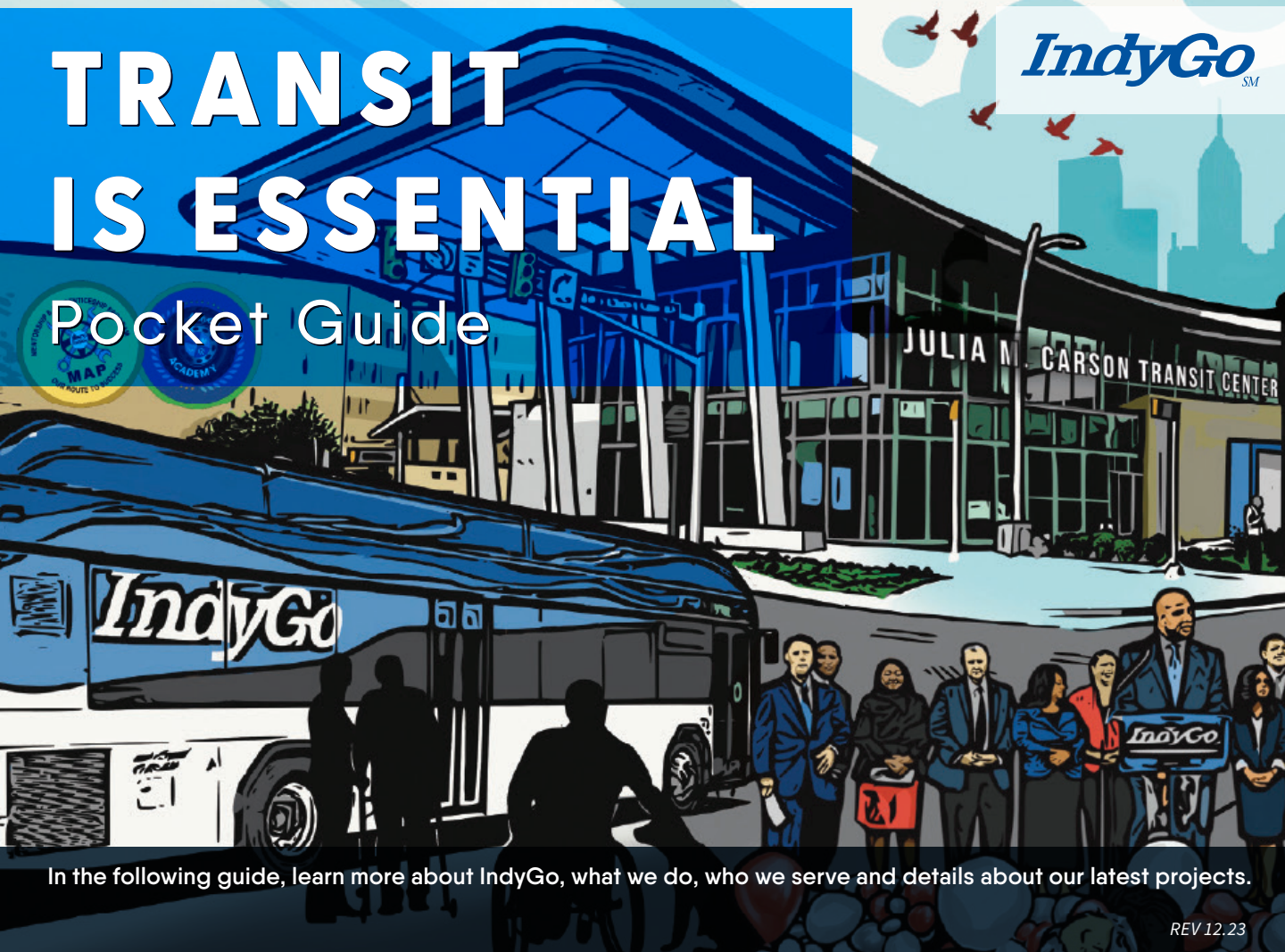


# TRANSIT IS ESSENTIAL

## Pocket Guide

*IndyGo*  
SM



In the following guide, learn more about IndyGo, what we do, who we serve and details about our latest projects.



## INTRODUCTION



### Our Mission:

As the largest public transportation provider in the state of Indiana, IndyGo is committed to connecting its community to cultural and economic opportunities through safe, reliable and accessible mobility experiences, with the company's vision and goals outlined in the 10-Year Strategic Plan.



**57%**

of riders come from households with zero cars available



**71%**

of riders are from households that earn less than \$35,000 annually



**76%**

of riders are employed



**60%**

of Marion County voters agreed to support dedicated funding for transit improvements





## ABOUT US

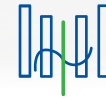
### INDYGO BY THE NUMBERS



**776**  
EMPLOYEES



**167** EMPLOYEES  
10+ years of service



**\$24.45/hour**  
Average pay for  
coach operators

### Fleet Size

59 Electric\*  
41 Hybrid  
132 Diesel  
86 Paratransit  
**TOTAL = 318**



**2,708**  
BUS STOPS



### ANNUAL RIDERSHIP



*\*including 2024 deliveries*



## TABLE OF CONTENTS

Introduction .....	2
About Us .....	3
<b>Bus Rapid Transit</b>	
At A Glance .....	5
Why Transit is Essential .....	6
Bus Rapid Transit .....	8
Greener Transit .....	11
Super Stops .....	12
Setting National Standards .....	14
<b>Red Line</b>	
Overview .....	18
Route .....	19
<b>Purple Line</b>	
Construction Update .....	20
Route .....	21
Investment .....	22
<b>Blue Line</b>	
Overview .....	24
Route .....	25
Traffic Calming Stats .....	26
Update .....	27
<b>How To Ride</b>	29
<b>Paratransit</b>	30
<b>Legislative Requirements</b>	32
<b>Annual Budget</b>	33
<b>For The Community</b>	34
<b>IndyGo East Campus</b>	35
<b>In The Community</b>	36
<b>IndyGo Foundation</b>	37
<b>National Support For IndyGo</b>	39







## AT A GLANCE

### BRT INFRASTRUCTURE IMPROVEMENTS

#### **R** red line

**Sidewalks: 6 miles**  
**Paving: 19 miles**  
**ADA ramps: 596**  
**\$96M (\$75M federal)**

#### **P** purple line

**Sidewalks: 9.5 miles**  
**Paving: 26.5 miles**  
**ADA ramps: 355**  
**\$188M (\$81M federal)**

#### **B** blue line

**Sidewalks: 9 miles**  
**Paving: 7 miles**  
**ADA ramps: 343**  
**Stormwater drainage:**  
**38% of construction budget**  
**\$370-390M (\$150M federal)**

**Total Small Starts Federal Funding:**  
**\$306M**



#### GOOD TO KNOW

The FTA awards *Small Starts Grant* funds according to established scoring criteria. Scores are based on factors such as the project's impact on the environment, projected ridership, cost-effectiveness and the percentage of dedicated lanes.



