



Board Report
January 16, 2025

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1. **Call to Order and Roll Call** (Presenters – Gregory Hahn, Robert Frye)
2. **Awards and Commendation** (Presenter – Jennifer Pyrz)
3. **Committee Chairperson Reports** (Presenters – Richard Wilson, Adairius Gardner)
 1. Governance & Audit Committee – Gregory Hahn
4. **Consent Agenda** (Presenter – Gregory Hahn)
 1. A-2: Consideration and Approval of Decentralized Operations Review Report Update (Presenter – Brian Atkinson)
5. **Regular Agenda** (Presenter – Gregory Hahn)
 1. A-1: Consideration and Approval of Minutes from Board Meeting held on December 19, 2024
 2. A-3: Consideration and Approval of Governance and Audit Risk Universe/Heat Map (Presenter – Brian Atkinson)
 3. A-4: Consideration and Approval of RFP # 24-07-524 – Information Technology (IT) Products and Services Contract (Presenter – Marcus Burnside)
 4. A-5: Consideration and Approval of IndyGo's 5-year Capital Plan Update (Presenter – Brooke Thomas)
 5. A-6: Resolution No. 2025-01 – Approval of Board Bylaws Update (Presenter – Robert Frye)
 6. A-7: Resolution No. 2025-02 – Approval of Sale of 8905-8915 Madison Avenue Property (Presenter – Robert Frye)
6. **Information Items** (Presenter – Gregory Hahn)
 1. I-1: Governance & Audit Workplan Status Report 2020-2025 (Presenter – Brian Atkinson)
 2. I-2: Ethics Hotline Summary Report (Presenter – Brian Atkinson)
 3. I-3: IndyGo 2018-2029 Capital Plan Adoption Draft
 4. I-4: Department Reports
7. **Adjourn** (Presenter – Gregory Hahn)

Our next Board Meeting will be Thursday, February 20, 2025; 4pm

In accordance with the Americans with Disabilities Act, the Indianapolis Public Transportation Corporation is required to provide reasonable accommodations to persons with disabilities interested in attending public meetings.

Accommodations are available upon request to persons with disabilities who require alternately formatted materials, auxiliary aids, or reasonable modifications to policies and procedures to ensure effective communication and access to public meetings. Accommodations are also available for Individuals with limited English proficiency (LEP). If you require an accommodation to attend the meeting or access the materials, please contact Carrie Black by email at Carrie.Black@indyGo.net. Please allow at least two business days to arrange for accommodations.

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January Board Meeting Awards and Commendations



IndyGo December 2024 Safe Drivers

These Operators were recognized for their safe driving for the month of July and received a National Safety Council patch, pin, and certificate



Operator	Years of Safe Driving	Years of Service
Myron Cornett	19	21
Daron Washington	16	27
Geneva Hartwell	15	26
Beth Murray	11	15
Dewayne Sims	10	12
Samuel McGhee	8	11
Pierre Burnaugh	4	5
Deborah Carter	3	7
Desmond White	3	5
Larry Ford	2	4
DeLawrence Brabson	1	5
Jeanie Williams	1	1



19 Years of Safe Driving

Myron Cornett
Coach Operator, Fixed Route





December Operations Employee of the Month

Nicole Byrd
Fixed Route Operator

December Mechanic of the Month

Don-Michael Bell
High Voltage Technician



Congratulations, Mechanic Apprentice Graduates!



Xavier Rodriguez, April Bland and Kyisha Bond



\$150 Million Blue Line Grant!



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Governance and Audit Committee Chairperson Report – January 2025

To: Chair and Board of Directors
Through: President and CEO Jennifer Pyrzs
From: Governance and Audit Committee Chair Greg Hahn
Date: January 8, 2025

ISSUE:

A report of IndyGo January 2025 Governance & Audit Committee Meeting will be presented at the board meeting.

RECOMMENDATION:

Receive the report.

Greg Hahn
Governance and Audit Committee Chairperson's Report
January 8, 2025

The Governance and Audit Committee met on January 8, 2025, at 1:00 PM. Joining virtually in attendance was Adairius Gardner Committee Member.

We reviewed and recommended Board approval for the following items on the January Board of Directors Consent Agenda.

A-2: Consideration and approval of Decentralized Operations Review Report Update (Presenter – Brian Atkinson)

And is recommended that the following item be on the January Board of Directors Regular Agenda.

A-3: Consideration and approval of Governance and Audit Risk Universe/Heat Map (Presenter – Brian Atkinson)

The Committee also heard a Governance & Audit Workplan Status update as well as an Ethics Hotline update from Director of Governance & Audit Brian Atkinson and Internal Auditor Amy Summers.

Madam President, that concludes my report.

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Date: January 08, 2025
Current Meeting: January 08, 2025
Board Meeting: January 16, 2025

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: President/CEO, Jennifer Pyrz
FROM: Governance & Audit Brian Atkinson
SUBJECT: Decentralized Operations Review Report Update

ACTION ITEM A-2

RECOMMENDATION:

Review and receive Governance & Audit Decentralized Operations Review Report Update

- See Reference Item 2024-10

BACKGROUND:

The FY 2024 Internal Audit Work Plan approved by the Governance and Audit Committee included a Decentralized Operations Review update from the original 2023 report.

IndyGo celebrated the opening of its new East Campus headquarters in August 2023. Also, the new Mobility Solutions and Customer Care Center on W. Michigan Street began operations in the first quarter 2023. IndyGo continues to operate the West Campus on W. Washington Street, the Carson Transit Center, and a charging station.

DISCUSSION:

The purpose of this report is to provide a current update on the various properties owned by IndyGo, status moving forward and operations spread across various facilities.

The original report rating was considered low based on six observations. This report will provide an update and any status changes to the original observations.

1. East Campus Move Schedule
2. East Campus Master Planning
3. Operating Budget
4. Facility Maintenance Plans
5. Property Management
6. Change Management

FISCAL IMPACT:

No Fiscal Impact

DBE DECLARATION:

Not applicable

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Governance and Audit Committee on January 8, 2025.

Decentralized Operations

Status Assessment as of January 8, 2025

Governance & Audit Report 2024-10

Issued on January 8, 2025

EXECUTIVE SUMMARY

Background

The FY 2023 Internal Audit Work Plan approved by the Governance and Audit Committee included an assessment of decentralized operations. This assessment was initially approved in FY 2022 but deferred until FY 2023. It was revisited in 2024.

As of this update, IndyGo continues to operate both passenger and non-passenger facilities including: the West Campus on W. Washington Street headquarters, the East Campus headquarters, the Mobility Solutions and Customer Care Center on W Michigan Street, the Julia M. Carson Transit Center, and two end of route charging stations.

Our assessments are performed in accordance with the professional practice standards of the Institute of Internal Auditors. This report was prepared for use by IndyGo’s Board of Directors, Governance and Audit Committee, and management.

Objective and Scope

Our assessment is primarily concerned with IndyGo’s planning and preparation around its bus storage and maintenance expansion activities, and future operation between two bus depots.

Due to the multi-year nature of this transition, and potential future build outs or facility acquisitions, we will update our procedures at periodic intervals.

Our procedures for this or future periods will focus on critical areas, such as:

- Ability to operate multiple facilities simultaneously
- Impacts upon day-to-day staffing as well as workforce retention and attraction
- Consistency of agency policies and procedures across facilities
- Effective change management
- Budgeting for the daily operations and maintenance of these facilities, as well as future capital costs for the same
- Identification of opportunities to enhance performance and/or find efficiencies

Overall Report Rating & Observations

(See Appendix A for definitions)

Decentralized Operations	Project Rating	Risk Ratings		
		High	Medium	Low
As of September 30, 2023	Low	0	3	3

Overall Summary and Review Highlights

This update report covers project activity for the period from September 30, 2023 to January 1, 2025, and provides updates on all the original observations. The original ratings were based on data available at the time of the October 2023 report. Current updates have reduced all ratings to low and are addressed in this current report below.

After meeting with the Chief Development Officer, this report is now considered completed with no further updates deemed necessary unless a new Decentralized Operations project is determined by the Governance and Audit Committee.

Our original report included January 1 to September 30, 2023, observations and recommendations, on the following pages have been updated to reflect the current update review. The following observations were originally designed to support an effective transition to increased decentralized operations:

1. East Campus property acquisition and tenant relocation
2. East Campus Bus Storage and Maintenance Garage design and construction
3. Operating Budget
4. Facility Maintenance Plans
5. Property Management
6. Change Management

We would like to thank IndyGo staff and all those involved in assisting us in connection with this update review.

Questions should be addressed to the IndyGo Department of Governance and Audit at batkinson@indygo.net.

OBSERVATIONS

The following are our observations and recommended actions, if any. Definitions of the observation rating scale are included in Appendix A.

Area	Risk Rating		Observation	Recommendation
	Sept 30, 2023	Future Date TBD		
1. East Campus Property Acquisition & Tenant Relocation	Medium	TBD	<p><u>Original Observation:</u></p> <p>IndyGo engaged an Office Relocation consultant in May 2022 to provide full-service, turnkey move coordination and oversight from three locations to the new East Campus, buildings A and B. This included physical packing and movement, determination of an efficient timeline, and coordination with new furniture delivery and installation. The consultant’s contract was amended three times as the timetable, IndyGo project manager, and scope were changed.</p> <p>The initial targeted timeframe for the move was summer/autumn 2022. This date was subsequently moved back. Schedule changes were caused by furniture issues, build out delays, and planning for the East Campus grand opening.</p> <p>The office relocation moves were substantially complete by August 31, 2023. This is approximately one year after the targeted timeframe. The delay has potentially impacted other activities and the overall move timeline.</p>	<p>None. Future activities and deadlines are being managed, monitored, and reported on internally and with direct guidance from the Federal Transit Administration.</p> <p>Transitioning staff to the East Campus is complete. There are 120 employees working in buildings A and B. Building C is being used by the contracted paratransit operation.</p>

2. East Campus Garage Construction	Medium	TBD	<p>Original Observation:</p> <p>IndyGo engaged a Master Planning and Design consultant in March 2023 for the future East Campus operations center, maintenance garage, and other tasks. Final Master Plan deliverables are expected by the end of calendar 2023. They include program development, site planning, estimated construction costs and more.</p> <p>IndyGo has created a project management plan, budget and project schedule aligned with the consultant tasks.</p> <p>Design and construction is planned to extend into 2024 and 2025, depending on final decisions made, potential property acquisitions, and available resources. IndyGo has received a \$33 million FTA grant, which can be used only for construction.</p> <p>Update:</p> <p>IndyGo engaged a Master Planning and Design consultant in March 2023 for the future East Campus operations center, maintenance garage, and other tasks. The master planning phase was completed in early 2024. Included in that phase was program development, site planning, estimated construction costs and more.</p> <p>IndyGo has created a project management plan, budget and project schedule aligned with the consultant tasks.</p> <p>Design and construction is planned to extend into 2024 and 2025, depending on final decisions made, potential property acquisitions, and available resources. IndyGo has received a \$33 million FTA grant, which can be used only for construction.</p>	<p>Continue the consultant oversight to support timely vendor project deliverables and IndyGo executive decision making.</p> <p>Consider seeking additional grant funding or rebate programs for one or more program elements (e.g., EV charging equipment) to support the existing \$33 million FTA grant award.</p> <p>The current IndyGo Capital Investment Plan for East Campus states: The longer-term plan is for building “C” to be demolished to accommodate IndyGo’s East Campus expansion (2025 Operations Budget). In addition to needing more on-site parking spaces at East Campus, the existing drainage system needs to be re-designed prior to constructing the proposed Fleet Storage, Maintenance Terminal, and Operations Center (i.e. the new garage). Once constructed, it is anticipated that this new build will accommodate the storage of 80 to 180 buses, maintenance bays, treasury, and some offices for staff.</p>
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Area	Risk Rating		Observation	Recommendation
	Sept 30, 2023	Future Date TBD		
3. Operating Budget	Low	TBD	<p><u>Original Observation:</u></p> <p>The Budget office has received input on potential operating expense increases from the operating departments. The FY 2024 Proposed Budget approved by the Board in August 2023 includes a reference to “increased O&M (Operations and Maintenance) costs related to new and existing facilities”. Cost line items addressed included security, maintenance, contracted services, utilities, copier leases, insurance, and fuel.</p> <p>The approved FY 2024 budget also includes a five-year outlook for expenses and operating revenue. A balanced budget is projected through FY 2028. IndyGo is applying the remainder of its COVID 19 federal stimulus funds during this period. This results in the deferral of a potential “fiscal cliff” for a period longer than many other transit providers.</p>	<p>Finance and the departments should continue to work collaboratively on future potential expense increases due to IndyGo’s expanded facilities ownership and related costs. This includes refining inflationary estimates and preparing to issue Request for Proposals (RFPs), as needed.</p> <p>The recently approved 2025 budget includes appropriations for operation of all IndyGo facilities including the East Campus.</p> <p>In the Fall of 2024, the IPTC Board of Directors has commissioned a fiscal sustainability study that will, among other things, examine operating and capital costs associated with the new facilities and expanded operations.</p>

4. Facility Maintenance Plans	Low	TBD	<p><u>Original Observation:</u></p> <p>IndyGo has existing Facility Maintenance plans for the existing West Campus (revised 2019), and the Carson Transit Center and BRT lines (revised 2020). These include references to several outside contractors used for preventative maintenance, landscaping, shelter cleaning, snow and ice removal, and building maintenance.</p> <p>However, Facility Maintenance plans have not yet been fully developed for the East Campus, Michigan Street Mobility Center, or the charging stations. Management intends to update all maintenance plans, which also will reflect the new maintenance software system which was recently implemented.</p> <p><u>Update:</u></p> <p>IndyGo has existing Facility Maintenance plans for the existing West Campus (revised 2019), and the Carson Transit Center and BRT lines (revised 2020). These include references to several outside contractors used for preventative maintenance, landscaping, shelter cleaning, snow and ice removal, and building maintenance. However, the need for a Facility Maintenance plan for the East Campus remains.</p> <p>Over the course of the next year, IndyGo hopes to be able to amend and restate the 2019 Interlocal Agreement with the City of Indianapolis, Department of Public Works, to account for all on-going maintenance associated with the BRT corridors.</p>	<p><u>Original Recommendation:</u></p> <p>Update the existing Maintenance Plans for IndyGo’s revised operations at the West Campus and CTC (if needed).</p> <p>Develop Maintenance Plans and related procedures for the East Campus and other facilities, recognizing that updates and revisions may be required as the campus is fully built out. Consider staffing needs as well as other operating expenses.</p> <p><u>Update on Original Recommendation</u></p> <p>In preparation for the 2024 FTA Triennial Review an extensive maintenance plan was developed and published. This plan covers all IndyGo properties including:</p> <ul style="list-style-type: none">• 1501 West Washington• 9503 East Campus• 2453 West Michigan• Julia M. Carson Transit Center• Red and Purple Line Raptid Transit• North College Layover• Madison Layover <p>Each section contains maintenance plans, related schedules and contracted service providers.</p>
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Area	Risk Rating		Observation	Recommendation
	Sept 30, 2023	Future Date TBD		
5. Property Management	Low	TBD	<p><u>Original Observation:</u></p> <p>IndyGo has an expanding portfolio of diversified real estate assets. These now include two headquarters locations, the Carson Transit Center, a mobility center, charging stations, and various leased or owned parcels that may be used for future charging stations. Future acquisitions may include a garage and/or land parcel adjacent to the East Campus, and property near the Carson Transit Center. IndyGo has also begun to consider Transit Oriented Development (TOD) projects, which can support economic development and mixed-income housing goals near major facilities or Bus Rapid Transit (BRT) stations.</p> <p>However, IndyGo does not currently have a dedicated property manager. Typical real estate functions have been handled by various personnel in the Legal, Strategic Planning, Operations, and Finance departments. A property manager’s responsibilities could include real property acquisitions, disposals, leasing, property management, right of way negotiations, eminent domain activities, transit-oriented communities, and relationships with private developers.</p> <p><u>Update to Observation:</u></p> <p>IndyGo has an expanding portfolio of diversified real estate assets and related needs. The Blue Line project includes the Eastside Mobility Hub, which will require personnel and resources once constructed.</p> <p>However, IndyGo does not currently have a dedicated property manager. Typical real estate functions have been handled by various personnel in the Legal, Strategic Planning, Operations, and Finance departments. A property manager’s responsibilities could include real property acquisitions, disposals, leasing, property management, right of way negotiations, eminent domain activities, transit-oriented communities, and relationships with private developers.</p>	<p><u>Original Recommendation:</u></p> <p>Consider hiring a property manager. IndyGo continues to expand its real property holdings (land and buildings) and BRT stations, and management of existing facilities. The number and complex nature of these properties may warrant dedicated personnel with specialized expertise.</p> <p><u>Updated Recommendation:</u></p> <p>Although a specific property manager position has not been created, a new Director of Facilities was hired in October 2024. This position reports within the Operations Division.</p>

6. Change Management	Low	TBD	<p>Original Observation:</p> <p>IndyGo has developed a strong culture, and has a core value of Teamwork, to promote communication and collaboration.</p> <p>IndyGo’s operations, BRT route and facility expansions have resulted in change:</p> <ul style="list-style-type: none">• New customer interaction on BRT routes and in Mobility Services• Employee office relocation• Potential revised policies and procedures• Changing internal communications due to new office locations• Employee turnover in management, administrative, and operator positions <p>Communications and the agency’s customer service attitude has been strong. However, not everyone reacts similarly or welcomes change. IndyGo does not have one central communications plan or change management plan to anticipate and address the myriad factors that may arise from these changes.</p> <p>IndyGo also has various policies that reflect the current single headquarters organization structure and will require updating.</p>	<p>Original Recommendation:</p> <p>Create one overall timeline, which incorporates major milestones and summary status. Review this periodically with executive management and the Board.</p> <p>Consider whether change management processes or plans may be warranted to retain and build upon its existing strong culture. The purposes of a systematic approach to transition are to support an organization’s overall strategies, communicate new operations and policies clearly, and support its existing and new personnel adapt to change.</p> <p>Update relevant policies and procedures, to reflect the revised operations, and store in a centralized location on the IndyGo intranet. We understand that IndyGo has posted a new Policy Coordinator position to support this effort.</p> <p>Update to Recommendation by Department of People:</p> <p>In 2024, we made significant improvements across various areas of the agency. One of the major changes was hiring a new Chief HR Officer (CHRO) in May 2024. The new CHRO is dedicated to enhancing People, Culture, and Operational Excellence. Within his first six months, we have already seen positive outcomes. His key initiatives include:</p> <ul style="list-style-type: none">• Reducing Turnover: Turnover remains a challenge in the transportation industry, particularly in operations. To address this, IndyGo hired a Director of Talent Acquisition in August 2024, focusing on recruiting quality candidates. Additionally, we hired another recruiter to meet demand and hired a Data Analyst to understand the reasons behind turnover better. In 2025, HR will collaborate with operations leaders to develop an action plan to reduce turnover.• Developing Policies and Procedures: In August 2024, HR hired a Manager of Policies, Compliance, and Process Improvement to create clear and consistent policies across all locations. This includes updating the employee handbook, which will be communicated in 2025.• Change Management: The new CHRO has implemented a change management strategy designed to impact the entire agency positively.
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APPENDIX A — RATINGS AND DEFINITIONS

Observation Risk Rating Definitions	
Rating	Definition
Low	<ul style="list-style-type: none">• Risk to achieving stated objective, or best practices, is low.• Meeting these areas represents best practice for IndyGo.
Medium	<ul style="list-style-type: none">• Risk to achieving stated objective, or best practices, is moderate.• Opportunity exists for improvement.• Risk should be addressed in the near term.
High	<ul style="list-style-type: none">• Risk to achieving stated objective, or best practices, is high.• Improvements are needed to help IndyGo meet its goals, improve its processes or internal control structure, and further protect its brand.• Risk should be addressed immediately.

Report Risk Rating Definitions	
Rating	Explanation
Low	<ul style="list-style-type: none">• The status is adequate.• Controls are in place and operating effectively.• Minimal improvements are required.• Observations are limited to low risk areas or are not pervasive in nature.
Medium	<ul style="list-style-type: none">• The status is potentially off-track.• Certain controls are either not in place or are not operating effectively.• Improvements are required.• Observations were noted in several areas or are pervasive to one area.
High	<ul style="list-style-type: none">• The status is off-track (as of this reporting date).• Several controls were not in place or were not operating effectively for substantial areas.• Significant improvements are required.• Observations were noted in multiple areas and/or were pervasive.

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December Board Of Directors Minutes

IndyGo

12/19/2024 11:00 AMEST

@ 9503 E 33rd St- IndyGo HQ

Attendance

Present:

Members: Carrie Black, Bart Brown, Justin Burcope, Marcus Burnside, Terri Clay, Keta Cross, Matt Duffy, Mary Ann Fagan, Bob Frye, Adairius Gardner, Britt Griffin, Greg Hahn, Justin Jackson, Richard Wilson, Jr., Jennifer Pyrz, Stephanie Quick, Mike Roth, Taylor Schaffer, Aaron Vogel

1. Call to Order and Roll Call (Presenters – Gregory Hahn, Robert Frye)

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 [December 2024 Agenda.docx](#)

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Chairperson Hahn called the meeting to order at 11:02 a.m. Chief Legal Officer Robert Frye called the roll. Six members were present and there was a quorum.

2. Awards and Commendation (Presenter – Jennifer Pyrz)

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President and CEO Jennifer Pyrz gave an update on the Awards and Commendations for December 2024.

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

1. Finance Committee – Richard Wilson

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2. Service Committee – Adairius Gardner

 [A Service Committee Chair Report December.docx](#)


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The reports were received and entered into the record by Chairperson Hahn without objection.

4. Consent Agenda (Presenter – Gregory Hahn)

1. A-1: Consideration and approval of minutes from Board meetings held on November 21, 2024

 [A-1 November 2024 Board Of Directors Minutes w-o links.docx](#)

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2. A-4: Consideration and approval of Washington St BRT Docking Task Order (Presenter – Christian Cambron)

 [A-4- Washington Street BRT Docking Task Order for Architectural Services.docx](#)

3. A-5: Consideration and approval of Dynaway Enterprise Asset Management Software Renewal Contract (Presenter - Marcus Burnside)

 [A-5 Consideration and Approval of Dynaway Enterprise Asset Management Contract.docx](#)

4. A-6: Consideration and approval of 1501 Garage Drain Renovation Project (Presenter – Andrea Hermer)

 [A-6 1501 Garage Drain Renovation Project.docx](#)

5. A-7: Consideration and approval of Far Eastside Bus Stop Improvements Design Services Task Order (Presenter – Rachel Wilson)

 [A-7 Design of Far Eastside Bus Stops 12.6.24.docx](#)

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6. A-8: Consideration and approval of Red Line Bus Pad Pavement Markings Contract (Presenter – Rachel Wilson)

 [A-8 Construction of Red Line Bus Pad Pavement Markings.docx](#)

7. A-11: Consideration and approval of 18 Diesel 60ft New Flyer Buses for the BRT Blue Line (Presenter – Aaron Vogel)

 [A-11 BL 60ft Diesel Buses - Action Item 12.12.24 \(1\).docx](#)


 [Blue Line Bus Arrivals 2024 PPT.pdf](#)

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8. A-13: Consideration and approval of Blue Line Task Order for WSP, Design Services During Construction (Presenter – Matthew Duffy)

 [A-13 Blue Line BRT Design Services During Construction for WSP USA, Inc.docx](#)

9. A-14: Consideration and approval of Blue Line Task Order for BF&S, Construction Management (Presenter – Matthew Duffy)

 [A-14 Blue Line BRT Construction Management Services During Construction for BF&S.docx](#)

10. A-16: Consideration and approval of Local Route TSP, Task Order for Kimley Horn System Implementation (Presenter – Matthew Duffy)

 [A-16 Local Route TSP System Implementation Kimley Horn.docx](#)

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Motion:

Removal of Action Item A-2, Consideration and approval of Board of Directors Meeting Dates for 2025, be removed from the Consent Agenda and placed on the Regular Agenda.

Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE, Richard Wilson, Jr.-AYE, Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

Motion:

Chief Legal Officer Robert Frye made a point of order noting that after voting to remove Item A-2 (approval of Board of Directors meeting dates for 2025), the Board proceeded to consider the Regular Agenda without voting on the Consent Agenda and so a vote for the Consent Agenda was still needed.

Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE; Richard Wilson, Jr.-AYE; Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

5. Regular Agenda (Presenter – Gregory Hahn)

1. A-2: Consideration and approval of Board of Directors Meeting Dates for 2025 (Presenter – Jennifer Pyrz)

 [A-2 Approval of 2025 Board Meeting Dates.docx](#)

This item was removed from the Consent Agenda due to an error in the dates originally presented to and approved by the Finance Committee and the Service Committee. It was recommended that the Board approve the dates for its regular and committee meetings in 2025. The Board will hold its regular meetings in 2025 on the third Thursday of each month at 4:00 p.m., except for the meeting in

June, which will be held on the third Wednesday. There will also be a second regular meeting in July (July 31) to hold a public hearing on the proposed 2026 budget. The Finance Committee will meet on January 8, July 10, and December 11 at 8:30 a.m. The Service Committee will meet on February 13, April 10, June 12, August 14, October 9, and December 12 at 8:30 a.m. And the Governance & Audit Committee will meet on January 8, April 10, July 10, and October 9 at 1:00 p.m.

Motion:

Approval of Board of Directors Meeting Dates for 2025.

Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE; Richard Wilson, Jr.-AYE; Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

2. A-3: Consideration and approval of Resolution 2024-04 – Transfer in Appropriations and Carry Forward of Outstanding Encumbrances for FY2024 (Presenter – Justin Burcope)

 [A-3 Rollover and Transfer of Appropriations for FY2024.docx](#)

 [A-3 Resolution 2024-4 Transfer of Appropriations revised.pdf](#)

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It was recommended that the Board adopt Resolution 2024-04 to authorize the transfer of appropriations and carry forward of outstanding encumbrances for fiscal year 2024. State guidelines permit the Board to carry forward outstanding purchase orders from the previous fiscal year (2024) into the next fiscal year (2025) if they were unpaid by December 31, 2024. The funds to cover these expenses will come from the 2024 budget. Budget adjustments for operating and capital budgets will be required to align major expense categories with IPTC's overall budget. This action does not alter the total appropriation authority of the approved 2024 budget.

Motion:

Approval of Resolution 2024-04.

Roll Call Vote: Gregory Hahn-AYE, Adairius Gardner-AYE, Richard Wilson, Jr. – AYE, Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

3. A-9: Consideration and approval of Resolution 2024-05 – Free Fare Days for 2025 (Presenter – Carrie Black)

 [A-9 Free Fare Days 2025.docx](#)

 [A-9 Free Fare Days 2025 Resolution No 2024-5.docx](#)

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It was recommended that the Board adopt Resolution 2024-05 to authorize the President and CEO to approve free rides on specific days in 2025, following the precedent of previous years. The designated days are Transit Equity Day (Feb. 4), Thanksgiving Day (Nov. 27), Christmas Day (Dec. 25), and New Year's Eve after 8 p.m. (Dec. 31).

Motion:

Approval of Resolution 2024-05.

Roll Call Vote: Gregory Hahn-AYE, Adairius Gardner-AYE, Richard Wilson, Jr. – AYE, Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

4. A-10: Consideration and approval of IFB 23-07-480 205 Premium Diesel Fuel Supplier (Presenter – Aaron Vogel)

 [A-10 2025 Fuel IFB - Action Item 12-4-24.docx](#)

It was recommended that the Board authorize the President and CEO to enter into a contract with Keystone Cooperative, Inc. for a maximum of 1,980,000 gallons of premium ultra-low sulfur diesel fuel in 2025 for an amount not to exceed \$4,851,882. IPTC conducted a Request for Qualifications process to create a list of pre-qualified fuel suppliers for competitive bidding on fuel contracts through which Co-Alliance and CERES Solutions were deemed qualified. Co-Alliance is the incumbent diesel fuel supplier. In 2024, Co-Alliance and CERES Solutions merged to form Keystone Cooperative Inc. IPTC issued an Invitation for Bid for 2025 diesel fuel purchases on December 3, 2024, and after bids were opened on December 10, 2024, Keystone Cooperative, Inc. was selected as the low bidder at a price of \$2.3242 per gallon with a maximum purchase of 1,980,000 gallons.

Motion:

Approval of award of premium diesel fuel supply contract with Keystone Cooperative, Inc.

Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE, Richard Wilson, Jr.-AYE, Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

5. A-12: Consideration and approval of Blue Line Construction Contracts (Presenter – Matthew Duffy)

 [A-12 Blue Line Construction Contracts \(002\).docx](#)

It was recommended that the Board authorize the President and CEO to enter into contracts to construct the Blue Line BRT Project in the amounts not to exceed as follows: Package A (roadway) with Gradex, Inc. for \$208,000,000; Package B (BRT stations) with F.A. Wilhelm Construction Co. for \$34,702,000; and Package C (Eastside Mobility Hub) with R.L. Turner Co. for \$6,166,069. Design of the project was completed in September 2024 and permission to bid ahead of a Small Starts Grant Agreement with the FTA was granted in August 2024. IPTC conducted contractor outreach in August and September 2024 to promote the solicitation of this project. An invitation for bid, IFB 24-07-522, was released on October 1, 2024, with bids due by November 21, 2024. Contractors were invited to bid on all three packages or individual packages. Seven bids were received, all for individual packages: four bids for Package A, one bid for Package B, and two bids for Package C. All low bids were found to be responsive and responsible. The total construction cost for the Blue Line, if awarded to the low bidders, is \$248,832,443, which is below independent cost estimates. Construction is expected to start in February 2025 and conclude in 2028.

Motion:

Approval of award of construction contracts for construction of the Blue Line BRT project.

Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE, Richard Wilson, Jr.-AYE, Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

6. A-15: Consideration and approval of Blue Line Construction Change Order Amount (Presenter – Matthew Duffy)

 [A-15 Blue Line Construction Change Order Board Action.docx](#)

It was recommended that the Board modify IPTC procurement policy to allow the President and CEO to approve change orders on the Blue Line BRT Project of \$250,000 or less. Blue Line construction is set to begin in February 2025 and conclude in 2028. To enhance flexibility during the project, the President and CEO will be authorized to approve change orders of \$250,000 or less, with those between \$100,000 and \$250,000 reported to the Board as an informational item. Each change will undergo independent cost estimation and will be reviewed by the Designer of Record (WSP) and the Construction Management Team (Butler, Fairman & Seufert) before execution. Change orders will be monitored through weekly management meetings, allowing for efficient payment processes for contractors and their subcontractors.

Motion:

Approval of modification of minimum change order amount for the Blue Line BRT project.

Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE; Richard Wilson, Jr.-AYE; Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

7. A-17: Consideration and approval of Resolution 2024-06 NEORide Membership (Presenter – Terri Clay)

 [A-17 NEORide - Board Action Item A-17 Dec 2024.docx](#)

 [A-17 Board Resolution 2024-06 -NEORide Membership.docx](#)

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It was recommended that the Board adopt Resolution 2024-06 approving IPTC's membership in NEORide. NEORide is a cooperative purchasing agency established pursuant to Ohio law comprised of 38 member transit agencies from 10 states and funded through member dues. NEORide performs procurements and seeks grants for the benefit of its members. Annual dues are \$12,000 for 2025. State statute authorizes IPTC to join into cooperative purchasing agreements with the approval of the Indiana Attorney General. Joint procurements offer the benefit of administrative efficiencies as well as leveraging the buying power of multiple agencies.

Motion:

Approval of Resolution 2024-06.

Roll call vote: Gregory Hahn-AYE, Adairius Gardner-AYE; Richard Wilson, Jr.-AYE; Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

8. A-18: Consideration and approval of Paratransit Operations and Maintenance Contract (Presenter – Mike Roth)

 [A-18 Paratransit and Maintenance Operations Contract.docx](#)

It was recommended that the Board authorize the President and CEO to enter into a contract with MV Transportation, Inc. to provide paratransit operations and maintenance services with a three-year term at a price not to exceed \$33,776,206, with two options to extend the term for one year each at a price not to exceed \$13,661,929 in the first option year and \$15,030,349 in the second option year. The ADA requires IPTC to provide paratransit services for individuals with disabilities. The ADA mandates that paratransit services be provided within three-quarters of a mile from fixed route corridors, but IPTC exceeds this requirement by covering all of Marion County. A Request for Proposals (RFP) for these services was issued on September 10, 2024. Eight proposals were received, and proposals from the six vendors were deemed responsive, including those from the incumbent provider, RATP Dev USA, Inc. The RFP evaluation committee requested that the six responsive proposers submit their final and best offer by December 11, 2024, following which MV Transportation, Inc. was determined to have submitted the most responsive and responsible proposal offering the best overall value.

Motion:

Approval of award of paratransit operations and maintenance services contract to MV Transportation, Inc.

Voice vote: Gregory Hahn-AYE, Adairius Gardner-AYE; Richard Wilson, Jr.-AYE; Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

9. A-19: Consideration and approval of Replacement Paratransit Vehicles (Presenter – Mike Roth)

 [A-19 Dec 2024 Paratransit Bus Procurement Roth \(002\).docx](#)

It was recommended that the Board authorize the President and CEO to enter into a contract with Midwest Transit Equipment, Inc. (MTE) to purchase 19

accessible passenger paratransit bodies on chassis vehicles, including all associated equipment, for an amount not to exceed \$2,621,772. The average useful life of a paratransit vehicle is five years and 150,000 miles. To ensure the availability of a reliable fleet for paratransit services, IPTC follows a fleet replacement/stabilization plan, and per the plan, it is time to replace some of the fleet. Section 5310 and 5339 federal grant funding will cover 80% of the cost of the 19 paratransit vehicles. The purchase will be made through a State of Indiana quantity purchasing agreement.

Motion:

Approval of award of contract to purchase 19 paratransit vehicles from Midwest Transit Equipment, Inc.

Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE; Richard Wilson, Jr.-AYE; Mary Ann Fagan-AYE, Taylor Schaffer-AYE, Stephanie Quick-AYE. Motion carried 6-0.

6. Information Items (Presenter – Gregory Hahn)

1. I-1: Finance Report (Presenter – Bart Brown)

 [November 2024 Financials Summary.docx](#)

 [Budget to Actuals \(Comparative Statement\) - IndyGo.pdf](#)

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The Board heard the November Finance Report update from Chief Financial Officer Bart Brown. The report was received and entered into the record by Chairperson Hahn without objection.

2. I-2: Mobility Advisory Committee (MAC) Meeting Minutes (Presenter – Mike Roth)

 [MAC Meeting Minutes November.2024.pdf](#)


The MAC minutes were received and entered into the record by Chairperson Hahn without objection.

3. I-3: Department Reports


 [Risk and Safety Board Report Dec 2024.docx](#)

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 [R-2 PLANNING AND CAPITAL PROJECTS REPORT for 2024-12 \(1\).docx](#)

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 [Public Affairs Board Report December 2024 Meeting.pdf](#)

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 [IndyGo Foundation12.12.24 Report to IndyGo Board.docx](#)

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The Board received Department Reports for Risk & Safety, Capital Projects, Public Affairs, and the IndyGo Foundation.

7. Adjourn (Presenter – Gregory Hahn)

On the order of Chairperson Hahn and there being no objection, the meeting was adjourned at 11:50 am.

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Date: January 08, 2025
Current Meeting: January 08, 2025
Board Meeting: January 16, 2025

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: Interim President/CEO Jennifer Pyrz
FROM: Governance & Audit Director Brian Atkinson
SUBJECT: Governance and Audit Risk Universe/Heat Map

ACTION ITEM A-3

RECOMMENDATION:

Review and receive Governance & Audit Risk Universe/Heat Map 2025

- See Reference Item 2024-09

BACKGROUND:

During late 2024, the Governance & Audit team, with input from management and its subject matter advisors, compiled a heat map to identify and illustrate the agency's risk universe. Perspectives were sought on agency-wide risks, external risks, and threats to IndyGo's mission and objectives.

DISCUSSION:

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

The heat map was compiled after a series of conversations with 60 members of IndyGo management, staff and Board President.

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

Fourteen reviews are recommended for 2025 that come from the Risk Universe Heat Map.

- Driver License and I-9 Compliance
- Employee Termination Process
- Sexual Harassment Training

- Mail Operations
- Email Account Validation
- Compensation Management Plan
- Fixed Asset Management Plan
- Retail Desk Transfer
- Criminal Background Checks
- Customer Comments Review
- Security of All Facilities
- Fleet Management/Routine Maintenance Review
- Rehire Eligibility Checks
- Assessment Placement Testing
- BMV Checks
- Drug and Alcohol Testing Review
- Annual Risk Refresh and Internal Audit Workplan

FISCAL IMPACT:

No Fiscal Impact

DBE DECLARATION:

Not applicable

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Governance and Audit Committee on January 8, 2025.

Annual Risk Refresh and Proposed FY 2025 Audit Workplan

Governance & Audit Report No. 2024-9

Report Issued January 08, 2025

Executive Summary

Background

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

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

The FY 2025 Internal Audit Work Plan approved by the Governance and Audit Committee included a refresh of the current risk assessment. The results of the risk assessment refresh allow us to design a forward-looking work program that is both proactive and reactive, and which considers the full spectrum of risks illustrated below.



Objective and Scope

Our risk assessment process included:

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

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

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

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

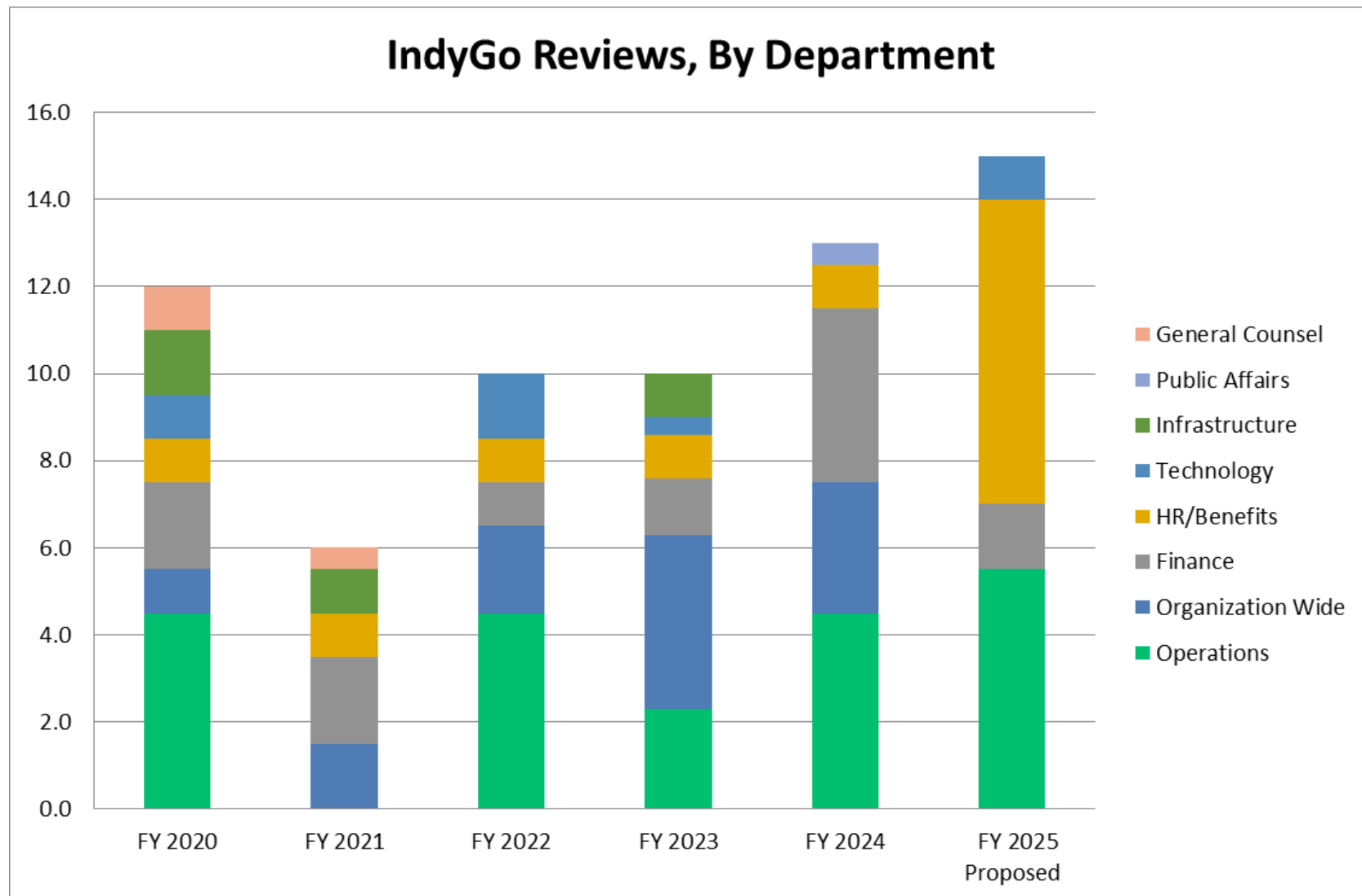
- Our understanding of IndyGo and its operating environment
- Our subject matter expertise in the public transit space
- Our experience in internal audit and enterprise risk

Overall Summary

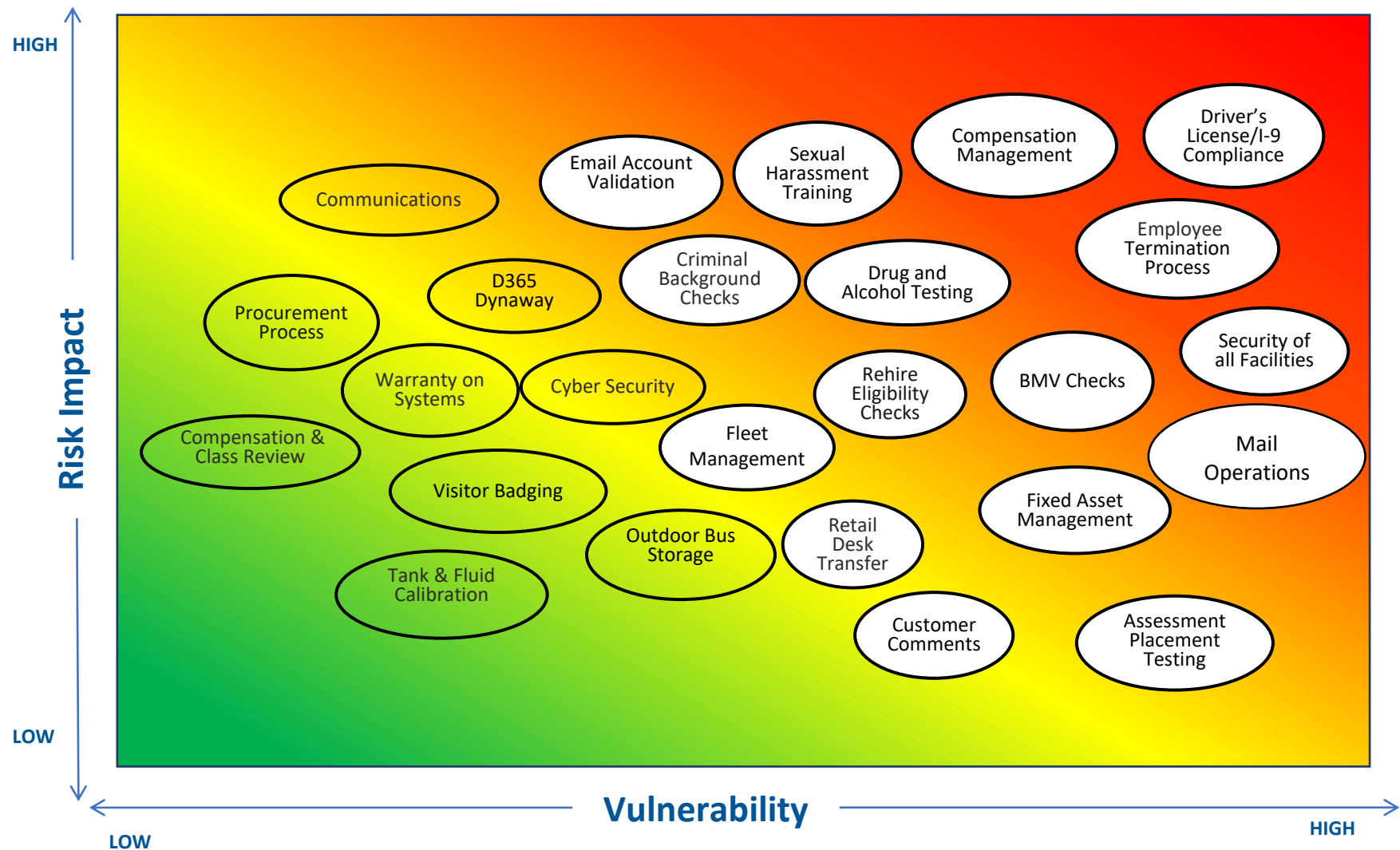
The Heat Map and resulting Work Plan presented on the following pages represent the result of this risk assessment refresh. Appropriate attention toward managing these risks in the near term will be critical to the continued success of the agency.

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

IndyGo Audits, By Year and Department



Heat Map and FY 2025 Proposed Audits



- FY 2025 to be completed by audit projects are shaded in white

FY 2025 Proposed Internal Audit Workplan

Area	Description
1. Driver's License & I-9 Compliance Review	<ul style="list-style-type: none"> Determine compliance guidelines and determine if IndyGo is following the guidelines. Is the required documentation being collected and maintained for each employee? What document storage method is being used for employee I9 identifications?
2. Employee Termination Process	<ul style="list-style-type: none"> Is there a termination checklist? ADP auto notification for initiation of a termination: Who receives compared to who should receive? Fleet notification of terminations for fuel dispensing system. Terminated trainees removed from Payroll sheets. Exit interviews, who is offered an interview?
3. Sexual Harassment Training	<ul style="list-style-type: none"> How often is Sexual Harassment Training held at IndyGo? Who is expected to take sexual harassment training? What percentage of staff is trained?

FY 2025 Proposed Internal Audit Workplan (continued)

Area	Description
4. Compensation Management Plan	<ul style="list-style-type: none"> • Timecard approval – Are all supervisors adequately reviewing timecards before approving them? • Are employees receiving disability payments also being paid for accrued paid leave? • Worker’s Compensation – Payment, processes and uniformity of parameters in place. • Sick list – Review how one gets on the sick list, or back on the sick list and all that happens with carrying the cost of their benefits in the meantime? • FMLA – seek to better understand the past use of FMLA and what the costs to the agency have been. • Unpaid Leave – Understanding how unpaid is being used and what are the costs to the agency.
5. Fixed Asset Management Plan	<ul style="list-style-type: none"> • Disposal Process – What is the policy and what is covered by the policy? • Replacement insurance – What is included and not included. How are items added? • Depreciation and Useful Life – are assets being adequately depreciated? • Recordkeeping for Fixed Assets – where are the records being retained and are they correct?
6. Retail Desk Transfer to Finance (Approved in FY 2023)	<ul style="list-style-type: none"> • Support of transition process. • Training and usage effectiveness.

FY 2025 Proposed Internal Audit Workplan (continued)

Area	Description
7. Criminal Background Checks	<ul style="list-style-type: none"> • Are criminal background checks being performed? • Are background checks timely, prior to hiring someone??
8. Customer Comments Review Update	<ul style="list-style-type: none"> • Customer service data disposition, reporting and resolution. • Comment routing process. • Timeliness of comment resolution • Type of complaints, validity of complaints and frequency of type.
9. Security of All Facilities	<ul style="list-style-type: none"> • Keys and levels of access – What are the policies and procedures for who has access and where? • Door Malfunctions – Are our buildings as security as we think they are? • Access to core keys – Who should have access to remove lock cores? • Exterior Property Access – Are the exterior gates and fences secure?

FY 2025 Proposed Internal Audit Workplan (continued)

Area	Description
10. Fleet Management/Routine Maintenance Review	<ul style="list-style-type: none"> Nightly routine maintenance – Is it being done? Washing? Fluid top offs? What else? Are they safe? Why are operators reporting things weren't done shortly after the bus enters revenue service? Monitoring fluids – Who is allowed to dispense fluids, and who ensures that the systems stay current? Is there a deficiency with the equipment?
11. Rehire Eligibility Review	<ul style="list-style-type: none"> What do recruiters and others in HR have access to in ADP? Are we adhering to our own processes? If not, what are the consequences of that? What improvements can be made to the process to improve the outcomes?
12. Assessment Placement Testing	<ul style="list-style-type: none"> What is included in the assessment tests? What positions require tests? What is the pass/fail rate? Is it an acceptable level?
13. Email Account Validation	<ul style="list-style-type: none"> Do we maintain a current list of employee email accounts? Should there be a policy regarding requiring email use? How are accounts established and deleted?

FY 2025 Proposed Internal Audit Workplan (continued)

Area	Description
14. BMV Checks	<ul style="list-style-type: none"> Do we know that employees are current and in good standing with their Commercial Driver's License? Are all coach operators checked each time, is it random and how often done?
15. Drug and Alcohol	<ul style="list-style-type: none"> Are we getting them done, when they are supposed to be done? Are we doing them for all new re-hires? Are they coming back in a timely manner?
16. Mail Operations	<p>Mail Service Procedure</p> <ul style="list-style-type: none"> Is the procedure being followed? What parts are not being followed and what are the recommended fixes? Is there a security issue? Why is some mail never reaching the intended recipient? What are some recommendations for improving the procedure and reduce lost or delayed mail?
17. Annual Risk Refresh and Internal Audit Workplan	<p>Update the IndyGo risk universe by performing the annual risk assessment refresh and proposing the future Internal Audit workplan. Steps include:</p> <ul style="list-style-type: none"> Interview members of IndyGo management and the Board, to obtain feedback on risks. Prioritize the risk universe and prepare an updated Heat Map. Propose the Internal Audit work plan, with specific audits.

Completed Prior Audits

Fiscal Year	Report ID	Report Title	Date Reported
2024	2024-9	Annual Risk Refresh & Proposed Audit Plan 2025	1/8/2025
	2024-8	Maintenance & Storeroom Review Updated	10/16/2024
	2024-7	Policy Review Update Report	10/16/2024
	2024-6	Collision Review	7/18/2024
	2024-5	Safety/Security Review	7/18/2024
	2024-4	Paratransit Fare Collection Audit	4/18/2024
	2024-3	Maintenance Review	4/18/2024
	2024-2	Healthcare Cost Review	7/18/2024
	2024-10	Decentralized Operations Review Report Update	1/8/2025
	2024-1	Fare Pass Inventory Audit	4/18/2024
	2023-9	Annual Risk Refresh & Proposed Audit Plan 2024	1/18/2024
	2023-8	Staffing, Hiring & Recruiting Review Report	1/18/2024
2023	2023-7	Operator Scheduling Review Report	10/19/2023
	2023-6	Decentralized Operations Review Report	10/19/2023
	2023-5	Flowbird/Mykey Review	7/20/2023
	2023-4	Transit Asset Management Review	7/20/2023
	2023-3	Ridership Experience Review	7/20/2023
	2023-2	Bus Rapid Transit (BRT) Review	7/20/2023
	2023-1	Policy Review	4/27/2023

Completed Prior Audits (continued)

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

BOARD MEMORANDUM

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

THROUGH: President and CEO Jennifer Pyrz

FROM: Chief Information Officer Marcus Burnside

SUBJECT: Consideration and Approval of RFP # 24-07-524 – Information Technology (IT) Products and Services Contract

ACTION ITEM A – 4

RECOMMENDATION:

It is recommended that the Board of Directors authorize the President and Chief Executive Officer to enter into a contract agreement for three years including two optional years with Electronic Strategies, Inc. for IT products and services in an amount not to exceed \$468,000.

BACKGROUND:

Since 2018, IPTC has utilized Dell Technologies products and services for desktops, laptops, monitors, docking stations, and accessories. With proven reliability, ultimate performance, and exceptional user experience, Dell's business computers deliver the productivity users require to perform day-to-day operations.

DISCUSSION:

In July 2024, IPTC published an RFP for IT products and services. The Evaluation Committee met in November 2024 and selected Electronic Strategies Inc. as the new vendor. Overall, Electronic Strategies Inc. offered the best solution for our requirements and price.

FISCAL IMPACT:

The IT operating budget will fund this project. The Electronic Strategies IT products and services contract will be budgeted for \$88,000 in FY2025 and annually for \$95,000 from FY2026 to FY2029, totaling \$468,000. By comparison, IPTC has budgeted \$88,000 annually since FY2019; however, due to the rising costs of IT end-user equipment and accessories, the operating budget will be increased for projected market adjustments. This contract does not include additional products and services stated in the agreement; however, if IPTC were to utilize additional IT products and services from Electronic Strategies, a contract amendment with potential Board approval would occur.

DBE/XBE DECLARATION:

XBE goals were set for this solicitation. Electronic Strategies Inc., a certified VBE, will provide the products and services.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President and CEO Jennifer Pyrz
FROM: Chief Development Officer Brooke Thomas
SUBJECT: Consideration and approval of IndyGo's 5-year Capital Plan Update

ACTION ITEM A –5

RECOMMENDATION:

It is recommended that the Board of Directors IPTC Board of Directors approve the 2024 update to IndyGo's 5-yr Capital Plan, as amended.

BACKGROUND:

IndyGo's 5-year Capital Plan serves as a roadmap to implementing IndyGo's future service plan in that it describes all large capital investment projects and expenses – past, present, and future -- needed to deliver on the plan. IndyGo maintains its capital plan by revisiting its assumptions and projections as capital projects are implemented, recognizing when revenue is realized, and/or inserting additional information as it becomes available. This plan is a companion document to the budget book that is prepared by IndyGo's Finance Division each year.

DISCUSSION:

IndyGo's 5-year Capital Plan has been updated to:

- Reflect the progress that has been made since 2019.
- Document any changes to the scope, scale, or timeline of individual projects and expenses.
- Recognize most recent grant awards.
- Establish the funding priorities for the next five years.

The following is a summary of this years' substantive changes to the plan.

- The planning horizon has been extended to 2029.
- The total program budget has been updated/adjusted to respond to internal investment decisions and external factors that have caused one or more assumptions to change since the last amendment.
- The annual program summaries have been updated to describe accomplishments between the fall of 2023 and the fall of 2024.
- The description of each funding source has been reviewed for accuracy and, where necessary, updated to reflect the status of things.

FISCAL IMPACT:

The 5-year Capital Plan is maintained by IndyGo staff. Therefore, IndyGo does not incur costs to update the contents of this plan.

DBE/XBE DECLARATION:

Not applicable

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President and CEO Jennifer Pyrz
FROM: Chief Legal Officer Robert Frye
SUBJECT: Resolution No. 2025-01 – Approval of Updated Board Bylaws

ACTION ITEM A – 6

RECOMMENDATION:

IPTC staff recommends that the Board of Directors adopt Resolution No. 2025-01 approving updated Board Bylaws.

BACKGROUND:

The Board adopted bylaws to govern its structure, operation, and procedures in December 2021, and those bylaws have not been updated since that time.

DISCUSSION:

The state statute governing IPTC requires that the Board adopt rules of procedure under which its meetings are to be held. IC § 36-9-4-23(d). The Board's Bylaws have not been updated since their adoption over three years ago. Accordingly, at the Board's request, IPTC's Chief Legal Officer has drafted updates to the Bylaws and those updates have been circulated and discussed among the Board's members, the President and CEO, and the Chief Legal Officer. Changes to the Bylaws include updates to the roles of the Board's committees, clarification of when roll call votes must be taken versus voice votes, and the addition of rules for Board members' participation in meetings by electronic means.

FISCAL IMPACT:

Not applicable.

DBE/XBE DECLARATION:

Not applicable.

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
BOARD OF DIRECTORS**

RESOLUTION NO. 2025-01

A RESOLUTION approving an update to the Bylaws of the Board of Directors, to wit:

WHEREAS, the Indianapolis Public Transportation Corporation (IPTC) is an Indiana municipal corporation created pursuant to Ind. Code 36-9-4 and Revised Code of Indianapolis and Marion County § 116-402 to operate and maintain an urban mass transportation system to serve Indianapolis for the welfare of the general public, to expand the economic and social opportunities available to its residents, and to render adequate service essential to relieve traffic congestion which would otherwise prevent the rapid and efficient movement of persons and goods in and about the city; and

WHEREAS, the IPTC Board of Directors (the “Board”) is charged with the management of IPTC and is authorized to exercise the executive and legislative powers of the corporation pursuant to Ind. Code §§ 36-9-4-2, -14 and -29; and

WHEREAS, Ind. Code § 36-9-4-23(d) requires that the Board adopt rules of procedure under which its meetings are to be held; and

WHEREAS, the Board last adopted written on December 9, 2021; and

WHEREAS, in the interests of good governance, transparency and consistency, the Board desires to adopt updates to its bylaws to govern its structure, operation, and procedures.

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

Section 1. The Board hereby approves and adopts the updated bylaws attached to this Resolution (the “Bylaws”) as the Board’s rules of procedure and to otherwise govern the Board’s structure, operations, and procedures.

Section 2. This Resolution shall be in full force and effect from and after its adoption by the Board.

Section 3. If any section, paragraph, or provision of this Resolution shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of any such section, paragraph or provision shall not affect any of the remaining provisions of this Resolution.

ADOPTED by the Board of Directors of the Indianapolis Public Transportation Corporation this 16th day of January 2025.

BOARD OF DIRECTORS
INDIANAPOLIS PUBLIC
TRANSPORTATION CORPORATION

By: _____
Gregory F. Hahn, Board Chair

ATTEST:

By: _____
Robert M. Frye, Chief Legal Officer

ARTICLE I

NAME AND PURPOSE

Section 1. Name. The name of the authority shall be the Indianapolis Public Transportation Corporation (“IndyGo”).

Section 2. Background. IndyGo was created by ordinance adopted by the City-County Council of the Consolidated City of Indianapolis and Marion County (the “Council”) codified at Indianapolis-Marion County Revised Code section 116-402 under the authority of Indiana Code 36-9-4-12 and -13 and is a municipal corporation, body politic, and unit of local government of the State of Indiana charged with operating the urban mass transportation system (the “System”) of Indianapolis and Marion County. Certain rules prescribing the conduct of the Board of Directors of the Corporation (the “Board”) are set forth in state law, and nothing in these Bylaws is intended to, or has the effect of, altering or deviating from any grant of power, duty, or responsibility set forth in any applicable law. If inconsistencies exist between these Bylaws and any applicable law, the law shall govern the Board’s conduct.

Section 3. Purpose. These Bylaws shall serve as the Board’s rules of procedure under which its meetings are to be held. (*IC § 36-9-4-23*).

ARTICLE II

OFFICES AND FACILITIES

The Board shall determine the number and location of IndyGo offices and facilities as necessary to carry out IndyGo’s purposes.

ARTICLE III

BOARD OF DIRECTORS

Section 1. General Powers. Among other powers outlined in state law, the Board exercises IndyGo’s executive and legislative powers, has responsibility for the operation of the System, and exercises IndyGo’s authority to acquire, hold, and dispose of property. (*IC §§ 36-9-4-14, -28, and -30*). The Board may exercise responsibility by appointing, and prescribing compensation for, IndyGo executive officers as set forth in Article V.

Section 2. Number and Composition. The number of members of the Board is set by law at seven, with four members appointed by the Council and three members by the Mayor of the Consolidated City of Indianapolis and Marion County. (*IC § 36-9-4-15; Rev. Code § 116-404*). The appointing authorities shall make appointments to the Board so that the number of directors belonging to either of the two major political parties does not exceed the number belonging to the other by more than one. (*IC § 36-9-4-17*).

Section 3. Qualification. The members of the Board shall be residents of the taxing district of the corporation, which is coextensive with the boundaries of Marion County. (*IC §§ 36-9-4-10, and -14; Rev. Code § 116-403*).

Section 4. Compensation. Members of the Board are entitled to compensation of not more than \$1,200 annually, as determined in the budget, and reimbursement for any expenses incurred in the interest of the Board. (*IC § 36-9-4-20*). Compensation will be paid to each Board member on a quarterly basis at a rate of \$100 per month for each month that a member attends a Regular Meeting (defined in Section 6 of this Article). A member will not be paid for any month in which the member is absent from a Regular Meeting or in which a Regular Meeting is canceled.

Section 5. Tenure and Vacancies. Members shall serve staggered terms of four years. Any vacancy occurring on the Board shall be filled by the appointing authority making the original appointment. If a member leaves office before the member's term has expired, the appointing authority shall appoint a new member to serve the remainder of the term. (*IC § 36-9-4-18*).

Section 6. Regular Meetings. The Board is required by law to hold regular public meetings at designated intervals throughout the year. (*IC § 36-9-4-22*). Prior to the end of each calendar year, the Board shall adopt an annual schedule of monthly meetings, which shall specify the date, time, and place of the meeting each month ("Regular Meetings"). Public notice of Regular Meetings shall be given in accordance with Section 11 of this Article. The Board Chair shall have the authority to cancel, postpone, or change the date or time of a Regular Meeting subject to statutory requirements, including the notice requirements set forth in Section 11 of this Article.

Section 7. Special Meetings. The Board shall convene special meetings whenever such a meeting is called for by the Board Chair or by a majority of members. (*IC § 36-9-4-22*). Public notice of a Special Meeting shall be given in accordance with Section 11 of this Article.

Section 8. Quorum. A majority of the members of the Board shall constitute a quorum for a meeting (*IC 36-9-4-23*).

Section 9. Executive Sessions. The Board shall keep its meetings open to the public. (*IC §§ 36-9-4-22 and 5-14-1.5-1*). Provided, however, the Board may meet in executive sessions at which the public is not allowed to attend for one or more of the purposes set forth in the Open Door Law, Indiana Code 5-14-1.5. Public notice of an Executive Session shall be given in accordance with Section 11 of this Article. Any final action by the Board must be taken at a meeting open to the public, not during an Executive Session. (*IC § 5-14-1.5-6.1*).

Section 10. Agenda. The Board Chair, in cooperation with IndyGo's President and Chief Executive Officer (the "CEO"), shall be responsible for having the agenda prepared for meetings of the Board and shall provide the agenda to IndyGo staff for posting at the entrance to the location of the meeting prior to the meeting in accordance with the Open Door Law. (*IC § 5-14-1.5-4*). An agenda need not be posted for an Executive Session.

Section 11. Meeting Notices. All meetings of the Board, its committees, or any other occasion where official action is taken as defined by state law, including receipt of information (*IC § 5-14-1.5-2*), shall comply with the Open Door Law. Public notice of such meetings shall be given as follows:

(A) Regular Meetings. For Regular Meetings, notice shall be given at least 48 hours (excluding Saturdays, Sundays, and legal holidays) before it begins by posting a copy of the notice at the principal office and at the location of the meeting. (*IC § 5-14-1.5-5*).

(B) Special Meetings. For Special Meetings, notice shall be given by newspaper publication in accordance with state law (*IC §§ 36-9-4-22 and 5-3-1-2*).

(C) Public Hearings. If any portion of a meeting includes a public hearing, notice shall, in addition to notice required under subsections (A) and (B), be given by newspaper publication in accordance with state law. (*IC § 5-3-1-2*).

(D) Executive Sessions. For an Executive Session, notice shall be given in accordance with subsection (A) and the notice shall state the subject matter by specific reference to the enumerated instance or instances for which Executive Sessions may be held under Indiana Code § 5-14-1.5-6.1(b).

In addition to public notice as provided for above, all Board members shall also be given notice of any meeting or public hearing of the Board.

Section 12. Voting. The Board may not take official action by secret ballot vote. (*IC § 5-14-1.5-3*). Each Board member shall be entitled to one vote. There shall be no presumption of assent by a Board member and, except as permitted in Article IV, it shall be necessary for a Board member to be present in the meeting room and voting in order for the minutes of the meeting to reflect the Board member as having voted. Official action may be taken by the Board upon an affirmative vote of a majority of the members present at a meeting at which a quorum is present. (*IC § 36-9-4-23*). The Board may vote on proposed actions at a meeting by voice vote upon a motion made by a member and seconded by another member, except for in the following instances in which a roll call vote shall be taken:

- (A) Votes on the adoption of an ordinance.
- (B) Votes on the adoption of written resolutions.
- (C) If a Board member requests a roll call vote before a voice vote is taken.
- (D) If one or more members participates electronically, as provided for in Article IV.

Section 13. Written Resolutions or Proposals. The following action items for Board votes shall be accompanied by a written resolution or proposal:

- (A) Adoption of any ordinance. (*IC § 36-9-4-25*).
- (B) Establishment of or expenditures from an improvement reserve fund. (*IC § 36-9-4-57*).
- (C) Addition of territory to IndyGo's taxing district. (*IC § 36-9-4-13*).
- (D) Issuance of tax anticipation warrants. (*IC § 36-9-4-47*).
- (E) Any other Board action having a material fiscal impact on IndyGo, including but not limited to, bond or tax-levy approvals.

Section 14. Meeting Minutes. As a meeting of the Board progresses, minutes shall be kept recording (A) the date, time, and place of the meeting; (B) those Board members present or absent; (C) the general substance of all matters proposed, discussed, or decided; (D) a record of all votes taken by individual members; and (E) if any member participates electronically, any additional information required under Article IV. (*IC §§ 36-9-4-23 and 5-14-1.5-4*). For Executive Sessions, the minutes must identify the subject matter considered by specific reference to the enumerated instance or instances for which public notice was given under Section 11 of this Article and shall include a statement certifying that no subject matter was discussed other than the subject matter specified in the public notice. (*IC § 5-14-1.5-6.1*). All minutes are to be available within a reasonable period of time after the meeting and are to be open for public inspection and copying. (*IC §§ 36-9-4-23 and 5-14-1.5-4*). The Board Secretary, in cooperation with the CEO, shall be responsible for having the minutes recorded.

