



Board Report  
September 27, 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. **Public Hearing** (Presenter – Greg Hahn)
  1. A-2: Consideration and approval of Ordinance 2023-01 bond issuance (Presenter – Bart Brown)
5. **Consent Agenda** (Presenter – Greg Hahn)
  1. A-1: Consideration and approval of minutes from Board meeting held on August 23, 2023
  2. A-3: Consideration and approval of the monthly amendment of the diesel fuel contract (Presenter – Cheryl Purefoy)
  3. A-5: Consideration and approval for contract RFP 23-05-479 Tire Lease & Services (Presenter – Paul Williams)
  4. A-6: Consideration and approval of Task Order #2 for a Phase II Environmental Assessment at the East Campus (Presenter – Brooke Thomas)
  5. A-7: Consideration and approval of replacement Paratransit vehicles (Presenter – Michael Roth)
6. **Regular Agenda** (Presenter – Greg Hahn)
  1. A-4: Consideration and approval of Resolution 2023-06 free fare on Election Day (Presenter – Lesley Gordon)
6. **Information Items** (Presenter – Greg Hahn)
  1. I-1: Receipt of the Finance Report for August 2023 (Presenter – Bart Brown)
  2. I-2: Swiftly data update
  3. I-3: 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)}

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Our next Board Meeting will be Thursday, October 26, 2023; 5pm

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## Awards & Commendation Recognition for August 2023

**To:** Chair and Board of Directors  
**From:** President/CEO Inez P. Evans  
**Date:** September 27, 2023

### August 2023 Awards & Commendations

Employee	Position	Recognition
Efrain Amaya	Coach Operator – Fixed Route	18 Years of Safe Driving
Felicia Webster	Operations Support Specialist	August Operations Employee of the Month
Matthew Duffy	Director of Capital Projects	Promotion
Sarah Stentz	Senior Facilities Project Manager	Promotion
Michael Roth	Interim Deputy Chief Transportation Officer	Selected to APTA Leadership Program

## August 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 August 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>
Efrain Amaya	224	18	20
Samuel Abebe	8472	9	10
Lakeita Smith	8557	8	10
John (Mohammad) Ibrahim (Alem)	9016	6	6
Samuel Keller	9195	5	5
Tiana Treadwell	9008	5	6
Angela Williams	9018	5	6
Elisa Davis	9023	3	6
Mikia Hicks	9156	3	5
Robert Lundy	9524	3	4
Rodney Mason	9362	3	4
Mary Mitchell-Grant	9519	3	4
Roy Shurn	9435	3	4
Angela Heitzman	9603	2	4
Darrell McCullum	9445	2	4
William Gatewood	10146	1	1
Jeremy Grimmer	9929	1	2
Floyd Houston	9417	1	4
Paul Luckner	9944	1	2
Myron Thomas	10001	1	2
Andra Winters	9528	1	4

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 – September 2023

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Finance Committee Chairperson Richard Wilson  
**Date:** September 27, 2023

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**ISSUE:**

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

**RECOMMENDATION:**

Receive the report.

**Richard Wilson**  
**Finance Committee Chairperson's Report**  
September 21, 2023

The Finance Committee met on September 21, 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, A-3, A-5, A-6, and A-7.

An item from the committee meeting I would like to highlight is Action Item A-5, approval of contract RFP 23-05-479 Tire Lease & Services. Senior Director of Facilities and Preventative Maintenance Paul Williams presented this action item to the Finance Committee.

IPTC procurement department advertised and released an RFP document in June with proposals due back July 28<sup>th</sup>. We received two competitive bids from Michelin North America and Goodyear Tire and Rubber USA. Michelin North America was found to be low bid and met all requirements by the evaluation committee.

Michelin North America, Inc. is the current contractor providing revenue bus tires and services for fixed routes and BRT lines for IPTC. The current contract for 2023 will need to be ratified to cover overages due to supply chain and material cost increases. This will still be within the approved budget. The current contract expires on October 31, 2023. The new contract starting date will be November 1, 2023.

Mr. Chairman, that concludes my report.

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## Service Committee Chairperson Report – September 2023

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Service Committee Chairperson Adairius Gardner  
**Date:** September 27, 2023

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**ISSUE:**

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

**RECOMMENDATION:**

Receive the report.

**Adairius Gardner**  
**Service Committee Chairperson's Report**  
September 21, 2023

The Service Committee met on September 21, 2023, at 10:00am. In attendance was Adairius Gardner, Chairman of the Service Committee, as well as Committee Members Lise Pace and Hyde Abdullah.

We reviewed and recommended Board approval for the following items on tonight's agenda: Consent Agenda Items A-1, A-6, & A-7 and Regular Agenda item A-4.

An item from the committee meeting I would like to highlight is Action Item A-7, approval of replacement Paratransit vehicles. Interim Deputy Chief Transportation Officer Michael Roth presented this action item to the Service Committee.

The Americans Disability Act requires public transportation companies operating fixed-route transportation systems to provide comparable paratransit services to people with disabilities. IndyGo Access serves riders who qualify for this service due to a disability or a disabling health condition that would prevent them from regular use of the fixed-route system.

The average useful life of a paratransit vehicle is five years or 150,000 miles, whatever comes first. This action item replaces several vehicles that have already exceeded their useful life.

IPTC will utilize the State's Quantity Purchase Agreement (QPA), which meets federal procurement requirements and based on the current QPA, Midwest Transit Equipment, Inc., is the approved vendor.

Mr. Chairman, that concludes my report.

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Date of Memo: August 08, 2023  
 Current Meeting: September 27, 2023  
 Board Meeting: September 27, 2023

**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 Ordinance 2023-01 Bond issue of \$125,000,000 to support the Blue Line Bus Rapid Transit (BRT) construction costs

**ACTION ITEM A – 2**

**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 not reviewed by the Finance Committee or Service Committee on September 21, 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\_\_**

Maturity Date                      Interest Rate                      Original Date                      Authentication Date                      CUSIP

Registered Owner:

Principal Sum:

The Indianapolis Public Transportation Corporation (the "IPTC"), for value received, hereby promises to pay to the Registered Owner (named above) or registered assigns, the Principal Sum set forth above on the Maturity Date set forth above (unless this Bond be subject to and shall have been duly called for redemption and payment as provided for herein), and to pay interest hereon until the Principal Sum shall be fully paid at the rate per annum specified above from the interest payment date to which interest has been paid next preceding the Authentication Date of this Bond unless this Bond is authenticated after the first day of the month in which interest is payable and on or before such interest payment date in which case it shall bear interest from such interest payment date, or unless this Bond is authenticated on or before \_\_\_\_\_ 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

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Chair

ATTEST:

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Secretary

## Minutes

IndyGo

Aug 23, 2023 at 5:00 PM EDT

@ Virtual &amp; 1501 W. Washington St - IndyGo HQ

**ACTION ITEM A – 1****Attendance****Present:**

Members: Bart Brown, Justin Burcope, Charlie Carlino, Inez Evans, Mary Ann Fagan, Adairius Gardner, Greg Hahn, Richard Wilson, Jr., Taylor Schaffer, Sean Wooding

Staff: Brian Atkinson (remote), Carri Burke (remote), Marcus Burnside (remote), Mark Emmons (remote), Lesley Gordon (remote), Latosha Higgins (remote), Emily Meaux (remote), Cameron Radford (remote), Tierra Radford (remote), Michael Roth (remote), Aaron Vogel (remote)

**Absent:**

Members: Hydre Abdullah, Lise Pace

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

 [board cover 2023 Aug23.docx](#)

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 [A AGENDA for August 23, 2023 Board Meeting.docx](#)

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Chairman Gregory Hahn 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.

**2. Awards and Commendation (Presenters: Inez Evans)**

 [A1 Awards & Commendation August.docx](#)

 [A1 Aug Safe Drivers Report July 2023.docx](#)

President/CEO Inez Evans gave an update on the Awards and Commendations for July 2023. Recognized were safe drivers for July 2023, one employee for 14 years of safe driving, the July Operations Employee of the month, one employee retirement with 25 Years of Service, and one employee retirement with 39 Years of Service.

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

Finance Committee - Richard Wilson

Service Committee - Adairius Gardner

 [A Finance Committee Chair Report August.docx](#)

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 [A Service Committee Chair Report August.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 July 27, 2023

 [A-1 July Board of Directors - 2024 Budget Introduced Minutes.docx](#)

2. A-4: Consideration and approval of diesel fuel amendment (Presenters: Cheryl Purefoy)  
 [A-4 BAI - Premium Diesel Fuel Contract Amendment 08.2023.docx](#)
3. A-5: Consideration and approval of Purple Line change order for poor soils (Presenters: Jennifer Pyrz)  
 [A-5 Purple Line change order for poor soil.docx](#)
4. A-6: Consideration and approval of Motorola maintenance contract (Presenters: Marcus Burnside)  
 [A-6 Consideration and Approval of Motorola Maintenance Contract.docx](#)
5. A-7: Consideration and approval of change order on the Red Line Pavement Enhancement project (Presenters: Jennifer Pyrz)  
 [A-7 Change Order for Red Line Pvmt Enhancement.docx](#)

**Motion:**

Approval of Consent Agenda

Motion moved by Richard Wilson, Jr. and motion seconded by Adairius Gardner. Adairius Gardner - AYE; Mary Ann Fagan - AYE; Taylor Schaffer - AYE; Richard Wilson, Jr. - AYE; Motion passed 4-0

**5. Regular Agenda (Presenters: Greg Hahn)**

1. A-2: Consideration and approval of proposed 2024 budget (Presenters: Bart Brown)  
 [A-2 2024 Approval .docx](#)  
 [A-2 2024 IPTC Resolution 2023- re Special Tax 08.27.23 - Copy.docx](#)  
 [A-2 Form4 for Adoption.pdf](#)

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.

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.

**Motion:**

Approval of proposed 2024 budget

Motion moved by Richard Wilson, Jr. and motion seconded by Mary Ann Fagan. Adairius Gardner - AYE; Mary Ann Fagan - AYE; Taylor Schaffer - AYE; Richard Wilson, Jr. - AYE; Motion passed 4-0

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 (Presenters: Bart Brown)

 [A-3 Bond Issue for \\$125 million introduce - Copy.docx](#)

 [A-3 Bond Ordinance, IndyGo 2023.DOCX](#)

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.

**Motion:**

Approval of 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

Motion moved by Mary Ann Fagan and motion seconded by Taylor Schaffer. Adairius Gardner - AYE; Mary Ann Fagan - AYE; Taylor Schaffer - AYE; Richard Wilson, Jr. - AYE; Motion passed 4-0

**6. Information Items (Presenters: Greg Hahn)**

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

 [I-1 July 2023 Financials Summary.docx](#)

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

2. I-2: Mobility-on-demand Pilot Overview (Presenters: Brooke Thomas)

 [I-2 Aug 2023 Board Information Item Memo.docx](#)

 [I-2 MOD-Evaluation\\_ExSummary\\_2023Aug Board Update.pdf](#)

The Board received a Mobility-on-demand update.

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

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

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

4. I-4: Purple Line patching change order (Presenters: Jennifer Pyrz)

 [I-4 - Purple Line Change orders.docx](#)

The Board received a Purple Line patching change order update.

5. I-5: Extension of A&E contracts update (Presenters: Jennifer Pyrz)

 [I-5 - On-Call A&E extensions.docx](#)

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The Board received an Extension of A&E contracts update.

6. I-6: Mobility Advisory Committee (MAC) update (Presenters: MAC Chair)

 [I-6 July.2023.pdf](#)

 [I-6 MAC Meeting 7.19.23.pdf](#)

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

7. I-7: Department Reports

 [I-7a Aug Board Report Risk and Safety 2023.docx](#)

-  [I-7b PLANNING AND CAPITAL PROJECTS REPORT for 2023-08.docx](#)
-  [I-7c PA Board Report.pdf](#)
-  [I-7d JULY OPERATIONS DIV BOARD REPORT -8.2023.docx](#)
-  [I-7e July Board Report.docx](#)
-  [page intentionally left blank.pdf](#)
-  [I-7f Supplier Diversity Divison Report August 2023.docx](#)
-  [page intentionally left blank.pdf](#)

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 5:38pm.

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Sean Wooding  
Interim Chief Legal Officer



Date of Memo: September 06, 2023  
Current Meeting: September 27, 2023  
Board Meeting: September 27, 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 the monthly amendment of the diesel fuel contract

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**ACTION ITEM A – 3**

**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 32,000 gallons of diesel fuel, for the month of September 2023, at a current average market price of \$3.3806/per gallon as of the date of this action item. The not to exceed amount for September 2023 will be \$108,179.

**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 having 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 on September 21, 2023 and will be placed on the Consent Agenda.



Date of Memo: September 07, 2023  
Current Meeting: September 27, 2023  
Board Meeting: September 27, 2023

**BOARD MEMORANDUM**

**TO:** Indianapolis Public Transportation Corporation (IPTC) Board of Directors  
**THROUGH:** President/CEO Inez P. Evans  
**FROM:** Senior Director of Facility Services and Preventative Maintenance Paul Williams  
**SUBJECT:** Consideration and approval for contract RFP 23-05-479 Tire Lease & Services

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**ACTION ITEM A – 5**

**RECOMMENDATION:**

In a manner consistent with IPTC contract award standards, we request that the Board authorize the President/CEO to ratify the existing contract for an increase of \$ 180,000 to finish out the current contract and enter a new contract with Michelin North America, Inc. for three years with two option years in an amount not to exceed a total of \$ 4,437,162.

**BACKGROUND:**

The Bus tire lease and service contract provides the following:

- Supplies revenue tires for the bus fleet
- Manages inventory, shipping, and disposal.
- Provides an on-site employee for services (mounting, repairs, proper inflation).
- Conducts monthly fleet tire inspection and maintenance.
- Documentation of all tires monthly and recommendations for replacement or repairs.

**DISCUSSION:**

IPTC procurement department advertised and released an RFP document in June with proposals due back July 28<sup>th</sup>. We received two competitive bids from Michelin North America and Goodyear Tire and Rubber USA. Michelin North America was found to be low bid and met all requirements by the evaluation committee.

Michelin North America, Inc. is the current contractor providing revenue bus tires and services for fixed routes and BRT lines for IPTC. The current contract for 2023 will need to be ratified to cover overages due to supply chain and material cost increases. This will still be within the approved budget. The current contract expires on October 31, 2023. The new contract starting date will be November 1, 2023.

**ALTERNATIVES:**

The board could choose not to approve the item and procurement would restart the RFP process.

**FISCAL IMPACT:**

This contract is funded from the Operating budget.

**DBE/XBE DECLARATION:**

Good faith effort forms have been received from both vendors, neither vendor was able to meet DBE/XBE goals.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action was reviewed by the Finance Committee on September 21, 2023 and will be placed on the Consent Agenda.



Date of Memo: September 12, 2023  
Current Meeting: September 27, 2023  
Board Meeting: September 27, 2023

**BOARD MEMORANDUM**

**TO:** Indianapolis Public Transportation Corporation (IPTC) Board of Directors  
**THROUGH:** President/CEO Inez P. Evans  
**FROM:** Senior Director of Strategic Planning Brooke Thomas, AICP  
**SUBJECT:** Consideration and approval of Task Order #2 for a Phase II Environmental Assessment at the East Campus

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**ACTION ITEM A – 6**

**RECOMMENDATION:**

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize IPTC’s President/CEO to execute a new task order (Task Order #2, Contract No. 22-06-453), in an amount not to exceed \$106,120, for the purposes of conducting a Phase II Environmental Assessment at the East Campus.

**BACKGROUND:**

In December 2022, IPTC selected CDM Smith to prepare a Master Plan for expansion at East Campus. One task order has been issued to date for master planning services. The scope for Task Order #1 includes preparation of conceptual designs and alternatives for how IPTC could utilize the East Campus properties to meet long-term agency needs, while creating a safe and operationally efficient flow. This work is expected to be complete by the end of this year.

**DISCUSSION:**

Task Order #2 is needed to cover services for Phase II environmental testing and documentation of the 9625 E. 33<sup>rd</sup> Street property that IPTC intends to acquire for a future Operations Center & Fleet Terminal. IPTC committed to conducting this work as a requirement of receiving NEPA approval from the Federal Transit Administration. Additionally, this environmental assessment will be used to inform site appraisals and an eventual selling price. The information collected during the testing will further inform the completion of the East Campus Master Plan.

**ALTERNATIVES:**

These services are required to progress acquisition activities for the subject property.

**FISCAL IMPACT:**

Funding for this task order is budgeted as part of the East Campus project in the Capital Plan.

**DBE/XBE DECLARATION:**

CTL Engineering, an MBE certified subconsultant to CDM Smith for this contract, will perform approximately 87% of the work for this task order.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action was reviewed by the Finance & Service Committee on September 21, 2023 and will be placed on the Consent Agenda.



Date of Memo: September 19, 2023  
Current Meeting: September 27, 2023  
Board Meeting: September 27, 2023

**BOARD MEMORANDUM**

**TO:** Indianapolis Public Transportation Corporation (IPTC) Board of Directors  
**THROUGH:** President/CEO Inez P. Evans  
**FROM:** Interim Deputy Chief Transportation Officer Michael L. Roth  
**SUBJECT:** Consideration and approval of replacement Paratransit vehicles

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**ACTION ITEM A – 7**

**RECOMMENDATION:**

It is requested the IPTC Board of Directors authorize the President/CEO to enter into a procurement contract with Midwest Transit Equipment, Inc., for the purchase of ten accessible paratransit passenger bodies on chassis (BOC) vehicles for an amount not to exceed \$1,392,205.

**BACKGROUND:**

The Americans Disability Act requires public transportation companies operating fixed-route transportation systems to provide comparable paratransit services to people with disabilities. IndyGo Access serves riders who qualify for this service due to a disability or a disabling health condition that would prevent them from regular use of the fixed-route system.

The average useful life of a paratransit vehicle is five years or 150,000 miles, whatever comes first. This action item replaces several vehicles that have already exceeded their useful life.

**DISCUSSION:**

Grant funding allows us to procure ten body-on-chassis vehicles to replace older, high-mileage vehicles to improve reliability. This request includes the cost of added accessories to make ready-for-revenue service, such as camera technology (Illuminator) wiring installed on each new vehicle and our approved vehicle wrapping brand.

IPTC will utilize the State's Quantity Purchase Agreement (QPA), which meets federal procurement requirements and, based on the current QPA, Midwest Transit Equipment, Inc., is the approved vendor.

**ALTERNATIVES:**

The Board of Directors could choose not to replace vehicles at this time, but it would deviate from the Board's adopted 2023 Capital Plan for Paratransit vehicle replacement plan to maintain a state of good repair. Vehicles in use that are beyond their useful life.

**FISCAL IMPACT:**

This procurement costs \$1,392,205 and is part of the 2023 Board approved capital plan. Funding sources for this procurement are Section 5310 and 5339 federal grant programs (80%) and (20%) local match.

**DBE/XBE DECLARATION:**

No DBE goal is associated with this contract award.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action was reviewed by the Finance Committee and Service Committee on September 21, 2023 and will be placed on the Consent Agenda.



Date of Memo: September 07, 2023  
 Current Meeting: September 27, 2023  
 Board Meeting: September 27, 2023

**BOARD MEMORANDUM**

**TO:** Indianapolis Public Transportation Corporation (IPTC) Board of Directors  
**THROUGH:** President/CEO Inez P. Evans  
**FROM:** Chief Public Affairs Officer Lesley Gordon  
**SUBJECT:** Consideration and approval of Resolution 2023-06 free fare on Election Day

**ACTION ITEM A – 4**

**RECOMMENDATION:**

Approve Resolution authorizing IPTC to offer free rides on Election Day (November 7, 2023) for both fixed route and IndyGo Access service.

**BACKGROUND:**

In accordance with its mission, the IndyGo Foundation secures sponsorships and donations to increase access to IPTC. This includes free fare days such as Transit Equity Day and Election Day.

**DISCUSSION:**

To encourage civic participation, the IndyGo Foundation has secured a sponsorship with AARP Indiana to provide free fares on Election Day. The Foundation will pay \$20,000 of the sponsorship to IPTC to cover lost revenue. The same sponsorship took place in 2022.

**ALTERNATIVES:**

Decline the sponsorship from AARP and not offer free rides on Election Day.

**FISCAL IMPACT:**

The average revenue for a Tuesday in November is approximately \$19,644. The sponsorship portion to be paid to IPTC is \$20,000. The Foundation purchased AARP branded bags to cover the fare boxes last year that can be reused this year.

**DBE/XBE DECLARATION:**

N/A

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action was reviewed by the Service Committee on September 21, 2023 and will be placed on the Regular Agenda.

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**RESOLUTION 2023-06**

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

**A RESOLUTION** establishing that the Board of Directors of the Indianapolis Public Transportation Corporation, is interested in offering free rides for the election day on November 7, 2023.

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

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

**WHEREAS**, Tuesday, November 7, 2023, is an election day in Marion County; and

**WHEREAS**, Transportation can be a barrier for individuals to participate in elections; and

**WHEREAS**, the Board of Directors, having considered and being duly advised, finds that the Board of Directors has as an interest in promoting access to voting for the residents of Marion County;

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

Section 1. The Board of Directors desires to exercise its authority under Indiana Code 36-9-4-14 to direct the operations of the Corporation for the benefit of the public good.

Section 2. The Board hereby directs the CEO and President, on behalf of the Indianapolis Public Transportation Corporation, to offer free public transit fares for the 2023 election for both fixed route and IndyGo Access services until the time of 10:00pm.

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

**Adopted this 27<sup>th</sup> day of September 2023.**

BOARD OF DIRECTORS INDIANAPOLIS  
PUBLIC TRANSPORTATION CORPORATION

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Gregory F. Hahn  
Chairman of the Board of Directors

Attest: \_\_\_\_\_

Sean R. Wooding, Deputy Chief Legal Counsel  
Indianapolis Public Transportation Corporation

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## Information Update – August 2023 Financials Summary

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Bart Brown, CFO and Justin Burcope, Budget Director  
**Date:** August 13, 2023

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### AUGUST 2023 FINANCIAL SUMMARY

#### Revenue

- Federal Assistance Revenue is under budget by \$13,275 (-1.1%) for the month of August. For the year it is over budget by \$580,902 (6.0%).
- Other Operating revenue category is over budget by \$102,833 (157.4%) for the month. YTD this revenue is over budget by \$3,326,282 (636.6%).
- The passenger service revenue is over budget by \$37,139 (7.4%) for the month. For the year passenger service revenue is over budget by \$526,168 (15.2%).
- 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 \$27,318,962, which is \$1,426,114 (5.5%) over budget.
- Income Tax came in at budget for August. YTD collected is over \$44,564,709.
- The Service Reimbursement Program revenue is over budget by \$4,062 (11.7%) for the month. For the year it is under budget by \$19,178 (-6.9%).