## WHY TRANSIT IS ESSENTIAL



**5.6 MILLION+**  
**RIDES ANNUALLY**

**\$300 MILLION+**  
**FEDERAL FUNDING**

**250+** NEIGHBORHOOD  
**PARTNER ORGANIZATIONS**

**200+** NONPROFIT  
**PARTNERS**  
**THROUGH INDYGO FOUNDATION**

 **Helps lower carbon footprint**

## ECONOMIC DEVELOPMENT

**R** red line **\$708 MILLION+**

**P** purple line **\$83 MILLION+**

**B** blue line **\$399 MILLION+**

---

**\$1.2 BILLION+**

*“Being two blocks away from a Purple Line stop means residents living in the neighborhood can think of Cook Medical as a viable employer.”*

*-Gretchen Gutman, VP of Public Policy at Cook Medical*

*\*These numbers were sourced from Midtown Indy, Indy Chamber and Develop Indy*





## WHY TRANSIT IS ESSENTIAL

### PURPLE LINE ECONOMIC IMPACT

- Goodwill Commercial Services Manufacturing Facility is a \$15 million medical-device manufacturing facility at East 38th Street and North Sheridan Avenue that opened in 2022. Cook Medical is supporting Indy Fresh Market, a new full-service grocery store on the site of the manufacturing facility. The City will provide \$50,000 to support the food access efforts of the market and the United Northeast Development Corp.
- Eskenazi Health has invested \$50 million in a new medical center right next door. Eskenazi Health Center East 38th Street is scheduled to open in early 2024.
- The city is spending \$2 million on housing and homeownership to promote equitable, affordable development along the East 38th Street Corridor.



-Kent Kramer, President and CEO Goodwill Indy



## BUS RAPID TRANSIT

### WHAT IS BUS RAPID TRANSIT?

- Bus Rapid Transit (BRT), along with dedicated bus lanes, provides convenient, faster, more efficient transit through a city's most densely populated corridors. This fixed route mass transit system is designed to mimic the service features of light rail, but in a more cost-effective way. Dedicated bus lanes increase safety and only have minor impacts to vehicle travel times.
- BRT infrastructure supports increased private investment in the corridor, contributing to increased economic opportunity and quality of life. It also brings significant federal investment for not only transit improvements, but also desperately needed infrastructure improvements.
- IndyGo uses this type of system for its current Red Line and looks forward to this system's convenience for the upcoming Purple and Blue lines.







# BUS RAPID TRANSIT

## THE BENEFITS AND FEATURES OF BRT

**FAST AND RELIABLE**  
Peak time frequent service

**COMFORTABLE**  
Amenities like bike racks and benches

TICKET VENDING

ELECTRIC VEHICLES

REAL-TIME SCREENS

BUS ONLY LANE

ELEVATED PLATFORM

ADA ACCESSIBLE

**CONVENIENT**  
Level boarding  
Multiple doors for quick boarding




## BUS RAPID TRANSIT

### RIDE PARTNERSHIP & INDUCTIVE CHARGING

- RIDE (formerly BYD) established a maintenance facility in Indianapolis to ensure quick turnaround.
- RIDE has paid approximately \$4 million to fund three en route inductive charging stations.
- Through inductive charging, IndyGo can now recharge its electric buses while en route through a wireless power transfer process.



*Real Innovation Delivered with Excellence™*

Manufactured in the U.S. 

  
**200+**  
**MILES/DAY**

- With partial inductive charging in place, IndyGo has purchased 28 more RIDE electric buses to use on the Purple Line. Having the same buses is ideal since the Purple and Red Line routes overlap and will use the same stations.
- In the last few years, RIDE has worked in good faith to increase the mileage range for IndyGo's electric bus fleet.
- The en route inductive charging stations are designed specifically for RIDE buses.
- By 2025, there will be a total of four charging stations strategically located along IndyGo's current and future BRT routes:
  - Red Line North Charging Station
  - Red Line South Charging Station
  - Ivy-Tech Lawrence Charging Station
  - Carson Transit Center







## GREENER TRANSIT

### REDUCING THE ENVIRONMENTAL IMPACT

- In 2022, IndyGo, in partnership with Allison Transmission, Gillig and Cummins, received the first buses equipped with the Allison eGen Flex™ electric hybrid propulsion system. This made it the first transit system to operate GILLIG buses equipped with the Allison eGen Flex and Cummins B6.7 engine pairing.
- The eGen Flex bus is capable of traveling in electric-only mode for up to 10 consecutive miles or 50 minutes before converting back to hybrid propulsion.
- It can operate up to 50% of the time in engine off mode while still powering auxiliary systems, like air conditioning and heat at optimal efficiency.
- The system's electric-only mode is activated through geofencing technology and eliminates engine emissions and noise while loading and unloading passengers in dense pedestrian areas and zero-emission zones and at the Carson Transit Center.

Since 2015, IndyGo's efforts of putting hybrid and electric buses into service have already resulted in significant energy savings and environmental impacts for the agency and our community.