Section 15. Procedure of Meetings. Meetings and public hearings of the Board shall be held and conducted in accordance with the following hierarchical order: (A) applicable law, (B) these Bylaws, and (C) the current edition of Robert's Rules of Order Newly Revised, to the extent not in conflict. IndyGo's Chief Legal Officer, or their delegee, shall serve as parliamentary advisor to the Board.

Section 16. Conflicts of Interest. All members of the Board shall comply with the conflict-of-interest provisions in the Indianapolis-Marion County Revised Code. (*Rev. Code §§ 293-210 to -212*). The CEO shall promulgate and enforce an appropriate conflict-of-interest policy governing IndyGo's executive officers and staff, which policy shall take effect upon Board approval.

Section 17. Attendance. Members of the Board are expected and encouraged to physically attend all Board meetings and committee meetings except as permitted in Article IV. The Board Chair, in cooperation with the CEO, shall advise the appointing authority of any of its appointed members fail to attend one-third of all Regular Meetings a 12-month period. (*Rev. Code § 293-205*). Absences with the approval of the Board Chair for transit-related business on behalf of IndyGo shall not be counted.

ARTICLE IV

ELECTRONIC PARTICIPATION IN MEETINGS

Section 1. Electronic Attendance. A Board member may participate in a meeting of the Board or a committee of the Board by electronic means if the member uses a means of communication that permits the member and all other Board members participating in the meeting to simultaneously see and communicate with each other. If any Board member participates in a Board or committee meeting by electronic means, a majority of the members serving on the Board or the relevant committee must be physically present at the place where the meeting is conducted. A Board member who participates in a Board or committee meeting by electronic means is considered present at the meeting, shall be counted for purposes of establishing a quorum, and may vote at the meeting. Except in the case of a meeting under Section 2 of this Article, a Board member who plans to attend a Board or committee meeting by electronic means shall notify the Board Chair and CEO as soon as possible, ideally no less than 24 hours prior to the meeting start time, so that arrangements may be made for the member's participation by electronic means. (*IC § 5-*

14-1.5-3.5).

Section 2. Meetings During Disaster Emergency. If the Board or a committee of the Board meets during a disaster emergency declared by the Governor of Indiana, or during a local disaster emergency declared by the Mayor of the Consolidated City of Indianapolis and Marion County, no member is required to be physically present at the meeting. At least a quorum of the Board participating either by electronic means or in person shall be required to take official action. (IC § 5-14-1.5-3.7).

Section 3. Voting. All votes during a Board or committee meeting in which any member participates electronically must be roll call votes. (IC §§ 5-14-1.5-3.5 and -3.7).

Section 4. Minutes. The minutes for any Board or committee meetings at which one or more members participate by electronic means shall record: (A) the name of each member who participated by electronic means, participated in person, or was absent; (B) the electronic means by which any member participated in the meeting; and (C) the electronic means by which the public attended and observed the meeting, unless the meeting was held in a properly noticed Executive Session. (IC §§ 5-14-1.5-3.5 and -3.7).

Section 5. Public Participation. At any Board or committee meeting in which one or more members participate by electronic means, the public must be able to simultaneously attend and observe the meeting. This requirement does not apply to a properly noticed executive session. (IC §§ 5-14-1.5-3.5 and -3.7).

Section 6. Limits on Electronic Participation. Notwithstanding any other provision in this Article, no Board member may attend more than 50% of the Board's Regular Meetings or 50% of any assigned committee's meetings in any calendar year by electronic means. Meetings attended by electronic means under Section 2 of this Article do not count toward that limitation. (IC §§ 5-14-1.5-3.5 and -3.7). A Board member may attend no more than two consecutive meetings by electronic means unless the member's physical absence is due to military service, illness or other medical condition, death of a relative, or an emergency involving actual or threatened injury to persons or property. (IC § 5-14-1.5-3.5).

Section 7. Limits on Certain Final Actions. No member may participate in a meeting of the Board by electronic means if the Board taking final action to (A) adopt a budget; (B) make a reduction in personnel; (C) initiate a referendum; (D) establish or increase a fee; (E) establish or increase a penalty; (F) use the Board's eminent domain authority; and (G) establish, raise, or renew a tax. (IC § 5-14-1.5-3.5).

ARTICLE V

BOARD OFFICERS

Section 1. Election. The Board shall annually elect from its membership a Chair, a Vice-Chair, a Secretary, and a Treasurer at its Regular Meeting held in February. Any Board member may self-nominate or nominate another Board member at that meeting, and a majority vote is sufficient to elect each Board officer. No two Board offices shall be held by the same person.

Section 2. Chair. The Chair shall preside at all Regular Meetings, Special Meetings, and Executive Sessions held by the Board. The Chair shall see that all orders and resolutions adopted by the Board are carried into effect, shall appoint Board members to serve on committees of the Board, shall execute on IndyGo's behalf any instruments and documents that the Board has authorized the Chair to execute, and shall perform all duties and have such other powers incident to the office of Chair as may be prescribed by any applicable law, these Bylaws, or the Board.

Section 3. Vice-Chair. The Vice-Chair shall preside at any Board meeting or part of a meeting from which the Chair is absent or recused. In the absence or disability of the Chair, the Vice-Chair shall also perform the other duties, and exercise the other powers, of the Chair. The Vice-Chair shall perform all other duties and have all other powers as may be prescribed by any applicable law, these Bylaws, or the Board.

Section 4. Secretary. The Secretary shall keep the permanent record of all IndyGo proceedings and transactions or may delegate such responsibility to the CEO. The Secretary shall keep the minutes all meetings of the Board, or delegate the keeping of the minutes to the CEO. The Secretary shall certify the accuracy of such minutes, actions, and all resolutions of the Board if requested. The Secretary shall also give notice of all Regular Meetings, Special Meetings, Executive Sessions, and committee meetings of the Board in accordance with these Bylaws, or delegate the giving of notice to the CEO. The Secretary shall perform all other duties and have such other powers as may be prescribed by any applicable law, these Bylaws, or the Board.

Section 5. Treasurer. The Treasurer shall provide oversight and guidance to IndyGo's executive officers in ensuring good fiscal planning, decision-making, and oversight at a governance level. The Treasurer shall perform all other duties and have such other powers as may be prescribed by any applicable law, these Bylaws, or the Board.

Section 6. Term, Alterations and Succession. The officers of the Board shall be elected on an annual basis in accordance with Section 1 of this Article and shall hold such office for one year. (*IC § 36-9-4-21*). Each officer shall serve until the officer's successor is duly elected and qualified or until the officer's earlier removal, resignation, disqualification, or death.

Section 7. Removal. Any officer may be removed from office by a majority vote of the Board at a properly noticed meeting of the Board at which a quorum is present, and a proper agenda item is posted.

Section 8. Resignation. Any officer may resign their office at any time by giving written notice to the Board or the Board Chair.

Section 9. Vacancies. If any officer position becomes vacant more than 90 days prior to the Board's Regular Meeting in February of any year, the Board shall hold a special election no later than 90 days following the creation of the vacancy to fill the vacant position for the remainder of any unexpired term. If any officer position becomes vacant 90 or fewer days prior to the Board's Regular Meeting in February, the Board may hold a special election before that meeting to fill the vacant position for the remainder of any unexpired term.

ARTICLE VI

EXECUTIVE OFFICERS

Section 1. President and Chief Executive Officer. The Board shall appoint and prescribe the duties, tenure, and compensation of a qualified person to serve as general manager, who the Board may designate as IndyGo's President and Chief Executive Officer (the "CEO"). (*IC § 36-9-4-37*). The CEO shall administer IndyGo's daily operations and employ persons, firms, partnerships, or corporations deemed necessary by the Board for the conduct of IndyGo's affairs according to strategic plans and policies established by the Board, these Bylaws, and all applicable laws. Wherever these Bylaws require the CEO to perform a duty or cooperate with the Board in performing a duty, the CEO may delegate the performance of that duty to other IndyGo staff.

Section 2. Chief Financial Officer. The Board shall appoint and prescribe the duties, tenure, and compensation of a qualified person to serve as controller, who the Board may designate as IndyGo's Chief Financial Officer. (*IC § 36-9-4-27*).

Section 3. Chief Legal Officer. The Board shall appoint and prescribe the duties, tenure, and compensation of a qualified person to serve as IndyGo's Chief Legal Officer.

Section 4. Other Executive Officers. The Board may also prescribe the creation of other executive officers to manage the affairs of certain areas or departments of IndyGo that it deems necessary, and to delegate to the CEO the authority to employ qualified persons to serve in such executive offices and to prescribe the duties, tenure, and compensation of the persons serving in such offices.

ARTICLE VII

COMMITTEES

Section 1. Board Committees. There shall be the following committees of the Board: a Governance and Audit Committee, a Service Committee, and a Finance Committee. Other ad hoc committees may be established as the Board Chair may from time to time deem appropriate and designate. Additional standing committees may be established by the Board by amendment to these Bylaws. Only Board members shall serve as members of a Board committee. The Board committees shall not have any power or authority to act on behalf of or create any obligation for IndyGo except as approved by a majority of the Board members at a duly noticed Board meeting.

Section 2. Governance and Audit Committee. The Governance and Audit Committee shall be a standing committee of the Board comprised of three members, which shall meet at Board designated intervals throughout each year. Its purpose is to assist the Board in fulfilling its fiduciary responsibilities by directing the activities of an IndyGo employee designated as the General Auditor, who shall be responsible for regularly reviewing the reliability and integrity of IndyGo's financial, managerial, and operating systems to ensure compliance with policies, standards, procedures, and applicable laws and regulations. The Board Chair shall serve as chair of the Governance and Audit Committee. The committee chair is responsible for keeping other members of the Board informed of the activities of the committee.

Section 3. Finance Committee. The Finance Committee shall be a standing committee of the Board comprised of three members, which shall meet at Board designated intervals throughout each year. Its purpose is to assist the Board in fulfilling its management responsibilities by regularly reviewing financial policies and making financial policy recommendations to the Board by receiving and reviewing regular information from IndyGo staff concerning monthly financial results and reviewing the annual budget. The Board Treasurer shall serve as chair of the Finance Committee. If the Board Treasurer is unwilling or unable to serve as committee chair the Board Chair shall appoint another Board member as chair. The committee chair is responsible for keeping other members of the Board informed of the activities of the committee.

Section 4. Service Committee. The Service Committee shall be a standing committee of the Board comprised of three members, which shall meet at Board designated intervals throughout each year. Its purpose is to assist the Board in fulfilling its management responsibilities by regularly reviewing all elements of the service provided by IndyGo, including fixed route bus service, bus rapid transit service, and paratransit service, and making service recommendations to the Board by receiving and reviewing regular information and reports from IndyGo staff concerning projects, service plans, capital programs, and performance indicators. The Board Vice-Chair shall serve as chair of the Service Committee. If the Vice-Chair is unwilling or unable to serve as committee chair the Board Chair shall appoint another Board member as chair. The committee chair is responsible for keeping other members of the Board informed of the activities of the committee.

Section 5. Appointment. Except as provided for regarding the designated chairpersons of the standing committees set forth in this Article, the Board Chair shall appoint members to serve on each committee at the Board's Regular Meeting in February each year, and committee appointees shall serve on the committee for one year. Any member of the Board may submit in writing a request to the Board Chair for appointment to a Board committee, but ultimate appointment authority rests with the Board Chair.

Section 4. Quorum. A majority of the members of a committee shall constitute a quorum for the purpose of conducting its business. Actions may be taken by a committee upon an affirmative vote of a majority of the members of the committee present at a meeting at which a quorum is present. If a quorum is not present, the committee members may meet, discuss issues, and receive information, but no vote may be taken.

Section 5. Alternate Committee Member. When a quorum of a committee is not present for a committee meeting, the Board Chair may appoint a Board member to serve as an alternate member of the committee for purposes of making a quorum. Upon appointment, the member shall have all the privileges of other committee members so long as the alternate's presence is necessary to maintain a quorum. Such appointments shall be noted in the meeting minutes. Such appointment shall be effective only until the adjournment of the meeting for which the appointment is made.

Section 6. Procedure of Meetings. Meetings of the Board's standing committees shall be held and conducted in accordance with the following hierarchical order: (A) applicable law, (B) these Bylaws, and (C) the current edition of Robert's Rules of Order Newly Revised, to the extent not in conflict. IndyGo's Chief Legal Officer, or their delegee, shall serve as parliamentary advisor to the Board's committees (excluding MAC meetings). Members of the Board who are not

members of a committee may attend any committee meeting and participate in the deliberations of any committee but shall not be entitled to vote.

Section 7. Mobility Advisory Committee. There shall be an advisory committee known as the Mobility Advisory Committee (the “MAC”) comprised of persons who reside within IndyGo’s service territory and are users of the System, but who are otherwise not employed by IndyGo. The purpose of the advisory committee is to advocate for public transit and provide appropriate input to the Board concerning the provision of public transportation to individuals with disabilities. The MAC shall consist of members appointed by, and serving at the pleasure of, the Board. Any member of the Board may submit in writing a request to the Board Chair for appointment to serve on the MAC, but no more than one Board member may serve on the MAC at any time. Meetings of the MAC are not subject to the Open Door Law and, therefore, the requirements for public notice, posting of agendas, the recording of minutes, and meetings being open to the public as provided for in that statute are not applicable to the MAC (*IC § 5-14-1.5-2*).

ARTICLE VIII

BUDGET AND FINANCE

Section 1. Fiscal Year. IndyGo’s Fiscal Year shall begin on January 1 and end on December 31 of each calendar year.

Section 2. Accounts. The Board shall approve a complete system of accounts, shall designate authorized representatives to invest funds, withdraw money from authorized accounts, and complete other transactions as required, and shall approve and regularly review such policies governing financial matters, as necessary.

Section 3. Annual Budget. The Board shall adopt an annual budget for the expenditures of IndyGo for each Fiscal Year in accordance with all applicable laws governing the preparation and adoption of budgets by political subdivisions in Indiana. The Board shall make its adopted annual budget each Fiscal Year available to the Council for its review, modification, and approval in accordance with applicable rules of the Council at least 30 days before it adopts the annual budget. (*IC § 36-9-4-51*).

Section 4. Board of Finance. The Board shall also serve as the Board of Finance of the Indianapolis Public Transportation Corporation (the “Board of Finance”), with members of the Board also serving as members of the Board of Finance. The Board Chair shall serve as President and the Board Secretary shall serve as Secretary of the Board of Finance. A majority of the members of the Board of Finance constitute a quorum for the transaction of business. All meetings of the Board of Finance must be open to the public. The Secretary of the Board of Finance shall keep a record of the proceedings of its meetings, which shall be approved and signed by the President and attested by the Secretary. All records of the Board of Finance are public records subject to inspection, disclosure, and retention in accordance with state public records laws. (*IC § 5-13-7-5 and -6*). The Board of Finance shall meet annually at the time of the Board’s Regular Meeting in January at which the Board of Finance shall: (A) review a written report prepared by the Chief Financial Officer summarizing IndyGo’s investments during the previous calendar year, and (B) review IndyGo’s overall investment policy. (*IC §§ 5-13-7-6 and -7*). The Board of Finance

may hold additional meetings whenever requested to do so by one of its members or whenever necessary for the performance of its duties. (*IC §§ 5-13-7-6*).

Section 5. Annual Audit. The Board shall cause an audit of the affairs of the authority to be prepared each year by an independent certified public accountant or a firm of independent certified public accountants as recommended by the Governance and Audit Committee and approved by the Board. The annual audit shall be conducted by persons who have no direct or indirect personal interest in IndyGo's fiscal affairs and who are qualified and experienced in public accounting and the auditing of public bodies. The annual audit shall be open to public inspection.

ARTICLE IX

INDEMNIFICATION OF BOARD MEMBERS

IndyGo shall indemnify any current or former member of the Board or IndyGo employees to the extent applicable by law for any negligent act resulting in actual damages, costs, or fees if those damages, costs, or fees arise from an act or omission within the course and scope of the individual's IndyGo duties. In the case of an alleged civil-rights violation, IndyGo's indemnification obligation is triggered only by noncriminal acts or omissions within the course and scope of an individual's IndyGo duties. (*IC §§ 34-13-3-5 and 34-13-4-1*).

ARTICLE X

AMENDMENTS TO BYLAWS

These Bylaws may be altered, amended, or repealed, or new Bylaws may be adopted, by a favorable vote of two-thirds of the Board at any properly noticed Regular Meeting or Special Meeting of the Board at which a quorum is present. Before consideration and a vote by the Board, any proposed revisions to the Bylaws may be reviewed and commented on by an ad hoc Bylaws Committee appointed by the Board Chair under Article VII, Section 1 of these Bylaws.

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors

THROUGH: President & Chief Executive Officer Jennifer Pyrz

FROM: Chief Legal Officer Robert Frye

SUBJECT: Resolution No. 2025-02 authorizing the disposition of real property at 8905 - 8915 Madison Avenue

ACTION ITEM A – 7**RECOMMENDATION:**

It is recommended that the Board of Directors approve and adopt Resolution No. 2025-02 authorizing IPTC to sell the real property it owns located at and commonly known as 8905 and 8915 Madison Avenue, Indianapolis, Indiana 46227 (the "Property").

BACKGROUND:

In July 2019 as it was preparing to open the Red Line for service, IPTC entered into a lease agreement to use a portion of the Greenwood Park Mall property as the southern turnaround for the Red Line. The intent at that time was to install inductive charging equipment on the property for on-route vehicle charging, thereby extending the range of the Red Line's electric buses. After additional consideration, it was determined that it was not in the agency's best interest to install expensive charging equipment into a leased facility, and IPTC began to look for other property near the south end of the Red Line. In July 2020, IPTC's Board approved the purchase of a property at 8925 Madison Avenue for purposes of constructing a permanent on-route charging station and vehicle turnaround. Later, in April 2021, IPTC's Board approved the purchase of adjacent property at 8905 Madison Avenue with the intent of developing a future park and ride facility.

Since that time, IPTC has gained significantly more experience operating electric buses and has changed its service between the University of Indianapolis and the Greenwood Park Mall to a route separate from the Red Line that uses standard 40-foot buses rather than the 60-foot electric vehicles used on the Red Line. Therefore, there is no longer a need for electric bus charging or turnaround at the Property. Moreover, IPTC has determined that it will not be developing a park and ride facility on the Property. Accordingly, the Property may be considered surplus and be sold.

DISCUSSION:

The Board may dispose of real property interests that IPTC owns for the operation of the public transit system. IC § 36-9-4-30. A "disposal" means to sell, exchange, transfer or lease real property. IC § 36-1-11-2. To sell property, the Board must first obtain two appraisals of the property in question to establish the minimum bid at which the property will be offered for sale. The sale then must be advertised by publication of a public notice setting forth the terms and conditions of the sale, including the minimum bid, the date on which bids will begin to be received, and that the sale will continue from day-to-day for a period of not more than 60 days. The property may be sold to the highest and best bidder before expiration of the time set out in the notice, or all bids may be rejected upon a written determination by the Board explaining why the bids were rejected. The Board may also engage a licensed auctioneer to advertise and conduct a public auction either at or after the time for the beginning of the sale period so long as anyone who submits a bid is given written

notice of the time and place of the auction. If the property has been up for sale for at least 60 days and either no bids were received or all bids have been rejected, then IPTC may hire a broker or auctioneer to sell the property directly, without a bid process, and public notice of the hiring must be published. IC § 36-1-11-4. The Board must approve any sale, exchange or transfer following a public hearing. IC § 36-1-11-3.

Accordingly, it is requested that the Board adopt Resolution No. 2025-05 authorizing the sale of the Property, including direction to IPTC staff to obtain two appraisals, set the terms and conditions of a sale including a minimum bid as established by the appraisals, and to publish notice as required by statute setting a period of not more than 60 days during which it will receive bids from parties interested in purchasing the property.

FISCAL IMPACT:

The costs of the appraisals and publishing the required notices is not specifically budgeted, but the costs should not exceed \$10,000 and there is sufficient funding in the capital budget to cover those costs.

DBE/XBE DECLARATION:

Not applicable.

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
BOARD OF DIRECTORS**

RESOLUTION NO. 2025-02

A RESOLUTION authorizing the sale of real property located at and commonly known as 8905, 8915 and 8925 Madison Avenue, Indianapolis, Indiana 46227 (the “Property”), to wit:

WHEREAS, the Indianapolis Public Transportation Corporation (IPTC) is an Indiana municipal corporation created pursuant to Ind. Code § 36-9-4-1 et seq. and Revised Code of Indianapolis and Marion County § 116-402 to operate and maintain an urban mass transportation system (the “System”) to serve Indianapolis for the welfare of the general public, to expand the economic and social opportunities available to its residents, and to render adequate service essential to relieve traffic congestion which would otherwise prevent the rapid and efficient movement of persons and goods in and about the city; and

WHEREAS, the IPTC Board of Directors (the “Board”) is charged with the management of IPTC and is authorized to exercise the executive and legislative powers of the corporation pursuant to Ind. Code §§ 36-9-4-2, -14 and -29; and

WHEREAS, pursuant to Ind. Code § 36-9-4-30, the Board may acquire by grant, purchase, gift, lease, or otherwise, and may hold, use, sell, lease, or dispose of, real property interests necessary or convenient for the exercise of its powers and operation of the System; and

WHEREAS, pursuant to Ind. Code § 36-1-11-4, to sell real property, the Board must first obtain two appraisals to establish the minimum bid at which the property will be offered for sale, and then must advertise the sale by publishing a public notice setting forth the terms and conditions of the sale, including the minimum bid, the date on which bids will begin to be received, and that the sale will continue from day-to-day for a period of not more than 60 days; and

WHEREAS, IPTC owns certain real property located at and commonly known as 8905 and 8915 Madison Avenue, Indianapolis, Indiana 46227 (the “Property”), which it no longer needs for operation of the System; and

WHEREAS, the Board desires to sell the Property.

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

Section 1. The Board finds that the sale or transfer of the Property is in IPTC’s best interests and is in the public interest.

Section 2. IPTC’s President and CEO is directed to appoint two appraisers who are professionally engaged in making appraisals to appraise the fair market value of the Property.

Section 3. Upon receipt of the two (2) appraisals, IPTC's President and CEO is directed publish a public notice advertising that the Property is for sale, setting forth the terms and conditions of the sale, including a minimum bid at an amount equal to the average of the two appraisals and the conditions provided for in Ind. Code § 36-1-11-4(c), stating the date on which bids will begin to be received, and stating that the sale will continue from day-to-day for a period of not more than 60 days (the "Sale Period").

Section 4. Following the Sale Period, IPTC's President & CEO shall make a recommendation to the Board to either (A) sell the Property to the highest and best bidder, (B) reject all bids, or (C) sell the Property for not less than the minimum bid to a buyer who can demonstrate to IPTC's satisfaction its intended use of the Property will promote an economic development project or will facilitate compatible land use planning. Pursuant to Ind. Code § 36-1-11-3, a sale of the Property must be approved by the Board following a public hearing.

Section 5. This Resolution shall be in full force and effect from and after its adoption by the Board.

Section 6. If any section, paragraph, or provision of this Resolution shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of any such section, paragraph or provision shall not affect any of the remaining provisions of this Resolution.

ADOPTED by the Board of Directors of the Indianapolis Public Transportation Corporation this 16th day of January 2025.

BOARD OF DIRECTORS
INDIANAPOLIS PUBLIC
TRANSPORTATION CORPORATION

By: _____
Gregory F. Hahn, Board Chair

ATTEST:

By: _____
Robert M. Frye, Chief Legal Officer

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Information Update – Governance & Audit Workplan Status Report

To: Chair and Board of Directors
Through: President & CEO Jennifer Pyrz
From: Director of Governance & Audit, Brian Atkinson
Date: January 8, 2025

GOVERNANCE & AUDIT WORKPLAN STATUS REPORT AND 2020-2025

Governance & Audit Work Plan Status Report

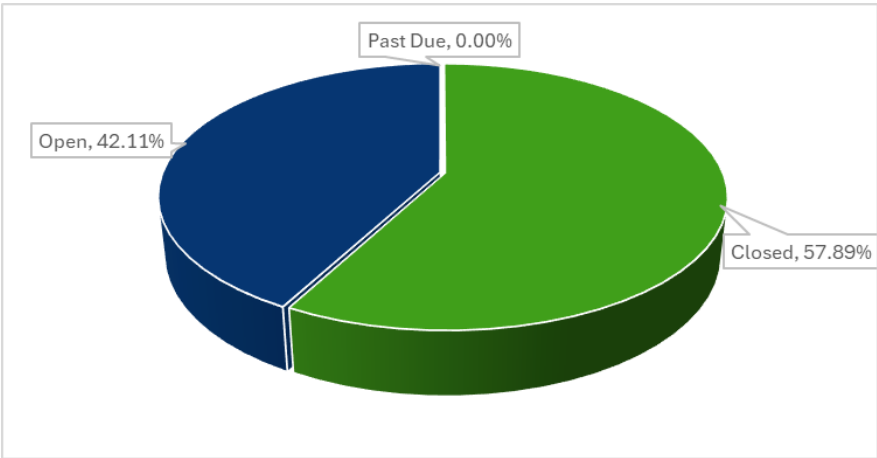
Project / Activity	Governance & Audit Committee Meeting					
	FY24			FY 25		
	Apr-24	Jul-24	Oct-24	Jan-25	Apr-25	Jul-25
Healthcare Review						
Fare Pass Inventory Audit						
Maintenance Review						
Para Transit Fare Collection Audit						
Collision Review						
Security & Safety Review						
Cyber Security						
Procurement/Storeroom Review - Update						
Policy Review - Update						
Decentralized Operations - Update						
Annual Risk Refresh 2025						
Mail Operations					★	
Driver License and I9 Compliance					★	
Employee Termination Process					★	
Sexual Harrassment Training					★	
Email Account Validation					★	
Compensation Management Plan						★
Fixed Asset Management Plan						★
Retail Desk Transfer to Finance						★
Criminal Background Checks						★
Customer Comment Review						★

 Complete
  In-Process
  Planned
  Report targeted to be presented at G&A meeting.

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

2022-24 Prior Audit Findings Status Presentation

Audit Report/Subject	Report Number	Report Issue Date	Corrective Actions			
			Total	Closed	Open	Past Due
Physical and Facility Security	2022-03	07/12/22	8	6	2	0
Bus Rapid Transit (BRT) Review	2023-02	04/03/23	4	3	1	0
Ridership Experience Assessment	2023-03	07/14/23	7	5	2	0
Flowbird MyKey Review *	2023-04	06/04/23	5	4	1	0
Transit Asset Management Review	2023-05	06/14/23	2	1	1	0
Staffing, Hiring & Recruiting	2023-08	01/08/24	5	0	5	0
Maintenance Review	2024-03	04/05/24	4	3	1	0
Healthcare Costs Review	2024-02	07/15/24	3	0	3	0
Total			38	22	16	0
Percentage				57.89%	42.11%	0.00%



* The plan for a retail network for MyKey cards is currently paused. There is a plan to launch a fare study soon which will include third party locations. Retail networks have matured since being evaluated and a contract secured in 2019.

Governance & Audit Completed Reviews & Audits

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

Governance & Audit Completed Reviews & Audits

Report ID	Report Title	Date Reported
2023-8	Staffing, Hiring & Recruiting Review Report	1/18/2024
2023-9	Annual Risk Refresh & Proposed Audit Plan 2024	1/18/2024
2024-1	Fare Pass Inventory Audit	4/18/2024
2024-2	Healthcare Cost Review	7/18/2024
2024-3	Maintenance Review	4/18/2024
2024-4	Paratransit Fare Collection Audit	4/18/2024
2024-5	Safety/Security Review	7/18/2024
2024-6	Collision Review	7/18/2024
2024-7	Policy Review Update Report	10/16/2024
2024-8	Maintenance & Storeroom Review Updated	10/16/2024
2024-9	Annual Risk Refresh & Proposed Audit Plan 2025	1/8/2025
2024-10	Decentralized Operations Review Report Update	1/8/2025

RECOMMENDATION:

Receive the report.

Brian Atkinson
Deputy of Governance & Audit



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Information Update – Governance & Audit Ethics Hotline Summary Report

To: Chair and Board of Directors
Through: President & CEO Jennifer Pyrz
From: Director of Governance & Audit, Brian Atkinson
Date: January 8, 2025

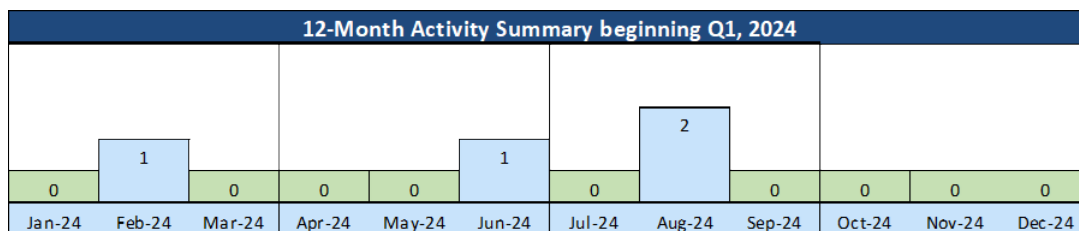
Ethics Hotline Summary Report

Quarterly Activity Summary: 10/01/24 through 12/31/24

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

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

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



RECOMMENDATION:

Receive the report.

Brian Atkinson
Director of Governance & Audit

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CAPITAL INVESTMENT PROGRAM

Adopted by the IPTC Board

January 16, 2025

Adoption
Draft



Adoption
DRAFT

EXECUTIVE SUMMARY

In November 2016, nearly 60 percent of Marion County voters cast ballots in favor of dedicating a 0.25 percent income tax to fund Indianapolis' mass transit system. In February 2017, IndyGo's transit levy was officially enacted by the Indianapolis-Marion County City-County Council. The resources derived from this tax continue to support the transit agency's efforts to pay for the numerous capital investments needed to implement IndyGo's future transit plan. At the time of this update, the IndyGo's future transit plan is the Board Adopted 2027 Transit Network. This plan remains a key piece of the Central Indiana Regional Transit Plan initially developed by IndyGo in partnership with the Indianapolis Metropolitan Planning Organization (IMPO) and the Central Indiana Regional Transportation Authority (CIRTA) and first introduced as the Marion County Transit Plan in the lead up to the 2016 transit referendum.

EXECUTIVE SUMMARY



About this Plan

IndyGo's capital program is funded primarily through federal grants, bond proceeds, and local revenue. In addition to federal funding, IndyGo has, from time to time, received financial support from local sources such as the City of Indianapolis, Department of Public Works, the Metropolitan Development Commission, and Citizens Energy Group.

IndyGo's new future transit plan still calls for an increase in both the frequency and hours of service, or span, of its fixed-route bus network, as well as the introduction of three new bus rapid transit routes and changing the orientation of the entire bus network from a purely hub-n-spoke model to a more connected, frequent grid model.

This Capital Plan serves as a road map to implementing IndyGo's future transit plan. It provides a forecast of planned local revenue and expenditures based on available data and information. IndyGo maintains this plan by revisiting its assumptions and projections as capital projects are implemented, recognizing when revenue is actual, and/or inserting additional information as it becomes available.

This Capital Plan was developed to ensure that IndyGo's on-going capital investments support the implementation of the agency's future transit plan, as amended from time to time. This plan was initially adopted by the IPTC Board of Directors on December 7, 2017. At that time, it became a "living document." It has been updated every year since and its adoption typically follows the adoption of the IndyGo's 5-year Capital Budget Summary, which is a cost-constrained budget. The two documents are considered companion documents. The Capital Plan describes all the agency's capital needs, including those that may exceed the agency's limited resources. Conversely, IndyGo's 5-year Capital Budget Summary is cost-constrained and therefore governs how much the agency is prepared to spend on capital expenses in any given year.

2025-2029 Capital Program Funding Sources & Uses

Category	2024 Adopted 08/23/2023	2025 Adopted 08/22/2024	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2025-2029 5-yr Total	2019-2029 Program Total
Expenditures	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
BRT & On-Street Infrastructure	63,712,589	142,620,370	125,009,000	89,438,965	14,925,000	2,500,000	374,493,335	650,660,190
Facilities & Equipment	19,685,000	15,397,000	30,775,000	32,336,392	0	0	78,508,392	126,174,983
Finance (Public Affairs)	673,000	673,000	673,000	673,000	673,000	0	2,692,000	8,481,572
Fleet	25,521,496	18,616,496	19,359,496	20,373,928	21,290,294	22,226,236	101,866,450	172,554,432
Information Technology	1,732,000	2,165,000	2,000,000	1,000,000	0	0	5,165,000	10,411,682
Safety & Security	760,000	0	0	0	0	0	0	4,555,683
Funding Sources	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
Grants	39,992,297	92,374,759	82,857,457	64,720,694	18,940,470	12,984,839	271,878,219	476,415,119
Local (cash)	70,081,788	24,393,907	9,354,339	7,418,179	12,232,324	5,886,150	59,284,899	210,760,708
Bonds (debt)	2,010,000	62,703,200	85,604,700	71,683,412	5,715,500	5,855,247	231,562,059	285,662,714
Other	0	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0	0

Summary of Recent Changes

The bulleted items below offer some highlights from this year's update.

- Between 2025 and 2029, IndyGo should see increases to some federal funding sources. These increases are the result of the passage of the Bipartisan Infrastructure Law (BIL), a historic investment in the United States transportation systems. The BIL was approved in 2021, introducing new discretionary programs offered by federal agencies, while increasing the amount of money offered for existing ones.
- Initially, this plan expected to draw on more than \$296.8 million in grants. As of this update, to implement this plan IndyGo will draw on more than \$476.4 million in grants. The difference being \$179.6 million more than anticipated (variance is primarily due to the Blue Line).
- Section 5307 funds are made available in the year they are appropriated and remain available for five years thereafter. In 2020, it was anticipated that \$26.2 million in 5307 program dollars would be available to IndyGo to support capital projects between 2021 and 2025. This amount did not include 5307 formula funds required to be used allocated to be

used for preventative maintenance and paratransit service. IndyGo is required to set aside one percent of the total appropriation to support transit security projects and 0.75 percent towards safety projects. As of this update, IndyGo has received a total of \$38.3 million in 5307 grant funding that the agency has used to advance its capital improvement program. IndyGo anticipates \$47.1 million in funding to cover eligible capital expenses between FY2025 and FY2029. These amounts continue to reflect the infusion of funding authorized by the BIL.

- Beginning in 2022, Section 5311 sub-recipients operating in the Central Indiana Region lost some or all of their Section 5311 and at the same time became eligible to receive their share of the region's Section 5307 funding. This shift in how federal 5307 program dollars are allocated throughout the Central Indiana Region will have a direct impact on IndyGo's revenue stream because, prior to this change, Section 5307 funding had only ever been split between IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). IndyGo experienced a loss in its share of Section 5307 funding for FY2021 when suburban

transit providers were included in the funding distribution for the first year. This plan has accounted for the fact that the BIL funds will mask the true impact of this change for fiscal years 2022 through the life of the plan.

- Prior to FY2022, IndyGo was the only recipient for Section 5339 funding in Central Indiana. As part of the rural to urban transition, Section 5339 monies will now include a discretionary portion for the sub-recipients. For FY2022 formula funds and beyond, a portion of Section 5339 will become an application-based competitive program for public transit providers in Central Indiana. This plan assumes a reduction of Section 5339 formula funding to IndyGo for the near future. This is important because, when a Section 5339 grant is obtained, the agency can free up cash, bond proceeds, or other funding for the advancement of another capital investment.
- Initially, the capital plan required just \$148.5 million in local revenue. By the end of 2020, the capital plan called for more than \$150.0 million to be drawn from these funds to advance the Transit Plan. By 2022, the capital plan required a total of more than \$348.0 million to be drawn from these funds. In 2024, the total exceeded \$631.8 million (2019 through 2029); \$536.8 million for just FY2024 through FY2028. This was due in large part to showing the Blue Line as being funded locally. As of this update that total is now \$210.8 million (2019-2029) since this amount now reflects the FY2025-FY2029 bond funding for the Blue Line accounting for the substantial decrease needed in local revenue required to fulfill this plan. Currently, IndyGo expects to spend \$59.2 million in local revenue funding from FY2025-FY2029.

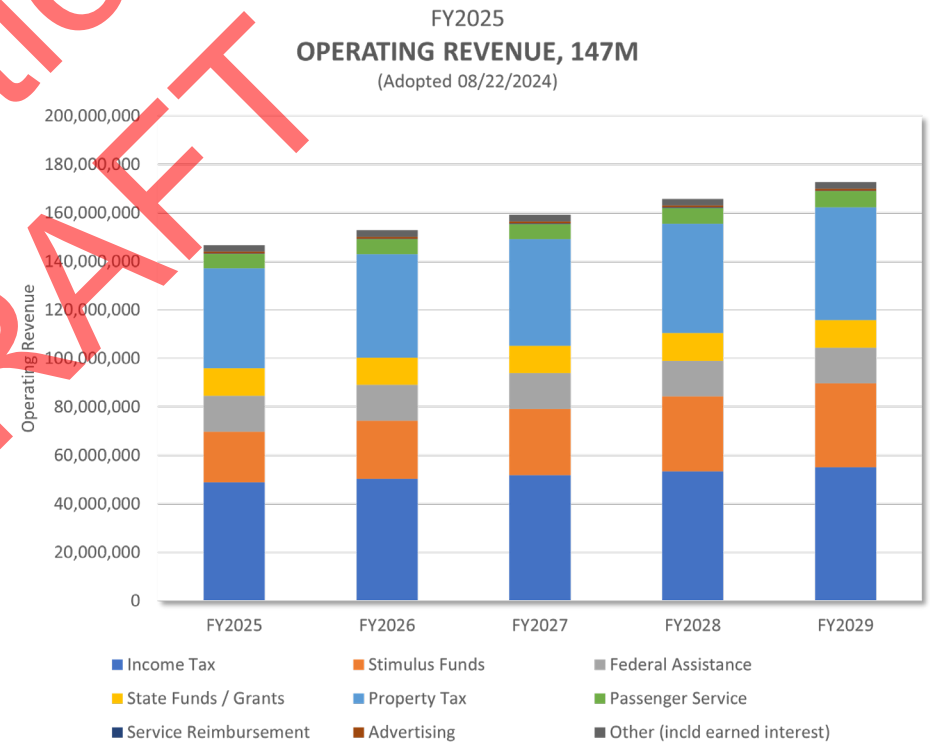
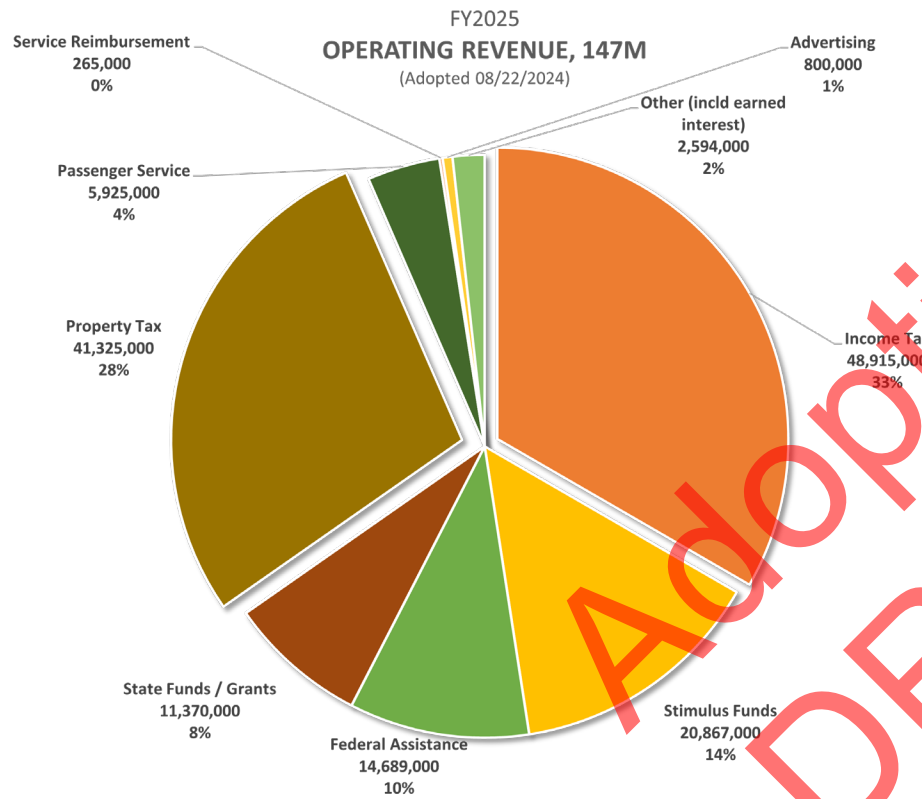


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Adoption
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INTRODUCTION

This Capital Plan was developed to ensure that IndyGo's on-going capital investments support the implementation of the agency's future transit plan, as amended from time to time. This plan was initially adopted by the IPTC Board of Directors on December 7, 2017. At that time, it became a "living document." It has been updated every year since and its adoption typically follows the adoption of the IndyGo's 5-year Capital Budget Summary, which is a cost-constrained budget. The two documents are considered companion documents. The Capital Plan describes all the agency's capital needs, including those that may exceed the agency's limited resources. Conversely, IndyGo's 5-year Capital Budget Summary is cost-constrained and therefore governs how much the agency is prepared to spend on capital expenses in any given year.

INTRODUCTION



How to Use This Plan

This plan is intended to serve as a benchmark for projecting, prioritizing, and programming capital expenditures from year to year. This document is also used to support requests for additional funding from local, state, or federal agencies. All past, present, and future investments fall under one of the following categories:

- **Fleet:** The addition, replacement, or rehabilitation of IndyGo vehicles and equipment to increase the reliability and operational efficiency of IndyGo's fleet.
- **BRT & Other On-Street Infrastructure:** On-street infrastructure investments associated with bus rapid transit, as well as local bus stops and shelters including Super Stops.
- **Facilities & Equipment:** Expansion, renovation, construction, repair, and maintenance of IndyGo facilities and related equipment to house IndyGo employees across divisions and departments.
- **Information Technology:** The addition or replacement of information technology systems and other business platforms to promote a modern, high-functioning work environment.
- **Safety & Security:** Safety/security equipment and enhancements.
- **Finance:** The modernization and upkeep of IndyGo's fare collection system.

Included are detailed descriptions of IndyGo's funding sources, which are then matched with the agency's capital project needs. ***This document is a guidance document and is intended to serve as a benchmark for projecting, prioritizing, and programming capital expenditures from year to year.***

Included are:

- The **Annual Summaries** – a summary of each fiscal year including planned expenditures, budget appropriations and, where applicable, actual expenditures.
- The **Funding Sources** – detailed information about the fund sources used to cover capital expenditures into fiscal year 2029.
- The **Capital Expenditures** – an explanation of actual and anticipated expenses by capital project or expense.

How This Plan Was Developed

In 2018, a decision was reached to update IndyGo's five-year Capital Plan Budget on a rolling basis. As such, version 1.0 of this document reflected a new five-year capital investment strategy that incorporated the latest project costs and local revenue projections and extended the planning horizon into 2026 to account for the delay in the planning, design, and construction of the Blue Line Bus Rapid Transit project, specifically.

Each subsequent version of this plan summarizes and organizes the figures that, together, make up the entirety of IndyGo's capital investment program.

Revision History

The Version Control Table below is updated any time this document is updated to better enable IndyGo to track progress of its capital investment program over time. The numbering conventions associated with the version control table are as follows:

- Whole numbers will reflect the incorporation of substantial changes made to the sources and/or uses of capital funds and/or with updates following the adoption of IndyGo's annual budget.
- Incremental updates (tracked by decimal numbers) will reflect minor changes made between these more substantial changes.
- Entries for minor changes may be removed from the version control table upon the adoption of a new major changes.
- The Date of Revision is the date that this document was revised.
- The Date of Budget refers to the date that the IndyGo Board of Directors adopted the 5-yr Capital Budget Summary, upon which the revisions to this document are based.

Version Control Table

Version	Purpose of Change	Date of Revision	Date of Budget Adoption	Author
1.0	Board Adoption	8/28/2019	8/28/2019	John Marron
2.0	Board Amendment	12/3/2020	8/20/2020	Brooke Thomas
3.0	Board Amendment	10/28/2021	8/28/2021	Brooke Thomas
4.0	Board Amendment	10/27/2022	8/24/2022	Brooke Thomas
5.0	Board Amendment	12/14/2023	8/23/2023	Brooke Thomas
6.0	Board Amendment	1/16/2025	8/24/2024	Amber Ross

Adoption
DRAFT

ANNUAL SUMMARIES

IndyGo continues to monitor sources of anticipated revenue and the need for the expenditures, adjusting this plan as needed. IndyGo's capital investment program is the agency's road map for ***coordinating capital expenditures with expected sources of funding for the purposes of timing these investments in such a way as to maintain adequate and acceptable cash flow for the agency.***

The 5-yr Budget Summaries, which are broken out by fiscal year, are intended to serve as a resource for the development of more detailed capital budgets for each outyear. Each summary table that follows illustrates the planned expenditures and expected funding sources for the current fiscal year and includes projections for the outyears. As of this update, this plan does not make a BIL reauthorization assumption.

As in years past, anticipated expenditures have been developed through a process jointly coordinated by IndyGo's Finance and Capital Projects divisions with input from throughout the agency. Individual expenditures and anticipated funding sources are described in greater detail in other sections of this document. ***The timing of individual expenditures reflects an annual planning process that seeks to examine the interrelationship of planned projects and IndyGo's operational needs, as suggested by each division, by matching the agency's needs with anticipated funding.*** As such, the following tables should be interpreted as a prioritization of capital expenditures across the entire agency.

FY2019 SUMMARY



Planned

Prior to 2019, IndyGo received approval for a \$26 million bond to help support its newly established capital investment program. When the FY2019 budget was approved on August 23, 2018, it was anticipated that the majority (54 percent) of capital expenditures would be reimbursable using grants received primarily from the Federal Transit Administration (FTA). These bonds were issued to support the Purple and Blue Lines, fleet replacement, and local bus and paratransit infrastructure. Proceeds from this issuance were expected to be exhausted by EOY 2023 or early 2024.

Adopted as part of IndyGo's 5-yr Capital Plan budget on August 23, 2018, it was anticipated that most of the capital expenditures planned for FY2019 would be associated with the construction and launch of the Red Line bus rapid transit route. A total of \$29.0 million was allocated to BRT & other On-street Infrastructure projects. IndyGo budgeted another \$8.8 million for fleet needs and \$5.4 million in Facility needs, as well as an additional \$4.5 million for Information Technology investments, which at the time was thought to be needed to develop and launch IndyGo's new contactless, account-based fare collection system. Safety & Security and Finance (formerly Public Affairs) expenditures made up the remainder of the \$48.9 million budgeted for the year.

Actual

On September 1, 2019, IndyGo launched the agency's first major on-street investment, the Red Line BRT route; on time and on-budget. Total expenditures for the last half of FY2019 totaled \$46.6 million, which was \$2.3 million under budget for the year.

Actual expenditures for BRT & other On-street Infrastructure investments exceeded \$34.5 million, which resulted in this category coming in over budget by approximately \$5.5 million. However, all other categories came in under budget for the year. An additional \$8.1 million went towards investments in the agency's fleet needs, approximately \$3 million for Facilities projects, and less than \$740,000 for Information Technology investments.

Funding for the year matched the \$46.6 million in expenses. Sixty-seven percent (\$31.2 million) was grant funded, with the remaining \$15.4 million split between cash (\$12.2 million, 26 percent) and bonds (\$3.2 million, seven percent).

2019 Actual Expenditures

Capital Project Category	2019			
	Approved	Actuals as of 12/31/2019	Budget vs. Actual (variance)	
			\$	%
Expenditures	139,221,187	70,985,801	68,235,386	49%
BRT & On-Street Infrastructure	123,093,058	63,506,352	59,586,705	48%
Facilities & Equipment	7,895,400	5,033,271	2,862,129	36%
Finance (Public Affairs)	2,892,611	2,390,195	502,416	17%
Fleet	3,490,118	30,250	3,459,868	99%
Information Technology	0	0	0	
Safety & Security	1,850,000	25,733	1,824,267	99%
Funding Sources	139,221,186	70,985,800	68,235,386	49%
Grants	85,772,745	49,388,065	36,384,680	42%
Local (cash)	32,336,237	1,635,531	30,700,706	95%
Bonds (debt)	19,962,204	19,962,204	0	0%
Other	1,150,000		1,150,000	
Surplus	(1)	(1)	0	-

2019 & 2020 Budget Appropriations

Category	2019 Adopted 08/23/2019	2020 Adopted 08/28/2019	2021 Projected	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2019-2025 Program Total
Expenditures	139,221,187	97,709,667	72,173,333	95,630,000	120,106,000	93,055,000	24,661,000	642,556,187
BRT & On-Street Infrastructure	123,093,058	70,196,000	62,800,000	88,950,000	114,736,000	77,850,000	24,661,000	562,286,058
Facilities & Equipment	7,895,400	8,785,000	3,655,000	1,700,000	0	0	0	22,035,400
Finance (Public Affairs)	2,892,611	225,000	0	0	0	0	0	3,117,611
Fleet	3,490,118	13,451,667	5,298,333	4,750,000	5,115,000	14,950,000	0	47,055,118
Information Technology	0	2,489,000	200,000	0	0	0	0	2,689,000
Safety & Security	1,850,000	2,563,000	220,000	230,000	255,000	255,000	0	5,373,000
Funding Sources	139,221,186	97,709,666	72,173,333	95,630,000	120,106,000	93,055,000	24,661,000	642,556,185
Grants	85,772,745	56,007,828	38,725,132	62,783,352	61,810,200	51,225,374	0	356,324,631
Local (cash)	32,336,237	26,715,453	29,911,197	17,836,621	19,595,800	10,877,620	24,661,000	161,933,928
Bonds (debt)	19,962,204	13,786,385	3,537,004	15,010,027	22,300,000	30,952,006	0	105,547,626
Other	1,150,000	1,200,000	0	0	16,400,000	0	0	18,750,000
Surplus	(1)	(1)	0	0	0	0	0	(2)

FY2020 SUMMARY

Planned

Adopted as part of IndyGo's 5-yr Capital Plan update, the FY2020 budget that was approved by the IPTC Board of Director on August 28, 2019, included \$8.8 million for Facilities. At that time, these funds were to be used to construct a new training and contingency facility at the former Carrier Bryant site and to resume the maintenance area renovations that were still needed at IndyGo's West Campus facility. Seventy-two percent (\$70.2 million) of FY2020 expenditures was programmed for BRT & other On-street Infrastructure investments. The second greatest expense programmed for 2020 (\$13.5 million, or 14 percent of the total) was for fleet needs. Another \$2.6 million was programmed for Safety & Security upgrades, and a combined total of \$2.7 million for investments in Information Technology and Finance (formerly Public Affairs). Fifty-seven percent of capital expenditures were to have been paid for with grant dollars, 27 percent with cash, and approximately 15 percent in bonds. At the time the budget was adopted, IndyGo had anticipated receiving \$1.2 million in 'other' revenue.

Actual

Substantial renovations and enhancements to IndyGo's facilities, both existing and planned, continued through FY2019 and into FY2020. The need for additional Facilities investments became even more apparent in the first quarter of FY2020 when IndyGo mobilized its COVID-19 pandemic response.

Bids for the new training and contingency facility came in more than \$2 million dollars over budget, which ultimately led to the project being put on hold indefinitely. Maintenance area renovation projects were broken out into several smaller projects; many of which were able to be completed in FY2020.

By January 2020, IndyGo had acquired 31 60' battery electric buses to operate within its Red Line and Purple Line BRT network; however, lower-than-expected battery ranges on the newly acquired buses coupled with delays in mitigating these impacts caused IndyGo to need to use all 31 buses to operate the Red Line. This decision would result in the need to place another order for Purple Line buses in the future. IndyGo has since worked to update the agency's fleet replacement plan to reflect these realities, among others.

2020 Actual Expenditures

Capital Project Category	2020			
	Approved	Actuals as of 12/31/2020	Budget vs. Actual (variance)	
			\$	%
Expenditures	97,709,667	30,342,369	67,367,298	69%
BRT & On-Street Infrastructure	70,196,000	9,332,550	60,863,450	87%
Facilities & Equipment	8,785,000	2,600,143	6,184,857	70%
Finance (Public Affairs)	225,000	846,641	(621,641)	-276%
Fleet	13,451,667	16,809,146	(3,357,479)	-25%
Information Technology	2,489,000	359,417	2,129,583	86%
Safety & Security	2,563,000	394,472	2,168,528	85%
Funding Sources	97,709,666	30,342,369	67,367,297	69%
Grants	56,007,828	10,581,867	45,425,961	81%
Local (cash)	26,715,453	15,934,787	10,780,666	40%
Bonds (debt)	13,786,385	3,825,715	9,960,670	72%
Other	1,200,000	0	1,200,000	100%
Surplus	(1)	0	(1)	-

2020 & 2019 Budget Appropriations

Category	2020 Adopted 08/28/2019	2021 Approved 08/20/2020	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2021-2025 5-yr Total	2019-2025 Program Total
Expenditures	97,709,667	83,251,679	109,933,419	114,925,452	113,205,000	31,911,000	453,226,550	690,157,404
BRT & On-Street Infrastructure	70,196,000	52,033,998	97,319,000	101,602,000	98,000,000	31,911,000	380,865,998	574,155,056
Facilities & Equipment	8,785,000	3,985,000	0	0	0	0	3,985,000	20,665,400
Finance (Public Affairs)	225,000	392,375	0	0	0	0	392,375	3,509,986
Fleet	13,451,667	24,645,306	12,384,419	13,068,452	14,950,000	0	65,048,177	81,989,962
Information Technology	2,489,000	1,975,000	0	0	0	0	1,975,000	4,464,000
Safety & Security	2,563,000	220,000	230,000	255,000	255,000	0	960,000	5,373,000
Funding Sources	97,709,666	83,251,679	109,933,419	114,925,452	113,205,000	31,911,000	453,226,550	690,157,402
Grants	56,007,828	34,914,427	68,931,033	46,267,200	51,225,374	8,905,500	210,243,534	352,024,107
Local (cash)	26,715,453	18,719,545	25,739,533	29,958,252	31,027,620	23,005,500	128,450,450	187,502,140
Bonds (debt)	13,786,385	29,430,090	15,010,027	22,300,000	30,952,006	0	97,692,123	131,440,712
Other	1,200,000	187,617	252,826	16,400,000	0	0	16,840,443	19,190,443
Surplus	(1)	0	0	0	0	0	0	(2)

Design for the Purple Line continued through the end of FY2020 and the design phase for the Blue Line was put on hold temporarily because of draft legislation that was anticipated to be introduced as part of the upcoming session for the Indiana General Assembly. Expenses incurred in FY2020 to advance BRT & other On-street Infrastructure investments totaled less than \$10 million, which was significantly less than the \$70.2 million budgeted for the year. This is due in large part to the Blue Line being put on hold and how drawn out the Purple Line project schedule had been. Actual expenditures for Facilities totaled \$2.6 million and included the unplanned purchase of the property located at 6410 N College Avenue but fell far short of the \$8.8 million budgeted for Facilities for the year. The fact that IndyGo was more than \$6.1 million under budget on this category for the year was due in large part to the decision to not move forward with the training/contingency facility envisioned for the former Carrier Bryant site; the solar array expansion project; and the CTC lounge and office renovation projects. The purchase and renovation of 6410 N College Avenue became the Agencies top priority for the year when the decision was made to site and construct a permanent end of the line charging station for the Red Line BRT route.

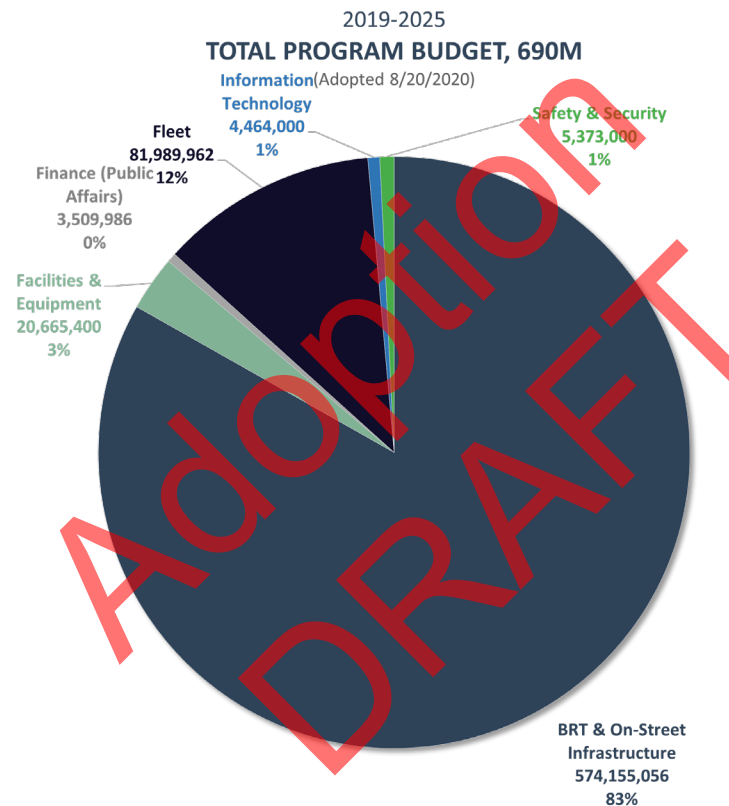
The way IndyGo accounted for actual expenditures for Safety & Security, Information Technology, and Finance changed somewhat during FY2020. In previous years, Information Technology and Finance were grouped together into a single category, and there was a separate category for Public Affairs. Tracking actual expenditures against the approved budget at the project

level became necessary. The reallocated budget for Finance was \$800,000, which was thought to be needed for IndyGo's new Enterprise Resource Planning (ERP) system. Actual expenditures for Finance were less than \$640,000 for which only \$117,000 were related to the new ERP system. The remaining \$520,000 budget went towards farebox replacements, which

were an unbudgeted expense for the year. The reallocated budget for Information Technology was \$1.9 million, and actual expenditures for Information Technology totaled less than \$678,000. The fact that the Information Technology was under budget by more than \$1.2 million is due in large part to the delay in the upgrade of IndyGo's scheduling software, HASTUS, and having completed the Disaster Recovery Plan in-house. The reallocated budget for Public Affairs totaled \$225,000, of which IndyGo spent \$32,900 on the creation of the new call center.

For FY2020, grant funds covered more than \$10.5 million (35 percent) of the capital expenses incurred. All other expenses were paid for with local revenue (\$16. Million, 53 percent) and bonds (\$3.8 million, 13 percent). Not included in the final accounting for FY2020 was the \$1.2 million in 'other' funding sources that were initially

budgeted for the year. This would have come from the City of Indianapolis, Department of Public Works to help cover the costs associated with the Blue Line design, which as of this update IndyGo has not received. Looking at the outyears, available capital funding was thought to account for many of the newly discovered capital expenses, but not all of them. This would lead IndyGo to seek additional competitive grant dollars in the coming years.



COVID-19 Vaccine Clinic



New Bus Shelter at Bridgeport & W Washington Street



New Graduating Class



Operator-in-training



FY2021 SUMMARY



Planned

Beginning in FY2019 and through FY2020, IndyGo had expected to continue its robust investment in its BRT & other On-Street Infrastructures investments through 2021. What began as a projected budget of \$72.2 million on August 28, 2019, would eventually come to be an approved budget of \$83.3 million on August 20, 2020. The conversions of 30th & 29th streets from one-way to two-way, between Meridian Street and Capitol Avenue, to better facilitate transfers between Routes 30 and 90 (the Red Line) were set to get underway in 2021. As part of the 2020 update to IndyGo's 5-yr Capital Plan budget, the agency had anticipated needing to purchase an additional and battery electric buses to operate the Purple Line and Blue Line BRT routes. At the time, IndyGo believed it could reallocate some of its capital dollars to swap out the replacement of 40' buses in its fixed-route fleet to purchase additional 60' buses.

Included as part of the budget that was approved in August 2019, investments in BRT & other On-street Infrastructure investments represented 87 percent (\$62.8 million) of the \$72.2 million budget projected for FY2021. By August 2020, investments in this category grew by \$11.1 million and represented 63 percent (\$52.0 million) of the \$83.3 million budget approved for 2021. The \$11.1 million increase was the direct result of a correction in the methodology used to capture the total outlay - not just the debt service payment - for future fleet purchases (see Fixed Route Bus Replacement on the following pages), and the need to purchase more buses than planned.

In August 2019, IndyGo had anticipated incurring \$5.3 million in expenses in FY2021 to expand and maintain its fixed-route and paratransit fleets, BRT bus docking technology, and heavy maintenance equipment. At that same time, it was further anticipated that investments in fleet and the Facility needs at IndyGo's West Campus would represent an additional \$5.3 million and \$3.7 million in planned expenditures, respectively. Grant resources were expected to fund 54 percent (\$38.7 million) of planned expenditures, with the balance coming mostly from IndyGo cash (\$29.9 million, 5 percent) and bonds (\$3.5 million, 41 percent).

In August 2020, included in the \$83.3 million capital budget adopted for FY2021 was the purchase of 27 hybrid buses in Q4 FY2021. These buses were demonstrated to be needed to replace buses that are outside of their

2021 Actual Expenditures

Capital Project Category	2021			
	Approved	Actuals as of 12/31/2021	Budget vs. Actual (variance)	
			\$	%
Expenditures	83,251,679	36,720,054	46,531,625	56%
BRT & On-Street Infrastructure	52,033,998	7,046,488	44,987,510	86%
Facilities & Equipment	3,985,000	7,309,187	(3,324,187)	-83%
Finance (Public Affairs)	392,375	637,219	(244,844)	-62%
Fleet	24,645,306	18,570,648	6,074,658	25%
Information Technology	1,975,000	1,064,279	910,721	46%
Safety & Security	220,000	2,092,233	(1,872,233)	-851%
Funding Sources	83,251,679	36,720,054	46,531,625	56%
Grants	34,914,427	16,688,574	18,225,853	52%
Local (cash)	18,719,545	17,025,185	1,694,360	9%
Bonds (debt)	29,430,090	3,006,295	26,423,795	90%
Other	187,617	0	187,617	100%
Surplus	0	0	0	-

2021 & 2022 Budget Appropriations

Category	2021 Adopted 08/20/2020	2022 Adopted 08/28/2021	2023 Projected	2024 Projected	2025 Projected	2026 Projected	2022-2026 5-yr Total	2019-2026 Program Total
Expenditures	83,251,679	111,705,850	116,497,041	122,874,909	107,691,314	61,787,963	520,557,077	705,136,926
BRT & On-Street Infrastructure	52,033,998	70,937,450	74,567,800	104,437,865	89,500,000	42,061,000	381,504,115	506,377,015
Facilities & Equipment	3,985,000	22,834,250	738,000	365,000	22,500	0	23,959,750	35,578,164
Finance (Public Affairs)	392,375	382,500	390,150	397,953	0	0	1,170,603	4,799,814
Fleet	24,645,306	15,997,000	31,906,091	17,649,091	18,148,814	19,706,963	103,407,959	144,892,661
Information Technology	1,975,000	1,527,000	8,895,000	25,000	20,000	20,000	10,487,000	12,821,417
Safety & Security	220,000	27,650	0	0	0	0	27,650	667,855
Funding Sources	83,251,679	111,705,850	116,497,041	122,874,909	107,691,314	61,787,963	520,557,077	705,136,926
Grants	34,914,427	45,433,986	53,816,091	23,486,246	17,348,965	18,944,621	159,029,909	253,914,268
Local (cash)	18,719,545	36,484,824	39,963,950	99,388,663	90,342,349	42,843,342	309,023,128	345,312,992
Bonds (debt)	29,430,090	29,787,040	22,717,000	0	0	0	52,504,040	105,722,049
Other	187,617	0	0	0	0	0	0	187,617
Surplus	0	0	0	0	0	0	0	0

useful life and to provide additional service delivery to the community. It was expected that the conversion of 30th & 29th streets, facilities planning and construction, and investments in the fixed route fleet would continue as planned, and IndyGo agreed to contribute \$2.2 million of its FY2021 approved budget to the city (DPW), for the conversion project (ST-17-052). Investments in the fixed route fleet, paratransit fleet, and maintenance heavy equipment were expected to total \$24.2 million in FY2021. At the same time, the FY2021 dollars that had originally been allocated for IndyGo's West Campus were put on hold indefinitely to allow decision makers the opportunity to reevaluate its Facility needs. Design activities to extend the Red Line north and south to the county lines were postponed until FY2022, at the earliest. The BRT bus docking technology project was removed altogether. Grant resources were expected to fund 42 percent of planned expenditures, with the balance coming mostly from IndyGo local revenue (\$18.7 million, 22 percent) and bonds (\$29.4 million, 35 percent). It was anticipated that less than \$200,000 would come from 'other' funding sources, specifically the Department of Public Works.

