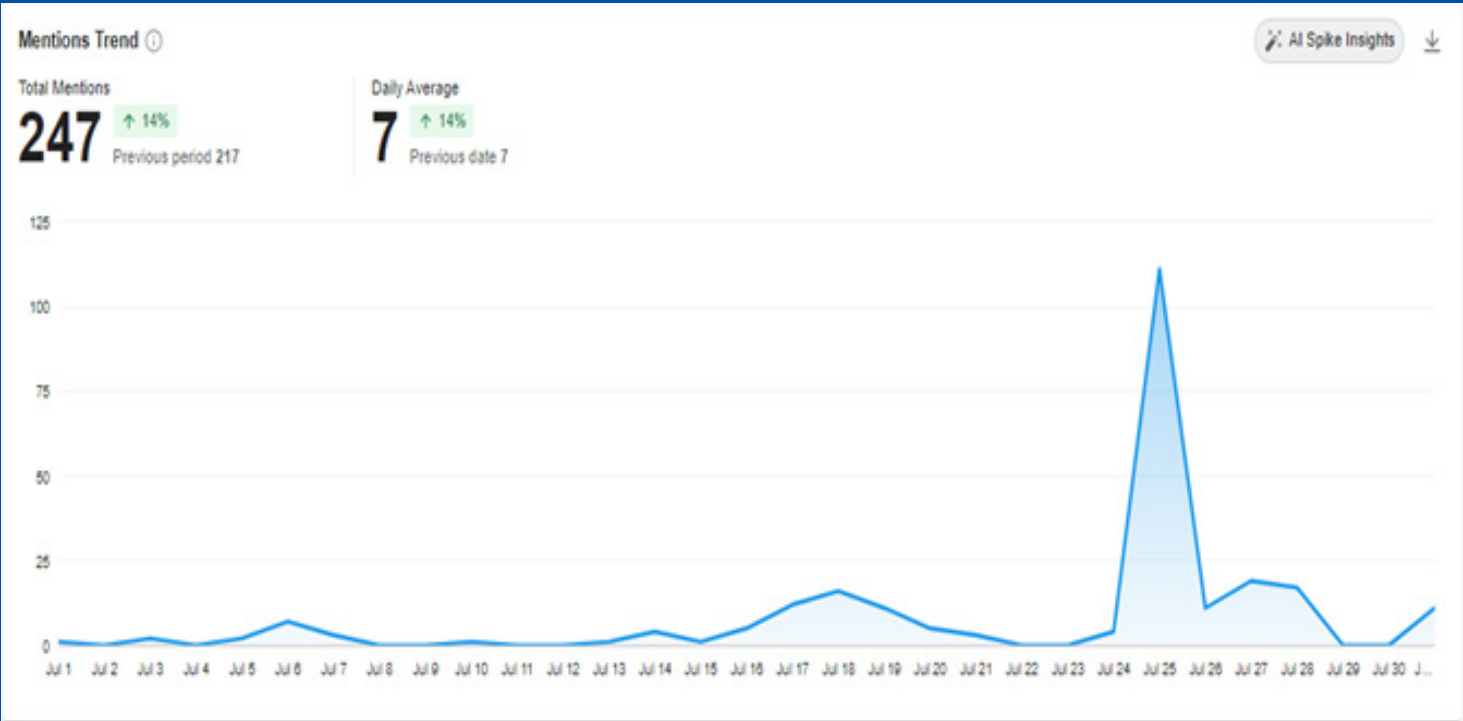
Media coverage for July 2023 was extensive and covered many topics. The Public Affairs team kicked off the month by sharing IndyGo launched its new \$3,000 signing bonuses for newly hired coach operators and mechanics. The exciting announcement was widely communicated online and broadcast media.

Another hot topic included the final stages of IndyGo's Red Line enhancements project. Two new closures were announced along College Avenue in July, with the final closure going into effect in early August. Both closures were shared in the news multiple times leading up to their start dates.

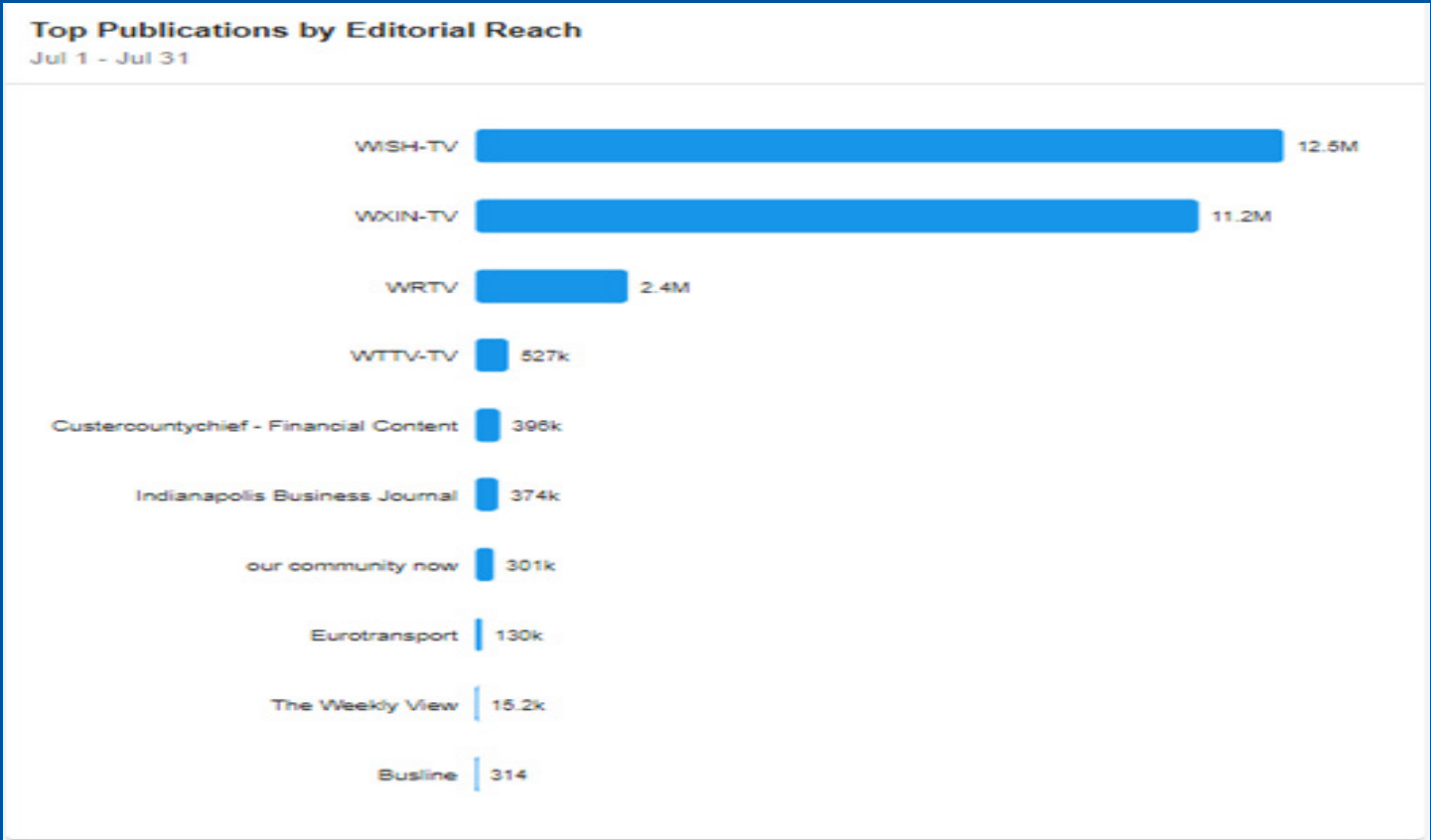
IndyGo's first back-to-school night was also covered in the news frequently, especially through broadcast media. Students who attended the event at the Carson Transit Center received their Reduced Fare ID Cards, along with information about how to ride the bus to school. This partnership with Indianapolis Public Schools (IPS) promoted the benefit of transit through increasing young adults' independence and gaining new life skills.

Altogether, IndyGo was mentioned nearly 250 times in the media in July.

Here’s a brief coverage summary:

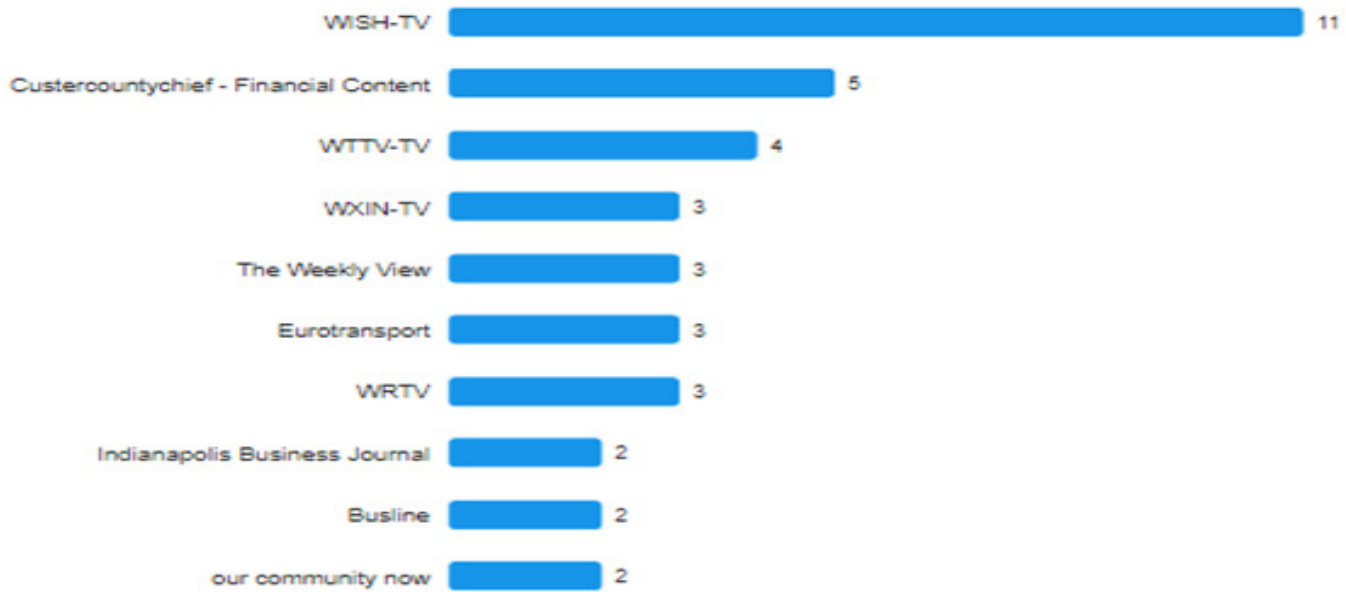


The graph below shows the top media outlets that published stories about IndyGo in July and the total potential viewership for each station or publication.