**ELECTRIC BUSES**

\*Including 2024 deliveries



**6.5M  
EV MILES**



**13,227  
METRIC TONS  
OF CO2 SAVED**



**1,300  
METRIC TONS OF CO2 AVOIDED  
THROUGH SOLAR POWER**




**HYBRID BUSES**

\*Including Allison eGen Flex



**1.9M  
DIESEL FUEL  
GALLONS SAVED**

**4,300   
SOLAR PANELS AT  
INDYGO'S WEST CAMPUS**



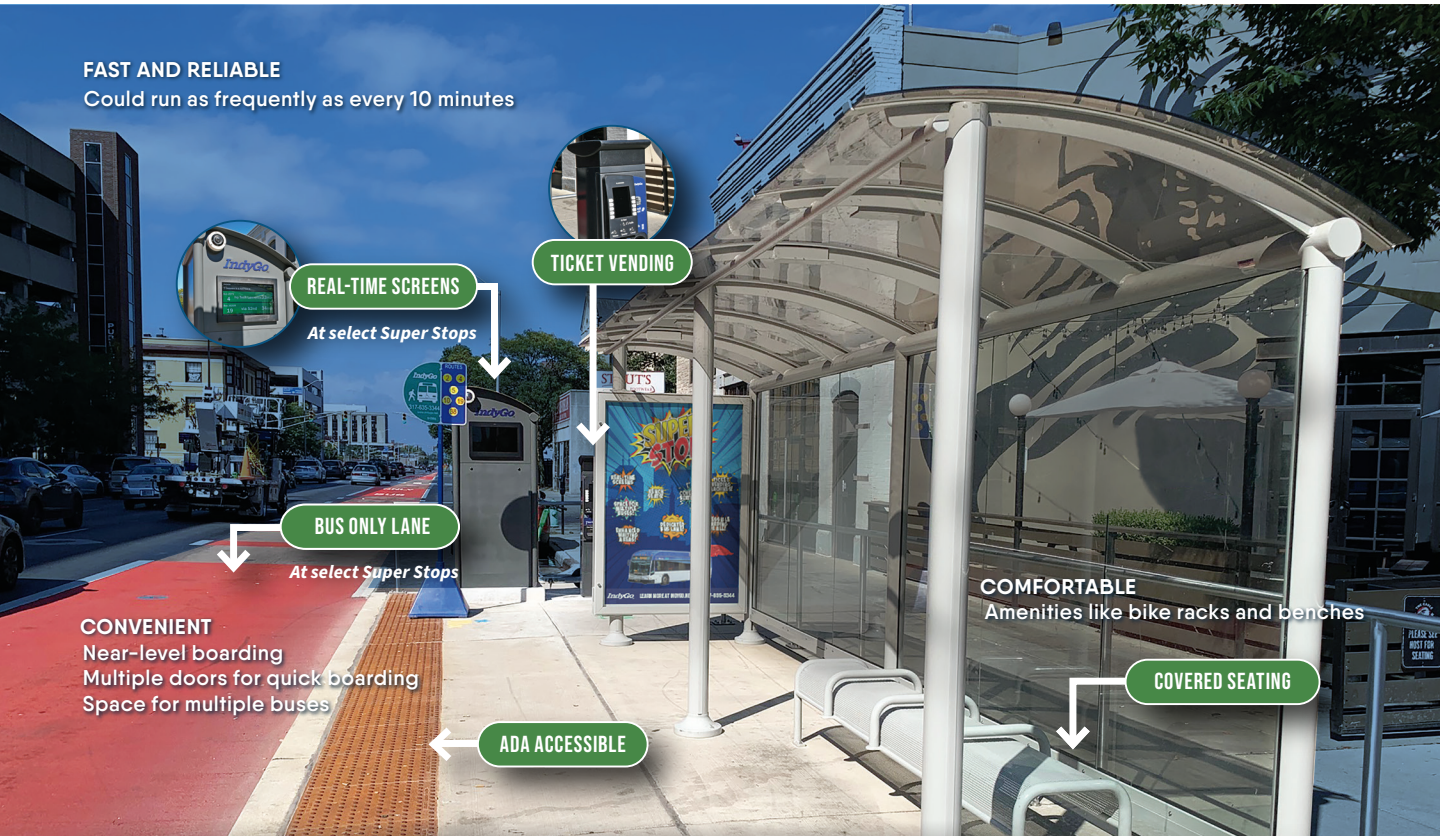


# SUPER STOPS

## BUS STOP ENHANCEMENTS

### FAST AND RELIABLE

Could run as frequently as every 10 minutes



**REAL-TIME SCREENS**

*At select Super Stops*

**TICKET VENDING**

**BUS ONLY LANE**

*At select Super Stops*

### CONVENIENT

Near-level boarding  
Multiple doors for quick boarding  
Space for multiple buses

### COMFORTABLE

Amenities like bike racks and benches

**COVERED SEATING**

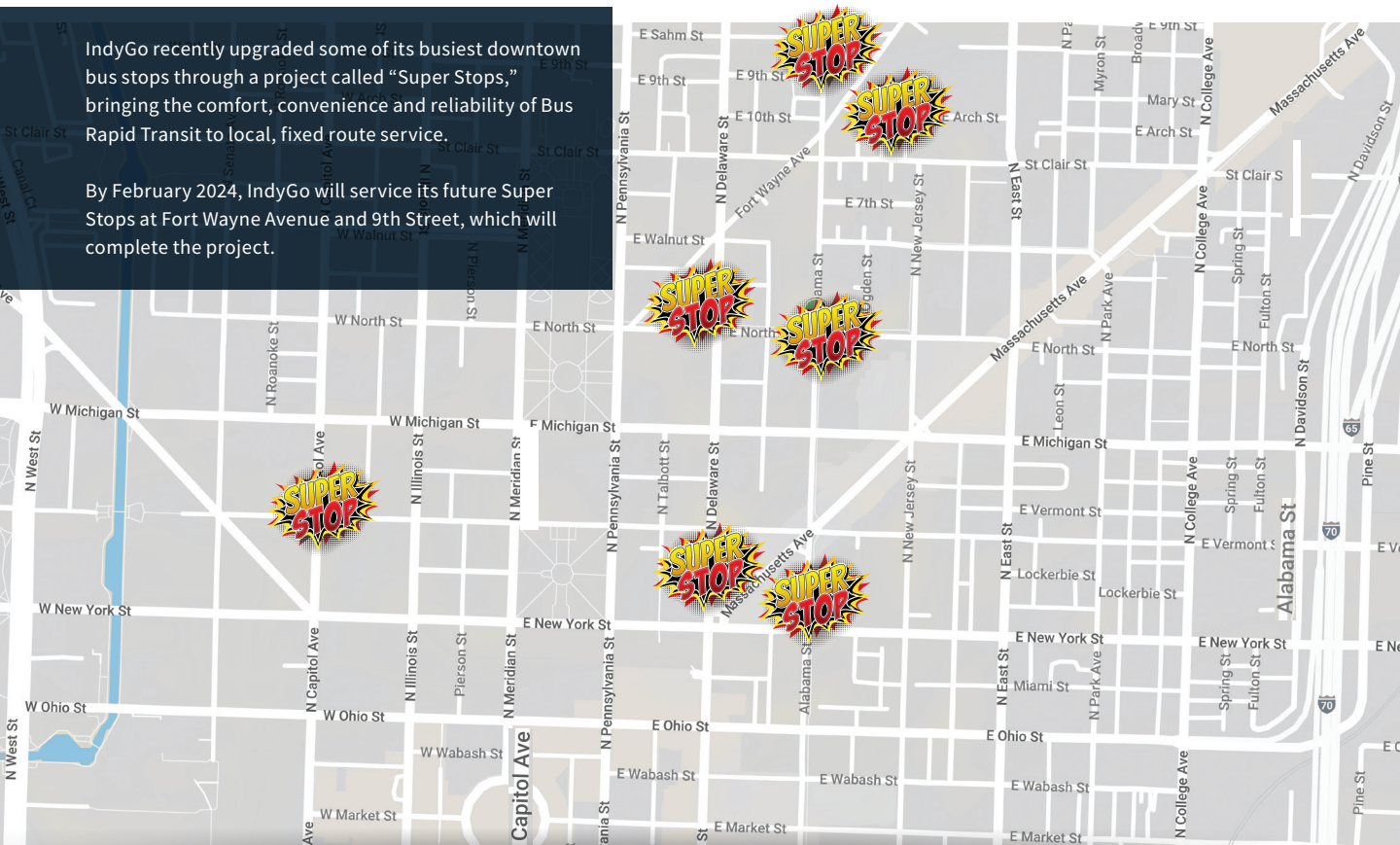
**ADA ACCESSIBLE**





IndyGo recently upgraded some of its busiest downtown bus stops through a project called “Super Stops,” bringing the comfort, convenience and reliability of Bus Rapid Transit to local, fixed route service.

By February 2024, IndyGo will service its future Super Stops at Fort Wayne Avenue and 9th Street, which will complete the project.







# SETTING NATIONAL STANDARDS

## AGENCIES THAT HAVE VISITED WITH INDYGO TO LEARN ABOUT BRT:





## SETTING NATIONAL STANDARDS

### INDYGO'S BRT MAKES NATIONAL NEWS

Axios, a U.S. news outlet covering local and national stories, featured IndyGo's Purple Line BRT project and shared the business opportunities it's created for Indianapolis' east side. The article specifically spotlighted the new Indy Fresh Market located along the BRT route and the solutions the grocery store provides for the area previously declared as a food desert.