Actual

Like 2020, IndyGo's capital expenses for FY2021 came in far below IndyGo's approved budget of \$83.3 million. The 2021 state legislative session, when combined with the real-world impacts of the on-going COVID-19 pandemic, caused the construction of the Purple Line BRT route to be delayed to the first quarter of FY2022. The decision was made to resume design activities for the Blue Line BRT route. The City's design efforts for the 29th & 30th streets

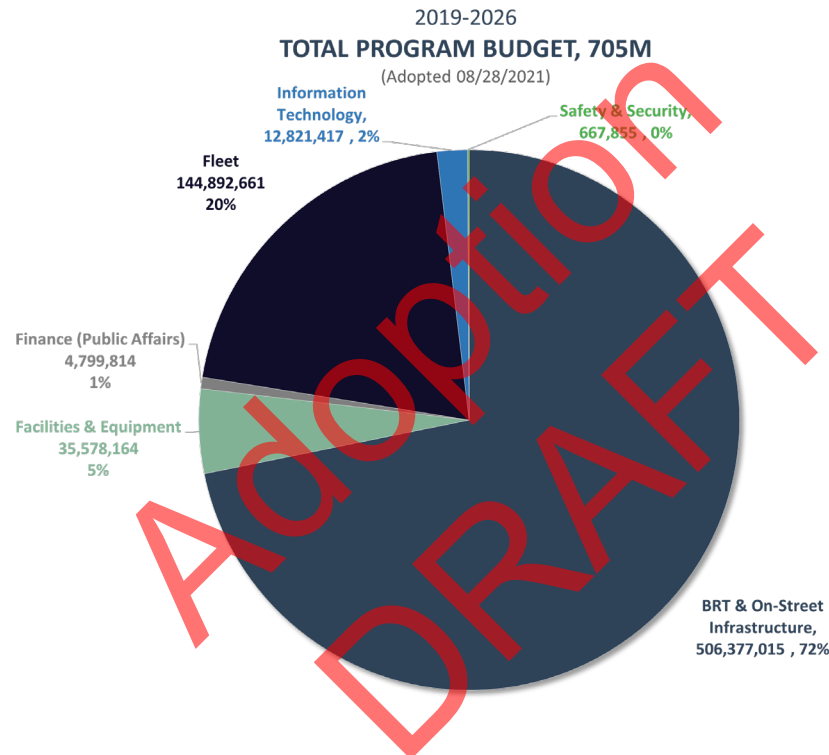
conversion continued, and it was anticipated that construction would begin in FY2023. It was determined by IndyGo staff that, by delaying this work by a year, the agency could allocate its FY2022 capital budget to advance capital projects that were of a more time sensitive nature.

By December 31, 2021, IndyGo had invested just \$7.0 million in BRT and

other On-street Infrastructure investments, which was less than 14 percent (\$52.0 million) of what had been approved as part of the FY2021 budget and yet they represented nearly 20 percent of the total expenditures for the year. IndyGo received all 25 hybrid electric buses purchased in FY2020 for a total of \$17.5 million. The agency spent \$629,000 on paratransit vehicles, and another \$93,000 for heavy maintenance equipment, ending the year with total expenditures for fleet needs at \$18.6 million, which was \$6 million under budget for the year. By the end of FY2021, IndyGo was more than \$1.9 million over its estimated \$220,000 budget for Safety & Security. This is due in large part to vehicle CCTV replacement. The agency ended the year more than \$3.3 million over budget on Facilities.

This is due in large part to the demonstrated need to acquire, design, renovate, and construct facilities that had not been identified prior to 2020.

Overall, IndyGo ended the year under budget by more than \$46.5 million. Grant drawdowns were less than half of what had been budgeted in 2020. This is primarily due to the delay in the construction of the Purple Line rapid transit corridor project. Also, design for the Red Line BRT extensions remained on hold. Again, as of this update, IndyGo has yet to receive the \$1.2 million contribution from Department of Public Work for the Blue Line BRT project.



MayMobility AV Pilot Vehicle



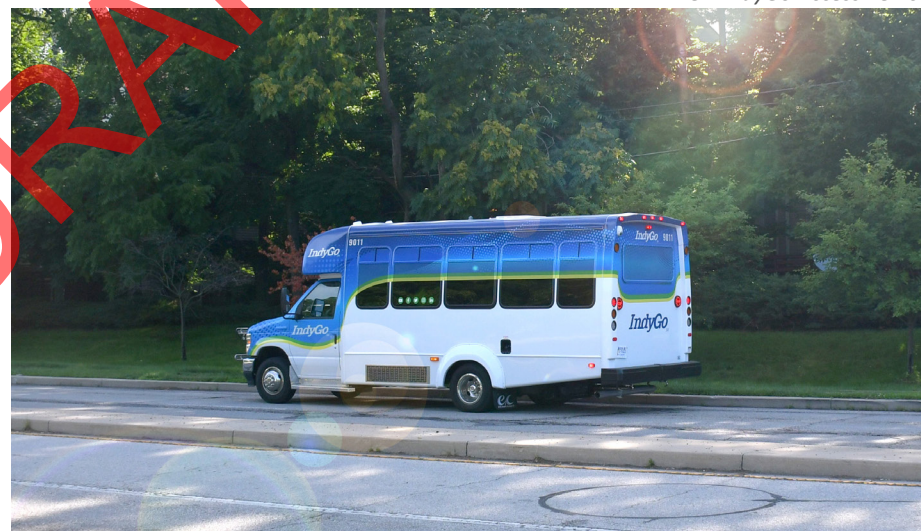
New Hybrid-Electric Vehicle



IndyGo Connect Pilot Vehicle



New IndyGo Access Vehicle



FY2022 SUMMARY



Planned

For FY2022, what began as a projected budget of \$95.6 million on August 23, 2018, was revised to \$109.9 million in August 2019 to eventually come to be an adopted budget of \$111.7 million on August 20, 2020. The increase in the FY2022 budget was due in large part to the delays in designing and constructing the Purple Line and Blue Line BRT routes. According to the Marion County Transit Plan that was adopted in 2016, FY2022 was the year that the Blue Line BRT route was anticipated to enter into revenue service.

In August 2018, a total of \$89.0 million in expenditures was thought to be needed in FY2022 to advance the construction of BRT & other On-street Infrastructure investments, which would have been 93 percent of IndyGo's total planned capital expenditures of \$95.6 million for the year. Most of these expenses (\$85.9 million, 97 percent) were allocated towards advancing the Purple Line and Blue Line BRT routes. The remaining expenditures allocated in 2018 for FY2022 were for on-going fleet replacement (\$4.8 million, 0.05 percent) and to retrofit the Julia M. Carson Transit Center to accommodate level boarding for BRT (\$1.7 million, 0.02 percent). Zero dollars were budgeted for FY2022 for Finance (formerly Public Affairs), or Information Technology. A substantial portion of programmed expenditures for FY2022 were expected to be grant-funded (\$62.8 million, 66 percent), with the balance from cash (\$17.8 million, 19 percent) and bonds (\$15.0 million, 16 percent).

In August 2019, IndyGo increased total expenditures for FY2022 from \$95.6 million to \$109.9 million, again due primarily to a correction in the methodology used to capture the total outlay - not just the debt service payment - for future fleet purchases, the need to purchase more buses than had originally been planned and the delay in the design and construction of the Purple Line and Blue Line BRT routes. When establishing the FY2022 budget projection, it was anticipated that a total of \$97.3 million (89 percent) of IndyGo's total planned capital expenditures for FY2022 would be needed to advance the construction of BRT & other On-street Infrastructure investments. At that time, \$94.2 million (86 percent) of the revised FY2022 budget was allocated to advancing the Purple and Blue Lines, specifically. An additional \$12.1 million (11 percent) was allocated to fixed-route and paratransit fleet replacement. Initially programmed as a FY2020 expenditure, the \$1.7 million needed to retrofit the downtown transit center

2022 Actual Expenditures

Capital Project Category	2022			
	Approved	Actuals as of 12/31/2022	Budget vs. Actual (variance)	
			\$	%
Expenditures	111,705,850	59,376,605	52,329,245	47%
BRT & On-Street Infrastructure	70,937,450	43,745,803	27,191,647	38%
Facilities & Equipment	22,834,250	9,682,591	13,151,659	58%
Finance (Public Affairs)	382,500	1,221,120	(838,620)	-219%
Fleet	15,997,000	2,872,776	13,124,224	82%
Information Technology	1,527,000	733,961	793,039	52%
Safety & Security	27,650	1,120,354	(1,092,704)	-3952%
Funding Sources	111,705,850	59,376,605	52,329,245	47%
Grants	45,433,986	27,386,625	18,047,361	40%
Local (cash)	36,484,824	19,257,341	17,227,483	47%
Bonds (debt)	29,787,040	12,732,640	17,054,400	57%
Other	0	0	0	
Surplus	0	0	(0)	-

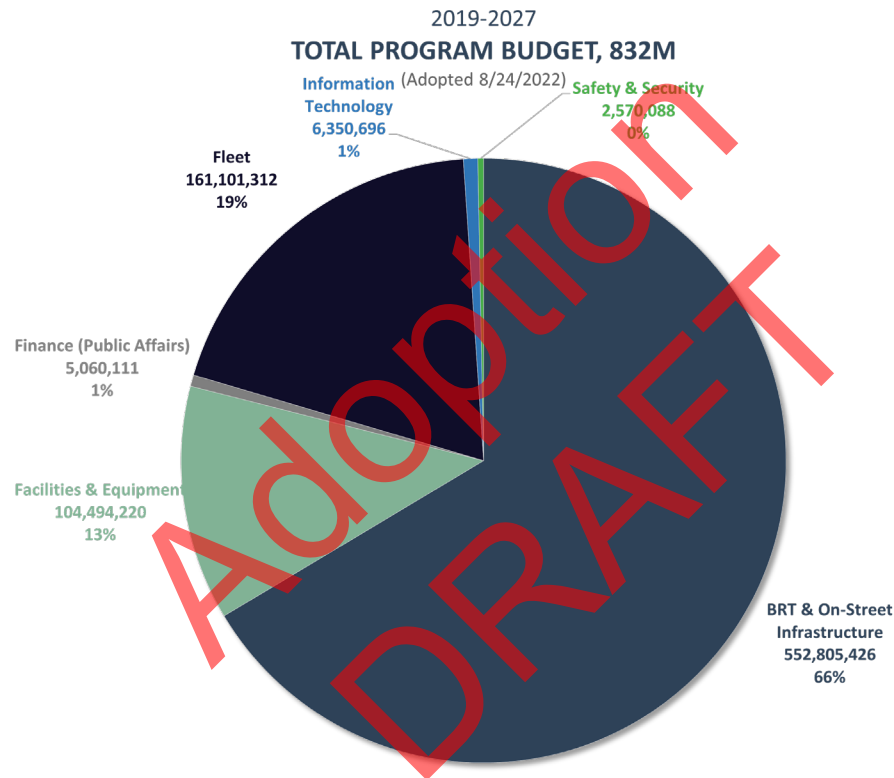
2022 & 2023 Budget Appropriations

Category	2022 Adopted 08/28/2021	2023 Adopted 08/24/2022	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2023-2027 5-yr Total	2019-2027 Program Total
Expenditures	111,705,850	122,652,792	139,840,810	146,177,214	135,606,963	38,350,000	582,627,779	832,381,853
BRT & On-Street Infrastructure	70,937,450	61,152,792	64,726,394	122,153,400	115,900,000	38,050,000	401,982,586	552,805,426
Facilities & Equipment	22,834,250	30,220,000	30,622,369	5,875,000	0	0	66,717,369	104,494,220
Finance (Public Affairs)	382,500	397,800	405,756	0	0	0	803,556	5,060,111
Fleet	15,997,000	27,852,200	43,686,291	18,148,814	19,706,963	300,000	109,694,268	161,101,312
Information Technology	1,527,000	3,000,000	400,000	0	0	0	3,400,000	6,350,696
Safety & Security	27,650	30,000	0	0	0	0	30,000	2,570,088
Funding Sources	111,705,850	122,652,792	139,840,810	146,177,214	135,606,963	38,350,000	582,627,779	832,381,853
Grants	45,433,986	41,273,080	12,517,021	1,240,000	1,240,000	0	56,270,101	178,362,593
Local (cash)	36,484,824	30,612,512	73,629,220	139,077,214	134,366,963	38,350,000	416,035,909	487,116,237
Bonds (debt)	29,787,040	50,767,200	53,694,569	5,860,000	0	0	110,321,769	166,903,023
Other	0	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0	0

to accommodate level boarding was pushed to FY2023. Again, a substantial portion of dedicated expenditures for FY2022 were expected to be grant-funded (\$67.0 million, 62 percent) with the balance from cash (\$25.7 million, 23 percent) and bonds (\$15.0 million, 14 percent). An additional \$252,826 was expected to come from some other funding source.

In August 2020, it was anticipated that IndyGo would need a total of \$111.7 million for capital expenditures in FY2022; a slight (\$1.8 million) increase from the \$109.9 million projected in August 2019. The Facilities budget for FY2022 was increased from \$0 (2020 budget projection) to \$22.8 million. This is due in large part to the design and construction work taking place at IndyGo's new East Campus location. The budget for Information Technology and Finance also increased from \$0 (FY2020 budget projection) to \$1.5 million and \$383,000, respectively. This was due in large part to the need to replace on-board, closed-circuit television (CCTV) equipment. The \$12.4 million projected budget for IndyGo's fleet increased by an additional \$3.6 million to \$16.0 million in August 2020 to account for the need to expand and maintain the agency's fleet. Of particular importance was the need to add additional support, paratransit, and fixed-route vehicles. Conversely, the amount of money budgeted for BRT & other On-street Infrastructure investments was reduced by \$26.4 million for a total of \$70.9 million. This was due in large part to the shift in the future timeline of the Purple and Blue Line BRT projects as construction for both projects continued

to get pushed out or otherwise become delayed. This would soon lead to an unexpected increase in the cost of construction for the Blue Line BRT route. The approved Safety & Security budget for FY2021 was reduced by \$202,350 to less than \$30,000. This was due in large part to the reclassification of the vehicle CCTV replacement project as a Safety & Security investment to an Information Technology investment.



Actual

As was the case in FY2020 and FY2021, actual expenditures for FY2022 totaled less than \$60 million, or \$52.3 million less than what was budgeted for the year (\$111.7 million). This is primarily due to delays in the construction of IndyGo's BRT & other On-street Infrastructure investments, as well as the delay in the expansion of the agency's fleet and Facilities & Equipment projects. Design work for the East Campus renovation was ongoing.

Actual expenses for BRT & other On-street Infrastructure investments totaled \$43.7 million, which was \$27.2 million less than the \$70.9 million approved for FY2022. This is due in large part to the shift in the future timelines of the Purple and Blue Line BRT projects given that

both investments have far exceeded their original deadline. Part of the \$43.7 million expended was used to cover unexpected Red Line BRT pavement repair costs. Actual expenses for Safety & Security totaled more than \$1.12 million, which was \$1,092,704 more than the \$27,650 budget adopted in August 2021. During the year, \$1.2 million in Information Technology dollars were moved to the Safety & Security category to pay for the CCTV project,

which meant that Safety & Security ultimately came in under budget by \$80,000. Actual expenses for Finance totaled more than \$1.22 million, which was more than \$839,000 more than the \$382,500 budget approved in August 2021. An additional appropriate of \$527,000 was moved from FY2021 into FY2022 for expenses related to the ERP system upgrade and fare collection and validation system enhancements. Under spending in other capital areas, specifically the ERP project, allowed additional investment in this category in FY2022.

Throughout FY2022, IndyGo continued to invest in the Far Eastside of Indianapolis; however, IndyGo spent less than \$10 million of the \$22.8 million approved for Facilities & Equipment for the year. This is primarily due to the shift in the project timeline for the East Campus garage into FY2023. As of December 31, 2022, funding for the new East Campus totaled \$5.7 million of the \$17.5 million budgeted for the year and was paid for, in part, by the \$3.0 million 5307 funding award IndyGo received for the renovation of Building “B.” Other categories that came in under budget included: Fleet (\$2.9 million of \$16.0 million budgeted) and Information Technology (\$734,000 of \$1.5 million budgeted). This is largely because project costs were largely encumbered in FY2022, but not realized as an expense. An example of this is vehicle purchases where the expense is encumbered in one year, but the payment isn’t made until the following year when the vehicles are delivered.

Veteran’s Day Bus Reveal Honoree



FY2023 SUMMARY



Planned

For FY2023, what began as a projected budget of \$120.1 million on August 23, 2018, was decreased to \$114.9 million in August 2019, eventually came to be a projected budget of \$122.7 million on August 24, 2022.

In August 2018, IndyGo had anticipated paying for all final expenditures associated with the Purple Line project in FY2023. It was assumed that these and other BRT & other On-street Infrastructure improvements would represent more than 96 percent (\$114.7 million) of total programmed expenditures for FY2023 (\$120.1 million). In August 2019, it was assumed that BRT & other On-street Infrastructure investments would represent just 88 percent (\$101.6 million) of total programmed expenditures for FY2023 (\$114.9 million).

Between FY2019 and FY2020, total planned capital expenditures for FY2023 decreased from \$120.1 million to \$114.9 million. This was due in large part to a delay in the start of the planned Red Line extensions. With the adoption of the 2020 capital plan budget, IndyGo no longer anticipated that 51.5 percent of capital expenditures would be funded through grants. Instead, it was thought that approximately 40 percent of capital expenditures would be funded by grants, the balance still being paid for through a mix of bonds (\$22.3 million, 19 percent), cash (\$30.0 million, 26 percent), and other local sources (\$16.4 million, 14 percent).

By August 2021, FY2023 was no longer the year with the largest sum of anticipated expenditures. At that time, it was thought that FY2025 would be the year that IndyGo would incur the greatest amount of capital expenditures. Again, much of this was due to delays in the design and construction of the Purple Line and Blue Line bus rapid transit projects. In August 2021, total planned capital expenditures for FY2023 were increased from \$116.5 million to \$122.7 million, which was \$2.5 million less than the original \$120.1 million budgeted for FY2019. This, again, is due in large part to the delay in the start of the planned Red Line extensions, as well as the need to invest in IndyGo's real estate portfolio. It was further anticipated at that time that IndyGo would need to spend significantly more on its fleet needs in FY2023. Despite needing to continue to invest in Facilities, Information Technology, and Finance at a level that had not been anticipated when the FY2019 budget was approved, and the need to include an additional \$1.7 million in BRT & other On-street Infrastructure investments

2023 Actual Expenditures

Capital Project Category	2023			
	Approved	Actuals as of 12/31/2023	Budget vs. Actual (variance)	
			\$	%
Expenditures	122,652,792	100,604,450	22,048,342	18%
BRT & On-Street Infrastructure	61,152,792	88,823,072	(27,670,280)	-45%
Facilities & Equipment	30,220,000	3,356,399	26,863,601	89%
Finance (Public Affairs)	397,800	21,397	376,403	95%
Fleet	27,852,200	6,883,666	20,968,534	75%
Information Technology	3,000,000	1,357,025	1,642,975	55%
Safety & Security	30,000	162,891	(132,891)	-443%
Funding Sources	122,652,792	100,604,450	22,048,342	18%
Grants	41,273,080	60,499,472	(19,226,392)	-47%
Local (cash)	30,612,512	27,541,177	3,071,335	10%
Bonds (debt)	50,767,200	12,563,801	38,203,399	75%
Other	0	0	0	
Surplus	0	0	0	-

2023 & 2024 Budget Appropriations

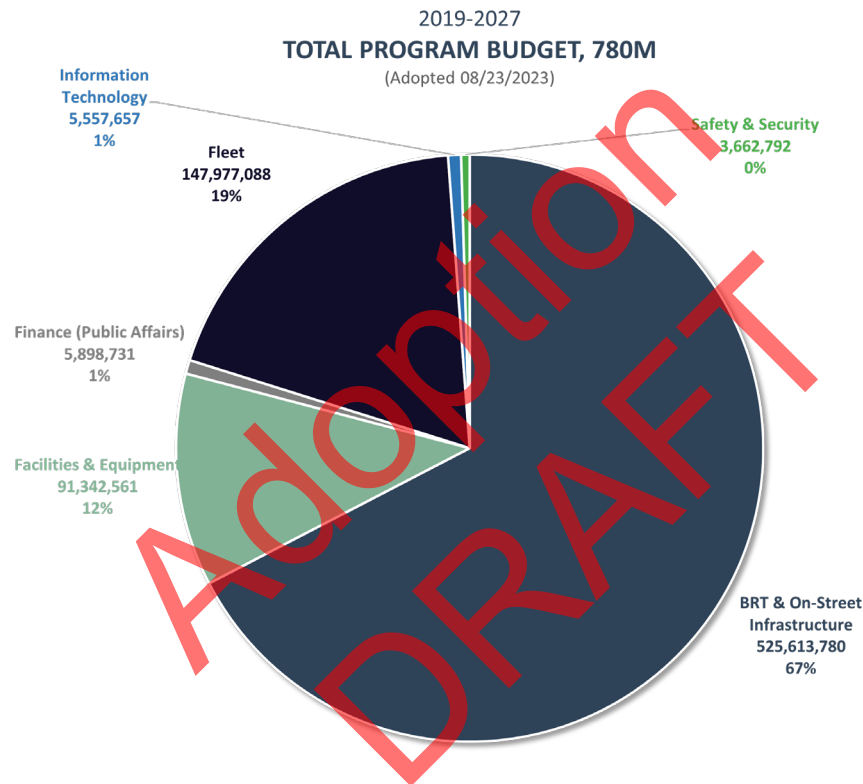
Category	2023 Adopted 08/24/2022	2024 Adopted 08/23/2023	2025 Projected	2026 Projected	2027 Projected	2023-2027 5-yr Total	2019-2027 Program Total
Expenditures	122,652,792	139,840,810	146,177,214	135,606,963	38,350,000	582,627,779	780,052,608
BRT & On-Street Infrastructure	61,152,792	64,726,394	122,153,400	115,900,000	38,050,000	401,982,586	525,613,780
Facilities & Equipment	30,220,000	30,622,369	5,875,000	0	0	66,717,369	91,342,561
Finance (Public Affairs)	397,800	405,756	0	0	0	803,556	5,898,731
Fleet	27,852,200	43,686,291	18,148,814	19,706,963	300,000	109,694,268	147,977,088
Information Technology	3,000,000	400,000	0	0	0	3,400,000	5,557,657
Safety & Security	30,000	0	0	0	0	30,000	3,662,792
Funding Sources	122,652,792	139,840,810	146,177,214	135,606,963	38,350,000	582,627,779	780,052,608
Grants	41,273,080	12,517,021	1,240,000	1,240,000	0	56,270,101	160,315,232
Local (cash)	30,612,512	73,629,220	139,077,214	134,366,963	38,350,000	416,035,909	469,888,754
Bonds (debt)	50,767,200	53,694,569	5,860,000	0	0	110,321,769	149,848,623
Other	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0

in FY2023 to account for such things as the park-n-ride envisioned for the South Madison Street location, the FY2023 budget for BRT & other On-street Infrastructure was reduced from \$101.6 million to just \$61.1 million when the FY2022 budget was approved on August 28, 2021. This is due in large part to an increase in total expenditures resulting from the delay of the Purple Line project to FY2024. It was also anticipated that the final design and construction of IndyGo's new East Campus location, specifically the renovation of Buildings "A" and "B," would be completed by the end of FY2022. To cover these expenses, it was thought that 40 percent (\$45.4 million) of capital expenditures would be paid for with grant dollars. Thirty-three percent (\$36.5 million) was to come from cash and the remaining 27 percent (\$30.0 million) from bonds. By 2021, the budget for FY2023 no longer included other sources of funding as these would have been tax increment finance dollars for the construction of the Blue Line had it moved forward in FY2023.

Adopted on August 24, 2022, the approved budget for FY2023 mirrored that which had been projected in 2021. It was anticipated that, in FY2023, IndyGo would spend less than it had expected to expand the agency's fleet, incurring just \$27.8 million in fleet costs for FY2023 as opposed to the \$31.9 million projected in 2021. This is \$4 million less than was originally anticipated and can be attributed to the fact that the need for more buses stalled when the rollout of IndyGo's network redesign was put on hold. Between FY2021 and FY2022, the budget for BRT & other On-street Infrastructure investments for FY2023 was reduced again, this time from

\$74.6 million (2022 adopted budget) to \$61.2 million (2023 adopted budget). This was due in large part to further delays in implementing the Blue Line BRT route. It was further anticipated that, IndyGo's financial contributions of \$2.2 million and \$4.6 million to DPW's conversion of 29th & 30th streets

and Michigan & New Yorks streets, respectively, could be pushed to FY2024. This was believed to be okay, in part, because of the delay in the implementation of IndyGo's local route improvements, which is what is driving the need for these changes. By August 2022, it was anticipated that final expenditures for the construction of the Purple Line BRT investment would carry over into FY2024 and that the retrofit of the Julia M. Carson Transit Center to include in-ground charging in advance of the Purple Line BRT route entering revenue service would cost \$425,000; all of which was anticipated to be incurred in FY2023. It was anticipated that 34 percent (\$41.3 million) of FY2023 capital expenditures would be paid for with grant dollars. Twenty-five percent (\$30.6 million) would come from cash and the remaining \$50.8 million (41 percent) from bonds.



Actual

For FY2023 IndyGo incurred capital expenditures of \$100.6 million of the \$122.7 million budgeted for FY2023. As in previous years, IndyGo will end the year under budget for the third year in a row.

Except for Safety & Security, which ended the year over budget by more than \$130,000, expenses for all budget categories are well under budget for the year. BRT & other On-street Infrastructure costs were also over budget by \$27.67 million due to overspending for the Purple Line BRT project, which is due to project delays mentioned in previous years. Facilities costs were \$26.8 million under budget due to a delay in the construction of the new East Campus garage and changes to the W Michigan Street scope. Finance costs are under budget by \$376,000 because of delaying the 2023 farebox replacement order. Fleet costs were \$21 million under budget because of ongoing delays for the delivery of Purple Line buses. Note that, in 2024, the Purple Line vehicle costs appear in the BRT and on-street infrastructure category. Information Technology costs were \$1.6 million under budget because the BRT Signage Upgrade and Fare Validator Replacement project delays. Together, these projects total approximately \$2.0 million. The Distributed Antenna System project was started. Safety & Security costs are more than \$130,000 over budget for the year to account for the unbudgeted expenditures related to vehicle CCTV replacements.

Level Boarding and In-ground Charging at the CTC was originally planned for FY2022 at \$1.7M. This project was split in two so that in-ground charging could move forward and be in place by the time the Purple Line becomes operational. Level boarding has been replaced by BRT docking on E Washington Street, per the CTC BRT docking study recommendations. In 2023 the BRT docking solution currently had a total of \$8.6 million budgeted (\$600,000 in FY2024, \$5.7 million in FY2025, and \$2.4 million in FY2026). Capital investments for the new East Campus were carried past FY2023 but construction costs will eventually be paid for in-part by the \$33 million 5339 Low/No Bus and Bus Facilities funding award for the construction of the new Fleet, Maintenance Terminal and Operations Center (East Campus garage). This grant was awarded in August of 2022.

In 2023, 66 percent (\$60.5 million) of capital expenditures in FY2023 were paid for with grant dollars. 27percent (\$27.5 million) from cash and the remaining \$12.6 million (12 percent) from bonds.

Mural by local artist Andre Parnell



IndyGo Open House Event



FY2024 SUMMARY



Planned

In 2019, IndyGo had anticipated advancing the Blue Line and Red Line extension bus rapid transit projects through FY2024 (and into the first part of 2025). In 2019, the majority of FY2024 expenditures (\$71 million or 77 percent) were targeted towards the construction of the Blue Line. In 2019, IndyGo had also anticipated purchasing eleven 60' all electric vehicles, at a cost of nearly \$1 million each. 55 percent of the expenditures in FY2024 were to be grant reimbursable.

Due to a delay in the start of the Red Line extensions projects, total planned capital expenditures between FY2019 and FY2020 increased by more than \$20 million. This was due to pushing out the start of the Red Line extensions project. In early 2020, IndyGo anticipated needing to receive delivery of 36 sixty-foot buses for the Blue Line BRT line by FY2024, which, at the time, was six more buses than the agency's 2019 estimate. In 2019, the agency also anticipated needing to replace eleven forty-foot buses in FY2024. This number remained the same between FY2019 and FY2020.

By 2021, total capital expenditures for FY2024 were anticipated to be \$122.9 million, which was \$9.7 million more than the \$113.2 million revised budget projection from 2020. This was thought to be due in large part to growing fleet needs (\$17.6 million), and the construction of both the Purple Line (\$10 million) and the Blue Line (\$86.85 million) bus rapid transit corridors. It was further anticipated that IndyGo would move forward with the completion of the Rural Street Bridge Underpass project in FY2024 (\$4.9 million) for a total year to date cost of \$6.61 million.

By 2022, total capital expenditures for FY2024 had increased by another \$17.0 million to \$139.8 million. This again is believed to be due in large part to growing fleet needs (\$17.6 million to \$43.7 million for 2024); however, the anticipated costs for all BRT & On-Street Infrastructure decreased from \$104.4 million (85 percent) to just \$64.7 million, or 46 percent of the total FY2024 budget. This is due in large part to delays with the project. The overall increase in the total was due in large part to fleet needs (\$43.7 million) and the advancement of the construction of the Purple Line BRT project (\$15.6 million) and the design of the Blue Line BRT project (\$25.6 million). It was further anticipated that IndyGo would move forward with the Rural Street Underpass project in FY2024, thus the budget was increased

2024 Actual Expenditures (as of August 2024)

Capital Project Category	2024			
	Approved	Actuals as of 08/31/2024	Budget vs. Actual (variance)	
			\$	%
Expenditures	112,084,085	28,968,383	83,115,702	74%
BRT & On-Street Infrastructure	63,712,589	24,684,854	39,027,735	61%
Facilities & Equipment	19,685,000	1,005,261	18,679,739	95%
Finance (Public Affairs)	673,000	0	673,000	100%
Fleet	25,521,496	2,466,024	23,055,472	90%
Information Technology	1,732,000	791,084	940,916	54%
Safety & Security	760,000	21,160	738,840	97%
Funding Sources	112,084,085	28,968,383	83,115,702	74%
Grants	39,992,297	11,550,536	28,441,761	71%
Local (cash)	70,081,788	15,746,686	54,335,102	78%
Bonds (debt)	2,010,000	1,671,161	338,839	17%
Other	0	0	0	-
Surplus	0	0	0	-

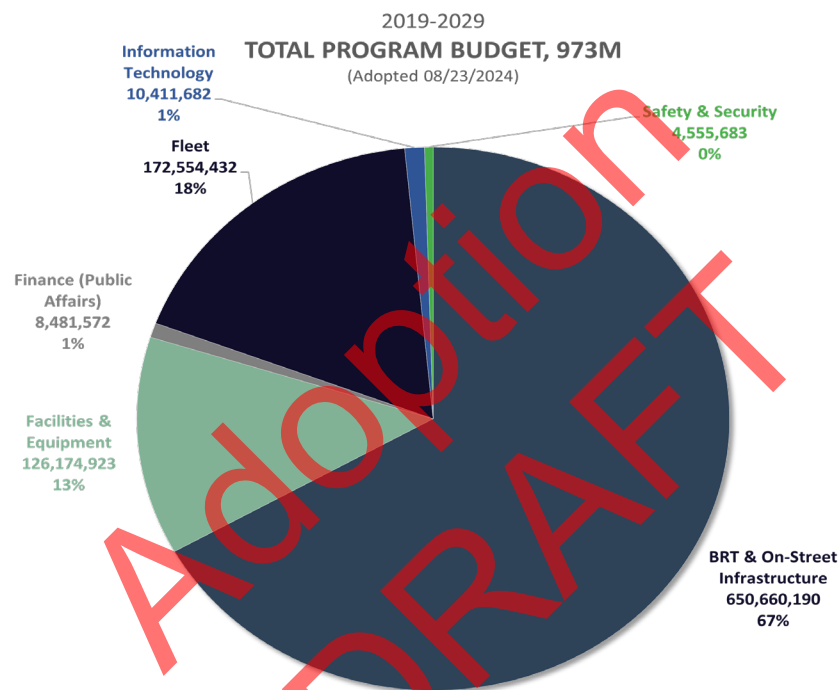
2024 & 2025 Budget Appropriations

Category	2024 Adopted 08/23/2023	2025 Adopted 08/22/2024	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2025-2029 5-yr Total	2019-2029 Program Total
Expenditures	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
BRT & On-Street Infrastructure	63,712,589	142,620,370	125,009,000	89,438,965	14,925,000	2,500,000	374,493,335	650,660,190
Facilities & Equipment	19,685,000	15,397,000	30,775,000	32,336,392	0	0	78,508,392	126,174,983
Finance (Public Affairs)	673,000	673,000	673,000	673,000	673,000	0	2,692,000	8,481,572
Fleet	25,521,496	18,616,496	19,359,496	20,373,928	21,290,294	22,226,236	101,866,450	172,554,432
Information Technology	1,732,000	2,165,000	2,000,000	1,000,000	0	0	5,165,000	10,411,682
Safety & Security	760,000	0	0	0	0	0	0	4,555,683
Funding Sources	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
Grants	39,992,297	92,374,759	82,857,457	64,720,694	18,940,470	12,984,839	271,878,219	476,415,119
Local (cash)	70,081,788	24,393,907	9,354,339	7,418,179	12,232,324	5,886,150	59,284,899	210,760,708
Bonds (debt)	2,010,000	62,703,200	85,604,700	71,683,412	5,715,500	5,855,247	231,562,059	285,662,714
Other	0	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0	0

from \$3.8 million to \$6.6 million. It was also anticipated that the design of the East Campus Fleet Storage, Maintenance Terminal, and Operations Center would start in FY2024 (\$27.6 million). At the same time, the total cost of the new East Campus garage project was estimated to be \$52.6 million. Nine percent, or \$12.5 million of IndyGo's FY2024 funding was expected to come from grant dollars. Thirty-eight percent (\$53.7 million) from bond proceeds, of which \$1.9 million was expected to go towards Fleet Parking for W Michigan Street's Mobility Solutions Center with the remaining \$110,000 going towards the completion of the Assessment Center at that the same location. The remaining \$73.6 million in expenses was expected to be paid for with local dollars.

By 2023, the total capital expenditures for FY2024 had decreased by \$27.7 million to \$112.1 million due to delays related to the Blue Line, Michigan Street Conversion, and the Rural Street Bridge Underpass project. At this time, thirty-four percent (\$38.6 million) of IndyGo's FY2024 capital budget was expected to be paid for using grant dollars, the largest of which was for Local Bus Replacement (\$18.4 million) and the Purple Line BRT project (\$11.5 million). Less than two percent (\$2.0 million) from bond proceeds; the majority of which (\$1.9 million) was expected to go towards Fleet Parking for W Michigan Street's Mobility Solutions Center and the remaining \$110,000 to finish the build out of the Assessment Center at the same location. The remaining \$71.4 million (64 percent) was expected to be paid for using local funding. The largest expense to be paid for out of local funding was attributable to the Blue Line

BRT design (\$37.0 million), which was 33 percent of the total FY2024 budget, followed by Land Acquisition (\$9.0 million).



Appropriated (as of August 2024)

As of August 31, 2024, IndyGo has incurred capital expenditures of \$29 million of the \$112 million budgeted for 2024. Currently, expenses for all categories are well under budget. BRT & other on-street infrastructure costs are \$39 million under budget, due to the delays to commencing construction for the Blue Line and East Washington Street Mobility Hub. Facilities costs are \$18.7 million under budget due to delays to the East Campus Garage project, including property acquisition. Finance has yet to incur/encumber any expenses due to the ordering timing of farebox replacement, while Fleet is \$23 million under budget also due to ordering timing of the fixed route replacement vehicles. Safety and Security costs are \$940,000 under budget due to delays to the document imaging and retention project. IT costs are \$739,000 under

budget due to delays to the CTC security project.

As of this update, a number of capital projects are completed or expected to be completed by the end of 2024 with the most notable being the Purple Line BRT construction project. Additional project expected to be completed by the end of 2024 include: West Michigan Street fleet parking and assessment center, Red Line Phase I closeout (Cultural Trail shelters), depot charging equipment install at the West Campus, swapping out the mass notification for the West Campus to the Alertus system, inductive charging

at the CTC for the Purple Line BRT route, the acquisition of an EV charge management system, FY2024 marked the beginning of several new projects, such as the BRT Docking Solution at the CTC, 1501 masonry and window repair and 1501 maintenance area garage renovations.

A portion of the projects originally expected to be completed in FY2024 experienced delays and are now will be completed in FY2025. This includes the document imaging and retention project; interior renovations and camera replacement projects at the CTC; and all remaining land acquisitions related to the expansion of East Campus. Additionally in 2024 it was determined that several projects will not be moving forward in the foreseeable future. If or when IndyGo decides to advance these projects, it may result in significant changes to the existing scope. These projects include the South Madison Ave Park-n-Ride, West Michigan Street Fleet parking, the Rural Street bridge underpass project, and completing final Red Line Phase I closeout (contractor portion). Additionally, The South Madison Ave Park-n-Ride funding was reallocated to the 1501 Maintenance Area Garage renovation project, giving IndyGo confidence it could fully fund the entire scope of the proposed project. The East Campus garage and Blue Line construction projects are now expected commence in 2025, versus 2024. Note that, during the 2023 budgeting process (for FY2024 and beyond), the Eastside Mobility Hub was a stand-alone project from the Blue Line BRT grant project. The reason for this is that in 2021, IndyGo sought a Bus & Bus Facilities grant for this one component of the project. As of this update, the Eastside Mobility Hub expenses are included in the Blue Line Small Starts grant budget and the \$8,029,200 allocated between 2024, 2025, and 2026 may be able to be reallocated. Additionally, it was determined that the Purple Line BRT buses that were not programed through the CIG budget be moved and included in the overall Purple Line budget (BRT & on-street infrastructure).

Going forward, all the Department of Public Work's financial contributions to IndyGo's BRT & On-street Infrastructure Projects will eventually be incorporated into an interlocal cooperation agreement. According to the original agreement, IndyGo was to receive \$1.5 million in FY2020 for the Blue Line BRT project, rather than the \$1.2 million reflected in IndyGo's adopted budget. As of this update, the Department of Public Works is offering an additional \$15.0 million towards the Blue Line BRT project for a total of

\$16.5 million, and Citizen's Energy Group has agreed to pay \$9.0 million. The Department of Public Works is expected to make their payment, in full, once IndyGo has an executed Small Starts grant agreement with the Federal Transit Administration. Citizen's Energy Group's \$9 million contribution; however, will be paid in installments throughout FY2025-FY2028.

In FY2024 IndyGo was successful in securing discretionary funding awards to primarily be used to offset local revenue contributions to the Blue Line.

Purple Line Station Under Construction



FY2025 SUMMARY

Planned

In 2019, it was anticipated that IndyGo would realize the Marion County Transit Plan by completing all major capital investment projects by the first half of FY2025. However, due to the delays related to the design and construction of the Blue Line bus rapid transit route, total capital expenditures for FY2025 were – at that time-- estimated at approximately \$266.4 million an increase of \$241.6 million from what was projected in 2019.

In 2021, it was estimated that IndyGo would need more than \$189.5 million in FY2025 to advance BRT and other on-street infrastructure improvements, and more than \$18 million to meet the agency's fleet needs for the year. BRT and other on-street infrastructure expenditures, it was anticipated, would primarily be for the advancement of the Blue Line rapid transit project (\$86.9 million). The remainder of the investments to be made in FY2025 was targeted towards Transit Stop Amenities (\$2.1 million). In 2021, investments in IndyGo's fleet were expected to require more than \$16.3 million for fixed-route bus replacement and expansion, \$1.55 million for paratransit bus replacement, and \$300,000 for support vehicle replacement.

With the adoption of the FY2023 budget in October 2022, total expenditures for FY2025 were expected to be \$146.2 million and that IndyGo would need more than \$122.2 million to advance its BRT & Other On-street Infrastructure investments. At that time, more than \$18.1 million was thought to be needed to meet the agency's fleet needs, with fixed-route bus replacement and expansion (\$16.3 million), paratransit bus replacement (\$1.6 million), and support vehicle replacement costs (\$300,000). Overall, less than one percent (\$1.2 million) of IndyGo's 2025 funding was expected to come from grant dollars and four percent (\$5.9 million) was to have come from bond proceeds, which meant that, in FY2025, local revenue would cover most of IndyGo's expenditures.

With the adoption of the FY2024 budget in October 2023, total expenditures for FY2025 were projected to be \$266.3 million, and that the largest expense categories would be needing more than \$200.9 million to advance its BRT & Other On-street Infrastructure investments, with \$182.4 million for the Blue Line. At that time, then \$17.7 million was thought to be needed to meet the agency's fleet needs: fixed-route bus replacement and expansion (\$15.4 million), paratransit bus replacement (\$2 million), and support vehicle replacement costs (\$300,000). Facilities costs was expected to be \$45.2 million to support East Campus Garage (\$44 million); 1501 masonry repair, windows and door frames (\$1 million); 1501 fuel island and wash rack drain repair (\$500,00); 1501 locker room improvements (\$100,000); and 1501 maintenance area garage renovations (\$60,000). The reminder of investments (\$20.2 million) was to support IT (\$1.7 million), Finance (\$375,000). At this time Safety and Security did not have any planned expenditures. Overall, Sixteen percent (\$42.6 million) of IndyGo's 2025 funding was expected to come from grant dollars and one and half percent (\$3.7 million) was to have come from bond proceeds, which meant that, in FY2025, local revenue would have covered



2024 & 2025 Budget Appropriations

Category	2024 Adopted 08/23/2023	2025 Adopted 08/22/2024	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2025-2029 5-yr Total	2019-2029 Program Total
Expenditures	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
BRT & On-Street Infrastructure	63,712,589	142,620,370	125,009,000	89,438,965	14,925,000	2,500,000	374,493,335	650,660,190
Facilities & Equipment	19,685,000	15,397,000	30,775,000	32,336,392	0	0	78,508,392	126,174,983
Finance (Public Affairs)	673,000	673,000	673,000	673,000	673,000	0	2,692,000	8,481,572
Fleet	25,521,496	18,616,496	19,359,496	20,373,928	21,290,294	22,226,236	101,866,450	172,554,432
Information Technology	1,732,000	2,165,000	2,000,000	1,000,000	0	0	5,165,000	10,411,682
Safety & Security	760,000	0	0	0	0	0	0	4,555,683
Funding Sources	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
Grants	39,992,297	92,374,759	82,857,457	64,720,694	18,940,470	12,984,839	271,878,219	476,415,119
Local (cash)	70,081,788	24,393,907	9,354,339	7,418,179	12,232,324	5,886,150	59,284,899	210,760,708
Bonds (debt)	2,010,000	62,703,200	85,604,700	71,683,412	5,715,500	5,855,247	231,562,059	285,662,714
Other	0	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0	0

most of IndyGo's expenditures.

Anticipated

As of this update, FY2025 represents the year with the largest sum of anticipated expenditures with a total of programmed cost of \$179.5 million. This is due in large part to the fact both of IndyGo large capital construction projects, the Blue Line (\$124.5 million) and the East Campus garage (\$4.9 million). Additionally, IndyGo expects to advance the additional land purchase in early 2024 for the expansion of East Campus (\$9 million).

Overall, local revenue dollars are expected to cover more than 13.6 percent (\$24.4 million) of the expenses. Bonds are expected to cover \$62.7 million (35 percent), which will go towards the and approximately \$92.3 million (51.5 percent) from grants, which would be spread out across ten projects, but be primarily used for the Purple Line, Blue Line and local route TSP (\$74.1 million).

As of this update, BRT & Other On-street Infrastructure improvements for FY2025 are expected to total close to \$143 million; the majority of which will go towards the Blue Line BRT project (\$124.5 million) Other investments that make up the FY2025 budget for this category include BRT docking at the CTC (\$3.3 million), the Eastside Mobility Hub (\$3.4 million), Purple Line BRT

construction—for close out (\$4.5million), and Transit Stop Amenities (\$2.2 million), Local Route TSP (\$4.6 million), and Solar Powered Real Time Signs (\$70,084. Facilities expenses for FY2025 are projected to total \$15.4 million. Included are several remaining projects for IndyGo's West Campus and the CTC that together total less than \$1 million, and the vast majority of the FY2025 budget for Facilities (\$14.40 million) is allocated for the expansion of East Campus. Fleet and Information Technology make up the bulk of the rest of the FY2025 budget. The largest expense being Local Bus Replacement at \$16.1 million. One item of note is that in 2024 the Rural Street underpass project was expected to commence in 2025, however, as of this update, that project was placed on indefinite hold.

FY2026 PROJECTIONS



Planned

When the capital program was first established in 2018 the time between when the plan was created and when the plan would be finished (i.e., the planning horizon) was late-2019 to early-2025. In 2021, the planning horizon for this plan was extended from 2025 to 2026/2027. At that time, planned capital expenses for FY2026 were estimated to be \$61.8 million to account for the need to continue investments in BRT and other on-street infrastructure improvements (\$115.9 million) and maintaining the agency's fleet (\$19.7 million). In 2021, it was anticipated that BRT and other on-street infrastructure investments would be limited to the Blue Line BRT corridor (\$39.0 million), and Transit Stop Amenities (\$1.0 million). Investments in IndyGo's fleet will include \$17.9 million for fixed-route bus replacement and expansion, \$1.55 million for paratransit bus replacement, and \$250,000 for support vehicle replacement.

In 2022, planned capital expenses for FY2026 were anticipated to be \$104.8 million, which was a difference of \$43.8 million compared to the FY2026 budget projection from 2019 (\$61.8 million). Again, this is due in large part to the number of capital projects that have been delayed year after year. It was also anticipated that BRT and other on-street infrastructure improvements (\$81.8 million) and fleet expansion needs (\$19.7 million) would make up a large part of the FY2026 capital budget. It was further anticipated that, by FY2026, BRT & Other On-Street Infrastructure investments would be limited to the construction of the Blue Line BRT corridor (\$81.8 million), and transit stop amenities (\$1.6 million). Investments in IndyGo's fleet were anticipated to require \$17.9 million for fixed-routes bus replacement and expansion, \$1.6 million for paratransit bus replacement, and just \$250,000 for support vehicle replacement.

In 2023, the planning horizon was extended into FY2028. Planned capital expenses for FY2026 were anticipated to be more than \$151.7 million, which is \$16.1 million more than the FY2026 budget projection included in the FY2023 budget (\$135.6 million). This is due in large part to the number of capital projects that were delayed year after year. It was anticipated that BRT & Other On-street Infrastructure improvements (\$132.7 million or 88 percent) and fleet investments (\$17.5 million or 12 percent) will make up a large part of the FY2026 capital program budget. It was also no longer anticipated that BRT & Other On-street Infrastructure investments will be limited to the construction of the Blue Line BRT route and transit stop amenities. Also included then were the Eastside Mobility Hub (\$2.9 million) and Local Route Transit Signal Prioritization (\$410,000). Note that at the time that the FY2024 budget was being prepared, the Eastside Mobility Hub was a stand-alone project totaling more than \$8.0 million. Then it was determined to include the Eastside Mobility Hub expenses in the Blue Line Small Starts grant budget and the \$8,029,200 allocated between FY2024, FY2025, and FY2026 was reallocated. IndyGo also increased the FY2026 budget for Transit Stop Amenities from \$1.6 million to \$2.5 million, due in large part to the number of competitive grant awards that IndyGo has received. IndyGo thought it would need to invest \$17.9 million for fixed-routes bus replacement and expansion, \$1.6 million for paratransit bus replacement, and \$250,000 for support vehicle replacement in FY2026, the total budget for the Fleet

2026 Planned Budget

Category	2024 Adopted 08/23/2023	2025 Adopted 08/22/2024	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2025-2029 5-yr Total	2019-2029 Program Total
Expenditures	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
BRT & On-Street Infrastructure	63,712,589	142,620,370	125,009,000	89,438,965	14,925,000	2,500,000	374,493,335	650,660,190
Facilities & Equipment	19,685,000	15,397,000	30,775,000	32,336,392	0	0	78,508,392	126,174,983
Finance (Public Affairs)	673,000	673,000	673,000	673,000	673,000	0	2,692,000	8,481,572
Fleet	25,521,496	18,616,496	19,359,496	20,373,928	21,290,294	22,226,236	101,866,450	172,554,432
Information Technology	1,732,000	2,165,000	2,000,000	1,000,000	0	0	5,165,000	10,411,682
Safety & Security	760,000	0	0	0	0	0	0	4,555,683
Funding Sources	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
Grants	39,992,297	92,374,759	82,857,457	64,720,694	18,940,470	12,984,839	271,878,219	476,415,119
Local (cash)	70,081,788	24,393,907	9,354,339	7,418,179	12,232,324	5,886,150	59,284,899	210,760,708
Bonds (debt)	2,010,000	62,703,200	85,604,700	71,683,412	5,715,500	5,855,247	231,562,059	285,662,714
Other	0	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0	0

category was just over \$17.5 million.

Anticipated

As of this update, planned capital expenses for FY2026 are anticipated to be more than \$177.8 million, which is \$26.1 million more than the FY2026 budget projection included in the FY2024 budget (\$151.7 million). Again, this is due in large part to the number of capital projects that have been delayed year after year. As of this update, it is anticipated that BRT & Other On-street Infrastructure improvements (\$125 million or 70 percent), facilities & equipment (\$30.7 million or 17 percent) and Fleet investments (\$19.4 million or 11 percent) will make up a large part of the FY2026 capital program budget.

As of this update, it is no longer anticipated that BRT & Other On-street Infrastructure investments will be limited to the construction of the Blue Line BRT route (\$119.1 million) and transit stop amenities (\$2.5 million). Also included are the Eastside Mobility Hub (\$3 million) and Local Route TSP (\$250,000). Note that at the time that the FY2024 budget was being prepared, the Eastside Mobility Hub was a stand-alone project totaling more than \$8.0 million. The reason for this is that in 2023, IndyGo sought a Bus &

Bus Facilities grant for this one component of the project. As of this update, the Eastside Mobility Hub expenses are included in the Blue Line Small Starts grant budget and the \$8,029,200 allocated between FY2024, FY2025, and FY2026 can be reallocated. IndyGo has increased the FY2026 budget for Transit Stop Amenities from \$2.2 million to \$2.5 million. This increase is due in large part to the number of competitive grant awards that IndyGo has received in the last several years. Whereas IndyGo believes it will need to invest \$16.7 million for fixed-routes bus replacement and expansion, \$2.3 million for paratransit bus replacement, and \$200,000 for support vehicle replacement in FY2026, the total budget for the Fleet category is just over \$19.4 million. The total budget for facilities and equipment is \$30.7 million with almost the entirety of that cost being the East Campus garage. Whereas finance and information technology total \$2.7 million and safety and security are not projected to have any expenses.

As of this update, most of IndyGo's FY2026 expenses will be covered by local revenue (\$9.3 million or five percent). Bond proceeds will cover 48 percent (\$85.6 million) of FY2026 capital expenditures, and grants will make up \$82.8 million, or 46.6 percent, of the total funding amount for the year.

FY2027 PROJECTIONS

Planned

When the capital program was first established in 2018, the time between when the plan was created and when the plan would be finished (i.e., the planning horizon) was late-2019 to early-2025. In 2021 while preparing the 2022 budget, the planning horizon for this plan was extended from 2025 to 2026/2027 and the planned capital expenses for fiscal year FY2027 totaled \$38.4 million to cover the Blue Line BRT project (\$36.5 million), transit stop amenities (\$1.6 million), and support vehicle replacement (\$300,000), and with most of IndyGo's expenses expected to be covered by local revenue. When the 2023 capital budget was adopted, the FY2027 budget remained at \$38.4 million.

As of 2023, the total capital budget for FY2027 was \$122.2 million. BRT & On-street Infrastructure investments were projected to total more than \$103.9 million. That included \$99.0 million (81 percent of the total) for the Blue Line BRT route, \$2.5 million for Transit Stop Amenities, \$410,000 (less than one percent) for Local Route Transit Signal Prioritization, and a projected \$2.0 million for the start of Red Line Phases II and/or III. Finance and Fleet made up the rest of the capital investments for FY2027, the majority of which was allocated to Local Bus Replacement (\$15.8 million) and Paratransit Bus Replacement (\$1.8 million). Most of IndyGo's expenses were to be paid for using local revenue (\$104.9 million or 86 percent). IndyGo did not anticipate using bond proceeds to cover any of its FY2027 capital expenditures. Instead, IndyGo would have grant dollars to cover all remaining expenses for the year (\$17.2 million or 14 percent).

As of the 2024 budget approval, the total capital budget for FY2027 was \$122.2 million. BRT & On-street Infrastructure investments were projected to total more than \$103.9 million. This included \$99.0 million (81 percent of the total) for the Blue Line BRT route, \$2.5 million for Transit Stop Amenities, \$410,000 (less than one percent) for Local Route Transit Signal Prioritization, and a projected \$2.0 million for the start of Red Line Phases II and/or III. Finance and Fleet made up the rest of the capital investments for FY2027, the majority of which was allocated to Local Bus Replacement (\$15.8 million) and Paratransit Bus Replacement (\$1.8 million). Most of IndyGo's expenses were to be paid for using local revenue (\$104.9 million or 86 percent). IndyGo did not anticipate using bond proceeds to cover any of its FY2027 capital expenditures. Instead, IndyGo planned to use grant dollars to cover all remaining expenses for the year (\$17.2 million or 14 percent).

Anticipated

As of this update, it is anticipated that BRT & Other On-street Infrastructure investments will be the highest expense category in the FY2027 capital budget (\$143.8 million), which includes: the Blue Line BRT route (\$85.3 million), transit stop amenities (\$2.5 million), and local route TSP (\$1.4 million). IndyGo also believes it will need to invest \$17.8 million for fixed-routes bus replacement and expansion, \$2.3 million for paratransit bus replacement, and \$300,000 for support vehicle replacement in FY2027, the total budget for the Fleet category is \$20.4 million. The total budget for facilities and

2027 Planned Budget

Category	2024 Adopted 08/23/2023	2025 Adopted 08/22/2024	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2025-2029 5-yr Total	2019-2029 Program Total
Expenditures	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
BRT & On-Street Infrastructure	63,712,589	142,620,370	125,009,000	89,438,965	14,925,000	2,500,000	374,493,335	650,660,190
Facilities & Equipment	19,685,000	15,397,000	30,775,000	32,336,392	0	0	78,508,392	126,174,983
Finance (Public Affairs)	673,000	673,000	673,000	673,000	673,000	0	2,692,000	8,481,572
Fleet	25,521,496	18,616,496	19,359,496	20,373,928	21,290,294	22,226,236	101,866,450	172,554,432
Information Technology	1,732,000	2,165,000	2,000,000	1,000,000	0	0	5,165,000	10,411,682
Safety & Security	760,000	0	0	0	0	0	0	4,555,683
Funding Sources	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
Grants	39,992,297	92,374,759	82,857,457	64,720,694	18,940,470	12,984,839	271,878,219	476,415,119
Local (cash)	70,081,788	24,393,907	9,354,339	7,418,179	12,232,324	5,886,150	59,284,899	210,760,708
Bonds (debt)	2,010,000	62,703,200	85,604,700	71,683,412	5,715,500	5,855,247	231,562,059	285,662,714
Other	0	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0	0

equipment is \$32.3 million with almost the entirety of that cost being the East Campus garage. Whereas finance and information technology total \$1.6 million and safety and security are not projected to have any expenses.

As of this update, most of IndyGo's FY2027 expenses will be covered by local revenue (\$7.4 million or five percent). Bond proceeds would cover 50 percent (\$71.6 million) of FY2027 capital expenditures, and grants would make up \$64.7 million, or 45 percent, of the total funding amount for the year.

FY2028 PROJECTIONS



Planned

When the capital program was first established in 2018 the time between when the plan was created and when the plan would be finished (i.e., the planning horizon) was late-2019 to early-2025. In 2021 in preparation for the adoption of the 2023 budget, the planning horizon for this plan was extended from 2025 to 2026/2027. In 2022, the planning horizon was still 2023 through 2027.

As of the approval of the 2023 budget, the planning horizon has been extended beyond FY2028. The total projected budget for FY2028 was \$23.8 million. The categories included BRT & other On-street Infrastructure (\$4.3 million), Finance (\$375,000), and Fleet (\$19.1 million). The BRT & other On-street Infrastructure expenditures included \$1.9 million (less than 10% of the total budget) for the Blue Line BRT route, \$410,000 for Local Route Transit Signal Priority, and another \$2.0 million for Red Line Phases II and III should either one of these extensions move forward. The Finance expenditures were solely for GFI Farebox Maintenance/Replacement, and the largest Fleet expense was for Local Bus Replacement (\$16.6 million). Most of IndyGo's FY2028 expenses were to be paid for using grant dollars (\$16.7 million or 70 percent). IndyGo did not anticipate using bond proceeds to cover any of its FY2028 capital expenditures. Instead, IndyGo would have local dollars to cover all remaining expenses for the year (\$7.1 million or 30 percent).

Anticipated

As of the 2024 budget process, the planning horizon has been extended beyond FY2028 and into FY2029. The total projected budget for FY2028 is \$36.9 million. The categories included BRT & other On-street Infrastructure (\$14.9 million), Finance (\$673,000), and Fleet (\$21.2 million). The BRT & other On-street Infrastructure expenditures include \$12.4 million for the Blue Line BRT route and \$2.5 million for Local Route Transit Signal Priority. Finance expenditures are solely for GFI Farebox Maintenance/Replacement, and the largest Fleet expense is for Local Bus Replacement (\$18.7 million). Most of IndyGo's FY2028 expenses will be paid for using grant dollars (\$18.9 million or 51 percent). Also, IndyGo anticipates using \$5.7 million in bond proceeds (15 percent) and that local dollars will cover all remaining expenses for the year (\$12.2 million or 33 percent).

2028 Planned Budget

Category	2024 Adopted 08/23/2023	2025 Adopted 08/22/2024	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2025-2029 5-yr Total	2019-2029 Program Total
Expenditures	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
BRT & On-Street Infrastructure	63,712,589	142,620,370	125,009,000	89,438,965	14,925,000	2,500,000	374,493,335	650,660,190
Facilities & Equipment	19,685,000	15,397,000	30,775,000	32,336,392	0	0	78,508,392	126,174,983
Finance (Public Affairs)	673,000	673,000	673,000	673,000	673,000	0	2,692,000	8,481,572
Fleet	25,521,496	18,616,496	19,359,496	20,373,928	21,290,294	22,226,236	101,866,450	172,554,432
Information Technology	1,732,000	2,165,000	2,000,000	1,000,000	0	0	5,165,000	10,411,682
Safety & Security	760,000	0	0	0	0	0	0	4,555,683
Funding Sources	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
Grants	39,992,297	92,374,759	82,857,457	64,720,694	18,940,470	12,984,839	271,878,219	476,415,119
Local (cash)	70,081,788	24,393,907	9,354,339	7,418,179	12,232,324	5,886,150	59,284,899	210,760,708
Bonds (debt)	2,010,000	62,703,200	85,604,700	71,683,412	5,715,500	5,855,247	231,562,059	285,662,714
Other	0	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0	0

ADOPTED
DRAFT

FY2029 PROJECTIONS



Planned

When the capital program was first established in 2018 the time between when the plan was created and when the plan would be finished (i.e., the planning horizon) was late-2019 to early-2025. In 2021 in preparation for the adoption of the 2023 budget, the planning horizon for this plan was extended from 2025 to 2026/2027. In 2022, the planning horizon was still 2023 through 2027. In 2023, the planning horizon was still 2024 through 2028. In 2024, the planning horizon extended through 2029.

Anticipated

Through the 2024 budget process, the planning horizon has been extended beyond FY2028 and into FY2029. The total projected budget for FY2029 is \$24.7 million. The categories included BRT & other On-street Infrastructure (\$2.5 million) and Fleet (\$22.2 million). The BRT & other On-street Infrastructure expenditures only include \$2.5 million for transit stop amenities, since the Blue Line will be placed into operations in 2028. The largest expenditure Fleet expenses is for Local Bus Replacement (\$19.7 million). Most of IndyGo's FY2028 expenses will be paid for using grant dollars (\$13 million or 52.6 percent). Also, IndyGo anticipates using \$5.8 million (24 percent) in bond proceeds, and will use local dollars to cover all remaining expenses for the year (\$5.9 million or 23.5 percent).

2029 Planned Budget

Category	2024 Adopted 08/23/2023	2025 Adopted 08/22/2024	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2025-2029 5-yr Total	2019-2029 Program Total
Expenditures	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
BRT & On-Street Infrastructure	63,712,589	142,620,370	125,009,000	89,438,965	14,925,000	2,500,000	374,493,335	650,660,190
Facilities & Equipment	19,685,000	15,397,000	30,775,000	32,336,392	0	0	78,508,392	126,174,983
Finance (Public Affairs)	673,000	673,000	673,000	673,000	673,000	0	2,692,000	8,481,572
Fleet	25,521,496	18,616,496	19,359,496	20,373,928	21,290,294	22,226,236	101,866,450	172,554,432
Information Technology	1,732,000	2,165,000	2,000,000	1,000,000	0	0	5,165,000	10,411,682
Safety & Security	760,000	0	0	0	0	0	0	4,555,683
Funding Sources	112,084,085	179,471,866	177,816,496	143,822,285	36,888,294	24,726,236	562,725,177	972,838,541
Grants	39,992,297	92,374,759	82,857,457	64,720,694	18,940,470	12,984,839	271,878,219	476,415,119
Local (cash)	70,081,788	24,393,907	9,354,339	7,418,179	12,232,324	5,886,150	59,284,899	210,760,708
Bonds (debt)	2,010,000	62,703,200	85,604,700	71,683,412	5,715,500	5,855,247	231,562,059	285,662,714
Other	0	0	0	0	0	0	0	0
Surplus	0	0	0	0	0	0	0	0

ADOPTED
DRAFT

Adoption
DRAFT

FUNDING SOURCES

IndyGo's capital program is funded primarily through federal grants, bond proceeds, and local revenue (i.e., cash). In addition to federal funding, IndyGo has, from time to time, received financial support from local sources such as the City of Indianapolis, Department of Public Works, the Metropolitan Development Commission, and Citizens Energy Group. For example, the MDC contributed funding from the Consolidated Downtown tax increment finance district towards the completion of the Red Line BRT corridor project and both DPW and CEG are contributing financially to the Blue Line BRT project.

Between 2024 and 2026, IndyGo should see increases to some federal funding sources. These increases are the result of the passage of the Bipartisan Infrastructure Law (BIL), a historic investment in the United States transportation systems. The BIL was approved in 2021, introducing new discretionary programs offered by federal agencies, while increasing the amount of money offered for existing ones. Please note that while this plan extends into 2029, IndyGo has not made a reauthorization assumption regarding the BIL. However, does not anticipate a decrease in funding at this time.

The following pages included detailed descriptions of each of IndyGo's capital funding sources. The following table outlines the relationship between the various grant numbers used throughout this plan and their original funding sources. Use this table to cross reference funding sources and uses of funds for the various projects described throughout the rest of this plan.

FUNDING SOURCES



GRANTS

Since 1964, the Federal Transit Administration (FTA) has partnered with state and local governments to create and enhance public transportation systems, investing more than \$13 billion annually to support and expand public transit services. FTA provides annual formula grants to transit agencies nationwide as well as discretionary funding in the form of competitive grants. Non-competitive grant awards are based on formulas established by Congress in federal surface transportation bills and confirmed through annual appropriations. Discretionary grants, by comparison, are only made available to agencies that participate in one of several competitive grant application processes.

Initially, this plan expected to draw on more than \$296.8 million in grants. As of this update, to implement this plan IndyGo will draw on more than \$476.4 million in grants. The difference being \$179.6 million more than anticipated due to variances with the Blue Line.

Rural to Urban Transition: Like other jurisdictional boundaries, the urbanized area boundary changes over time. In 2017, as part of the Coordinated Public Transit and Human Services Plan for Central Indiana, an audit of trips within the Indianapolis urbanized area uncovered an issue with matching trips (urban versus rural) with the appropriate funding source (Section 5307/5340 versus Section 5311). The plan illustrated the extent to which the urbanized area for the Central Indiana Region has grown and daylighted the fact that a significant percentage of rural transit providers in the region complete trips that begin and end in the urbanized area. It was at that time that INDOT determined that, going forward, these trips should be categorized as urban trips, which meant that they would be funded by 5307 formula funding as opposed to 5311 formula funding.

Beginning in 2022, Section 5311 sub-recipients operating in the Central Indiana Region lost some or all of their Section 5311 and at the same time became eligible to receive their share of the region's Section 5307 funding. **This shift in how federal 5307 program dollars are allocated throughout the Central Indiana Region will have a direct impact on IndyGo's revenue stream** because, prior to this change, Section 5307 funding had only ever been split between IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). IndyGo experienced a loss in its share of Section 5307 funding for FY2021 when suburban transit providers were included in the funding distribution for the first year. This plan has accounted for the fact that the BIL funds will mask the true impact of this change for fiscal years 2022 through 2028.

FTA Urbanized Area Formula Grants

Also referred to as Section 5307/Section 5340 formula grant dollars, this non-competitive grant program provides grants to Urbanized Areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Urbanized Areas are designated by the United States Census as areas with a population of 50,000 or more and these funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

The FTA apportions 5307 funds to states and designated recipients, which then suballocate funds to local governmental authorities, including public transportation providers like IndyGo. **For urbanized**

areas like Indianapolis-Marion County is part of that have a population of more than 200,000 persons, the bulk of the FTA apportionment formula is based on a combination of bus vehicle revenue miles, total population, and population density. Urbanized areas can also receive funds if they provide fixed guideway service and earn funds based on fixed guideway vehicle revenue miles, fixed guideway directional route miles, and fixed guideway passenger miles. Funds can also be earned based on bus passenger miles and operating expenses.