*The Total Revenue for the agency is over budget by \$130,759 (2.2%) for the month of August. YTD Total Revenue is over budget by \$19,070,769 (24.5%).*

#### Expenditures

##### I) Personal Services

- Fringe benefits are under budget for the month by \$387,136 (-19.9%). YTD it is under budget by \$1,271,164 (-9.3%).
- Overtime expenses continue to trend higher as we experience with labor shortage especially for operators. The expenses were over budget by \$368,662 (121.5%) 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 \$2,646,830 (124.6%).
- Salary expenses are under budget by \$698,964 (-14.0%) for the month of August. YTD it is under budget by \$5,688,955 (-16.5%)

*The Personal Services category is under budget by \$708,438 (-9.8%) for the month of August. It is under budget for the year by \$4,313,288 (-8.6%)*

II) Other Services and Charges

- Claims were over budget by \$159,785 (-45.1%) for the month due to end of year settlements. For the year this category is under budget by \$644,776 (-21.8%).
- For the month of August, the Miscellaneous Expense category is under budget by \$20,882 (26.2%). YTD is under budget by \$146,810 (-22.4%).
- In August, the Purchased Transportation category is over budget by \$18,160 (1.9%). For the year it is over budget by \$136,124 (1.8%).
- For the month the “Services” expense category is under budget by \$546,457 (-27.4%). YTD this category is under budget by \$6,761,320 (-33.4%).
- For the month, utilities expenses are under budget by \$90,541 (-47.5%). 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 \$93,948 (-6.1%).

*Overall, the Other Services & Charges category is under budget by \$799,506 (-22.4%) for the month. YTD this category is under budget by \$7,530,731 (-22.7%).*

III) Materials & Supplies

- The fuel and lubricant category is over budget by \$23,860 (5.5%). YTD it is under budget by \$383,287 (-11.1%).
- For the month of August, the maintenance materials category is over budget by \$133,276 (30.5%). It is under budget for the year by \$82,458 (-2.1%).
- Other materials and supplies category is over budget by \$100,428 (103.2%) for the month. For the year it is under budget by \$79,597 (-10.1%).
- Tires & Tubes category is under budget in August by \$5,855 (-11.5%). YTD it is under budget by \$37,097 (-9.1%).

*For the month, the Total Materials and Supplies category is over budget by \$251,709 (24.7%). For the year it is under budget by \$582,439 (-6.7%).*

*In August, the overall, total expenditures came under budget by \$1,256,235 (-10.7%). Year to date expenditures are under budget by \$12,426,459 (-13.5%).*

**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	AC for Simulator Trainers	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. For August we received \$6,172,792 in ARP II.

<b>Federal Stimulus Grants</b>	<b>CARES Act</b>	<b>CRRSAA</b>	<b>ARP I</b>	<b>ARP II</b>
Total Draws to date	\$44,160,609	\$21,170,527	\$45,288,823	\$34,121,217

### **RECOMMENDATION:**

Receive the report.

Bart Brown, Vice President of Finance and CFO and Justin Burcope, Budget Director



Indianapolis Public Transportation Corporation  
 Budget to Actuals (Comparative Statement) - IndyGo  
 For the Eight Months Ending Thursday, August 31, 2023

V12/2023 4:00 PM  
 Period Selected: 8

	Current Month				YTD				PRIOR YTD Actual
	Actual	Budget	Budget Variance \$	Budget Variance %	Actual	Budget	Budget Variance \$	Budget Variance %	
<b>Operating Revenue</b>									
Federal Assistance	1,186,953.00	1,200,228.66	(13,275.66)	(1.11)	10,182,732.00	9,601,829.28	580,902.72	6.05	9,719,336.00
Other Operating Income	168,144.99	65,311.67	102,833.32	157.45	3,848,775.50	522,493.36	3,326,282.14	636.62	1,119,397.96
Passenger Service Revenue	538,569.99	501,431.00	37,138.99	7.41	3,985,270.48	3,459,102.00	526,168.48	15.21	3,895,043.50
PMTF Revenue		947,485.67	(947,485.67)	(100.00)	11,369,828.00	7,579,885.36	3,789,942.64	50.00	11,240,036.00
Local Property & Excise Tax Revenue	3,236,606.00	3,236,606.00		0.00	27,318,962.06	25,892,848.00	1,426,114.06	5.51	26,872,173.87
Local Transit Income Tax Revenue	4,648,994.58	3,812,176.24	836,818.34	21.95	44,564,709.36	30,497,409.92	14,067,299.44	46.13	31,434,245.09
Service Reimbursement Program	38,646.00	34,583.33	4,062.67	11.75	257,488.00	276,666.64	(19,178.64)	(6.93)	280,814.00
<b>Total Operating Revenues</b>	<b>9,817,914.56</b>	<b>9,797,822.57</b>	<b>20,091.99</b>	<b>0.21</b>	<b>101,527,765.40</b>	<b>77,830,234.56</b>	<b>23,697,530.84</b>	<b>30.45</b>	<b>84,561,046.42</b>
<b>Operating Expenses</b>									
<b>Personal Services</b>									
Fringe Benefits	1,554,590.43	1,941,726.16	(387,135.73)	(19.94)	12,365,527.11	13,636,691.23	(1,271,164.12)	(9.32)	11,316,353.93
Overtime	671,975.69	303,313.48	368,662.21	121.54	4,770,024.94	2,123,194.34	2,646,830.60	124.66	3,374,684.45
Salary	4,240,047.48	4,930,011.85	(689,964.37)	(14.00)	28,821,127.68	34,510,083.00	(5,688,955.32)	(16.48)	26,752,819.80
<b>Total Wages and Benefits</b>	<b>6,466,613.60</b>	<b>7,175,051.49</b>	<b>(708,437.89)</b>	<b>(9.87)</b>	<b>45,956,679.73</b>	<b>50,269,968.57</b>	<b>(4,313,288.84)</b>	<b>(8.58)</b>	<b>41,443,858.18</b>
<b>Other Services &amp; Charges</b>									
Claims	194,474.22	354,259.18	(159,784.96)	(45.10)	2,389,297.53	3,054,073.44	(664,775.91)	(21.77)	1,966,821.59
Miscellaneous Expenses	58,711.16	79,593.75	(20,882.59)	(26.24)	508,289.08	655,100.02	(146,810.94)	(22.41)	447,561.98
Purchased Transportation	968,180.25	950,020.11	18,160.14	1.91	7,736,284.79	7,600,160.88	136,123.91	1.79	6,519,524.25
Services	1,449,625.82	1,996,083.74	(546,457.92)	(27.38)	13,493,947.58	20,255,267.68	(6,761,320.10)	(33.38)	9,681,335.86
Total Utilities	99,958.69	190,500.01	(90,541.32)	(47.53)	1,430,052.31	1,524,000.08	(93,947.77)	(6.16)	1,254,286.93
<b>Total Other Services &amp; Charges</b>	<b>2,770,950.14</b>	<b>3,570,456.79</b>	<b>(799,506.65)</b>	<b>(22.39)</b>	<b>25,557,871.29</b>	<b>33,088,602.10</b>	<b>(7,530,730.81)</b>	<b>(22.76)</b>	<b>19,869,530.61</b>
<b>Materials &amp; Supplies</b>									
Fuel & Lubricants	456,755.30	432,894.46	23,860.84	5.51	3,079,868.70	3,463,155.68	(383,286.98)	(11.07)	2,609,742.81
Maintenance Materials	570,553.19	437,277.07	133,276.12	30.48	3,899,993.38	3,982,451.47	(82,458.09)	(2.07)	3,326,808.70
Other Materials & Supplies	197,726.08	97,298.23	100,427.85	103.22	705,740.21	785,337.84	(79,597.63)	(10.14)	503,024.98
Tires & Tubes	45,132.71	50,987.94	(5,855.23)	(11.48)	370,806.51	407,903.52	(37,097.01)	(9.09)	346,470.76
<b>Total Materials &amp; Supplies</b>	<b>1,270,167.28</b>	<b>1,018,457.70</b>	<b>251,709.58</b>	<b>24.71</b>	<b>8,056,408.80</b>	<b>8,638,848.51</b>	<b>(582,439.71)</b>	<b>(6.74)</b>	<b>6,786,047.25</b>
<b>Total Operating Expenses</b>	<b>10,507,731.02</b>	<b>11,763,965.98</b>	<b>(1,256,234.96)</b>	<b>(10.68)</b>	<b>79,570,959.82</b>	<b>91,997,419.18</b>	<b>(12,426,459.36)</b>	<b>(13.51)</b>	<b>68,099,436.04</b>
<b>OPERATING INCOME/(LOSS)</b>	<b>(689,816.46)</b>	<b>(1,966,143.41)</b>	<b>1,276,326.95</b>		<b>21,956,805.58</b>	<b>(14,167,184.62)</b>	<b>36,123,990.20</b>		
GAIN/LOSS ON ASSET DISPOSAL	(356.40)		(356.40)	0.00	196,272.77		196,272.77	0.00	164,784.05
<b>NET INCOME/(LOSS)</b>	<b>(689,460.06)</b>	<b>(1,966,143.41)</b>	<b>1,276,683.35</b>	<b>(64.93)</b>	<b>21,760,532.81</b>	<b>(14,167,184.62)</b>	<b>35,927,717.43</b>	<b>(253.60)</b>	<b>16,296,826.33</b>

Capital Project Group	Capital Project	2023 Budget	2022 Budget Carried into 2023	Total 2023 Appropriation	YTD Expenses and Encumbrances	Remaining 2023 Appropriations
BRT & On-Street Infrastructure	Blue Line BRT	-	5,079,945	5,079,945	5,635,013	(555,068)
BRT & On-Street Infrastructure	CTC - BRT Docking Solution	4,000,000	-	4,000,000	-	4,000,000
BRT & On-Street Infrastructure	CTC - Purple Line Inductive Charging	425,000	-	425,000	188,963	236,037
BRT & On-Street Infrastructure	East Washington Mobility Hub	-	-	-	-	-
BRT & On-Street Infrastructure	Purple Line BRT	50,971,100	90,215,563	141,186,663	106,026,498	35,160,166
BRT & On-Street Infrastructure	Red Line Signal Modifications - APB and BRT	-	-	-	680,419	(680,419)
BRT & On-Street Infrastructure	Red Line HMA & PCCP Patching	-	3,237,780	3,237,780	3,247,702	(9,922)
BRT & On-Street Infrastructure	Red Line Phase I Closeout	289,390	11,621,328	11,910,718	11,839,178	71,539
BRT & On-Street Infrastructure	Rural Street Underpass Clearance (Design and NEPA)	300,000	533,188	833,188	533,188	300,000
BRT & On-Street Infrastructure	Super Stops 1.0 Delaware Street & 2-way conversion of Ft Wayne (Delaware to Alabama)	-	89,002	89,002	973,315	(884,313)
BRT & On-Street Infrastructure	Super Stops 2.0 Alabama, Ft. Wayne and Vermont Stations	2,617,322	3,022,997	5,640,319	4,658,768	981,550
BRT & On-Street Infrastructure	Transit Signal Priority	549,980	299,431	849,411	299,431	549,980
BRT & On-Street Infrastructure	Transit Stop Amenities	2,000,000	633,107	2,633,107	914,740	1,718,367
<b>BRT &amp; On-Street Infrastructure Total</b>		<b>61,152,792</b>	<b>114,732,341</b>	<b>175,885,133</b>	<b>134,997,216</b>	<b>40,887,917</b>
Facilities	1501 - HVAC VRF System Replacement	70,000	-	70,000	80,509	(10,509)
Facilities	1501 - Parking Lot Fence & Gate Replacement	500,000	-	500,000	-	500,000
Facilities	1501 - Security Door Upgrades	200,000	-	200,000	-	200,000
Facilities	Battery Electric Bus Charging Software Management System	75,000	-	75,000	-	75,000
Facilities	CTC - Lounge / Office Renovations	215,000	-	215,000	-	215,000
Facilities	CTC - Rain Garden Handrail Installation	-	16,300	16,300	16,300	-
Facilities	Depot Charging - Equipment Installation	1,620,000	394,678	2,014,678	394,678	1,620,000
Facilities	East Campus - Facilities	4,000,000	3,732,838	7,732,838	3,205,577	4,527,261
Facilities	East Campus - New Garage Construction	15,040,000	-	15,040,000	-	15,040,000
Facilities	Facilities Fencing	460,000	-	460,000	-	460,000
Facilities	Facilities Signage	50,000	-	50,000	-	50,000
Facilities	Fuel Island Exhaust Reels	90,000	-	90,000	-	90,000
Facilities	Fuel Management System Upgrade	-	401,755	401,755	408,075	(6,320)
Facilities	Fuel Piping & Pump System	400,000	-	400,000	-	400,000
Facilities	Maintenance Heavy Equipment Replacement	300,000	20,281	320,281	79,610	240,671
Facilities	Tire Bay Demolition	250,000	-	250,000	-	250,000
Facilities	West Michigan Street - Assessment Center Facility Renovation	200,000	296,490	496,490	296,490	200,000
Facilities	West Michigan Street - Exterior Improvements, Vehicle Wash, & Solar Array Installation	6,750,000	73,312	6,823,312	42,972	6,780,340
Facilities	South Madison Facilities	-	40,336	40,336	39,022	1,314
Facilities	UV Filtration - Facilities	-	23,871	23,871	13,251	10,620
Facilities	Veeder Root	-	63,502	63,502	63,502	-
<b>Facilities Total</b>		<b>30,220,000</b>	<b>5,063,364</b>	<b>35,283,364</b>	<b>4,639,986</b>	<b>30,643,377</b>
Finance	Farebox Maintenance / Replacement	397,800	21,710	419,510	21,709	397,801
Finance	ERP	-	0	0	9,146	(9,146)
<b>Finance Total</b>		<b>397,800</b>	<b>21,710</b>	<b>419,510</b>	<b>30,855</b>	<b>388,655</b>
Fleet	Fixed-Route Bus Replacement, BYD Electric Buses for Purple Line	26,037,200	54,699,594	80,736,794	54,699,594	26,037,200
Fleet	Paratransit Bus Replacement	1,500,000	117,300	1,617,300	74,207	1,543,093
Fleet	Support Vehicle Replacement	315,000	282,000	597,000	596,737	263
Fleet	UV Filtration	-	12,162	12,162	12,162	-
Fleet	Fixed-Route Bus Replacement/Expansion, 40' Buses	-	-	-	970,624	(970,624)
Fleet	Bike Rack Modification	-	141,290	141,290	70,645	70,645
<b>Fleet Total</b>		<b>27,852,200</b>	<b>55,252,346</b>	<b>83,104,546</b>	<b>56,423,969</b>	<b>26,680,577</b>

Capital Project Group	Capital Project	2023 Budget	2022 Budget Carried into 2023	Total 2023 Appropriation	YTD Expenses and Encumbrances	Remaining 2023 Appropriations
Information Technology	BRT Station Signage Upgrade	1,705,000	-	1,705,000	-	1,705,000
Information Technology	Distributed Antenna System	355,000	-	355,000	-	355,000
Information Technology	Fare Validator Replacement	700,000	-	700,000	-	700,000
Information Technology	Mobility- or Software-as-a-Service	240,000	172,167	412,167	172,167	240,000
Information Technology	Miscellaneous Capital Purchase for IT	-	62,690	62,690	86,541	(23,851)
Information Technology	Wireless Vehicle Communications Replacement	-	-	-	1,733,490	(1,733,490)
Information Technology	Disaster Recover and Business Continuity Plan	-	-	-	22,898	(22,898)
Information Technology	CTC - Real Time Passenger Information System	-	-	-	30,865	(30,865)
<b>Information Technology Total</b>		<b>3,000,000</b>	<b>234,857</b>	<b>3,234,857</b>	<b>2,045,961</b>	<b>1,188,896</b>
Safety & Security	1501 - West Gates Upgrade	-	-	-	74,742	(74,742)
Safety & Security	1501 - South Vehicle Gate	30,000	-	30,000	97,366	(67,366)
Safety & Security	Vehicle CCTV Replacement	-	9,429	9,429	489,191	(479,762)
Safety & Security	Training Simulators	-	7,500	7,500	7,500	-
<b>Safety &amp; Security Total</b>		<b>30,000</b>	<b>16,929</b>	<b>46,929</b>	<b>668,799</b>	<b>(621,870)</b>
<b>Grand Total</b>		<b>122,652,792</b>	<b>175,321,548</b>	<b>297,974,339</b>	<b>198,806,787</b>	<b>99,167,552</b>



Swiftly Overview and Update

September 21, 2023

Annette Darrow, Senior Director of Service Planning

# Swiftly transit data platform

145+ agency partners

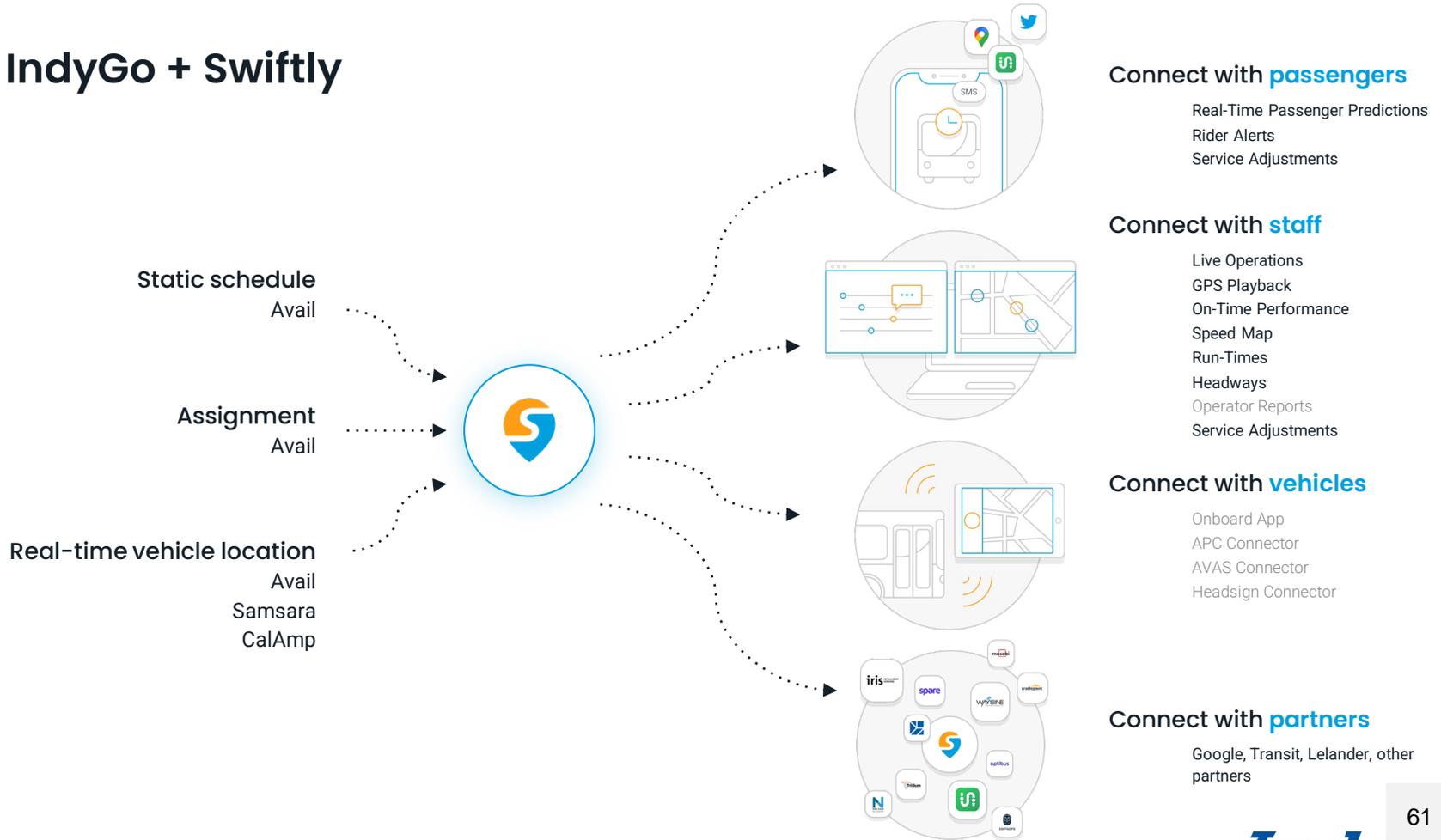
8 countries

2 billion annual transit trips

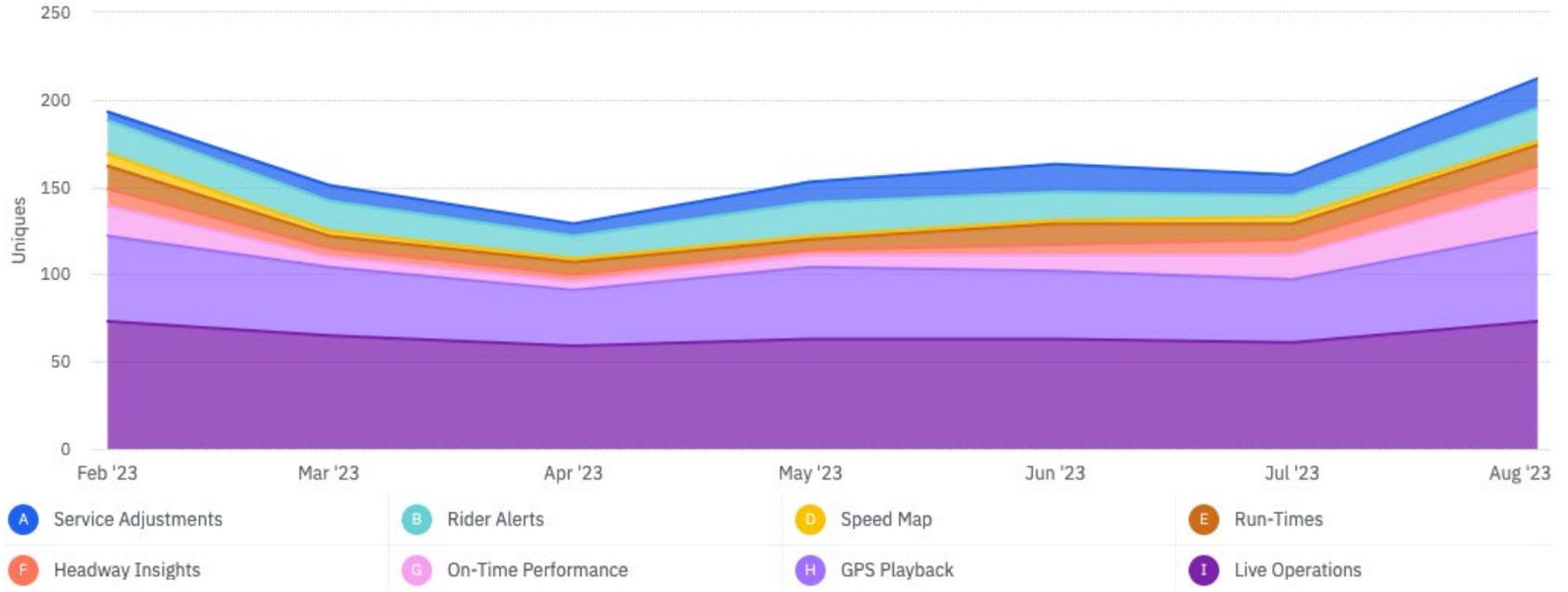
5.5 billion annual API calls



# IndyGo + Swiftly



# Dashboard usage trends



Monthly Swiftly Dashboard usage (unique users) in the last six months

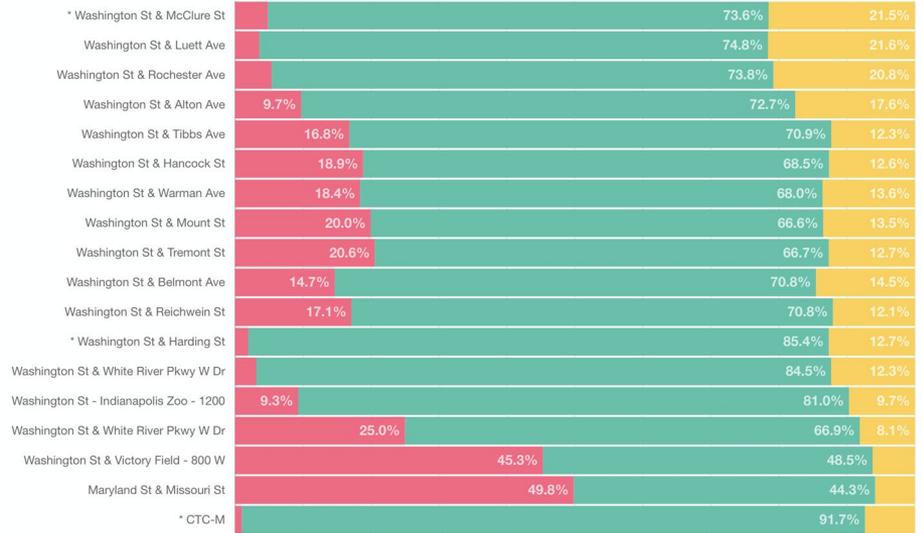
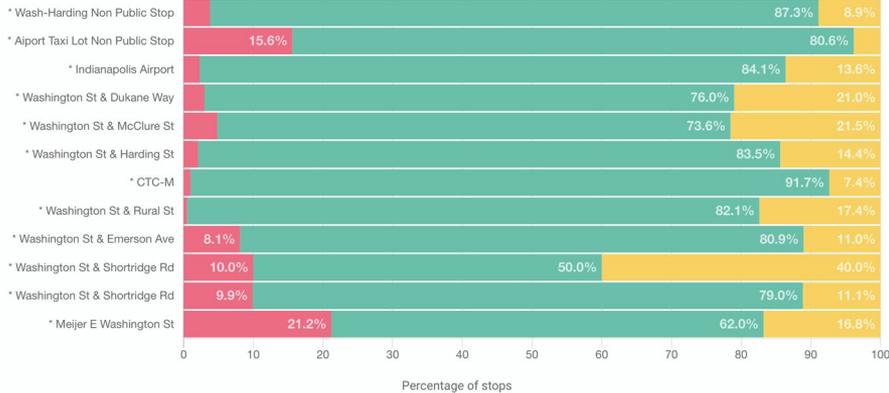
# Use On-Time Performance Stop-to-Stop Analysis