# AXIOS

AXIOS Indianapolis

News Things to Do Food and Drink Politics Real Estate Business Sports

## Bus line brings business to east side



James Briggs



Indy Fresh Market opened in an area lacking another nearby grocery store. Photo: Arika Herron/Axios

A public transit project maligned as anti-business might be creating business opportunities.

**Driving the news:** [Indy Fresh Market](#) recently opened at 38th Street and Sheridan Avenue as part of a larger development project by medical device maker Cook Medical.



## SETTING NATIONAL STANDARDS

### INDYGO'S GREEN FLEET MAKES INTERNATIONAL NEWS

Intelligent Transport, a transit-focused publication based in Europe, published an article highlighting a grant IndyGo received from the U.S. Department of Transportation's Federal Transit Administration (FTA) to purchase 40-foot, diesel-electric, hybrid buses from Gillig to replace older buses in its fleet. The vehicles will be equipped with Allison Transmission's eGen Flex™ electric hybrid propulsion system, which will further reduce emissions and improve air quality in downtown Indianapolis.

# Intelligent Transport

#### NEWS

### IndyGo receives \$19 million grant for cleaner buses

The \$19 million funding will enable IndyGo to acquire clean, modern diesel-electric hybrid buses, furthering its efforts to reduce emissions, improve air quality and enhance service reliability in downtown Indianapolis.



The Indianapolis Public Transportation Corporation (IndyGo) has announced that it has been awarded \$19 million by the U.S. Department of Transportation's (USDOT) Federal Transit Administration (FTA). The funds will be utilised to purchase 40-foot diesel-electric hybrid buses, replacing older buses in the public transit agency's fleet. These new vehicles are clean, quiet and modern, contributing to reduced





## SETTING NATIONAL STANDARDS

### MENTORSHIP AND APPRENTICESHIP PROGRAM (MAP)

- In recent years, IndyGo and Amalgamated Transit Union (ATU) Local 1070 launched their successful Mentorship and Apprenticeship Program (MAP) to increase bus driver and mechanic retention numbers and offer professional development opportunities that can lead to high wage, high demand careers in Indiana's workforce.
- MAP launched in 2021 and is a result of a collaboration between IndyGo management and ATU Local 1070 leadership. Through this opportunity, senior drivers and mechanics mentor novice drivers and mechanics to help the latter navigate their first years on the job. These mentors provide new hires advice to build confidence as they operate or repair buses and interact with the public. As a result, the mentors also gain leadership experience that bolsters the necessary skills to move forward in their own careers. Fifty-one bus drivers and eight mechanics currently serve as mentors.
- Additionally, MAP, in partnership with Ivy Tech Community College, began providing its diesel apprentices with a pathway to a technical certificate from Ivy Tech in Diesel Technology in 2022. The agreement allows Apprenticeship Program graduates who complete the Bus Maintenance Technician Apprenticeship Program to receive college credits that go toward a Technical Certification in Diesel Technology. This program currently boasts eight apprentices.



*Indy mayor and IndyGo leadership with ATU International President John Costa.*



*A group of IndyGo mentors and mentees.*



*Fort Wayne's Citilink visit IndyGo to learn about MAP.*



# RED LINE

## OVERVIEW

### RED LINE ACCOMPLISHMENTS

- First bus rapid transit project in Indianapolis
- One of the first all-electric battery BRTs in the country
- New technology such as real-time screens and offboard fare payments
- New articulated, all-electric buses with features such as charging ports and interior bike racks
- With implementation of the Red Line, all routes were serviced seven days a week, system-wide adding more access for all IndyGo riders.



### INFRASTRUCTURE STATS

Traffic signals upgraded	208
Paving	19 lane miles
Sidewalk replaced	30,714 linear ft.
Crosswalks	27,700 linear ft.
Curbs	47,805 linear ft.
ADA curb ramps	596
Storm sewers	26,476 linear ft.
New trees planted	30
New bike racks	37
New bike lanes	6,750 linear ft.
Transit platforms	34



**30,714**  
LINEAR FT.

**SIDEWALK  
INFRASTRUCTURE**

**208**



**TRAFFIC SIGNALS  
UPGRADED**

**596**



**NEW OR UPGRADED  
CURB RAMPS**



# RED LINE

## ROUTE



## QUICKFACTS

**Stations:** 28; Level boarding

**Station Spacing:** 1/2–1/3 mile

**Distance:** 13.1 miles

### Amenities:

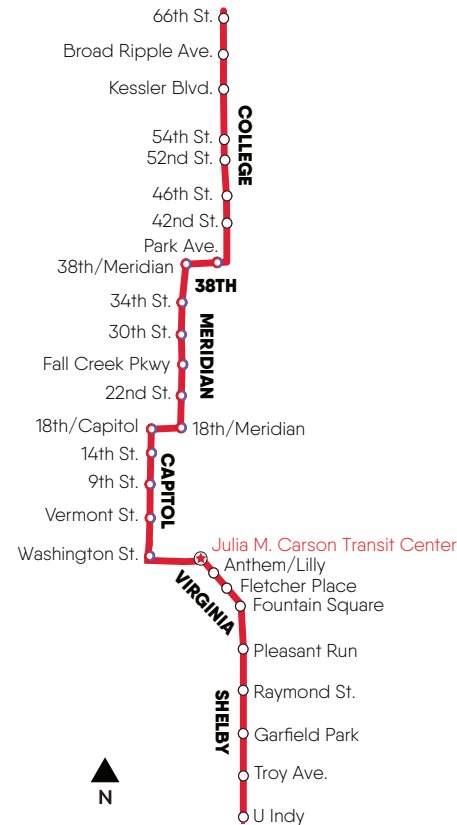
- Purchase Tickets at Stations
- Real Time Arrival Information
- Seating, Shelter, Cameras, Wi-Fi