IndyGo is the designated recipient for Section 5307/5340 funds for the Indianapolis urban area and receives funds directly from the Federal Transit Administration (FTA). Under this program, not all transit agencies are the same. Larger transit agencies – those that operate more than 100 buses – are limited in how they can use these funds. IndyGo operates more than the maximum threshold in peak service and is therefore prohibited from using Section 5307 funds to pay for operating costs. Another limitation of this program is the fact that the Federal share cannot exceed 80 percent of the net project cost, which means that sub-recipients must have enough local revenue to pay for 20 percent of any project for which Section 5307 funding will be used.

Section 5307 funds are made available in the year they are appropriated and remain available for five years thereafter. In 2020, it was anticipated that \$26.2 million in 5307 program dollars would be available to IndyGo to support capital projects between 2021 and 2025. This amount did not include 5307 formula funds allocated to be used for preventative maintenance and ADA service. IndyGo is required to set aside one percent of the total appropriation to support transit security projects and 0.75 percent towards safety projects. As of this update, IndyGo has received a total of \$38.4 million in 5307 grant funding that the agency has used to advance its capital improvement program. IndyGo anticipates \$47.2 million in funding to cover eligible capital expenses between FY2025 and FY2029. These amounts continue to reflect the infusion of funding authorized by the BIL. A portion of the Section 5307/5340 funds are distributed to IndyGo subrecipients. The amount distributed is determined by a formula adopted by the Indianapolis Metropolitan Planning Organization (IMPO).

For the purposes of this plan, Section 5307 includes Section 5340 funding. FTA Section 5340, Growing States/High Density Section funding is combined

with Section 5307 funding when distributed to designated recipients. The formula is apportioned based on the growth of the state where the transit agency is located and then the urbanized area's share of the state's urbanized areas.

5307 Formula Funds

5307 Formula Funds	
Total	85,530,420
FY2019 (actual)	3,728,359
FY2020 (actual)	10,707,796
FY2021 (actual)	5,283,373
FY2022 (actual)	6,132,078
FY2023 (actual)	4,855,478
FY2024 (actual)	7,657,251
FY2025	8,131,551
FY2026	9,434,716
FY2027	9,434,716
FY2028	9,863,746
FY2029	10,301,356

FTA Bus & Bus Facilities Infrastructure Investment Program

Also referred to as Section 5339 funding, this FTA grant program makes federal resources available to transit agencies to replace, rehabilitate, or purchase buses and related equipment. It can also be used to construct bus-related facilities. Eligible expenses include capital projects that incorporate technological changes, and innovations that reduce fleet emissions. Funding from this program is provided both through formula allocations and competitive grant awards. Capital projects funded through the FTA 5339 program generally require a minimum of a 20 percent local match.

Prior to FY2022, IndyGo was the only recipient for Section 5339 funding in Central Indiana. As part of the rural to urban transition, Section 5339 monies will now include a discretionary portion for the sub-recipients. For FY2022 formula funds and beyond, a portion of Section 5339 will become an application-based competitive program for public transit providers in Central Indiana. This plan assumes a reduction of Section 5339 formula funding to IndyGo for the foreseeable future. This is important because, when a Section

Funding Sources

5339 grant is obtained, the agency can free up cash, bond proceeds, or other funding for the advancement of another capital investment.

In 2020, it was anticipated that between 2021 and 2025 \$10.9 million in Section 5339 formula funds would be made available to IndyGo to use on capital projects. For FY2022, the amount of 5339 Formula Funds allotted to the agency exceeded \$10.8 million.

For the 5339 competitive program IndyGo has been awarded funding for FY 2021 Super Stops 2.0 (\$2.3 million, March 2022), FY 2022 Fleet Storage, Maintenance Terminal, and Operations Center (\$33 million, August 2022), and FY 2023 Diesel-Electric Hybrid Bus Replacement (\$19 million, July 2023).

As of this update, the amount of 5339 Formula Funds allotted to the agency exceeded \$17.8 million. IndyGo received \$10.4 million between 2019 and 2024. Therefore, the agency expects to receive \$7.5 million in the coming years. Like the 5307/5340 funding, IndyGo had expected to receive more 5339-formula funding starting in FY2023 as a direct result of the BIL, but this program funding has not increase at the same rate as other programs. It is also anticipated that more 5339 dollars will be needed starting in FY2023 and forward as IndyGo's sub-recipients have expressed a need for more funding for vehicle replacement. With these factors, IndyGo is working to ensure all funding is utilized in the most impactful manner for IndyGo and their sub-recipients.

5339 Formula Funds

5339 Formula Funds	
Total	17,885,887
FY2019 (actual)	1,726,984
FY2020 (actual)	1,873,256
FY2021 (actual)	1,732,950
FY2022 (actual)	1,594,206
FY2023 (actual)	1,600,140
FY2024 (actual)	1,898,427
FY2025	1,433,487
FY2026	1,462,157
FY2027	1,491,400
FY2028	1,521,228
FY2029	1,551,652

As of this update, the amount of 5339 funding available to sub-recipients is anticipated to be \$400,000 per year and can only be used to cover capital expenses. IndyGo's CY2022 Call for Projects was canceled but the agency is preparing to move forward with a CY2023 Call for Projects which will include all of the funding from CY2022, CY2023, and CY2024. The anticipated amount for award is \$1.2 million, which means that sub-recipients will be responsible for as much as 20 percent in local match funding. As of this update, IndyGo staff believe there will be approximately \$900,000 to \$950,000 per year (between the Section 5339 and 5310 programs) that will be set aside for the sub-recipients. This is an increase compared to the \$400,000 per year estimate from 2021. The actual amount will depend on sub-recipient needs and applications. CY2025 5339 funding amount is still pending for federal apportionments.

FTA Enhanced Mobility for Seniors & Individuals with Disabilities

Also referred to as Section 5310, this program provides formula funding to help private nonprofit groups in meeting the transportation needs of older adults and persons with disabilities, only. Section 5310 funding can be used to purchase buses and vans, wheelchair lifts, ramps, securement devices, transit-related information technology, mobility management programs, acquisition of contracted transportation services, such as IndyGo's paratransit operations, and other such expenditures. These funds can also be used to pay for operating expenses.

IndyGo receives Section 5310 formula funds directly from the federal government and is therefore responsible for administering 5310 funding to eligible sub-recipients for eligible activities. To do so, IndyGo administers its own competitive grant process by issuing an annual call for projects and granting awards to eligible sub-recipients, after setting aside IndyGo's share of the funds. Up until 2023, IndyGo has only ever offered funds for capital expenses, requiring a minimum 20 percent local match from the sub-recipient. As of this update, IndyGo is now offering Section 5310 funds for vehicles, equipment, mobility management, and new operating expenses, as applied for by subrecipients.

In 2020, IndyGo had expected a total of \$4,933,097 to be available for its own capital investment program (FY2019-2025). For FY2022, it was anticipated that IndyGo would receive \$7.9 million in 5310 formula funds between FY2019 and FY2027. As of this update, IndyGo has received \$5.9 million in Section 5310 funding (FY2019-2024) and anticipates that an additional \$5.3 million will be allocated between FY2025 and FY2029. In total, IndyGo is expected to receive more than \$11.3 million in 5310 formula funds to support the many capital investments that need to be made to support this plan. That's \$8 million more than what IndyGo had initially estimated in 2018 (\$5.9 million).

5310 Formula Funds

5310 Formula Funds	
Total	11,272,460
FY2019 (actual)	625,276
FY2020 (actual)	890,878
FY2021 (actual)	871,349
FY2022 (actual)	870,795
FY2023 (actual)	1,319,103
FY2024 (actual)	1,375,871
FY2025	1,000,056
FY2026	1,034,557
FY2027	1,058,248
FY2028	1,094,496
FY2029	1,131,831

FTA Major Capital Investment Grants, Small Starts Funding

The FTA Section 5309 Major Capital Investment Grant competitive program is the primary federal funding source associated with major capital investment projects. The three primary activities for which Section 5309 funding can be used for are:

1. New fixed guideway systems or extensions to existing fixed guideway systems (New Starts and Small Starts programs);
2. New and replacement buses and facilities (Bus and Bus Related Facilities program); and
3. Modernization of existing rail systems (Fixed Guideway Modernization program).

Transit agencies seeking Small Starts funding for a capital investment project must first apply to enter the program. Once accepted, the transit agency must then go through a phased project development approval process before seeking a fully executed grant agreement with the FTA. Depending upon the level of competitiveness of a given project, the federal support for the project can be between 50 percent and 80 percent, with the required local match derived from some other source(s) of funding.

Small Starts provides funds to capital projects that either (a) meet the definition of a fixed guideway for at least 50 percent of the project length in the peak period or (b) are corridor-based bus projects with 10-minute peak/15-minute off-peak headways or better while operating at least 14 hours per weekday. The Federal assistance for a Small Starts project must be less than \$150 million in year of expenditure dollars, a threshold that was increased by \$50 million in 2022, and the project must have a total capital cost of less than \$400 million in year of expenditure dollars, a threshold that was increased by \$100 million in 2022.

IndyGo doesn't currently operate a rail system and the agency hasn't needed to seek a New Starts grant. The Small Starts program, however, has helped IndyGo design and construct its Red Line and Purple Line BRT routes. The Red Line BRT project successfully secured 80 percent participation from the Small Starts Program. Per the Small Starts Grant Agreement executed in May 2018, IndyGo was the recipient of a total of \$74,989,685 to support the Red Line BRT project. While not tied to FTA's Section 5309 funding program and not subject to a local match requirement, in June 2021 it was announced

that IndyGo would receive a \$12 million allocation of American Rescue Plan funding for the Purple Line BRT project. Then, in August 2021, it was announced that IndyGo would receive another \$81 million – this time in CIG Small Starts program support – to advance the Purple Line BRT project.

In 2020, IndyGo's 5-yr Capital Plan Blue Line budget assumed a 50 percent award by the federal government in 2020. In August 2023, IndyGo submitted an updated Small Starts ratings update for the Blue Line BRT project to the FTA. Still in the Project Development phase, the Blue Line budget still assumes a 50:50 match with grant award anticipated in FY2024. As of this update, IndyGo has received an 8.1 million in 5309 in advanced funding for project development of the Blue Line. IndyGo expects to spend the entirety of this advance in FY2024. IndyGo has submitted the final Small Starts rating update for the Blue Line and anticipates a Small Starts Grant award by the end of FY2024. Should Section 5309 funding become unavailable for the Blue Line BRT project, IndyGo would consider reducing the costs of this project through scope changes and value engineering. Should IndyGo be successful in executing a full grant agreement for the Blue Line, Indianapolis-Marion County could be the recipient of \$150 million in Small Starts funding and an additional \$57.5 million in other federal funding to put towards the development of the agency's new BRT system.

5309 Small Starts Funds

5309 Small Starts Funding	
Total	317,971,896
Red Line, Phase 1	74,989,685
Purple Line	80,975,001
Purple Line ARPA	12,008,210
Blue Line	141,864,400
Blue Line Project Development	8,134,600

CMAQ & STBG Funding

Over the years, IndyGo has requested and successfully been awarded Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funding. Both programs are administered by the Indianapolis Metropolitan Planning Organization (IMPO). The CMAQ program provides a flexible funding source of the Federal Highway Administration (FHWA) for transportation projects that improve air quality and reduce congestion. These funds are administered by the IMPO; when awarded, the funds are flexed from FHWA to FTA. Typical uses of these funds include infrastructure, vehicles for new transit service, and replacement vehicles. STBG funds are federal funds that are passed from the Federal Highway Administration (FHWA). These funds are administered by the IMPO; when awarded, the funds are flexed from FHWA to FTA. STBG funds may be used for road, bikeway, pedestrian, or transit projects, as determined, and prioritized by the IMPO Transportation Policy Committee. Typical transit projects funded through STBG often include the purchase of vehicles, construction of fixed-guideway systems, and other transit-related investments. In 2020, INDOT and IMPO agreed to exchange federal funds allocated to the IMPO for state funds. The federal exchange will occur for future projects (FY2024/FY2025), allowing local public agencies using these funds flexibility for their project timeline and design.

In 2020, IndyGo had anticipated STBG awards of \$5,650,000 and \$4,867,537 for fleet replacement in 2020 and 2021, respectively. STBG funding for 2023 and 2024 was projected to be \$4,595,827 and \$9,744,839, respectively; wherein the elevated FY2024 amount was intended to represent an IMPO investment in the IndyGo's 2024 fleet replacement. The projected amount for FY2025 was, at that time, unknown. The amount available in the IMPO FY2025 call for projects is lower than the normal allocation due to the IMPO "swapping" funds with the state and settling balances with INDOT. Due to the impacts of the COVID-19 pandemic, IMPO released a joint call for projects for FY 2024 and FY2025 in 2021, and IndyGo was approved for additional funding for electric vehicles. The IMPO awarded IndyGo FY2027 CMAQ Exchange funds to be allocated for the TSP local route project in FY2024.

IndyGo has received and exhausted CMAQ funding for the following activities: Purple Line outreach, preliminary engineering, and NEPA activities. In 2018, a combined \$4.6 million in STBG and CMAQ funding was awarded

to IndyGo by the IMPO for the Red Line Rapid Transit extensions to the Marion County lines. The first grant was for vehicle purchases through a CMAQ grant. The grant amount was approximately \$3.0 million. The next grant was for road widening, repair, and signal upgrades through the STBG program worth approximately \$1.3 million. These dollars were to have been spent in state fiscal year 2022, as reflected in the region's Transportation Improvement Plan. Due to the on-going impacts of the COVID pandemic, and the relative lack of a funding commitment from the Hamilton and Johnson County policy and decision-makers, it was determined that IndyGo won't be able to advance the Red Line extensions within the timeframe required by these grants. In 2020, IndyGo staff amended the Red Line Extensions grant request, returning the STBG portion and maintaining the request for the CMAQ funding for the purchase of 60' electric vehicles. At their August 2020 IMPO Transportation Policy Committee approved the request. In 2021 IndyGo received another \$9.0 million in CMAQ and STBG funding to purchase vehicles for the Blue Line. These funds are currently programmed beginning in FY2024 (\$1.6 million in federal funds for 2024, and \$1.9 million in state funds for 2026).

In 2019, IndyGo programmed \$1.4 million from a CMAQ award to install transit signal priority infrastructure, beginning with the BRT routes, at key intersections to increase service reliability. IndyGo answered the IMPO FY2026 call for projects in last 2022. This funding request was for the purchase of more Blue Line bus rapid transit vehicles. The decision at that time was that IndyGo would be better served, in the long run, to opt for hybrid buses rather than battery electric buses for the first generation of Blue Line buses. As of this update, IndyGo now plans to purchase clean diesel buses for the first generation of the Blue Line buses.

As of this update, IndyGo is projecting to receive funding from the Federal Exchange Program and in part will replace some of the typical flex funding in FY2025 and a mix of Federal Exchange Program and Flex Funding in FY2027. Exact amounts are pending IMPO funding determination.

IMPO Green Line Grant

In 2011, as part of the long-running study of the potential for bus rapid transit in various corridors throughout central Indiana, the IMPO was awarded a grant to examine the feasibility of an enhanced corridor between

downtown Indianapolis and downtown Noblesville in Hamilton County, Indiana via the Hoosier Heritage Port Authority's Nickel Plate Rail corridor. As these planning efforts matured, this corridor came to be known as the Green Line. Through preliminary planning and environmental assessment work, it was determined that this corridor may have environmental and financial sustainability concerns that limited the feasibility of that corridor for bus rapid transit activities.

In 2017, conversations between the IMPO and IndyGo determined that a study of the northeast downtown corridor, which at that time was served by several local routes that traveled north and east from downtown, would benefit from enhanced infrastructure improvements and that a study of the potential of this corridor could fulfill the purpose and intent of the IMPO Green Line Grant. This study resulted in the creation of IndyGo's "Super Stops." Most of the IMPO Green Line Grant resources were expended by the end of 2019 and totaled just over \$815,000.

RAISE

The Department of Transportation Rebuilding America Infrastructure with Sustainability and Equity, or RAISE, Discretionary Grant program allows the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. RAISE was Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$14.3 billion for fifteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The RAISE funding program allows State and local agencies to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. In 2024, IndyGo applied for and then was awarded funding through the RAISE discretionary funding program for \$21.9 million in funding that will be used to reduce the overall local funding amounts for the Blue Line BRT project and increase the total federal contribution to the Blue Line.

Community Project Funding/Congressionally Directed Earmark

Since 2021, local governments and nonprofits have been able to apply for limited project funding directly through their Members of Congress. These short-term grants are known as "earmarks," and are negotiated by Members

of Congress in the annual federal spending process. Earmark requests have historically been limited to 1% of Federal discretionary spending in total [more than \$15 billion in the process for federal fiscal year 2023, divided proportionally between the House and Senate and between Republicans and Democrats. While earmarks are not a guaranteed source of funding, they may complement organizations' existing funding sources. In 2023 IndyGo requested congressionally directed funding through Congressman Andre Carson to be used stormwater upgrades as part of the Blue Line project. In 2024 IndyGo received notice of a \$1 million award, from Federal Fiscal Year 2023 appropriations.

LOCAL REVENUE (CASH)

IndyGo's local revenue, or cash, is derived from proceeds from property taxes in accordance with IC 36-9-4-48 and from the 0.25 percent transit income tax enacted in 2017. These funding sources are typically used to provide local match for federally funded capital projects and to pay for locally funded capital projects. Revenue from these taxes is held in the IndyGo Capital Cum Fund, which was established by the IPTC Board of Directors in 2004 and serves as a relatively liquid source of funding to support capital projects. At present, this tax is assessed on properties within Indianapolis and Beech Grove, but not within the other excluded cities and towns of Marion County. Initially, the capital plan required just \$148.5 million in local revenue. By the end of 2020, the capital plan called for more than \$150.0 million to be drawn from these funds to advance the Transit Plan. By 2022, the capital plan required a total of more than \$348.0 million to be drawn from these funds. As of this update, the total now exceeds \$210.8 million (2019 through 2029); \$59.3 million for just FY2025 through FY2029.

ANTICIPATED DEBT (BONDS)

Periodically, IndyGo must issue general obligation bonds for the purpose of providing local financial contributions to federally funded capital projects and equipment purchases. The size and scope of IndyGo's capital program has, from time to time, required the issuance of bonds to provide resources needed to continue implementing IndyGo's future service plan. Principal and

interest payments for bonds issued to advance capital projects within this plan will be made from the proceeds of the newly adopted 0.25 percent local income tax that became effective in Marion County on October 1, 2017. From year to year, the bonds have a first lien position on the proceeds of the local option income tax, meaning that debt payments must be paid before any other expenses can be incurred.

Version 1.0 of this capital plan assumed a 2019 appropriation of \$58.4 million from the income tax. Actual appropriation for 2019 was \$56,858,347. In 2020, it was thought that IndyGo would issue \$94.4 million in total debt between 2021 and 2025, including the \$26 million bond issuance approved by the Indianapolis-Marion County City Council (and additional financing costs) and the Indianapolis Bond Bank in August 2018, and a proposed \$65 million bond in 2022. The 2020 appropriation was \$58,369,430. The 2021 appropriation was expected to be greater than \$63 million, or \$10 million more than what had been assumed for that year. Actual appropriations for 2021 were \$68.5 million. It was assumed that \$62.3 million would be appropriated in 2022. Actual appropriations in 2022 totaled \$66.6 million.

As of this update, the capital plan (FY2019-FY2029) requires \$75.3 million of the current debt issuance (series 2018A, 2021D, and 2022D bonds). As of this update, IndyGo expects to fully expend the series 2018A and 2021D bonds by the end of FY2024. Final bonding for the Blue Line will ultimately depend on the outcome of the work that is currently being done to address the increased costs. It is anticipated that, whatever is not grant funded would be paid for using local dollars or with a bond issuance. The exact dollar amount for each of these funding sources is to be determined. In projecting the finance costs associated with the future bond issuance, IndyGo has assumed interest rates that are based upon the Thompson Reuters Municipal Market Data (MMD) AAA Curve. This approach yields conservative estimates in that the projections use the MMD yield as a baseline and then add additional basis points to provide a level of cushion for market uncertainties and future fluctuations in the bond market. During the 2024 budget planning cycle, the IndyGo Board of Directors approved an additional debt issuance of up to \$125.0 million to aid in funding the construction of the Blue Line BRT project. As of the time of this writing, IndyGo has programmed \$57.3 million in bond proceeds for the Blue Line in

FY2025, in anticipation of commencing construction that same year as well as finalizing the bond appropriation. IndyGo anticipates it will use the majority of the \$125 million in additional bond proceeds to augment cash on hand funding for the Blue Line.

Further, in projecting debt and debt service payments throughout the course of this plan and through IndyGo's 20-year financial projections, aggregate annual debt service payments are split between a portion covered through the FTA 5309 Small Starts program and the remainder, which IndyGo will source through its capital debt service fund. This inclusion of financing costs within Section 5309 project costs is a requirement of FTA; this plan reflects that requirement accordingly.

Debt Service Schedule

Debt Service Schedule					
Fiscal Yr	Blue Line Issuance	Series 2022 LIT Revenue Bonds	Local Income Tax Revenue Bonds, Series 2018A	Local Income Tax Revenue Bonds, Series 2021A	Aggregate Debt Service
FY2019 (actual)			3,491,600		3,491,600
FY2020 (actual)			3,485,725		3,485,725
FY2021 (actual)			3,489,225	1,398,441	4,887,666
FY2022 (actual)		5,369,633	3,491,350	2,259,200	11,120,183
FY2023 (actual)		5,027,625	3,489,500	2,259,600	10,776,725
FY2024 (actual)	0	3,485,125	3,489,500	2,262,600	9,237,225
FY2025	5,086,528	5,015,425	3,492,000	2,265,600	15,859,553
FY2026	10,169,500	5,012,050	3,488,500	2,264,600	20,934,650
FY2027	10,165,500	5,013,050	3,486,500	2,260,900	20,925,950
FY2028	10,166,375	5,017,925	0	2,264,600	17,448,900
FY2029	10,166,375	5,016,300		2,260,300	17,442,975
FY2030	10,169,875	5,013,175		2,263,100	17,446,150
FY2031	10,166,375	5,018,050		2,262,700	17,447,125
FY2032	10,165,375	5,015,425		2,259,100	17,439,900
FY2033	10,166,250	5,015,300		1,132,200	16,313,750
FY2034	10,168,125	5,016,925			15,185,050
FY2035	10,170,375	5,019,925			15,190,300
FY2036	10,167,250	5,013,925			15,181,175
FY2037	10,168,125	5,013,800			15,181,925
FY2038	10,172,000	5,012,075			15,184,075
FY2039	10,168,000	5,015,500			15,183,500
FY2040	10,165,500	5,012,400			15,177,900
FY2041	10,168,375	5,017,100			15,185,475
FY2042	10,170,625	2,509,200			12,679,825
FY2043	10,166,125				10,166,125
FY2044	10,169,000				
Total	198,275,653	101,649,933	31,403,900	27,412,941	348,573,427

OTHER SOURCES OF FUNDING

City of Indianapolis General Fund

The City of Indianapolis, Department of Public Works (DPW) has contributed, or will contribute, local dollars towards IndyGo's bus rapid transit projects. IndyGo and DPW are party to an Interlocal Cooperation Agreement (ICA) that details how DPW and IndyGo will collaborate to deliver these projects as well as the roles and responsibilities for each in ongoing maintenance and operations of the bus rapid transit infrastructure on the Red Line Phase I project. The current agreement also includes a financial commitment of \$6.0 million (\$3 million for Red Line phases I, II, and III, \$1.2 million for Purple Line, and \$1.5 million for the Blue Line bus rapid transit projects) from DPW to IndyGo for the completion of the three BRT lines. IndyGo and DPW are preparing an amendment to the ICA that will document operations and maintenance responsibilities for the Purple Line. That amendment is expected to be executed in 2025. A similar amendment will be prepared for the Blue Line operations and maintenance prior to its construction. In 2024 IndyGo executed an agreement with DPW (\$16.5 million) and CEG (\$9.5 million) memorializing their respective financial contributions to the Blue Line.

Tax-Increment Financing

The Metropolitan Development Commission (MDC) serves as the City's redevelopment commission (IC 36-7-15). Within a declared economic development area, the MDC has authority to create an allocation area to capture the incremental increases in local property tax. The increment can be used to pay for capital project expenditures, such as public infrastructure projects, so long as they directly serve or benefit the economic development area where the increment was generated.

In 2018, the MDC determined that Red Line Rapid Transit Project would directly benefit the Consolidated Redevelopment Allocation Area located in downtown Indianapolis and subsequently approved \$6 million in TIF revenue to support construction of the Red Line project. The MDC executed an agreement to appropriate these TIF resources to IndyGo in July 2018.

Similarly, the MDC determined that the benefits of improving the West Washington Street corridor, from Holt Road to High School Road, would

substantially advance the City's community and economic development goals for the area. These benefits included enhanced transit operations, substantial improvements to roadway, sidewalk, and stormwater infrastructure, and additional support for the reinvestment and revitalization of the former terminal for the Indianapolis International Airport. Further, it was believed that any investment made in the Blue Line through the TIF funds would ultimately lead to an increase in the amount of tax increment that could be captured. For those reasons, the MDC had agreed to allocate \$12.5 million from the Airport TIF to the Blue Line BRT project, upon execution of a Small Starts Grant Agreement with the FTA. However, the agreement to use these funds expired prior to 2023 and the Airport TIF is set to expire in 2025, which is before construction is expected to begin on the Blue Line. Therefore, in 2023, this funding source was removed from the Blue Line bus rapid transit project budget. That same year is when the description of segment one of the Blue Line changed as well; albeit for reasons other than the agreement expiring.

Joint-Development & Equitable Transit-Oriented Development

Joint development is a public/private partnership initiated by a transit agency where the development has some level of FTA investment that is physically and/or functionally related to the transit system. Like tax-increment financing, it is a type of value capture in that it can offset some of the costs of improving the transit system over time. Joint development can simultaneously reduce, leverage, and protect the public's investment in implementing and maintaining a fixed-guideway rapid transit system. A joint development project often takes the form of a compact, mixed-use development within a safe and easy walking distance of a transit stop. This type of development is often referred to as a transit-oriented development (TOD). For the purposes of this plan, TOD is both a real estate development term and a way to describe entire neighborhoods that take advantage of transit access and support increased transit usage. However, unlike other transit-oriented development projects, joint development engages the transit agency in contractual relationships with the private sector, which introduces business, financial, and operational factors that would not exist otherwise.

INHP E-TOD Fund Update: Established in 2019, the ETOD fund maintains \$11.1 million in capital. Included is \$3.0 million in grant funds that supports \$8.1 million in senior debt from seven financial institutions. Having sold 7 ETOD sites to developers in the past several years, there continues to be approximately \$5 million in lending capital available from this revolving line of credit with Cinnaire lending.

From 2018 to 2020, INHP acquired a total of 10 properties, including the five properties listed in the FY2021 update. Of those 10 properties, two are within walking distance to the future Rural Street and Southern Avenue Blue Line stations.

In 2021, INHP acquired four additional properties, including one along the Red Line, one along the Purple Line, and two along the Blue Line. The two located along the Blue Line corridor include a second property near the Southeastern Avenue Station and a property near the Sherman Drive Station.

In 2022, INHP acquired one new property. It is located at 5640 E. 38th Street. As of this update, there is a purchase agreement for this property to be sold. The developer is applying for 9% LIHTC in this year's tax credit round. If awarded, this site is expected to start construction in 2024.

As of this update, INHP has acquired two more e-TOD properties: one at 25th & Winthrop Avenue (April 2023) and the other at 34th & Illinois St (June 2023). There are 4 e-TOD properties currently under construction. The Passage (Maryland/Shelby) will be complete in August of 2023. Garfield Parkside (401 Southern Ave) will be complete in the 4th quarter of 2023. St. Lucas Lofts (New York & Rural) will be complete in 2024. 1827 Lofts (18th & Meridian) is just starting construction and will be completed in early 2026. The Passage is an \$11 million affordable housing project that, once completed, will include 39 apartments, plus an additional five short-term rental suites. Twenty to 25% of the apartments will be available to individuals with intellectual and developmental disabilities, with the remainder available to individuals and families making up to 80% of the area median income. St. Lucas Lofts is a \$10 million multi-family affordable housing project that, once completed, will include 48 units. The City of Indianapolis is contributing \$2 million dollars for ten units to be reserved for youth transitional housing. The rest of the units will support families earning 30%, 50%, and 60% of the Area Median Income. CVS Health is investing \$10 million to give residents access to educational and workforce opportunities through partnerships the company has with area businesses and institutions.

In its 2019 Small Starts grant application for the Blue Line BRT project, IndyGo, in partnership with the Indianapolis Neighborhood Housing Partnership (INHP), included a request to explore a joint-development opportunity in coordination with its capital improvement grant project. INHP exists to increase affordable and sustainable housing opportunities for individuals and families and serve as a catalyst for the development and revitalization of neighborhoods in Marion County, Indiana. To advance this mission, INHP has been acquiring properties near IndyGo's rapid or frequent transit corridors. To expand its capacity to engage in this work, INHP has created the Equitable Transit-Oriented Development (ETOD) fund in association with Cinnaire, a community development financial institution (CDFI). Cinnaire helps community development organizations, lending partners and socially motivated investors accomplish goals in underserved communities. They are working to invest more than \$4.2 billion in community development dollars across nine states. This includes the development of more than 50,000 homes for people and families in need.

The Blue Line joint development strategy that was originally envisioned as part of the Blue Line project, which was also reflected in earlier versions of the Blue Line project budget is no longer something that the partners are pursuing. It was determined that because the overarching goal of FTA's Joint-Development Grant Program to site and construct permanent affordable housing along rapid transit routes is already being realized through the implementation of the ETOD fund, as evidenced above, the benefits of obtaining a competitive joint-development grant may not be enough to counteract the fact that in doing so the project would become subject to numerous federal rules and regulations. Today, there are many properties that take advantage of locations on or near a BRT route, a frequent route, an intersection of a BRT route, or where two or more frequent routes intersect. The location of these ETOD properties span the Red Line, Purple Line, and future Blue Line corridors, as well as the numerous routes that make up the rest of IndyGo's future frequent grid.

CONTINGENCY PLANNING

Each of the larger projects included in this plan contain some contingency to address unanticipated issues and unexpected costs that may arise within the execution and implementation of individual projects. These contingencies are anywhere between five to 30 percent of anticipated project costs depending on the complexity and size of the scope of work. IndyGo has been conservative in its budgeting to ensure it has the adequate resources necessary to overcome unanticipated issues and deliver these projects as planned.

Should anticipated local revenue not be realized throughout the course of this plan, IndyGo has considered strategies it would employ to ensure that it remains able to deliver the Transit Plan, as outlined to the public in advance of the 2016 transit referendum. If funding were unavailable for a smaller project due to an unanticipated change in funding sources, the cost of the project may be addressed through unspent contingency on other projects, delayed, or otherwise re-evaluated. IndyGo continues to monitor actual expenditures relative to anticipated expenditures, as outlined in this plan and the previous capital plan, making revisions (to expenses and funding sources) as needed.

BRT Contingency Planning

As part of its Small Starts application process for the Red Line BRT project and its capital planning efforts, IndyGo developed a 20-year financial model to evaluate long-term cash flow and support capital and operational planning through 2039. This 20-year financial model includes a scenario examining the impact of no federal Small Starts participation in the construction of the Purple Line and Blue Line bus rapid transit projects. The ability to realize the Transit Plan took one step forward in August 2021 when IndyGo executed its Small Starts grant agreement with the FTA for the construction of the Purple Line. It is anticipated that IndyGo will execute a Small Starts grant agreement for the Blue Line by the end of 2024.

In late 2022, IndyGo staff prepared a recommendation for the IPTC Board of Directors that redefined the Blue Line BRT project. Should the Small Starts program be no longer available or should IndyGo be unable to access its funding for the Blue Line bus rapid transit project, IndyGo would redefine the project description again. It is anticipated that an enhanced Route 8 would take the place of the rapid transit route.

Super Stops 1.0 Grand Opening



Adoption
DRAFT

CAPITAL EXPENDITURES

To fully implement its long-range transit plan, IndyGo's capital program needs to include fleet replacement, construction and operation of bus rapid transit corridors, bus stop optimization and adjustments, information technology upgrades, expanding and enhancing operations and maintenance facilities, among other things. The expenditures associated with these improvements fall into six categories, which continue to evolve with the implementation of this capital plan:

- Fleet
- Bus Rapid Transit and other on-street infrastructure
- Facilities & Equipment
- Information technology
- Finance
- Safety & Security

CAPITAL EXPENDITURES



FLEET

These expenses include planned replacement of local-fixed route vehicles, paratransit vehicles, and support vehicles for IndyGo's existing fleet, as well as equipment to maintain the fleet in good condition. Vehicles beyond their useful life have reduced reliability, and they require additional maintenance and create more emissions than newer models. Over the past several years, IndyGo has made substantial strides in bringing its fleet under the FTA's useful life benchmark. IndyGo's overall fleet replacement strategy is revisited every year to ensure that IndyGo procures the fleet in a fiscally prudent manner promoting financial sustainability. For example, the COVID-19 pandemic resulted in a delay in the rollout of IndyGo's network redesign and thus the need for more buses. The pandemic also made it difficult to purchase replacement vehicles for IndyGo's paratransit service. In 2023 it became more cost effective to rehabilitate paratransit vehicles than to purchase new ones, which up until then had not been the case. These types of situations have made it difficult to be certain about the proper fleet numbers in any given year beyond the current year.

Additionally, IndyGo remains committed to greening its fleet and has continued to use the agency's experience with its battery electric and hybrid buses, which has been mixed. Beginning in 2020, IndyGo began to rethink the decision to move towards an all-electric fleet by 2030. Early in 2020, the decision was made to add 27 hybrid Gillig buses to the agency's fixed-route fleet. In 2021, IndyGo adjusted its order to 24 and in FY2022 received all 24 vehicles. Three of the 24 eGen Flex™ vehicles that, according to Allison Transmission's website, is an electric hybrid bus that provides revolutionary capabilities and fully electric propulsion for up to 50% of route depending upon duty-cycle, without the added infrastructure requirements of full EV. Their advanced technology provides a fully electric mode with geofencing capabilities when entering zero-emission zones or depots, eliminating emissions, and reducing noise levels, specifically in highly populated areas. IndyGo anticipates replacing local fixed route fleet with eGen Flex vehicles due to the realized operational savings and commitments to lower its carbon footprint.

Fleet Funding Sources & Uses

Fleet Funding					
Funding Source	Fixed-Route Bus Replacement	Paratransit Bus Replacement	Support Vehicle Replacement	Maintenance Heavy Equipment Replacement	Total
2020 STP	5,650,000				5,650,000
2021 STP	4,867,537				4,867,537
2024 STP/CMAQ	9,744,839				9,744,839
IN90X683-11.42.11			117,681		117,681
IN90X683-11.42.06				240,000	240,000
IN-2016-024-11.12.01	553,589				553,589
IN-2016-024-11.12.04		77,094			77,094
IN-2016-024-11.42.11			35,911		35,911
IN-2016-024-11.42.06				240,000	240,000
IN-2017-018-11.12.01	756,234				756,234
IN-2017-018-11.12.04		434,528			434,528
IN-2017-018-11.42.06				240,000	240,000
IN-2017-018-11.42.11			208,000		208,000
IN-2019-001-11.12.04		950,564			950,564
IN-2019-001-11.12.01	418,348				418,348
IN-2020-027	1,726,984				1,726,984
IN-2021-004		1,553,066			1,553,066
IN-2021-004		665,882			665,882
FY2021 5310		980,896			980,896
FY2022 5310		394,769			394,769
FY2023 5310		967,312			967,312
FY2024 5310		1,000,831			1,000,831
FY2025 5310		1,035,356			1,035,356
FY2026 5310		609,847			609,847
FY2027 5310		632,642			632,642
FY2028 5310					0
FY2029 5310					
FY2023 Low/No	19,040,336				19,040,336
Grant Subtotal	42,757,867	9,302,787	361,592	720,000	53,142,246
Cash	10,689,467	2,461,914	90,398	240,000	13,481,779
Total	53,447,334	11,764,701	451,990	960,000	66,624,025

On Going Projects & Expenses

Fixed Route Bus Replacement

Currently, IndyGo has over 200 fixed-route vehicles in its operational fleet, with many that were placed into service in 2012 nearing the end of their useful life (12 years). IndyGo continues to pursue competitive grant funds and other creative financing strategies to acquire the vehicles that are needed to implement the agency's network redesign. In 2023, IndyGo submitted and was awarded a competitive Low and No Emissions grant award to replace some of its 40' diesel vehicles with diesel-hybrid vehicles.

IndyGo had anticipated a total expenditure of approximately \$639.7 million beginning in FY2020 through FY2025, with resources from grants and cash. As of this update, the Fixed Route Replacement Plan reflects the need to account for an additional cost of \$89.2 million between FY2025 and FY2029 due to increasing vehicle costs.

IndyGo's FY2024 and 2025 capital budget for fixed route bus replacement of \$23 million and \$16 million respectfully is inclusive of the above referenced Low and No Emissions award and required match. As of this update, IndyGo has spent/encumbered \$1.4 million of its programmed funds for FY2024 (\$23 million). It is of note that these appropriations are supported with best suited financing mechanism; lease financing or cash purchase depending on cash flow in any given year. For example, the funding mechanism for fleet replacement in FY2021 is accounted for under the annual debt service expenditure for 2021, while FY2024 fleet expenditures are being funded through a mix of grant funding and local revenue. IndyGo will continue to seek discretionary funding opportunities for fixed route fleet replacement throughout the life of this capital plan.

Paratransit Vehicle Replacement

IndyGo Access, formally known as Open Door, offers complementary ADA paratransit services throughout Marion County; serving eligible individuals who are unable to utilize the fixed-route transit service. IndyGo Access operates an ADA-compliant fleet of 82 mid-sized, body-on-chassis transit vehicles with wheelchair lifts.

Each of these vehicles have a much more limited useful service life compared to IndyGo's larger, more robust fixed-route vehicles. To ensure that IndyGo's paratransit service remains safe and reliable, each year, IndyGo programs

money to replace paratransit vehicles that have met or exceeded their useful service life. Due to rising costs of vehicle replacement, averaging annual programmed amount has risen from around \$1.9 million per year to \$2.2 million per year. IndyGo expects to incur a total of \$13.44 million between FY2025 and FY2029. These costs will be paid for in part by grants and in part by using local revenue.

While IndyGo is no longer looking at new ways to implement similar on-demand services throughout Marion County, the agency remains open to purchasing more paratransit-type accessible vehicles capable of augmenting a deviated fixed route and other pilot programs.

Non-Revenue Support Vehicle Replacement

IndyGo transportation and maintenance teams require quick and reliable transportation to respond to incidents in the field involving buses, operators, or other infrastructure. These vehicles are used by transportation supervisors and other IndyGo staff who support on-street operations. This includes responding to operator assistance calls, responding to accidents, and assisting with passenger control, among other things. Like IndyGo's fixed route and paratransit vehicles, non-revenue vehicles need to be replaced once they reach their useful life expectancy.

Sometime between now and FY2028, the operations division will look to provide in-field operator relief where operators will drive to the designated relief points themselves, using non-revenue vehicles for this purpose. This change in relief processes is directly related to the implementation of the network redesign, providing more efficient "seat swaps" for operators in the field within the connected grid network. The funding for these types of vehicle purchases will need to be increased to support the full implementation of the 2027 Transit Network and are likely contingent upon the same. IndyGo had initially programmed \$936,000 to be spent between FY2019 and FY2024 to replace support vehicles. By the end of FY2024, IndyGo spent approximately \$1,072,400 to replace support vehicles, which is \$136,400 above the total capital budget for the same period. As of this update, it is anticipated that \$1.85 million will be needed for support vehicle replacement between 2024 through 2029, which is approximately \$300,000 per year with anticipate costs increasing slightly in the out years. For FY2025 IndyGo has programmed \$200,000 for support vehicle replacement.

Completed

Automated Passenger Counters Upgrade

An Automated Passenger Counter, or APC, is an electronic device installed on a transit vehicle for the purposes of recording boardings and alightings. Each of IndyGo's fixed-route vehicles is equipped with APCs that are connected to a system that records boardings and alightings for each bus throughout the day. IndyGo's Automated Passenger Counter system is the only way in which the agency can attribute boardings and alightings to individual stops throughout its system.

Highly reliable APC counters is critical in accurately measuring and monitoring ridership over time. With the Red Line operational and IndyGo's two-hour free transfer window in effect, the APC system has become increasingly critical in obtaining accurate ridership numbers. In 2019, IndyGo had programmed \$220,000 from cash reserves to advance this project beginning in 2020. At that time, IndyGo's newer vehicles came equipped with enhanced, more reliable APC counters, and over time staff observed issues with the quality of the data generated by the older APCs relative to the newer APCs. The older units proved to be much less reliable and presented a greater variation between boardings and alightings compared to IndyGo's newest APC counters. Further, the introduction of two types of hardware into a system in which a single measure of ridership is to be derived creates some data integrity challenges. For these reasons, IndyGo pursued an upgrade to its older APC counters for vehicles with five or more years of useful life remaining.

IndyGo replaced APCs for all fixed-route vehicles purchased in FY2013 through FY2020. All fixed route vehicles purchased before FY2013 are due for lifecycle replacement in FY2021 & FY2022 and were therefore not included in the APC replacement project. The total investment is \$191,000. Going forward, all newly procured buses will come with fully compatible APCs already installed. Not only was this upgrade needed for reporting and funding purposes but also for the future of the service we provide and where it is provided. Further, it directs where investments in bus stop and other infrastructure should be targeted.

Canceled

BRT Bus Docking Technology

Lane Transit District in Eugene, Oregon performed a demonstration project for a Vehicle Assist and Automation (VAA) system on its Emerald Express bus rapid transit route. The 1.5-mile demonstration involved the use of magnetic sensors for precision docking at three stations and lane guidance between the stations. According to a report published by the FTA (Report No. 0093) in December 2012, key findings indicated that the VAA system kept the bus better centered in the busway while it was in motion, and it consistently docked the bus closer to the station platform. The VAA was widely praised by the bus operators and passengers for its precision docking at the station platforms.

Prior to 2019, IndyGo explored the potential application of this technology within its BRT system for the purposes of providing a consistent and routinely accessible docking maneuver at BRT stations. It was thought that this system would: ease the burden upon coach operators in executing these maneuvers and ensure reliability and access for those passengers using assistive mobility devices; eliminate the need to deploy bridge plates and ramps, reducing dwell time; and reduce or eliminate the damage that occurs when vehicles strike a station. To make use of the VAA system, IndyGo would have had to modify its BRT vehicles and add magnetic pucks in the vicinity of each station area. Version 1.0 of this plan included \$5 million in programmed expenditures for this effort; the source was IndyGo local revenue (cash).

Upon further review, IndyGo staff grew concerned of the fact that there wasn't, and still isn't, a commercially viable product available for purchase in the marketplace. The decision was made to remove this project from IndyGo's capital improvement program. In 2020, the funds that were programmed for bus docking technology were reallocated to the purchase and renovation of newly acquired facilities.

BRT & OTHER ON-STREET INFRASTRUCTURE

IndyGo's network redesign is built around three rapid-transit lines and hinges on the agency's ability to move towards more of a grid-based bus network with faster and more frequent service running longer hours each day. The capital expenses associated with bus rapid transit are substantial and represent a significant amount of capital investment that must be sustained for the foreseeable future. In addition to implementing the bus rapid transit corridors, IndyGo is working with the city to complete one-way street conversions and other infrastructure projects, as well as the improvement of several local route stops, shelters, and sidewalks. As of fall of 2024, Red Line bus rapid transit corridor is five years old and has begun to require capital investments beyond those achieved with the Small Starts grant funding, and the Purple Line construction has been completed.

On Going

Transit Stop Amenities: Shelters, Signs & Sidewalks

Bus stops are a key link in the journey of a bus rider. For people with disabilities, inaccessible bus stops are often the weakest link in the chain, which can effectively prevent people from using IndyGo's bus service. It is for this reason and more that IndyGo staff continually evaluate bus stop spacing as new bus stop improvement projects are planned and constructed.

In early 2020, IndyGo completed an inventory of all its bus stops and found that, at that time, 16 percent of all bus stops are ADA compliant, per ADA regulations. In May 2021, IndyGo completed its plan to address non-compliant bus stops. This plan, the Bus Stop Improvement Prioritization Plan, now serves as the road map for bringing more of IndyGo's bus stops up to ADA standards. To implement IndyGo's future transit plan and remain in compliance with IndyGo's board adopted service standards, individual bus stops need to be added, eliminated, or relocated, and locations of existing shelters and other amenities need to be adjusted as well. However, not all bus stops warrant the same level of amenities. Prioritization of the placement of local transit amenities, such as benches and shelters, is based on multiple variables, including transfer points, frequency of service, adjacent land uses and their density/intensity, and the number of trips generated to or from the stop. In some instances, bus stop sign changes and supplementary signage will be needed to inform riders of upcoming

route changes. Areas where bus stops are being added or improved will also benefit from improvements to adjacent sidewalks, curbs, and ramps.

Because the need for transit stops and transit stops amenities is so great, IndyGo expects to allocate a minimum of \$2.5 million, annually with \$900,000 sources from local funds for the design and construction of new stops and shelters. So, while the planning horizon for this version of the capital plan ends in 2029, it is anticipated that the annual investments in local bus stop improvements will be needed in 2029 and beyond. As of this update, approximately 31 percent of bus stops are now considered ADA compliant thanks in large part to IndyGo's partnerships with the City of Indianapolis Department of Public Works (DPW), and the Indiana Department of Transportation. Currently, IndyGo has over 429 bus stops in some stage of planning, design, or construction. The goal is to continue to design and improve bus stops, every year, to implement the future transit plan and achieve as close to 100 percent compliance as possible.

As of this update, the bus stop improvements made possible by the Areas of Persistent Poverty (AoPP) grant are moving through the design/city-coordination phase from the second AoPP funding award and will result in the design improvements for over 59 bus stops on the far eastside of Indianapolis. This construction is planned for FY2025 and will be completed through a mix of local dollars and local grant awards through DPW and other area non-profit organizations (Community Grants). As such, staff continues to coordinate improvements with the City of Indianapolis that will result in bus stop improvements East 10th Street (Route 10), South Meridian Street (Routes 16 & 31), Madison Avenue (Route 31), Hanna Avenue (Route 16), 22nd Street (Future Routes 5 & 21), and 30th Street (Routes 6, 15, 30, & 34). Recent DPW projects have been completed including bus stop and pedestrian improvements on Morris Street (Route 24), South Emerson Avenue (Route 56) and West Michigan Street (Route 3, Future Route 9). East Michigan Street (Route 3) construction (including numerous bus stops) will be completed in 2025. At the time of this update, IndyGo has expended \$584,550 in FY2024. IndyGo will continue to seek competitive grant dollars either directly or in coordination with DPW, the IndyGo Foundation, and other community partners to help pay for these improvements.

Additionally, FY2024 DPW in a joint application with IndyGo, applied for and was successful in securing \$20 million through the Safe Streets for All (SS4A)

BRT & Other On-street Infrastructure Funding Sources & Uses

BRT & Other On-Street Infrastructure										
Funding Source	Red Line Phase I	Purple Line	Blue Line	Red Line Extensions	Two-Way Conversions	Transit Amenities	Super Stops 1.0	Super Stops 2.0	Transit Signal Priority	Total
Congressional Earmark			1,000,000							1,000,000
RAISE			21,869,230							21,869,230
Small Starts - Blue Line			149,999,000							149,999,000
Small Starts - Purple Line		80,975,001								80,975,001
Small Starts ARPA - Purple Line		12,008,210								12,008,210
Small Starts - Red Line	74,989,685									74,989,685
Tiger - Red Line	2,073,200									2,073,200
FY2020 5307		9,450,528								9,450,528
FY2021 5307		5,120,075								5,120,075
FY2022 5307		5,754,583								5,754,583
FY2023 5307			4,480,136							4,480,136
FY2024 5307			7,225,705							7,225,705
FY2025 5307			4,315,341							4,315,341
FY2022 5339			1,594,206							1,594,206
FY2023 5339			1,600,140							1,600,140
FY2024 5539			1,898,427					2,346,658		4,245,085
FY2025 5539			1,380,256							1,380,256
FY 2016 CMAQ		1,600,000								1,600,000
FY2020 CMAQ - TSP									1,353,280	1,353,280
FY2021 AoPP						670,000				670,000
FY2022/2023 AoPP						637,500				637,500
IMPO Flex Fund CRRSSA (2023)			7,415,695							7,415,695
IMPO Flex Fund Carbon Reduction (2024/2025)			2,060,337							2,060,337
IMPO Flex Fund STBG (2024)			2,613,957							2,613,957
IMPO Green Line Grant							461,746			461,746
FY2027 CMAQ - TSP									1,151,572	1,151,572
Community Grants						1,748,200				1,748,200
Grant Subtotal	77,062,885	114,908,397	207,452,430	0	0	3,055,700	461,746	2,346,658	2,504,852	404,892,896
DPW		1,200,000	16,500,000	0						17,700,000
Airport TIF			0							0
INHP			0							0
Citizens Energy Group			9,500,000							9,500,000
IMPO Exchange Fund Carbon Reduction (2025)			1,427,554							1,427,554
IMPO Exchange STBG (2025)			126,140							126,140
Other Subtotal	0	1,200,000	27,553,694	0	0	0	0	0	0	27,326,140
Cash	3,249,789	82,529,919	35,907,645	261,969	10,171,889	10,745,811	0	2,449,837	2,080,623	147,397,482
Bonds	16,017,306	26,497,247	125,000,000			426,469		0		167,941,022
Total	96,329,980	225,135,563	395,913,769	261,969	10,171,889	14,227,980	461,746	4,796,495	4,585,475	751,884,866

discretionary funding program through the Department of Transportation for complete street upgrades, including bus stops, along pre-identified street corridors. The SS4A project will improve stops in the Post Road (Route 87), Franklin Road (Routes 2 & 30), 30th Street (Route 2 & 30), 42nd Street (Routes 30 & 87), Thompson Road (Routes 29 & 31) and Lynhurst Drive (Routes 10 & Future Route 25). IndyGo has committed to fund \$2.5 million (fifty percent) of the local match contributions, however, at the writing of this update, this grant has not yet been executed by DPW and any needed capital funding will be programed in the out years of this capital plan.

Transit Signal Priority Installation

Transit Signal Priority, or TSP, is hardware and software technology that modify traffic signal timing or phasing when transit vehicles are present. These systems are designed to work with other systems providing “pre-emption” authority to emergency vehicles as well. In these instances, the communication from an emergency vehicle will preempt all other traffic movements through an intersection, including buses.

IndyGo has and will continue to include TSP equipment in its BRT corridors to further improve the service reliability of the BRT system. Likewise, IndyGo has conducted analyses to determine where TSP systems are needed to improve the service reliability of its local bus network and anticipates utilizing similar TSP technology as the Purple Line.

As part of FY 2020’s operating budget, IndyGo had anticipated dedicating \$1.7 million from a Congestion Mitigation Air Quality grant award and local revenue to fund the installation of additional TSP equipment throughout the local bus network. Implementing TSP across IndyGo’s entire fleet of local buses and at certain intersections along key corridors throughout the city carried over into 2022 and 2023 and will continue throughout the life of this plan. This is due in large part to rising costs the completion of the TSP Implementation Plan, and the need to spread the investment out across more years. As of this update, IndyGo plans to make additional investments in TSP in through FY2029 totaling \$7.2 million. As of this update, IndyGo has expended and/or encumbered \$455,500 towards these investments. In FY2024 the IMPO awarded IndyGo SFY 2027 CMAQ Federal Exchange funding for \$1.1 million. IndyGo has programmed these funds (in part) for FY2025 TSP costs. The TSP project will be paid through a combination of local and grant funding in any given year.

IndyGo applied for funding for the TSP Local Routing project through the Advanced Transportation Technologies and Innovation (ATTAIN) competitive grant funding program in February 2024 to fund \$3.7 million of the TSP implementation projects for implementation year two, three, four and a small portion of the fifth and final year of implementation. However, IndyGo was not successful in securing funding through this program.

In Progress

Purple Line BRT

The Purple Line, once completed, will be the second of IndyGo’s three bus rapid transit routes constructed in support of the agency’s network redesign. Unlike the Red Line, which was a brand-new route, the Purple Line will be an upgrade to existing Route 39. This route has consistently been one of the highest ridership routes and is often the highest ridership route out of the entire IndyGo bus network.

The operational profile of the Purple Line is expected to mirror that of the Red Line where buses operate 20 hours per day on weekdays with peak headways between 10 and 12 minutes. To construct the Purple Line, IndyGo is having to make a substantial investment in roadway, sidewalk, and drainage infrastructure that far exceed the costs of just the transit components.

Transit Signal Prioritization Funding Sources & Uses

Local Route Transit Signal Prioritization	
Total Project Cost	7,720,416
Total Remaining Costs (as of 08/31/2024)	0
Funding Sources	7,720,416
2020 CMAQ - TSP	1,353,280
2027 CMAQ - TSP	1,151,572
IndyGo Capital Cum Fund (cash)	5,215,564
Expense Category	7,720,416
Professional Services & Administration	962,950
Construction	6,757,466

Purple Line BRT Funding Sources & Uses

Purple Line	
Total Project Cost	225,135,563
Total Remaining Costs (as of 08/31/2024)	56,229,943
Funding Sources	225,135,563
Federal Small Starts (5309)	80,975,001
FY 2021 5309 ARPA	12,008,210
FY2020 5307	9,450,528
FY2021 5307	5,120,075
FY2022 5307	5,754,583
FY 2016 CMAQ	1,600,000
Indianapolis DPW	1,200,000
Bonds	26,497,247
Bond Contingency	0
IndyGo Capital Cum Fund (cash)	82,529,919
Expense Category	225,135,563
Professional Services & Administration	37,839,485
Vehicles	55,623,694
Construction	122,798,715
Financing Costs	8,873,669

From the Julia M. Carson Transit Center (CTC) to the Park Avenue Station, the Purple Line will operate along the same corridor as the existing Red Line. Together, these two BRT routes will offer five-minute service frequency to anyone traveling between downtown and 38th Street. At the 38th and Park station, the Purple Line will continue east along 38th Street to Post Road and will then extend north on Post Road to its northern terminus in the Lawrence Village near the Ivy Tech – Lawrence Campus.

Part of FTA's Section 5309 Small Starts Program project pipeline, the Purple Line was accepted into project development in 2017. In June 2020, the FTA announced that the Purple Line would receive Section 5309 funding. Design for the Purple Line began in 2017 and continued into 2021.

Construction of the Purple Line was originally projected to begin in late 2021, with revenue service beginning in late 2023. The grant execution and bid

processes were suspended in early 2021 while a controversial bill wound its way through the state legislative session that ended in April 2021. Having survived the latest legislative session, in June of 2021, it was announced that IndyGo would receive an addition allocation of \$12 million in CIG funding from the American Rescue Plan, specifically for the Purple Line. On August 24, 2021, the FTA announced the award of a Full Funding Grant Agreement (FFGA) for the project. Combined, the federal funding for the Purple Line will total \$115 million dollars bringing the federal/local funding split to 71/39 percent respectfully.

The Purple Line was officially placed in operation in October of 2024. Once construction commenced, IndyGo did not experience significant delays and was completed on budget. As of the writing of this document, IndyGo has expended \$172.1 million for the Purple Line. IndyGo has programmed \$4.5 million for FY2025, which is expected to primarily be used for project close out requirements of the CIG funds. At the time of this update, IndyGo will also expend an additional \$37 million for additional Purple Line vehicles that were not included in the CIG program, starting in FY2024 to fulfill service commitments, which expected to be paid for from bonds and not from CIG or other federal sources. This addition brings the total Purple Line cost to \$225.1 million.

Blue Line BRT

Like Route 39/Purple Line, the Blue Line BRT is an upgrade of the existing Route 8. Today, the Route 8 offers 15-minute service frequency along a majority of the route, seven days a week. During the week, service on Route 8 begins at 4:30am and continues until 1:00am the following day. On Saturdays, service begins at 6:00am and ends at 11:35pm. On Sundays and Holidays, service begins at 7:00am and ends at 9:30pm for those heading westbound or 8:30pm for anyone traveling eastbound. To operate weekday service, the Route 8 requires somewhere between 20 and 24 operators, and 15 buses. This operational profile continues to serve as the benchmark for all Blue Line scenario planning.

The design of the Blue Line infrastructure improvements has suffered from several delays. Throughout 2022 and 2024, the Blue Line project team worked diligently alongside project partners and various stakeholders to ensure that the Blue Line gets built as intended and without any

Historical Account: Design activities for the Blue Line began in early 2018 at a time when the Red Line bus rapid transit corridor project was nearing final design, and the Purple Line bus rapid transit project was at the 30 percent design stage. However, in 2019, the need to focus on finalizing the design of the Purple Line stalled the design of the Blue Line. At that time, the Red Line was in the construction phase and the Purple Line was progressing from the 30 percent to the 60 percent design stage.

In 2020, design for the Blue Line was delayed indefinitely while proposed legislation made its way through the 2020 Indiana State Legislature legislative session. The Blue Line project team progressed the design to the 30 percent design stage. At that time, the estimated cost for the Blue Line bus rapid transit corridor project was \$220 million, which was \$20 million more than previous estimates. That legislation targeting IndyGo's Blue Line bus rapid transit project was ultimately defeated, but the design of the Blue Line was still on hold when, during the 2021 legislative session, another bill aimed at eliminating the Blue Line was proposed. This second bill would have significantly altered the alignment (and operations) of the Blue Line. Design for the Blue Line remained on hold.

In May 2022, the project development phase reached the 60 percent design stage, and the estimated project cost had increased to more than \$550 million. Key factors to the significant cost increase include projected future construction/materials costs, a result of the shifting timeline and further exacerbated by the COVID-19 pandemic; inflation; vehicle costs, which are now constrained by requirements of the National Defense Authorization Act; and the need for extensive and costly improvements to stormwater systems to meet local design criteria and standards. During the summer of 2022, the Blue Line project team worked to understand what, if any, costs savings measures could be found.

The Blue Line design team worked with its engineering consultants and agency partners to explore additional funding opportunities and looked for ways to modify the scope of work. The recommendation from this work was brought before the IPTC Board of Directors for their consideration fall of 2022. Throughout this time, IndyGo leadership held meetings with the public and the FTA to vet the proposed changes.

Throughout 2023 and 2024 IndyGo, its partners, and the FTA continued to work diligently to refine the design and scope of the Blue Line allowing for the project achieve critical milestones including receiving NEPA approval, reaching 90 percent (2023) and then 100 percent of design completeness (2024); successfully navigating potential delays from proposed legislation from the 2024 Indiana State Legislative session; and continued community engagement, culminating in IndyGo confidently advancing its plans to commence construction on the Blue Line, its third and final bus rapid transit route

compromises to the standard that the agency has set for bus rapid transit network. While some modifications were necessary to bring the total cost of the project in line with available funding, the team has preserved all key aspects of the design. The most notable changes to the Blue Line project design include the following: an alignment change to Segment 1 between the Indianapolis International Airport and Holt Road, a change in the vehicle propulsion technology for the first generation of Blue Line buses, and a change in the scope of the stormwater infrastructure investments.

Additionally, IndyGo has taken steps to secure, and in some cases increase, funding allocations for the Blue Line project. This includes updating federal fiscal year formula funding; discretionary federal funding; securing funding from both CEG and the City of Indianapolis, Department of Public Works; and obtaining approval from Indianapolis' City-County Council for up to \$125 million in bond financing through future income taxes to supplement existing identified funding sources.

IndyGo received National Environmental Protection Act (NEPA) in April 2024. Achieving this milestone allowed IndyGo to reach 100 percent design completion in August 2024. As of this update, IndyGo expects to execute the Small Starts grant award by the end of 2024. The construction phase is expected to start spring of 2025 last through 2028 with service starting in late 2028.

As of this update, IndyGo has spent or encumbered \$25 million for Blue Line for program development and right of way acquisitions and has appropriated \$124.5 million in funding for 2025 in anticipation of commencing construction activities. In 2023, the FTA awarded IndyGo a \$8.1 million advance to fund project development for the Blue Line Capital Investment Grant (CIG) project. IndyGo received and used these advanced funds in FY2024. Additionally, if the project is not awarded Small Starts, CIG grant, IndyGo retains these funds to help cover design and engineering costs incurred to-date. The Blue Line budget assumes that the project will remain highly rated per its Small Starts update submitted in August 2024 and as such will remain eligible to receive an FTA Small Starts CIG grant award of up to \$150 million to match the other financial contributions.

Blue Line BRT Funding Sources & Uses

Blue Line	
Total Project Cost	395,913,769
Total Remaining Costs (as of 08/31/2024)	375,781,868
Funding Sources	395,913,769
Federal Small Starts (5309)	141,864,400
Federal Small Starts (5309) Project Development	8,134,600
FY2023 5307	4,480,136
FY2024 5307	7,225,705
FY2025 5307	4,315,341
FY2022 5339	1,594,206
FY2023 5339	1,600,140
FY2024 5339	1,898,427
FY2025 5339	1,380,256
IMPO Flex Fund CRRSSA (2023)	7,415,695
IMPO Flex Fund Carbon Reduction (2024/2025)	2,060,337
IMPO Flex Fund STBG (2024)	2,613,957
IMPO Exchange Fund Carbon Reduction (2025)	1,427,554
IMPO Exchange STBG (2025)	126,140
Indianapolis DPW	16,500,000
Citizen Energy Group	9,500,000
Future Bond (2022)	125,000,000
IndyGo Capital Cum Fund (cash)	58,776,875
Expenses Category	395,913,769
Professional Services & Administration	50,937,880
Vehicles	31,401,782
Construction	302,204,288
Financing Costs	11,369,819

Through the Blue Line development IndyGo was committed to seeking additional discretionary funding as applicable to the Blue Line knowing it would reduce the need for bond financing and IndyGo could reallocate some of the Section 5339 Formula Funding to meet other capital needs. In 2024 IndyGo received two separate federal discretionary funding allocations. The first being a \$1 million funding appropriation through the Community Project Funding/Congressionally Directed Earmark to be used for stormwater upgrades. The second award was through the Rebuilding American

Infrastructure with Sustainability and Equity (RAISE) funding program for \$21.9 million. These funds will raise the total federal funding of the project to 207.5 million or 52% of the estimated project total.

Note that, during the 2023 budgeting process (for FY2024 and beyond), the Eastside Mobility Hub was a stand-alone project from the Blue Line BRT grant project. The reason for this is that in 2023, IndyGo sought a Bus & Bus Facilities grant for this one component of the project. As of this update, the Eastside Mobility Hub expenses are included in the Blue Line Small Starts grant budget and the \$8,029,200 allocated between 2025, 2026, and 2027 can be reallocated.

Red Line Signal Modifications

Following the construction of the Red Line bus rapid transit project it was discovered that there were programming and wiring challenges associated with the two section transit signal heads that were installed along the corridor and a budget was established to replace them. After further investigation, it was decided that the programming challenges could be mitigated by simply adjusting the signal timing parameters of the existing signal heads. This meant that the programmed dollars could be reallocated to address other traffic control modifications.

Following the launch of the Red Line in September 2019, IndyGo's Mobility Advisory Committee recommended, and the IndyGo Executive Team agreed, that audible pedestrian signals be installed at pedestrian crossings along the Red Line to the BRT stations even more accessible. IndyGo has executed design and construction contracts to install these signals along the entire Red Line corridor.

Since September 2019, there have also been numerous incidents involving motorists and northbound Red Line buses traveling within the contra-flow lane along Capitol Avenue. The team believed that by installing flashing and static warning signs at various intersections along Capitol Avenue to better alert motorists to buses traveling northbound on what is otherwise a one-way, southbound street would help to mitigate this issue.

Funded entirely by local dollars, the total project cost for both the audible pedestrian signals and the warning signs is anticipated to be just under \$740,000 to cover design services, construction contracts, and construction inspection services. The project was put out to bid in Q4 2022; however,

IndyGo did not receive any responses at that time. The project was put back out to bid in 2023. The construction contract was approved by the IPTC Board of Directors at their March 2023 meeting. And because the BRT docking solution project envisioned for the E Washington St street frontage failed to move forward in 2023, some of the appropriated budget for that project was used to pay for these projects. IndyGo completed construction of this project in 2024 and at the time of this update, this project is substantially complete, and the project has expended/encumbered the \$372,700 in programmed funding (FY2023). Continued project close-out will occur in FY2025.

CTC BRT Docking Solution

When the CTC was initially designed and constructed, level boarding platforms would have been largely incompatible with IndyGo's existing bus fleet. The primary reasoning behind improving the CTC to include level boarding for the rapid transit bus bays was driven by the fact that when passengers can step on or off the bus onto a platform that is level with the floor height of the bus, the dwell times for the buses is significantly shorter and the service becomes faster and more efficient.