## 8 - Washington

To Meijer E Washington St

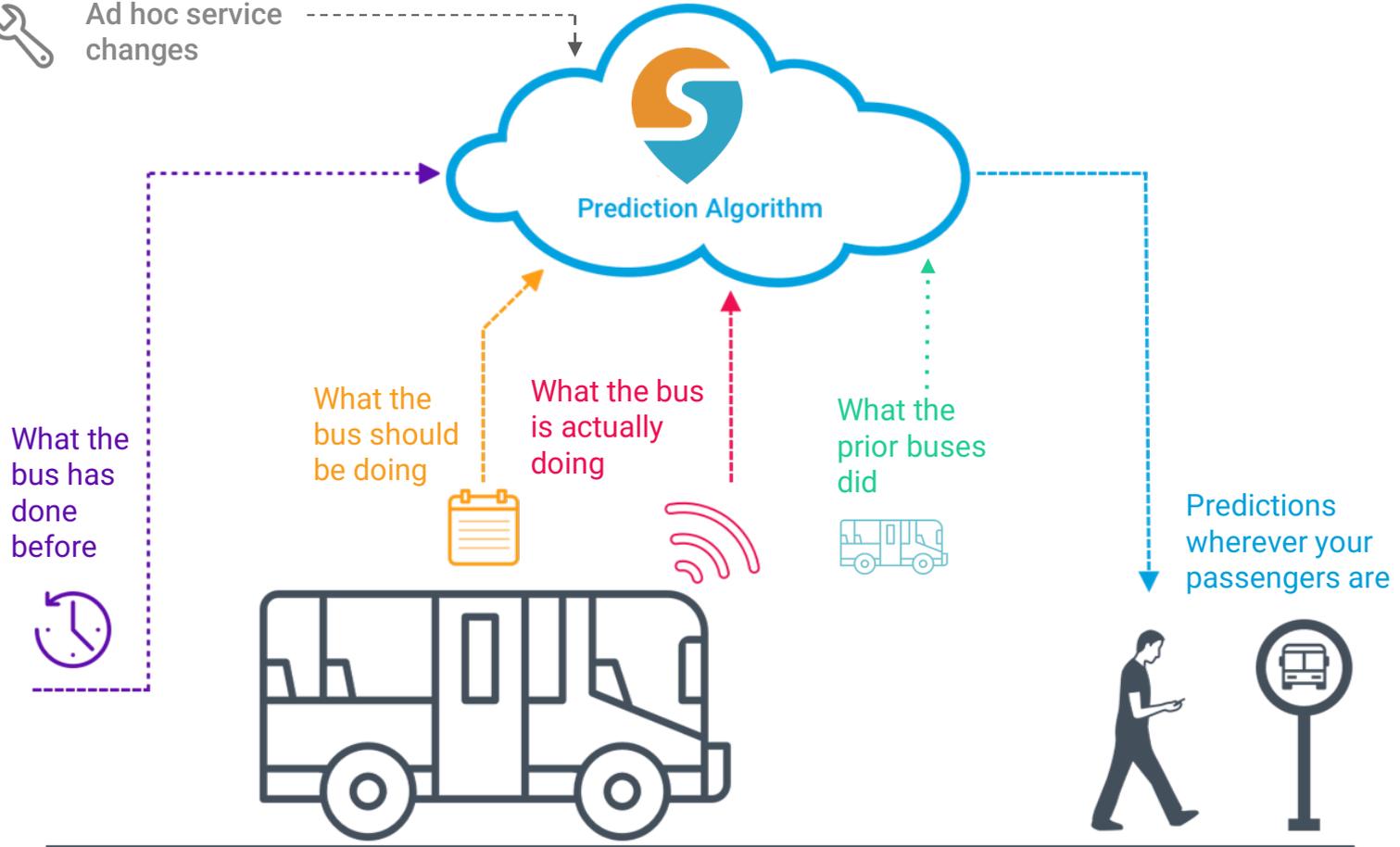
Sorting:  % #

All ● Early ● Late ● On-Time





Ad hoc service changes



## Improve the Passenger Experience

### Success

# Improved Equity through Transit

### By the numbers

- On average, 2,269 SMS messages and 50,720 next bus arrival calls fielded by Swiftly-powered SMS/IVR system over the past 12 months.
- Customer Service staff are getting fewer “Where’s my bus” calls due to the SMS/IVR system



Month	Agent Calls	IVR Calls	SMS
Sep-22	15,289	54,705	2,042
Oct-22	14,542	54,048	2,400
Nov-22	16,450	47,720	2,498
Dec-22	16,134	45,352	2,273
Jan-23	13,749	46,039	2,199
Feb-23	14,996	45,089	2,104
Mar-23	16,076	46,818	1,883
Apr-23	17,151	47,296	1,960
May-23	13,853	51,873	2,225
Jun-23	12,986	57,819	2,381
Jul-23	12,214	56,852	2,598
Aug-23	15,790	55,033	2,661
Total	415,131	1,362,040	69,192

*The above metrics calculated on September 1, 2023*

# Improve the Passenger Experience

## Success

# Open data and APIs

## By the numbers

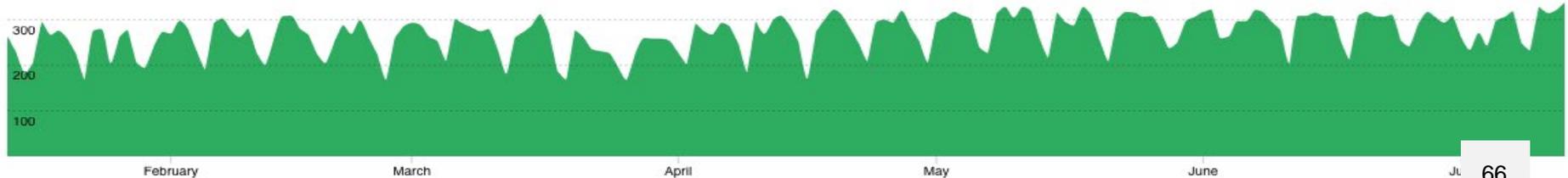
Over **8 million** API calls in June 2023

- API calls from third-party developers, including: Transit App, Google Maps, GTT, Lelander, and others.

**1,891** Transit users and **40,653** sessions last month

- Riders are receiving highly accurate ETAs from Swiflyt data in Transit—and there are many other apps leveraging the same predictions.

Users



# Transit Signal Priority – **Swiftly Speed Map**

## Problem

Speed data necessary for TSP projects

IndyGo needs more accurate and granular speed data to assist in their future TSP projects such as Purple Line

## Baseline

Data unavailable from Avail

Before Speed Map, speed data was difficult to get out of Avail in a meaningful way. We wanted to spend that time fixing problems and emphasizing successes.

## With Swiftly

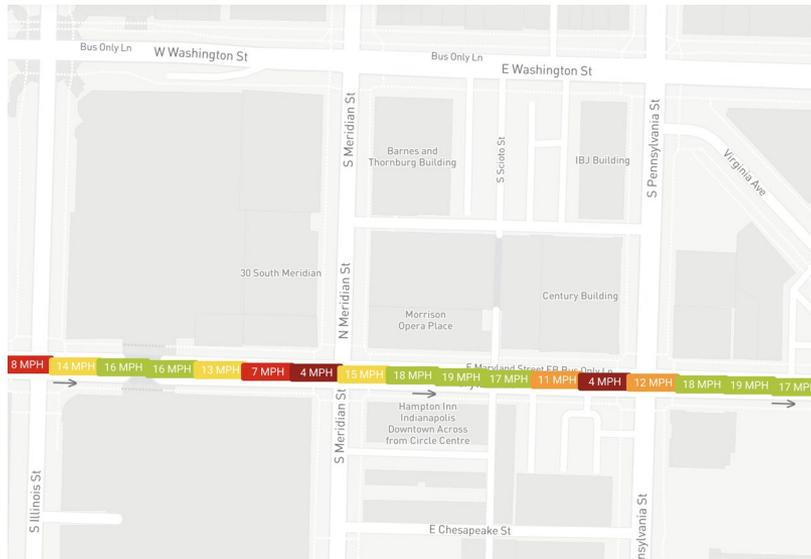
Time savings = more improvements

With Speed Map, IndyGo users can summarize existing conditions for speed and variability by stop segment and lane configuration in minutes versus weeks compared to using data from Avail.

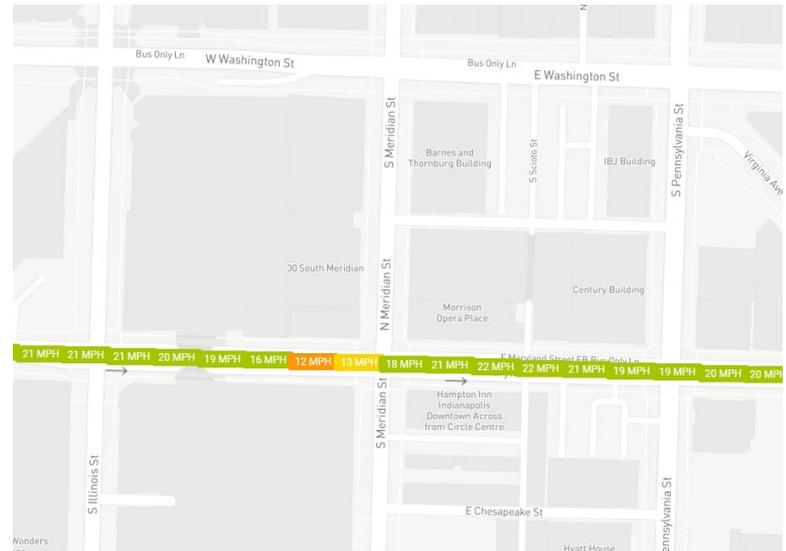
# Transit Signal Priority – Swiftly Speed Map

## Success

TSP implemented at the Maryland & Illinois and Maryland & Meridian intersections have drastically improved median bus speeds from January 2023 (left) to August 2023 (right).



Jan 2023



August 2023

## Risk and Safety Division Report – August 2023

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Director of Risk and Safety Brian Clem  
**Date:** September 27, 2023

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### Risk and Safety

- During the month of August, members of the IndyGo risk and safety team have worked with the insurance broker contracted (AON) for the information needed for the first-of-year insurance renewals. The process can take up to three months depending on the details needed from underwriters to determine the capacity for coverage from the different providers. Early access to data and soliciting in the insurance market has yielded multiple underwriters with strategies to provide market capacity at the best possible market rates. The IndyGo team will continue these efforts to put IndyGo in the best possible position for needed insurance.
- IndyGo’s Risk and Safety team member, Michael Jackson performed the August 2023 IndyGo “Safety Blitz”. The Safety Blitz program identifies risk and safety items to educate and communicate to all our employees a specified topic. In August the Blitz was performed to educate about “Defensive Driving”. The information is placed on the IndyGo internal web page, newsletter, safety communication bulletin boards, bus driver CAD screens, big screen TVs, and bus steering wheels the night before the event. Leadership and staff meet with drivers throughout the day of the blitz to be informative and engaging for IndyGo employees. This is another example of how IndyGo is educating and communicating for continuous improvement to the safety culture of our employees.
- During the month of August, Risk and Safety Team members Dwight Benjamin, TaMichael Jackson, and Kevin Neumann worked with members of the parts storage and storeroom on a new process and system to identify and label hazardous chemicals and products. IndyGo has adopted the Hazardous Materials Identification System (HMIS) for labeling all products when received on our properties. The new project creates a custom label for purchased products that identify the hazard class for Health, Flammability, Reactivity, and Personal Protection required. With this new project, goods are entered into a computer, identified, and the appropriate label is generated and placed on the products. This project will cut down on the amount of time taken to make labels by hand and have a uniform system to increase accuracy and productivity in a uniform process saving money.
- On August 28<sup>th</sup>, IndyGo Onboarded new employee Michael Bunnell as the Drug and Alcohol Program Administrator. Michael has experience with Drug and Alcohol programs with FMCSA as well as other safety experiences. Michael has hit the ground running learning the Department of Transportation (DOT) and the Federal Transit Administration (FTA) drug and alcohol regulations of 49 CFR-Part 655 and DOT Part 40. Michael is also continuing his 30-hour accreditation for the Occupational Safety and Health Administration (OSHA). Michael has been a refreshing need for the department as we look to expand the drug and alcohol program and oversight to Hamilton, Hancock, Johnson, and Hendricks counties on January 1<sup>st</sup>, 2024. Please join us in welcoming Michael Bunnell to our IndyGo family.

## August 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 August 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>
<b>Efrain Amaya</b>	224	18	20
<b>Samuel Abebe</b>	8472	9	10
<b>Lakeita Smith</b>	8557	8	10
<b>John (Mohammad) Ibrahim (Alem)</b>	9016	6	6
<b>Samuel Keller</b>	9195	5	5
<b>Tiana Treadwell</b>	9008	5	6
<b>Angela Williams</b>	9018	5	6
<b>Elisa Davis</b>	9023	3	6
<b>Mikia Hicks</b>	9156	3	5
<b>Robert Lundy</b>	9524	3	4
<b>Rodney Mason</b>	9362	3	4
<b>Mary Mitchell-Grant</b>	9519	3	4
<b>Roy Shurn</b>	9435	3	4
<b>Angela Heitzman</b>	9603	2	4
<b>Darrell McCullum</b>	9445	2	4
<b>William Gatewood</b>	10146	1	1
<b>Jeremy Grimmer</b>	9929	1	2
<b>Floyd Houston</b>	9417	1	4
<b>Paul Luckner</b>	9944	1	2
<b>Myron Thomas</b>	10001	1	2
<b>Andra Winters</b>	9528	1	4

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):**

**August 2023**

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	0.51	0.17	0.00	1.36	0.00	1.19	3
Bus Rapid Transit (BRT)	0.00	3.38	5.07	1.69	13.51	1.69	0.00	
Para Transit	0.00	0.00	0.00	0.00	1.72	0.00	0.00	
<b>All Modes of Service</b>	<b>0.00</b>	<b>0.65</b>	<b>0.52</b>	<b>0.13</b>	<b>2.35</b>	<b>0.13</b>	<b>0.91</b>	<b>3.00</b>
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.”

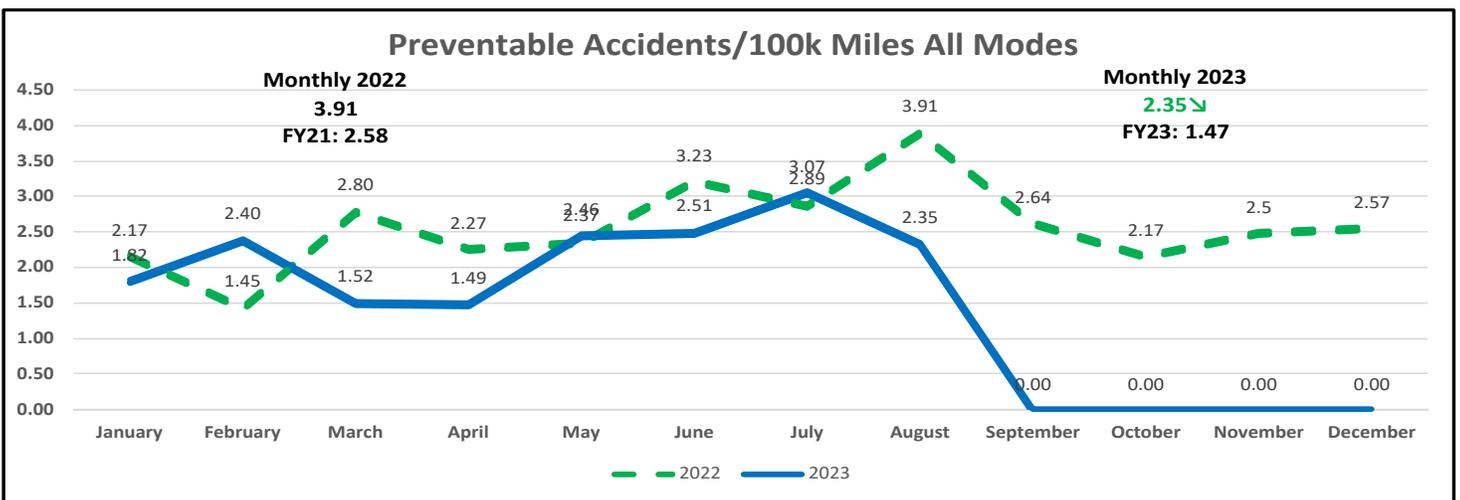
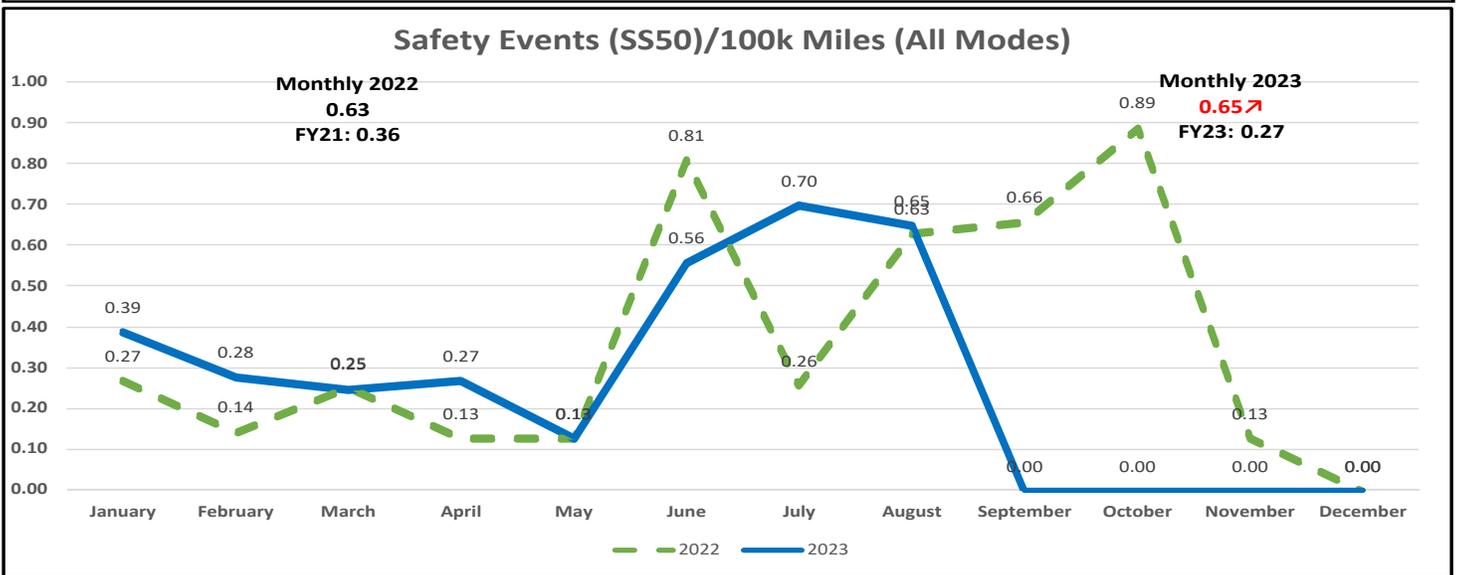
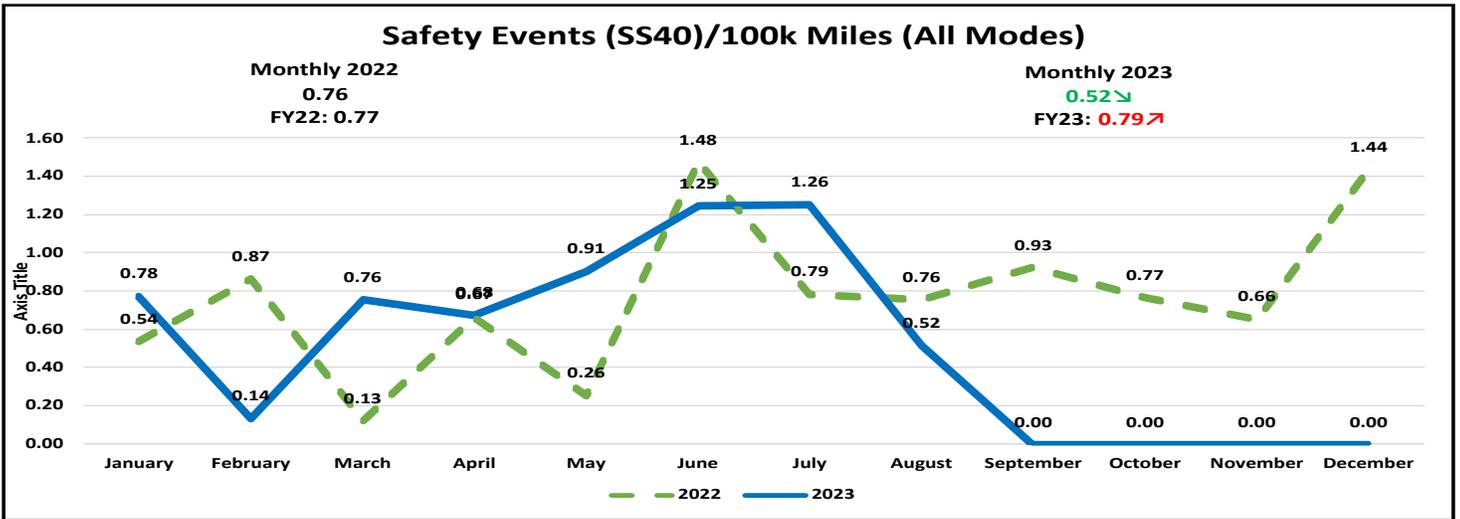
**Pedestrian Strikes:** The National Highway Traffic Safety Association (NHTSA) defines them as those involving one moving vehicle striking a pedestrian.