**Dedicated Lanes:** 60% of corridor

**Fleet:** 60 ft. battery electric vehicles

**Budget:** \$96.3M

**Other:** 80% Federal FTA Grant







## PURPLE LINE

### PURPLE LINE CONSTRUCTION UPDATE



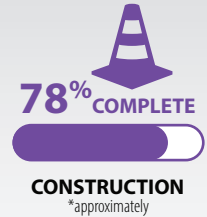
SIDEWALKS



CURB RAMPS



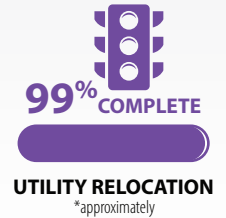
MULTIUSE PATH



STATE FAIRGROUNDS  
STATION PLATFORM



LAWRENCE  
TERMINUS



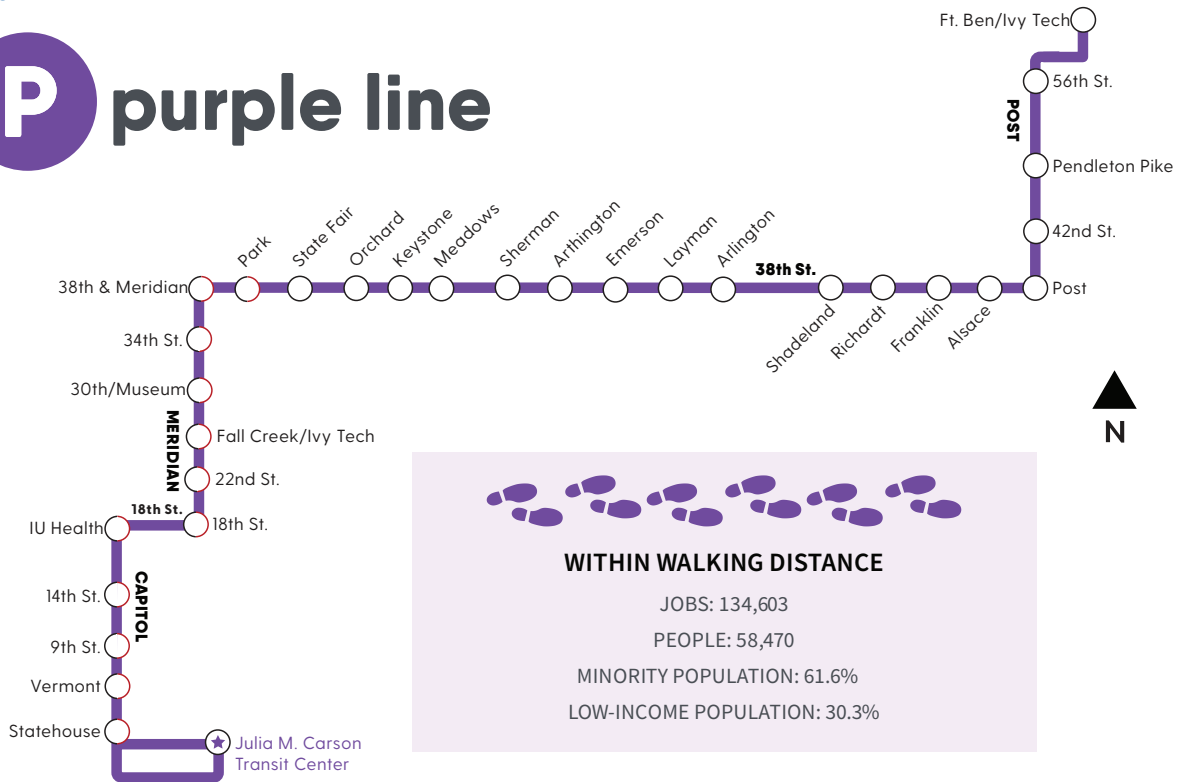
*\*Figures as of November 2023*



## PURPLE LINE

### ROUTE

# purple line





## PURPLE LINE



**Indy Fresh Market**  
**38th Street & Sheridan Avenue**

**GRAND OPENING – OCTOBER 2023**

“The Purple Line helped determine the site for Indy Fresh Market and his new manufacturing center.”

**-Pete Yonkman, the president of Cook Medical**

**INVESTMENT ALONG THE**  **purple line**





## PURPLE LINE



**Eskenazi Health Center**  
**38th Street & Arlington Avenue**  
**PROGRESS AS OF NOV. 2023**

INVESTMENT ALONG THE  purple line




## BLUE LINE

### OVERVIEW

# **blue line**

- **CONNECTING CUMBERLAND AND THE AIRPORT**
- **24 MILES LONG**
- **30 PROPOSED STATIONS**


**57**  
NEW OR UPGRADED  
TRAFFIC SIGNALS


  
**343**  
NEW OR REPLACED  
ADA CURB RAMPS

**7**  
MILES OF STREET  
RESURFACING

  
**9 MILES OF NEW OR  
REPLACED SIDEWALK**

  
**14 STATIONS WITH BIKE PARKING,  
WITH CAPACITY OF 57 BIKES  
PER STATION**

  
**2 MILES OF NEW OR  
REFRESHED CROSSWALKS**

  
**STORMWATER DRAINAGE:  
38% OF CONSTRUCTION BUDGET  
\$370-390M (\$150M FEDERAL)**

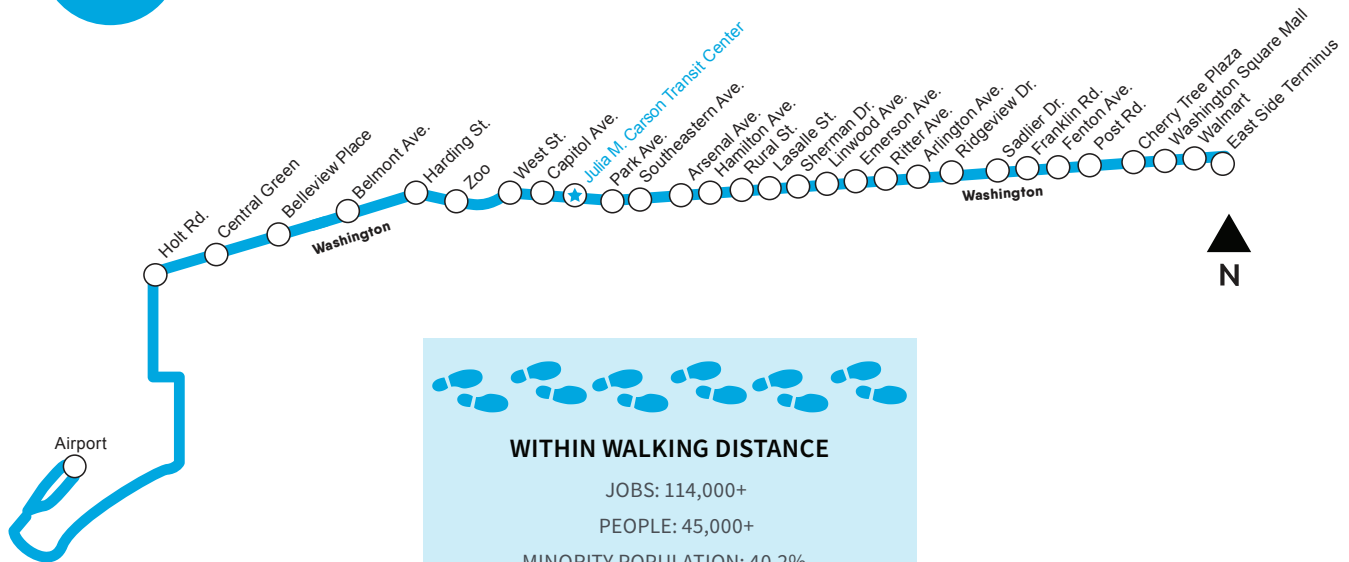
*Infrastructure totals based on early designs and subject to change*



## BLUE LINE

### ROUTE

# B blue line



### WITHIN WALKING DISTANCE

JOBS: 114,000+

PEOPLE: 45,000+

MINORITY POPULATION: 40.2%

LOW-INCOME POPULATION: 32.9%





## BLUE LINE

### TRAFFIC CALMING STATS

**BUS LANES IN THE CENTER OF THE STREET REDUCE POTENTIAL VEHICLE COLLISION POINTS AT INTERSECTIONS, WHICH SHOULD REDUCE CRASHES.**

Note: Studies of historical crashes along IndyGo's BRT corridors indicate there could be a 30-40% reduction in crashes.

**NARROWER LANES USED IN BRT PROJECTS HAVE BEEN SHOWN TO REDUCE SPEEDS, AND THEREFORE CRASH SEVERITY.**

Note: These slower speeds also improve driver reaction time and increase their field of vision.