In 2019, IndyGo was prepared to retrofit five bays of the transit center to serve the bus rapid transit vehicles to make level boarding work. In 2021, IndyGo had planned to spend a total of \$1.7 million in FY2022 to complete this project, with funding derived from local revenue dollars. In 2022, an evaluation of the benefits and costs of modifying the CTC to include level boarding showed that the costs outweighed the benefits. Another study conducted the same year illustrated the need to reclaim the W Washington Street frontage for transit use and recommended that one or two bus bays be added along the northern edge of the property. In 2023 IndyGo budgeted \$9 million for this project. However, IndyGo was able to reduce the project cost through design engineering and scope reduction for a total cost of \$3.7 million to add two docking bays for bus rapid transit along the south side of W Washington Street, just east of Delaware Street. Due to these updates this project has been delayed and is now in design with construction scheduled to commence in FY2026 and be operational for service in 2027. As of this update, no expenses have been incurred/encumbered.

CTC BRT Docking Solution Sources & Uses

CTC BRT Docking	
Total Project Cost	3,681,448
Total Remaining Costs (as of 08/31/2024)	3,681,448
Funding	
Other	0
IndyGo Capital Cum Fund (cash)	3,681,448
Expenses	
Professional Services & Administration	703,500
Construction	2,296,500

CTC Inductive Charging

In-ground charging at the CTC is viewed a key component to the success of the Purple Line bus rapid transit route. The design phase began in 2023 and is expected to conclude in Q2 of 2024. The construction phase is expected to begin in the fall of 2024 and end before the end of 2024, shortly after the Purple Line enters revenue service. Ideally, this project would be completed prior to the completion of the Purple Line bus rapid transit project. However, there have been long lead times for the materials needed. The initial estimate to complete this project was \$570,000. In 2022, IndyGo approved \$425,000 as part of the FY2023 capital program budget. The total estimated project cost totalled nearly \$950,000. The increase in the total project cost is due primarily to a change in bay locations and project delays. Correlating with the opening of the Purple Line, this project is officially operational and is complete. At the time of this update IndyGo expect to expend/encumber all appropriated funds by the end of FY2024. However, IndyGo is in continued discussions with the BRT vehicle manufacturer, BYD, and may be reimbursed for a portion these expenses.

CTC Inductive Charging Sources & Uses

CTC Inductive Charging	
Total Project Cost	1,403,481
Total Remaining Costs (as of 08/31/2024)	669,658
Funding	1,403,481
Other	0
IndyGo Capital Cum Fund (cash)	1,403,481
Expenses	1,403,481
Professional Services & Administration	280,696
Construction	1,122,785

Two-Way Roadway Conversion Projects

Indianapolis' street grid has several one-way pairs upon which IndyGo currently operates its bus service. Many of these streets have seen and will continue to see increased transit service with the implementation of IndyGo's network redesign. One-way streets put distance between where someone gets off the bus and where they get back on the bus, which reduces the usefulness of the transit service for riders. Furthermore, those not familiar with the transit system and its operations may not easily figure out that a route on a map only goes in one direction in some places. For bus service to be useful to the rider, they need to be able to board their returning bus near where they were initially dropped off.

During the creation of IndyGo's 2022 Transit Network, East Michigan Street between College Avenue and Ellenberger Park, 30th Street between Meridian Street and Capital Avenue, and Central Avenue between 18th Street and W Washington were one-way streets recommended for faster, more efficient service where a bus comes every 15 minutes or sooner. For transit service to operate in both directions, on all streets there would need to be additional investments in new bus stops, new traffic signals and pavement markings, street resurfacing, sidewalk upgrades, and new or improved pedestrian crossings.

IndyGo, in partnership with DPW, completed traffic studies to assess the potential traffic impacts of converting Michigan and New York streets, as well as 29th and 30th streets from one-way to two-way. These studies ultimately led the DPW to agree to move forward with both projects in

support of IndyGo implementing its network redesign. IndyGo pledged cash contributions for both projects and has continued to work closely with DPW to plan and implement these changes.

According to the DPW website, the Michigan Street conversion project (ST-26-054) will feature improvements to existing sidewalks, curbs and ADA ramps, crosswalk and railroad enhancements, as well as street resurfacing. These upgrades will increase safety and improve community access for residents, commuters, transit riders, pedestrians, and bicyclists on the city's Near Eastside. Construction on the Michigan Street conversion project was initially delayed while the North Split project, a major upgrade to the I-65 / I-70 interchange on the northeast side of downtown Indianapolis, got underway. The Michigan Street conversion project has experienced its own delays, which is why it wasn't until the Summer of 2023 that construction began. As of this update, this project is expected to be finished by the end of 2025. IndyGo paid \$8 million to DPW in FY2024 this is above the previous FY2023 programed cost of \$4.3 million. The total project cost is increased doubled from original estimates to \$16 million, which was estimated to be \$6.0 million, IndyGo operations is expected to will cost savings from this conversion project.

Again, according to DPWs website, the two-way conversion of 29th and 30th streets (ST-17-052) will require improvements to existing sidewalks, curbs and ADA ramps, crosswalks, traffic calming elements and street resurfacing. These upgrades will increase safety and improve community access for residents, commuters, transit riders, pedestrians, and bicyclists. Construction on the 29th and 30th Street conversion is expected to begin in the winter of 2024 and last through the fall of 2025. DPW estimates that the total cost of construction will exceed \$8.6 million, of which IndyGo expects to pay \$2.2 million in FY2025.

In 2021, the Department of Public Works announced that they would be converting College Ave between Market Street and Massachusetts Avenue from one-way to two-way (ST-25-518), which allowed IndyGo as part of its 2022 Comprehensive Operational Analysis to gain some efficiencies in bus travel in that area. Construction began in the Spring of 2023 and ended in late 2023. The scope of the project included modifications to signalized intersections, installation of a two-way cycle track from Michigan to the Cultural Trail, a northbound bike lane and southbound sharrow from New

York to Michigan, roadway resurfacing, and ADA ramps. The estimated construction cost for this project was \$3.3 million. Because this project was at the sole discretion and direction of DPW, IndyGo did not pledge a financial contribution to the city. It is mentioned here as a reminder that IndyGo's operations will be able to take advantage of this roadway conversion as well.

Two-way Roadway Conversion Funding Sources & Uses

Two-Way Conversions	Michigan/NY	29th/30th	Total
Total Project Cost	8,000,000	2,171,889	10,171,889
Total Remaining Costs (as of 08/31/2024)	4,000,000	2,171,889	6,171,889
Funding Sources	8,000,000	2,171,889	10,171,889
IndyGo Capital Cum Fund (cash)	8,000,000	2,171,889	10,171,889
Expense Category	8,000,000	2,171,889	10,171,889
Construction	8,000,000	2,171,889	10,171,889

On Hold

Rural Street Underpass

Route 26 is a critical piece to establishing a north-south crosstown option on the eastside of Indianapolis. Residents and businesses along the Keystone Avenue/Rural Street corridor will be able to rely on a bus arriving every 15 minutes, or sooner. Route 26 is also the route that will provide direct, frequent access between the new Community Justice Complex and Downtown Indianapolis.

To fully implement changes to Route 26 and complete the agency's network redesign, IndyGo needs to be able to eliminate the costly route deviation to Sherman Drive, which the agency must do because many of IndyGo's buses cannot pass below the CSX bridge crossing. Today, the schedule for Route 26 is built so that the buses can travel 1.6 miles east to the separated crossing at Sherman Drive. This costs IndyGo an additional \$700,000 (2021 dollars) per year to operate the Route 26. In addition to improving the rider experience by offering more direct service, the elimination of this route deviation will result in substantial cost savings with respect to IndyGo's annual operating budget. More specifically, it would decrease the number of buses by one.

In August 2020, IndyGo decided to revisit the preferred design alternative at that time, which was to grind the surface of the road down far enough to allow IndyGo's buses to pass under the bridge. Another alternative deviated the route east to State Ave. The team was able to demonstrate that a

deviation in the opposite direction to State Avenue would be just as costly, and that it would introduce additional challenge because unlike the Rural Street and Sherman Drive crossing, the crossing at State Street is at-grade. It was ultimately determined that the agency would be better served to invest in a longer-term solution now. Key to this decision were the fact that the costs for the project will only increase with time and, with each new purchase, buses tended to become taller over time and the agency needed to ensure that all of its future buses would be able to fit underneath the bridge.

IndyGo incurred costs totaling \$225,000 in Q3 of FY2019 and another \$1.25 million in 2020 towards this project. During the 2020 budget cycle, the agency approved an additional \$1.475 million for FY2021, which brought the total project cost to \$2.95 million. At that time, it was anticipated that IndyGo would move forward with the completion of the Rural Street Bridge Underpass. In doing so the agency would incur another \$4.9 million in FY2024, which would bring the total project cost to \$6.6 million. During the 2021 budget cycle, it was anticipated that IndyGo would move forward with the Rural Street Underpass project in 2024 as planned, but that it would only spend \$3.8 million, which reduced the total project cost to \$6.6 million (\$300,000 in FY2023, \$3,762,600 in FY2024, and \$2,508,400 in FY2025). During the 2022 budget cycle, much of this project remained unfunded as the total project costs were expected to exceed \$7.32 million, due in large part to the substantial increase in utility relocation costs and the Rural Street Bridget Underpass project was removed from the capital program budget, temporarily.

Rural Street Underpass Funding Sources & Uses

Rural Street Underpass	
Total Project Cost	9,000,000
Total Remaining Costs (as of 08/31/2024)	8,447,789
Funding	9,000,000
Bonds	0
IndyGo Capital Cum Fund (cash)	9,000,000
Expenses	9,000,000
Professional Services & Administration	1,987,022
Construction	7,012,978

As of this update, the preferred approach to this project is to rebuild the segment of Rural Street that passes under the CSX bridge, including much of the stormwater infrastructure that runs underneath the street.

IndyGo completed 90% of design in 2024. Costs estimates have increased to be \$9 million plus additional costs expected to exceed \$2 million for utility relocation. This project was not included in the FY2024 or the upcoming FY2025 budget and at the time of this update, is indefinitely on hold.

Complete**Red Line BRT Phase I**

Completed in September 2019, Phase I of the IndyGo Red Line BRT route is the first of three major bus rapid transit projects in Indianapolis. Designed to be completed in three phases, the entire project included all requirements for a bus rapid transit system —station infrastructure, dedicated running ways, transit-signal priority, level boarding, and off-board fare collection infrastructure—as well as improvements to streets, sidewalks, ramps, and drainage within the corridor. The project budget also included fully electric, 60-foot vehicles specifically designed to operate the service. The existing Red Line is designed, or intended, to operate 20 hours per day on weekdays with peak headways between 10 and 12 minutes.

This first segment of the Red Line provides service to approximately 120,000 jobs or nearly ¼ of the jobs in Marion County and 65,000 residents, according to the Red Line Transit Impact Study. It connects Broad Ripple Village to the University of Indianapolis, by way of Downtown Indianapolis.

Design began in 2015 and continued into 2017. A construction management contract was awarded in 2016. The Red Line construction contracts were awarded in December 2017, and IndyGo's Small Starts Grant Agreement with the FTA was executed in May 2018. Operations began on September 1, 2019.

Phase I came in on-budget at \$96,329,980. Forty three percent (\$41,286,682) was expended between 2019 and 2023. The first \$55,043,298 (57 percent) was expended between 2015 and mid-2019. A total of \$350,000 (\$280,000 federal grants: \$70,000 local match) is programmed for FY2024. As of this update, the Cultural Trail shelter relocations are complete and the remainder of the final close out costs, pending finalization through the Package A contractor.

Red Line BRT Phase I Funding Sources & Uses

Red Line Phase I	
Total Project Cost	96,329,980
Total Remaining Costs (as of 08/31/2024)	368,700
Funding Sources	96,329,980
Federal Small Starts (5309)	74,989,685
Tiger	2,073,200
IndyGo Capital Cum Fund (cash)	3,249,789
Bonds	16,017,306
Expense Category	96,329,980
Professional Services & Administration	21,318,729
Vehicles	16,113,275
Construction	58,897,976

Super Stops 1.0: Delaware & Fort Wayne Ave

IndyGo's network redesign includes multiple local routes coming from the north and east into downtown that overlap with other local routes before entering the Julia M. Carson Transit Center. To speed up and enhance local service through the downtown area, and to secure operational efficiencies where these routes overlap, IndyGo introduced a series of "Super-Stops" that have many of the same characteristics as its bus rapid transit stations. Super Stops are elevated to reduce the step-up height into buses. They are longer than traditional bus stops making it possible for more than one bus to

unload and load passengers at the same time. Amenities include real-time information signs (at some locations) and sheltered waiting areas. These stops also include security cameras and ticket vending machines for off-board fare collection.

This first installation of Super Stops includes two Super-Stops on Delaware St; one at the northeast corner of New York & Delaware streets and one on the northeast corner of North & Delaware streets. These Super Stops opened for service in the Fall of 2022 to serve Routes 2, 4, 5, 10, 19, and 38. A key aspect of making the most out of these investments was the ability to convert Fort Wayne Avenue between Pennsylvania and Alabama Streets from a one-way street to a two-way street and add a bus and turn only lane on Delaware Street between Washington Street and Fort Wayne Avenue.

The planning phase for IndyGo's Super Stops project was partially funded through the Green Line planning grant from the IMPO, with the remainder of planning resources and all construction resources funded with cash on hand. In 2020, IndyGo applied for but was not awarded a Bus & Bus Facilities Grant that would have helped pay for all Super Stops locations, including those that would come to be known as Super Stops 2.0. The entire Super Stops budget adopted for FY2020 totaled just less than \$5.0 million.

Early in 2021, IndyGo saw an opportunity to include at least some of the Super Stops location in DPWs Delaware Street Structural Rehabilitation project (ST-25-523). Owned and led by DPW, IndyGo had budgeted \$70,000 to put towards DPWs budget of more than \$4.0 million for the entire Delaware Street Structural Rehabilitation project. Other improvements that were made as part of the public works project included complete pavement reconstruction, some asphalt resurfacing, dedicated bus lanes, sidewalk and curb ramp improvements, and the removal of old trolley tracks.

Super Stops 1.0 is complete! A ribbon-cutting ceremony was held in early October 2022. Total costs incurred by IndyGo totaled less than \$44,000 (FY2022).

Super Stops 1.0 Funding Sources & Uses

Super Stops 1.0	
Total Project Cost	3,385,499
Total Remaining Costs (as of 08/31/2024)	0
Funding	3,385,499
IMPO Green Line Grant	461,746
IndyGo Capital Cum Fund (cash)	2,923,753
Bonds	0
Expenses	3,385,499
Professional Services & Administration	1,015,650
Construction	2,369,849

Super Stops 2.0: Alabama, Ft Wayne, Vermont

Knowing that the FTA determined IndyGo's 2020 Super Stops Bus & Bus Facilities Grant submission to be highly competitive, IndyGo staff put forth another Bus & Bus Facilities Grant application in 2021 in the hopes that it could fund the remaining six Super Stops locations, Super Stops 2.0. The Agency was notified of its project award of just under \$3.0 million in November 2022. This award covers approximately 53 percent of the total project budget of \$5.7 million.

The six Super Stops 2.0 locations include, two each on Alabama St, Ft Wayne Avenue, and Vermont Street to serve Routes 3, 6, 10, 15, 34, and 37. The improvements include 9-inch, raised platforms for near level boarding and enough space to accommodate two 40' buses at a time. Also included are enhanced shelters, and ticket vending machines.

Vermont Street between Indiana Avenue & Pennsylvania Street was resurfaced as a part of the Super Stops 2.0 project as a locally funded financial agreement between IndyGo and the city. Vermont Street remains a critical east-west connector for across town transit service, and a key component of making IndyGo's network redesign work. By implementing a Super Stop at this location, IndyGo will minimize potential conflicts with busier east-west streets, provide a direct connection to bus rapid transit stops for the Red Line and Purple Line bus rapid transit routes, and shorten the overall travel time for riders by providing a transfer location downtown outside of the Julia Carson Transit Center. The scope of the project was

reduced to no longer include real-time signage, thus eliminating some of the electrical work needed and alter the design to avoid a portion of the utility relocation costs. The change in scope did bring the total project costs well below the original \$5.7 million estimate to finish at under \$4 million. Construction for Super Stops 2.0 began in early 2023 and was completed in December 2023. Super Stops 2.0 has been operational since early 2024.

Super Stops 2.0 Funding Sources & Uses

Super Stops 2.0	
Total Project Cost	4,796,495
Total Remaining Costs (as of 08/31/2024)	1,909,893
Funding Sources	4,796,495
Grants	2,346,658
IndyGo Capital Cum Fund (cash)	2,449,837
Bonds	0
Expense Category	4,796,495
Professional Services & Administration	1,381,715
Construction	3,414,780

Red Line BRT Corridor Enhancements

Now in its third year of operation, the Red Line bus rapid transit facilities have begun to show signs of wear and tear. In early 2022, IndyGo staff presented a plan to make repairs that, if left unaddressed, had the potential to become very costly in the future. Addressing these issues sooner also meant that IndyGo could prevent several safety risks and mitigate unnecessary wear and tear of IndyGo's buses.

The process of addressing these issues began in early 2022. The total cost for this project was estimated to be \$5.6 million. The enhancements include asphalt patching, repairs to concrete bus pads along the entire line, and the installation of rub rails to help with precision docking. And, because IndyGo needed to close each station for more than a few days, the agency used operating funds to put down an epoxy coat on the surface of each station platform to help ensure that they will hold up better over time as well.

There was no budget appropriated for this project as part of the 5-yr capital plan budget approved by the IPTC Board of Directors. This project

was funded entirely by local dollars. As of this update, IndyGo has incurred project costs totaling just over \$5.4 million. It is expected that this work will come in at the estimated amount of \$5.6 million and that all work will be completed before the end of 2023. The construction contract for this work was approved by the IPTC Board of Directors as an unbudgeted expense at their March 2022 meeting. The construction for these projects is complete and cost \$3.5 million.

Pending

Red Line BRT Extensions

The broader Indy Connect plan – the plan that informed the original Marion County Transit Plan – calls for the Red Line bus rapid transit route to extend north towards the City of Westfield and south towards the City of Greenwood. Within Marion County, the southern alignment of the route was originally planned to extend southward from the University of Indianapolis, along Shelby Street and Madison Avenue to the vicinity of Greenwood Park Mall. The northern segment of the route was originally expected to extend northward from the 66th Street terminus of the Red Line to College Avenue and 96th Street, although the exact alignment between those two end points wasn't expected to be finalized until the final design phase.

Phases II and III of the Red Line have never advanced beyond the 30 percent design phase as they are entirely contingent upon local funding sources being developed within neighboring Hamilton and Johnson counties. Preliminary design and environmental work associated with the Hamilton County and Johnson County extensions was conducted as part of the Red Line Phase I design phase. However, because efforts to expand Red Line BRT service into Westfield and Greenwood have never advanced beyond that point, advancement of these extensions inside Marion County is not likely to occur during this 5-year planning period.

While IndyGo does not anticipate that the adjoining townships in Hamilton and/or Johnson Counties will successfully adopt a transit income tax in the next few years, the agency continues to plan to support a future connection to these segments. As of this update, IndyGo has dedicated \$4 million for FY2027 and FY2028. Another \$1.7 million would be needed in FY2029 to account for the projected project total, which as of this update is \$5.7 million.

Red Line Extensions Funding Sources & Uses

Red Line Extensions	
Total Project Cost	261,969
Total Remaining Costs (as of 08/31/2024)	0
Funding Sources	261,969
FY2023 5307	
FY2024 5339	
2023 STP/CMAQ (Red Line Extension)	
Indianapolis DPW	
Bonds	
Bond Contingency	
IndyGo Capital Cum Fund (cash)	261,969
Expense Category	0
Professional Services & Administration	261,969
Vehicles	
Construction	
Financing Costs	

Canceled

Mobility Hubs Infrastructure

Completed in 2018, IndyMoves, the City of Indianapolis' transportation integration plan, calls for the City and IndyGo to work collaboratively to establish a mobility hubs program asserting that "mobility hubs can include transit connections, high-quality pedestrian and bicycle access, safety and comfort amenities (such as lighting, weather protection, and restrooms), wayfinding and trip planning information, ride-hailing pick-up and drop-off space, dedicated car and bike share parking, bicycle storage, real-time travel information, payment kiosks and fare vending, electrical vehicle charging, commuter services, and placemaking and public realm activation."

Budgeted at \$640,000 and born out of an FTA Mobility on Demand On-Ramp grant project, the Mobility Hubs Infrastructure project line item adopted as part of version 1.0 of this Capital Plan was initially intended to facilitate the strategic, co-location of mass transit and first/last mile mobility solutions throughout Marion County. Throughout 2019 and into 2020, IndyGo worked

with the John H. Boner Neighborhood Center and Englewood Community Development Corporation to develop the concept for a mobility district in the Near East Side community with the goal of better connecting residents to social and economic opportunities, via public transit and other modes of shared use mobility. IndyGo and the Boner Center – in partnership with the Personal Mobility Network, an initiative of the Central Indiana Community Foundation – finalized the Mobility Hubs business plan outline at the end of March 2020. This business plan was submitted to the Shared Use Mobility Center and is the final deliverable required of the FTA Mobility on Demand On-Ramp grant award. Technical assistance provided by the Shared Use Mobility Center concluded on March 31, 2020, which drew this project phase to a close.

All future mobility hub planning, siting, design, and construction activities were put on hold, indefinitely, in May 2020. This was due in large part to having so few shared use mobility options in Marion County, which was further cemented by the exodus of Blue Indy; the city's former carshare service. Furthermore, it has since been determined that – with the level of investment needed to adequately support a robust mobility hubs infrastructure program -- IndyGo would build upon the experience gained as part of the FTA Mobility on On-Ramp grant project to prepare a Mobility Position Paper that can guide existing and future investments in shared use mobility projects or programs. This document has been created and will continue to be a living/breathing document that will guide the agency in future policy and decision-making, not only for the future of mobility hubs, but other mobility investments such as mobility pilots and demonstration projects.

FACILITIES & EQUIPMENT

In 2018, IndyGo completed a facility needs assessment. This study kicked off the office renovations, maintenance area renovations project, and vehicle wash/paint booth/door widening project. It also helped to identify how much space would be needed for a new paratransit facility and a new training facility and driving course, for example. IndyGo has also long considered the utility of owning its own paratransit facility.

As part of its ongoing operations, IndyGo regularly engages in facility maintenance and rehabilitation projects. As the agency continues to grow the number of buses, operators, and other staff and respond to the need to maintain a safe, post-COVID office environment, the space needed to safely accommodate staff and adequately house operations has shifted.

In the past several years, IndyGo has pursued additional property acquisitions, property transfers, and new construction projects. Several projects are planned for IndyGo's long-standing administration and maintenance facility located at 1501 W Washington St. Work continues at IndyGo's newly acquired properties. IndyGo had initially pursued the redevelopment of a former industrial property to create a training and contingency facility; however, the more recent purchase of the former Celadon property on Indianapolis' Far Eastside has afforded the agency the opportunity to not only co-locate the training and contingency facility as part of its new East Campus headquarters, but to expand administration and operational capacity.

In 2020, the estimated cost for all Facilities & Equipment projects in FY2021 totaled \$4 million. Actual expenditures for Facilities & Equipment in FY2021 was less than \$2.6 million. IndyGo's FY2022 budget included \$6.6 million for Facilities & Equipment. Actual expenses for FY2022 totaled \$9.7 million. The approved budget for FY2023 was \$30.2 million. Actual expenses for FY2023 totaled \$3.3 million. The appropriated budget for Facilities & Equipment for FY2024 is \$19.7 million. As of this update, IndyGo has only incurred \$1 million in facilities costs for this year. The total amount of money needed to adequately fulfill IndyGo's Facilities & Equipment needs between FY2019 and FY2029 exceeds \$126.1 million. This is \$89.4 million more than was anticipated in 2019 (\$36.7 million).

On Going

Maintenance Heavy Equipment

IndyGo's operations facilities must contain maintenance heavy equipment to ensure that damaged buses can quickly be returned to revenue service. Like the vehicles themselves this equipment also has a limited useful life. The equipment includes scissor lifts, cutter machines, bending machines, platform and portable lifts, a hydraulic press, a metal lathe, and other heavy equipment. IndyGo incurred costs totaling more than \$397,000 between 2019 and 2023 to replace its maintenance heavy equipment. The agency had also anticipated spending up to an additional \$900,000 between FY2022 and FY2024. However, in 2023, IndyGo incurred all expected expenditures and no longer needed to include budget for maintenance heavy equipment in FY2024. In FY2025 IndyGo has \$100,000 programmed for maintenance heavy equipment. IndyGo will continue to assess the need for major repairs or replacements in the future and revise its capital budget accordingly during its annual budgeting process. (See the BRT & Other On-Street Infrastructure Funding table under the previous section).

East Campus Renovations & Garage Construction

IndyGo's new East Campus headquarters includes three existing buildings. IndyGo conducted full assessments of each building, specifically their existing mechanical, electrical, and plumbing systems, and used the existing layouts to best determine a scope of work for the renovation of each building. The adaptive reuse of buildings "A" and "B" began in 2021 and completed before August 2023. Major renovations to building A included the addition of more individual offices to accommodate staff in a post-COVID era. Conference rooms were updated, and collaborative workspaces were added throughout. Building A now houses the majority of IndyGo's administrative personnel. Renovations for building B included the addition of an elevator, two large training rooms, four simulator rooms with a control monitoring station, and a computer training room. Building B now houses IndyGo's IT department, the Learning & Development academy, board room and executive meeting space, as well as other flexible meetings spaces. A large office area will first be used to house the Purple Line construction management team but could be repurposed in the future to house more IndyGo staff or contractors, including IndyGo's paratransit operator RATP Dev. The adaptive reuse of

Capital Expenditures

Facilities Funding Sources & Uses

Funding Source	Facilities														
	East Campus Garage	East Campus Renovation	Office Area Renovation	CTC Level Boarding	CTC Office Renovation	Bus Charging	Facilities	Building Exterior Improvements	Maint. Area	Wash Rack / Paint Booth & Door Widening	Floor Scrubber	Sidewalk, Steps & Ramps	Solar Array	Facility Needs Assessment	Total
IN90X683-11.44.03										1,415,004					1,415,004
Solar Array Low/No													980,000		980,000
IN90X668-11.44.03										1,600,365					1,600,365
IN-2019-001-11.42.20						91,269									91,269
IN-2019-001-11.44.03										13,663					13,663
IN-2021-2023		1,375,000			876,000	91,269									2,342,269
FY2022 Bus & Bus Facilities	32,835,000														32,835,000
Grant Subtotal	32,835,000	1,375,000	0	0	876,000	182,538	0	0	0	3,029,032	0	0	980,000	0	39,277,570
Cash	98,092	625,000	2,380,000	1,700,000	219,000	408,731	1,796,517	1,400,000	3,400,000	1,126,663	250,000	200,000	420,000	100,000	14,124,003
Bonds	34,277,300	15,520,040					3,103,483								52,900,823
Total	67,210,392	17,520,040	2,380,000	1,700,000	1,095,000	591,269	4,900,000	1,400,000	3,400,000	4,155,695	250,000	200,000	1,400,000	100,000	106,302,396

building “C” has so far included minor modifications to the existing spaces, bringing in updated furniture, cleaning the carpet, and adding fresh coats of paint and artwork to create a more welcoming work environment. RATP Dev moved their operations from the dorm building to the office building in Q4 of 2023, if only temporarily since the future of moving the fleet to IndyGo’s W Michigan St location is yet to be determined. The longer-term plan is for building “C” to be demolished to accommodate IndyGo’s East Campus expansion (2025 Operations Budget). In addition to needing more on-site parking spaces at East Campus, the existing drainage system needs to be re-designed prior to constructing the proposed Fleet Storage, Maintenance Terminal, and Operations Center (i.e. the new garage). Once constructed, it is anticipated that this new build will accommodate the storage of 80 to 180 buses, maintenance bays, treasury, and some offices for staff.

In August of 2022, IndyGo was awarded \$33 million in competitive funding through the FTA Bus & Bus Facilities grant program that can only be used to construct the new Fleet Storage, Maintenance Terminal, and Operations Center. In 2023 it was estimated that the amount of money needed to construct the garage is likely to exceed the \$51.15 million and would be budgeted across FY2024, FY2025 and FY2026. In 2024 IndyGo completed a campus master plan for the entire East Campus location (locally funded). As such, the estimates for this project did increase to be above \$67 million,

almost \$16 million over the 2023 cost estimate. This increase is due to the rising costs of constructing the garage bays, site prep work, and maintenance equipment. Much of this project expenses are expected to occur in FY2026 and FY2027.

East Campus Garage Funding Sources & Uses

East Campus Bus Garage	
Total Project Cost	67,210,392
Total Remaining Costs (as of 08/31/2024)	66,663,637
Funding	67,210,392
Grant	32,835,000
Other	34,277,300
IndyGo Capital Cum Fund (cash)	98,092
Expenses	67,210,392
Professional Services & Administration	4,874,000
Land Acquisition	9,000,000
Construction	53,336,392

Additional East Campus costs include more than \$8.75 million in renovation costs for buildings A and B. Building B renovations were funded in part by a Section 5307 grant award. Building C renovations totaled approximately

\$50,000 and were paid for using unspent funds from the capital budget for FY2023. Building A, B and C renovations occurred in FY2023 and FY2023. IndyGo has identified a new East HVAC upgrade project, which will improve the performance of the existing HVAC in buildings A and B. This project is estimated to cost \$1.3 million and is programmed for the FY2025 budget, to be paid through bonds. An additional \$9.0 million has been budgeted to expand the footprint of the East Campus location to accommodate the new garage. The purchase of this property was delayed to FY2025 due the completion of the campus master plan, IndyGo currently plans on using local dollars for any property acquisitions that may be needed, and a mix of bond financing and federal grant dollars for the design and construction of the garage.

In Progress

West Campus Depot EV Charging Equipment & Charge Management

Although the West Campus garage was recently upgraded to add electrical capacity and AC chargers for IndyGo's 60' electric buses, IndyGo cannot use them to charge any other electric buses that it might purchase in the future, such as those from vehicle manufacturers other than BYD. To remedy this, the current chargers need to be converted from AC to DC power to accommodate other 40' or 60' electric buses and ultimately gain increased utility usage and efficiencies. In 2020, it was estimated that the total cost for this project would be \$2.74 million. In 2023, the total project cost and budget were reduced to \$1.62 million in anticipation of potentially being able to accommodate some of the agencies charging needs at the garage proposed for the East Campus headquarters and due to the change in the engine propulsion technology of the Blue Line buses. As of this update, the budget for this project has been reduced again to just \$260,000 in FY2024 and is expected to be completed by the end of this year.

Also, as a companion project to the above equipment, IndyGo will also be adding, IndyGo charging software to service the vehicles that will be dedicated to the Purple Line. As of this update, IndyGo has incurred \$100,000 of the \$400,000 programed for FY2024.

West Campus Facility Enhancements

Several renovations are needed for the maintenance area within the West Campus garage to account for the fact that IndyGo's fleet size and mix is changing, vehicles are getting larger, and in anticipation of increasing the total number of mechanics required to adequately service IndyGo's fleet of buses. These efforts must be sequenced carefully to minimize disruption to operations and to ensure that the facility is able to adequately accommodate the growing BRT fleet. The full list of sub-projects associated with these renovations included converting pit bays to parallelogram lifts, relocating maintenance supervisor offices, relocating maintenance technician facilities (restrooms, offices, lockers, and computer lab), adapting to accommodate BRT buses, expanding the welding bay, constructing fall protection and catwalk, among other changes. These projects were expected to total \$3,400,000, with funding derived from grants and future local revenue (cash). They were to have been completed between 2019 and 2021. These projects were placed on hold with minor components of this project being completed in FY2022 and FY 2023 (approximately \$1.2 million in combined projects). In 2021, it is estimated that this project would start in 2024 and that the cost would increase to \$2.56 million. In 2023 those particular renovations were put on hold, indefinitely.

Recently six additional sub-projects have been identified and will be commenced throughout 2024 and 2025. Originally these projects were programmed to collectively total \$745,000 and \$438,000. 2024 projects include additional locker room improvements; maintenance area garage renovations; and fuel island and wash rack drain repair. 2025 projects include two new projects, pivot gate and controls for the south entrance and staff lot entrance enhancements. It is expected that these sub-projects will be funded through a combination of cash and grants. Through the 2024 capital budgeting process (2025 budget), it was determined that the fuel island and wash rack drain repair (\$250,000) would be moved to IndyGo's operational budget and the maintenance area garage project would be fully funded in 2024 by reallocating the FY2024 appropriated funds from the South Madison Park-n-Ride, which will free up local revenue funds in 2025. This revised budget total for FY 2024 and FY2025 is now \$555,000 & \$378,000 respectively. As of this update, only \$240,900 has been spent/encumbered for the maintenance area garage renovation.

West Campus Garage Area Renovations Funding Sources & Uses

Maintenance Garage Area Renovations	
Total Project Cost	340,000
Total Remaining Costs (as of 08/31/2024)	340,000
Funding Source	340,000
Other	272,000
IndyGo Capital Cum Fund (cash)	68,000
Expense Category	340,000
Professional Services & Administration	34,000
Construction	306,000

West Campus Exterior Building Improvements & Masonry Rehab

An assessment that was conducted in 2018 determined that the exterior of the historical Duesenberg portion of IndyGo's West Campus headquarters needs repaired. Of particular concern are the windows and the brick façade, both of which will require prior approval from the Indianapolis Historic Preservation Commission. In 2019, it was estimated that \$1.4 million would be needed to repair structural cracks and lintels in the masonry structure, replace the concrete driveway, and reconfigure the loading dock. These improvements were originally scheduled to be completed between 2021 and 2022 and would have been paid for by combining grant dollars with local revenue. This entire project was put on hold, temporarily, in 2021. In 2023, IndyGo moved forward with all but the building exterior improvements and masonry repair.

As of this update, it is assumed that the total estimated cost to repair the historic building will be closer to \$1.95 million due to the increased in materials and labor costs. IndyGo has budgeted \$1.7 million for these repairs, which would be spread across FY2024 and FY2025. However, IndyGo needs to obtain a grant award of at least \$1.36 million (80 percent) to move forward. In 2024 IndyGo did move forward with this project by reducing the scope of this project to including power washing and tuckpointing of the brick façade as well as window repair for a total project cost of \$700,000. At the time of this writing, this project is expected to be completed in FY2025 and to date has expended/encumbered \$25,000. This project is funded through grants and cash on hand. As of this update, IndyGo expects that this project will be funded from both the capital and operating budget; the final

budget split has not yet been determined.

Because they did not require prior approval from the Indianapolis Historic Preservation Commission, in 2023, IndyGo moved forward with replacing the driveway surrounding the West Campus location and making the necessary improvements to the loading dock.

On Hold

Mobility Solutions & Customer Care Center Fleet Terminal

In 2021, IndyGo closed on the property at 2425 W Michigan. Between 2021 and 2022 the existing building underwent a major renovation. Today, the Center includes the following:

- An assessment center, with office space and an open area for physical assessment;
- A maintenance area with three bays and parts storage;
- A dispatch area with six stations;
- A service center with two transaction windows;
- A break room area with lockers and a quiet area;
- Additional offices;
- A meeting room; and
- Additional restrooms.

What remains are finalizing the assessment center and completing the improvements that are needed to move IndyGo's paratransit fleet to this location. In 2022, the budget appropriation for FY2023 totaled \$6.75 million to cover the cost of constructing a covered parking lot, and wash bay. Prior to issuing a bid for this project, IndyGo needed to rezone the property to allow for a fleet terminal at this location. In 2022, IndyGo received the City's approval to rezone the property the property. The agency also obtained several key development variances. This additional administrative step caused the start of the parking lot and wash bay improvements to move from FY2022 to FY2023.

In 2023 the scope of the project was reduced to no longer include covered parking or the vehicle wash. In 2023, total estimated cost complete the surface parking lot is \$1.9 million, which was programmed in the FY2024 budget, however, at the time of this update, it has been determined to indefinitely delay this portion of the W Michigan facilities project. The budget

for the remaining improvements to the assessment center total just over \$100,000 and has been completed. It is possible that, during the 2025 budget cycle (for FY2065 and beyond), both the scope and cost of this project could change again. It'll depend on the implementation of the facility feasibility study that is currently that was completed in early 2024. In the meantime, IndyGo did invest \$27,600 in FY2023 for the design a temporary gravel parking lot at the W Michigan facility.

West Campus Board Room & Lobby Improvements

Formerly included as part of Maintenance Area Renovations, this sub-project would renovate the board room at 1501 W Washington Street headquarters with a goal of bringing the technology up to date, updating finishes, and replacing the furniture. Likewise, the lobby improvements would be made to make the area more welcoming. In addition to updating/repairing the flooring, the lobby restroom would be upgraded to become ADA accessible, and the security desk would be repaired. It was anticipated that this work would begin in Q2 of 2021 and take four to five months to complete. Last consulted in 2020, total cost is estimated to be \$580,000. This project is still on hold.

Complete

West Campus Office Area Renovations

As the number of IndyGo employees grew, substantial renovations were necessary to house the staff and their job functions. In addition to adding office space, IndyGo needed adequate conference space for meetings and ancillary activities. Office renovations included creating a more open administrative area, with additional meeting rooms, offices, retrofitting the south lounge for operators, renovating the restrooms and adding a unisex restroom, renovating dispatch, reconfiguring office layout to accommodate Operations staff, reconfiguring and creating a secure area for HR and adding higher level security measures with ballistic doors, and a South security desk. In 2020, IndyGo completed its last major renovation at its headquarters located at 1501 W Washington Street.

For this phase, office area renovation expenses were expected to total \$2,380,000 between Q3/Q4 2019 and Q1/Q2 2025. Completed in Q1 of 2020, total expenditures for this project (i.e. furniture and construction) were \$2,293,936. These funds were derived from future local revenue (cash). This

project is complete.

West Campus Bus Charging Infrastructure, Phase I

As IndyGo implements bus rapid transit service and shifts more of its fleet to electric-propulsion vehicles, it must install additional charging infrastructure throughout the maintenance and operations facility and increase the capacity of electrical service to its facility. The addition of this charging infrastructure will enable IndyGo to pursue its long-range bus replacement plan, which had initially called for introducing an average of eleven new fixed route electric-propulsion buses annually between 2021 and 2035, as well as 56 new 60' electric BRT vehicles between 2018 and 2022. IndyGo had initially projected that, by 2032, it would have a total of 195 buses in its fleet (56 BRT vehicles and 149 in local service); all of which were to be electric buses. This project, the installation of AC chargers for the 60' BYD buses, began in 2018 and was completed in 2020. Final construction costs for this project totaled \$2,588,574.

West Campus Wash Rack Replacement, Door Widening & Paint Booth

Washing and maintaining buses requires additional infrastructure beyond what would typically be used in commercial car washes. Most obviously, these wash racks must be able to accommodate much larger vehicles than standard car washes. Further, the system needs to be designed in such a way to remove salt and grime that is accumulated through regular transit service. These services also need to be able to be performed without impacting the finish of the bus. IndyGo's previous wash rack was antiquated and in need of an upgrade to effectively service an expanded fleet. To attract bidders to the project, door widening, and paint booth projects were added to this project.

To keep the fleet in good condition, IndyGo needed to add a down-draft paint booth. These paint booths help manage airflow and control of paint spray by forcing air through the paint area and minimizing errant spray. Completed in August 2020, the new system allows IndyGo's maintenance team to operate more efficiently and service more buses, a necessity with the increase in service.

For this entire project, IndyGo had anticipated spending \$2,600,000 across 2019 and 2020, with resources derived from grants and local revenue. In total, these projects cost approximately \$2,336,000 and were paid for with grant dollars.

Drivable Floor Scrubbers

IndyGo uses a drivable floor scrubber/sweeper to maintain its facility to clean garage floors, bus bays at the transit center, and other concrete surfaces. This equipment is necessary to properly clean and sweep trash, oil, grease, and other fluids in these areas, as well as IndyGo parking lots. In turn, this regular maintenance extends the useful life of these facilities.

IndyGo's previous floor scrubber had reached the end of its useful life when it came to interior spaces. During the winter months, the previous scrubber could not keep up with the salt and debris that the buses brought into the facility. At the time that version 1.0 of this capital plan was adopted, IndyGo lacked the equipment necessary to service its exterior facilities; electing instead to contract with an outside vendor to perform this work.

This project supported the replacement of the internal floor scrubber, as well as the purchase of a scrubber/sweeper that could be used in outdoor operation. The programmed budget was \$250,000 and it was thought to be needed in 2019 to support these purchases. In 2019, IndyGo bought three Walk Behind Scrubbers for a total of just over \$19,700. In 2020, the agency bought two drivable scrubbers for a total of just under \$140,000. This project was completed in 2020 and was locally funded. The grand total for this project was just over \$158,000 and came in approximately \$92,000 under budget.

West Campus Sidewalk, Steps, and Ramps

The steps, handicap ramps, and sidewalks around the main entrance of the West Campus facility were mostly original to the building. Over time, IndyGo has done some patching and minor repair work. It became evident in 2019 that substantial repairs would be necessary to adequately address the numerous cracks, the uneven pavement, deteriorating curbs, and worn-out steps. In 2020, IndyGo had planned to invest \$200,000 in cash to support this project. This project was temporarily put on hold because it was assumed that, with the increase in inflation and the cost of labor and materials, the initial \$200,000 budget estimate would be insufficient.

As of this update, this project is complete. The design and construction of these repairs took place throughout FY2023 and included replacing all of the heavy-duty concrete and curbs at the loading dock and the portion of the ring road that goes from the dock to the bus shelter near the fueling tanks

at door #9, as well as new handrails and the construction of ADA compliant ramp and stairs. Total cost for this investment was just under \$920,000, which exceeded the original cost estimate by more than \$718,000 (360% increase). Prior to going out to bid, the estimate was increased to \$485,000, which would make the project over budget by \$435,000 or 90%.

Pending

CTC Interior Renovations

Interior changes to the CTC have been proposed to improve its function. The original scope of renovations included modifying the operator lounge to ease over-crowding, adapting spaces for new uses, and adding public restrooms. Initial cost estimates for the suggested improvements totaled \$750,000 and would have been funded through local revenue. In preparing the FY2023 budget, staff decided to focus on adding public restrooms without renovating the existing building. This project budget was thus reduced to just \$215,000 in FY2023.

In May 2023, IndyGo concluded a study for the CTC that recommends several interior improvements. Chief among them is confirming the need for two new public restrooms located off the main lobby area. Other planned improvements include creating a retail space and modifying interior rooms to add an exercise area and a nurturing pod for operators and staff. As of this update, the FY 2024 budget for interior renovations at the CTC is \$570,000. To move forward with this project, IndyGo would need to obtain a grant award of at least \$456,000 (80 percent) as there is less than \$115,000 in cash available to put towards this project. During the 2024 budgeting process (2025 budget), IndyGo determined to best serve our operators and staff it needed to advance this project. By slightly reducing the project scope to \$495,000, IndyGo has programmed funding to this project through mixture of grant funding and cash in FY 2025.

Solar Array Expansion

As part of its transition from a diesel fleet to a green fleet, and to help offset the costs associated with powering its electric fleet, IndyGo installed a one-megawatt hour (MWh) rooftop solar array that is designed to generate one-megawatt per hour at its peak performance at its West Campus headquarters in 2015. The existing rooftop solar array spans four acres and includes 4,300 panels. The total project cost was \$2.5 million (in 2015 dollars).

With the ongoing transition to a green fleet – one that includes battery electric vehicles, IndyGo will continue to consume more electricity. To offset some of the electrical demand and the associated costs generated by the additional battery electric buses in the future, IndyGo sought to expand its solar arrays atop the roof of the West Campus headquarters by the Fall of 2020. This effort was the focus of a competitive grant application to the FTA Low-No Emissions program in 2018. IndyGo was successfully awarded \$980,000 (70 percent of total project costs) from this program in 2018. The grant was executed in 2019.

As planning and design of the solar array expansion at the West Campus progressed, a re-examination of the costs associated with the eventual replacement of the building's roof led staff to conclude that installing the new solar arrays on the roof would be cost prohibitive. In 2020, IndyGo identified the planned parking lot canopies at its new Mobility Solutions & Customer Care Center located at 2425 West Michigan as a better location, and targeted completion for 2023.

The total costs for this project are estimated to be \$1.4 million (\$980,000 federal; \$420,000 cash). As of this update, IndyGo intends to locate this solar array at its new East Campus location.

Canceled

West Campus Fall Protection & Catwalk

With the increase in both the number and the variety of vehicles housed at 1501 W Washington Street, fall protection is needed for the additional bays in the garage. The inclusion of a catwalk will further aid in the safety of the staff. In 2020, it was estimated that the total project cost would be \$540,000. However, it hasn't yet been determined when this project will be pursued, if ever. Although, any facility built-to-suite or renovated to accommodate IndyGo operations and maintenance would be constructed or renovated to include fall protection and catwalk where fall protection is needed. At the time of this update, this project is considered to have been canceled.

Training & Contingency Facility Purchase & Renovation

IndyGo had planned to construct a new facility at the former Carrier Bryant industrial site in the Riverside neighborhood for training operations and to serve as IndyGo's contingency operations location. This facility, which grew

from approximately 6,000 square feet to approximately 10,000 square feet throughout the design phase, is/was intended to house classrooms, training equipment, a full-size maintenance bay for maintenance training, and materials/equipment necessary to serve as a contingency site. The site, had it been developed as planned, would have also housed a large concrete lot and Commercial Driver's License (CDL) training course, complete with a mock BRT station. The training site was also designed to serve as a temporary emergency staging ground. Should such an event occur, the training classrooms would have served as office space for mission critical staff.

IndyGo had initially allocated \$4,900,000 across FY2019 and FY2020 to acquire, construct, and outfit the new facility. Funding for the project was to be derived from IndyGo's existing bond and local revenue (cash). Bids for this project were sought in January 2020 and each one came in more than \$2 million over budget bringing the newly estimated cost to more than \$6.9 million.

There were several additional expenditures that would have been necessary to accommodate this site for it to become a fully equipped operations center, including a generator and dispatch equipment. Such equipment would have expanded the usefulness and adaptability of the training and contingency facility and help to ensure continuity of operations should IndyGo's primary facility become inoperable for a prolonged period of time.

West Campus Storage Barn Retrofit

There is an existing storage barn behind the West Campus South Parking lot. The barn currently houses some items for Facility Maintenance at 1501 W Washington Street; however, it could be retrofitted to store more items. The purpose of this project would be to clear the storage barn, retro fit the barn with additional shelving and installation of an HVAC unit for climate control. In doing so, items that are currently stored in the garage could be moved to the storage barn, thus freeing up much needed space in the garage. The anticipated start date for this work was Q2 2021 and it was thought that the project could be completed in several months' time. This project was put on hold in 2020 when it was decided that IndyGo would have to grow its operations through property acquisitions instead.

FINANCE

Prior to 2020, IndyGo's public affairs team was responsible for internal and external communication, business development, enhancing the rider experience, promoting customer service, advancing several special projects, engaging with advertisers, and assisting in translating the community's needs into agency initiatives. These tasks rely on exceptional communication and reliable communication infrastructure. As such, the capital needs associated with IndyGo's public affairs division were meant to enhance the agency's ability to facilitate communication within the agency and between the agency and its riders and other partners. Organizational changes that took place in 2020 streamlined where certain capital projects live within the agency. Currently, fare modernization falls within the purview of the Finance Division with support from the Information Technology Division.

On Going

Fare Modernization

In 2017, IndyGo underwent an internal fare study to inform future fare system(s), fare policies, fare structures, and fare collection technologies. The ideal solution was identified to be a comprehensive system, able to operate seamlessly across IndyGo services, BRT, local fixed route, and paratransit. Most importantly, it needs to be convenient and accessible to users.

Through a competitive procurement process, IndyGo selected Parkeon (d/b/a Flowbird) to help lead in its fare system modernization efforts. Once completed, IndyGo riders will have several ways in which riders can pay fares, including but not limited to paying through a smart device (such as a smart card) linked to an account, a mobile ticket, other forms of proof of payment, and cash. This system will support fare validation and fare enforcement activities on IndyGo's BRT system.

Having an initial completion date of 2019, work on this project began in the second half of 2018 and continued into 2021. IndyGo had expected to invest a total of \$4,268,678 in this project; \$3,373,937 of which were to be capital costs. IndyGo had further anticipated needing an additional \$1,338,000 in 2019 (also derived from IndyGo local revenue). Staff is currently developing new set of cost estimates for both capital and operating costs for future budget years.

Farebox Replacement Plan

Historically, IndyGo has relied on its fareboxes to count passenger trips. Efforts are underway to implement the new MyKey fare collection system and upgrade APCs, which – upon completion – would allow IndyGo to discontinue its use of the GTFS (i.e. farebox) system to estimate ridership. Per IndyGo's 2019 fare policy, the farebox system will remain in place, indefinitely, so long as the need to accept cash and print day passes and two-hour transfer tickets on the local buses remains unchanged. The Genfare Odyssey model that IndyGo has used in the past is longer being produced, so IndyGo has adopted a replacement schedule that typically results in ordering and replacing 25 fareboxes per year. As of 2024 IndyGo now expects to order and replace 40 fareboxes on an annual basis through the life of this plan. The replacement model is the Genfare Fastfare, which has the same functionality with enhanced features as the previous model. As of this update, IndyGo has expended ad \$21,327 in FY2023. It programmed \$673,000 FY2024 and plans to spend \$673,000 annually in FY2025 through FY2029. At the time of this update, it has not spent/encumbered any of the FY2024 funds. It is anticipated that this project will be funded through local dollars.

In Progress

Fare Payment Integration

Enhancing riders' experience by providing convenient and timely information is viewed as critical in attracting and retaining transit riders. This project was reimagined as part of an FTA Accelerating Innovative Mobility (AIM) grant application to create a "mobility concierge program".

IndyGo is working with Flowbird to develop and implement a modernized fare payment system. While this system itself represents a significant upgrade to how the public pays for and experiences the transit system, the platform can serve to revolutionize the shared mobility system throughout IndyGo's service area through payment integration with other mobility providers. As part of a RFP process that resulted in the selection of Flowbird, IndyGo listed a system architecture that could provide for these integrations and the potential for enhanced partnership portals as part of its desired outcomes. Flowbird's system design includes such an architecture that can be adapted to expand into an integrated payment platform with limited technical upgrades.

In late 2020, it was announced that IndyGo would be the recipient of an Accelerating Innovative Mobility (AIM) grant from the Federal Transportation Administration. The purpose of this grant program is to facilitate new and innovative strategies for facilitating trips not just on public transit but also other non-automotive modes of transportation. Conceived under a 2019 Integrated Mobility Innovation (IMI) grant application, IndyGo's proposal under the AIM Challenge Grant to develop a "Mobility Concierge Program" is part technological solution and part customer care center solution. In short, it is a service that would be designed to facilitate trip planning, booking, and payment across multiple modes and service providers in the Indianapolis area. Total project budget is \$500,000 (\$400,000 federal and \$100,000 local).

Complete

Enterprise Resource Planning

Enterprise Resource Planning, or ERP, is a business process by which core managerial functions of an organization or business are integrated into one single, comprehensive, and integrated system to manage agency's business. ERP systems enable the streamlining of information across an agency and may include functions such as accounting, budgeting, human resources, inventory, work order management, projects & grants management, procurement, and other functions. The main purpose of an ERP system is to increase organizational efficiency of an organization by managing and improving how organizational resources are utilized.

IndyGo's ERP platform at the time needed to be upgraded and migrated to a cloud-based solution to employ up-to-date technology to support for progressive business practices and provides greater flexibility in reporting. The former platform at was scheduled to no longer be supported by Microsoft. In March 2021, the IPTC board approved engaging Crowe, LLP. to implement the migration and upgrade to Microsoft D365 for IndyGo. The process began in May 2021 and was launched in 2022, and additional integration work continued in 2023. Total project cost was \$996,400; funded entirely with local revenue. This project is complete.

INFORMATION TECHNOLOGY

Like other transit agencies in large cities, IndyGo deploys several systems that improve its ability to efficiently and effectively monitor and manage its services. Many of these systems require significant investments in technology solutions. IndyGo has dedicated resources to upgrade existing systems, maintain legacy systems, and adopt new technologies as part of its capital investment program.

On Going

Fare Validator Replacement

IndyGo currently utilizes the Flowbird AXIO3 in both its BRT and Fixed Route vehicles. In Q4 2021 Flowbird released the next generation of its hardware technology with the AXIO4 fare validator. This next generation technology includes enhancements and integrations that will address key operational and connectivity issues. This includes integration with a built-in GPS, modem, and an Open Payment system, allowing for additional fare collection media. Additionally, Flowbird has announced that the AXIO3 is considered at its end-of-life, which may precede the need to replace IndyGo's current AXIO3s. At present, IndyGo is conducting a pilot with 25 of the AXIO4 fare validators to ensure that the upgrades and enhancements will meet the needs of the Agency, and to assist with establishing a realistic full-fleet implementation cost estimate with Flowbird. IndyGo expects to finalize this project by the end of 2024 and as of this update, has spent \$208,700 of its \$700,000 programmed budget.

HASTUS Software Upgrade

GIRO, Inc. provides the HASTUS software solution for route scheduling and planning, customer comment tracking, and daily operational functions. Adapted for multiple platforms, HASTUS provides advanced operations optimization techniques and powerful data-management tools. IndyGo has used HASTUS since 2005, upgraded the system in 2015, and upgraded the system again in 2020.

The platform includes modules for Planning, Scheduling, Operator Bid, Self Service, Bid Web, Daily Operations, Employee Management, Customer Service, and web-based route planning information systems. The Daily Operations Module manages operator payroll and attendance as well

Information Technology Funding Sources & Uses

Information Technology								
Funding Source	ERP	Fare Collection	Wireless Vehicle Technology	ITS Upgrade (CAD/AVL)	Hastus Upgrade	Data Warehouse	Disaster Recovery BCP	Total
IN-2016-016-11.42.08				1,153,245				1,153,245
IN-2016-019-11.71.03				660,629				660,629
IN95x046-11.71.03							651,741	651,741
IN95X046-11.42.08					251,267			251,267
IN-2017-018-11.42.20				32,000				32,000
IN-2020-019							1,232,500	1,232,500
Grant Subtotal	0	0	0	1,845,874	251,267	0	1,884,241	3,981,382
Cash	1,000,000	1,338,000	820,000	529,126	548,733	64,000	173,259	4,473,118
Bonds								0
Total	1,000,000	1,338,000	820,000	2,375,000	800,000	64,000	2,057,500	8,454,500

as Operator Bidding and Employee Management. The Planning module provides all data from bus stops and shelters to route schedules and operator work shifts. The customer services module manages comments as well as trip planning via the website and other real-time platforms. IndyGo had programmed \$800,000 in the fall of 2021 for the upgrade, with resources drawn from a combination of grants and cash. The project "Go Live" date was March 17, 2022. This project is complete.

As part of IndyGo's scheduled and routine updating to its various software solutions, IndyGo is anticipating upgrading its Hastus software in FY2026. As of the writing of this update, cost estimates are in progress and not yet finalized.

Distributed Antenna System

Currently IndyGo experiences intermediate cellular and radio coverage in the garage area at its 1501 location, which has caused issues for fleet services, transportation, maintenance, CVT, and dispatch. These issues can and have delayed route timing when buses arrive and leave the garage. By replacing and upgrading the Distributed Antenna System (DAV), IndyGo believes this

will provide facility-wide cohesive cellular and radio coverage, which will resolve the above issues. This is programed for a FY 2023 with an estimated cost of \$355,000. This project was completed in 2024 and was on budget. The East Campus Garage will be built with this system and is estimated to cost \$400,000. Staff anticipates the timing of this project will coincide with the East Campus Garage construction schedule.

In Progress***Digital Signage Update***

Digital signage equipment at the CTC and BRT stations, including bay, kiosks, information, and advertisement signage, is nearing the end of its useful life. This project combines the CTC Real Time Passenger Information System Upgrade/Replacement and BRT Station Signage Upgrade projects to create a more comprehensive project capable of addressing all digital signage needs across multiple IndyGo facilities. For the CTC specifically, it is anticipated that this project will add additional digital signage for public service announcements, dedicated advertising, and arrival/departure signs with

real-time information feeding directly from Avail/INFAX as well as, assess and then replace the bay signs with either monochrome or LED replacements. The 2023 the cost was estimated to be \$1.7 million. Staff now anticipates that this project will not occur until FY2026 and FY2027 and will cost \$3,000,000. As of this update, IndyGo is undergoing a signage study to better guide technology implementation, this project scope could change based on the study finding.

Document Imaging & Retention

This Document Imaging and Retention project will address policy, management, and storage of all documents deemed retainable by City, County, State, Federal and Agency requirements. Prior to this project, documents are stored in various locations to varying degrees of security. This project ensures that IndyGo is properly managing and storing all documents in accordance with federal, state and local regulations. IndyGo programmed \$1.7 million in FY2024 but as of this update, less than \$96,000 has been expended/encumbered. This project is expected to be completed in 2025.

Fare Collection Systems Modernization

The Fare Collection Systems Modernization will encompass a comprehensive range of services aimed at developing, implementing, and maintaining a modern bus fare management system tailored to IndyGo's specific needs. This will include the designing, developing, and deploying a Software as a Service (SaaS) with an additional web-based platform and a mobile application. These essential digital tools will empower IndyGo riders to manage their accounts, purchase fare media, and reload balances. This project will also include integration for fare validators and other hardware devices, such as GFI FastFare and Flowbird Strada Evo 1, for facilitating fare validation and payment processing. IndyGo has programmed \$2.16 million in funding in FY2025 for this project. Associated software subscription costs related to this project will be included in IndyGo's Operating Budget starting in FY2026.

On Hold

Radio Replacement

Radio communication is critical to providing efficient service to the operators in the field and support the overall operation. Added in 2020, this project

is needed to support the communication needs of the Transportation Department. The additional stations will allow the department to have more equipment available for staff use, and to deploy to coaches as back up. This procurement would be for 15 radios, 65 replacement radio batteries, and 100 replacement extended antennas for a total project cost of approximately \$79,000. As of this update, this project remains unfunded.

Secure Communications Network

IndyGo desires to enhance its communications network to make communications more secure. Such could be achieved through a dedicated, secure communications network that would utilize a microwave or small cell technology at our BRT stations. This service could further be adapted to operate across the entire IndyGo fleet. Through such a project, the planning and design phase would seek to identify and resolve logistical issues related to expansion and existing infrastructure. It is anticipated that this project could result in a substantial cost savings relative to our current operations with respect to communications.

This project is currently on hold until IndyGo can identify a funding source for this project (which may not occur until 2024). There are several logistical issues with the expansion, particularly with infrastructure (i.e. using our covered stations for communication relays and the licensing fees for that) and identifying alternatives. IndyGo staff will identify potential grant opportunities that could support the planning, design, and implementation of this rather complex project/system.

Completed

VoIP Solution

IndyGo transitioned itself to a cloud-based voice communications system (VoIP) in 2017. By comparison, this project was intended to establish a contract with a VoIP provider for a three-year term (with optional two years) to garner better pricing and support. Key components of the solution included enhanced administrative capabilities, interoperability with existing assets, enhanced mobile and desktop capability, distinguished admin portal security levels, call recording storage and archiving, unified messaging, enhanced conference calling and optional eFaxing.

In 2021, the costs associated with this project were from 2021 operating expenses and ceased being a capital project.

Wireless Vehicle Communication Installation

IndyGo requires enhanced mobile data communication capabilities, bandwidth, and speed to meet data transmission requirements for its transportation platforms. Prior to the completion of this project, IndyGo used the city's public data radio network which, at the time this project was initiated, was nearing the end of its useful life in terms of its functionality for IndyGo's purposes. This functionality was and is especially critical in supporting real-time data functionality for IndyGo dispatch, telematics, passenger information, and safety and security functions across platforms.

These systems need periodic upgrading to keep up with technological advances. Beyond that, upgrading these systems offers enhanced data collection capabilities, more accurate location and schedule data, and tracking performance metrics. These upgrades were also a prerequisite for other systems IndyGo was pursuing at the time and are now used to provide wireless access for IndyGo passengers. These upgrades were completed in 2019. The budget for this project was \$820,000. These funds were derived from IndyGo local revenue. Actual expenditures for this project totaled \$695,785.

ITS Upgrade (CAD/AVL)

IndyGo is committed to identifying and deploying the industry standard (or better) with respect to technological tools that enable it to manage its operations and serve its customers. One tool advancing this commitment—and allowing for the collection, analysis, and dissemination of reliable data of its existing fleet of transit vehicles—is a Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system, which, as of 2020, includes the upgrade of Automatic Passenger Counters (APCs) on the majority of IndyGo's fixed route fleet.

In late 2017/early 2018, IndyGo selected Avail Inc. to replace IndyGo's previous CAD/AVL system with state-of-the-art Intelligent Transportation System (ITS) solutions that provide enhanced functionality for data collection, real-time information, web and mobile application capabilities, and the potential for integration with other services. Avail's systems continue to be deployed across IndyGo service platforms—BRT, local fixed route, and

paratransit services—and support vehicles.

This most recent ITS upgrade was completed in 2021. The original project budget was \$5.3 million; sourced from grants and local revenue. Completed in 2021, IndyGo spent \$4.9 million for this most recent upgrade. It included \$191,000 for the APCs upgrades in 2020. Not included in the final implementation was the ITS upgrade for IndyGo's paratransit system.

IndyGo's contract with Avail, Inc. expires in early 2023 with two (2) optional extension years. At the time of this update, staff anticipates exercising the extension option in 2023 as it develops new specifications and implantation strategy for its next upgrade. Staff had anticipated spending \$11.21 million in FY 2023 to upgrade or replace it's CAD/AVL system, which would need to be completed before the end of the first quarter of 2024. As of this update, this project no longer has a budget.

Pending

Data Warehouse

As part of the implementation of the IndyGo 10-year Strategic Plan, adopted by the Board of Directors in February 2019, IndyGo is committed to establishing and sustaining a performance-driven organization. As part of this effort, IndyGo staff are working collaboratively to identify, define, and develop key performance indicators (KPI) for the agency and for individual departments and divisions. IndyGo currently has several systems that generate agency data that can be helpful in monitoring and assessing performance; however, these data sets are often housed across various systems that do not easily communicate with each other. The goal of this project, which also supports the strategic planning goal, is to implement a centralized data warehouse that would serve as a clearinghouse and aggregator of data from across agency systems. This system would serve as the back-office engine for any employee- and/or public-facing KPI dashboards and provide easier access to agency data. Total project budget for this project is \$64,000 paid for using IndyGo local revenues. And while IndyGo is in the process of moving all capable applications to the cloud, the need to store and manage data locally remains. This project will be revisited as needed.

Safety & Security Funding Sources & Uses

Information Technology								
Funding Source	ERP	Fare Collection	Wireless Vehicle Technology	ITS Upgrade (CAD/AVL)	Hastus Upgrade	Data Warehouse	Disaster Recovery BCP	Total
IN-2016-016-11.42.08				1,153,245				1,153,245
IN-2016-019-11.71.03				660,629				660,629
IN95x046-11.71.03							651,741	651,741
IN95X046-11.42.08					251,267			251,267
IN-2017-018-11.42.20				32,000				32,000
IN-2020-019							1,232,500	1,232,500
Grant Subtotal	0	0	0	1,845,874	251,267	0	1,884,241	3,981,382
Cash	1,000,000	1,338,000	820,000	529,126	548,733	64,000	173,259	4,473,118
Bonds								0
Total	1,000,000	1,338,000	820,000	2,375,000	800,000	64,000	2,057,500	8,454,500

SAFETY & SECURITY

IndyGo considers the safety and security of its employees, passengers, fleet, and facilities in all that it does. Safety and security measures are built into nearly every capital project regardless of size or scope; thus, safety and security expenditures are a sub-component of every project included in this plan. Additionally, IndyGo plans to secure specific safety, security, and training equipment, separate from other projects, over the course of the next several years.

In planning, designing, and constructing any capital project, IndyGo staff and consultants work with IndyGo's Safety, Security, and Training departments to ensure activities conform to IndyGo's safety and security protocols.

To that end, most safety and security capital expenditures within this plan are embedded within the various other projects and project budgets outlined throughout this document, as are training expenses. In addition to project-specific measures, IndyGo will also need to secure additional safety, security, and training equipment.

In Progress

CTC Camera Replacements

As technology progresses, and as the existing cameras at the CTC reach the end of their useful life, IndyGo will be investing in purchasing and installing approximately 65 single-point cameras with newer 180- and 360-degree ones to replace existing cameras. These new cameras will allow security to better monitor all areas of the CTC. IndyGo has budgeted \$310,000 in FY2024 for this project, which is expected to be completed in 2025. As of this update, \$43,000 has been spent/encumbered for this project.

On Hold

Metal Detectors

As both the technology and the workplace environment continue to rapidly evolve, IndyGo diligently tracks methods that will increase the safety and security of IndyGo's guests and employees. As IndyGo adds additional locations, it would like to place metal detectors at the main entrances of all facilities, since they are primary access points for both visitors and employees. Ideally, IndyGo will incorporate the next generation of metal

detectors, which has the added technology of temperature scanning and notification while an individual walks through the unit. These safety and security additions will add one more tool for security to utilize that will lower the risk of contagions entering the facilities, as well as lowering the chance of a workplace event of violence.

The project would include the units, power hook-up, and training. It was anticipated that metal detectors will be installed in 2023 and had a budget of \$50,000. At the time of this update, a funding source(s) has not been identified, resulting in the project being placed indefinitely on hold.

On-Board Data Recorder & Collision Avoidance System

Through outreach with other transit agencies and industry events, IndyGo became aware of a video-safety program that provides the agency with real-time operator analytics, focused on capturing and reducing risky driving behavior. The system can track, and record, data related to driving behavior to facilitate incident review, coaching, and future training. Through this application, the system can assist in reducing collisions, improve safety performance, help identify hazards, and reduce claims against the agency.