Top Publications by Volume

Jul 1 - Jul 31



The graph below indicates how the brand is mentioned in the articles.

First paragraph mentions- IndyGo was mentioned in the first few lines of the article.

Title mention- IndyGo was mentioned in the headline of the article.

Share of Voice by Volume

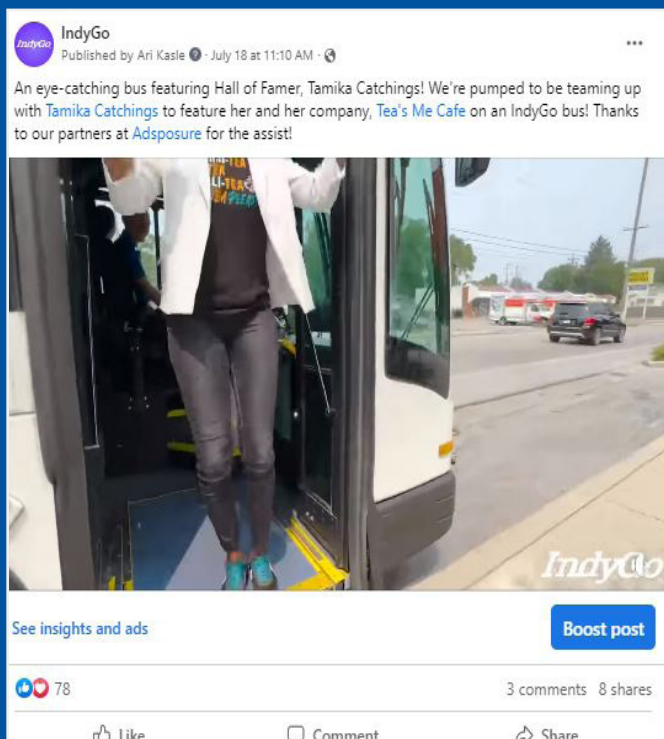
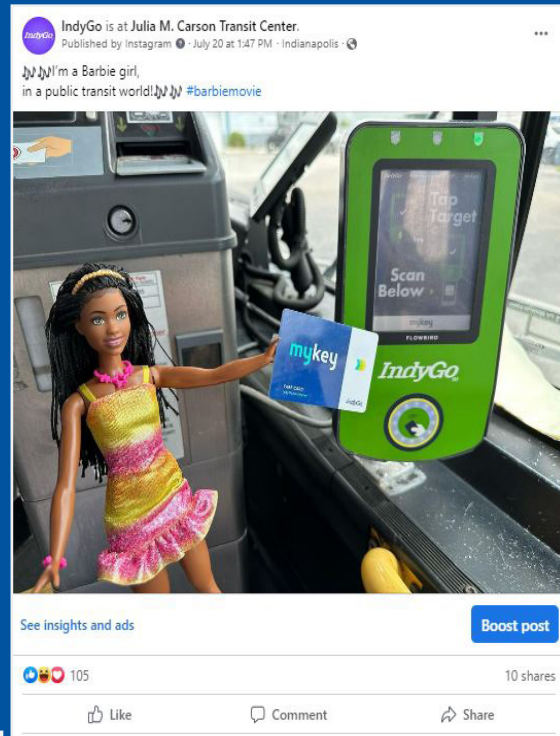
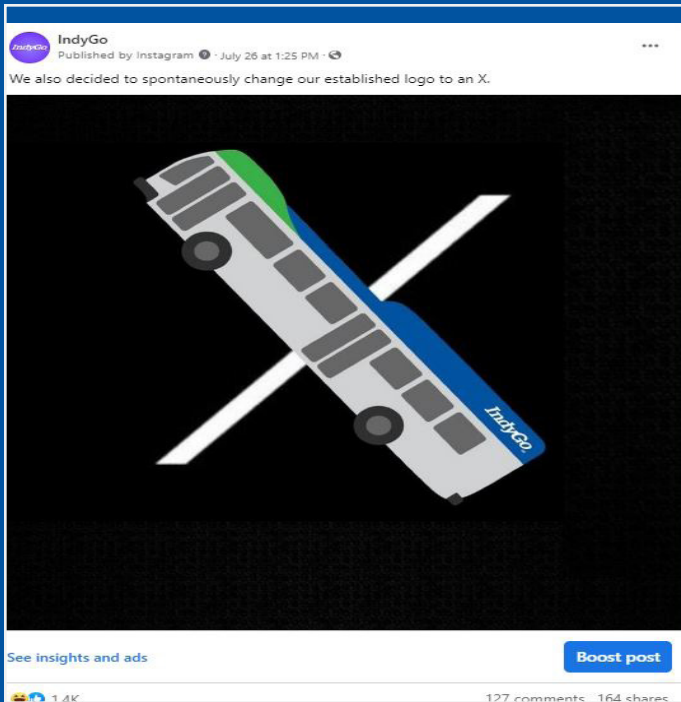
Jul 1 - Jul 31



Social Performance:

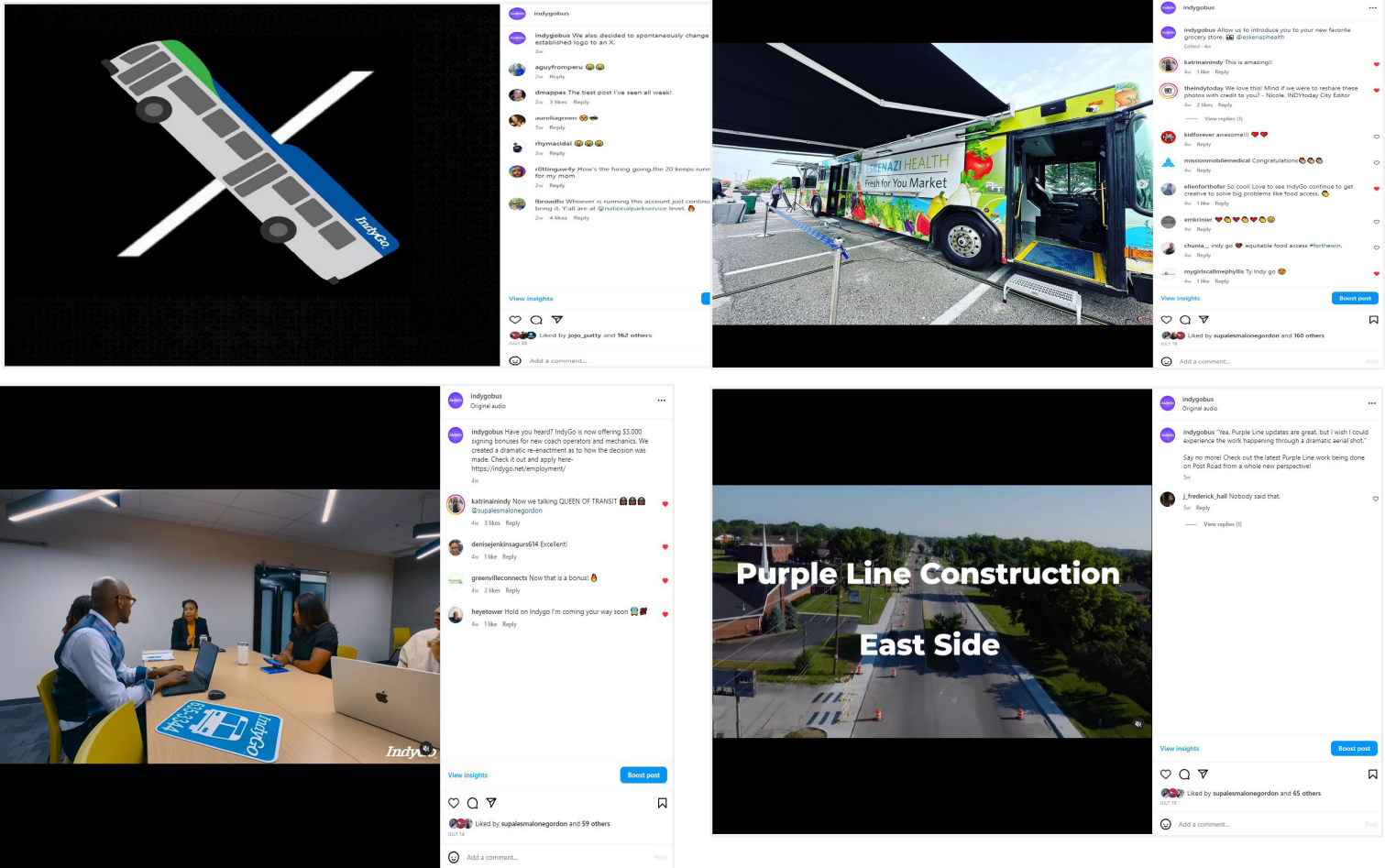
Facebook

- Had a total of 221,000 organic impressions (126,000 more than in June)
- 30,900 post engagements (20,000 more than in June)
- 11,773 page likes (126 more than in June)
- 12,695 current followers (83 more than in June)