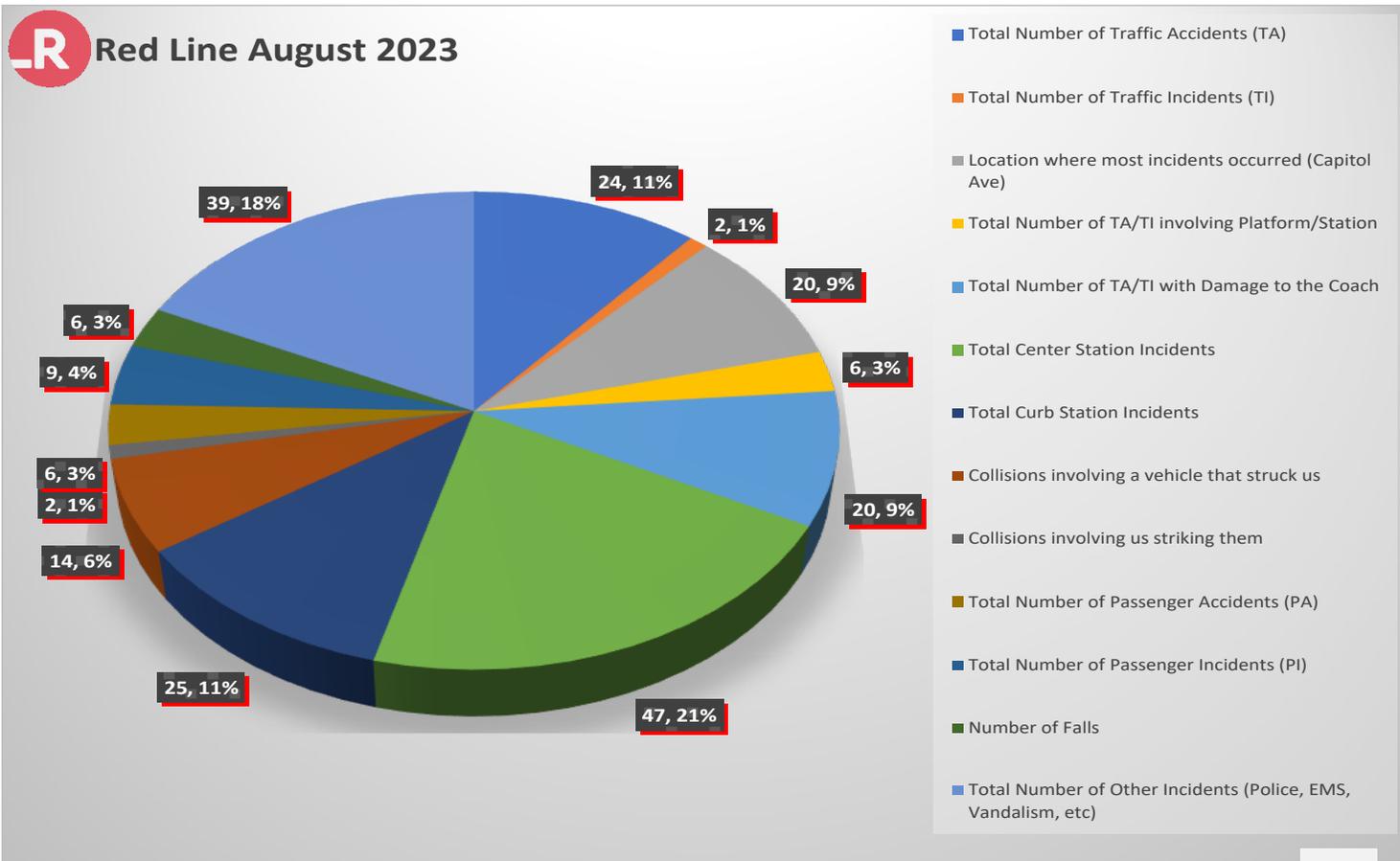
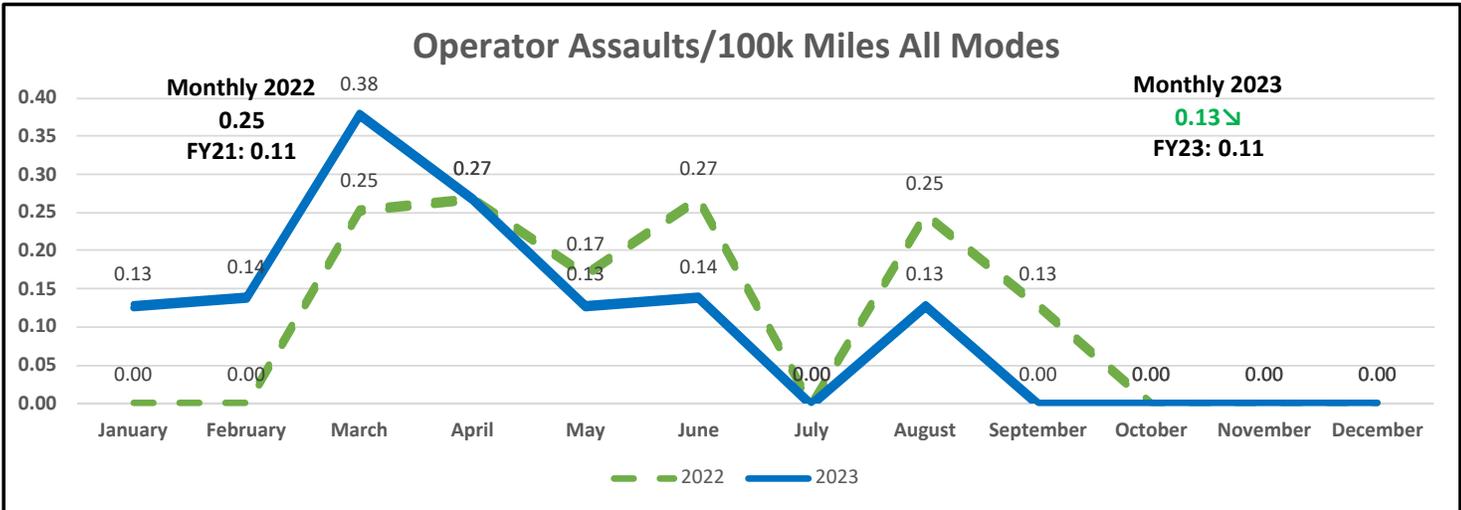
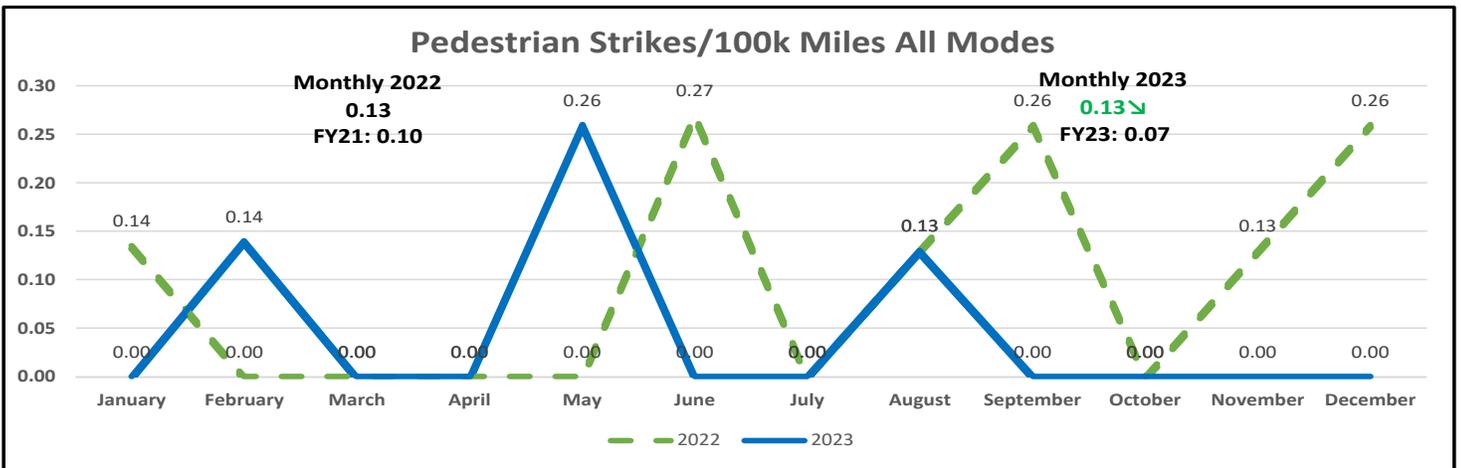
**Average Operator Injury Rate:** Reduce reported Operator injuries that lead to a Worker’s Compensation Claim being filed.

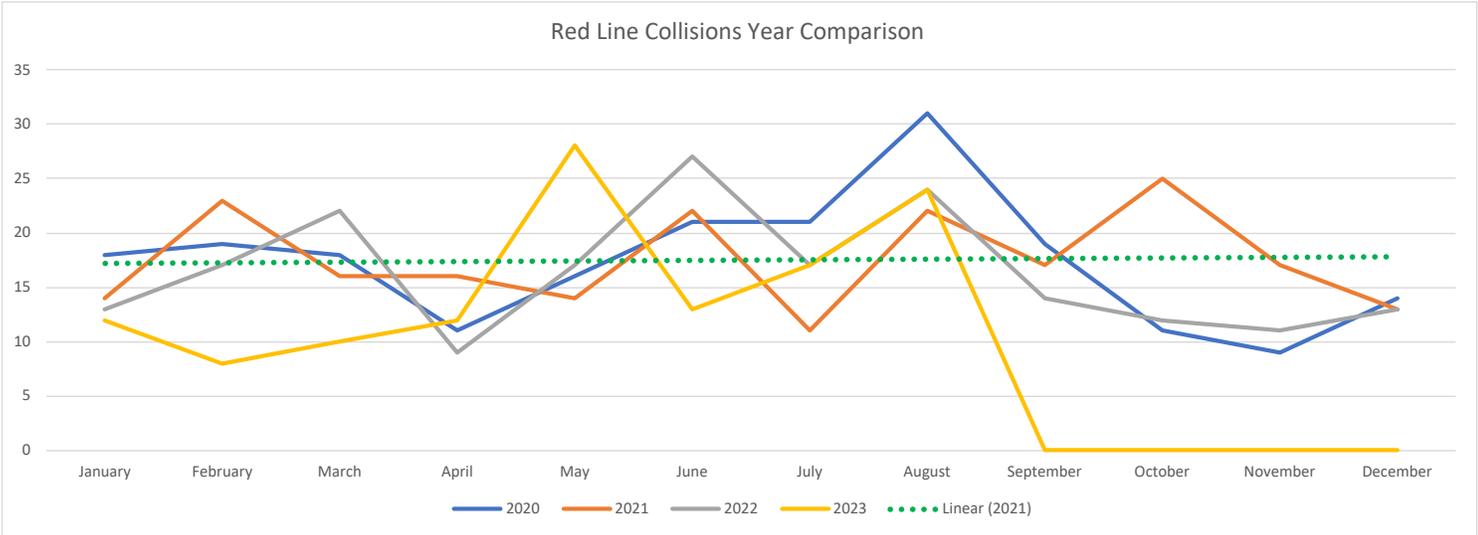
**Near Miss Safety Events:** A Near Miss is an unplanned event that did not result in injury, illness, or damage – but had the potential to do so. Only a fortunate break in the chain of events prevented an injury, fatality, or damage; in other words, a miss that was nonetheless very nearby. Increase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

## Safety and Accident Data

### July 2023 Compared to July 2022 Data All Modes:







**End of Report**

## Planning & Capital Projects Division Report – August 2023

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Chief Development Officer Jennifer Pyrz  
**Date:** September 27, 2023

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### **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. The plan will inform IndyGo's fleet replacement program by helping to determine which vehicles to procure in the future. The team is currently developing scenarios of fleet composition that will be used to generate greenhouse gas (GHG) and lifecycle cost outputs, which will aid in the selection of the scenario for the next steps of the planning process.

The ZEVTP is currently in the scenario-development stage. Following scenario development, the project team will produce lifecycle cost and GHG emissions analysis for the different scenarios.

#### **Transit Asset Management Plan, Maturity Assessment & Software Solution**

Staff is meeting to discuss 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**

Staff anticipates using the bulk of the remaining on-call grant writing contract dollars (RFQ 22-05-448) for grant writing support for Strengthening Mobility and Revolutionizing Transportation (SMART) stage one competitive grant application. 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 been preparing an update to IndyGo's 5-yr Capital Plan. Staff still anticipates being able to bring the updated plan to the IPTC Board of Directors for their consideration at their regularly scheduled meeting in November.

#### **AIM Challenge Grant Demonstration Project – Payment Integration Platform**

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

#### **Housing Feasibility Studies**

Work continues for the 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 the W. Michigan Street Mobility Solutions Center property, the Madison Avenue park-n-ride facility (proposed), 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 were delivered to IndyGo at the end of August. The next interim deliverable will be a market assessment. Both studies should be finalized by mid- to late-Fall.

## **Sponsored Rides Program Update**

Students from Indianapolis Metropolitan High School, Purdue Polytechnic High School, Believe Schools, and Indianapolis Public Schools continue to be enrolled in the 2023-2024 school year Sponsored Rides program. New partnership agreements are being executed. During the month of August 2023, there were more than 515 unique media IDs used to take more than 10,100 rides on IndyGo. That's equal to approximately \$20,000 (515 x \$7.65/week x 5 weeks) in value to these students and their families, but less than \$8,600 (10,100 x \$0.85/trip) in foregone revenue to IndyGo.

## **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, prepared a grant request to find alternative or supplemental federal funding for the stormwater improvements that are needed along the Washington Street corridor. The grant was submitted by DPW on August 16th.

*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 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 working with decision-makers for the Town of Cumberland about the potential to advance the Town's efforts to produce a mixed-use, mixed-income, TOD station area plan for the area surrounding IndyGo's Eastside Mobility Hub. As a reminder, the mobility hub 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.

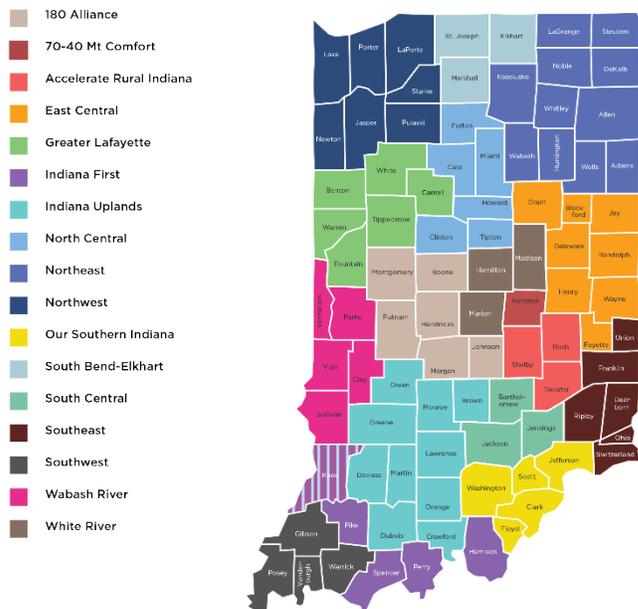
*SMART*-- The Bipartisan Infrastructure Law (BIL) established the Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant program. The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems capable of improving transportation efficiency. The FY23 Stage one Notice of Funding Opportunity (NOFO) is now available for applications that are due on October 10<sup>th</sup>. Stage one applications should be designed to carry out a project that demonstrates at least one of the following, coordinated automation, connected vehicles, sensors, systems integration, delivery/logistics, innovative aviation, smart grid, and traffic signals. IndyGo is considering submitting a collaborative application with the City of Indianapolis, Department of Public Works to create a larger traffic management system with smart interconnected traffic signals that includes bolstering TSP implementations.

*READI 2.0*—To accelerate the state's economic growth, the Indiana Economic Development Corporation (IEDC) launched Indiana's Regional Economic Acceleration and Development Initiative (READI). READI is a multi-million-dollar grant-loan program that builds on the framework and successes of the Indiana Regional Cities Initiative and the 21<sup>st</sup> Century Talent Initiative, encouraging neighboring communities across the state to work collaboratively to develop a bold vision for their future that, when implemented, will attract, develop and retain talent in Indiana. Launched in 2021, READI 1.0 was designed to demonstrate the impact and viability of investing in the built environment to drive growth and prosperity. The 17 regions in READI 1.0 were awarded \$487 million of the original \$500 million appropriation to support 361 projects and programs.

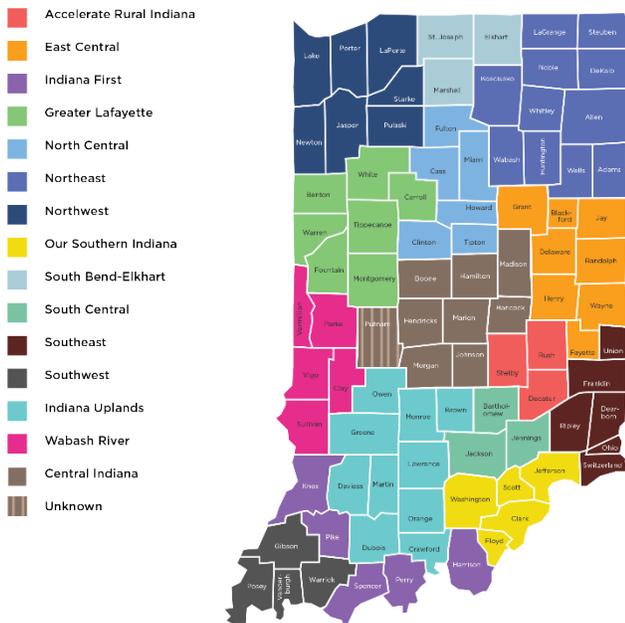
READI 2.0 was announced by Governor Holcomb on September 5<sup>th</sup> as an opportunity for some of the newly established 15 regions to generate stronger returns for Indiana and our individual community partners through greater alignm

between the IEDC and our partner regions in goal and project identification and financial support. As of this year, under the leadership of its chairman, the Central Indiana Regional Development Authority (CIRDA) has assumed the role of Central Indiana’s regional organization in that CIRDA will coordinate and submit a single application on behalf of all Central Indiana’s stakeholders. In anticipation of needing to prioritize the requests of 33 urban and rural communities to only put forward brick and mortar projects that are “going to have the maximum amount of impact,” CIRDA is currently accepting pre-applications to understand and ultimately determine which projects to include in a READI 2.0 application. IndyGo plans to request that the region put forth in its application stormwater improvements along Segments 2 and 3 of the Blue Line Bus Rapid Transit corridor. Formal applications are due to the IEDC in February 2024 with award announcements anticipated to be released in April 2024.

### Indiana READI 1.0 Regions



### Indiana READI 2.0 Regions



### Regional Mobility Integration

**Section 5310, 2021 Call for Projects** – All five minivans have been 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. The PMP update includes language on operating / mobility management projects for the region that weren’t needed until now. 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. Staff expects that there will be at least one round of reviews and updates before FTA will approve the PMP. It is for this reason 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 and NEPA documentation, both targeting completion by Fall 2023. IndyGo submitted an updated project application to receive an updated project rating in August. Public outreach also took place in 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 nine stations are complete from finish grade and below. The contractor has also mounted the first steel structure at the terminus station. 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 September.

### **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 began in mid-August and will be completed by mid-November 2023.

### **Rural Street Bridge Project**

Design consultant Lochmueller Group completed drainage coordination with CEG and has submitted 40% design plans. Coordination will continue with CSX on design submittals. Design is expected to be finalized in Q4 2023.

### **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 three 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 16<sup>th</sup> Street and 30<sup>th</sup> Street. Lochmueller Group is the lead designer through an on-call engineering design

contract. A contractor for this project along with other local stops in various locations around the city will be selected in November 2023, and construction is anticipated to be completed by late 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 is proceeding as scheduled with all work being completed November 2023.

### **CTC Raingarden Handrails**

Site measurements are underway to begin installation of handrails around the raingardens at the CTC. Work is expected to begin in November 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 (still 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 11<sup>th</sup> open house for the East Campus. The revised project timeline includes a draft master plan by late Fall, with final report due in December 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. Another team of consultants is investigating wetland conditions.

### **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. IndyGo's capital planning and projects team continues to work with the Public Affairs team to ensure that we adhere to our commitment to commission artwork for the outside dumpster enclosure prior to making these improvements to the property.