The system records data related to hard braking, speeding, distracted driving, and other risky behaviors. Further, the system tracks the frequency of incidents attributable to specific drivers, specific routes, specific intersections, and many other categories, which should help the agency identify and respond to recurring situations. The system is compatible with most bus camera streams and may integrate with many different platforms for information sharing. This system will advance agency goals and objectives related to FTA requirements for safety management system reporting and performance tracking. To advance this project, IndyGo programmed \$213,000 in 2020 from IndyGo local revenue. This project remains on hold.

Complete

Training Simulators

Research suggests the use of a bus training simulator, in conjunction with both classroom and on-the-road training, improves transit driver safety. Simulators continue to build upon basic driving skills while helping to develop effective forward planning and good judgment under pressure. Studies from different Bus Operator Training Simulators have shown that accidents could

be lowered by 35 to 60 percent. Some have also been shown to be able to improve on fuel economy and the overall efficiency of transit operations. Simulators can also allow operators to practice driving in different types of weather, traffic and emergency situations without putting the operator or equipment in harm's way. They can be used to recreate accidents that have happened and let the operator see what could have been done differently, enabling this training to occur with no risk to company property, workers, or the community.

IndyGo had budgeted a total of \$350,000 from local revenue, in 2020, to purchase one simulator. However, part of the 2020 purchase of the former Celadon Trucking Company to create IndyGo's new East Campus included the purchase of 4 (semi-truck) driving simulators. After some investigation, it was determined that these simulators could be converted to the TransitSim 7 Series Bus Driving Simulation Package for less than the cost of the purchase of one new simulator. Total cost for the conversion was \$240,000 (\$48,000 local and \$192,000 in federal grant dollars).

IndyGo has completed the upgrades, and the units are currently at 9503 E 33rd St awaiting final installation in the second-floor training room. At the time of this update, this project is expected to be completed before the end of the year.

Main Facility CCTV

IndyGo maintains closed-circuit television (CCTV) capabilities to ensure the safety of its employees and visitors and security of its facilities. As with any tech-based infrastructure, these systems need to be replaced from time to time as the systems meet the end of their useful life and/or technology or safety and security procedures evolve beyond the ability of the existing system. Most of the cameras on the outside of IndyGo's main facility located at 1501 W Washington Street no longer functioned as they should because of weathered lens covers and defective internal heaters. For these reasons, among others, IndyGo understands it must continue to invest in safety and security equipment, including the main facility CCTV system. IndyGo had anticipated spending a total of \$795,000 grants and local revenue dollars. Originally scheduled to be completed in 2019, this project continued into 2020. This project is complete.

Vehicle Gate & Fencing

IndyGo follows the policies, rules and suggestions from the federal agencies of the FTA and Transportation Security Agency (TSA) and provides reporting to those agencies on safety and security matters. Both federal agencies offer best practices to transit agencies across the county, such as how to improve securing assets and better protecting the Agencies' employees. One of those areas is Enhancing the Protection of Soft Targets/ Crowded Places. If IndyGo places new and updated vehicle gates that are harder to breach will assist with the increase of overall safety and security of the Agency. IndyGo is proposing to install a vertical pivot gate to secure that drive and keep unauthorized vehicles from entering the property.

This project is budgeted at \$30,000 in FY 2023, which will include the replacement of two swing gates with one vertical pivot gate, the motor, wiring, and long-range tag reader. This project was completed in 2024.

Pending

Vehicle CCTV

IndyGo maintains closed-circuit television capabilities on its fixed route buses and will include these components on future buses as well. These systems include cameras, DVRs, wireless download capabilities, GPS kits, wireless radios, cables, mounting equipment, a server, and needed software. Specific equipment and apparatuses may vary based upon the needs of IndyGo and the evolution of technology between today and when the equipment is replaced. As of this update, IndyGo has programmed a total of \$2,246,500 million over two years, with a \$1,255,000 programmed for FY 2022. As of June 2022, a total of \$858,689 has been expended on this project. IndyGo still anticipates that this project will be sourced from grants (approximately \$167,000 in remaining security set-aside 5307 funds in 2022) and future local revenue. As of this update, IndyGo encumbered an additional \$423,721 sourced from unused 2023 capital budget, but it has not yet been spent at the time of this update. Additionally, staff believes that annual expenditures will be needed after the 2024 project completion; however, additional investments funding sources have not been identified and remain unbudgeted at the time of this update.

OTHER

Prior to 2021, IndyGo's public affairs team was responsible for internal and external communication, business development, enhancing the rider experience, promoting customer service, advancing several special projects, engaging with advertisers, and assisting in translating the community's needs into agency initiatives.

Prior versions of this capital plan included programmed expenditures for an agency intranet, outfitting the IndyGo call center, and for development activities associated with an IndyGo mobile application all under the purview of the former Public Affairs Division. The Public Affairs Intranet has since become the purview of the IT division. The Call Center has since become the purview of the Operations Division. And, the Mobile App Development has since become the purview of the Finance Division.

Version 1.0 of this plan included a budget of \$75,000 in 2020 to implement the Public Affairs intranet. At full build out, the intranet would have hosted a homepage with timely and important messaging, provide other means to facilitate communication, and host division/department/project- specific pages to facilitate agency collaboration. In 2020, this project was wrapped into, and advanced by, a larger information technology project: Disaster Recovery. By doing so, IndyGo was able to address several pressing needs, such as timely communications with staff during emergency response times.

In 2019, IndyGo brought its call center in-house to better coordinate messaging and communication, realize operational efficiencies, and provide for greater oversight of customer service relationships. Bringing the call center back within the organization required the build-out of the infrastructure necessary to handle call volumes, route and resolve customer comments, and service customer accounts. This project included a Customer Relationship Manager software deployment, call center technical hardware (e.g., computers, monitors, headphones, etc.), furniture, and other items. IndyGo had programmed \$170,000 for this effort. This project was completed in 2020. Total capital expenditures for this project were zero. The \$150,479 spent to complete this project – hardware and software purchases – were paid for out of IndyGo's 2020 operating budget.

Adoption
DRAFT

REAL ESTATE PORTFOLIO

In the past several years, IndyGo has pursued additional property acquisitions, property transfers, and new construction projects. Several projects are planned for IndyGo's long-standing administration and maintenance facility located at 1501 W Washington St. Work continues at IndyGo's newly acquired properties. IndyGo had initially pursued the redevelopment of a former industrial property to create a training and contingency facility; however, the more recent purchase of the former Celadon property on Indianapolis' Far Eastside has afforded the agency the opportunity to co-locate the training and contingency facility as part of its new East Campus headquarters.

In 2018, IndyGo completed a facility needs assessment. This study kicked off the office renovations, maintenance area renovations project, and vehicle wash/paint booth/door widening project. It also helped to identify how much space would be needed for a new paratransit facility and a new training facility and driving course, for example. IndyGo has also long considered the utility of owning its own paratransit facility.

As part of its ongoing operations, IndyGo regularly engages in facility maintenance and rehabilitation projects. As the agency continues to grow the number of buses, operators, and other staff and respond to the need to maintain a safe, post-COVID office environment, the space needed to safely accommodate staff and adequately house operations has shifted.

REAL ESTATE PORTFOLIO



WEST CAMPUS

1501 W Washington Street

When the White River State Park was created, including the Indianapolis Zoo, IndyGo moved to its current West Campus location in circa 1984. Prior to serving as IndyGo's headquarters, 1501 W Washington St was home to a Duesenberg automobile manufacturer. This location served as the only facility owned and operated by IndyGo for much of its history. It was renovated in 2018/2019 to accommodate a growing workforce, and electric vehicle charging in anticipation of the launch of the Red Line BRT route.



JULIA M. CARSON TRANSIT CENTER

201 E Washington Street

The Julia M. Carson Transit Center is the hub of mass transit in Central Indiana and the first transit center for the Agency. Construction began in 2014, and the center opened in 2016. The facility is located within Indianapolis' Central Business District, across the street from the City-County Building. It contains nineteen, right-side bus bays. The 14,000 square foot passenger facility offers public restrooms, a retail desk, and a waiting area. For operators and staff there is a lounge, restrooms, offices and meetings spaces. The project was paid for with a \$13.5 million federal grant and \$6.5 million from the agency's capital improvement budget. Archaeological findings dating back to the 1800s increased costs by another \$5 million. In April 2016, the Indianapolis City-County Council passed a special resolution formally naming the transit center for Julia Carson, former U.S. Representative for Indiana's 7th congressional district from 1997 until her death in 2007. During her tenure in Congress, Carson helped secure federal funding for the \$26.5 million transit center.



TRAINING/CONTINGENCY OPERATIONS FACILITY

1100 W 21st St

Prior to moving to the East Campus, training and CDL certification had not had a permanent home. In 2018 and for less than \$400,000, IndyGo purchased 6.5 acres of the former Carrier Bryant site from the city for the purposes of constructing a 3,500 sq ft training/contingency operations facility and CDL training course complete with a mock BRT station. This facility, which grew from 6,000 square foot to 10,000 sq ft during the final design phase, was designed to house classrooms, training equipment, a full-size bus bay for maintenance training, as well as additional materials/equipment needed to serve as a contingency site. Initially budgeted at \$4.9 million across fiscal years 2019 and 2020, funding for the project was supposed to come from IndyGo's existing bond and local revenue (cash). Bids for this project were sought in January 2020 and each one came in more than \$2 million over budget increasing the estimated cost to more than \$6.9 million at which time this project was put on hold indefinitely. In 2022, IndyGo sold the property back to the city for \$404,941.96.



NORTH CHARGING STATION

6410 N College Ave

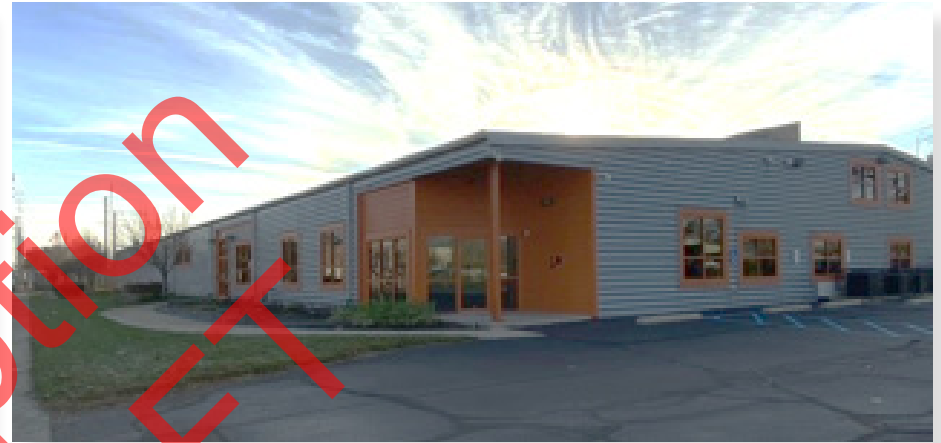
In 2020, IndyGo purchased 6410 N. College Ave, former Key Bank, to house a permanent charging station for the north end of the IndyGo Red Line. IndyGo is excited that this project can offer a commercial space to a partnering organization or entity, as well as provide charging for the service required of the Red Line. Prior to securing this permanent location, a temporary charging location was located on a parking lot owned by Washington Township Schools along 86th St. IndyGo has invested a total of \$985,000 to purchase this property. As of this update, IndyGo has invested a total of more than \$1.15 million in this facility.



SOUTH CHARGING STATION

8915-8925 Madison Ave

Established in 2021 as IndyGo's south charging facility for the Red Line bus rapid transit route, the property located at 8925 Madison Ave includes an existing building. A portion of this building was repurposed to allow for a break room and relief point for bus operators. Part of IndyGo's property acquisition at this location includes a parcel(s) that wrap around the north and east sides of the parcel that contains the existing building. The mid- to long-term plan was to site and construct a park and ride facility, which may or may not be part of a larger mixed-use development project, those plans have now been halted. This property was purchased on May 24, 2021, from Peacock Madison, LLC for a total of \$389,150.



MOBILITY SOLUTIONS & CUSTOMER CARE CENTER

2425 W Michigan St

IndyGo has historically relied on its contracted paratransit service provider to house IndyGo's fleet of paratransit vehicles in addition to its own operations and maintenance facility(ies) as part of its service contract. In the past, these costs have been passed on directly to IndyGo in the form of a lease payment. In 2019, this arrangement was shown to increase IndyGo's costs to provide paratransit service and introduce risks for a service disruption. In 2020, after completing a site equity analysis, IndyGo identified an existing facility at 2425 W Michigan Street suitable for a centralized, Mobility Solutions & Customer Care Center. In 2021, IndyGo closed on the property and between 2021 and 2022 the existing building underwent a major renovation. Today, the Center includes the following: an assessment center, with office space and an open area for physical assessment; a maintenance area with three bays and parts storage; a dispatch area with six stations; a service center with two transaction windows; breakroom area with lockers and a quiet area; additional offices; meeting room; and additional restrooms.



EASTSIDE MOBILITY HUB

11135 E Washington Street

The Eastside Mobility Hub was born out of the need for an on-site, end-of-line charging location for the eastern terminus of the Blue Line BRT route, which offered the opportunity for a relief point for operators and a comfortable transfer location for passengers wanting to use the Blue Line to connect to Routes 10, 21, or 87, and vice versa. IndyGo acquired property at 11135 E Washington Street for this purpose. The cost to design and construct this facility, is at least partially related to the future of the Blue Line BRT project. The FY2024 budget lists this project as a stand-alone project with a total budget allocation of \$8.0 million. The hub is also currently accounted for in the Blue Line CIG project scope and budget. As of this update, it is still anticipated that the construction of the Eastside Mobility Hub would occur as a part of the Blue Line BRT project, which would mean it would become operational in 2027; however, nothing should prevent IndyGo from constructing it sooner to better accommodate transfers to and from existing Route 8.



EAST CAMPUS

9503 E 33rd Street

In 2020, IndyGo purchased several properties from bankruptcy court. The Agency kept 9503 and sold 9050 to the Indianapolis Fire Department for their new training academy. Major renovations of the existing buildings on-site took place between 2021 and 2023. They included the addition of more individual offices, updates to existing conference rooms, and new collaborative workspaces throughout. The addition of an elevator, two large training rooms, four simulator rooms with a control monitoring station, and a computer training room. Building B now houses IndyGo's IT department, the Learning & Development academy, board room and executive meeting space, as well as other flexible meetings spaces. Efforts are currently under way to prepare for the future expansion and new garage construction, per the new campus master plan at this location, which is expected to start in 2025.



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www.IndyGo.net

Operations Division Report – November 2024

To: Jennifer Pyrz, President and CEO
From: Aaron Vogel, Chief Operating Officer
Date: December 19, 2024

SERVICE PLANNING

SCHEDULING:

With the Purple Line launch and associated route changes in October, staff have been monitoring the changes to influence schedule adjustments for the February 2025 operator service bid. Many routes will have slight timing adjustments to improve run times and on-time performance. The new schedule will take effect on February 9, 2025. Operators will bid on their work from January 6-24.

Since launching the Purple Line, Service Planning has begun a physical bus stop audit of all fixed route services and has completed audits for 15% of the routes. Service Planning, in preparation for the initial Blue Line construction beginning in 2025, is working with Capital Projects and Operations to develop necessary detours and with our contractor to remove stops that will be impacted during the initial phase of construction. Staff are working with DPW to provide specific improvement recommendations for the \$19.9M Safe Streets for All grant, which will begin design in 2025. Finally, Service Planning and Capital Projects has selected a vendor for the design and engineering of the “Far Eastside” bus stop improvement package, a 59-stop package which is being presented for the Board’s approval in December 2024.

FIXED ROUTE RIDERSHIP:

Nov-23	Nov-24	% Change	IndyGo Fixed Route Ridership	2023	2024	% Change
5,922	9,362	58.1%	2 E. 34th St.	80,284	97,413	21.3%
24,561	23,902	-2.7%	3 Michigan St.	273,327	278,259	1.8%
7,222	7,198	-0.3%	4 Fort Harrison	84,266	86,942	3.2%
10,958	8,299	-24.3%	5 E. 25th	120,122	118,138	-1.7%
5,353	4,719	-11.8%	6 N. Harding	66,674	58,609	-12.1%
88,486	77,951	-11.9%	8 Washington St.	987,672	979,955	-0.8%
62,339	62,365	0.0%	10 10th St.	708,472	731,018	3.2%
2,851	7,498	163.0%	11 E. 16th St.	37,388	50,507	35.1%
			12 Minnesota	15,628		
5,348	5,613	5.0%	13 Raymond	47,238	66,932	41.7%
			14 Prospect	34,612		
10,326	10,218	-1.0%	15 W 34th St	111,403	120,506	8.2%
6,865	7,083	3.2%	16 Beech Grove	83,177	86,869	4.4%
3,949			18 Broad Ripple	49,798	41,115	
17,427	10,463	-40.0%	19 Castleton	193,502	180,065	-6.9%
10,464	9,635	-7.9%	21 East 21st St.	110,113	115,427	4.8%
7,644	6,768	-11.5%	24 Mars Hill	83,275	77,823	-6.5%
8,450	13,503	59.8%	25 W. 16th St.	93,058	132,812	42.7%
19,334	19,647	1.6%	26 Keystone	175,933	235,249	33.7%
7,365	5,381	-26.9%	28 St. Vincent	80,582	75,805	-5.9%
5,903	5,230	-11.4%	29 South Madison *	72,819	69,469	-4.6%
5,885	8,178	39.0%	30 30th St. Crosstown	65,475	65,540	0.1%
8,114	8,452	4.2%	31 US 31	86,125	103,678	20.4%
18,984	20,234	6.6%	34 ML King/Michigan Rd.	212,342	226,689	6.8%
25,111	22,417	-10.7%	37 Park 100	281,551	280,177	-0.5%
7,854	5,531	-29.6%	38 W 38th St.	126,349	77,589	-38.6%
55,132			39 E. 38th St.	614,515	530,597	-13.7%
			55 English	20,719		
5,444	4,978	-8.6%	56 Emerson	29,298	63,173	115.6%
	7,776		82 East 82nd Street		12,807	
5,853			86 86th Street Crosstown	63,812	56,660	-11.2%
7,351	8,510	15.8%	87 Eastside Circulator	85,710	87,285	1.8%
93,850	76,941	-18.0%	90 Red Line - BRT	1,003,106	1,098,487	9.5%
	83,662		92 Purple Line - BRT		136,674	
1,104			901 Nora	12,212	16,129	32.1%
4,153	15,815	280.8%	Others	92,839	68,005	-26.7%
549,602	557,329	1.4%	Total	6,203,396	6,426,403	3.6%

* Route 902 has been renumbered to Route 29 effectively with the 2410 pick

**YTD ridership may be updated from prior periods due to buses being probed after the 10th of the month and this report being published.

TRANSPORTATION SERVICES

Employee of the Month December:

COACH OPERATOR: #8192 ADRIAN LEWIS

Adrian is an exceptionally reliable and dedicated senior driver who exemplifies professionalism in every aspect of his role. He consistently demonstrates a willingness to assist his colleagues whenever needed. With a strong sense of responsibility, he ensures that all tasks are completed to the highest standards. Always eager to lend a helping hand, Adrian routinely goes above and beyond for his team members.

He has an impressive track record of punctuality, regularly arriving at work on time and presenting himself impeccably in his uniform. Adrian prepares thoroughly for each workday and adheres strictly to all established procedures. Furthermore, his positive demeanor and collaborative spirit make him not only an asset to the team but also a genuinely pleasant person to work alongside.



HIGH VOLTAGE TECHNICIAN: WILL BOLTON

Has been consistently demonstrating a high standard of performance throughout the year. He performs excellent work on the BEB fleet, non-Rev vehicles, and hybrid fleets with expertise and enthusiasm. He achieves special projects for maintenance such as the Mobile Command Bus, RV bus, and Light bars project on non-revenue vehicles, and supports training new employees and apprentices. He has perfect attendance and is willing to help his teammates and maintenance leadership.



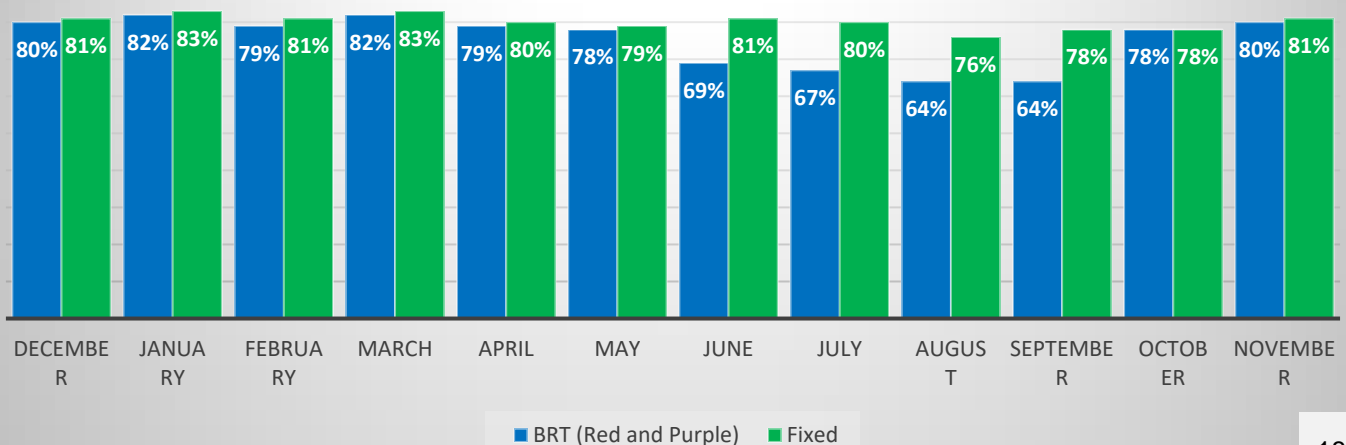
90% CLUB:

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 by this group of Operators. The winner receives an extra personal day.

THE WINNER FOR NOVEMBER: #9746 LASHONA CARROLL



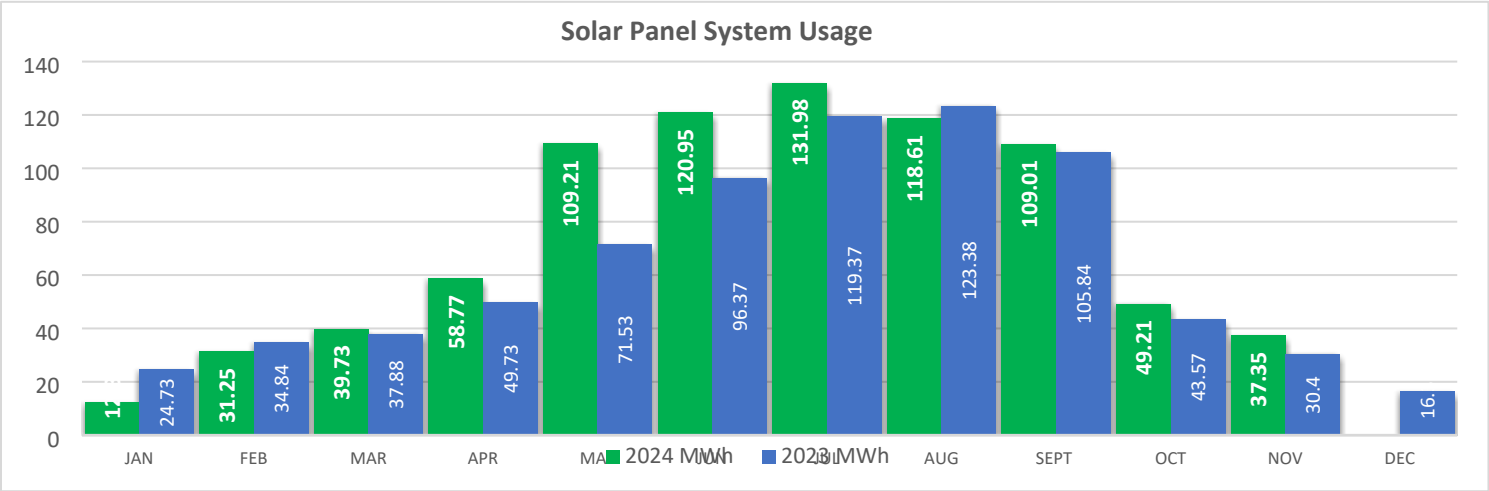
On Time Performance Last 12 Months



FACILITY SERVICES AND VEHICLE MAINTENANCE

FACILITIES:

The total YTD savings is \$77,750



FLEET SERVICES:

In November, there were 22 vehicles requested for the motor pool. These are non-revenue vehicles available for business use. There were 155 buses detailed in November. The completion rate increased to 73.46%. The goal is to detail every bus at least once per month.

IPTC has logged 7,297,076 miles YTD.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2024	713,970	666,235	711,952	696,374	717,371	720,900	773,466	781,842	741,753	766,270	703,347		7,297,076
2023	698,209	622,160	710,622	669,945	691,684	654,123	676,722	705,206	676,098	700,044	684,871	715,211	8,204,895
2022	700,999	650,213	739,093	710,879	716,446	710,305	727,197	739,434	697,268	724,728	701,692	713,636	8,530,890

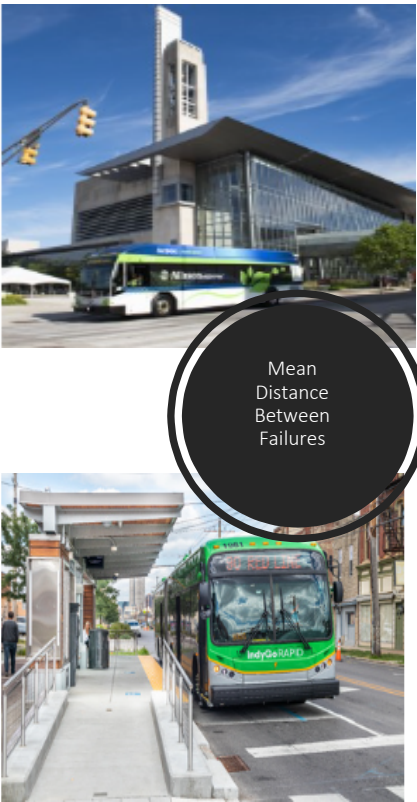
FLUID USAGE SUMMARY:

FLUID TYPE	November 2024	November 2023	November 2022
ATF (qt)	132	100	70
COOLANT (qt)	959	2,018	1,981
ENGINE OIL (qt)	827	440	472
DIESEL (gal)	126,918	123,967	126,849

2024 FLUID DETAIL:

FLUID TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	Sep	OCT	NOV	DEC	YTD
ATF	110	234	156	144	383	319	297	147	132	142	132		1,643
COOLANT	2,731	2,393	1,994	2,426	3,504	2,242	831	1,009	871	1,057	959		15,290
ENGINE OIL	379	443	762	1,264	2,950	3,316	2,185	832	837	945	827		11,299
DIESEL	128,645	122,433	130,054	129,484	138,718	141,205	153,724	155,953	142,084	142,955	126,918		944,263

MAINTENANCE:



BRT and MB Mean Distance Between Failures Report				
DATE	(MB) Major MDBF	(MB) Total - MDBF	(BRT) Major MDBF	(BRT)Total MDBF
11/1/2023	40287	8153	34085	5681
12/1/2023	40562	5643	68076	7564
1/1/2024	34356	5881	17213	3825
2/1/2024	25020	4549	21730	4074
3/1/2024	30024	6527	65191	5433
4/1/2024	31290	6386	68848	5737
5/1/2024	52967	6293	31961	3674
6/1/2024	16818	4652	65008	4063
7/1/2024	30552	4109	62467	1487
8/1/2024	22738	4795	55704	1032
9/1/2024	83058	6994	67150	2035
10/1/2024	48358	5931	30936	3867
11/1/2024	37071	4943	62511	8622

	Availability	# of Stops	Avg. Time Between Stops (Days)	Avg. Uptime (Days)	Avg. Downtime (Days)	PM Compliance
BRT Battery Electric Bus	85%	143	12	26	4	99%
MB Motor Bus Fixed Route	81%	536	12	24	6	99%

SECURITY

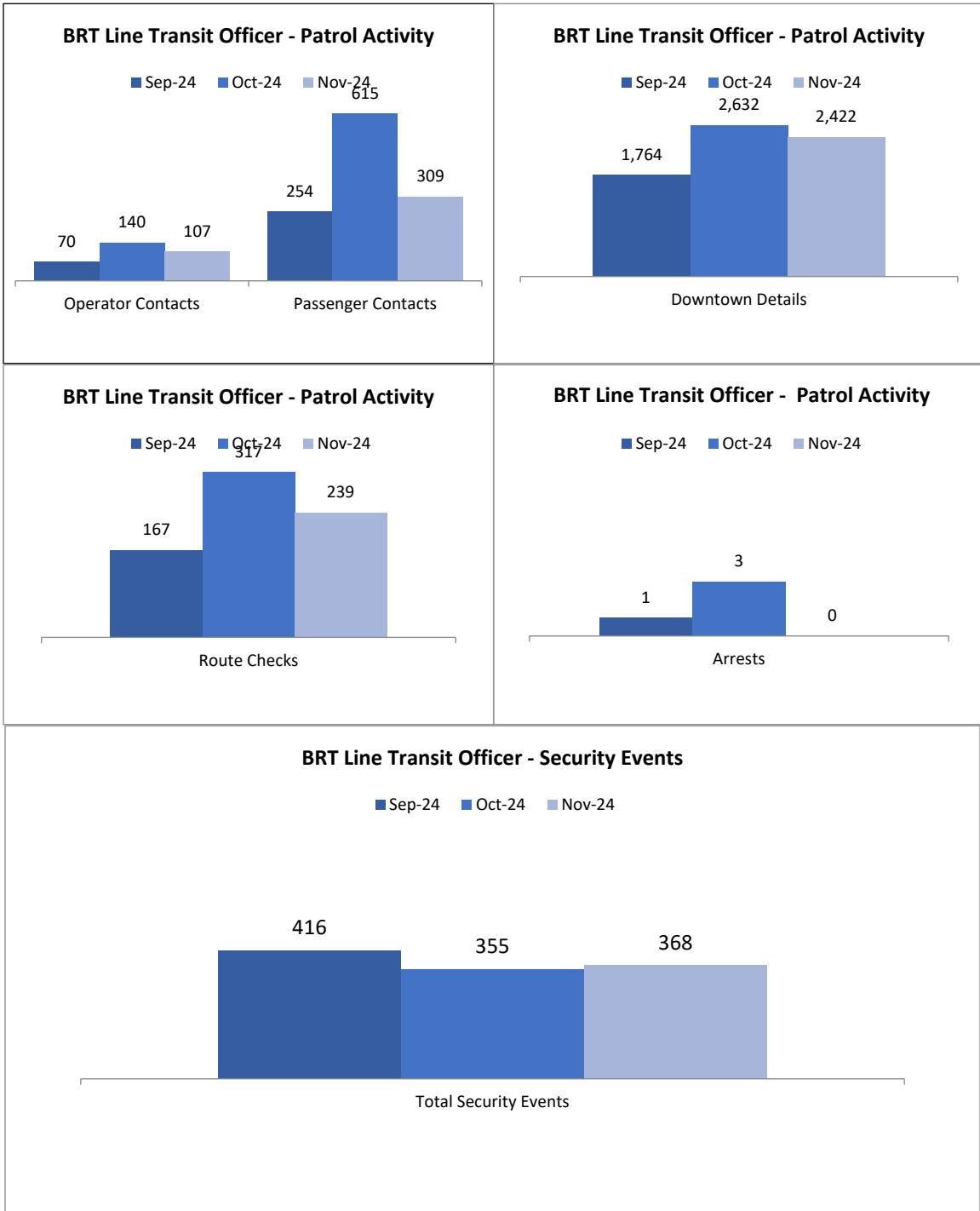
The charts below show a breakdown of activities that the Law Enforcement Officers (LEO) stationed at the Julian M. Carson Transit Center and or on Route Detail have performed or addressed over the last three months.

FIXED ROUTE SECURITY:



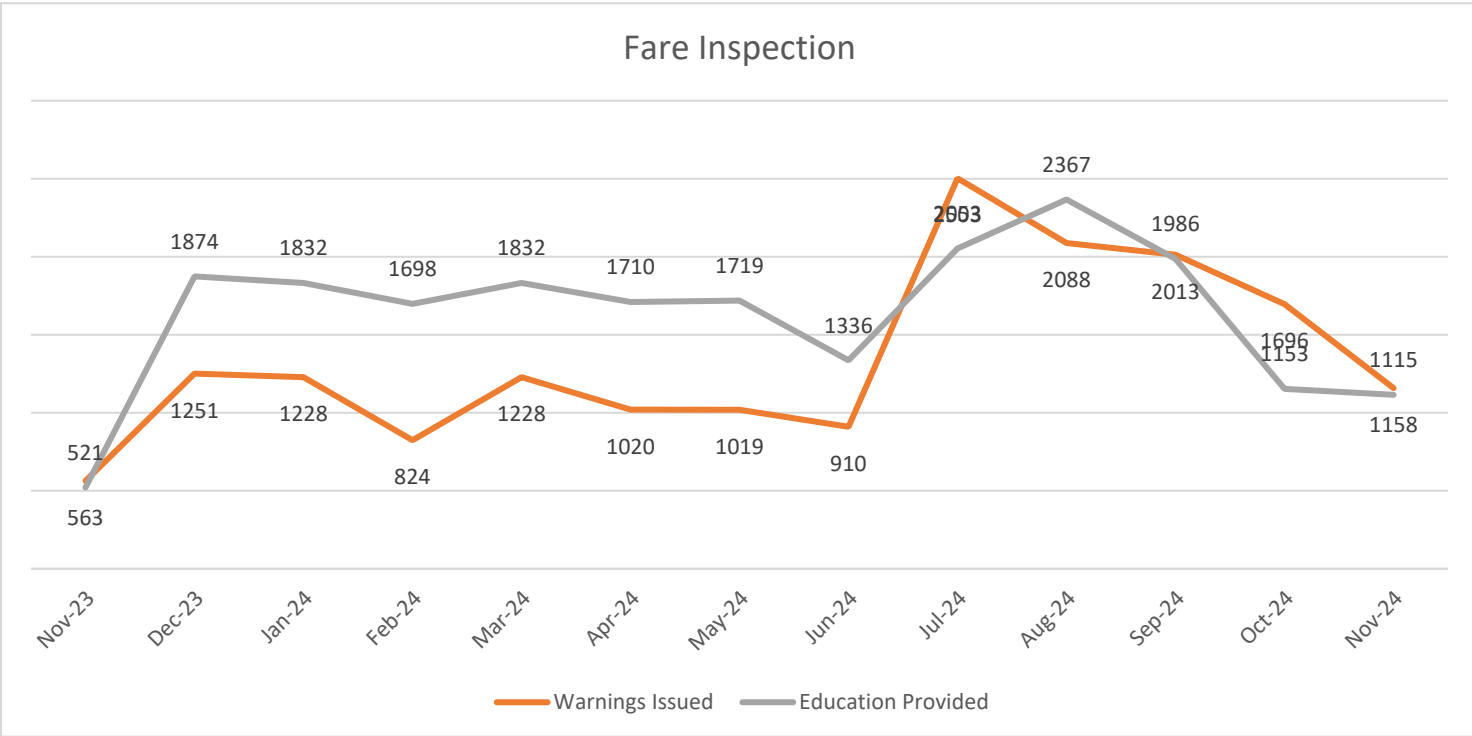
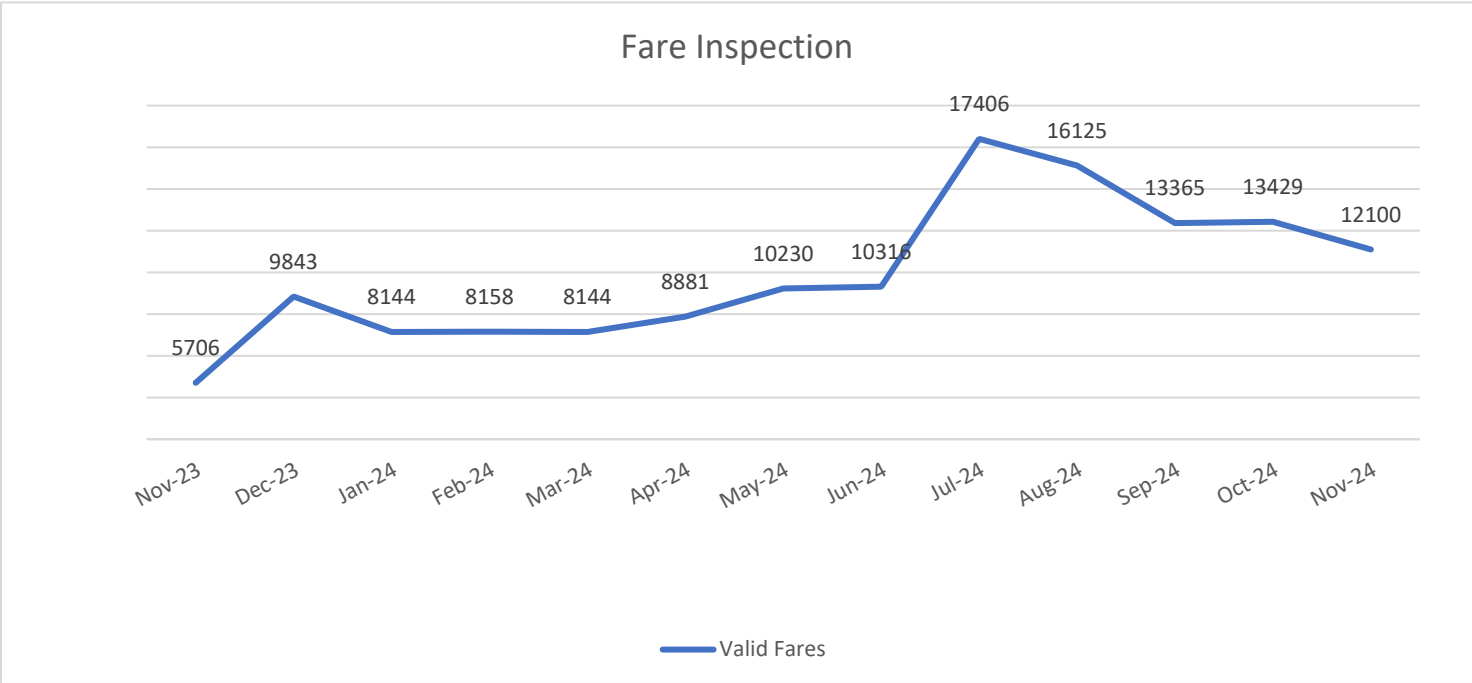
BRT LINE SECURITY:

The charts below are the BRT Line Security reports. These charts show the LEO's activity on the BRT Routes. These charts also include any activities the Fixed Route LEO may have performed while assisting the BRT 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 represents passengers who did not have fare when checked but purchased a valid fare after being shown the proper procedures.



November	Passenger Contact	Notifications	Educations
Monthly	12,100	1,158	1,115
Weekday	10,095	972	849
Saturday	587	7	42
Sunday	1,418	179	224

2024 YTD	Passenger Contact	Notifications	Educations
Monthly	127,399	16,463	19,469
Weekday	109,044	14,782	17,273
Saturday	9,526	451	1,016
Sunday	8,829	1,230	1,180

TRAINING

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

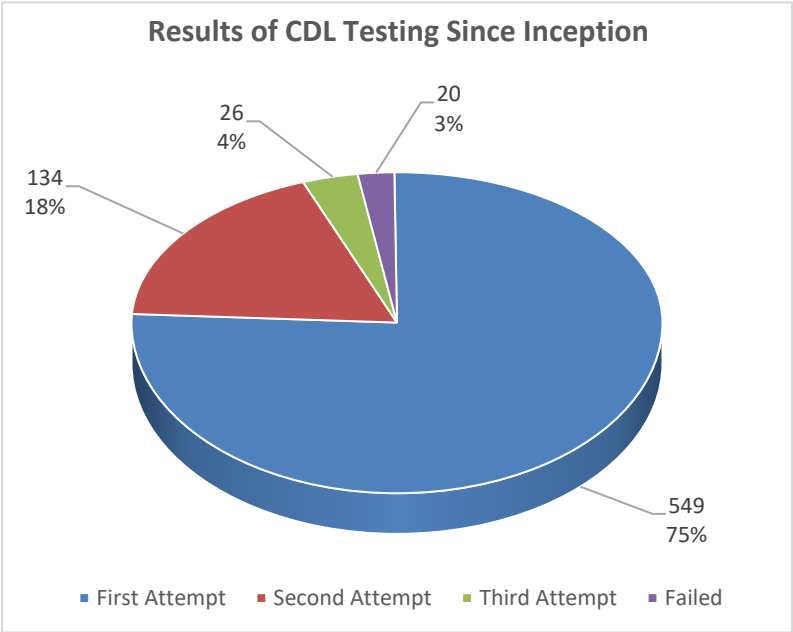
November 2024 Classes:
Trainees with Permit – 10
Licensed (CDL) - 11

The IndyGo Academy trains new employees that are hired without a CDL license. The table below will show the current year's results to date and the results from the inception of the program. They will also show the number of students who passed on their first, second, or third attempt and the number of students who could not pass it after three attempts.

MONTH	SCHEDULED	1ST ATTEMPT	2ND ATTEMPT	3RD ATTEMPT	FAILED
January	21	16	3	1	2
February	16	11	4	1	0
March	16	13	2	1	0
April	24	17	1	0	2
May	19	11	6	2	0
June	12	8	4	0	0
July	11	7	4	0	0
August	21	14	4	0	1
September	26	15	4	0	1
October	34	18	11	2	3
November	10	7	2	0	0
December					

November Test percentages:

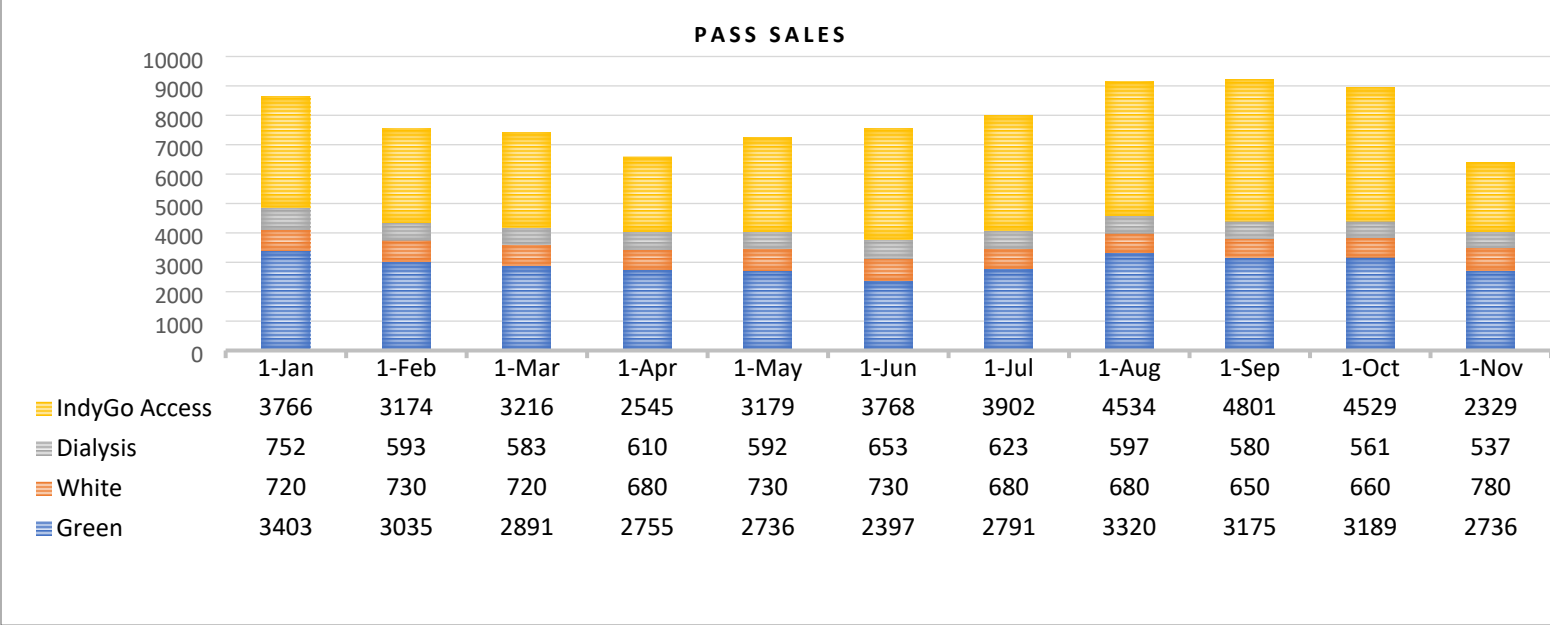
- Passed on first attempt – **90%**



MOBILITY SOLUTIONS

Total Quantity of Passes Sold

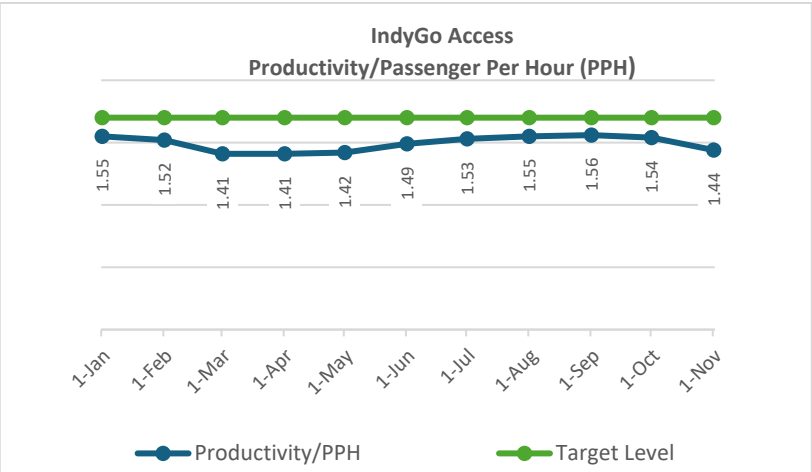
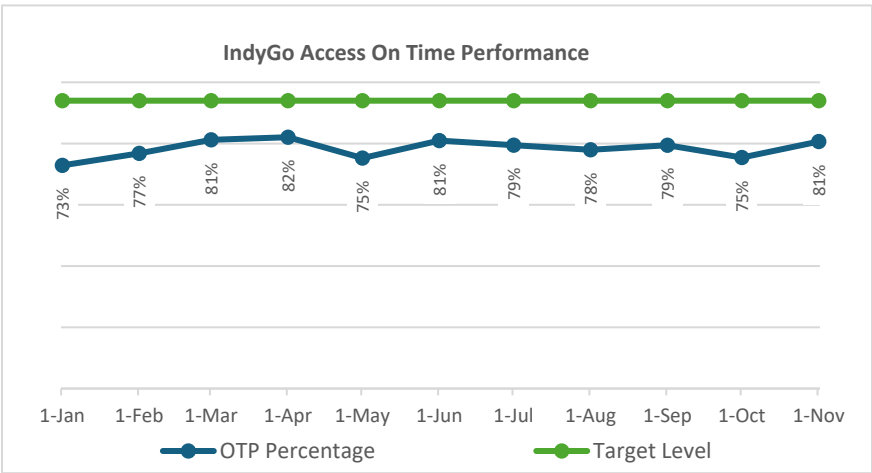
In November 2024, 6,382 passes and vouchers were purchased from Mobility Solutions. This is a combination of IndyGo Access, Green (emergency) vouchers, White (lottery) vouchers, and Dialysis vouchers. Final numbers will be updated once all transactions are validated in the new system.



On Time Performance (OTP)

In November, IndyGo Access OTP YTD is 81%. OTP has consistently improved, with an average year-over-year increase of 9%.

Leadership works with the RATP Dev team to address and improve service delivery. Performance is actively monitored through daily checks and site visits.

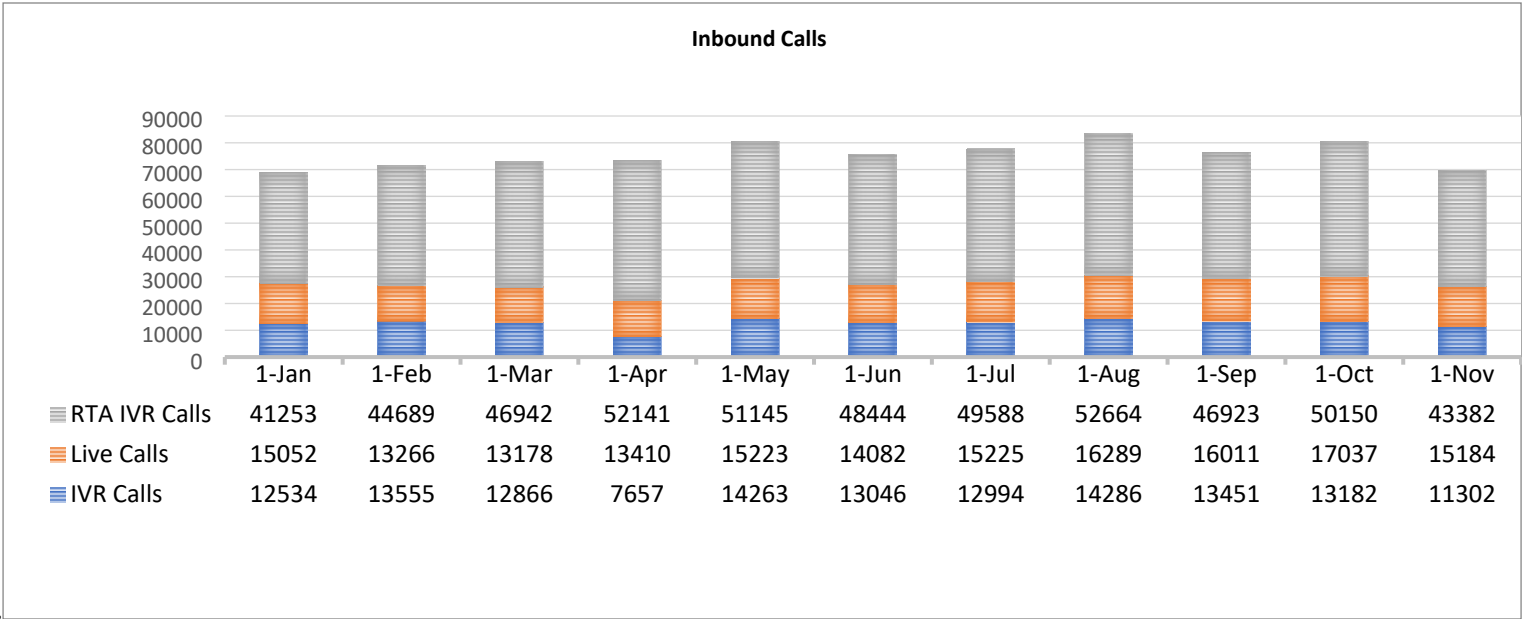


Passenger Per Hour

In November, IndyGo Access Productivity/Passenger Per Hour (PPH) was 1.44

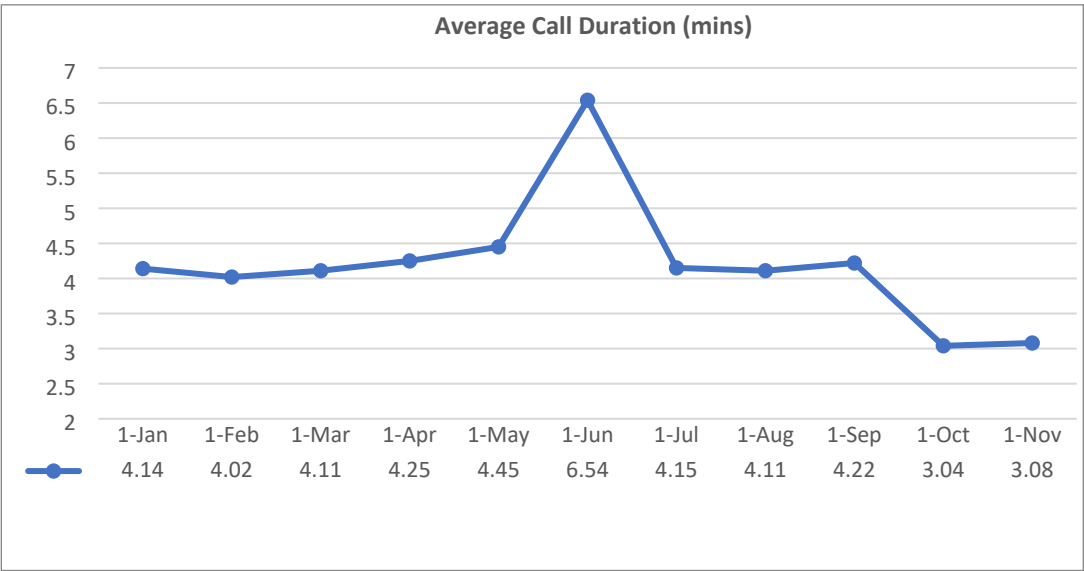
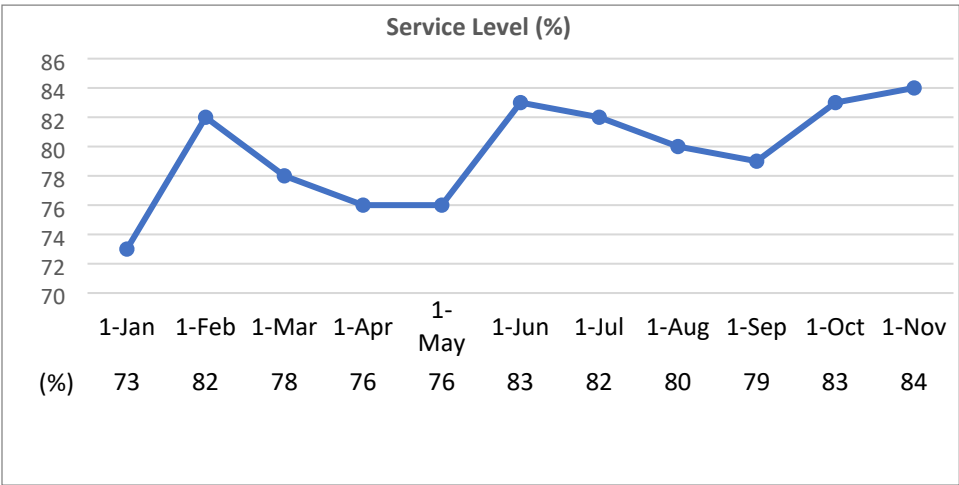
Customer Care

Inbound Call



Service Level

Service levels are calculated by the percentage of calls answered in less than 20 seconds. The goal is to exceed 80%. Current service level is 84%.

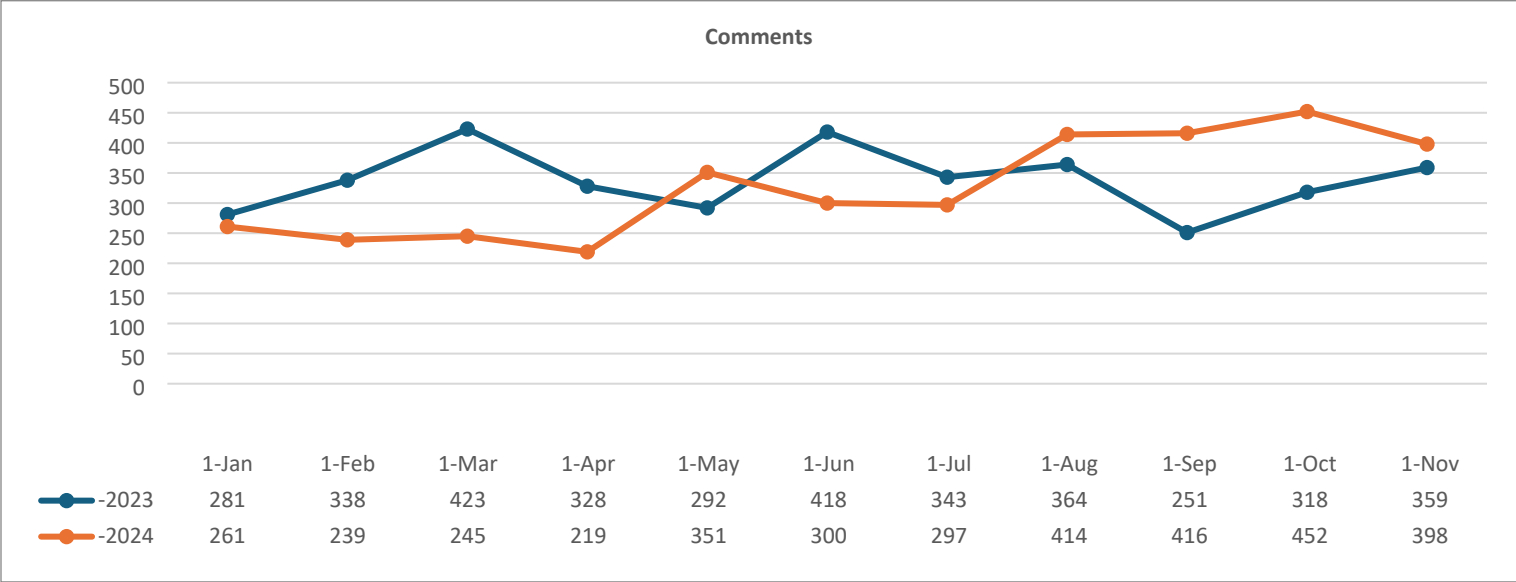


Average Call Duration (ACD)

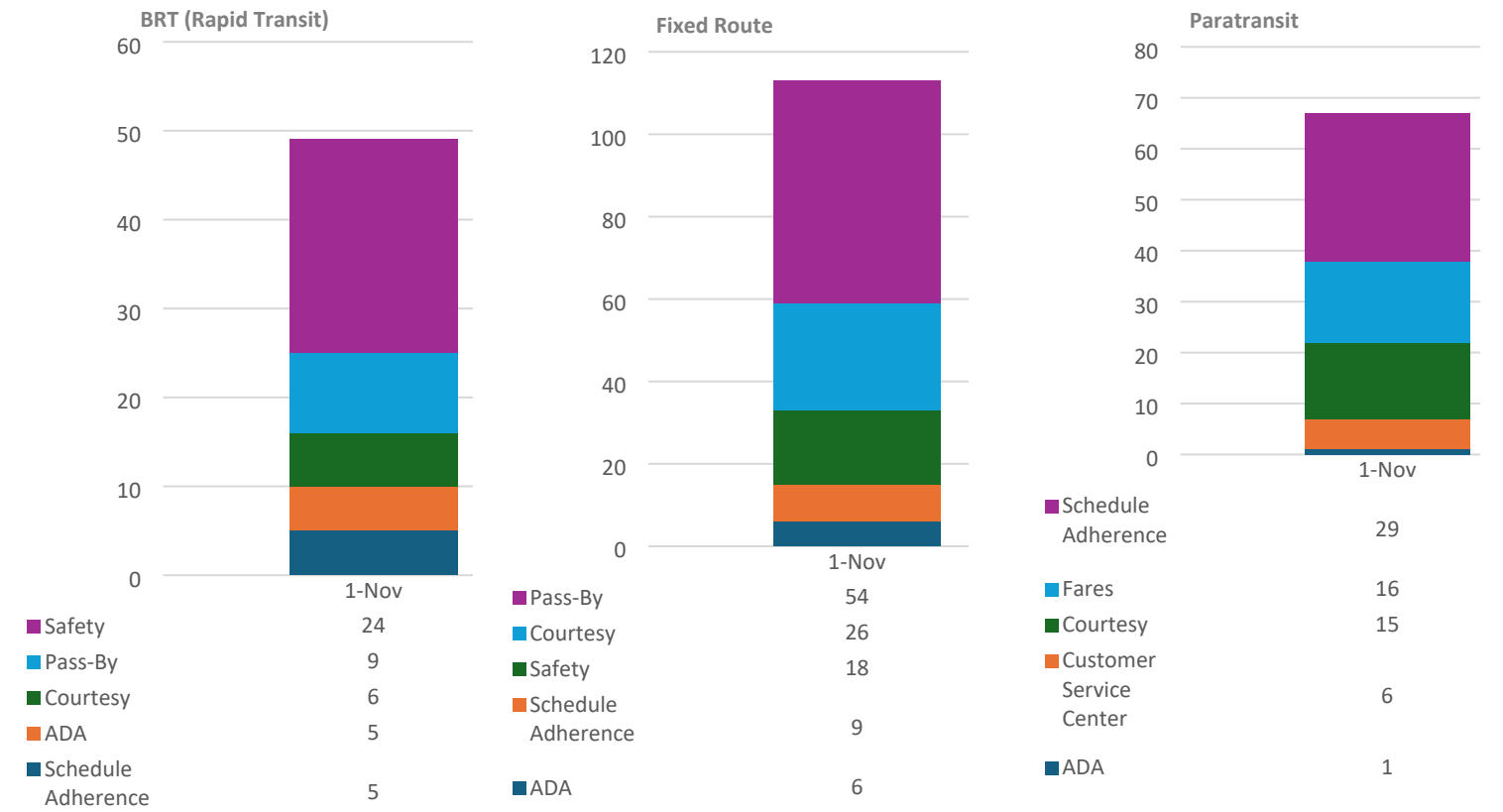
The goal for each call contact is 3-5 minutes. Currently the ACD is 3.08 minutes.

Total Comments

November total comments show a slight decrease from October, with an increase over PY. We will continue to monitor the numbers closely and work proactively with all departments to improve service quality.



Service-Related Comments



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

Operations Division Report – December 2024

To: Jennifer Pyrz, President and CEO
From: Aaron Vogel, Chief Operating Officer
Date: January 16, 2024

SERVICE PLANNING

SCHEDULING:

The next operator Bid is underway. The new schedule will take effect on February 9, 2025. Operators bid on work from January 6th through the 24th. The following routes will have timing adjustments; 2, 11, 16, 19, 26, 28, 29, 30, 31, 56, 82, and 87.

The service planning team is overseeing the completion of the 2021C, 2022A, and 2022B bus stop improvement packages. A total of 55 bus stops are being upgraded to ensure ADA compliance. Most of the improvements are in place, except for some of the bus stop signage, which is on hold due to the weather. The signs will be placed once the snow has receded and is the final step in completing the project.

The team is attending regular Blue Line project coordination meetings with Capital Projects and the selected vendors. Staff continues to work with DPW to implement the \$19.9M Safe Streets for all grant, which will begin design this year. Finally, Service Planning and Capital Projects is working with our selected engineering firm to finalize plans and acquire right-of-way for the “Far Eastside” bus stop improvement package, a 59-stop project package that the Board approved for design in December 2024.

FIXED ROUTE RIDERSHIP:

Dec-23	Dec-24	% Change	IndyGo Fixed Route Ridership	2023	2024	% Change
5,664	8,533	50.7%	2 E. 34th St.	85,948	105,946	23.3%
23,198	22,084	-4.8%	3 Michigan St.	296,525	300,343	1.3%
6,982	6,440	-7.8%	4 Fort Harrison	91,248	93,382	2.3%
10,355	8,197	-20.8%	5 E. 25th	130,477	126,335	-3.2%
4,975	4,008	-19.4%	6 N. Harding	71,649	62,617	-12.6%
86,208	73,814	-14.4%	8 Washington St.	1,073,880	1,053,769	-1.9%
58,274	58,076	-0.3%	10 10th St.	766,746	789,094	2.9%
2,426	7,185	196.2%	11 E. 16th St.	39,814	57,692	44.9%
			12 Minnesota	15,628		
5,252	5,454	3.8%	13 Raymond	52,490	72,386	37.9%
			14 Prospect	34,612		
9,121	8,361	-8.3%	15 W 34th St	120,524	128,867	6.9%
6,227	6,878	10.5%	16 Beech Grove	89,404	93,747	4.9%
4,127			18 Broad Ripple	53,925	41,115	
17,104	9,941	-41.9%	19 Castleton	210,606	190,006	-9.8%
9798	9,044	-7.7%	21 East 21st St.	119,911	124,471	3.8%
6459	6,148	-4.8%	24 Mars Hill	89,734	83,971	-6.4%
8526	12,808	50.2%	25 W. 16th St.	101,584	145,620	43.3%
18662	18,986	1.7%	26 Keystone	194,595	254,235	30.6%
6790	5,035	-25.8%	28 St. Vincent	87,372	80,840	-7.5%
5504	5,004	-9.1%	29 South Madison *	78,323	74,473	-4.9%
5073	7,163	41.2%	30 30th St. Crosstown	70,548	72,703	3.1%
8166	7,515	-8.0%	31 US 31	94,291	111,193	17.9%
17611	17,426	-1.1%	34 ML King/Michigan Rd.	229,953	244,115	6.2%
23674	21,090	-10.9%	37 Park 100	305,225	301,267	-1.3%
7065	5,068	-28.3%	38 W 38th St.	133,414	82,657	-38.0%
52660			39 E. 38th St.	667,175	530,597	-20.5%
			55 English	20,719		
5245	4,922	-6.2%	56 Emerson	34,543	68,095	97.1%
	7,403		82 East 82nd Street		20,210	
5498			86 86th Street Crosstown	69,310	56,660	-18.3%
7412	7,538	1.7%	87 Eastside Circulator	93,122	94,823	1.8%
93,905	75,536	-19.6%	90 Red Line - BRT	1,097,011	1,174,023	7.0%
	91,668		92 Purple Line - BRT		228,342	
1,659			901 Nora	13,871	16,129	16.3%
3,341	16,536	394.9%	Others	96,180	84,541	-12.1%
526,961	537,861	2.1%	Total	6,730,357	6,964,264	3.5%

* YTD ridership may be updated from prior periods due to buses being probed after the 10th of the month and this report being published. Monthly changes will not be replaced from the original.