**NEW PAVEMENT MARKINGS AND TRAFFIC CONTROL INFRASTRUCTURE AT PEDESTRIAN CROSSINGS, INCLUDING HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) SIGNALS, REFUGE ISLANDS AND CROSSWALKS, SHOULD IMPROVE PEDESTRIAN SAFETY.**





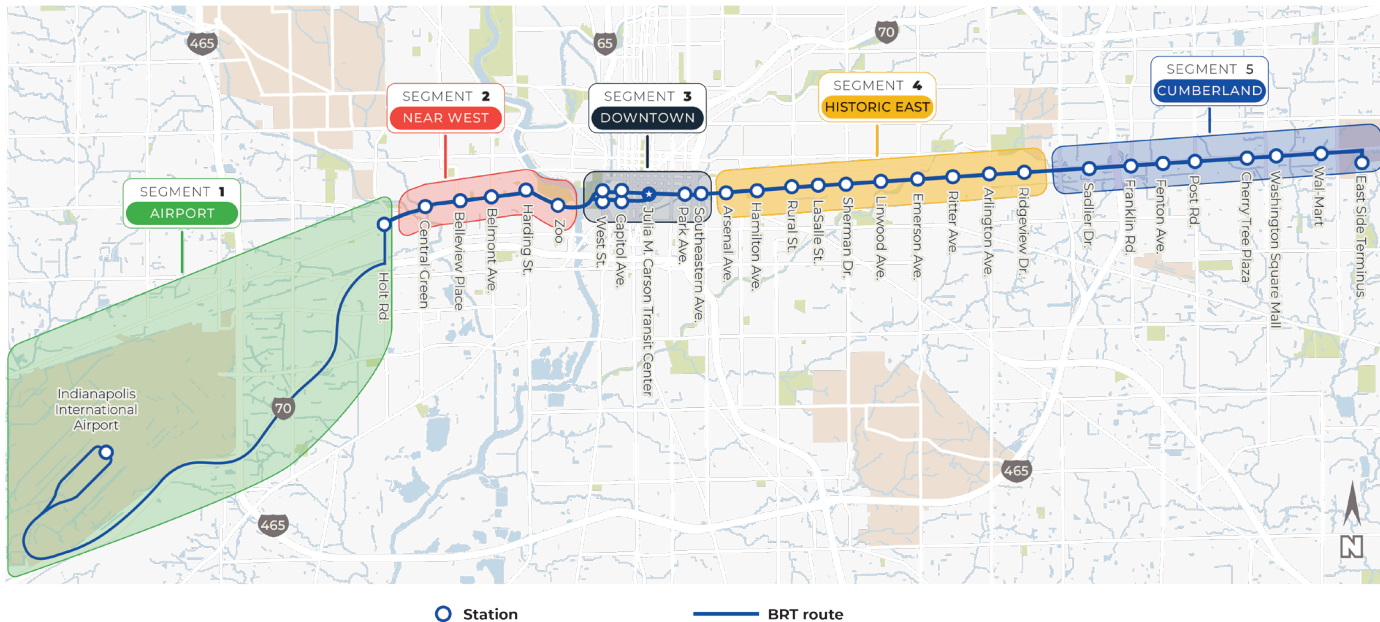
# BLUE LINE

## UPDATE

### WHY IS THE ORIGINAL ROUTE ON WEST WASHINGTON STREET BETWEEN THE AIRPORT AND HOLT ROAD NO LONGER INCLUDED IN THE BLUE LINE?

The decision to alter the Blue Line's alignment between the Airport and Holt Road was made with heavy consideration and collaboration with key stakeholders. The high cost of construction, low existing and projected ridership, design delays and property acquisition challenges within that segment were all factors leading to the decision. The Blue Line will now operate on I-70 between the Airport and Holt Road, then connect back to West Washington Street via Holt Road.

### BLUE LINE BRT SEGMENT MAP





## BLUE LINE

### UPDATE

#### WHAT IS THE STATUS OF THE BLUE LINE AND IS THE PROJECT STILL HAPPENING?

Yes, the project is still happening! Since the higher-than-expected cost estimate of \$500 million at the 60% design stage, IndyGo has worked diligently to get the costs down to \$370-390 million while maintaining the vision of BRT set forth by previous BRT projects. IndyGo also has been working closely with project partners, especially the Federal Transit Administration (FTA) and City of Indianapolis, to determine a viable path forward for the Blue Line.

#### HOW DID INDYGO GET THE PROJECT COSTS DOWN?

Three primary components of the project were adjusted to reduce overall cost:

1. IndyGo switched from battery electric to hybrid propulsion vehicles.
2. IndyGo modified the drainage design (with close coordination with the City of Indianapolis' Department of Public Works and Citizens Energy Group) by consolidating detention sites and re-evaluating which existing drainage systems could be feasibly included in the project.
3. The Indianapolis International Airport committed to leading construction for the future Blue Line's western-most planned stop at the airport.

#### HOW IS INDYGO PLANNING TO FUND THE PROJECT AT THE CURRENT COST PROJECTIONS?

Local contributions from IndyGo, the City of Indianapolis and Citizens Energy Group were increased to fund the project. In addition to federal funds through the FTA, federal funds through the Indianapolis Metropolitan Planning Organization are being utilized. IndyGo, in conjunction with the City of Indianapolis, is also considering and pursuing additional federal funding opportunities where appropriate.

#### WHAT IS THE LATEST TIMELINE?

The following are current milestone estimates:







## HOW TO RIDE

### RIDING ON INDYGO IS SIMPLE. IT ONLY TAKES THREE STEPS:

**Step 01**

#### PLAN YOUR TRIP:

- Use Google Maps (choose transit option)
- Download the myStop app
- Visit IndyGo's website at [indygo.net/plan-your-trip/](http://indygo.net/plan-your-trip/).
- Call IndyGo's Customer Care Center at 317-635-3344.

**Step 02**

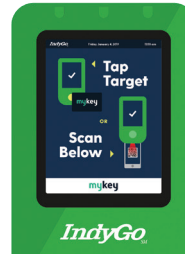
#### PAY YOUR FARE: TAP, SCAN, SLIDE — BEFORE YOU RIDE!

Choose How to Pay:

- Tap your MyKey Card at the validator.
- Using your MyKey app, scan your QR code under the validator.
- Slide your paper pass into the farebox.
- Insert cash into the farebox.

**Step 03**

#### RIDE THE BUS!



### MYKEY FARE SYSTEM

MyKey is IndyGo's account-based fare system. Through MyKey, riders can pay as they go and ride their way to free rides when taking advantage of \*MyKey's fare-capping perk!

***\*MyKey allows registered account holders to earn free rides when using the same method of validation through either QR code OR tap card once the designated amount is reached. Fare-capping begins at \$4 (\$2 for half-fare) per day and \$15.75 (\$7.65 half-fare) per week.***

### HOW TO PAY WHEN RIDING BUS RAPID TRANSIT

Paying to ride IndyGo's Red Line is similar to paying for regular, fixed route service, except you pay off board at the stations. Make sure to look for the validator on the station platform and pay your fare **BEFORE** boarding the bus to help keep it RAPID!