### **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

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## Public Affairs Division Report – August 2023

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Chief Public Affairs Officer Lesley Gordon  
**Date:** September 27, 2023

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### CONSIDERATION OF PUBLIC AFFAIRS REPORT FOR August 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

# August 2023 Board Report



*IndyGo* SM

9503

*IndyGo* SM

**INDYGO.NET WEBSITE STATISTICS:**

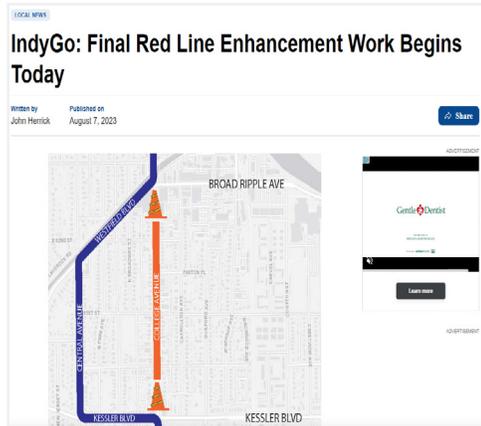
**08/1/2023-08/31/2023**

<b>Page Views</b>	<b>227,404</b>
<b>Bounce Rate</b>	<b>46.76%</b>
<b>New Users</b>	<b>35,075</b>
<b>Returning Users</b>	<b>65,804</b>
<b>Total Sessions</b>	<b>100,879</b>
<b>Total Monthly Sessions Comparison to Previous Year</b>	<b>(Down) 1%</b>

**Mobile Share**

<b>Date</b>	<b>Mobile</b>	<b>Desktop</b>	<b>Tablet</b>
Aug-23	83%	16%	1%
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%

# Media Mention Highlights



WISHTV.COM

## IndyGo bus driver inspiring others by leading 5K race on Saturday



Participants pose for a photo after the Run For Ya Life 5K. (Provided photo/Jonathan Jackson)

82 Shares | Facebook | LinkedIn | Email | Print

WISHTV.COM

## IndyGo hopes new 'conveniently located' bus facility entices drivers

310 Shares | Facebook | LinkedIn | Email | Print

by: Adam Piesker  
Posted: Aug 11, 2023 / 11:04 PM EST / Updated: Aug 11, 2023 / 11:07 PM EST



INDIANAPOLIS (WISH) – On Friday, IndyGo officially opened its new 110,000-square-foot facility on East 33rd Street in

Newsletters | Podcast | Contact Us

**IBJ**  
INDIANAPOLIS BUSINESS JOURNAL

News | Real Estate | Politics | North of 96th | Health Care | Tech | Opinion | Events | Awards | Content Stud

MORE | Weekly Paper | The IBJ Podcast | The Freedom Forum podcast | Latest IBJ Forefront | The Innovation Issue | 20 in their Twenties | Forty Under 40

Home - IndyGo Blue Line driving toward 2027 completion under new plans

**A TRUSTED PARTNER SINCE 1904** | **Stock Yards Bank & Trust** MEMBER FDIC

### IndyGo Blue Line driving toward 2027 completion under new plans

August 30, 2023 | Taylor Wooden

KEYWORDS BUS / COMMUTING / INDYGO

COMMENTS | PRINT | SHARE

GET THE LATEST IBJ NEWS IN YOUR INBOX | FREE NEWSLETTERS

IndyGo's planned Blue Line is nearing design completion, with hopes of construction beginning in 2024 and service beginning in 2027.

Progress on the transit agency's third rapid-transit bus line, which will run east and west on Washington Street, was stalled at 60% design completion a year ago when predicted costs ballooned by \$300 million over the previously projected \$220 million price tag. Since then, IndyGo leaders have adjusted plans and cut costs to a projected range of \$370 to \$390 million.

Matt Duffy, capital project manager for IndyGo, detailed those changes, the new projected cost, and the timeline in the first of several public meetings on the Blue Line on Tuesday evening.

Design completion is projected for spring 2024, Duffy said, with construction lasting from 2024 to 2026. The line will replace Route 8, which is IndyGo's second-most-traveled route behind the Red Line. The route is 24.5 miles long.

## Topics Include:

IndyGo's East Campus Ribbon Cutting event took place in August, with local media sharing video footage and information about the new agency headquarters. News coverage mentioned the benefits of the IndyGo training academy, including the driving simulators, mock bus and extended outdoor Certified Driver's License (CDL) training course, the convenience of being located on Indianapolis' east side and the need for expansion as the agency grows.

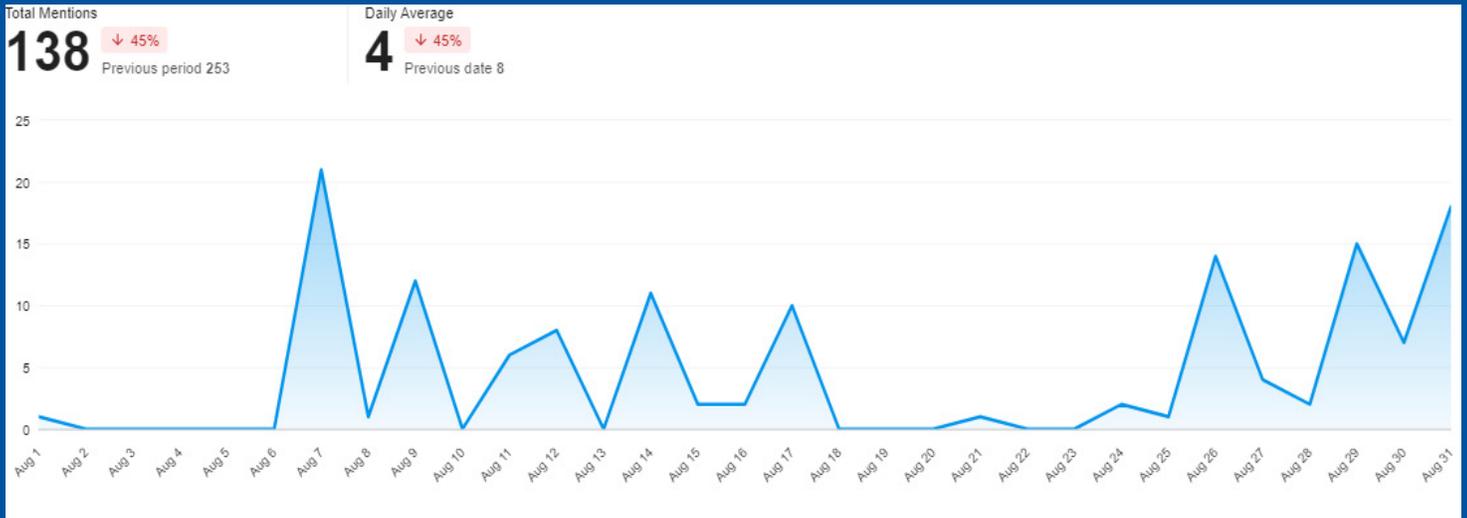
To close out the month, IndyGo held multiple Blue Line public meetings to share a status update on the Bus Rapid Transit (BRT) project. Various news stations reported on the events, with a few reporters participating and asking questions firsthand. Nearly 20 broadcast and online news clips were published about the topic.

Finally, IndyGo Coach Operator and Recognition of Service Excellence (ROSE) Award winner Jonathan Jackson and Transportation Supervisor Janae Freeman hosted the "Run For Ya Life 5k" run/walk last month, which local media shared multiple times in the news. Coverage focused on Jackson's community service through his employment at IndyGo and his healthy lifestyle and empowerment company "I'm Why."

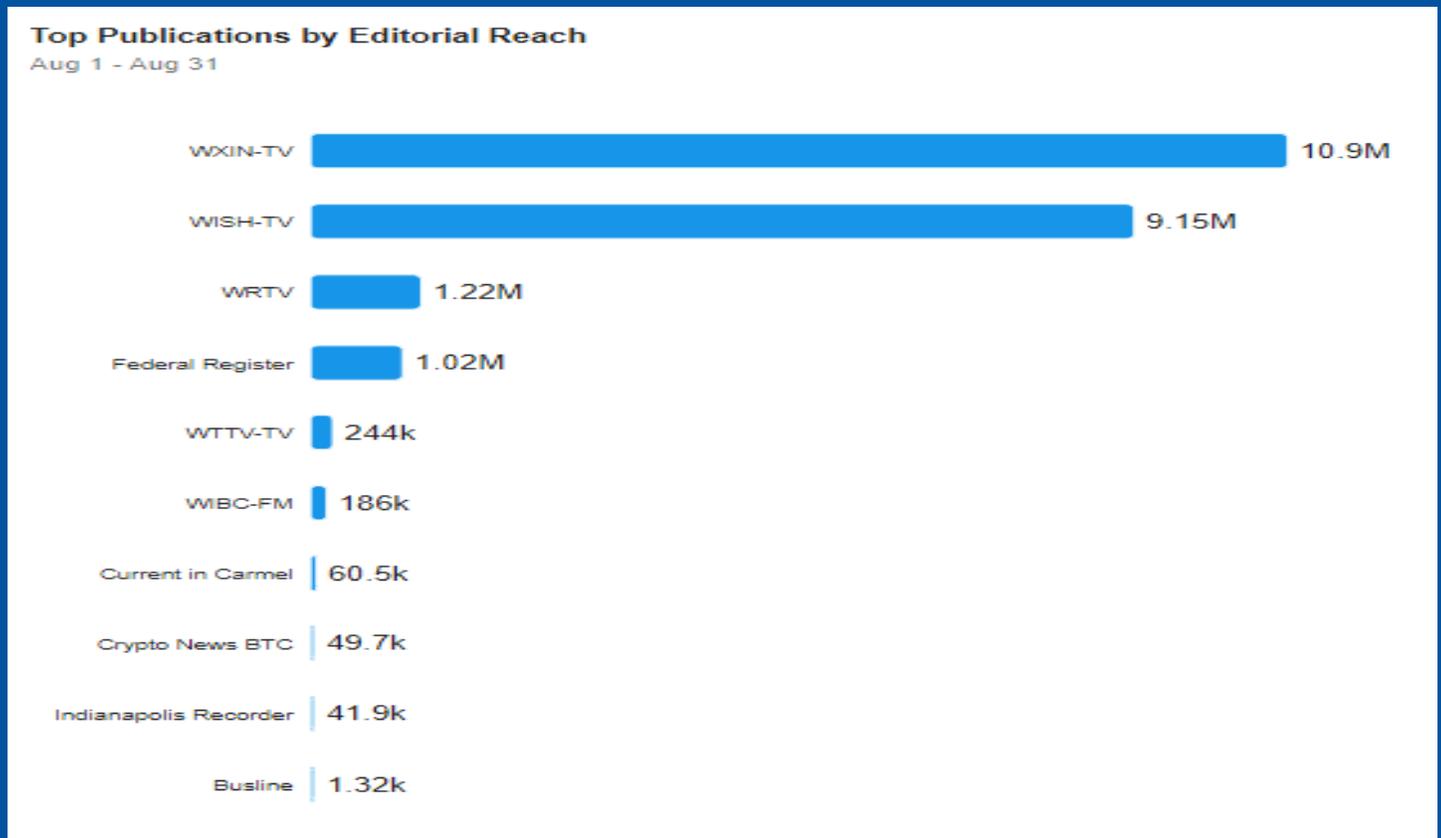
Altogether, IndyGo was mentioned nearly 150 times in the media in August.



## Here's a brief coverage summary:



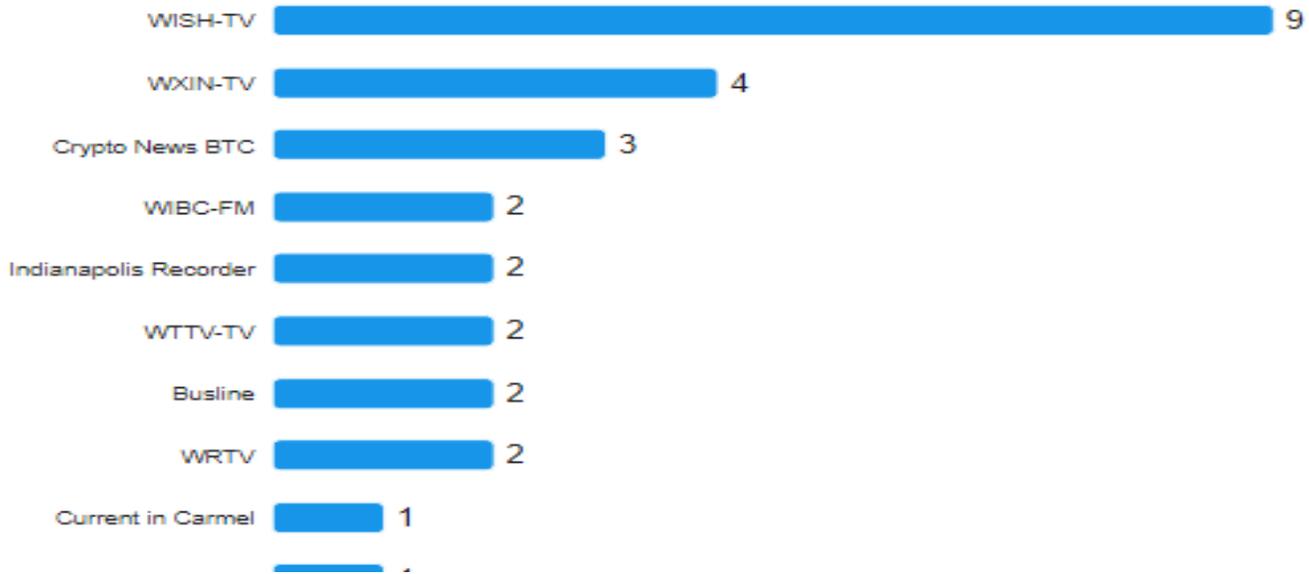
The graph below shows the top media outlets that published stories about IndyGo in August and the total potential viewership for each station or publication.



The graph below shows the media outlets that mentioned IndyGo the most during August.

### Top Publications by Volume

Aug 1 - Aug 31



The graph below shows the earned media value for IndyGo's top news publications. The total equivalent cost of this exposure, if the agency were to pay for it, would approximately be \$211,840.

### Top Publications by AVE

Aug 1 - Aug 31



## Social Performance:

### Facebook

- Had a total of 96,300 impressions
- 7,680 post engagements
- 11,774 page likes (One more than in July)
- 12,726 current followers (31 more than in July)

**IndyGo** is at **Julia M. Carson Transit Center.**  
Published by Instagram · August 26 at 10:37 AM · Indianapolis · 🌐

A typical CTC experience usually only includes 4-5 fashion models. Last night we had over 50 baddies slaying it on the runway for Fashion in Transit. Truly iconic!



**IndyGo** is at **The Indiana Roof Ballroom.**  
Published by Instagram · August 24 at 4:52 PM · Indianapolis · 🌐

IndyGo was honored to receive the ARTI Award for corporate leadership at this year's Start with Art event hosted by @artscouncilindy. Raising awareness for the arts, through our Music in Transit program, remains a passion for IndyGo President and CEO Inez Evans.



**IndyGo**  
Published by Ari Kasle · August 21 at 8:55 AM · 🌐

As a public transit agency, we didn't really have a reason to make a ping pong trick shot video, but the guy who runs this account really wanted to do it, so here we are. Start your week off with some fun.



Published by Meltwater Engage · August 18 at 9:13 AM · 🌐

If you smiled, then you have to give the post a like. Happy Friday!

**Why do bus drivers stop at a railroad crossing?**



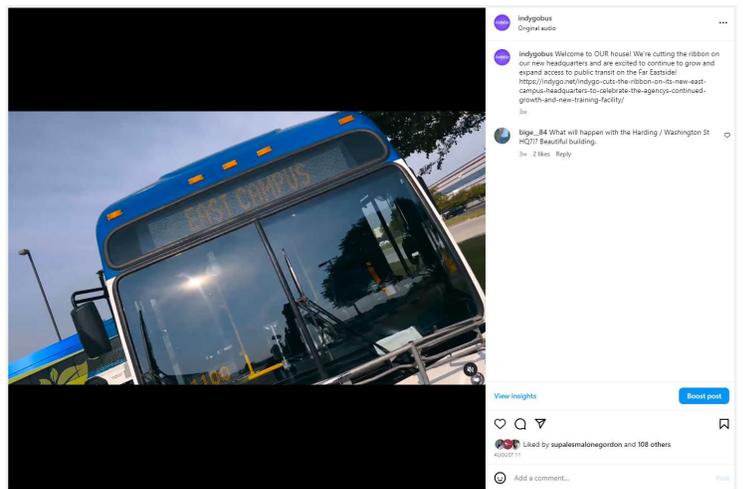
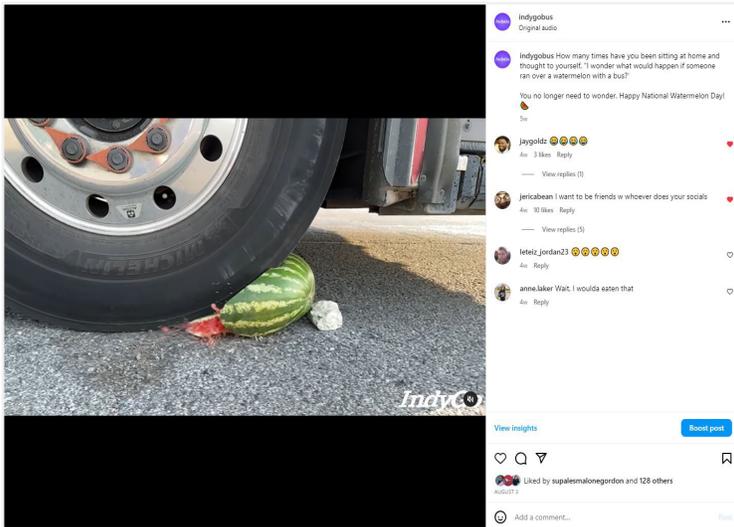
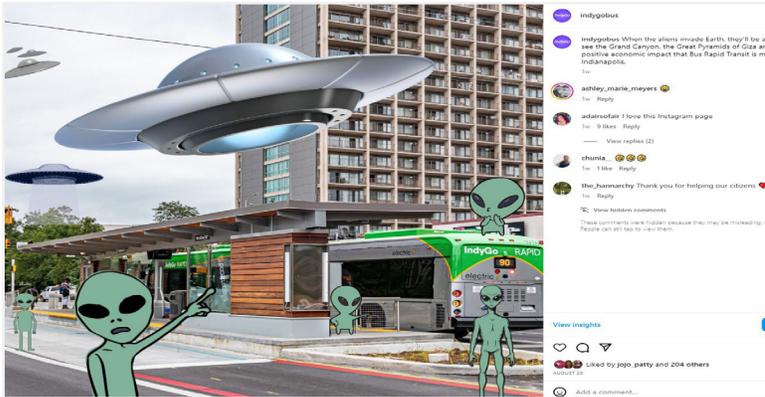
**That's how they were.... trained.**

See insights and ads [Boost post](#)

👍 You and 34 others 4 comments 5 shares

# Instagram

- Generated 31,800 impressions (11,400 more than in July)
- 1,800 total engagements (710 more than in July)
- 5.6% engagement rate (0.3% higher than in July)
- 3,897 current followers (101 more than in July)



## 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

**IndyGo** @IndyGoBus · Aug 31 Promote ...

Thank you to [@SecretaryPete](#) for visiting Indy and for all his kind words about the work IndyGo is doing to advance safety and accessibility in transit, as well the commitment of his department in federally funding the critical work being done.

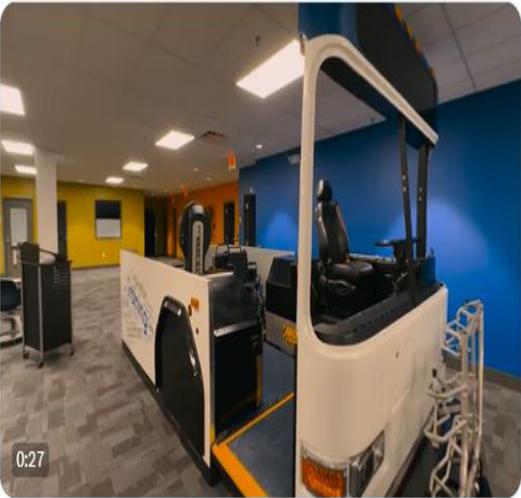


U.S. Department of Transportation

2 10 61 2,378

**IndyGo** @IndyGoBus · Aug 17 Promote ...

We're taking our training to the next level. Welcome to IndyGo Academy. Our facility is equipped with driving simulators, an accessibility training bus & a 146,850 square-foot driver training track. We're striving to provide the most innovative & advanced training in the industry.



0:27

**IndyGo** @IndyGoBus · Aug 28 Promote ...

Who told you that public transit couldn't be sexy? [#FashionInTransit](#)



0:42

1 3 8 1,404

**IndyGo** @IndyGoBus · Aug 15 Promote ...

Public transit in Indy has come a long way. From carriages being pulled by mules, to rail cars, diesel buses, & now fully electric buses & BRT stations. We've captured that history & proudly display it in our new HQ on an 80-foot mural. Excited to finally share this work of art!



0:46

1 11 32 2,776



## Email Marketing:

### NEWSLETTER

- 10,063 recipients
- 4.28% CTR
- 9.51% open rate

**INSIDE** *IndyGo*<sup>SM</sup>

## August 2023

### Reminder: IndyGo Implements Signing Bonuses for Bus Drivers and Mechanics!

In case you haven't heard enough times already, IndyGo is now offering \$3,000 signing bonuses for new coach operators and mechanics! This incentive is in direct response to the ongoing driver shortage and aims to rightsize the agency's workforce. We created a promotional video depicting a fictional re-enactment about how the decision was made.

Check it out below:

IndyGo Offering \$3,000 Signing Bonuses

Watch on YouTube

Copy link

IndyGo

There's never been a better time to apply to join the IndyGo family than right now! Hurry, this offer will end Dec. 31, 2023.

Click the button or scan the QR code below to apply now.

[Open Positions](#)

### CREATIVE PROJECTS

- 64 requests completed via SysAid & email in July.

# Outreach Summary: August 2023

In August, IndyGo hosted or attended 20 events and reached more than 2,700 people through in-person engagements. Outreach focused on rapid transit projects, including a status update about the Blue Line and ongoing engagement along the Purple Line corridor.

As the Blue Line bus rapid transit (BRT) route progresses towards the 90% design phase, IndyGo shared a status update through a series of public meetings the week of Aug. 28 about how the agency plans to preserve the preferred design for BRT along the corridor. This included a virtual public meeting, as well as four in-person open houses along the Washington Street corridor.

IndyGo celebrated the halfway point of Purple Line construction in style as it partnered with Indiana Fashion Week for the second year for a Fashion in Transit runway show at the Carson Transit Center. Six local designers were commissioned to create looks with the theme surrounding beauty in construction. More than 50 models walked the runway in purple to promote the BRT line's progress and celebrate the work IndyGo is doing to improve our transit

system and infrastructure.

IndyGo also participated in community meetings and events along the Purple Line corridor. This included the Far Eastside Festival, Avondale Meadows YMCA and Kingdom Apostolic Ministries community days. It also included the H.O.P.E and A.N.U. community partner meetings.