Instagram

- Generated 20,400 impressions
- 1,090 total engagements
- 5.3% engagement rate
- 3,790 current followers (47 more than in May)



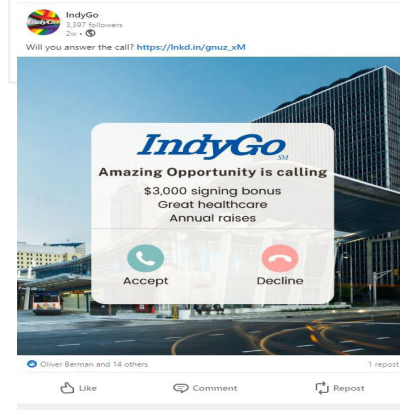
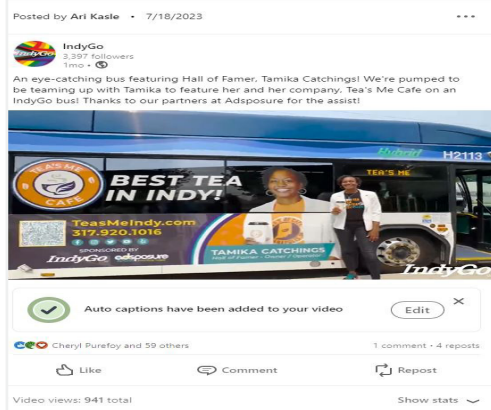
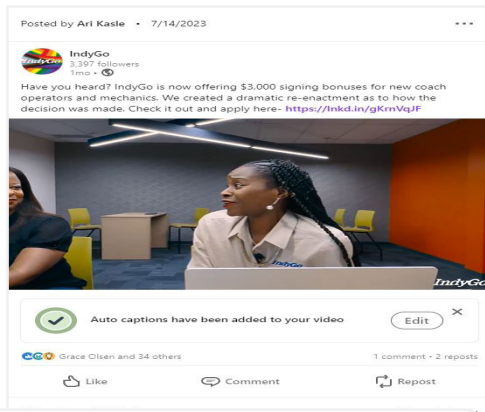
Twitter

- Had a total of 113,000 organic impressions
- Earned an average of 3,700 impressions per day
- 191 retweets, 1,200 likes, 49 replies, 98 link clicks, 3.3% engagement rate
- 6,617 current followers



LinkedIn

- Generated 36,900 impressions (22,722 more than in June)
- 4,920 total engagements; 11.6% engagement rate (5.2% higher than June)
- 97 new followers; 3333 total follower



Video Data

Total Views in July: 50,276

Top 3 June Videos

- Fresh For You Market Bus- 12,917 total views
- Andy Carpenter Final Ride- 6,766 total views
- Tea's Me Partnership - 8,384 total views



Email Marketing:

NEWSLETTER

- 10,110 recipients
- 4.97% CTR
- 9.15% open rate (Up 1.1%)

CREATIVE PROJECTS

- 72 requests completed via SysAid & email in July.



Outreach Summary: July 2023

In July, IndyGo hosted or attended 19 events and reached more than 8,200 people through in-person engagements. Outreach focused on providing information about employment opportunities, Purple Line updates and IndyGo Cares community programming.

IndyGo also hosted its first Back to School Night in July. The event offered youth (ages 18 and younger) a Reduced Fare ID card, a free backpack and travel training opportunities to inform families about how to use transit. Students who attend a partnering high school received an ID card for unlimited access to the bus network.

IndyGo participated in several community festivals and events along the Purple Line corridor, including the Fort Ben Farmer's Market, Indianapolis Metropolitan Police Department (IMPD) North District Community Day, Laundry & More Community Day, New Direction Back to School Community Day, East 38th Street Library- 20 Year Anniversary Celebration and CAFE Far Eastside Festival.

Transit Ambassadors continued to extend IndyGo's outreach efforts in the community, engaging approximately 1,000 community members at the Carson Transit Center and various community events.



OUTREACH PROJECTS

Date:	Event:
7/7/2023	Food in Transit
7/11/2023	Wellness in Transit
7/12/2023	IMPD East District Community Day
7/12/2023	IPS Back to School
7/13/2023	Indiana Black & Minority Health Fair
7/14/2023	Indiana Black & Minority Health Fair
7/15/2023	Indiana Black & Minority Health Fair
7/15/2023	YMCA Ortho Indy Community Day
7/18/2023	Laundry & More Community Day
7/18/2023	Wellness in Transit
7/20/2023	Moorehead Resource Fair (Warren Township)
7/21/2023	Food in Transit
7/25/2023	Wellness in Transit
7/26/2023	East 38th Street Library-20 Year Anniversary Celebration
7/27/2023	IndyGo Back to School Night
7/28/2023	Food in Transit
7/29/2023	CAFE Far Eastside Festival
7/29/2023	New Direction Church Back to School Event





Operations Division Report – July 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief Operating Officer Aaron Vogel
Date: August 23, 2023

OPERATIONS DIVISION REPORT – July 2023

SERVICE PLANNING

SCHEDULING:

Bid 2310 takes effect October 8, 2023. Changes planned for the Bid are for some routes in the downtown area to be realigned to the new Super Stops on Vermont Street should construction be complete by then.

PLANNING:

The service planning team is working on incorporating the bus stop improvements needed to implement the 2310 service changes into operation and is assisting with the mapping and logistical materials needed to reflect the improvements made possible by Super Stops # 7 and #8.

Construction of the Vermont Street Super Stops (#7 & #8) continues and is scheduled to be completed in the fall, improving service for Routes 3, 6, 10, 15, 34, & 37 on the near west side of downtown.

Bus Stop Improvement Packages "2021-C" & "2022-A" are designed and on schedule to bid this fall, resulting in over 42 bus stops being improved.

IndyGo planning staff is updating the 2021 IndyGo ADA-Transition Plan, which adheres to the previous plan while re-articulating it for long-range development.

The bus stop improvements made possible by the Areas of Persistent Poverty (AOPP) grant are moving through the design/city-coordination phase and will result in improvements to over 70 bus stops in coordination with city agencies and area non-profit organizations.

The Red Line pavement enhancement project is nearing completion. Regular Red Line service will resume by September 2023. Purple Line detour and bus stop coordination continues through construction and will be open to two-way traffic shortly.

Staff continues to coordinate improvements with the Department of Public Works that will result in bus stop improvements on Morris Street (Route 24), South Emerson Avenue (Route 56), East & West Michigan Streets (Route 3), South Meridian Street (Routes 16 & 31), and 30th Street (Routes 6, 15, 30, & 34).

FIXED ROUTE RIDERSHIP:

Jul-22	Jul-23	% Change	IndyGo Fixed Route Ridership	2022	2023	% Change
5,584	6,480	16.0%	2 E. 34th St.	36,871	49,332	33.8%
18,660	20,138	7.9%	3 Michigan St.	127,882	149,429	16.8%
5,818	5,677	-2.4%	4 Fort Harrison	36,433	45,775	25.6%
9,481	9,162	-3.4%	5 E. 25th	68,546	63,268	-7.7%
5,946	4,607	-22.5%	6 N. Harding	40,405	37,757	-6.6%
80,191	75,708	-5.6%	8 Washington St.	516,200	547,382	6.0%
54,078	53,737	-0.6%	10 10th St.	359,042	386,812	7.7%
2,733	2,805	2.6%	11 E. 16th St.	18,052	21,940	21.5%
2,007		-100.0%	12 Minnesota	13,137	13,866	5.5%
1,648	4,487	172.3%	13 Raymond	10,623	19,271	81.4%
5,116	0	-100.0%	14 Prospect	26,593	31,124	17.0%
7,626	7,508	-1.5%	15 Riverside	52,779	59,628	13.0%
7,415	5,748	-22.5%	16 Beech Grove	50,509	49,317	-2.4%
3,351	3,367	0.5%	18 Broad Ripple	20,615	24,688	19.8%
15,055	14,747	-2.0%	19 Castleton	92,953	103,622	11.5%
9,531	8,337	-12.5%	21 East 21st St.	62,312	59,319	-4.8%
6,357	6,820	7.3%	24 Mars Hill	42,796	42,982	0.4%
6,769	8,127	20.1%	25 W. 16th St.	44,517	50,909	14.4%
10,347	15,440	49.2%	26 Keystone	61,219	83,142	35.8%
6,236	5,693	-8.7%	28 St. Vincent	39,300	42,189	7.4%
4,253	4,955	16.5%	30 30th St.	29,288	34,139	16.6%
7,250	6,782	-6.5%	31 US 31	42,667	45,410	6.4%
16,712	15,436	-7.6%	34 Michigan Rd.	104,317	113,279	8.6%
22,451	21,317	-5.1%	37 Park 100	144,240	151,283	4.9%
12,945	8,088	-37.5%	38 Lafayette Square	81,471	78,215	-4.0%
49,453	46,146	-6.7%	39 E. 38th St.	321,766	334,792	4.0%
3,015		-100.0%	55 English	18,365	18,311	-0.3%
	4,320		56 Emerson		7,275	
5,229	4,801	-8.2%	86 86th Street Crosstown	32,852	34,153	4.0%
7,714	7,498	-2.8%	87 Eastside Circulator	49,509	49,548	0.1%
79,583	108,711	36.6%	90 Red Line - BRT	604,929	636,356	5.2%
694	286	-58.8%	901 College - Local	6,042	4,396	-27.2%
5,597	5,581	-0.3%	902 County Line - Local	23,882	39,567	65.7%
184	332	80.4%	Others	1,071	16,099	1403.2%
479,029	492,841	2.9%	Total	3,181,183	3,444,575	8.3%

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

TRANSPORTATION SERVICES

EMPLOYEE OF THE MONTH JULY:

Service Center Clerk - Deidra Orkmon #9792

Supervisor Frankie Walton nominated Deidra Orkmon. Deidra is a great team player, has outstanding customer service internal and external. She always goes above and beyond to help her fellow co-workers without complaining. Deidra is always willing to steps up to take on other projects and work whenever there is a staffing shortage in the Service Center. Deidra is a perfect example of true “Teamwork “, always willing to gain and share knowledge, a great spirit, and she is an excellent asset to the Operations department and IndyGo.