TRANSPORTATION SERVICES

Employee of the Month December:

COACH OPERATOR: # 0803 NICOLE BYRD

Coach Operator Nicole Byrd is an exceptional and trustworthy employee, embodying reliability, and professionalism in her daily work. She arrives each day punctually, dressed impeccably in her uniform, which highlights her respect for workplace standards and her role within the team. Her cheerful and upbeat personality radiates throughout the workplace, fostering a positive atmosphere that both colleagues and customers appreciate. Even after completing her scheduled shift, Byrd goes above and beyond by assisting with pull-offs, demonstrating her willingness to support her fellow team members and ensure operations run smoothly. Nicole has over 20 years of dedicated service, feedback from passengers express their gratitude for her service, highlighting her friendly demeanor and helpful nature. This personal connection she establishes with customers effectively enhances their experience by consistently delivering outstanding customer service. With a flawless safety record, evidenced by zero accidents, Byrd showcases her attentiveness and responsibility in all aspects of her role. Overall, her unwavering dedication, positive attitude, and commitment to excellence make Byrd an invaluable member of our team.

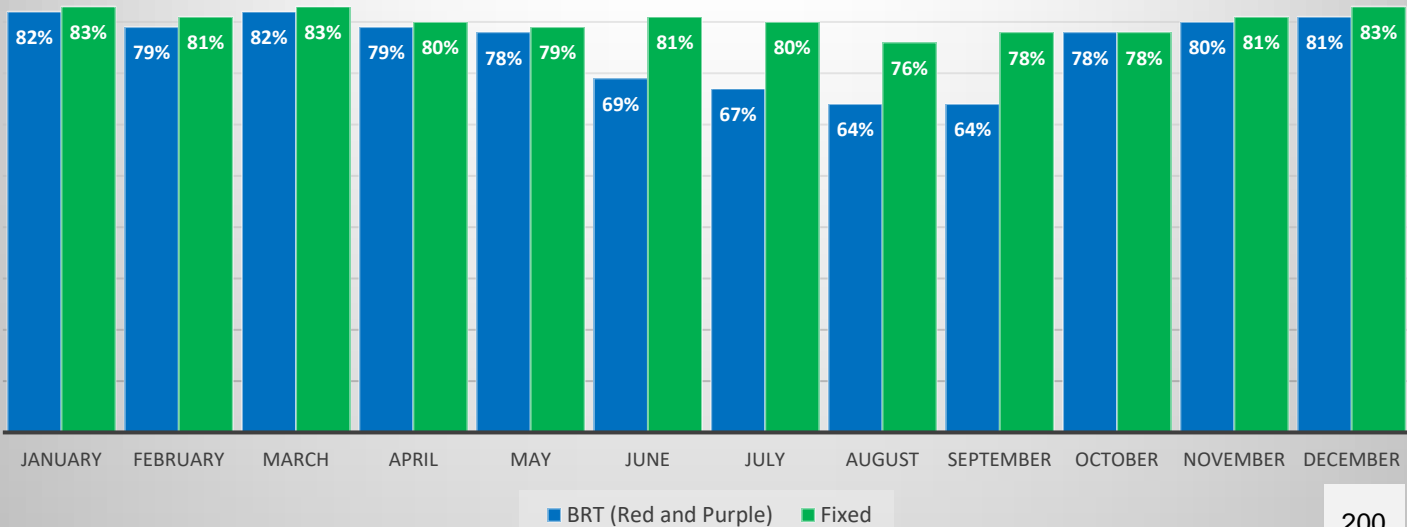


HIGH VOLTAGE TECHNICIAN: #9333 DON-MICHAEL BELL

Don-Michael or Mike is a dediacted High Voltage technician. Mike’s versatility and attention to detail stands out among his peers. His positive attitude and willingness dig into tough diagnosis and come out with a positive outcome attributes to his success.



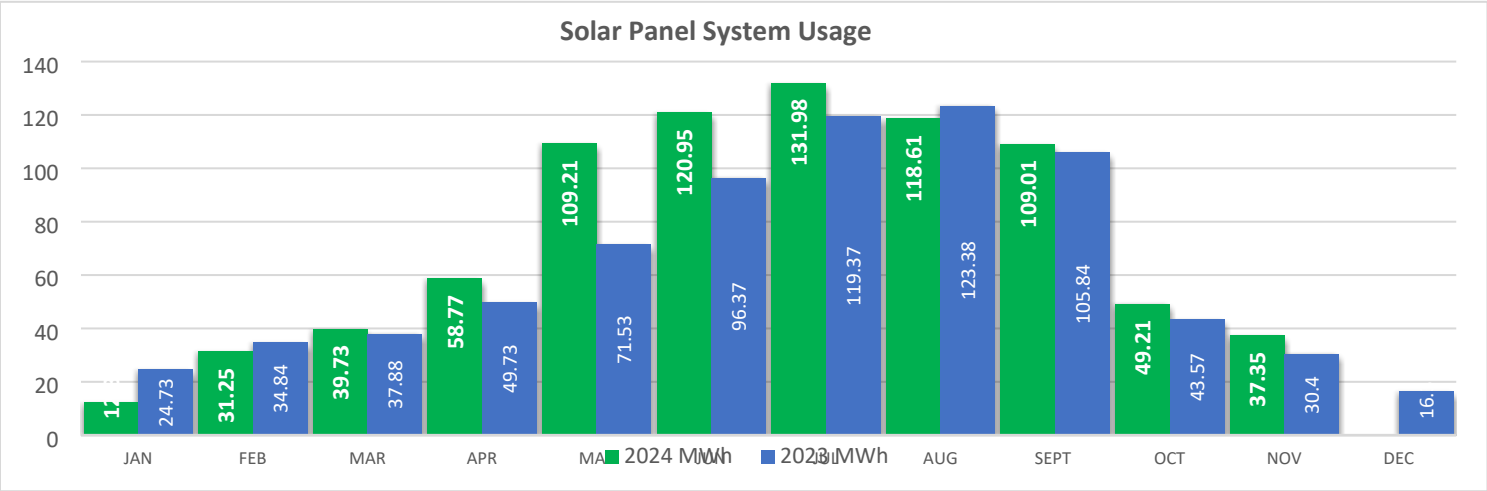
On Time Performance (OTP)



FACILITY SERVICES AND VEHICLE MAINTENANCE

FACILITIES:

The total savings as of Nov 2024 are \$77,750



FLEET SERVICES:

In December, there were 22 vehicles requested for the motor pool. These are non-revenue vehicles available for business use. There were 186 buses detailed in December. The completion rate increased to 87.32%. The goal is to detail every bus at least once per month.

IPTC has logged 8,13,210 miles YTD.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2024	713,970	666,235	711,952	696,374	717,371	720,900	773,466	781,842	741,753	766,270	703,347	716,134	8,013,210
2023	698,209	622,160	710,622	669,945	691,684	654,123	676,722	705,206	676,098	700,044	684,871	715,211	8,204,895
2022	700,999	650,213	739,093	710,879	716,446	710,305	727,197	739,434	697,268	724,728	701,692	713,636	8,530,890

FLUID USAGE SUMMARY:

FLUID TYPE	December 2024	December 2023	December 2022
ATF (qt)	92	119	50
COOLANT (qt)	997	1,670	2,063
ENGINE OIL (qt)	704	774	387
DIESEL (gal)	127,387	128,999	128,514

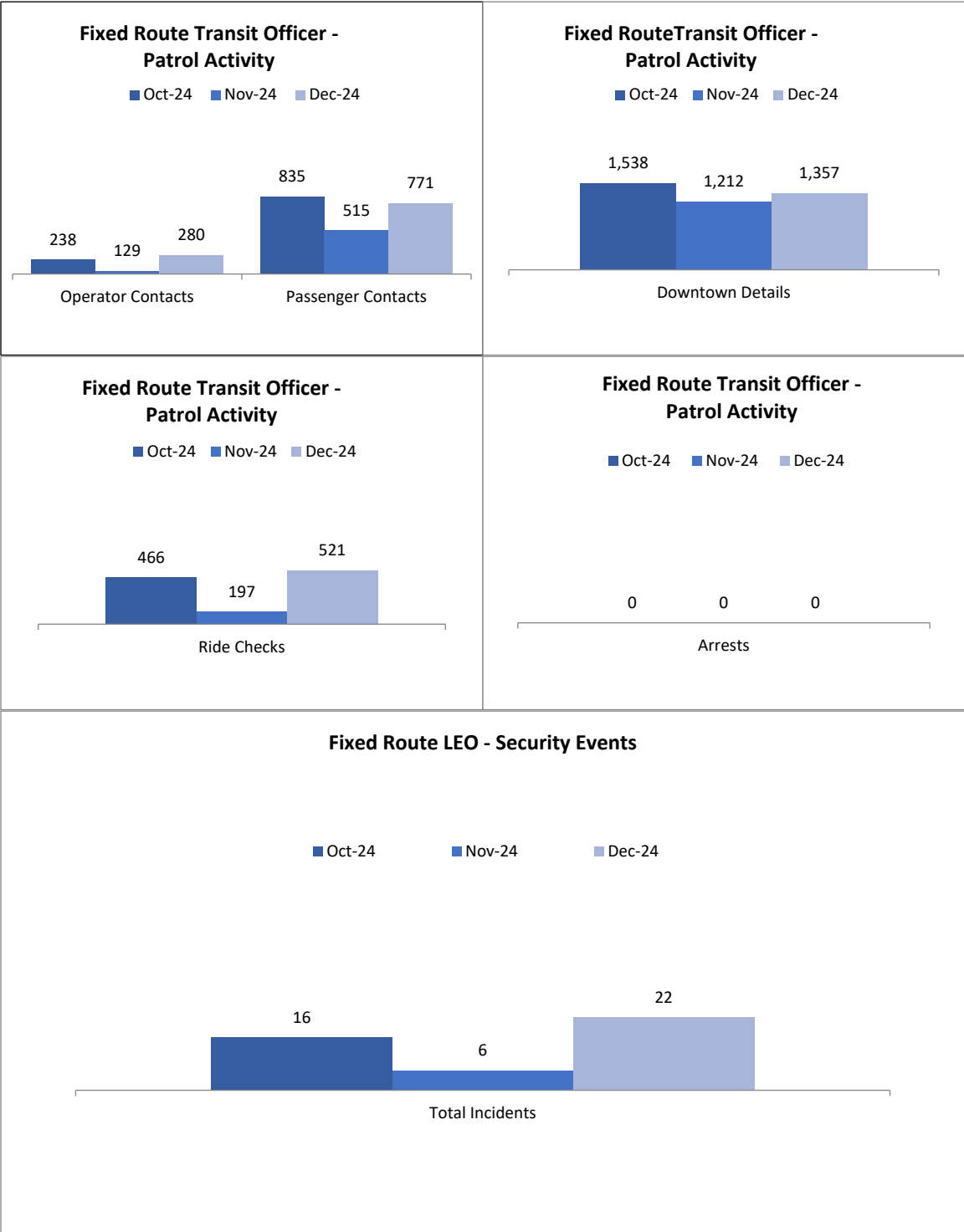
2024 FLUID DETAIL:

FLUID TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	Sep	OCT	NOV	DEC	YTD
ATF	110	234	156	144	383	319	297	147	132	142	132	91	1,643
COOLANT	2,731	2,393	1,994	2,426	3,504	2,242	831	1,009	871	1,057	959	997	15,290
ENGINE OIL	379	443	762	1,264	2,950	3,316	2,185	832	837	945	827	704	11,299
DIESEL	128,645	122,433	130,054	129,484	138,718	141,205	153,724	155,953	142,084	142,955	126,918	127,387	944,263

SECURITY

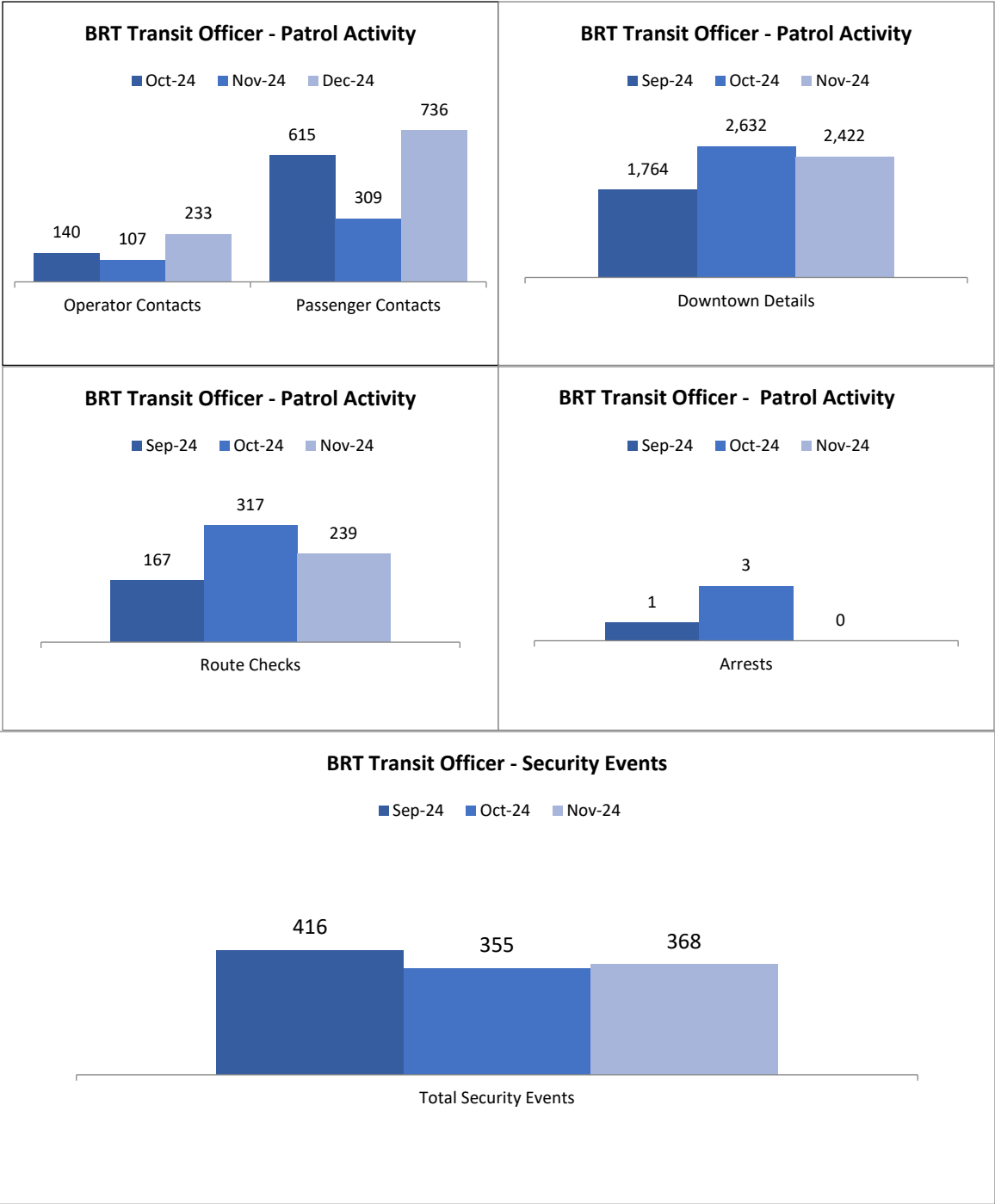
The charts below show a breakdown of activities that the Law Enforcement Officers (LEO) stationed at the Julian M. Carson Transit Center and on Route Detail have performed or addressed over the last three months.

FIXED ROUTE SECURITY:



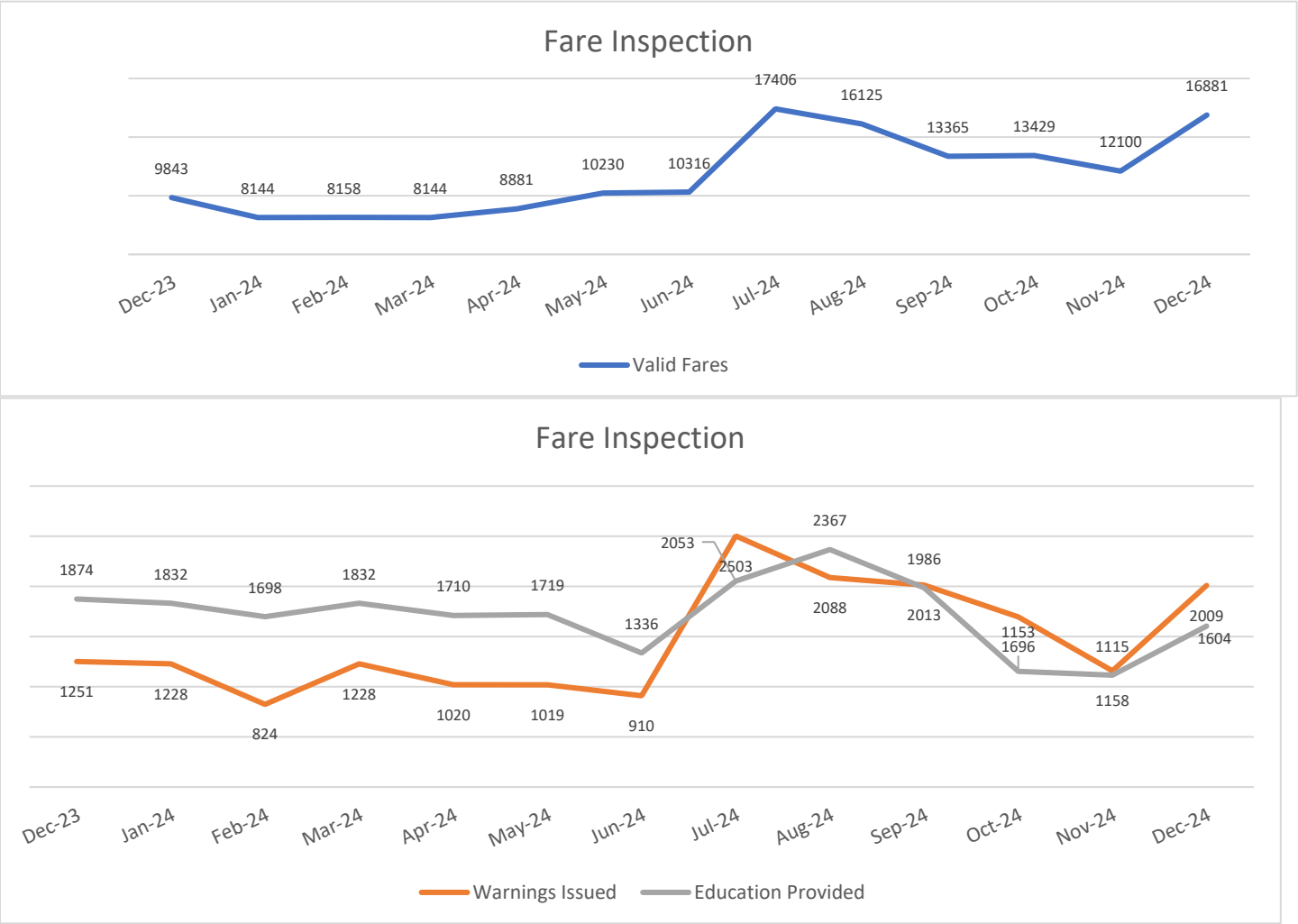
BRT LINE SECURITY:

The charts below are the BRT Line Security reports. These charts show the LEO's activity on the BRT Routes. These charts also include any activities the Fixed Route LEO may have performed while assisting the BRT 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 represents passengers who did not have fare when checked but purchased a valid fare after being shown the proper procedures.



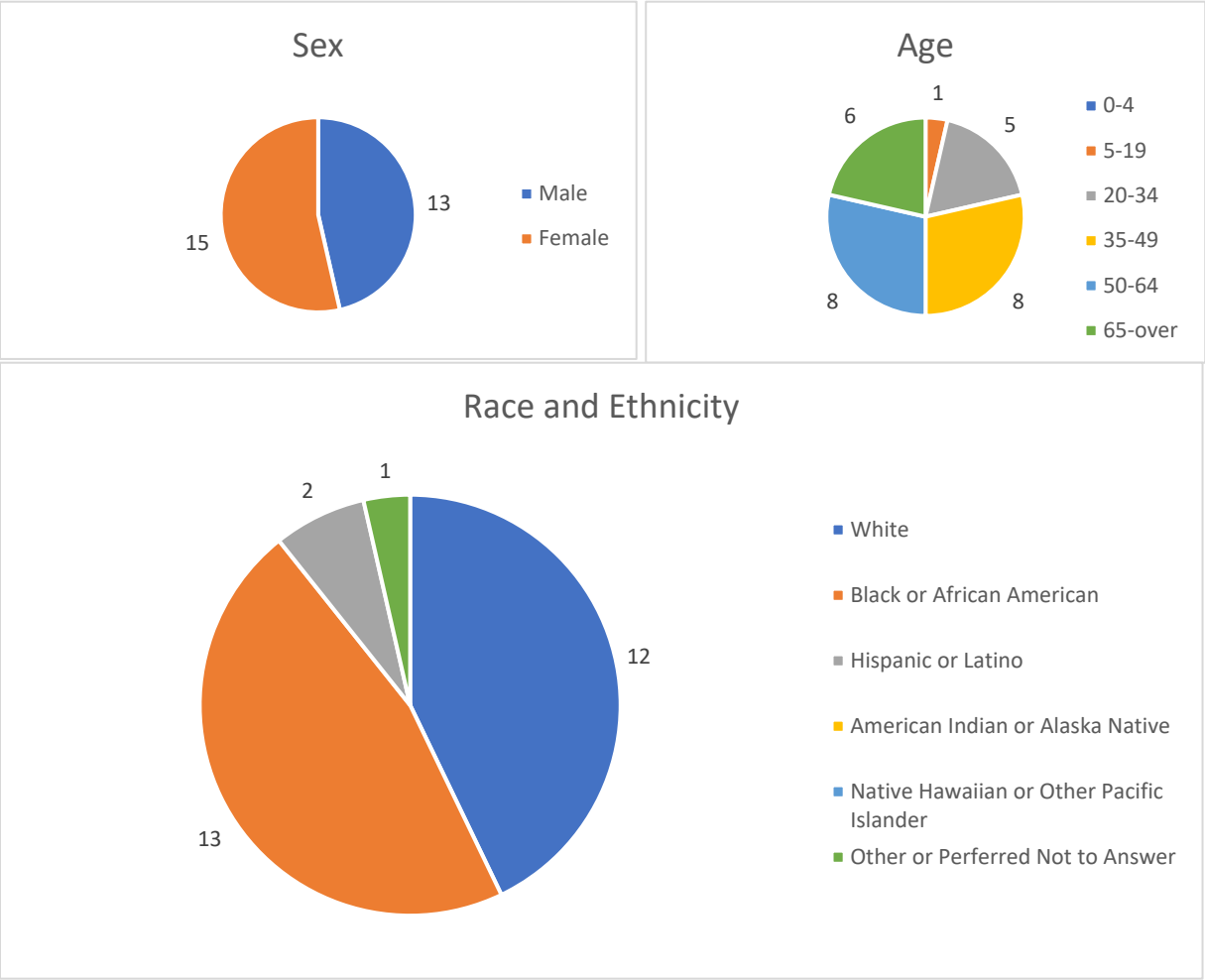
December	Passenger Contact	Notifications	Educations
Monthly	16,881	2,009	1,604
Weekday	14,942	1,760	1,370
Saturday	1,025	132	127
Sunday	914	117	107

2024 YTD	Passenger Contact	Notifications	Educations
Monthly	144,280	18,472	21,073
Weekday	123,986	16,542	18,643
Saturday	10,551	583	1,143
Sunday	9,743	1,347	1,287

SOCIAL SERVICES COORDINATOR REPORT:

The IndyGo Security Department hired a Social Services Coordinator. This position will involve engaging passengers in need to help them try to obtain available services or connect them to community resources. This includes assistance to find shelter, permanent housing, food, or personal care. The coordinator will primarily work at the Transit Center and the BRT platforms, and as needed at other stops.

The information below will show demographic information for those who have been assisted in 2024 since the position was implemented in late November.



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

December 2024 Classes:

Trainees with Permit – 11

Licensed (CDL) - 3

The IndyGo Academy trains new employees that are hired without a CDL license. The table below will show the current year's results to date and the results from the inception of the program. They will also show the number of students who passed on their first, second, or third attempt and the number of students who could not pass it after three attempts.

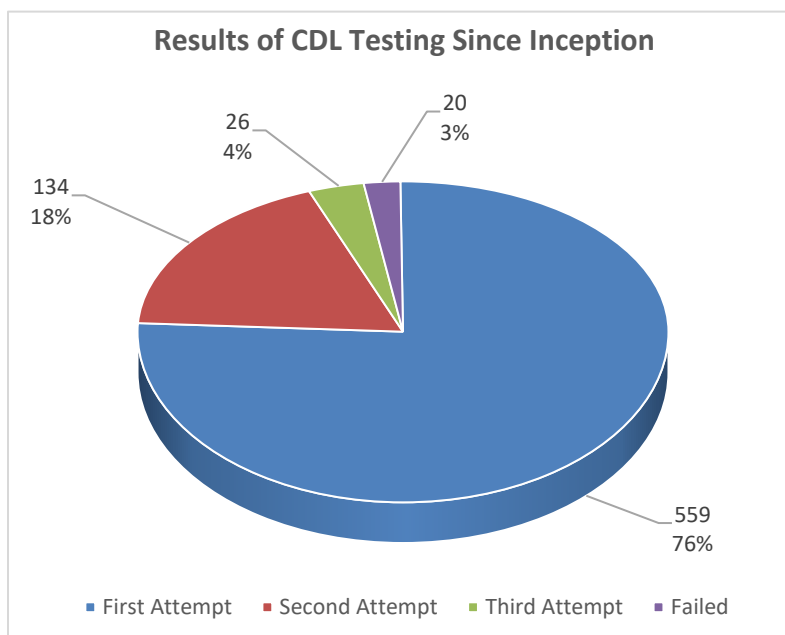
MONTH	SCHEDULED	1ST ATTEMPT	2ND ATTEMPT	3RD ATTEMPT	FAILED
January	21	16	3	1	2
February	16	11	4	1	0
March	16	13	2	1	0
April	24	17	1	0	2
May	19	11	6	2	0
June	12	8	4	0	0
July	11	7	4	0	0
August	21	14	4	0	1
September	26	15	4	0	1
October	34	18	11	2	3
November	10	7	2	0	0
December	10	10	0	0	0

November Test percentages:

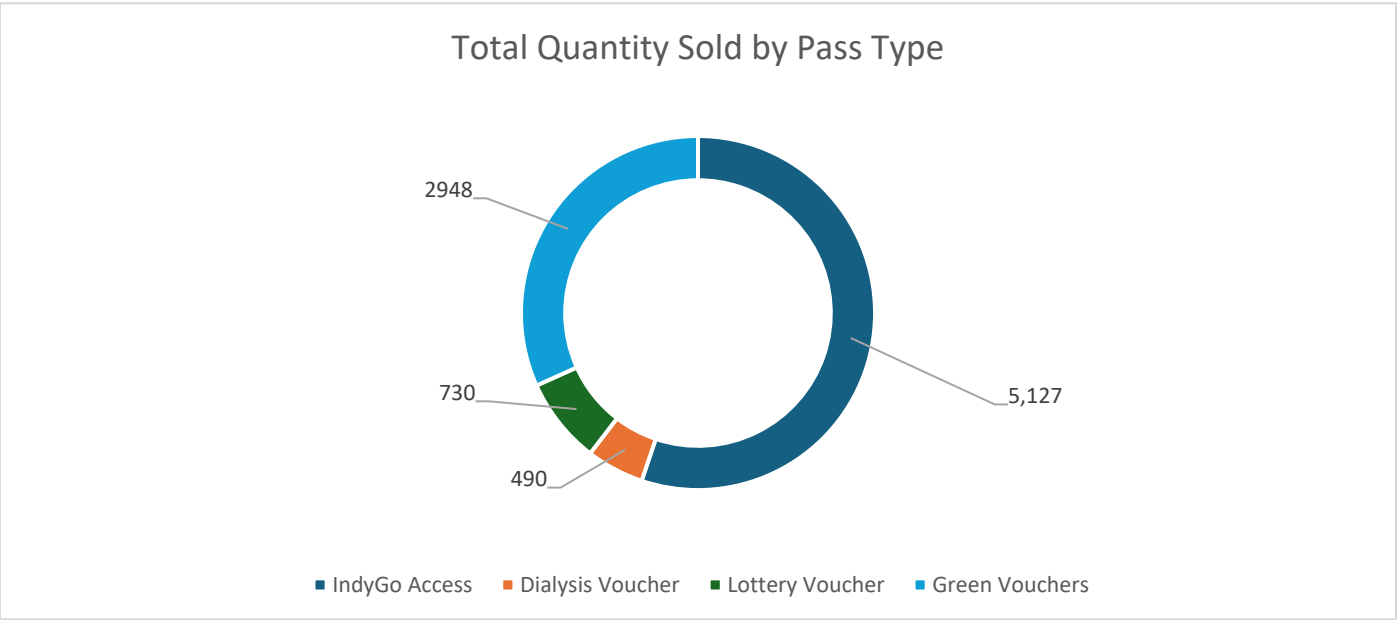
- Passed on first attempt – **100%**

MOBILITY SOLUTIONS

Total Quantity of Passes Purchased

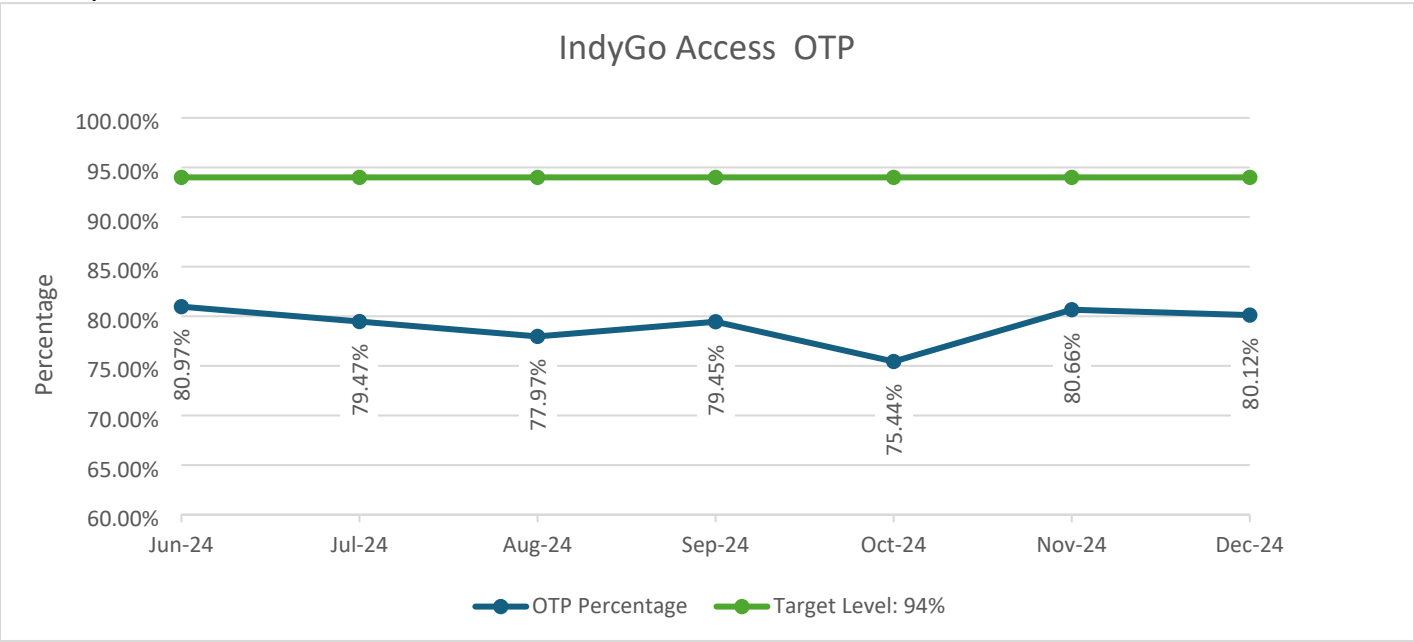


In December, Mobility Solutions sold 9,295 passes and vouchers, reflecting a 20% increase compared to passes and vouchers purchased in December 2023.



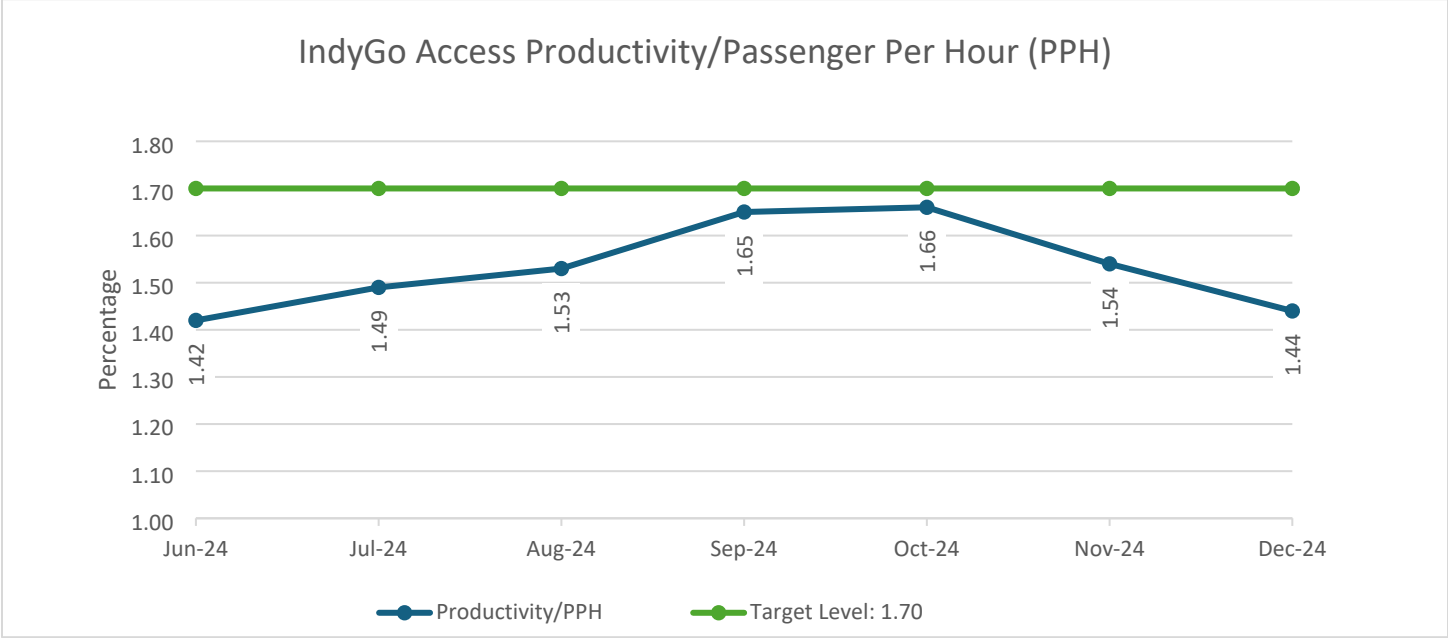
On Time Performance

In December, IndyGo Access achieved an On-Time Performance (OTP) rate of 80.12%, representing a 4.32% improvement compared to December 2023. This increase is attributed to the ongoing efforts focused on performance metrics and passenger satisfaction. The Mobility Services team closely monitors performance through daily checks and site visits, collaborating with the RATP Dev team to address challenges and continuously enhance service delivery.

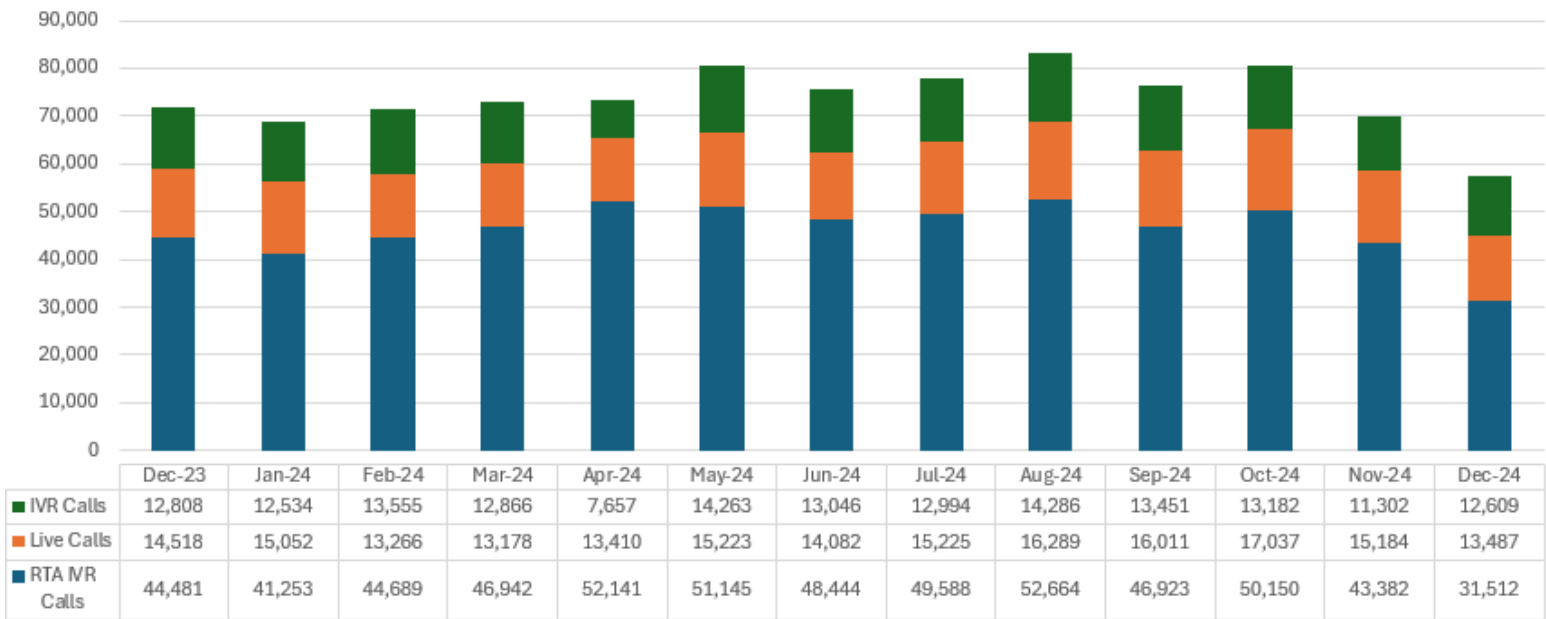


Productivity/Passenger Per Hour

In December, IndyGo Access Productivity/Passenger Per Hour (PPH) was 1.44 passengers, reflecting a decrease from 1.48 passengers in December 2023. This slight decline is attributed to the increased purchase of dialysis, temporary green, and lottery taxi vouchers.

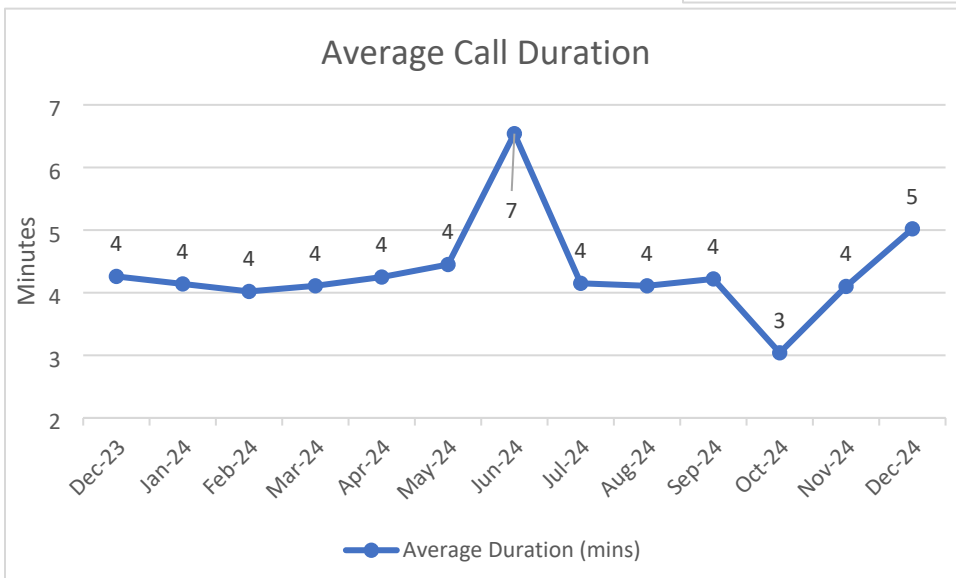
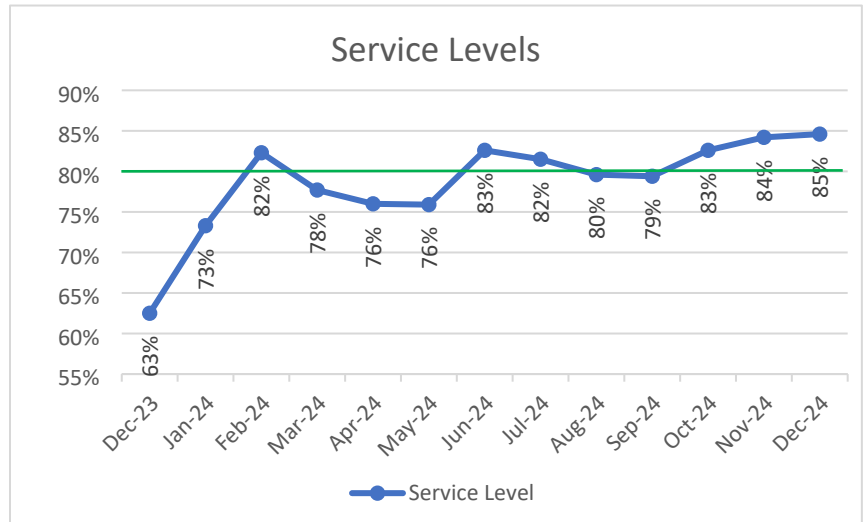


Inbound Calls



Service Level

Due to the implementation of an enhanced hiring strategy, service levels have remained stable at approximately 85%, slightly higher than the previous month. This performance exceeds the minimum requirement of 80%.

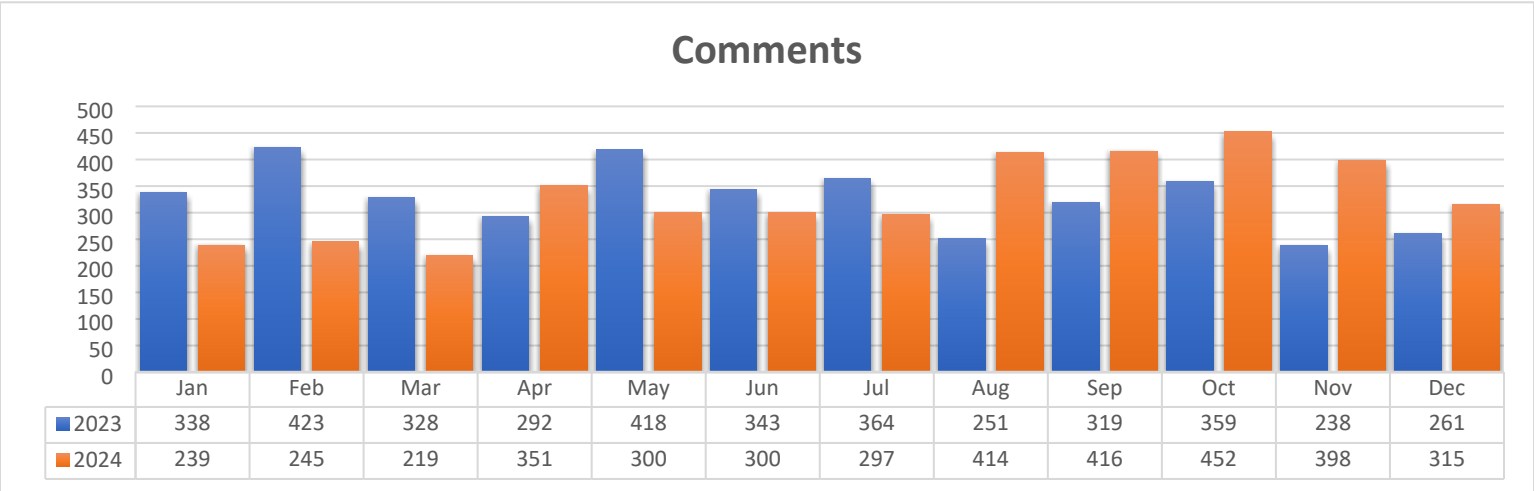


Average Call Duration (ACD)

An additional positive outcome of the enhanced service level is that the ACD has reached the upper end of the threshold, at approximately 5%, allowing agents to allocate more time to effectively assist customers.

Total Comments

Customer comments this month totaled 315, a decrease from the prior month, but significantly higher than December 2023. Many of these comments were positive, and the reps actively and thoroughly investigated all feedback. The Mobility team will continue to monitor the feedback closely and work with leadership to address any concerns and enhance customer experience.



Service-Related Comments

Fixed Route	Total	BRT	Total	Mobility Solutions	Total
Pass-By	28	Safety	16	Schedule	32
Safety	23	Pass-By	16	Courtesy	13
Schedule Adherence	17	Vehicle Maintenance	4	Fares	11
Courtesy	16	Security	4	Safety	5
ADA	3	Courtesy	4	CSR Courtesy	4

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Planning & Capital Projects Report, January 2025

To: President & CEO Jennifer Pyrz
From: Chief Development Officer Brooke Thomas
Date: January 10, 2025

STRATEGIC PLANNING

Fiscal Sustainability Study

A contract with Nelson\Nygaard has been executed and the team is preparing to officially kickoff the fiscal sustainability study this month. First orders of business include preparing a project management plan, establishing an internal working group, identifying key internal stakeholders to interview, and to fulfill a request for data and information so that the consulting team can begin preparing their initial findings, which we expect to bring before the Board of Directors during a special board meeting this spring.

Transit Asset Management

The TAM Inventory is underway. The Strategic Planning team has provided the 2023 inventory for the team to review and update. Asset owners are required to review all assets and update information. The TAM Inventory should reflect the current assets, including asset condition, and is used by IndyGo to fulfill the satisfactory continuing control (SCC) FTA requirement; the FTA requires that IndyGo have control of federally-funded assets and report specific attributes of those assets.

Subrecipient Program

2023 Section 5310 CFP – Vehicles were ordered and are now being delivered. Once delivered to IndyGo West Campus, staff will coordinate with the subrecipient for pick-up. All vehicles are expected by the end of February.

2023 Section 5339 CFP – Vehicles were ordered and are now being delivered. At least for this order, the pre-COVID delivery timelines have returned; minivans ordered and delivered in three months and cutaways in four or so. Once delivered to IndyGo West Campus, staff will coordinate with the subrecipient for pick-up. All vehicles are expected by the end of February.

Subrecipient Monitoring – Staff are completing their desktop audits from 2024 and will be sending out Compliance Review Reports (CRR) to subrecipients.

Special Projects

IU LAS PhD Candidate - IU-Indianapolis is currently soliciting candidates for an opportunity to study at IU Indianapolis and work at IndyGo. The term will be approximately three years, and they will work under

the direction of the Manager of Special Projects and Regional Mobility Integration. The candidate will start in August 2025.

2024 Customer Perception Survey- The most recent customer perception survey was completed in September 2024. The most recent IU-Indianapolis Peterson Fellow, Ainsley Wright, worked to review, clean, and analyze the submitted surveys. A presentation of their preliminary findings was provided to IndyGo staff. The report should be finalized in early 2025.

40' Battery Electric Bus Pilot – Using IMPO funding, IndyGo will procure two 40' BEBs to analyze their performance and compatibility with IndyGo's service plan. The staff is ready to procure the vehicles; options available from the Washington State QPA are being reviewed. Staff anticipates a vehicle order presented to the Board of Directors in 2025 with delivery in 2027.

ENGINEERING & CONSTRUCTION

Blue Line Bus Rapid Transit

The Blue Line has reached several significant milestones since last month's update. First and most importantly, the project was awarded \$150M from FTA's Small Starts Capital Investment Grant program. This grant finalizes the necessary funding to construct and operate the project. Second, construction contracts were executed for all three packages (roadway, BRT stations, and the Eastside Mobility Hub). Lastly, utility relocations have begun and will continue along the corridor in anticipation of construction beginning in February/March 2025. Public outreach is planned in February with the primary intent to communicate 2025 closures, detours, and impacts to residents and businesses. The community engagement team continues to conduct one-on-one outreach coordination with stakeholders, businesses, and residents along the corridor ahead of and through construction.

Purple Line Bus Rapid Transit

The Purple Line officially opened to the public on October 13th, marking a significant milestone in improving public transportation for Indianapolis. The system provides faster, more efficient transit that will provide enhanced service for IndyGo's riders. The construction management team is in the process of finalizing all open contract items and necessary documents required to close out the project, ensuring compliance with contractual obligations. The only major work remaining is related to the CSX railroad on Post Road. Due to the poor condition of the existing crossing, this upgrade is essential to allow for smoother travel throughout the Purple Line corridor. As part of this effort, IndyGo will reimburse CSX \$342,000 for the replacement, which will be performed by CSX's designated contractor. This work is outside the scope of the Purple Line's main construction contract, as it involves specific railroad infrastructure improvements. Once completed, the new crossing will enhance transit operations, contributing to the overall reliability of the Purple Line.

Julia M. Carson Transit Center Washington Street BRT Docking

Construction for two BRT docking platforms on the Washington Street side of the CTC is anticipated to begin in 2026. Once completed, these platforms will blend into the aesthetic design of the CTC and offer amenities like those found at IndyGo BRT stations. The platform will be long enough to accommodate two, 60-foot articulated bus bays. One boarding area is planned to be used by the Blue Line when it opens in 2028; the other boarding area is designated for contingency use. The project is past the 60 percent design phase, and IndyGo is working with Kimley-Horn and Associates and StudioAXIS to complete the architectural design of the canopies that protect passengers as they enter and exist BRT vehicles.

Safe Streets and Roads for All (SS4A) Near-Miss Analysis

IndyGo has an open solicitation for a near-miss analysis and a related rider safety survey. The near-miss analysis will gather valuable data about interactions between pedestrians, motorists, cyclists, and other street users at key bus stop and intersection locations around Indianapolis. The chosen vendor will report on their findings and recommend safety countermeasures where applicable.

Local (Non-BRT) Bus Stop Improvements

IndyGo continues to improve local bus stops year after year with the goal of making its approximately 2900 bus stops ADA-compliant in accordance with the adopted ADA Transition Plan. A variety of factors influence which stops are improved and when, such as routing changes, usage, and connection to closest pedestrian infrastructure. Priority is given to bus stops that are least compliant. As of this update, approximately one third of IndyGo's local bus stops are considered ADA compliant. As we begin 2025, seventy-seven (77) bus stops on the near east side are starting construction activities and will be completed in fall 2025. Fifty-nine (59) bus stops are in design on the far east side and are slated for construction in 2026. The Indianapolis Department of Public Works remains a crucial partner in the effort to increase the number of ADA-compliant stops with several stops being improved by city-led projects. DPW was awarded a "Safe Streets for All" grant in 2024, which alone includes improvements to 80 bus stops. The IndyGo team continues to pursue grant funding from multiple entities toward this ongoing effort.

Local Route Transit Signal Priority

Kicking off in early 2025, IndyGo will implement cloud-based TSP at select intersections along Route 37 using the same vendor and system that implemented TSP along the Purple Line corridor. Implementation is planned to be completed in Q4 2025. TSP implementation is conducted in close coordination with DPW Engineering and Operations.

Michigan & New York Streets 2-Way Conversion Project - DPW-led Project

DPW is converting Michigan Street and New York Street into two-way facilities between College Avenue and Ellenberger Park on the near east side. When Michigan Street opens as a two-way street for motorists, IndyGo's Route 3 will continue westbound service on Michigan Street, and the eastbound Route 3 service on New York Street will move to Michigan Street. IndyGo staff have served as subject matter experts during the planning and design phases. IndyGo is also providing a financial contribution to this project. Benefits to IndyGo's riders and other pedestrians include safety upgrades and improved bus stop facilities along the corridor. IndyGo is preparing to begin operating two-way service on Michigan Street as early as this summer.

SS4A Complete Streets Improvements - DPW-led Project

DPW was awarded an SS4A implementation grant in 2024 for Complete Streets improvements to corridors along 30th Street, Franklin Road, Post Road, 42nd Street, Thompson Road, and Lynhurst Drive. IndyGo will contribute to the local match for this project and stands to benefit from bus stop and safety improvements for pedestrians. Capital Projects and Service Planning staff regularly attend design meetings for this project, as subject matter experts.

FACILITY PROJECTS

Historic Duesenberg Building Restoration Projects

The restoration of the exterior of the Duesenberg portion of the existing facility at 1501 W Washington Street continues. The repair to the masonry began in October 2024 and is expected to continue through

rough the spring and summer of 2025. The gutters and downspouts will also be replaced as part of this phase of the project. In the spring all exterior windows around the Duesenberg building will be cleaned, repaired, repainted and reglazed. This will create a fully restored exterior facade from the roofline down.

1501 Garage Bay Expansions

There are two locations in the existing garage at 1501 W Washington Street where two walls will be demolished to better accommodate 60' buses. Starting at the Battery Electric room, then moving to the Tire Bay, work is expected to be completed by May of 2025. Once completed, IndyGo will have greatly improved the safety and efficiency of this critical work area.

1501 Trench Drain Replacement

The existing trench drains at the bus fueling lanes are original to the garage, which was built in 1984. Not only are they beyond their useful life, but a different style of drain is needed to adequately service the buses. Scheduled to begin in mid-February 2025, each large grated system will be replaced by a new drain, grates and concrete. The project has been phased to limit disruptions to daily fueling and washing operations. Staff anticipates that this work will be completed by September of this year.

East Campus Fleet Operations and Maintenance Facility

Throughout the first two quarters of the year, the design team will be refining the conceptual design produced by the master planning phase. Project activities for the remainder of 2025 will advance design development, along with the procurement of a construction manager as constructor (CMc), with the goal of readying the project for construction in 2026.

Respectfully submitted,

Brooke Thomas, AICP

Chief Development Officer

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People & Culture (HR) Report – January 2025

To: Chair and Board of Directors
Through: President/CEO Jennifer Pyrz
From: Britt S. Griffin
Date: January 16th, 2025

Mission & Vision Statement

Mission

- To be recognized as a respected and reliable department that prioritizes people, fosters collaboration, leverages data, and employs strategic thinking. We deliver people-centered programs through diverse perspectives, guided by a servant leadership mindset.

Vision

- We aspire to build relationships at all levels of the organization to support IndyGo teammates through a mission-centered culture of empowerment and respect.
- This culture encourages and rewards exceptional performance and continuous improvement. It embraces collaboration, diversity, equity, inclusion, and belonging while supporting a balanced attention to work and personal life.

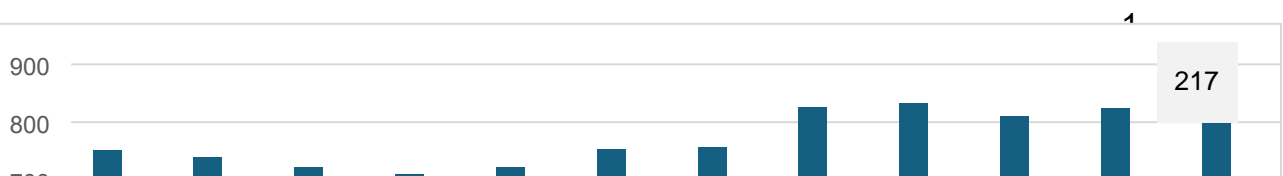
2025 Focus Areas

- **Our People**
- **Our Culture**
- **Operations Excellence**
- **Data-Driven Decision Making**

1. Employee Population Breakdown

Total IndyGo Employees:	842
Total Union Employees:	623
Total Non-Union:	219
Total Coach Operators:	492

2. Total Headcount by Quarter



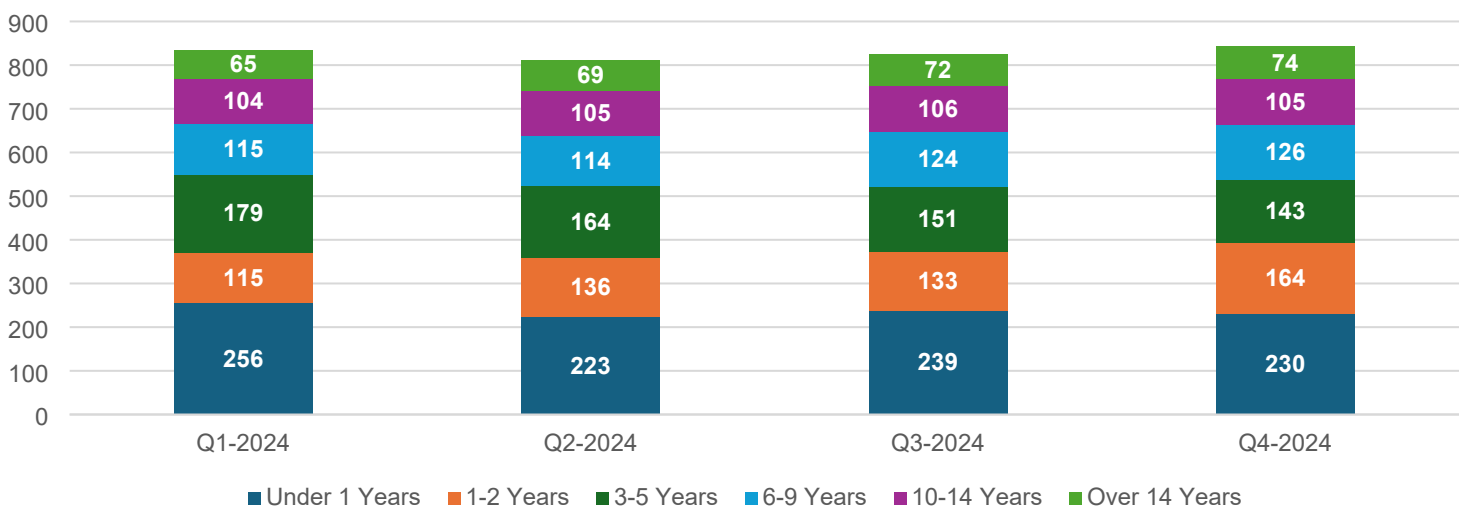


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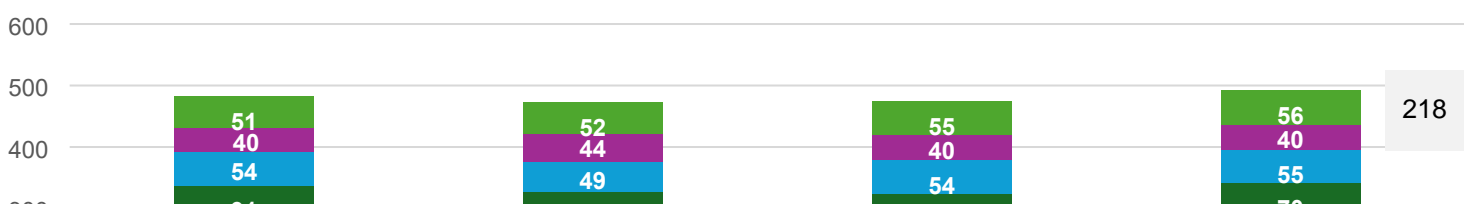
In the fourth quarter of 2024, we had more active Coach Operators (492) than we had over the past two years.

3. Headcount by Tenure by Quarter

2024 IndyGo Employee Tenure



2024 Coach Operator Tenure





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In 2024, most Coach Operators have less than one year of tenure, followed by the second largest group with 1-2 years.

4. Headcount by Tenure by Year

Overall IndyGo Employee Tenure							
PERIOD	Under 1 Years	1-2 Years	3-5 Years	6-9 Years	10-14 Years	Over 14 Years	Total HeadCount
2022	14.91%	13.92%	35.44%	13.64%	6.19%	15.89%	711
2023	30.75%	11.62%	24.46%	12.71%	7.75%	12.71%	826
2024	26.72%	20.07%	16.98%	14.96%	8.79%	12.47%	842

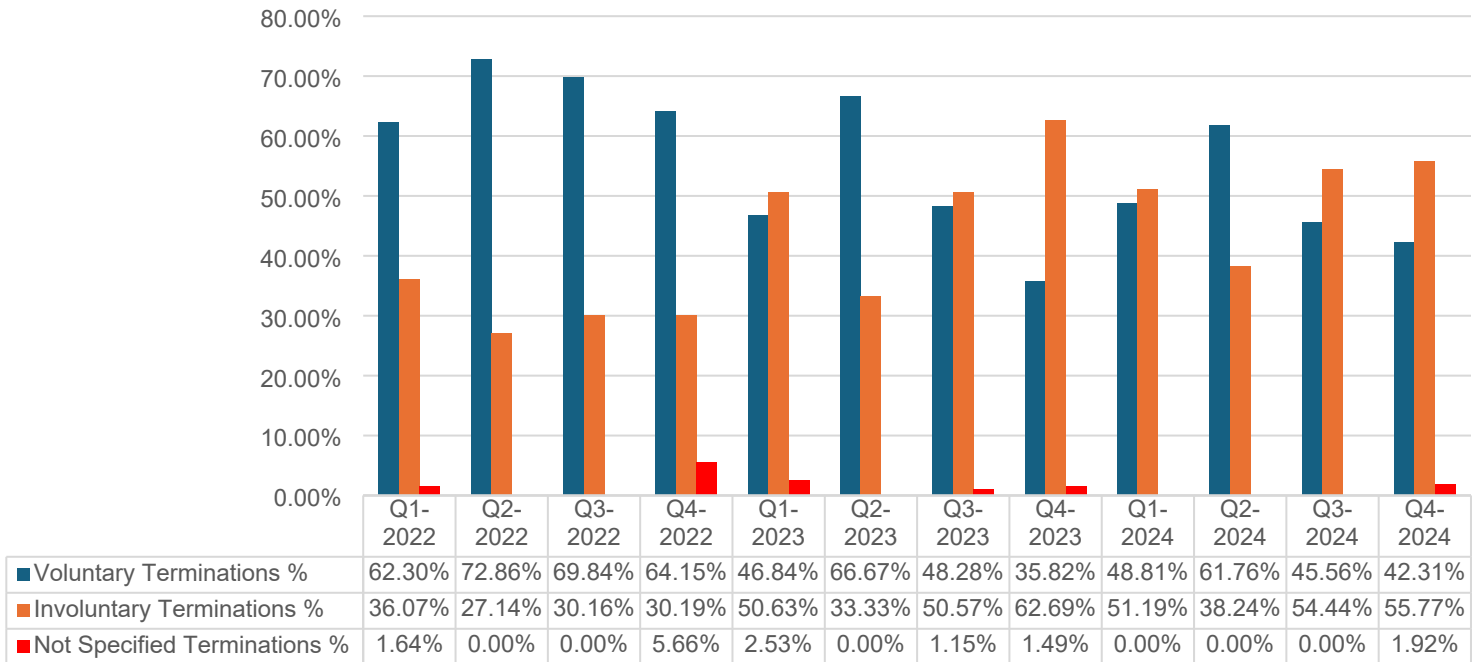
Coach Operator Tenure							
PERIOD	Under 1 Years	1-2 Years	3-5 Years	6-9 Years	10-14 Years	Over 14 Years	Total HeadCount
2022	15.10%	11.98%	37.24%	13.02%	7.29%	15.36%	384
2023	39.96%	7.82%	22.20%	10.57%	8.25%	11.21%	473
2024	34.35%	20.73%	14.23%	11.18%	8.13%	11.38%	492



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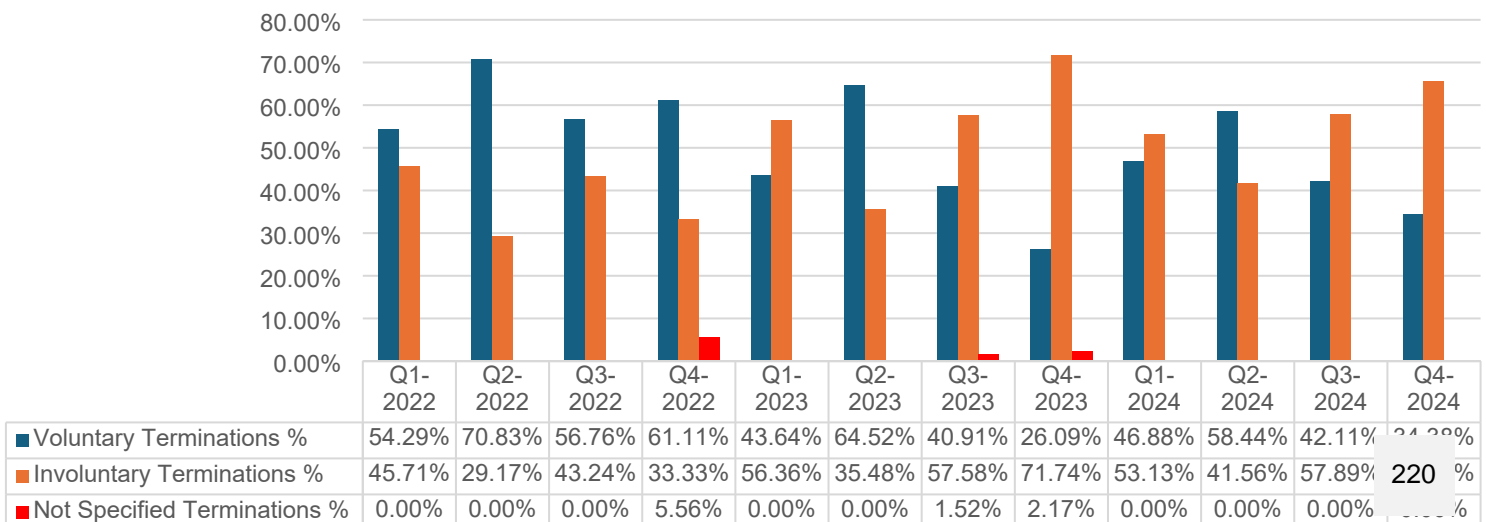
5. Turnover by Quarter

IndyGo Overall Turnover



All employees—Voluntary turnover has decreased by 6% since the first quarter of 2024 and 20% since the first quarter of 2022.