Finally, IndyGo conducted a travel training where we met with new youth riders from Wayne Township Schools. The training covered a wide range of topics related to independent travel using a fixed-route transportation system.

Transit Ambassadors continued to extend IndyGo's outreach efforts in the community by engaging more than 415 community members at the Carson Transit Center, on buses and at various community events.



## OUTREACH PROJECTS

### Outreach Events: August 2023

Date:	Event:
8/1/2023	Wellness in Transit
8/1/2023	Avondale Meadows-YMCA
8/4/2023	Travel Training-Wayne Township School
8/4/2023	Food in Transit
8/5/2023	Gateway Gallop
8/6/2023	Far Eastside Festival
8/8/2023	H.O.P.E. Team Meeting
8/8/2023	Wellness in Transit
8/9/2023	East 38th Street Library: Transit Talks
8/9/2023	IMPD East Task Force Meeting
8/12/2023	Avondale Meadows YMCA-Community Day
8/18/2023	Food in Transit
8/19/2023	Kingdom Apostolic Ministries Community Day
8/23/2023	A.N.U. Meeting
8/23/2023	Avondale Meadows YMCA
8/25/2023	Fashion in Transit Runway Show
8/26/2023	St. Luke Church-Truck Town
8/29/2023	Blue Line-Public Open House (Virtual)
8/30/2023	Blue Line-Public Open House
8/30/2023	Blue Line-Public Open House
8/31/2023	Blue Line-Public Open House
8/31/2023	Blue Line-Public Open House



## Operations Division Report – August 2023

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Chief Operating Officer Aaron Vogel  
**Date:** September 27, 2023

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### OPERATIONS DIVISION REPORT – August 2023

#### SERVICE PLANNING

##### SCHEDULING:

Bid 2310 takes effect October 8, 2023. Changes planned for the Bid are for six routes in the downtown area to be realigned to the new Super Stops on Vermont Street. The 2310 Bid is currently underway in BidWeb and the annual vacation Bid will managed by the software as well.

The team will continue working on the East Campus project along with the West Campus project.

##### PLANNING:

Service planning staff is working on coordinating the bus stop changes necessary to implement the 2310 service changes and is assisting with the mapping and logistical needs to reflect the improvements made possible by the realignments to Super Stops # 7 and #8 at Vermont and Capitol.

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" and "2022-A" are on schedule to bid this fall, improving over 42 bus stops.

IndyGo planning staff is updating the 2021 IndyGo ADA-Transition Plan, which adheres to the previous plan while re-focusing efforts 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 complete. Red Line service is back to the regular route, and all detours have been lifted.

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 and West Michigan Streets (Route 3), South Meridian Street (Routes 16 & 31), and 30<sup>th</sup> Street (Routes 6, 15, 30, & 34).

FIXED ROUTE RIDERSHIP:

Aug-22	Aug-23	% Change	IndyGo Fixed Route Ridership	2022	2023	% Change
6,488	6,444	-0.7%	<b>2 E. 34th St.</b>	43,359	55,094	27.1%
23,089	24,281	5.2%	<b>3 Michigan St.</b>	150,971	171,260	13.4%
7,064	7,288	3.2%	<b>4 Fort Harrison</b>	43,497	52,524	20.8%
10,390	11,215	7.9%	<b>5 E. 25th</b>	78,936	73,721	-6.6%
6,448	5,551	-13.9%	<b>6 N. Harding</b>	46,853	42,735	-8.8%
86,597	81,527	-5.9%	<b>8 Washington St.</b>	602,797	621,429	3.1%
60,098	59,816	-0.5%	<b>10 10th St.</b>	419,140	442,033	5.5%
3,457	3,134	-9.3%	<b>11 E. 16th St.</b>	21,509	25,008	16.3%
2,678		-100.0%	<b>12 Minnesota</b>	15,815	13,802	-12.7%
2,283	5,636	146.9%	<b>13 Raymond</b>	12,906	24,917	93.1%
5,319		-100.0%	<b>14 Prospect</b>	31,912	30,619	-4.1%
9,070	11,158	23.0%	<b>15 Riverside</b>	61,849	70,355	13.8%
8,565	6,195	-27.7%	<b>16 Beech Grove</b>	59,074	55,011	-6.9%
4,724	4,623	-2.1%	<b>18 Broad Ripple</b>	25,339	28,938	14.2%
15,881	16,287	2.6%	<b>19 Castleton</b>	108,834	118,989	9.3%
11,531	10,192	-11.6%	<b>21 East 21st St.</b>	73,843	69,128	-6.4%
8,536	7,439	-12.9%	<b>24 Mars Hill</b>	51,332	49,738	-3.1%
8,359	9,123	9.1%	<b>25 W. 16th St.</b>	52,876	59,229	12.0%
12,124	18,399	51.8%	<b>26 Keystone</b>	73,343	100,630	37.2%
6,842	6,627	-3.1%	<b>28 St. Vincent</b>	46,142	48,160	4.4%
5,395	6,104	13.1%	<b>30 30th St.</b>	34,683	39,772	14.7%
8,012	7,028	-12.3%	<b>31 US 31</b>	50,679	51,999	2.6%
19,404	18,000	-7.2%	<b>34 Michigan Rd.</b>	123,721	130,092	5.1%
25,225	24,683	-2.1%	<b>37 Park 100</b>	169,465	174,465	3.0%
14,298	8,517	-40.4%	<b>38 Lafayette Square</b>	95,769	85,726	-10.5%
59,919	52,137	-13.0%	<b>39 E. 38th St.</b>	381,685	383,537	0.5%
3,109		-100.0%	<b>55 English</b>	21,474	18,070	-15.9%
	4,709		<b>56 Emerson</b>		12,076	
6,515	5,595	-14.1%	<b>86 86th Street Crosstown</b>	39,367	39,360	0.0%
8,878	7,190	-19.0%	<b>87 Eastside Circulator</b>	58,387	56,123	-3.9%
73,893	96,613	30.7%	<b>90 Red Line - BRT</b>	678,822	723,487	6.6%
763	617	-19.1%	<b>901 College - Local</b>	6,805	5,248	-22.9%
6,142	5,855	-4.7%	<b>902 County Line - Local</b>	30,024	45,478	51.5%
191	262	37.2%	<b>Others</b>	1,262	7,868	523.5%
<b>531,287</b>	<b>532,245</b>	<b>0.2%</b>	<b>Total</b>	<b>3,712,470</b>	<b>3,926,621</b>	<b>5.8%</b>

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

## TRANSPORTATION SERVICES

### EMPLOYEE OF THE MONTH AUGUST:

Razheana Frierson - Operator #9436

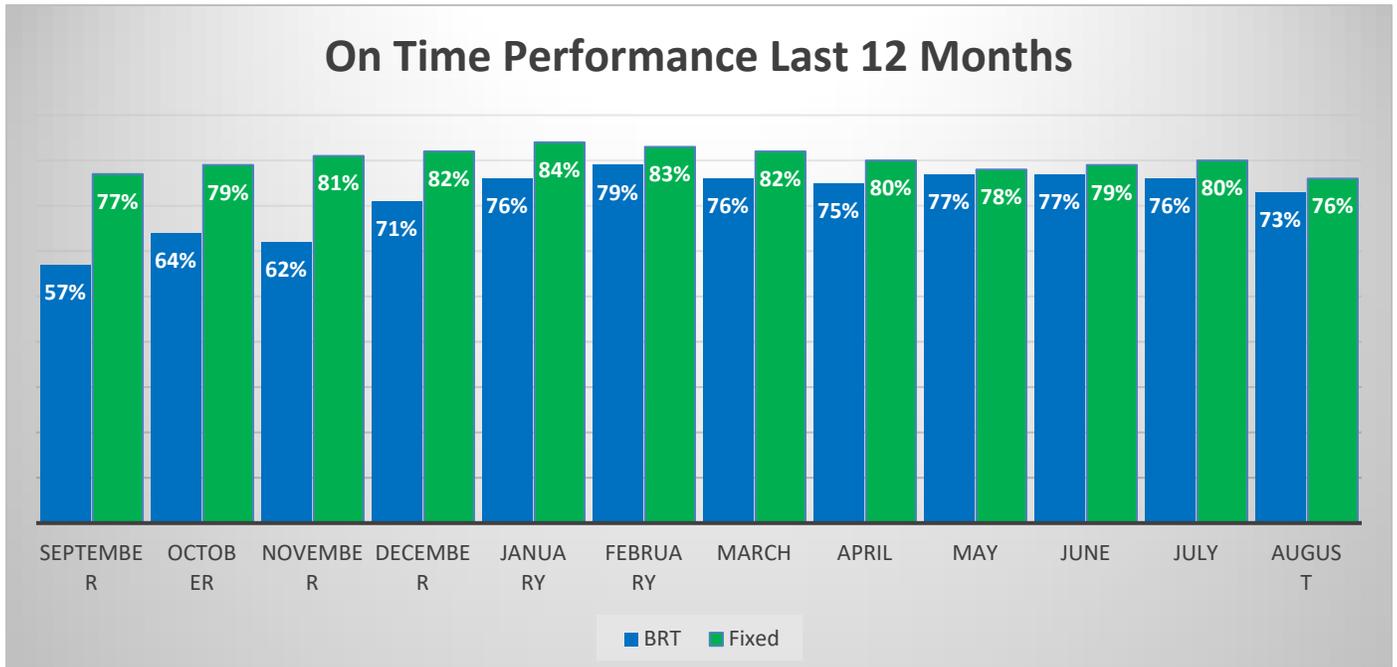
Razheana is dedicated and a team player. Razheana has a positive attitude and great work ethic, and it shows in her customer service. Razheana has over two years of safe driving.

### 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 August: Aaron Ellis #10259

Hall, Regeania	White, Anthony	Freeman, Mancie	Gray, Bryan
Hazen, William	Reed, Byron	Lundy, Maryanne	Houston, Floyd
Johnson, Jarvis	Baine, Tenisha	Kimbrough, Earl	Tolver, Joseph
Wilson, James	Boston, Joel	Hopson, David	Ellis, Aaron
Howard, Jeffrey	Wilson, Patricia	Skinner, Jermaine	Wills, Mark
Birdsong, Edgar	Rosario Gonzalez,	Carroll, Lashona	Walker, Akamil
Gardner, Onesha	Dilexi	Brent, Shanta	Rowe, Patrick
Hicks, Mikia	Gray, Patrick	Wyatt, Darren	Murray, Beth
Mason, Rodney	Cox, Sean	Robertson, Wesley	Bounds, Akiella
Passley, Shamika	Thein, Stephen	Harrell, Douglas	Lewis, Adrian
Bradford, Keary	Smith, Antonyai	Badiane, Ngary	Clark, Keana
Starkey, Catherine	Fox, Harry	Hughes, Marilyn	
Hartwell, Geneva	Green, Nichelle	Arnold, Mikiaiah	



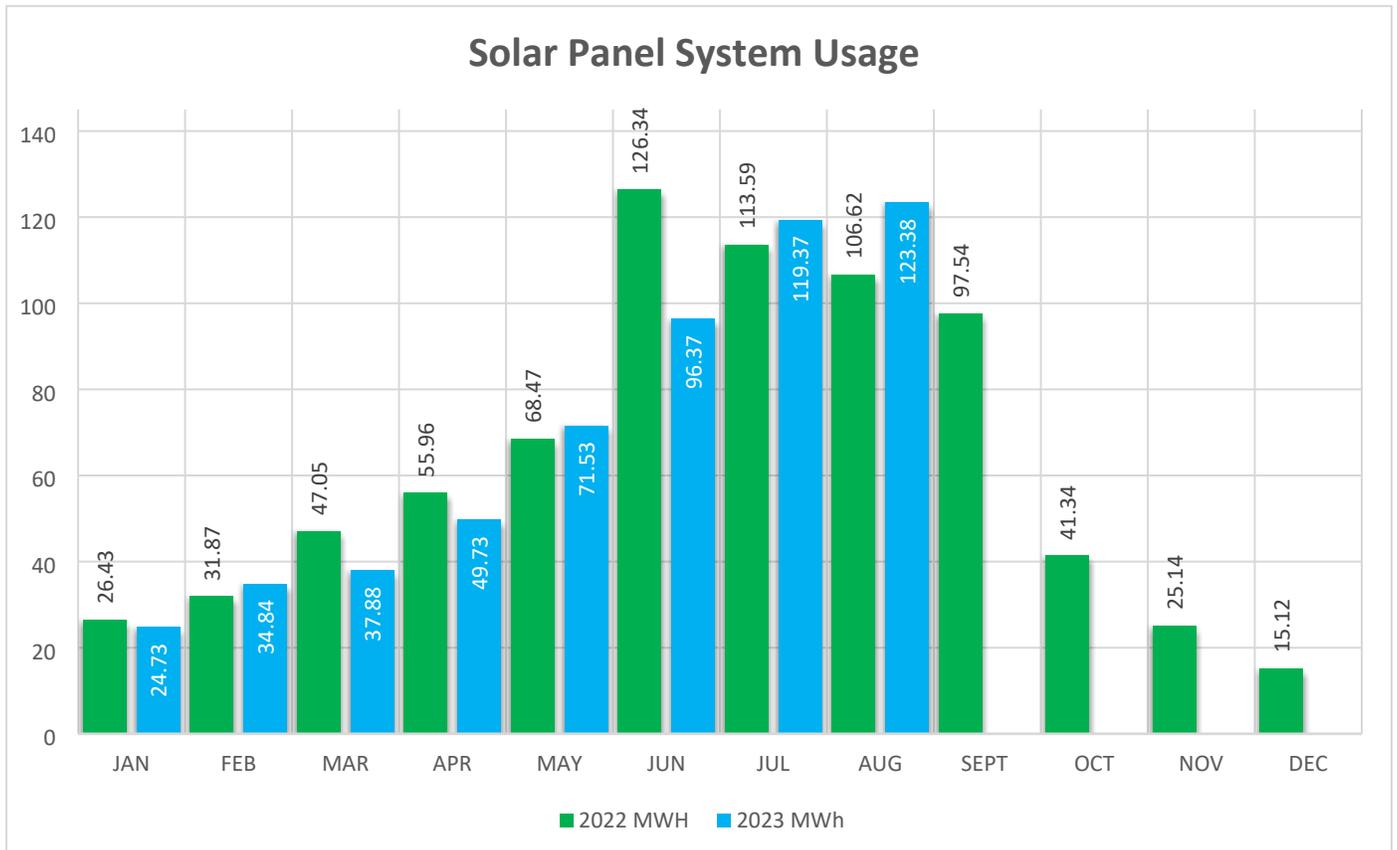
## VEHICLE MAINTENANCE AND FACILITIES SERVICES

FACILITIES:

**SOLAR PANEL**

During the month of August there was an increase in the amount of daylight hours allowing our 4,300 solar panel array to produce a higher KWH total versus prior year.

The year to date total savings is \$52,994.

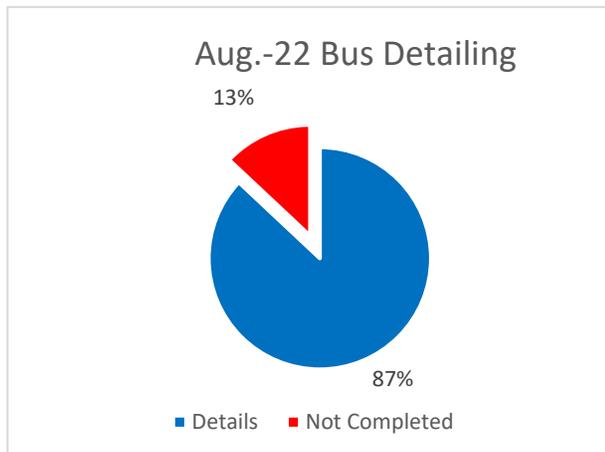
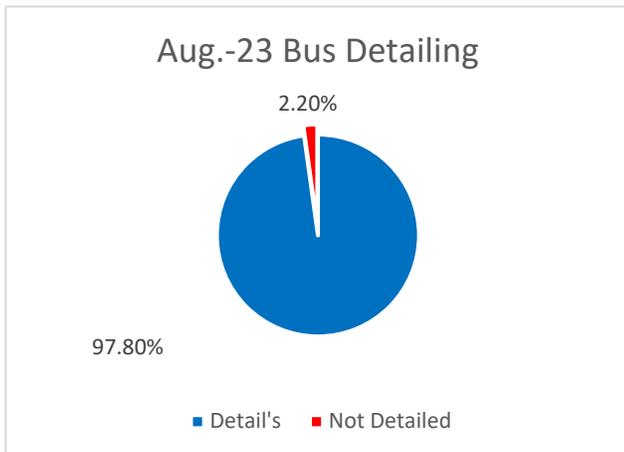


The Facility Department is overseeing the completion of the new concrete work and repairs to the front entrance of 1501 W Washington to include the front entryway, curbs, sidewalks, deck, railings, and dock area. The project is expected to be complete by the end of September 2023.

**FLEET SERVICES:**

There were 31 vehicle requests in August for the motor pool. These are non-revenue vehicles available for business use.

There were 179 buses detailed of the 183 available in August. This gives the detail team a 97.8% completion rate. The goal is to detail every bus at least once per month.



IPTC has logged 5,428,671 miles YTD

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
<b>2023</b>	698,209	622,160	710,622	669,945	691,684	654,123	676,722	705,206					<b>5,428,671</b>
<b>2022</b>	700,999	650,213	739,093	710,879	716,446	710,305	727,197	739,434	697,268	724,728	701,692	713,636	<b>8,530,890</b>
<b>2021</b>	796,966	755,260	830,606	785,602	789,833	767,140	791,044	762,229	731,641	738,072	700,370	722,820	<b>9,141,583</b>

**Fluid Usage Summary**

FLUID TYPE	AUG 2023	AUG 2022	AUG 2021
ATF (qt)	30	37	55
COOLANT (qt)	1,371	1,575	1,172
ENGINE OIL (qt)	392	537	363
DIESEL (gal)	141,289	145,449	145,676

## Mean Distance

<b>Mean Distance Major Systems Failures</b>
<b>Mean Distance Between All Systems Failures</b>

	2023/1	2023/2	2023/3	2023/4	2023/5	2023/6	2023/7	2023/8	2023/9	2023/10	2023/11	2023/12
<b>MAJOR</b>	8491	8192	6065	7643	8189	9823	5970	5247				
<b>ALL</b>	6892	7436	6313	7743	8168	8581	5532	5073				
	2022/1	2022/2	2022/3	2022/4	2022/5	2022/6	2022/7	2022/8	2022/9	2022/10	2022/11	2022/12
<b>MAJOR</b>	4848	4388	4436	3918	3107	3594	3495	3963	5029	7685	7170	8596
<b>ALL</b>	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
<b>MAJOR</b>	4,229	3,479	4959	5715	4919	3478	3574	3387	5455	4498	4430	4998
<b>ALL</b>	3,878	3,193	4314	4594	4340	3161	2854	2689	4111	4033	4322	5038

<b>Preventive Maintenance Compliance- August 2023</b>	
<b>PM A/B Compliance MB</b>	<b>99%</b>
<b>PM C Compliance MB</b>	<b>100%</b>
<b>PM Compliance BRT</b>	<b>97%</b>

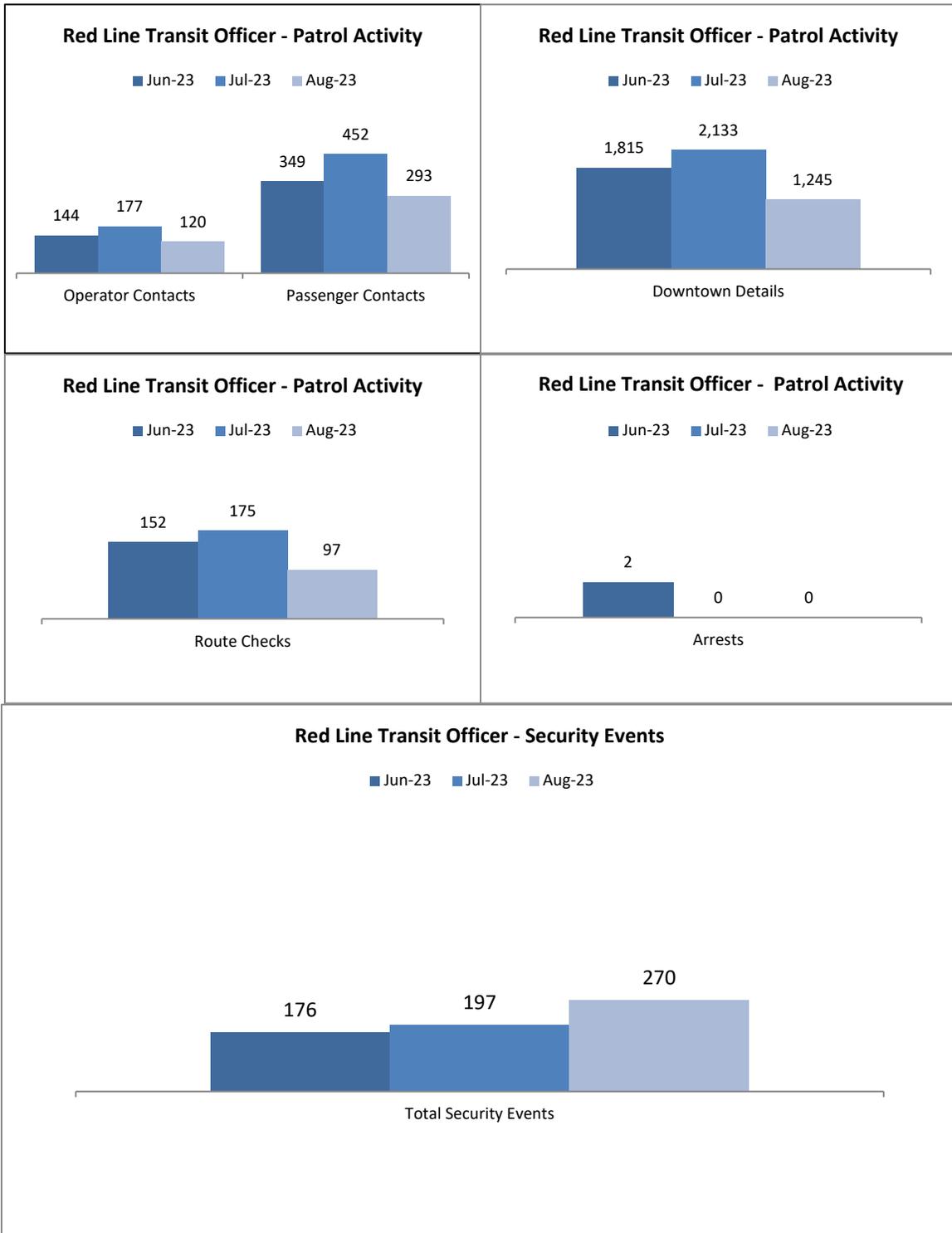
The charts below show a breakdown of activities that the Law Enforcement Officers (LEO) stationed at the Julian M. Carson Transit Center and on Route Detail have performed or addressed over the last three months.