Learn more about MyKey and how to ride the bus at [IndyGo.net/how-to-ride/](http://IndyGo.net/how-to-ride/).





# PARATRANSIT

## INDYGO ACCESS UPDATES

Currently, IndyGo operates ADA-level service countywide, beyond what is federally mandated, which presents challenges that impact riders and the agency. IndyGo has taken a significant step to ensure a more reliable, convenient and enhanced rider experience for paratransit users. In January 2023, the Beyond ADA Policy took effect to recognize two service areas. This included the ADA-mandated area (3/4 miles on either side of existing bus routes) and a new area known as IndyGo Access Premium. This premium service offers a new same-day service option, as availability allows, and premium pricing.

IndyGo understands that changes may require time for adjustment. IndyGo Access clients, as of October 2022, who took trips to, from or within the premium service area will be exempt from the new policy until January 2025, unless their place of residence changes or their client eligibility ends. New clients who lived or traveled to the area outside of the ADA area as of October 2022 fall under the new policy that took effect January 2023. See timeline below:

### TIMELINE

**October  
2022**

Eligibility  
determined  
for exemption.

**January  
2023**

Policy effective  
for nonexempt  
riders.

**January  
2025**

Exemption  
expires for all  
premium service  
area clients.

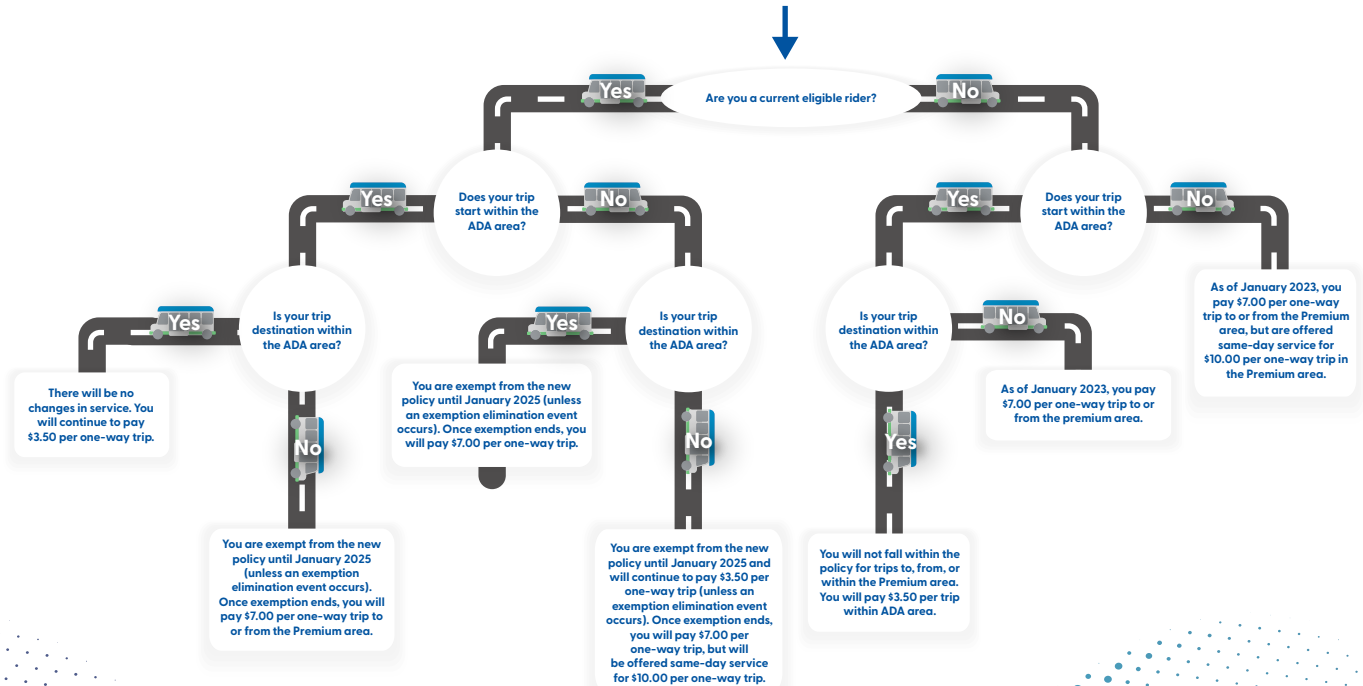
Another policy change for IndyGo's paratransit riders involves its fixed route service. Effective Jan. 1, 2023, a MyKey Half Fare Card is required for qualified IndyGo Access riders to ride the system's regular fixed routes. Half Fare Cards offer \$0.85 rides to eligible individuals. The IndyGo Board of Directors first approved the new fare policy in 2019.





## PARATRANSIT

### CHOOSE YOUR INDYGO ACCESS ADVENTURE!







## LEGISLATIVE REQUIREMENTS

*IndyGo is meeting or exceeding its statutory requirements.*



IndyGo must pay at least 10% of the annual operating expenses of projects and services, created or expanded through the local transit income tax, from sources other than taxes and fares.

**Status: MET**

The total estimated expenditure of new and expanded service in 2022 was \$16,772,616—*reduced service due to COVID*, making the 10% mandatory match \$1,677,262.

*IndyGo recovered 35.1% of fares in 2022 measured against new service, exceeding the 25% requirement.*

**25%**

IndyGo must take in at least 25% of the operating expenses of projects and services, created or expanded through the local transit income tax, through fares and charges.

**Status: MET**

IndyGo brought in about \$15,411,039 from sources other than taxes and fares in 2022.



IndyGo's Board of Directors must establish a foundation to solicit funds.

**Status: MET**

The Indianapolis Public Transportation Foundation, dba IndyGo Foundation, was incorporated in 2018 and received 501(c)3 status in 2019.

*Existing legislation does not require IndyGo to raise funds from private sources.*



*IndyGo Foundation is not solely responsible for raising the 10% of operating costs required by current legislation and is not required by statute to raise a specific amount.*





## ANNUAL BUDGET

### OVERALL BUDGET: \$138.6M

- Operating: \$265.9M
- 6.7% operating increase over FY 2021
- Capital: \$112.1M
- Debt Service: \$15.2M

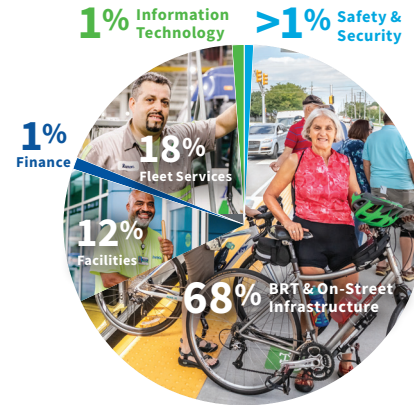
### LEGISLATIVE REQUIREMENT

- IndyGo receives funding from a number of sources, including federal and state grants, local taxes, advertising revenue and fare revenue.
- Current legislation solely excludes local income tax dollars and fare revenue from counting toward the requirement.
- IndyGo has always and will continue to seek funds from other sources, such as federal grants, to support its projects and increase the number of improvements we make.