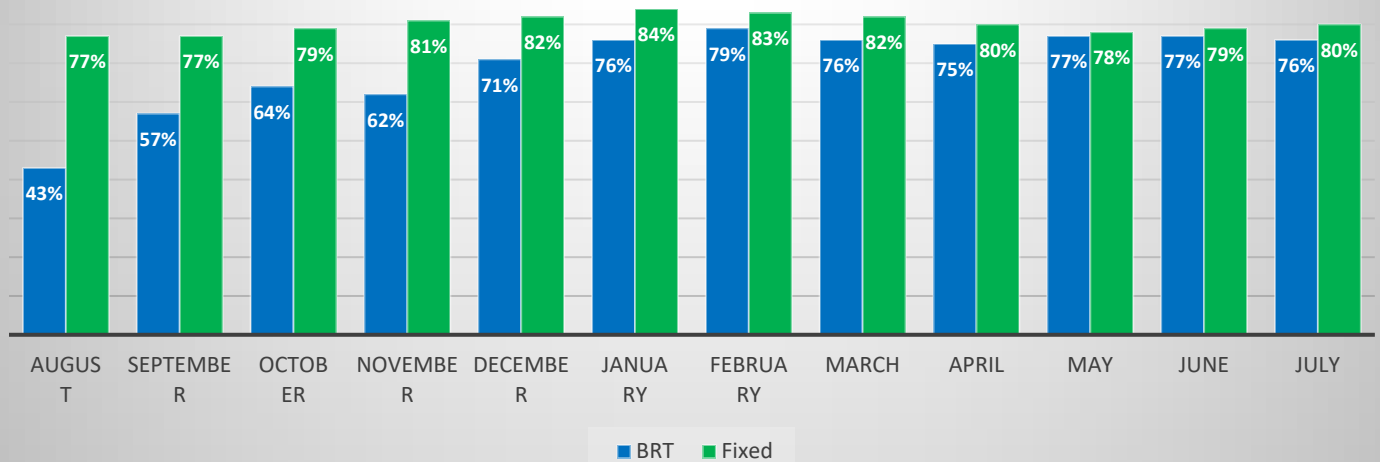
90% CLUB:

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

The winner for July: Terry Norfolk #9731

HOWARD, JEFFREY	ELLIS, AARON	MURRAY, BETH	WYATT, DARREN
WILSON, JAMES	MCGHEE, LASHANDA	AMAYA, EFRAIN	HARRELL, DOUGLAS
HAZEN, WILLIAM	THEIN, STEPHEN	CARPENTER WILLIAMS, LAKISHA	HARRISON, MICHAEL
MASON, RODNEY	NORFOLK, TERRY	ROWE, PATRICK	CLARK, KEANA
YOUNG, SAMUEL	REINTJES, PETER	CARTER, DEBORAH	BAINE, TENISHA
GARDNER, ONESHA	FRIERSON, RAZHEANA	LEWIS, TERRILL	
BADIANE, NGARY	GRAY, PATRICK		

On Time Performance Last 12 Months



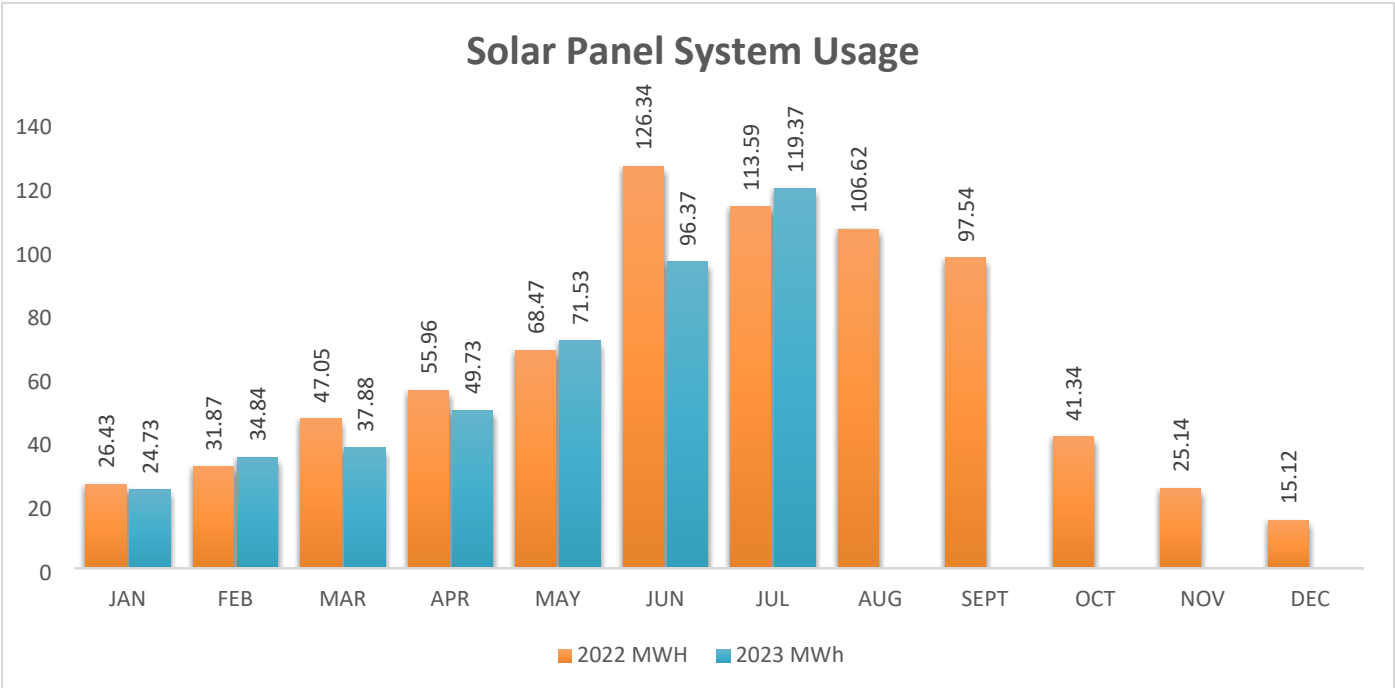
VEHICLE MAINTENANCE AND FACILITIES SERVICES

FACILITIES:

SOLAR PANEL

During the month of July the increased amount of daylight hours allowed the 4,300 solar panel array on the roof at the 1501 HQ building to produce a higher KWH increasing the monthly savings.

The solar energy savings for YTD are \$41,273



The Facilities Department is overseeing the completion of the “Polyastric/Epoxy Applications” on Red Line Platforms which will create a more professional and cleaner look to the stations. 29 of 34 are complete with the remaining 5 to be completed by the end of August 2023.

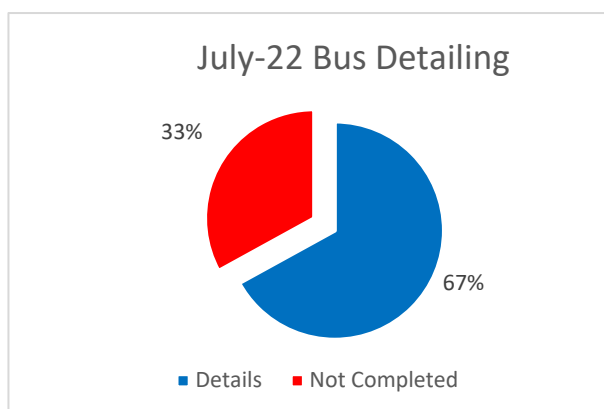
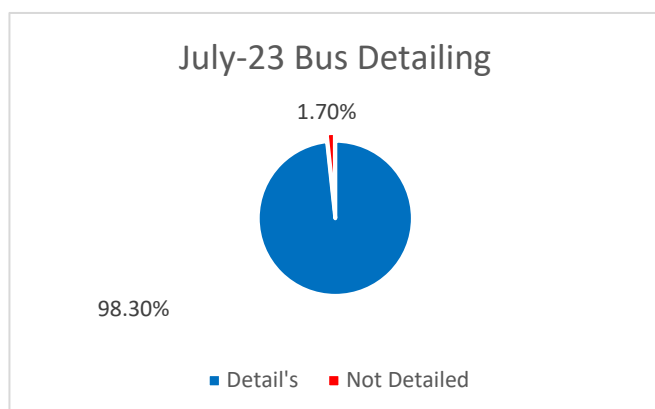
The designing of new concrete work and repairs to the front of the main building 1501 W Washington St. including the front entryway, curbs, sidewalks, deck, railings, and dock area is to start the first week of August.