FIXED ROUTE SECURITY:



RED LINE SECURITY:

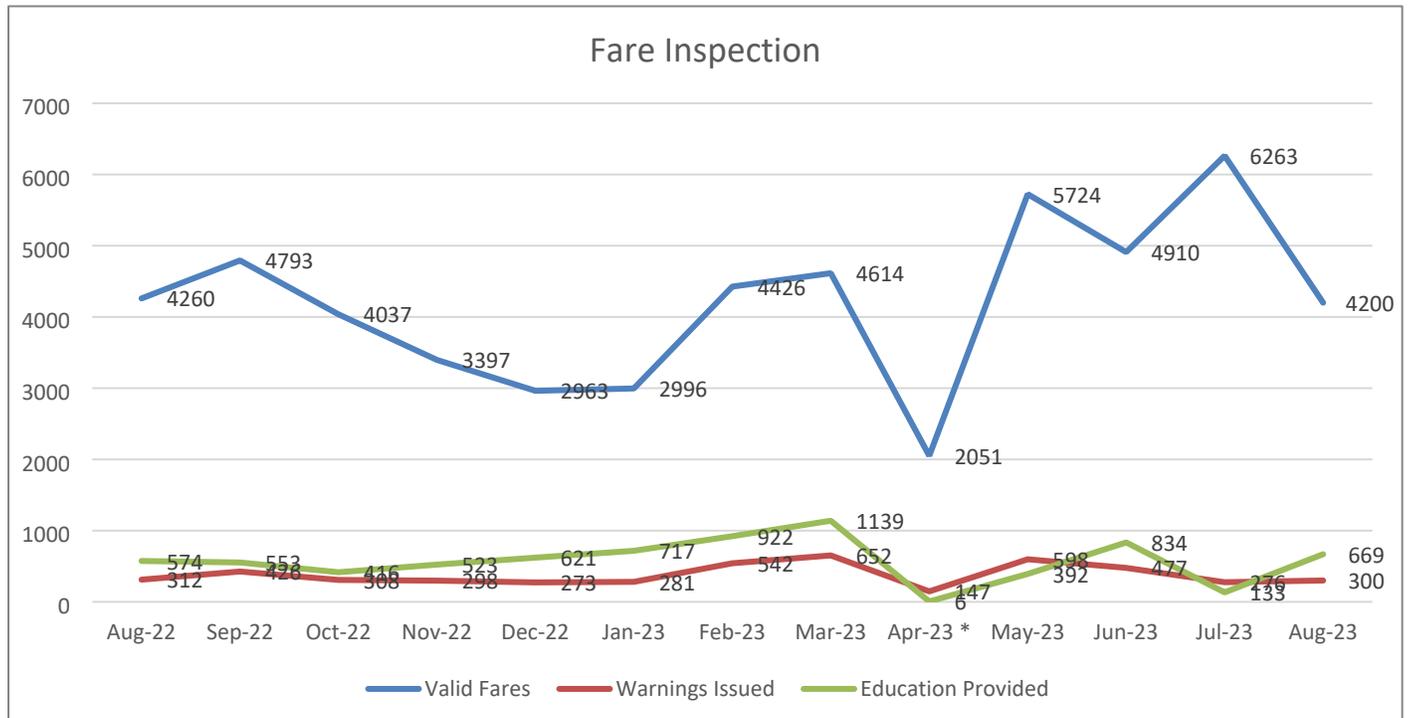
The charts below are the Red Line Security reports. These charts show the LEO's activity on the Red Line BRT Route. These charts also include any activities the Fixed Route LEO may have performed while assisting the Red Line LEO.



**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.

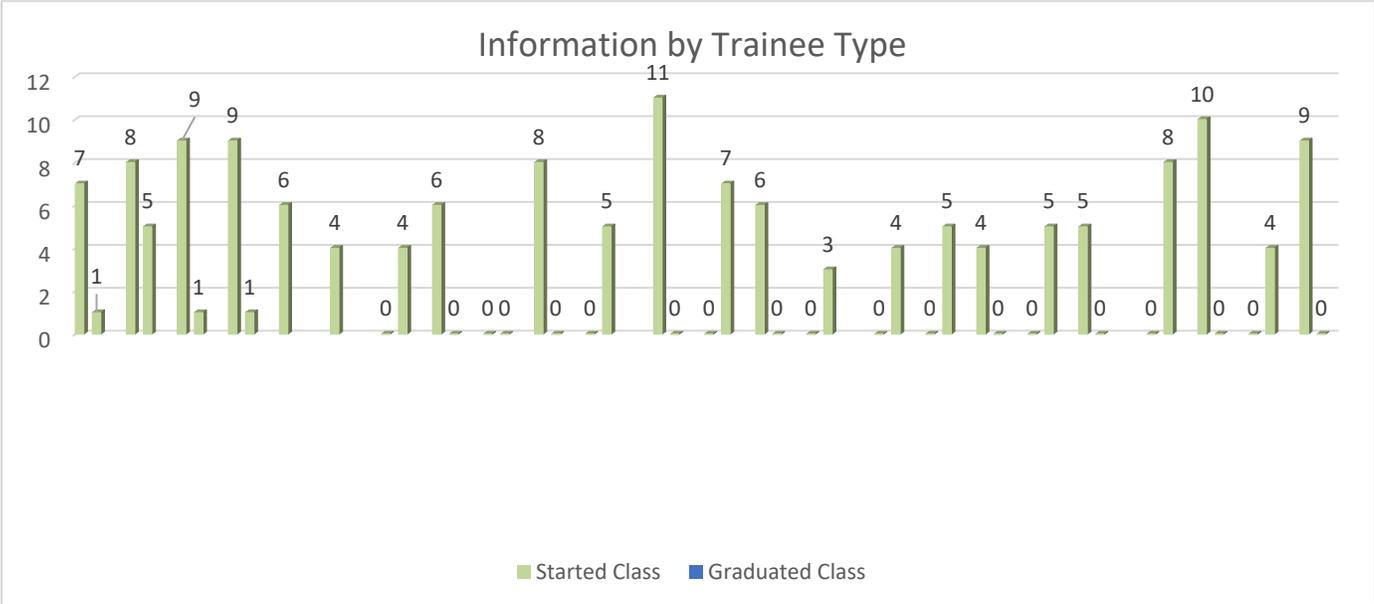


August	Passenger Contact	Notifications	Educations
<b>Monthly</b>	4200	300	669
<b>Weekday</b>	3683	245	558
<b>Saturday</b>	344	20	73
<b>Sunday</b>	173	35	38

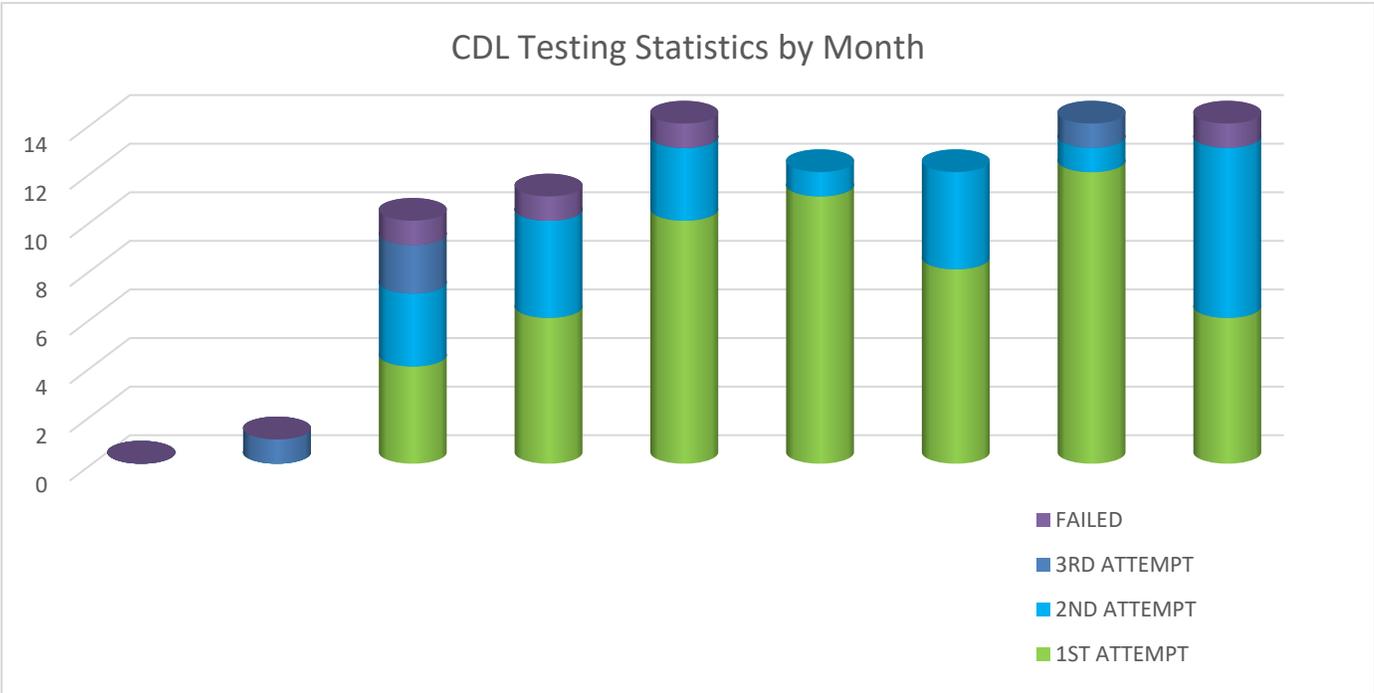
2023 YTD	Passenger Contact	Notifications	Educations
<b>Monthly</b>	35184	3273	4812
<b>Weekday</b>	30896	2965	4365
<b>Saturday</b>	3014	171	296
<b>Sunday</b>	1274	137	118

## 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.



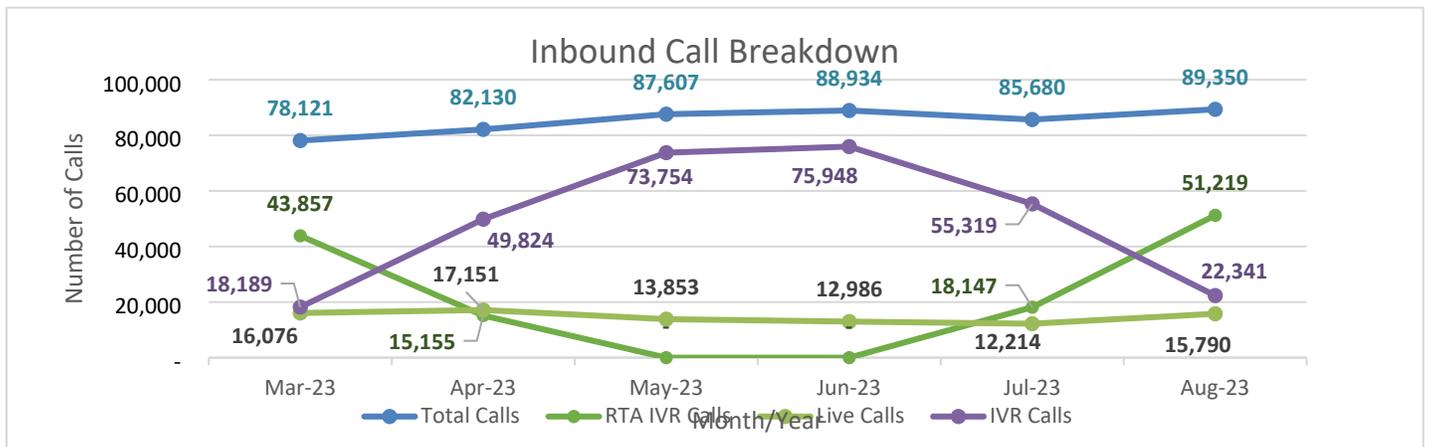
The IndyGo Training Department trains new employees that are hired without a CDL license. The charts below will show the current year's results to date.



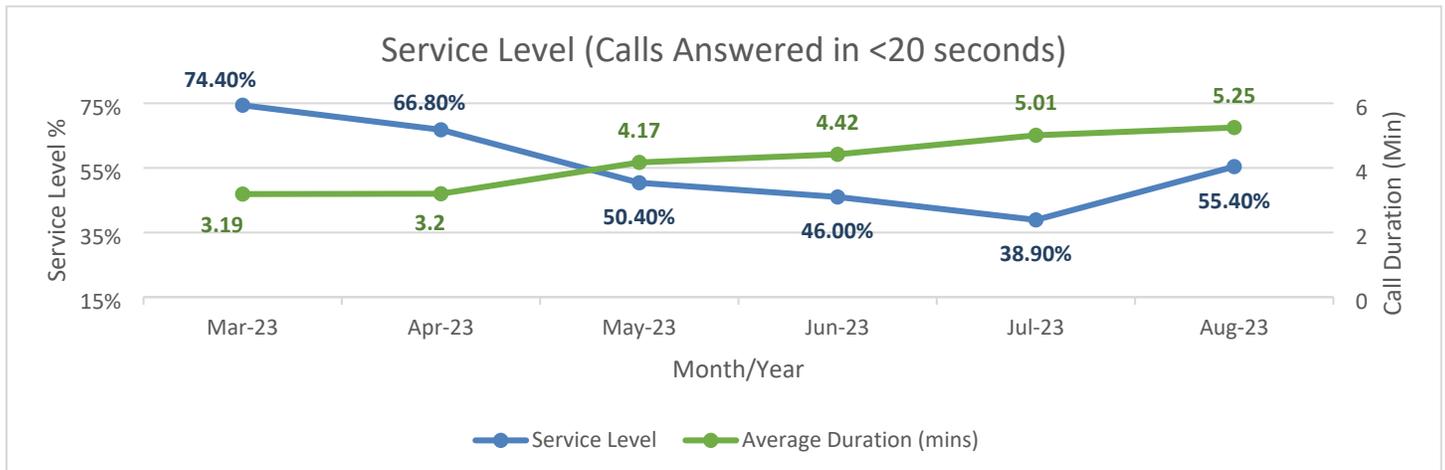
**MOBILITY CARE CENTER AND PARATRANSIT REPORT:**

**Mobility Care Center and Paratransit Report:**

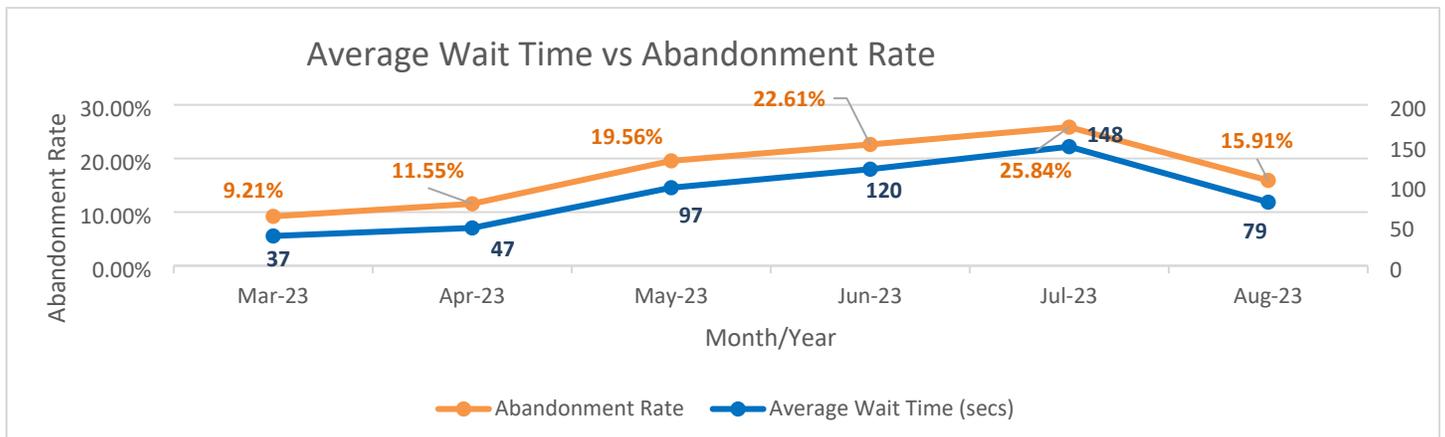
Total Call Volume increased by 4.28% between July 2023 and August 2023.



Between July and August, the Average Call Duration experienced a slight increase of 24 seconds. The Service Level saw a jump of 16.50%. 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 August, the Care Center saw a continuation of the Abandonment Rate decreasing. This decrease was by 38.43%. Average Wait Time increased by 69 seconds. IndyGo Care Center Leadership will continue to monitor and work to lower these metrics.



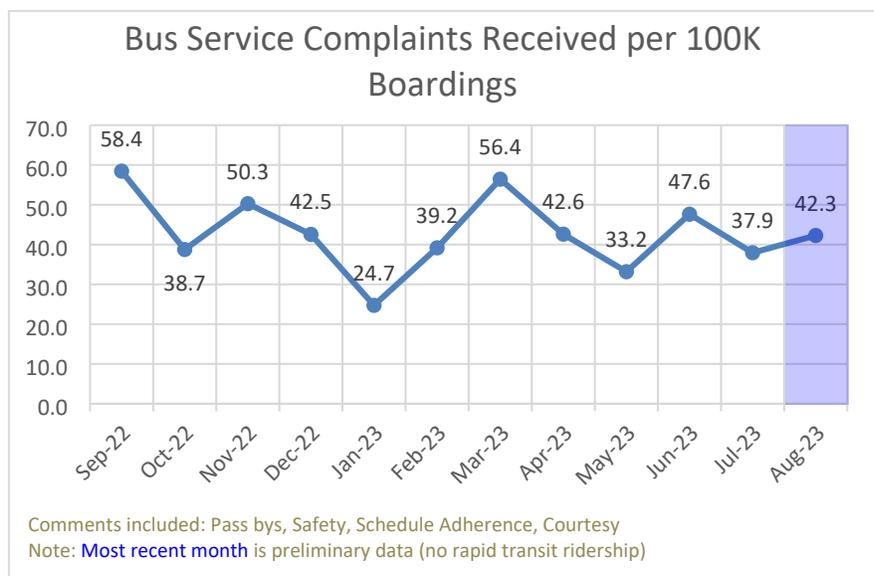
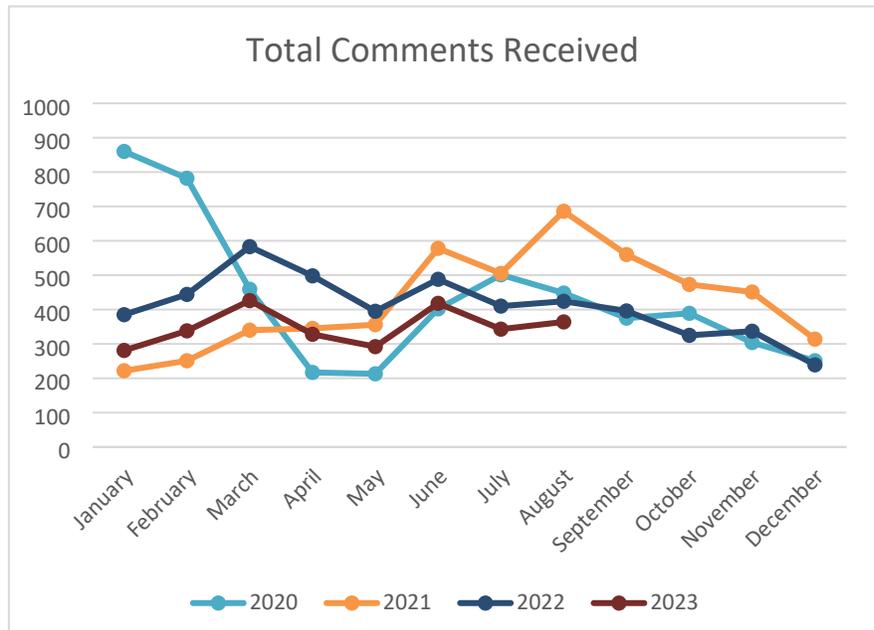
**Received Comment Report:**

During August, a total of 364 comments were received. The total increase in comments between July and August was 6.12%.

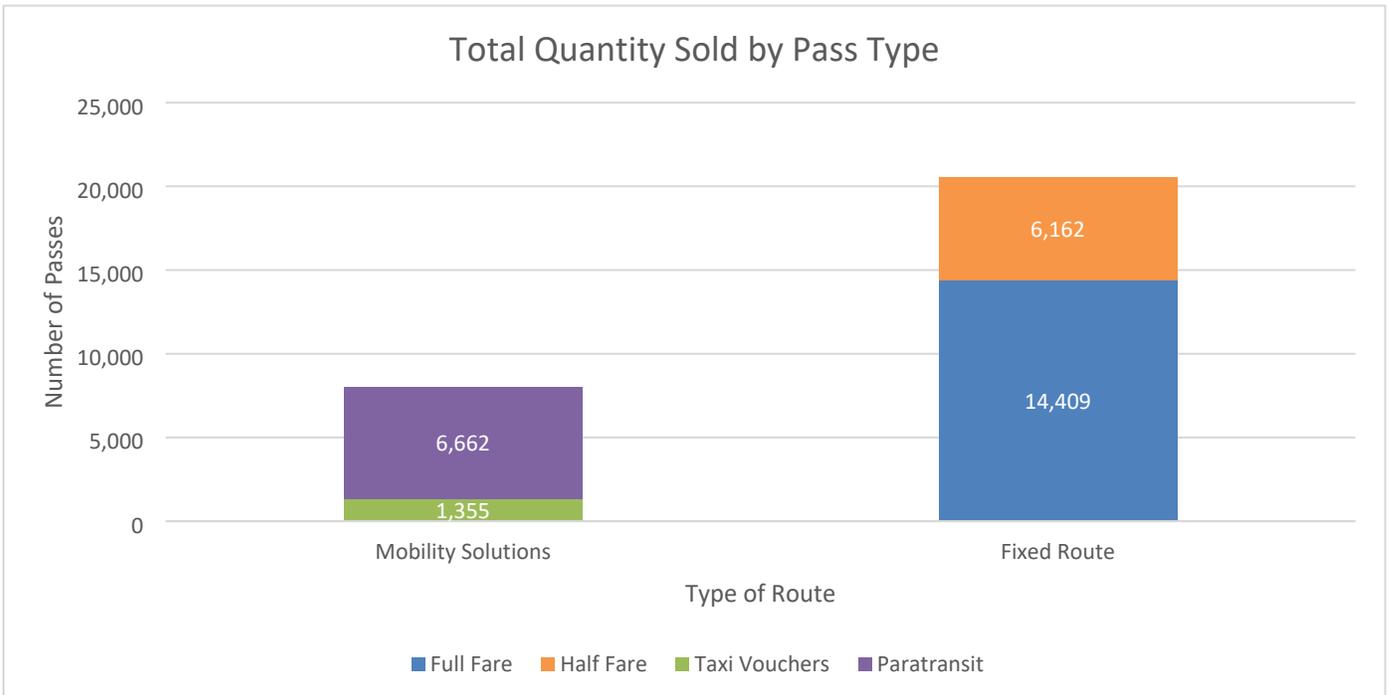
Courtesy and Safety were equal in being the most common type of comment. Both categories contributed to 15.66% of comments received during August.