### WHO APPROVES THE BUDGET?

- The Indianapolis City-County Council has final approval of IndyGo's annual budget.
- A seven-member Board of Directors approves IndyGo policies relating to operations, contracted services, safety, finance and overall corporate structure.
- The Mayor of Indianapolis and the Indianapolis City-County Council appoint the bipartisan Board of Directors.

### Multi-Year Capital Investment Program



- Net property & excise taxes: **\$39.9M**
- Inclusive of **\$14.8M** special property tax
- Accounts for property tax caps **\$5.6M** revenue reduction
- Transit income tax revenue: **\$41M**
- Fares: **\$5.9M**
- Other operating revenue: **\$2.2M**
- STATE: **\$11.4M** from Public Mass Transit Fund (PMTF)
- FEDERAL: **\$14.4M**
- **\$4.3M** for ADA
- **1%** formula for safety and security
- **\$10M** for preventive maintenance
- FEDERAL (Stimulus Funds): **\$22.7M**



## FOR THE COMMUNITY



### SPONSORED RIDES PROGRAM

- IndyGo's Sponsored Rides Program offers students who attend a partnering high school free access to IndyGo's fixed route service.
- This program helps provide eligible youth the freedom and independence to connect with opportunities in and outside the classroom by expanding their mobility options.
- Examples of partnering schools include some Indianapolis Public Schools (IPS), Purdue Polytechnic High Schools, BELIEVE Schools and more.

### VETERANS RIDE FREE WITH VETERANS PASS

Veterans ride free year-round on IndyGo's fixed route service with an IndyGo-issued Veterans Pass.

To receive a Veterans Pass, individuals must visit IndyGo's Care Center Desk at the Julia M. Carson Transit Center and perform these steps:

- Fill out an application.
- Bring a valid photo ID and proof of veteran status.
- Have their photo taken.
- Purchase the \$2 Veterans Pass.







## INDYGO EAST CAMPUS

**In August 2023, IndyGo cut the ribbon on its new East Campus headquarters.**

This 110,000-square-foot building represents the future of IndyGo, meaning additional features and benefits such as:

- Expanded space for the agency's planned bus storage and maintenance facility to serve the upcoming electric vehicles in anticipation of the Purple Line.
- State-of-the-art training for coach operators through four driving simulators, a mock bus and an extended outdoor CDL training course.
- Larger boardroom that will also be available for groups to host community meetings.







## IN THE COMMUNITY

### WELLNESS IN TRANSIT

- IndyGo's newest program, Wellness in Transit, returned permanently to the Carson Transit Center in 2023 to provide FREE healthcare services to visitors regardless of health insurance status through a mobile medical unit from program partner Gennesaret Free Clinics.
- This year, IndyGo and Gennesaret expanded their services to include two new partners: Step-Up, Inc. and Adult & Child Health. These organizations offer resources like FREE sexual health education and rapid testing for sexually transmitted diseases (STDs), in addition to post-test counseling services and rapid assessments to determine the need for housing assistance referrals, behavioral health and primary care.

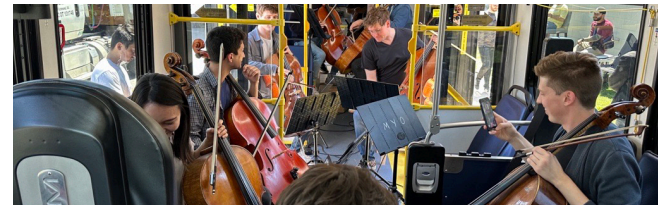


### FOOD IN TRANSIT

- Food in Transit returned for its sixth year in 2023. As part of the initiative, IndyGo, Growing Places Indy and the City of Indianapolis provided a farmstand with fresh, free, and locally-grown produce to transit riders at the Carson Transit Center, regardless of economic status.
- This year's programming brought expanded offerings from the Office of Public Health and Safety's Division of Community Nutrition and Food Policy, including cooking demonstrations, recipes and free, prepackaged ingredients.

### MUSIC IN TRANSIT

- Music in Transit returned for its fifth season in 2023. The program is a partnership between IndyGo, Square Cat Vinyl and GANGANG and is an award-winning concert web series that promotes the local arts community and the increased connectivity with rapid transit expansion.
- In 2023, the series showcased new partnerships with the Indianapolis Symphony Orchestra's cello ensemble and hip-hop artists from CHREECE performing on a rapid bus.





# INDYGO FOUNDATION

## MISSION

The IndyGo Foundation's mission is to help our community thrive by connecting people through accessible, equitable, and inclusive mobility solutions.

When we talk about access to transit we are referring to:

### PHYSICAL ACCESS

Riders need well-maintained ramps and sidewalks that create safe and secure connections to and from transit stops.

### ECONOMIC ACCESS

Riders need to be able to afford to get to their destination, regardless of income level.

Our Mobility Access Fund helps individuals overcome both the physical and economic access barriers to transportation.

**AS OF OCTOBER 2023:**

**173 DONORS**  
**IN 2023**

**\$1.4 Million**  
**AS OF OCTOBER 2023**





## INDYGO FOUNDATION

### INDIANAPOLIS AFRICAN AMERICAN QUALITY OF LIFE INITIATIVE (IAAQLI)

Over a two year period, a \$240,900 grant, secured by the IndyGo Foundation will help connect 250 members of African-American and other minority communities into stable employment at IndyGo as coach operators and mechanics. This includes individuals who were previously involved in the justice system. The grant also supported the creation of a new community recruitment manager position, which has already been successful in initiating innovative hiring strategies to meet the agency's employment needs.

From August - October 2023, the IAAQLI grant has supported IndyGo's bus driver and mechanic recruitment efforts through the following:



**28**  
COMMUNITY RECRUITMENT  
EVENTS ATTENDED



**70+**  
BUS DRIVER AND  
MECHANIC APPLICANTS



**19**  
NEW COMMUNITY JOB  
DEVELOPER PARTNERSHIPS



**535** JOBSEEKERS  
REACHED



**20** COACH OPERATORS  
HIRED/HIRE PENDING  
four with justice-involved history

IndyGo Foundation programs serve more than **200 NONPROFIT ORGANIZATIONS**, providing their clients with free and discounted transit fare.

***“IndyGo Foundation’s Mobility Access Fund empowers homeless individuals by reducing transportation barriers and granting access to crucial services like housing, employment, education, and healthcare. This support fosters hope and agency during crises, bridging gaps and transforming lives.”***



-Coalition for Homelessness Intervention and Prevention (CHIP)



## NATIONAL SUPPORT FOR INDYGO

“

***"Here at IndyGo, you continue to show the people of Indianapolis – and all of the United States – that transit works, that it connects people to what is important to them and what builds their communities, safely, efficiently and affordably."***

– Federal Transit Administration (FTA) Administrator Nuria Fernandez



***"The Biden-Harris Administration is excited to be partnering with IndyGo to replace older buses with diesel-electric hybrid buses that will provide cleaner and healthier air for the community and that are going to be more reliable for riders. And we're helping to fund the completion of those bus rapid transit lines that we know are offering better mobility options for Indy residents."***

– United States Secretary of Transportation Pete Buttigieg

”



*IndyGo*<sup>SM</sup>

 317-635-3344

WWW.INDYGO.NET

*Follow Us @IndyGoBus*