The Facilities team work vigorously to prepare the East Campus HQ location for the ribbon cutting ceremony.

FLEET SERVICES:

There were 35 vehicle requests in July for the motor pool.

There were 178 buses detailed in July. This gives the detail team a 98% completion rate. The goal is to detail every bus at least once per month.



IPTC has logged 4,723,465 miles YTD

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2023	698,209	622,160	710,622	669,945	691,684	654,123	676,722						4,723,465
2022	700,999	650,213	739,093	710,879	716,446	710,305	727,197	739,434	697,268	724,728	701,692	713,636	8,530,890
2021	796,966	755,260	830,606	785,602	789,833	767,140	791,044	762,229	731,641	738,072	700,370	722,820	9,141,583

Fluid Usage Summary:

FLUID TYPE	JULY 2023	JULY 2022	JULY 2021
ATF (qt)	29	59	37
COOLANT (qt)	1,796	1,650	1,347
ENGINE OIL (qt)	417	329	268
DIESEL (gal)	131,923	143,327	137,985

Mean Distance

Mean Distance Major Systems Failures
Mean Distance Between All Systems Failures

	2023/1	2023/2	2023/3	2023/4	2023/5	2023/6	2023/7	2023/8	2023/9	2023/10	2023/11	2023/12
MAJOR	8491	8192	6065	7643	8189	9823	5992.2					
ALL	6892	7436	6313	7743	8168	8581	5551					
	2022/1	2022/2	2022/3	2022/4	2022/5	2022/6	2022/7	2022/8	2022/9	2022/10	2022/11	2022/12
MAJOR	4848	4388	4436	3918	3107	3594	3495	3963	5029	7685	7170	8596
ALL	4377	3920	3911	3753	2984	3151	3064	3238	4373	6367	6765	6299
	2021/1	2021/2	2021/3	2021/4	2021/5	2021/6	2021/7	2021/8	2021/9	2021/10	2021/11	2021/12
MAJOR	4,229	3,479	4959	5715	4919	3478	3574	3387	5455	4498	4430	4998
ALL	3,878	3,193	4314	4594	4340	3161	2854	2689	4111	4033	4322	5038

<i>Total Bus BRT</i>	<i>31</i>			<i>Total MB</i>	<i>166</i>	
<i>Past Due</i>	<i>3</i>			<i>Past Due</i>	<i>8</i>	
<i>Compliant</i>	<i>28</i>			<i>Compliant</i>	<i>158</i>	
<i>BRT Fleet PM compliance</i>		<i>90%</i>		<i>PM Compliancy MB</i>		<i>95%</i>

SECURITY

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

FIXED ROUTE SECURITY:



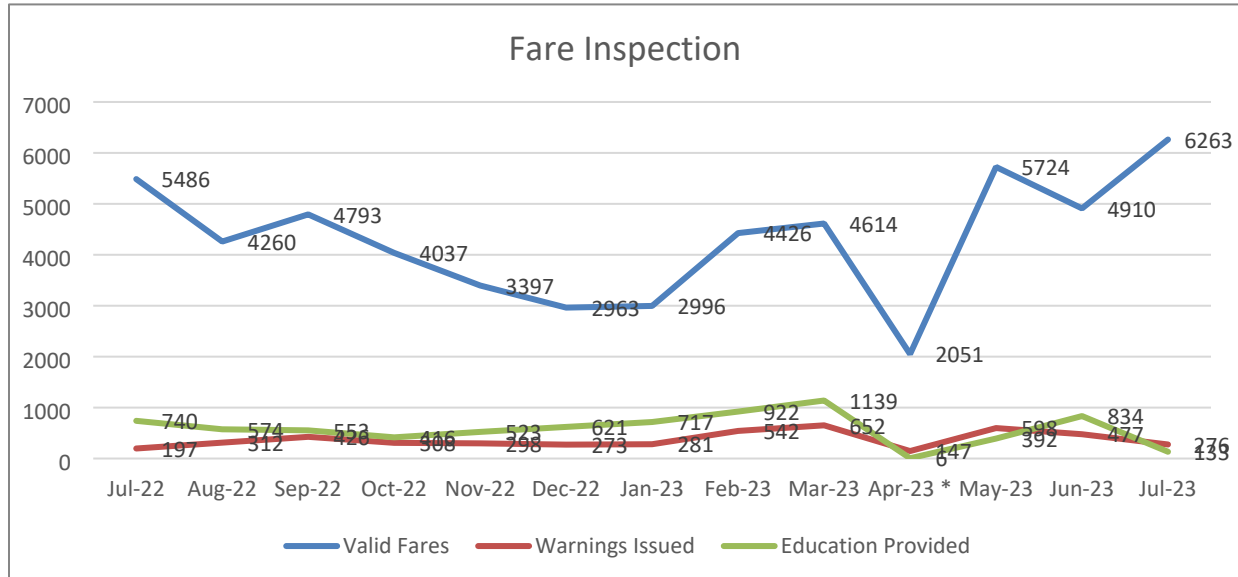
RED LINE SECURITY:

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



FARE INSPECTION REPORT:

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

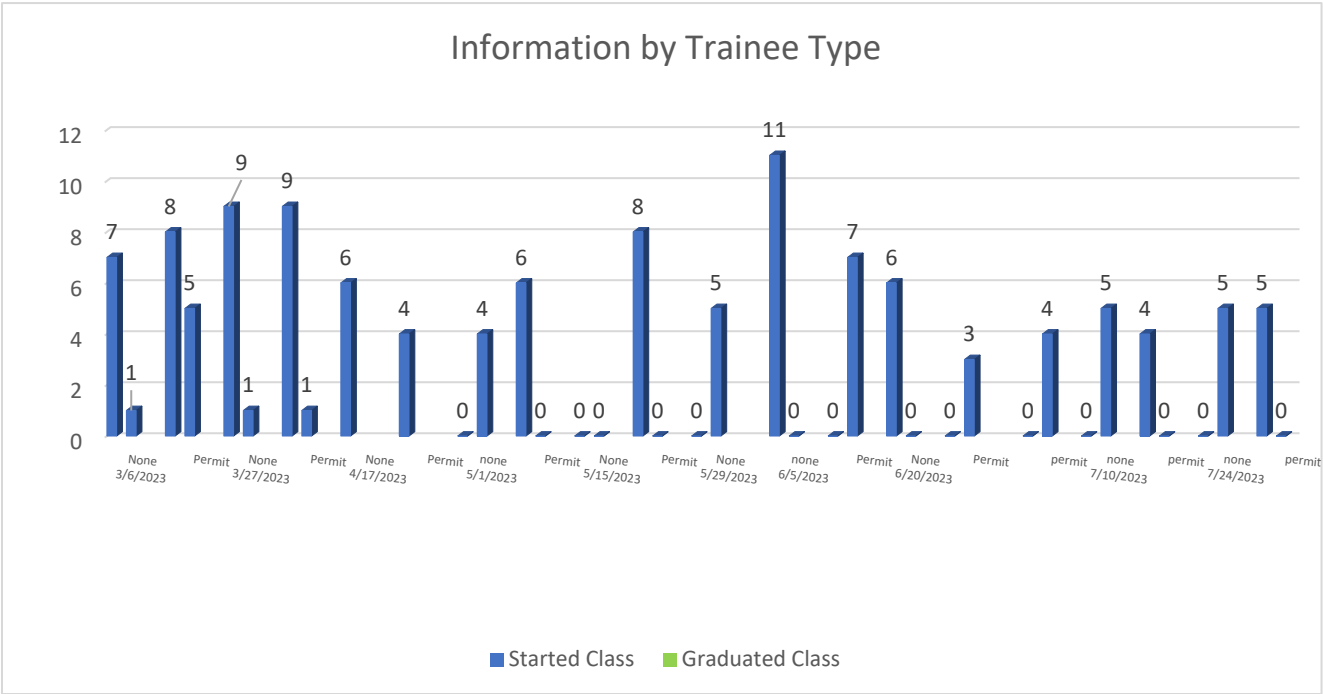


July	Passenger Contact	Notifications	Educations
Monthly	6263	276	133
Weekday	5373	241	114
Saturday	890	35	19
Sunday	0	0	0