Comment trends will continue to be monitored by IndyGo Care Center Leadership.

Comment Category	Count of Comment
Courtesy	57
Safety	57
Schedule Adherence	56
Pass By	55
Fares	28
Request	17
Facility Maintenance	16
Compliment	14
Route	13
Bus Stop	10
Rules	8
ADA	7
Vehicle Maintenance	6
Customer Service Center	3
Marketing	3
Suggestion	3
Purple Line	2
Security	2
Adopt-A-Stop	1
Detour	1
Discrimination	1
Real Time Arrivals	1
Red Line	1
UZURV	1
zTrip	1
<b>Grand Total</b>	<b>364</b>

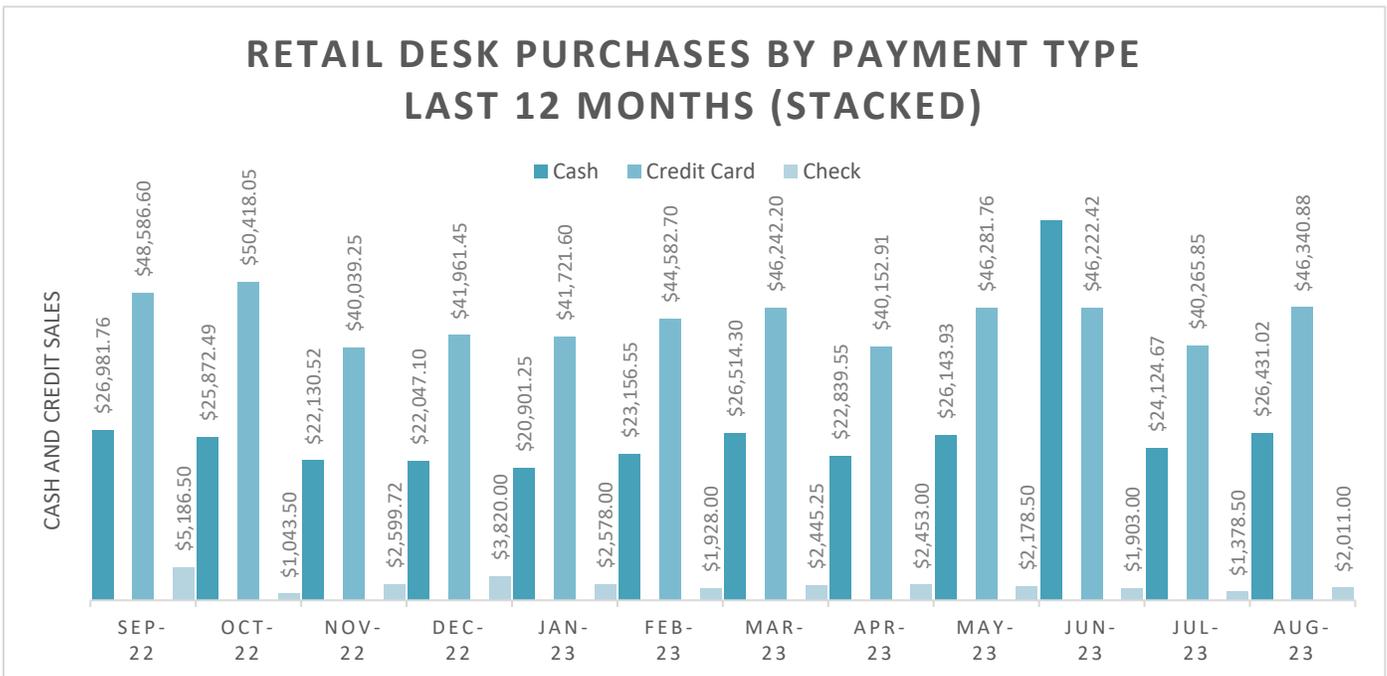


**Total Quantity of Passes Sold: 28,588**



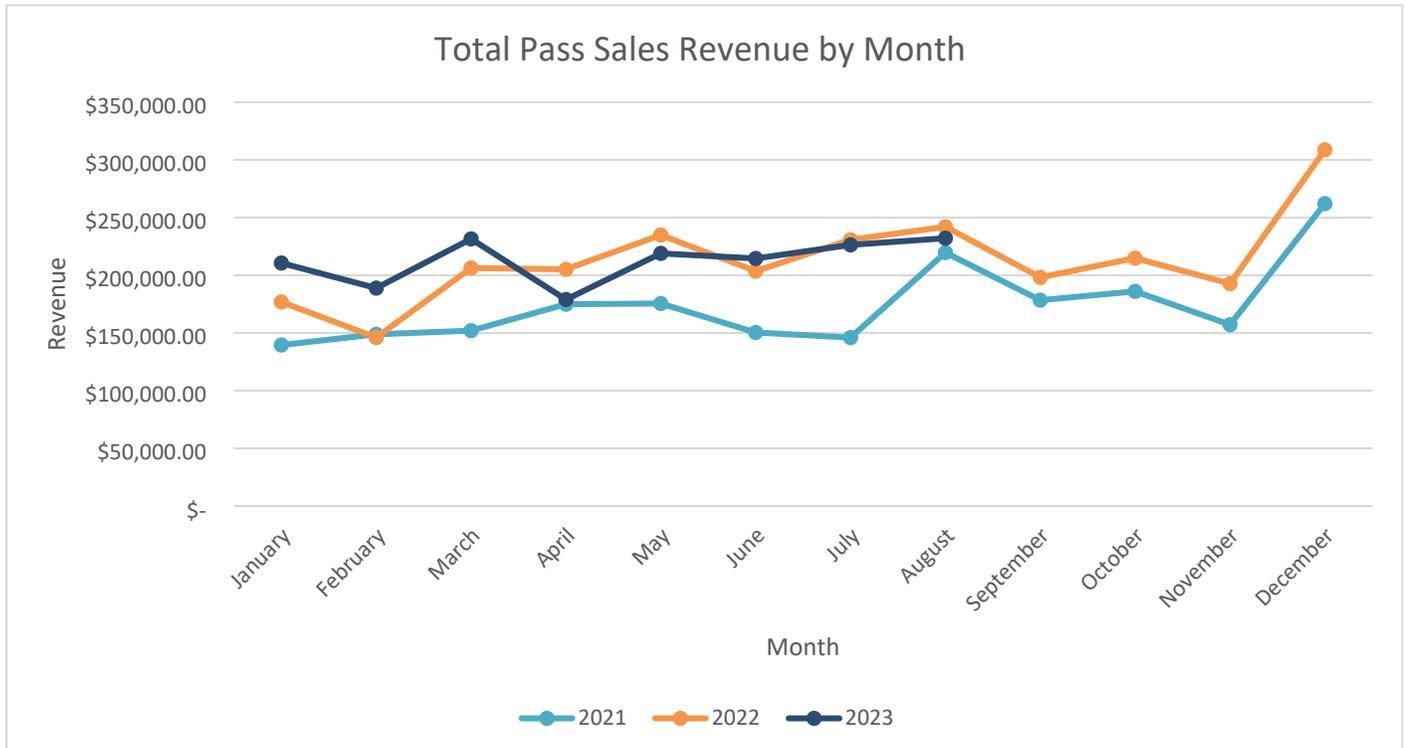
**Payment Breakdown:**

The Customer Care Center Desk saw an increase in all sales during August. Cash sales experienced a 9.56% increase. Credit Card and Check sales rose 15.10% and 45.88%, respectively.



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

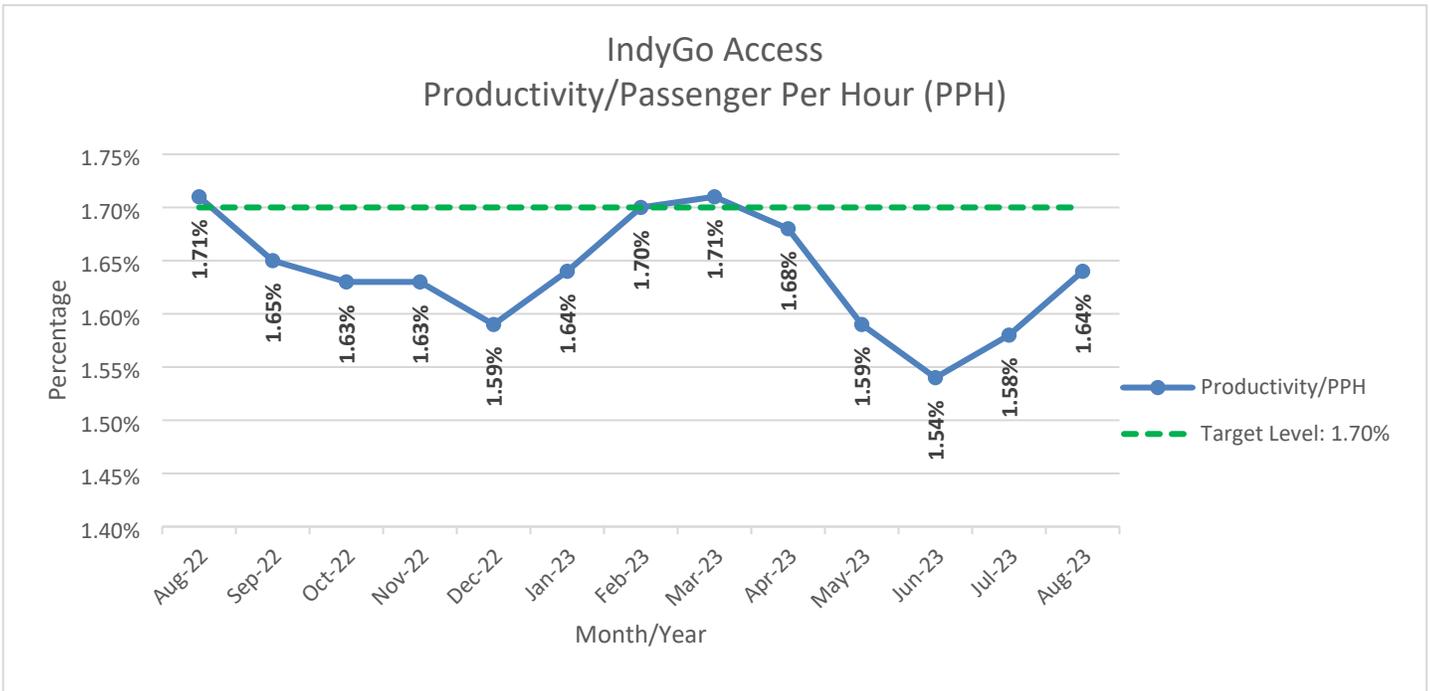
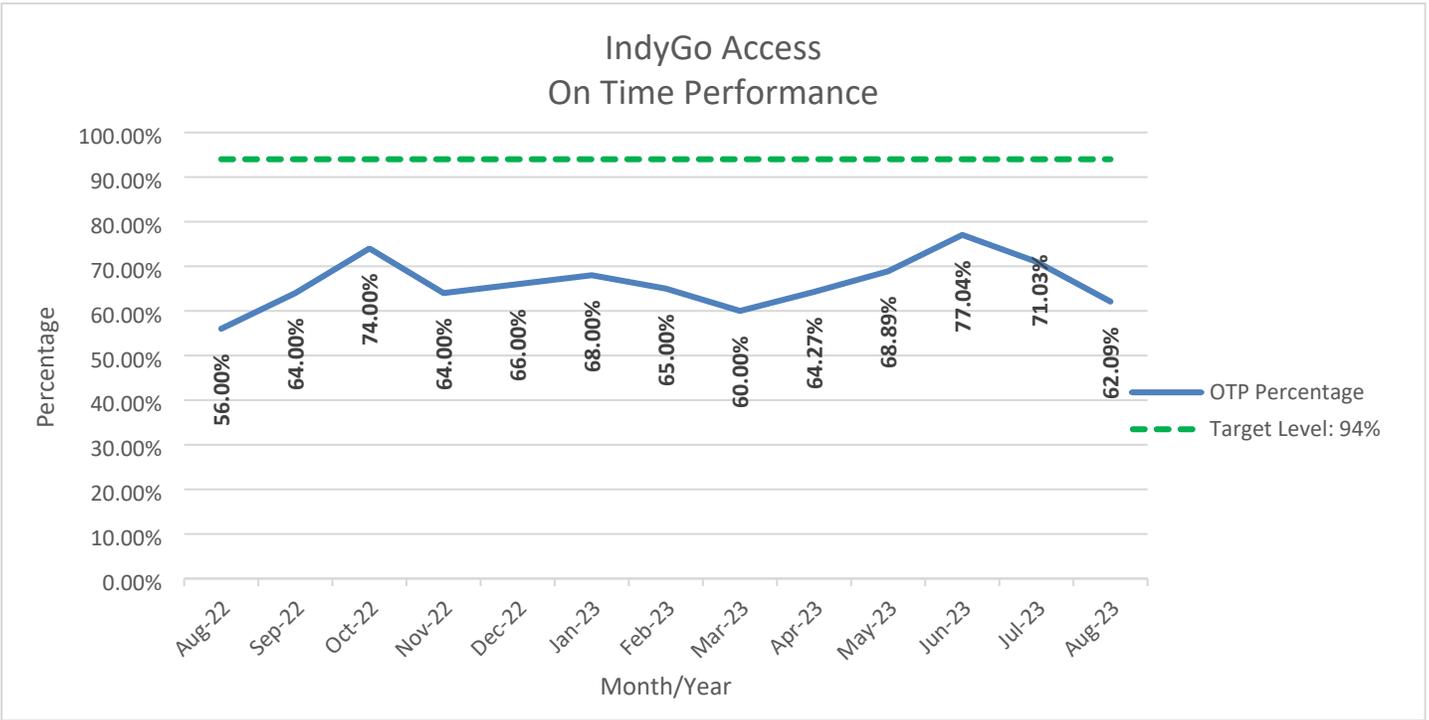
Total pass revenue increased by 2.55% between July and August.



**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-Aug	23-Aug	% Change	Mobility Solutions	YOY 2022	YOY 2023	% Change
11,079	11,209	1.17%	IndyGo Access Ridership	80,705	88,740	9.96%
56.5%	62.09%	9.89%	IndyGo Access On Time Performance	59.44%	67.05%	12.8%
1.71%	1.64%	-4.09%	IndyGo Access Productivity	1.70%	1.63%	-4.12%



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.

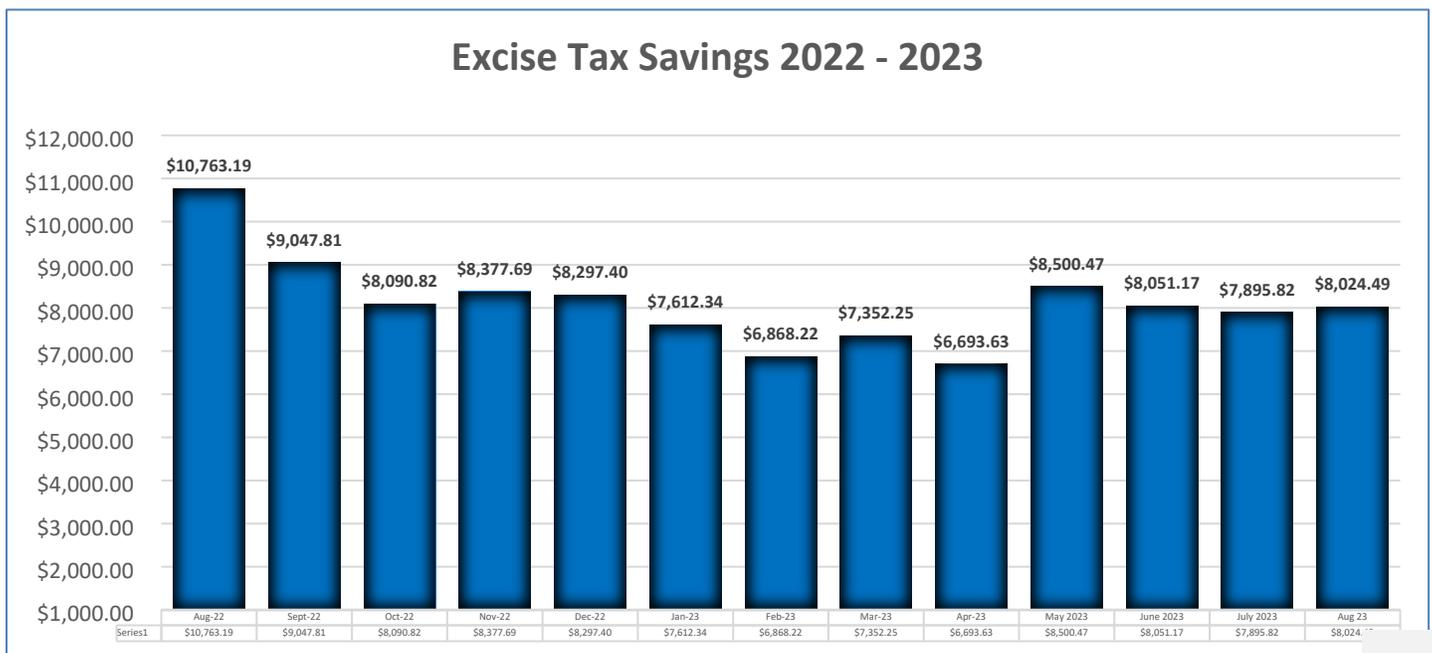
Number of Comments Categories	Validity		Grand Total
	Valid	Invalid	
Schedule Adherence	38		38
Safety	4	2	6
Fares	2	3	5
Courtesy	2	1	3
Request	2		2
Vehicle Maintenance	1		1
Compliment	1		1
ADA	1		1
UZURV	1		1
ZTRIP	1		1
Rules	1		1
<b>Grand Total</b>	<b>54</b>	<b>6</b>	<b>60</b>

**WEX Fuel Card Program:**

The WEX Tax Exemption and Reporting Program has 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 2023 year to date savings is \$56,957

August 2023 savings from fuel excise taxes were \$8,024.49 (Fed Taxes = \$3,890.35 and State Taxes = \$4,134.14)



## Department of People & Teammate Experience Division Report – August 2023

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Chief People Officer Denise E. Jenkins-Agurs, MS.Ed.  
**Date:** September 27, 2023

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### Wellness and Teammate Engagement:

- IndyGo attended and raised \$451 for the Heart Walk that took place 9/16 at Victory Field.
- 2023 Indianapolis Walk to End Alzheimer’s Saturday, September 30, 2023, at 9 am at IUPUI’s Michael A. Carroll Stadium. Please click [here](#) to join Team IndyGo or donate on behalf of IndyGo.

### Mentorship and Apprenticeship Program (MAP) updates:

- COTA from Columbus, Ohio will be visiting IndyGo on August 25, 2023.
  - To attend the Coach Operator Graduation.
  - To learn more about our Mentorship and Apprenticeship program.

### Workforce Development:

- IUPUI Peterson fellowship intern Gabrielle Orlando started with the Strategy Planning team on 09/09/23
- PCRHS Freshman Shanelle Yarbrough joined the HR team on 09/14/23
- Extended two offers for the second cohort of the apprenticeship program
- Attending the Radio One job fair at Martin University on 09/20/23
- Attending the O’Neill Community Safety Career Fair on 09/28/23
- Eight IndyGo teammates attending INDIANA TECH to participate in the Workforce Ready Grant

### Onboarding/Recruitment:

- 38 Candidates assigned onboarding Activity with September Start Dates
- 10 Candidates assigned onboarding activity with October Start Dates
- 20 Candidates hired so far in September
- 5 Second Chance Candidates under review by Second Chance Committee
  - 1 selected to move forward.

### Learning & Organizational Development:

- In-Service for Administration teammates will begin Monday Sept. 25th
  - Flyers will go out Friday (9/22)
  - Everyone will receive an enrollment email on Monday (9/25)
  - Information will also appear in our “In Transit” newsletter
  - For additional details please contact Ashia Williams
- Annual Trainings
  - Our LMS (Learning Management System) Absorb is now a year old! This also means IndyGo teammates have or will begin to see re-enrollment emails.

- All Managers and Supervisors are advised to check with their department leads to begin tracking compliance requirements.
- Absorb support
  - There are two new micro-learning courses in the IndyGo Learn Portal (Absorb)
    - “How to find courses in the LMS”
    - “A Guide on Running Reports in Absorb”

**Community Recruitment:**

- Eight recruitment events currently scheduled for the month of September
  - Live Interviews, RecycleForce 09/07/23
  - Job Fair, HealthNet Homeless Initiative Program 09/08/23
  - Employer Presentation, Fathers and Families Center 09/15/23
  - Virtual Podcast, Everyday Heroes 09/16/23
  - Career Fair, Radio One/Martin University 09/20/23
  - Recruitment/Community Partner meeting, Atterbury Job Corps 09/25/23
  - Speed Interviews, Indianapolis Urban League 09/27/23
  - Hiring and Resource Fair, Faye Biccard Glick Neighborhood Center 09/30/23
- Established two additional Community Recruitment partnerships
  - Martindale Brightwood Mobile Community Services
  - Atterbury Job Corps
- There are currently four candidates in Hire-Pending status; three of those candidates are Second Chance
- There are currently three candidates who are scheduled to attend the Hiring Event on 09/28

**Talent Acquisition (Recruitment Data)**

- **Administration**
  - 4 positions have been filled
  - 25 openings
- **Operations**
  - Coach Operators hired – 68
  - Defect Mechanic – 2 candidates to be offered
  - General Laborer – Candidates in review by Hiring Manager
  - Facility Maintenance Technicians – 2 candidates in line, reviewing final candidates
  - Maintenance Training Specialist – Offered position, in negotiation stage with candidate
  - Potential positions to fill – 3
  - Ongoing requisitions - 3

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

## Supplier Diversity Division Report – August 2023

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Senior Supplier Diversity Officer Carri Burke  
**Date:** September 27, 2023

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### DISCUSSION:

On August 31, 2023, Supplier Diversity participated in the Indiana Airport Authority and Office of Women and Minority Business Development Reverse Trade Show.

On September 15, 2023, Supplier Diversity hosted a hybrid Municipal/Agency/Partner Coordination meeting at East Campus. The meeting was attended by nine organizations.

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:

- October 13, 2023 – Indiana Department of Administration Division of Supplier Diversity 15<sup>th</sup> Annual Business Conference at the Indiana Government Center, South.

### RECOMMENDATION:

Receive the report.



Carri Burke  
Senior Supplier Diversity Officer

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