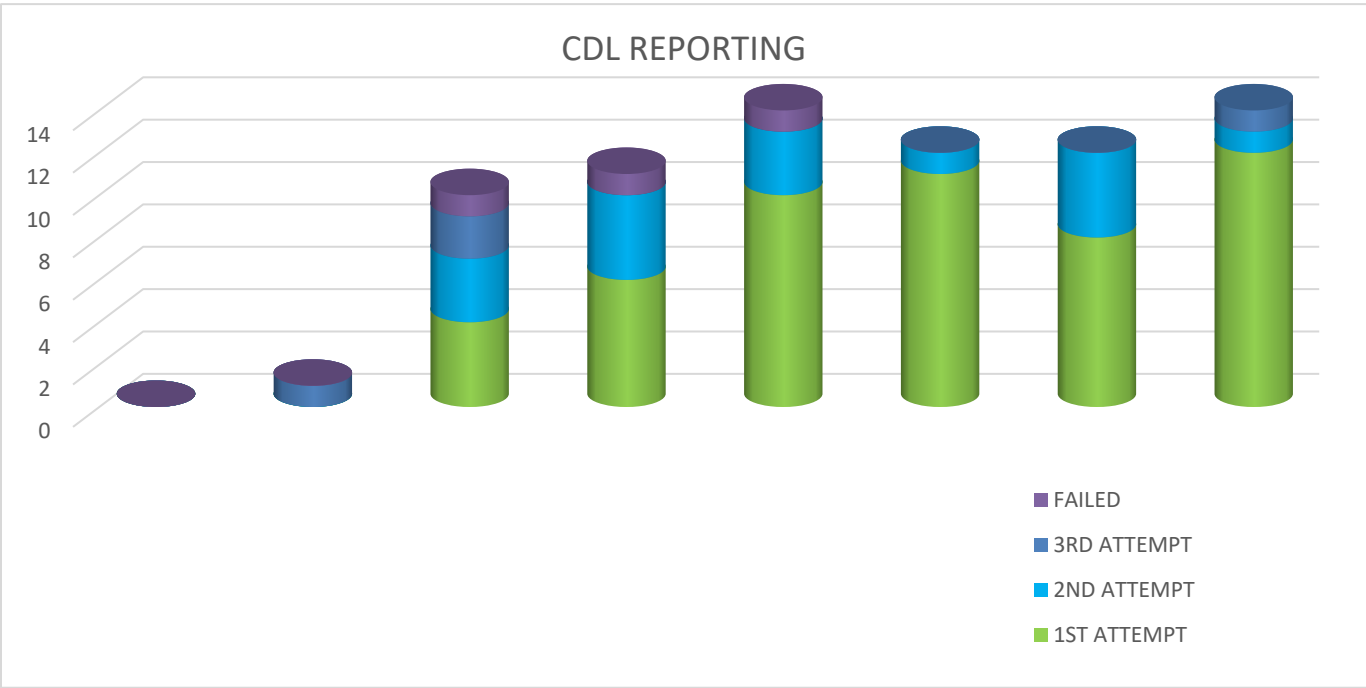
2023 YTD	Passenger Contact	Notifications	Educations
Monthly	30984	2973	4143
Weekday	27213	2720	3807
Saturday	2670	151	223
Sunday	1101	102	80

TRAINING

There are two class types of trainees hired to be Professional Coach Operators. Those who have the required licensing when hired and those who need to obtain their permit and CDL.

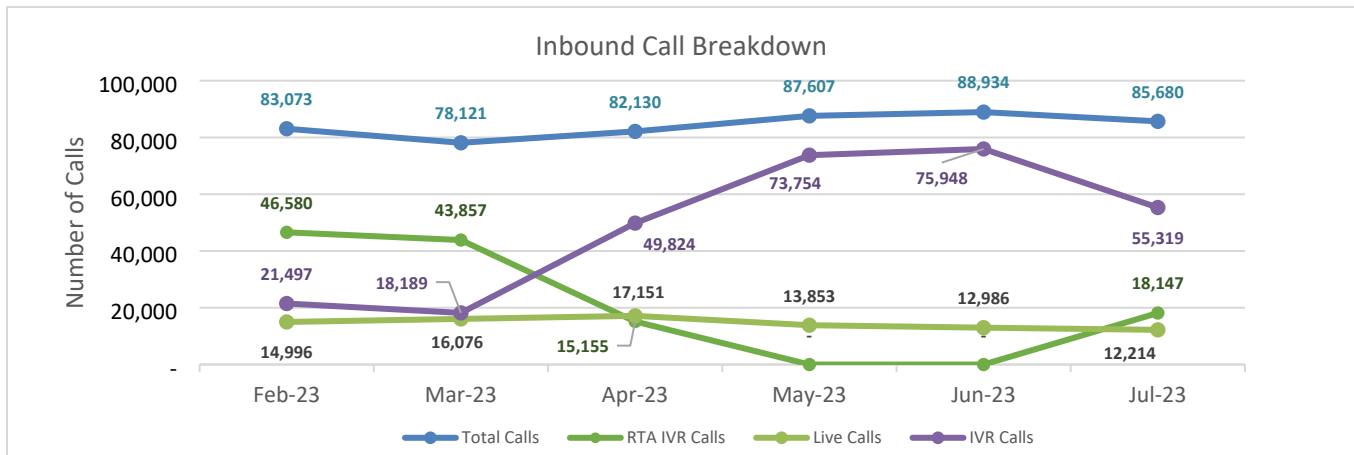


The IndyGo Training Department trains new employees that are hired without a CDL license. The charts below will show the current year's results to date.

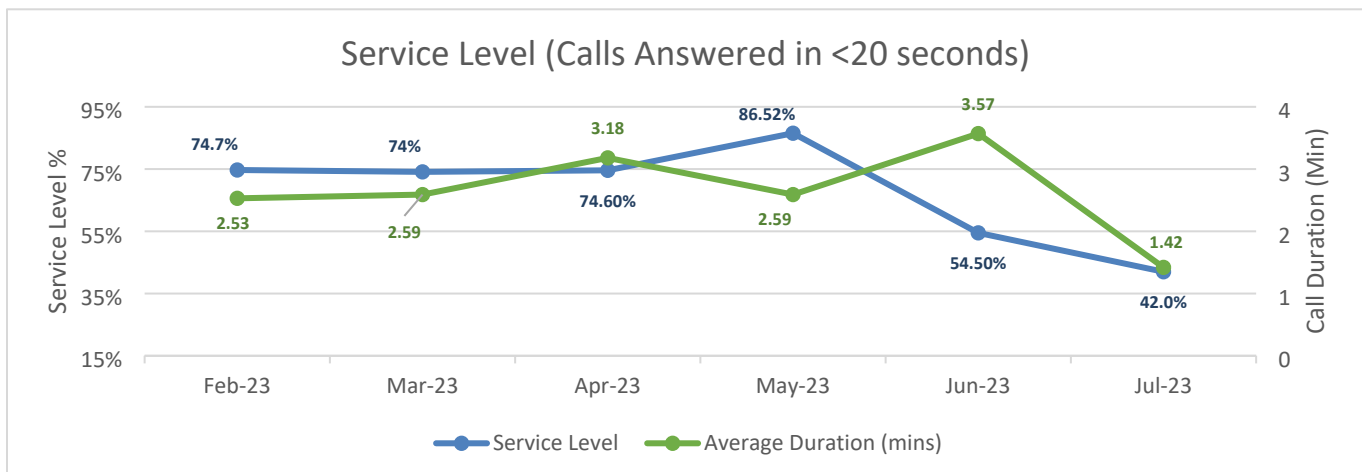


MOBILITY CARE CENTER AND PARATRANSIT REPORT:

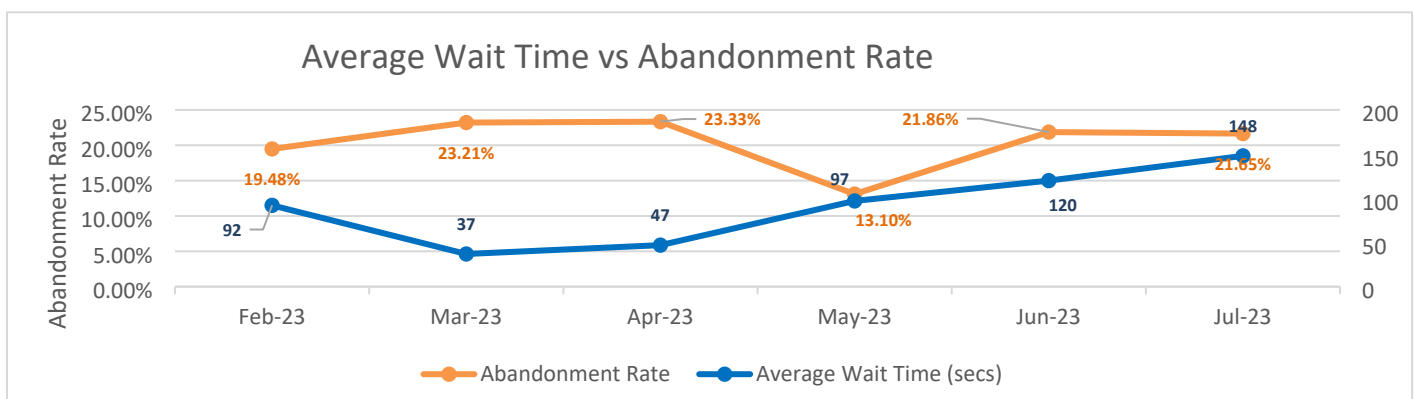
Total Call Volume decreased by 3.66% between June 2023 and July 2023.



Between June and July, the Average Call Duration experienced a drop of 2.15 minutes. The Service Level also experienced a decrease of 22.94%. IndyGo Care Center Leadership will continue to monitor as the Care Center attempts to stay within the goal range of 3-5 minutes per call and 80% service level.



During July, the Care Center saw the Abandonment Rate decreased by 0.96%, with Average Wait Time increasing by 28 seconds. IndyGo Care Center Leadership will continue to monitor and work to lower these metrics.



RECEIVED COMMENT REPORT:

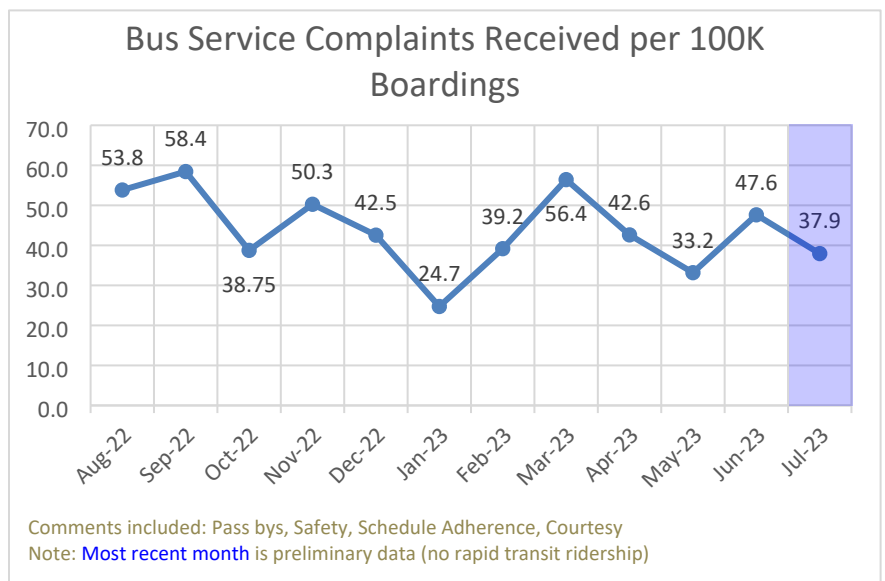
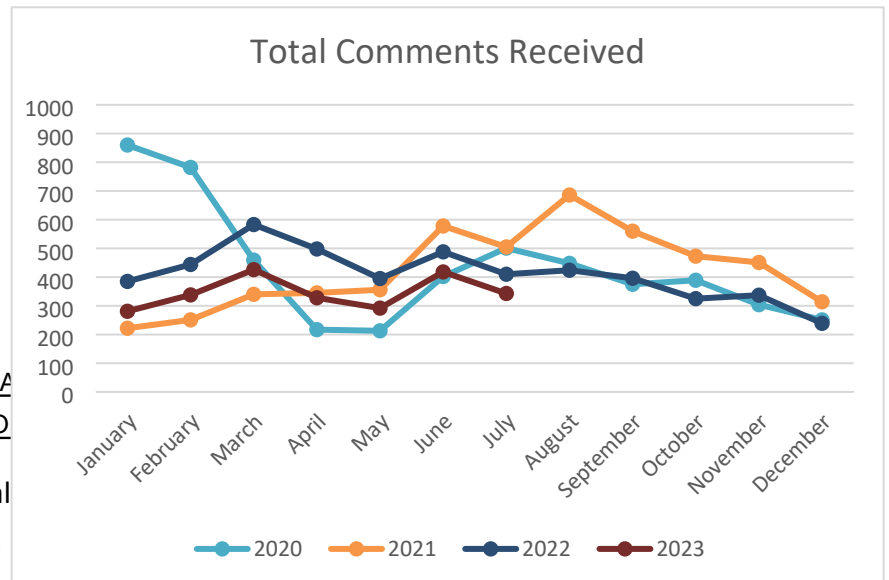
During July, a total of 343 comments were received. The total decrease in comments between June and July was 17.94%. Schedule Adherence remains the top category for complaints. This category contributed to 18.66% of comments received during July. Comment trends will continue to be monitored by IndyGo Care Center Leadership.

Comment Category	Count of Comment
Schedule Adherence	64
Courtesy	50
Pass By	37
Safety	36
Fares	35
Facility Maintenance	19
Route	15
Bus Stop	14
Request	13
Compliment	12
Rules	10
Security	9
ADA	7
Suggestion	7
Customer Care Center	4
Vehicle Maintenance	2
Fulfillment	2
Purple Line	2
Detour	1
Denial	1
Wrong Information Given	1
Real Time Arrivals	1
Marketing	1
Do Not Use	0
Indy Connect	0
UZURV	0
Grand Total	343

CARE CENTER DESK AND SALES REPORT:

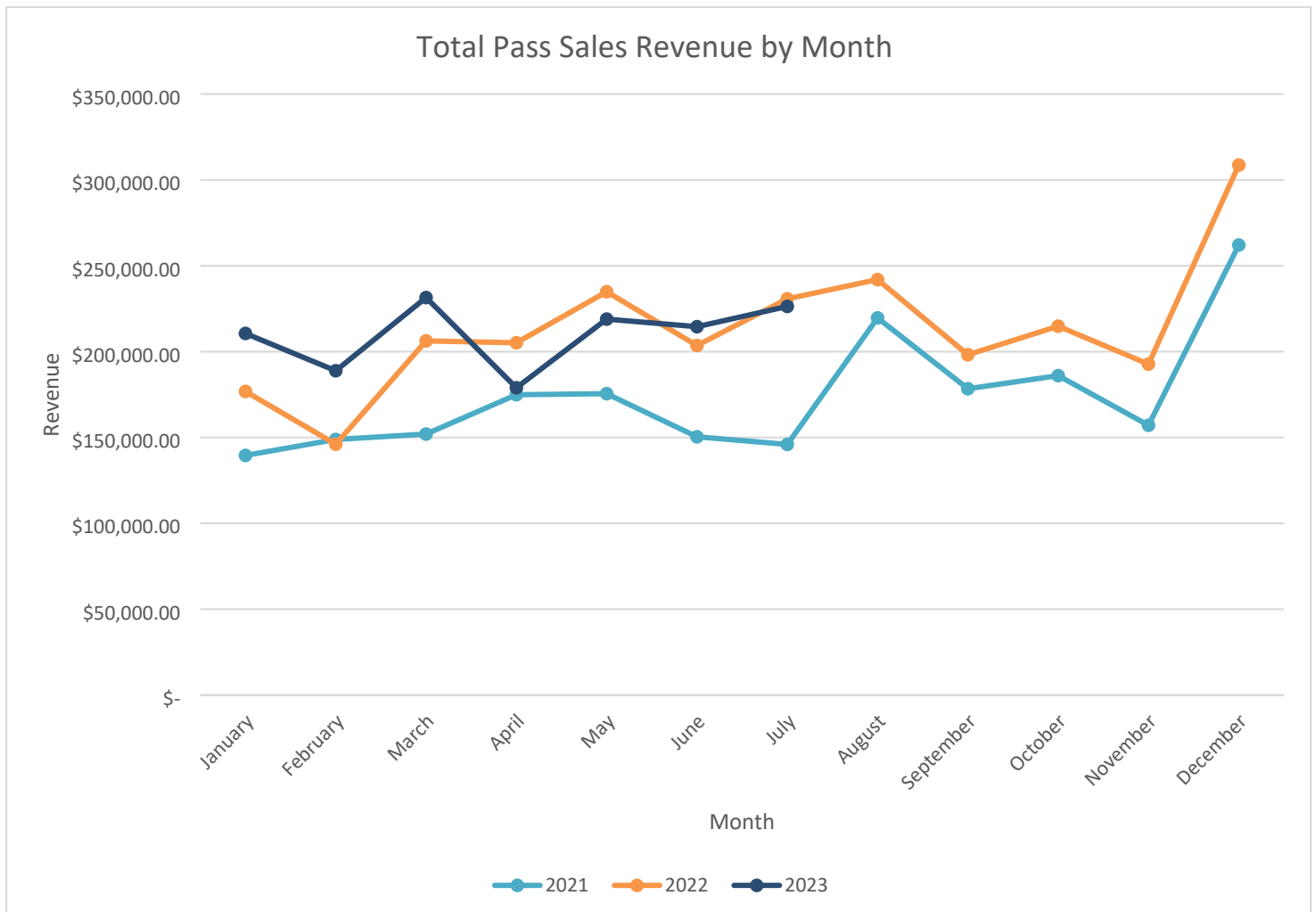
Total Quantity of Passes Sold: 19,476

**TOTAL
INVO
Total
July.**



Total Quantity Sold by Pass Type

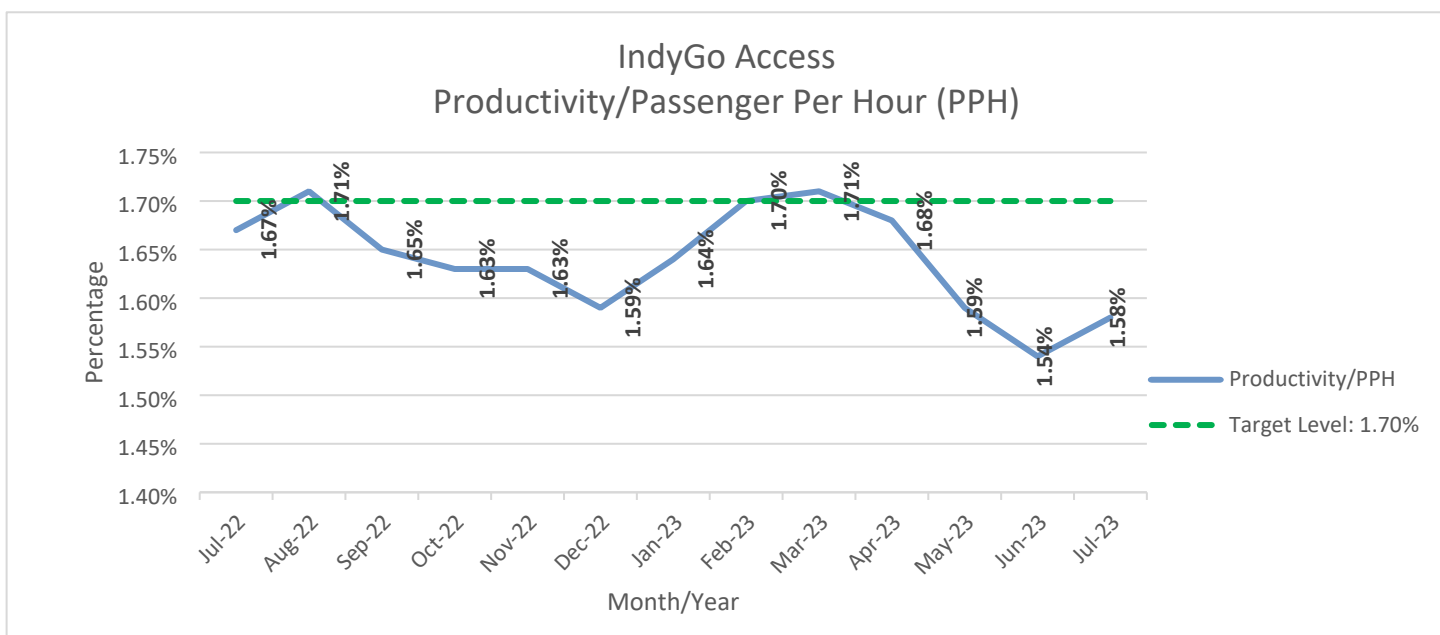
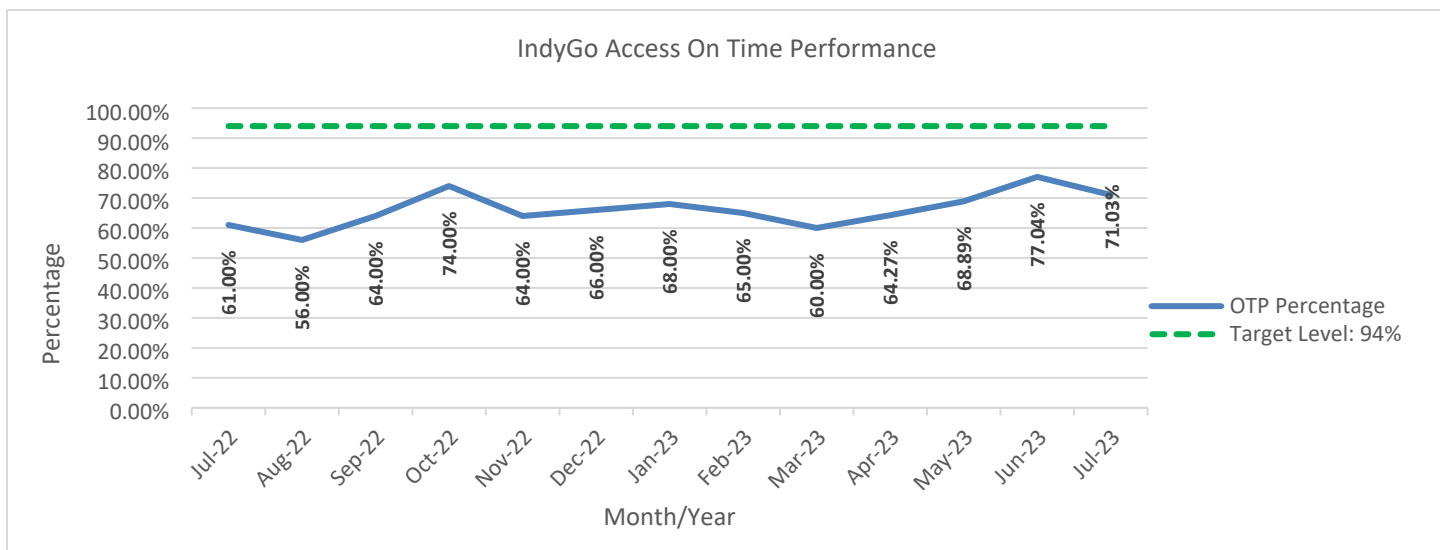
14,000



INDYGO ACCESS OPERATING STATISTICS:

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

22-Jul	23-Jul	% Change	Mobility Solutions	YOY 2022	YOY 2023	% Change
9,903	10,250	3.5%	IndyGo Access Ridership	69,618	77,531	11.37%
62.2%	71.03%	14.2%	IndyGo Access On Time Performance	55.49%	67.77%	22.13%
1.67%	1.58%	-5.39%	IndyGo Access Productivity	1.74%	1.63%	-6.32%



The Mobility Services team continues to perform daily monitoring, on-site visits, and discussions regarding a proactive outlook for the current/next day's service. The Mobility Services team also collaborates with the RATP Devs team to continually monitor On-Time Performance to mitigate future service impacts.

INDYGO ACCESS CUSTOMER COMMENTS:

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

Number of Comments	Validity		
Categories	Valid	Invalid	Grand Total
Schedule Adherence	18	6	24
Fares	6	5	11

Courtesy	4	1	5
Safety	4		4
ADA	1	2	3
Compliment	2		2
Rules	2		2
Security	1		1
Customer Service	1		1
Grand Total	39	14	53

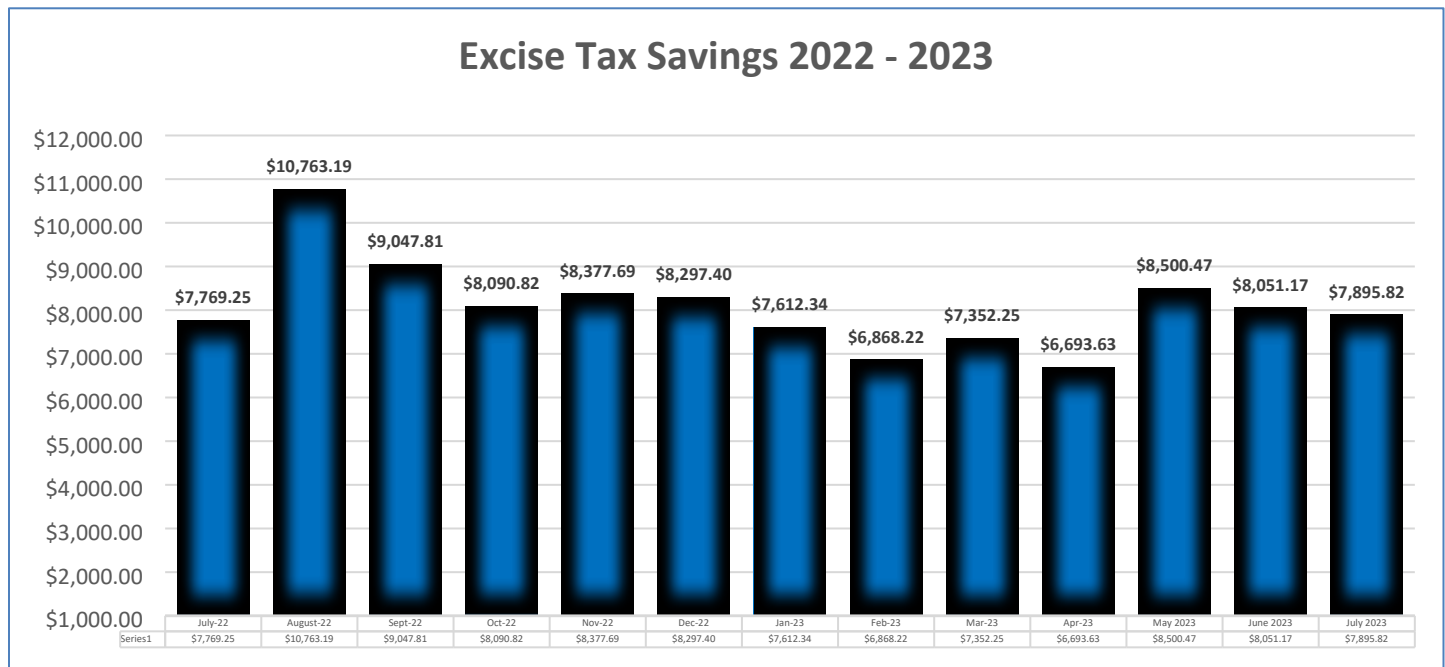
Category			
Number of Comments	Validity		
Schedule Adherence Type	Valid	Invalid	Grand Total
Schedule Adherence Other	5	3	8
Late Bus	7		7
Extended Ride on Bus	2	1	3
Driver Disregard Schedule	2		2
Bus No Show	1	1	2
UZURV Schedule Adherence		1	1
Early Bus	1		1
Grand Total	18	6	24

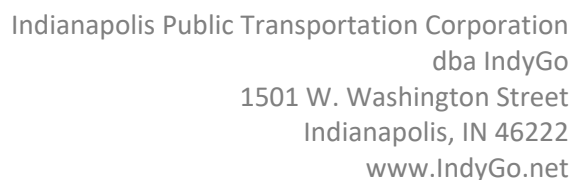
WEX FUEL CARD PROGRAM:

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

Total YTD savings is \$48,932.

July 2023 savings from fuel excise taxes were \$7,896





To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Chief People Officer Denise E. Jenkins-Agurs, MS.Ed.
Date: August 23, 2023

141

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Supplier Diversity Division Report – July 2023

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Director of Compliance and Civil Rights Latosha N. Higgins
Date: August 23, 2023

DISCUSSION:

On July 25, 2023, Supplier Diversity attended the Great Lakes Small Business Administration Leadership meeting. The Director of Compliance and Civil Rights Latosha N. Higgins served a panel on behalf of IndyGo. The purpose of the panel was to discuss how different agencies could work together to identify diverse vendors. Senior Supplier Diversity Officer Carri Burke and Supplier Diversity Specialist Tierra Radford were also in attendance.

Supplier Diversity is in the process of implementing a supplier diversity management software system. The new system will assist the Supplier Diversity Department with performing more comprehensive data analysis, tracking subcontractor payments, and reporting participation goals on federally and locally funded projects.

UPDATES/UPCOMING ITEMS:

- August 31, 2023 –Indianapolis Airport Authority & Office of Minority and Women Business Development Reverse Trade Show at Ivy Tech Community College.
- September 2023- Municipal/agency/partner coordination meeting, at IndyGo Campus. Date TBD.
- October 13, 2023 –Indiana Department of Administration, Division of Supplier Diversity 15th Annual Business Conference, at the Indiana Government Center.

RECOMMENDATION:

Receive the report.

A handwritten signature in cursive script that reads "Carri Burke".

Carri Burke
Senior Supplier Diversity Officer

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