Coach Operator Turnover

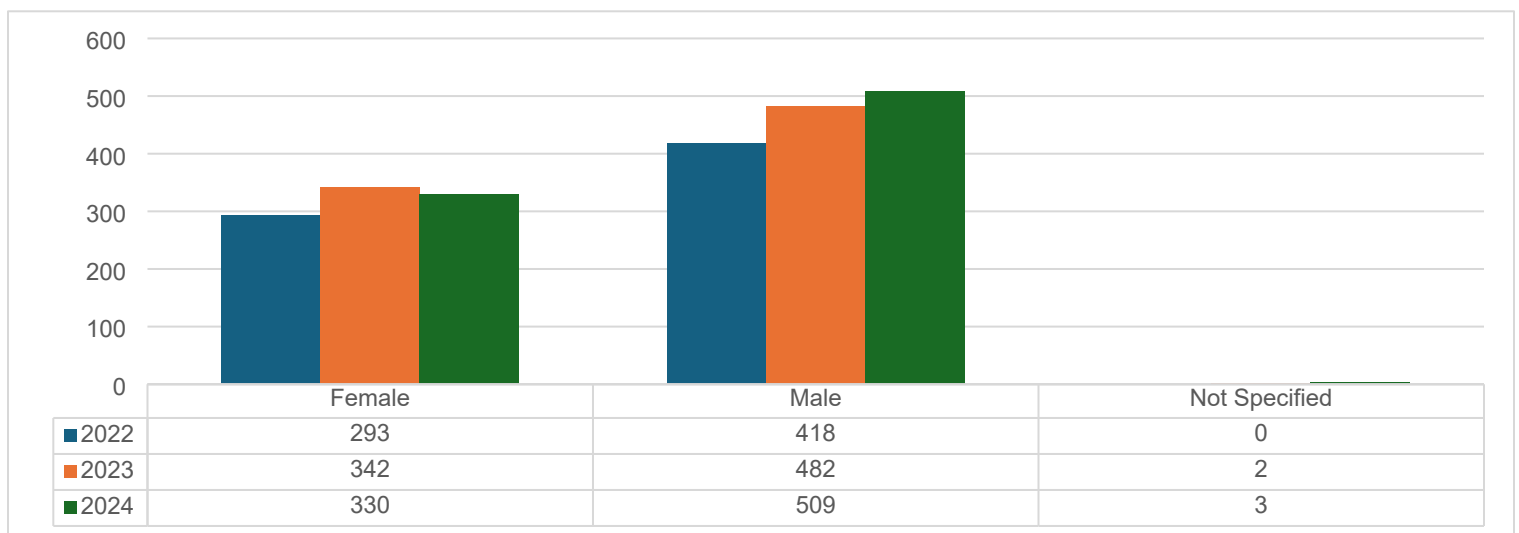




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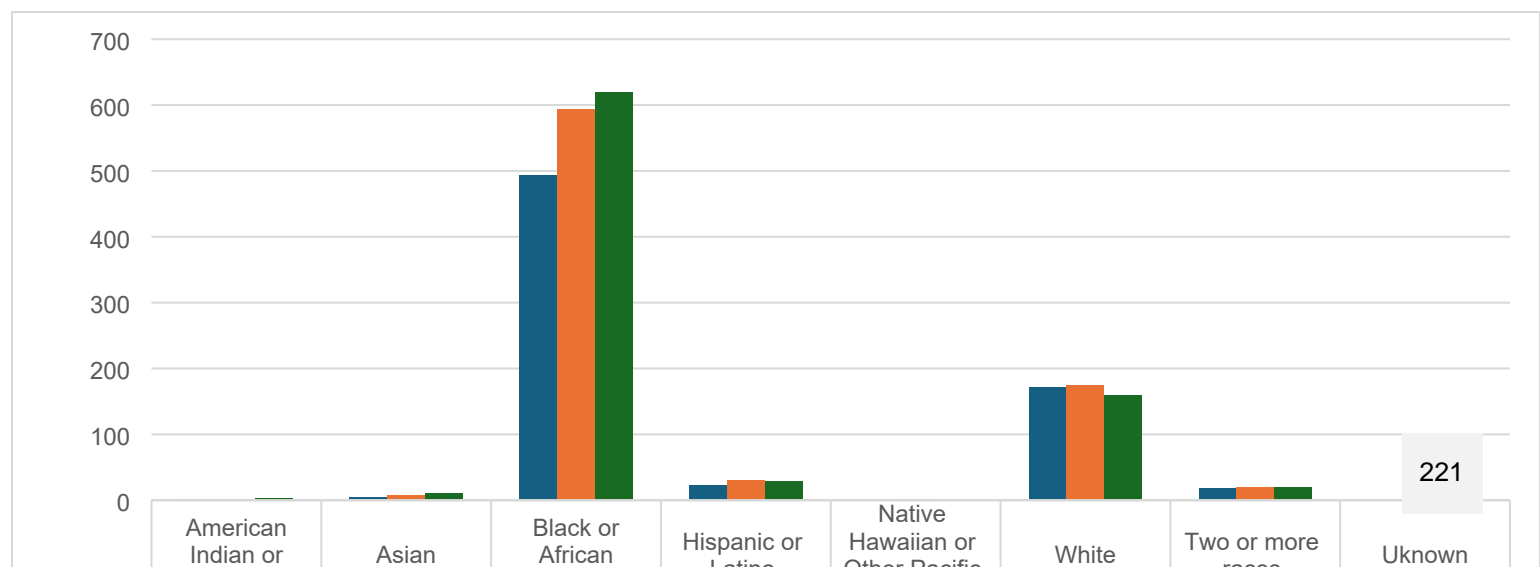
Coach Operators—Since the first quarter of 2024, we have experienced a 12% decrease in voluntary turnover; since the first quarter of 2022, we have seen a 20% decrease.

6. Headcount by Gender



Since 2022 we have seen a slight increase in female employees.

7. Headcount by Race/Ethnicity

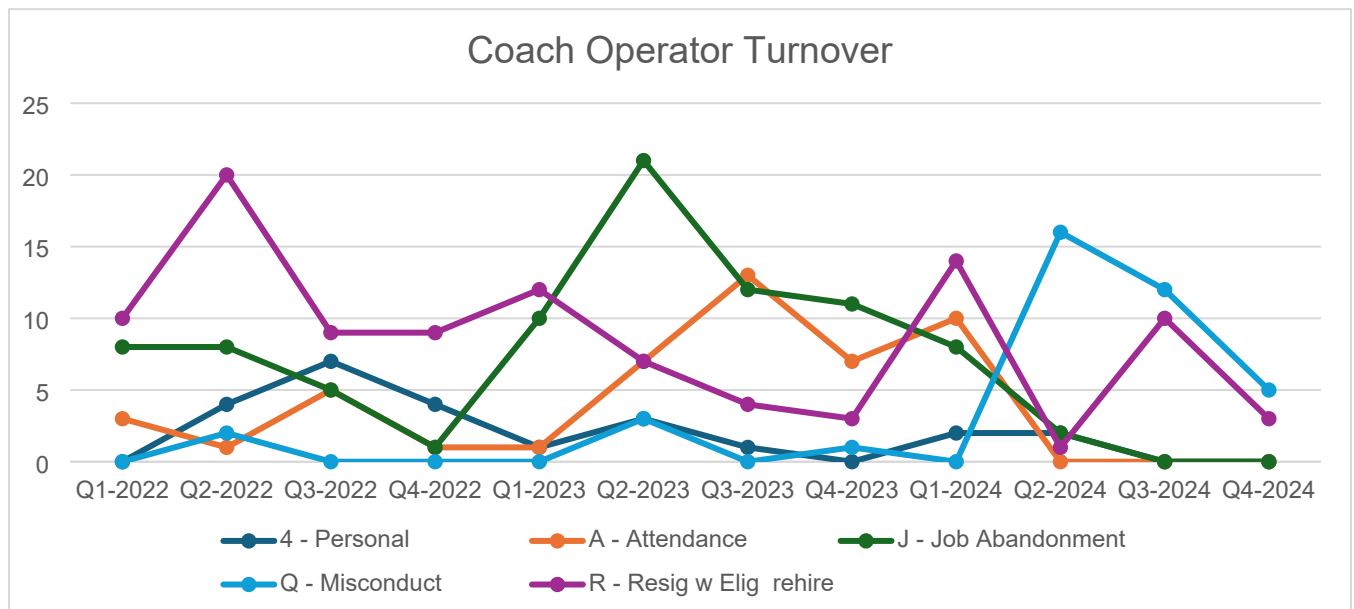
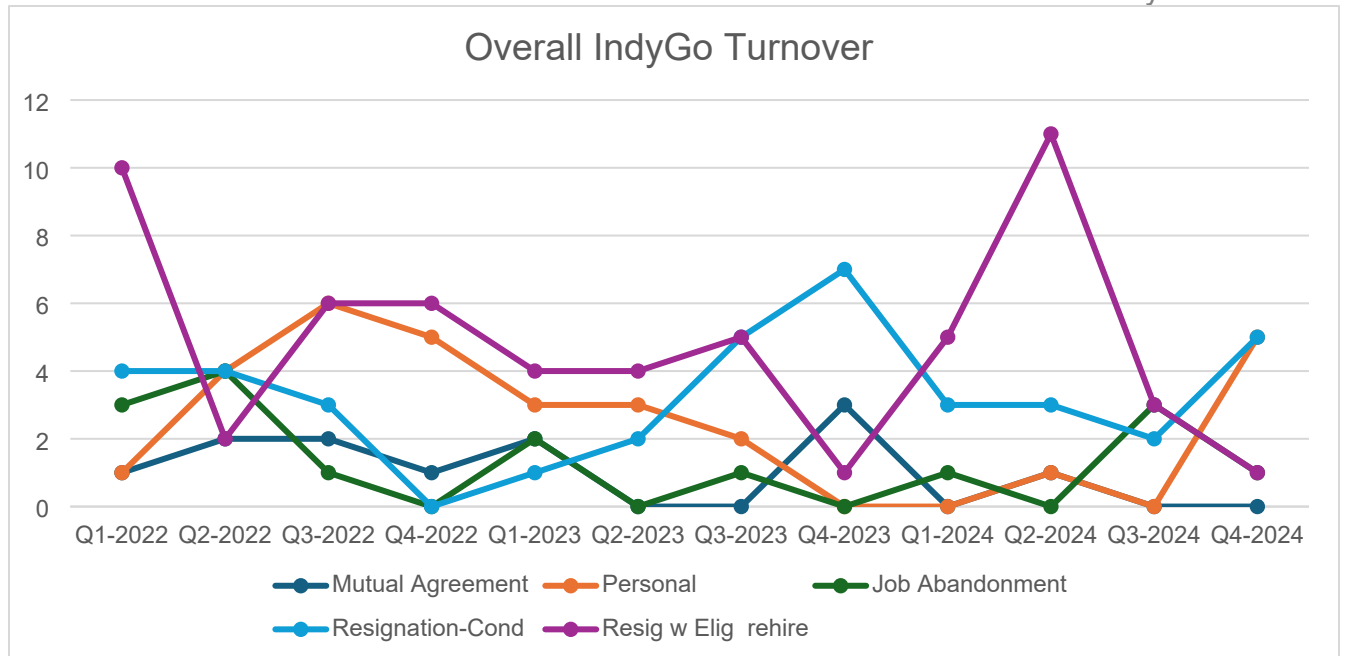




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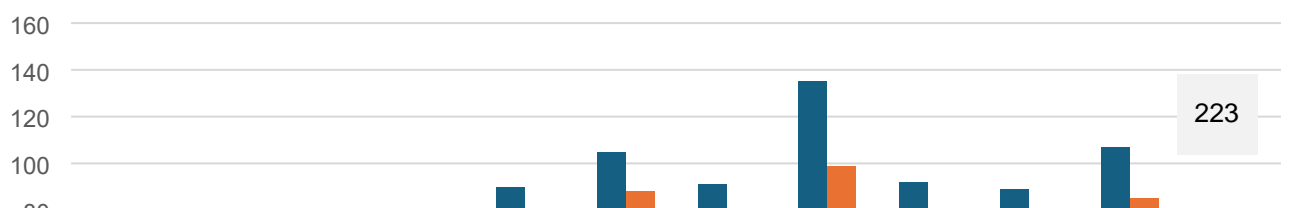
Since 2022, we have seen increases in Black or African American employees while experiencing a slight decrease in white employees. In 2025, we will strive to broaden our recruiting efforts to attract more employees in those areas where we are underrepresented.

8. Termination Reason by Year



Over the last two years, the reasons for turnover have varied consistently. In 2025, we will continue to study this to understand the reasons better.

9. New Hires by Quarter

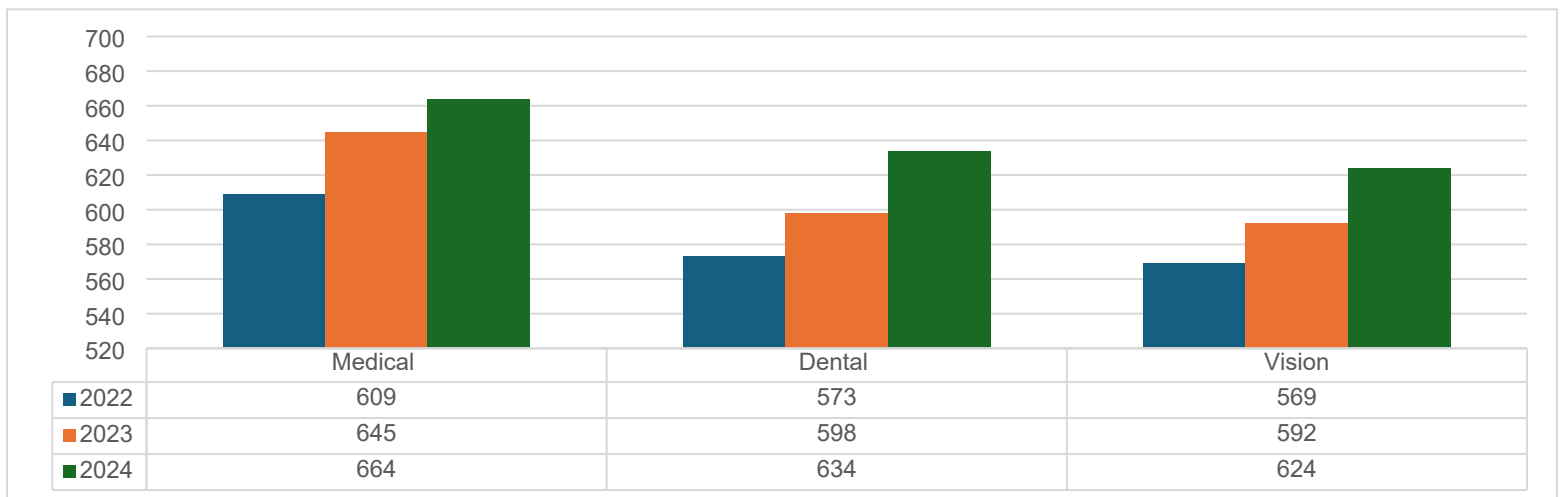




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We have experienced a slight decrease in the hiring of coach operators in 2024 YTD (285) compared to 2023 (333).

10. Employee Benefit Headcount



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Risk and Safety Division Report

To: President and CEO Jennifer Pyrz
Chief Legal Officer, Robert Frye
From: Brian Clem, Director of Risk and Safety
Date: January 10, 2025

Risk and Safety

- On December 8th-11th, Kevin Neumann, Manager of Risk and Safety, and Brian Clem, Director of Risk and Safety attended the American Public Transportation Association (APTA) Mid-Year Risk and Safety Conference in Atlanta Georgia. This is the yearly meeting where a multitude of topics, presentations, and networking conversations are held to promote reducing risk and increasing safety for public transportation. Some of the topics covered were, Battery Electric and Alternative Fuel Bus Safety & Fire Prevention, AI impacts on transit risk and safety, newly implemented safety, security, and risk mitigations, transit worker assault regulation, reporting, and prevention, transit insurance benchmarking, SMS safety implementation, managing the unhoused, best practices for litigated claims, property valuation strategies, and safety and security certification updates to name a few. Brian Clem presented, hosted, and moderated several sessions representing IndyGo and the APTA Risk Management Committee. Knowledge and the best practices learned at the conference have already started to be implemented in several different projects.
- Throughout the month of December, several team members from Risk and Safety have been working on submitting the end-of-year data for yearly insurance renewals. Aon the current broker of record processed insurance renewals with the current underwriter to extend current coverages by six months. This timeline change is to realign future renewals to a mid-year renewal that aligns closer to the IndyGo budget cycle. All coverage lines have been renewed and will be remarked in 2025 for July 1st renewal.
- The IndyGo Risk and Safety department worked on and through updating current Safety Management Plans and Data to close out the year 2024. This process is an important step in evaluating changes and refinements that need to be made moving forward in 2025. New safety Key Performance Indicators (KPIs) are going through a review to establish new goals in 2025 to track and enhance IndyGo's safety performance.

Risk and Safety Division Report

December 2024 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 November and received the National Safety Council recognition patch, pin, and certificate.

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 with each mile.

Operator	ID#	Years of Safe Driving	Years of Service
Myron Cornett	1146	19	21
Daron Washington	7291	16	27
Geneva Hartwell	2581	15	26
Beth Murray	8218	11	15
Dewayne Sims	8456	10	12
Samuel McGhee	8482	8	11
Pierre Burnaugh	9640	4	5
Deborah Carter	8953	3	7
Desmond White	9489	3	5
Larry Ford	9748	2	4
DeLawrence Brabson	9709	1	5
Jeanie Williams	10845	1	1

Congratulations and Thank You!

Risk and Safety Division Report

Public Transportation Agency Safety Plan (PTASP) Required Safety Risk Reduction Program Measures:

Indianapolis Public Transportation Corporation (IPTC), IndyGo, established a procedure per the FTA National Public Transportation Safety Plan, and the updates from the Bipartisan Infrastructure Law to include in their Agency Safety Plan a safety risk reduction program for transit operations. These safety risk reduction programs aim to improve safety performance by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the National Transit Database.

2024 Risk Reduction KPIs						
Measure	Definition	Risk Reduction Goal	4th Quarter	October	November	December
Major Events	This includes all safety and security major events as defined by the NTD.	Reduce NTD Major Events.	62	30	13	19
Major Event Rate	This includes all major safety and security events as defined by the NTD, divided by VRM.	NTD Major Events = 5% decrease from the prior year, <1.19	2.57	3.65	1.67	2.38
Collision Rate	This includes all collisions reported to the NTD, divided by VRM.	Reduce NTD Safety Events. 5% decrease from the prior year, <0.76	1.23	2.43	0.77	0.5
Pedestrian Collision Rate	This includes all collisions "with a person," as defined by the NTD, divided by VRM.	Target is ZERO Pedestrian Collision's with an IndyGo Vehicle. 5% decrease from the prior year, <0.04.	0.04	0.12	0	0
Vehicular Collision Rate	This includes all collisions "with a motor vehicle," as defined by the NTD, divided by VRM.	Reduce Vehicular Collision Rate. 5% decrease from the prior year, <7.06	4.87	5.84	4.63	4.13
Fatalities	This includes all fatalities as defined by the NTD	Zero vehicle and employee fatalities	0.00	0	0	0
Fatality Rate	This includes all fatalities as defined by the NTD, divided by VRM.	Zero vehicle and employee fatalities	0.00	0	0	0
Transit Worker Fatality Rate	This includes all transit worker fatalities as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.	Zero vehicle and employee fatalities	0.00	0	0	0
Injuries	This includes all injuries as defined by the NTD.	Reduce NTD Injuries to workers and passengers.	10.67	10	7	15
Injury Rate	This includes all injuries as defined by the NTD, divided by VRM.	Reduce NTD Injuries to workers and passengers. 5% decrease from the prior year, <0.43	1.33	1.22	0.9	1.88
Transit Worker Injury Rate	This includes all transit worker injuries as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.	Reduce reported Operator Injuries from reported accidents. 5% decrease from the prior year, <1.13.	1.32	2.31	0.9	0.75
Assaults on Transit Workers	This includes all assaults on transit workers as defined by the NTD.	Target is ZERO Operator assaults.	6.33	5	3	11
Rate of Assaults on Transit Workers	This includes all assaults on transit workers as defined by the NTD divided by VRM.	Target is ZERO Operator assaults. Have 5% decrease from the prior year, <0.15.	0.79	0.61	0.39	1.38
System Reliability	This includes Major Mechanical System failures as defined by the NTD.					

• VRM= Vehicle Revenue Mile

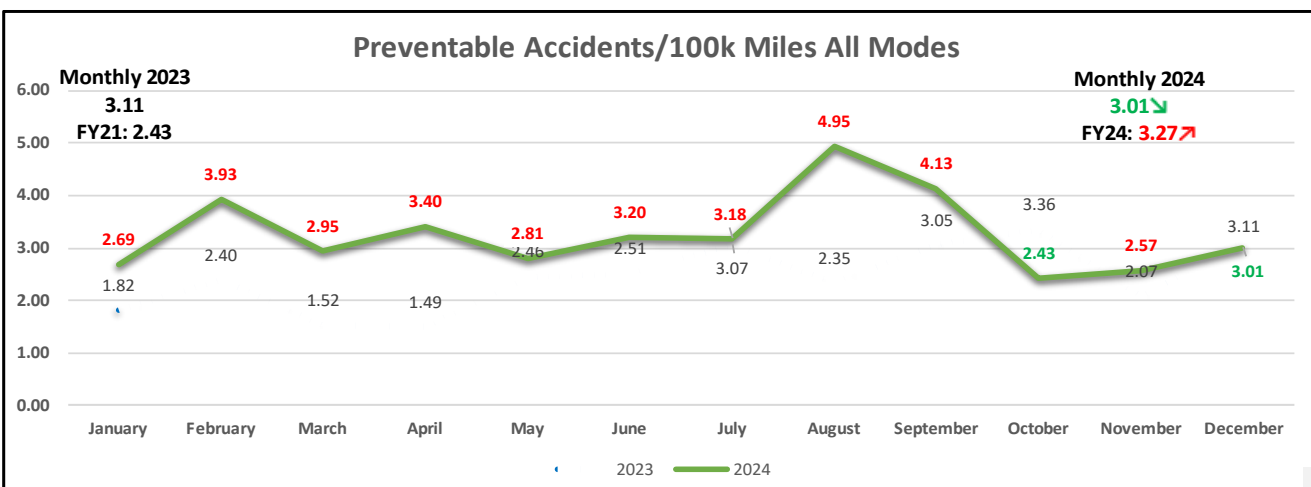
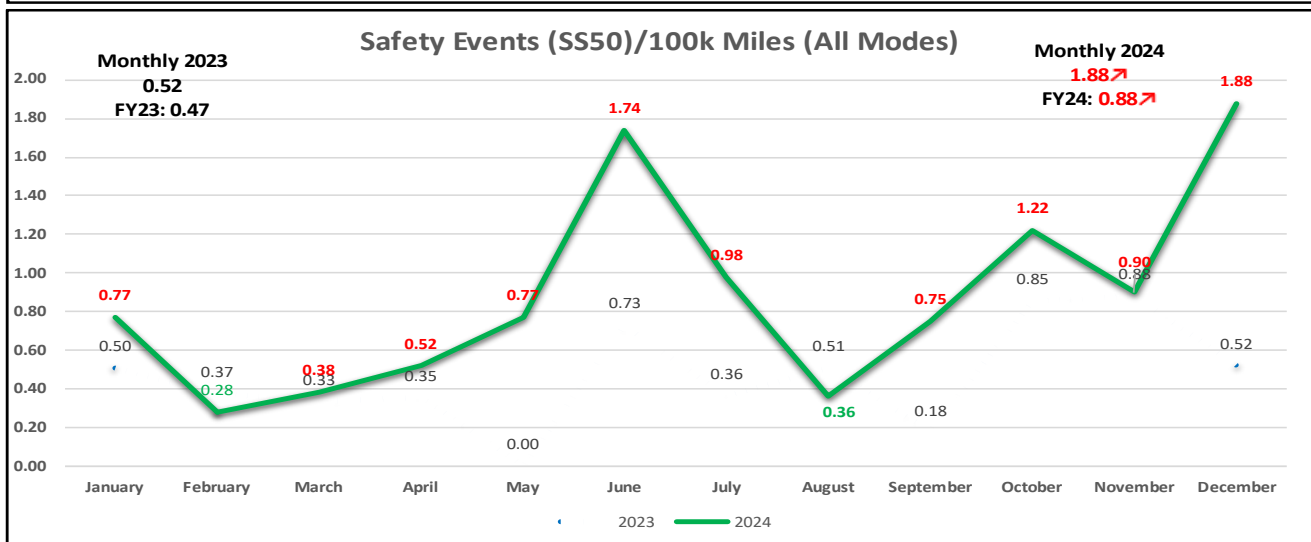
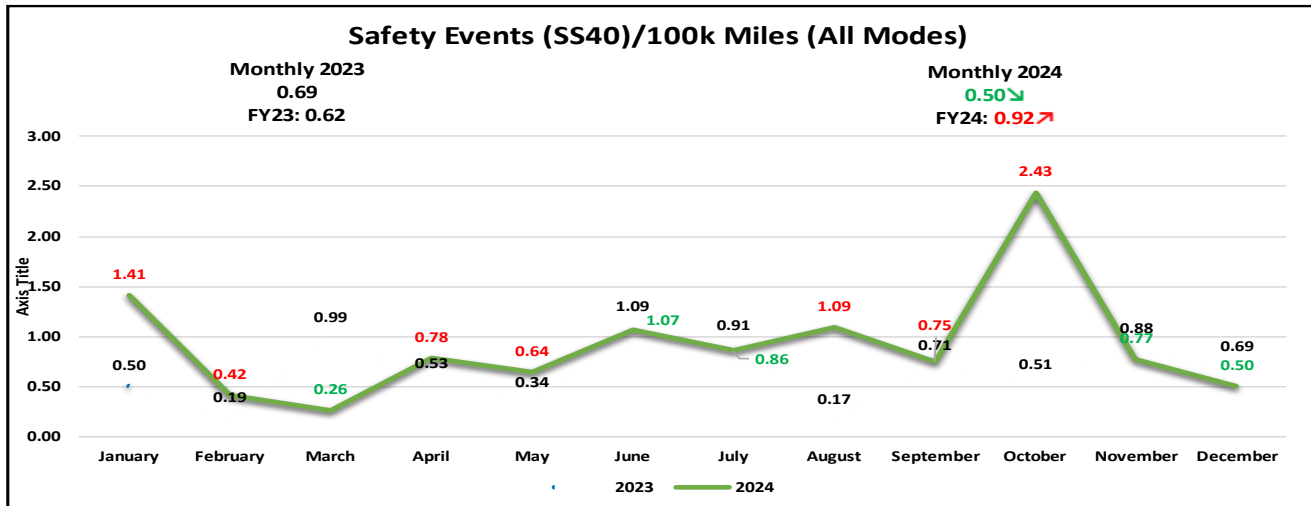
Risk and Safety Division Report

Major Events	This includes all safety and security major events as defined by the NTD.	Reduce NTD Major Events.
Major Event Rate	This includes all major safety and security events as defined by the NTD, divided by VRM.	NTD Major Events = 5% decrease from the prior year, <1.19
Collision Rate	This includes all collisions reported to the NTD, divided by VRM.	Reduce NTD Safety Events. 5% decrease from the prior year, <0.76
Pedestrian Collision Rate	This includes all collisions “with a person,” as defined by the NTD, divided by VRM.	Target is ZERO Pedestrian Collisions with an IndyGo Vehicle. 5% decrease from the prior year, <0.04.
Vehicular Collision Rate	This includes all collisions “with a motor vehicle,” as defined by the NTD, divided by VRM.	Reduce Vehicular Collision Rate. 5% decrease from the prior year, <7.06
Fatalities	This includes all fatalities as defined by the NTD	Zero vehicle and employee fatalities
Fatality Rate	This includes all fatalities as defined by the NTD, divided by VRM.	Zero vehicle and employee fatalities
Transit Worker Fatality Rate	This includes all transit worker fatalities as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.	Zero vehicle and employee fatalities
Injuries	This includes all injuries as defined by the NTD.	Reduce NTD Injuries to workers and passengers.
Injury Rate	This includes all injuries as defined by the NTD, divided by VRM.	Reduce NTD Injuries to workers and passengers. 5% decrease from the prior year, <0.43
Transit Worker Injury Rate	This includes all transit worker injuries as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.	Reduce reported Operator Injuries from reported accidents. 5% decrease from the prior year, <1.13.
Assaults on Transit Workers	This includes all assaults on transit workers as defined by the NTD.	Target is ZERO Operator assaults.
Rate of Assaults on Transit Workers	This includes all assaults on transit workers as defined by the NTD divided by VRM.	Target is ZERO Operator assaults. Have 5% decrease from the prior year, <0.15.
System Reliability	This includes Major Mechanical System failures as defined by the NTD.	

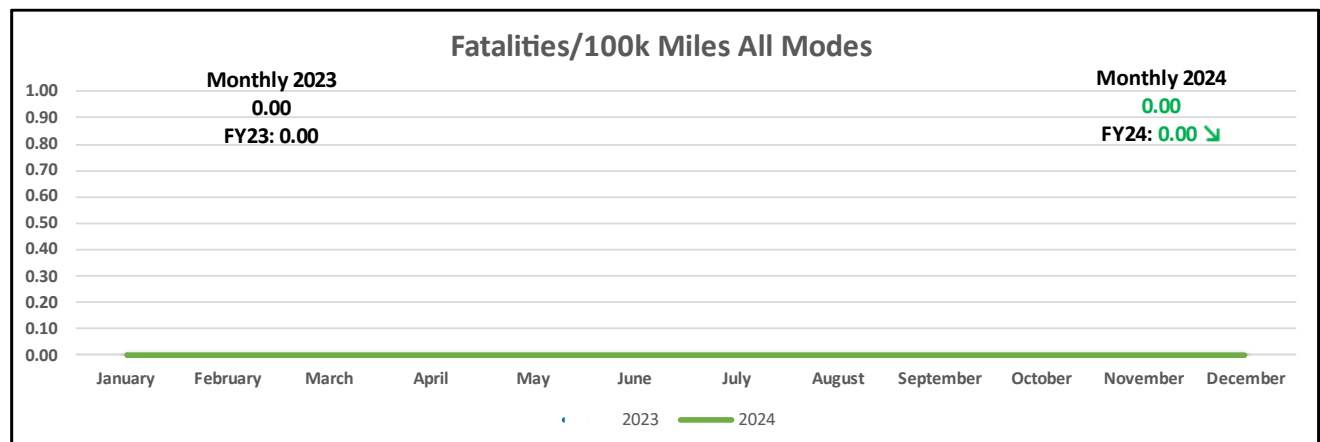
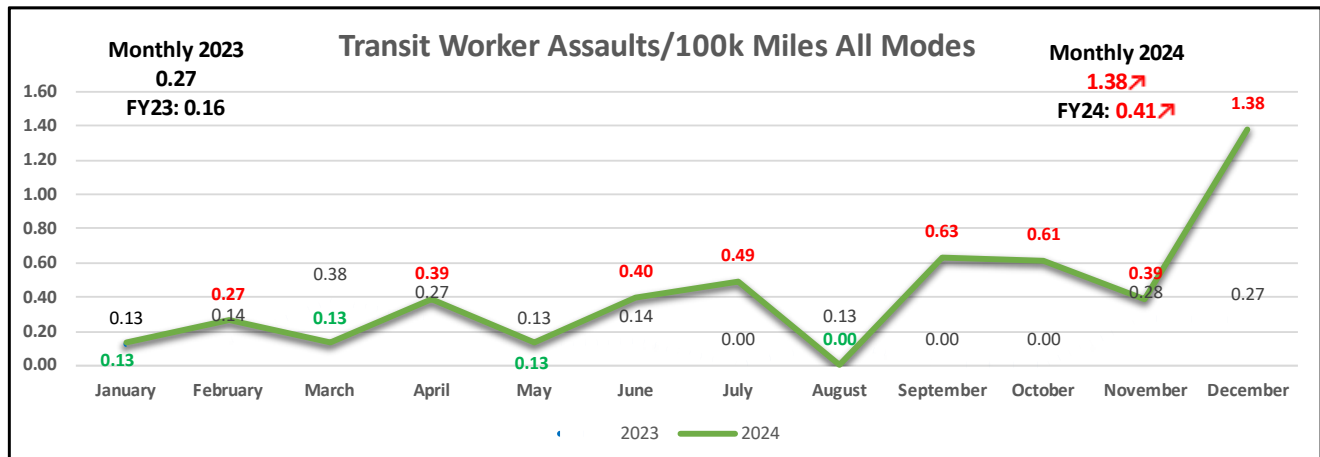
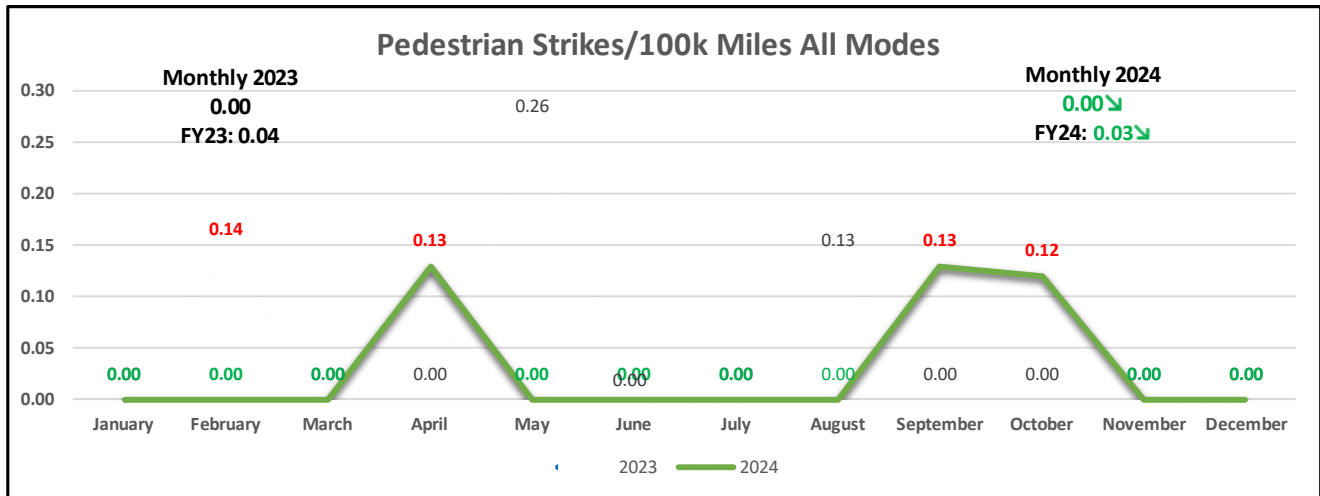
Risk and Safety Division Report

Safety and Accident Data

December 2024 Compared to December 2023 Data All Modes:



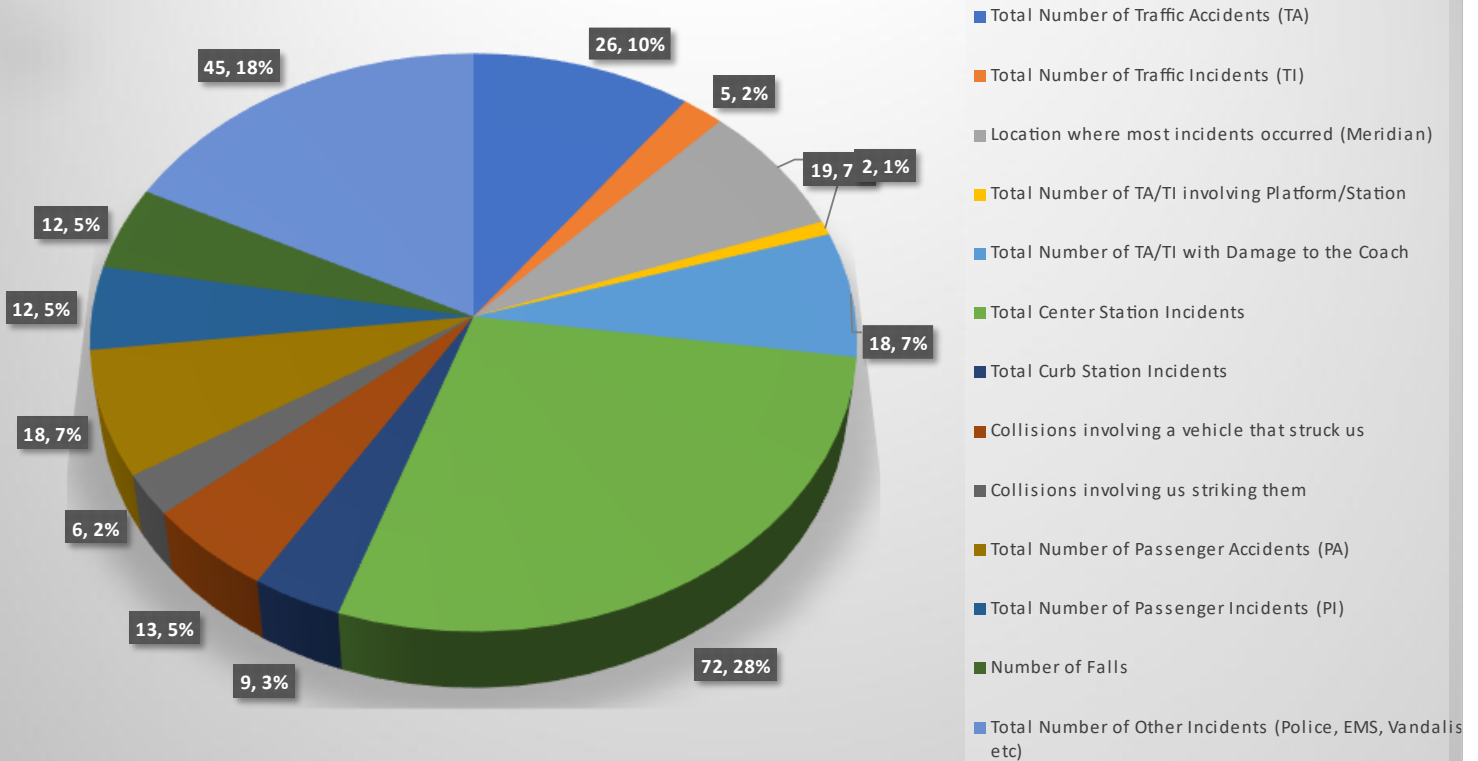
Risk and Safety Division Report



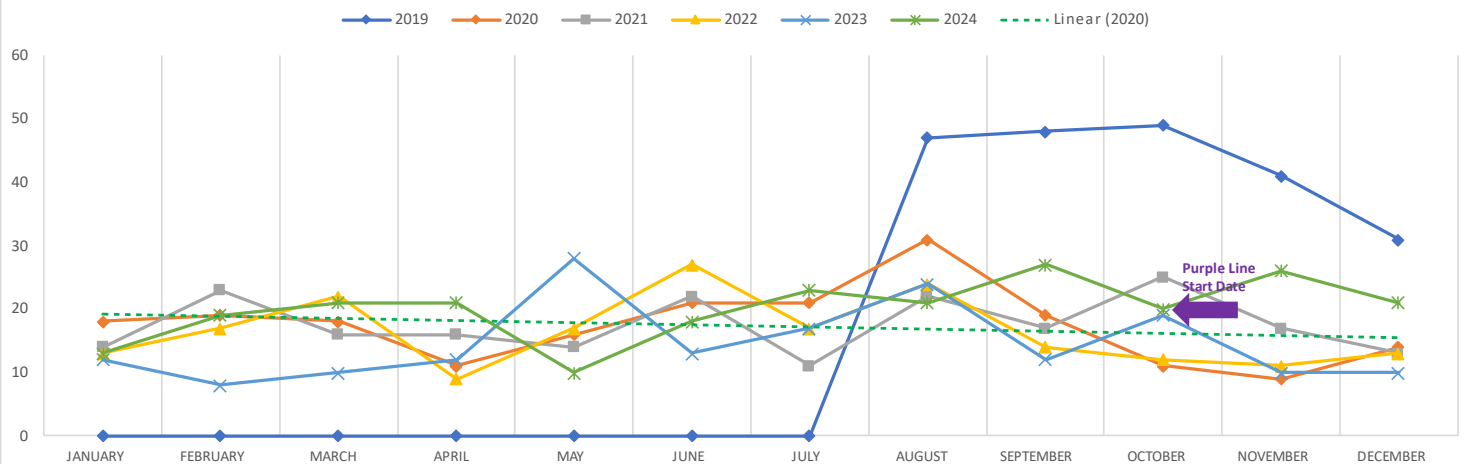
Risk and Safety Division Report



BRT December 2024



RED LINE COLLISIONS YEAR COMPARISON



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December 2024 Board Report



IndyGo SM

To: Chair and Board of Directors
From: Carrie Black, Chief Public Affairs Officer

CONSIDERATION OF PUBLIC AFFAIRS REPORT FOR December 2024

ISSUE:

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

RECOMMENDATION:

Receive the report.

Carrie Black
Chief Public Affairs Officer

Attachments

Contributing Staff includes:
Carrie Black, Chief Public Affairs Officer
Jordan Patterson, Special Programs Manager
Ari Kasle, Head of Digital Media
Ashlynn Neumeyer, Communications Manager
Ashley Wright, Creative Design Specialist
Kayla Bledsoe, Outreach Specialist

INDYGO.NET WEBSITE STATISTICS:

12/1/2024-12/31/2024

Page Views	156,708
Bounce Rate	44.78%
Total Users	29,207
Average Pa-geviews Per User	5.66
Total Sessions	40,563
Total Monthly Sessions Comparison to Previous Year	(Down) 1.49%

Mobile Share

Date	Mobile	Desktop	Tablet
Dec-24	70%	29%	1%
Nov-24	72%	27%	1%
Oct-24	70%	29%	1%
Sept-24	70%	29%	1%
Aug-24	72%	27%	1%
July-24	75%	24%	1%
June-24	73%	26%	1%
May-24	71%	27%	2%
April-24	70%	29%1%	1%
Mar-24	71%	27%	2%
Feb-24	69%	29%	2%
Jan-24	70%	28%	2%
Dec-23	68%	30%	2%
Nov-23	70%	29%	1%
Oct-23	72%	26%	2%
Sept-23	83%	16%	1%
Aug-23	83%	16%	1%
July-23	83.1%	15.8%	1.1%

Media Mention Highlights

WISHTV.COM

NewsWeatherSportsLifestyleFocus On FoodCommunityPodcastsStation InfoWatch Live

Home / News / Local News

Get \$10 off Uber or Lyft for a sober ride home on New Year's Eve



The words "Happy New Year" made of letter cubes hang in front of a photo of fireworks on a computer screen. Sober Ride Indiana is offering \$10 off Uber or Lyft rides in Indianapolis and Fort Wayne, while IndyGo will provide fare-free service from 4 p.m. on New Year's Eve. (Photo by Christopher Reichwein/picture via Getty Images)

67 Shares

TALKING HEADWAYS

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Talking Headways: A Streetsblog Podcast

Episode 513: Indianapolis' Blossoming BRT Network

The Talking Headways podcast is a weekly podcast about transportation and urban design.

f t i s h o g e i

All EpisodesEpisode 513: Indianapolis' Blossoming BRT Network

Episode 513: Indianapolis' Blossoming BRT Network

TALKING HEADWAYS A STREETSBLOG PODCAST
Episode 513: Indianapolis' Blossoming BRT Network

30%00:00:00 / 00:39:47130

Dec 19, 2024

This week we're joined by Austin Gibble, currently of Slantec, but formerly of the City of Indianapolis and IndyGo. We chat about the history of planning for BRT in Indy, the Cultural Trail bike network, transit and infrastructure costs, and the interpersonal relationships that can make or break projects.

+++

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MORE TOPICS

METRO


Education Center
Upcoming and On-Demand Webinars

BUS

IndyGo Awards 3 Contracts for Blue Line BRT Project

December 20, 2024 • By Metro Magazine Staff •

f t i s h o g e i



IndyGo will host a series of public open house meetings in mid-February along the Blue Line corridor to share the latest information regarding the anticipated construction schedule, planned detours, and other relevant information.

Photo: IndyGo/ROE

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Lawrence official recaps 2024 economic accomplishments

BY LELAH BERRY ON DECEMBER 26, 2024LAWRENCE/GEIST COMMUNITY

City of Lawrence Economic Development Director Keith Johnson gave a summary of what's been accomplished in 2024 during the Dec. 19 Lawrence Redevelopment Commission meeting, the last commission meeting of the year.

Johnson said two of the largest economic projects for Lawrence in 2024 were joint ventures for "The Warehouse" and "The Commons" (a mixed-use development) and the new Lawrence Indianapolis off Fort Blvd and Pendleton Pike, led by the Indiana Department of Transportation.

Lawrence officials have worked toward identifying targets for future economic development, he said, including finding a new tenant for the former Monarch Beverage distribution facility on Pendleton Pike, choosing parcels along the pike to purchase for redevelopment and finding partners for new projects.

"I think the completion of some of the things we started will be our task for next year," Johnson said.

That includes implementing a zoning overlay for Pendleton Pike, landscaping new medians on that roadway and continuing development of the Trades District off Pendleton Pike.

The commission also heard a presentation from Andy Mosser of Baker Tilly Municipal Advisors about the

Topics Include:

Media coverage for December 2024 shared news about holiday fare-free service, Blue Line Bus Rapid Transit (BRT) construction contract awards and the history of our BRT route planning, as well as a nod to the recent Purple Line BRT launch.

Multiple articles published in November mentioned the fare-free service IndyGo provides riders on Thanksgiving and Christmas all day, and New Year's Eve after 8 p.m. to promote safe and affordable travel during these holidays.

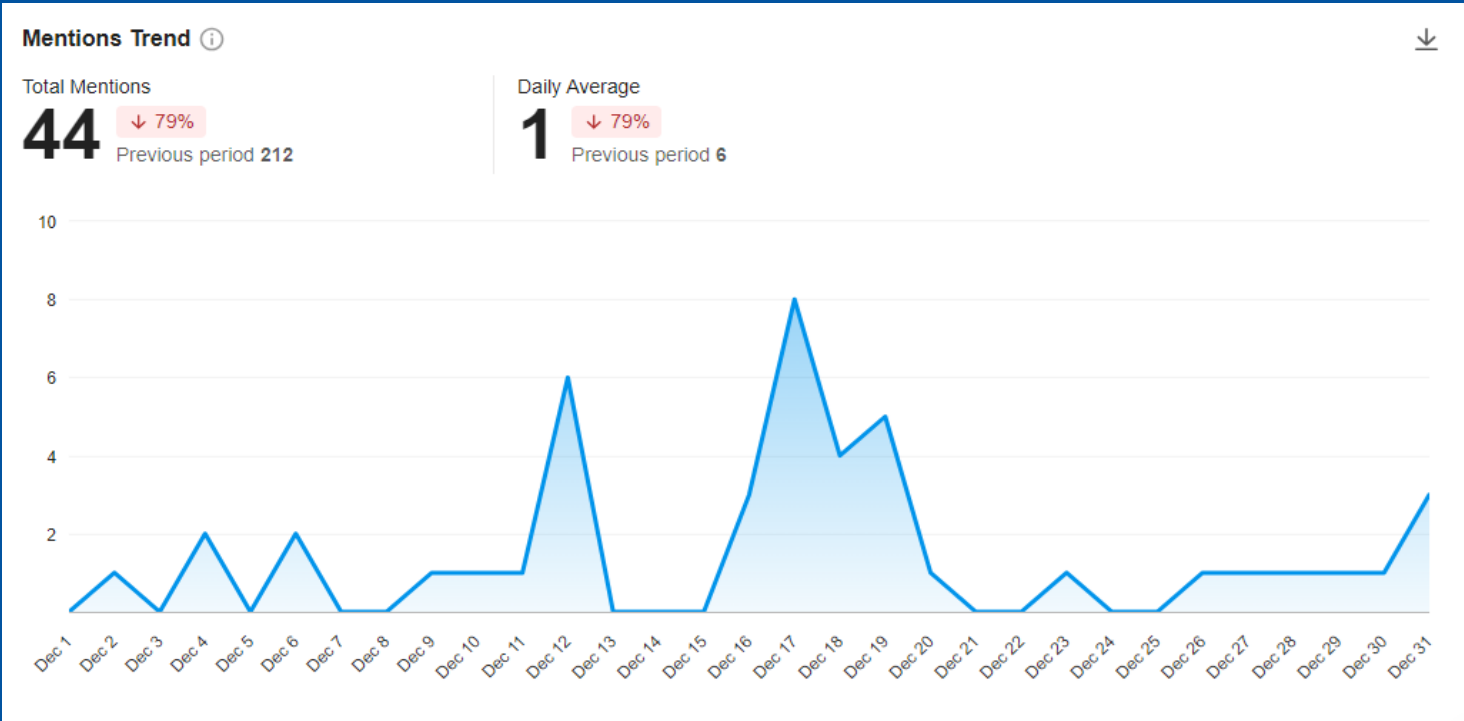
Additionally, Metro Magazine amplified IndyGo's message about Blue Line construction contracts being awarded to Central Indiana contractors Gradex Inc., F.A. Wilhelm Construction Co., and R.L. Turner Co. for a total of nearly \$250 million. Blue Line construction will start early this year and continue through 2028.

Finally, IndyGo's BRT projects were highlighted in two publications. First, a Talking Headways podcast episode shared the history of planning for BRT in Indy, along with transit and infrastructure costs. Second, a Current Publishing article praised the Purple Line as an economic accomplishment for the City of Lawrence.

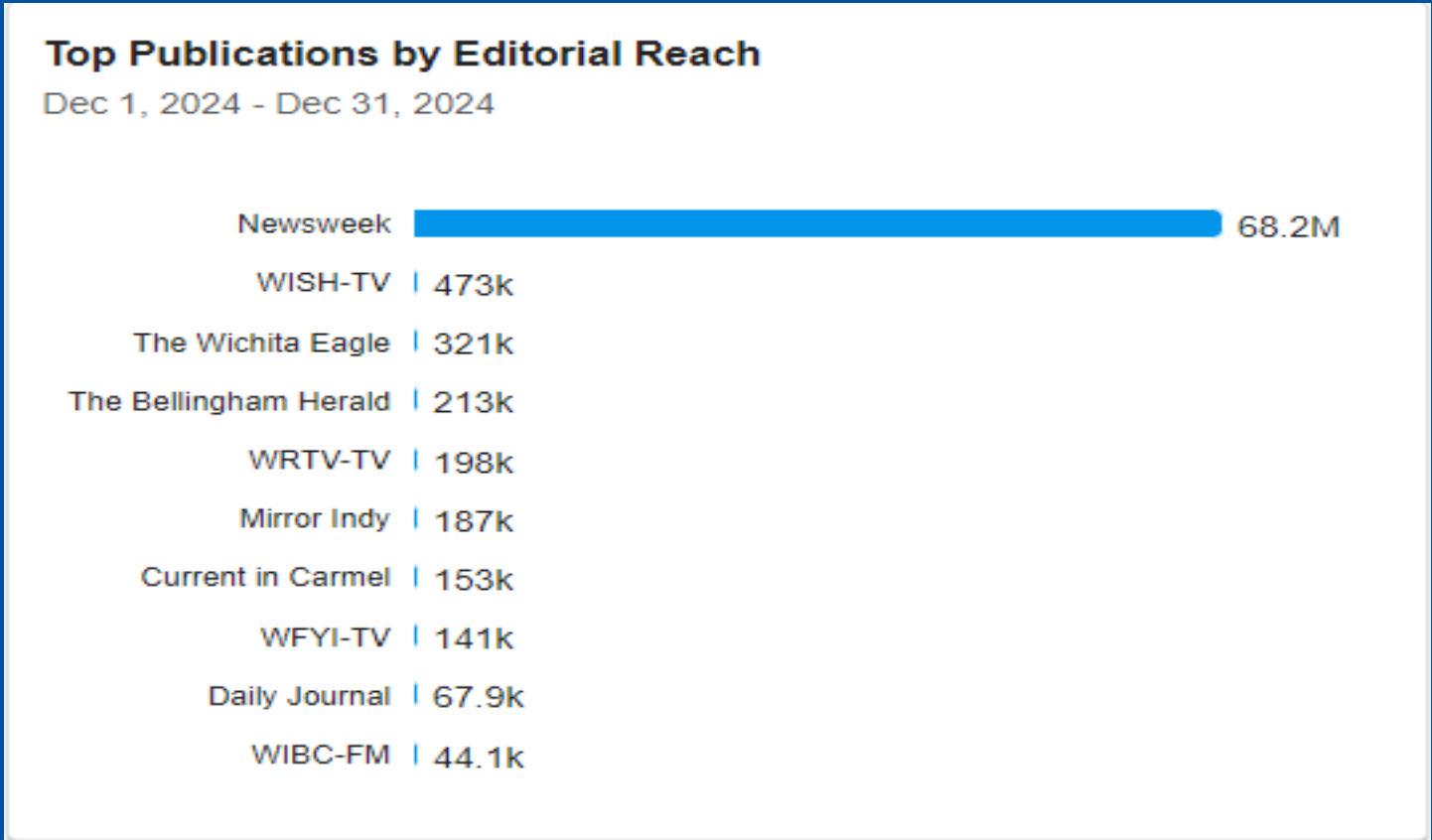
Altogether, IndyGo was mentioned 44 times in December.

Here's a brief coverage summary of IndyGo's media presence:

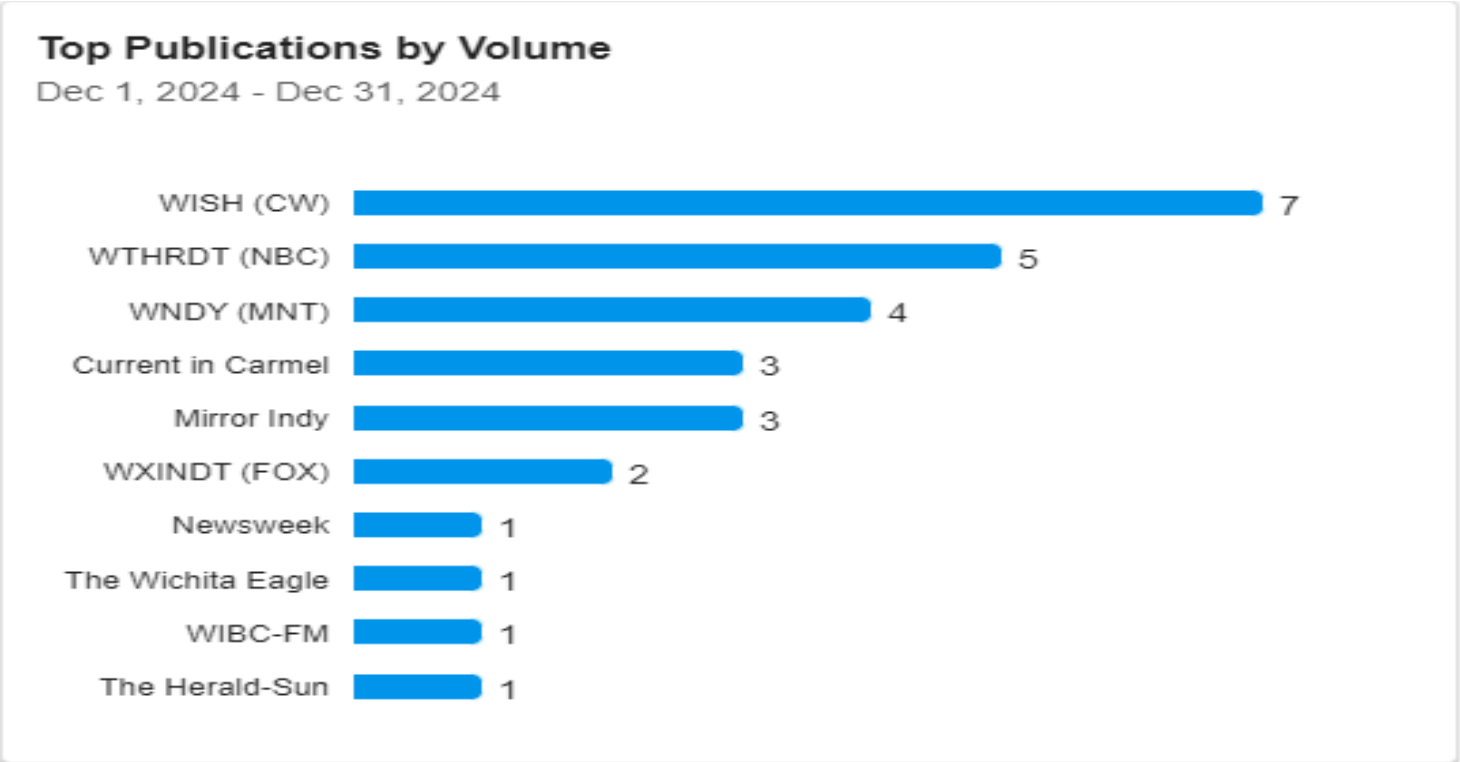
Here’s a brief coverage summary:



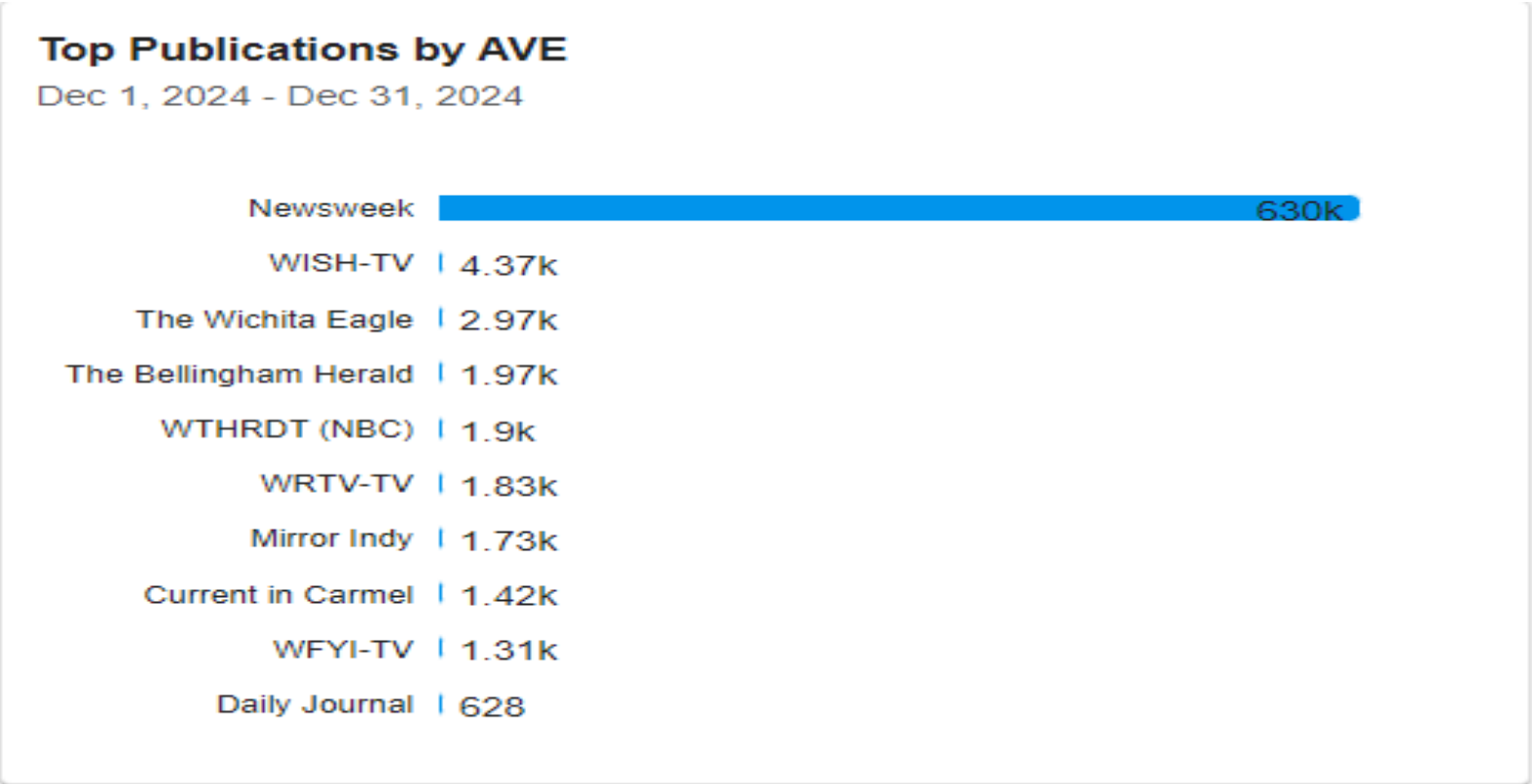
The graph below shows the top media outlets that published stories about IndyGo in December and the total potential viewership for each station or publication.



The graph below shows the top media outlets that published stories about IndyGo in December and the total potential viewership for each station or publication. The agency reached nearly 70 million viewers through these channels.



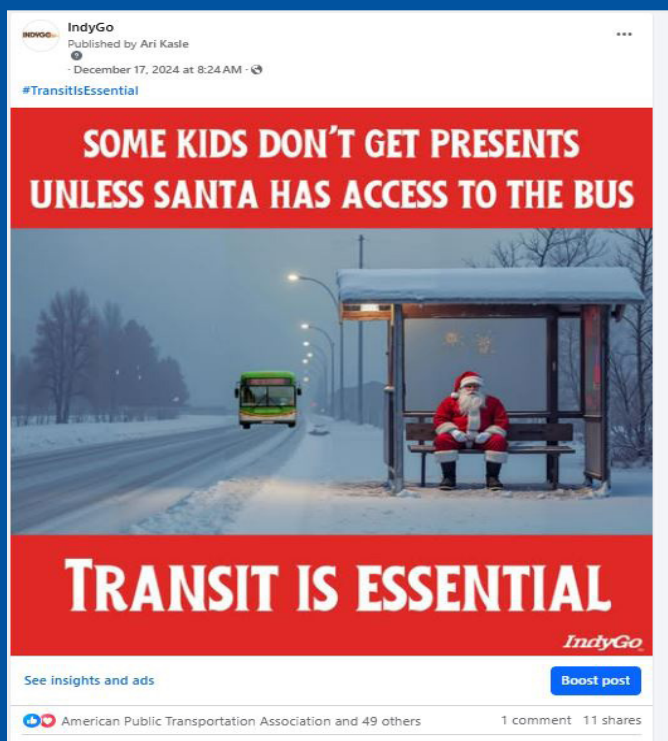
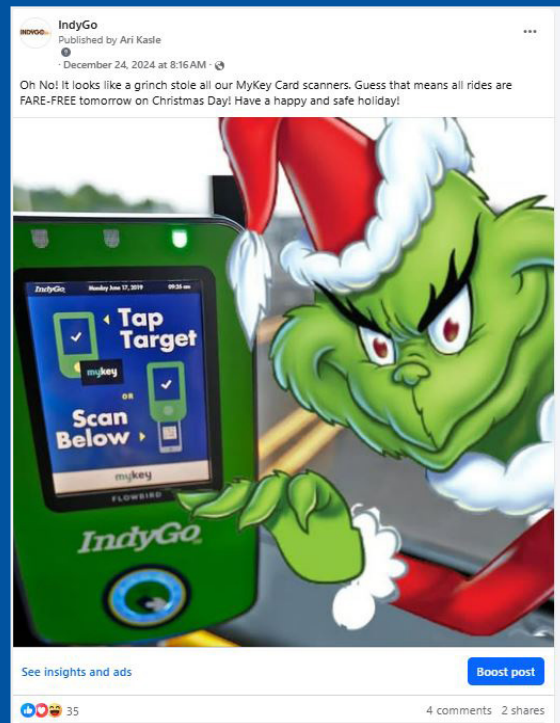
The graph below shows the earned media value for IndyGo’s top news publications. The total equivalent cost of this exposure last month, if the agency were to pay for it, would be approximately \$648,128.



Social Performance:

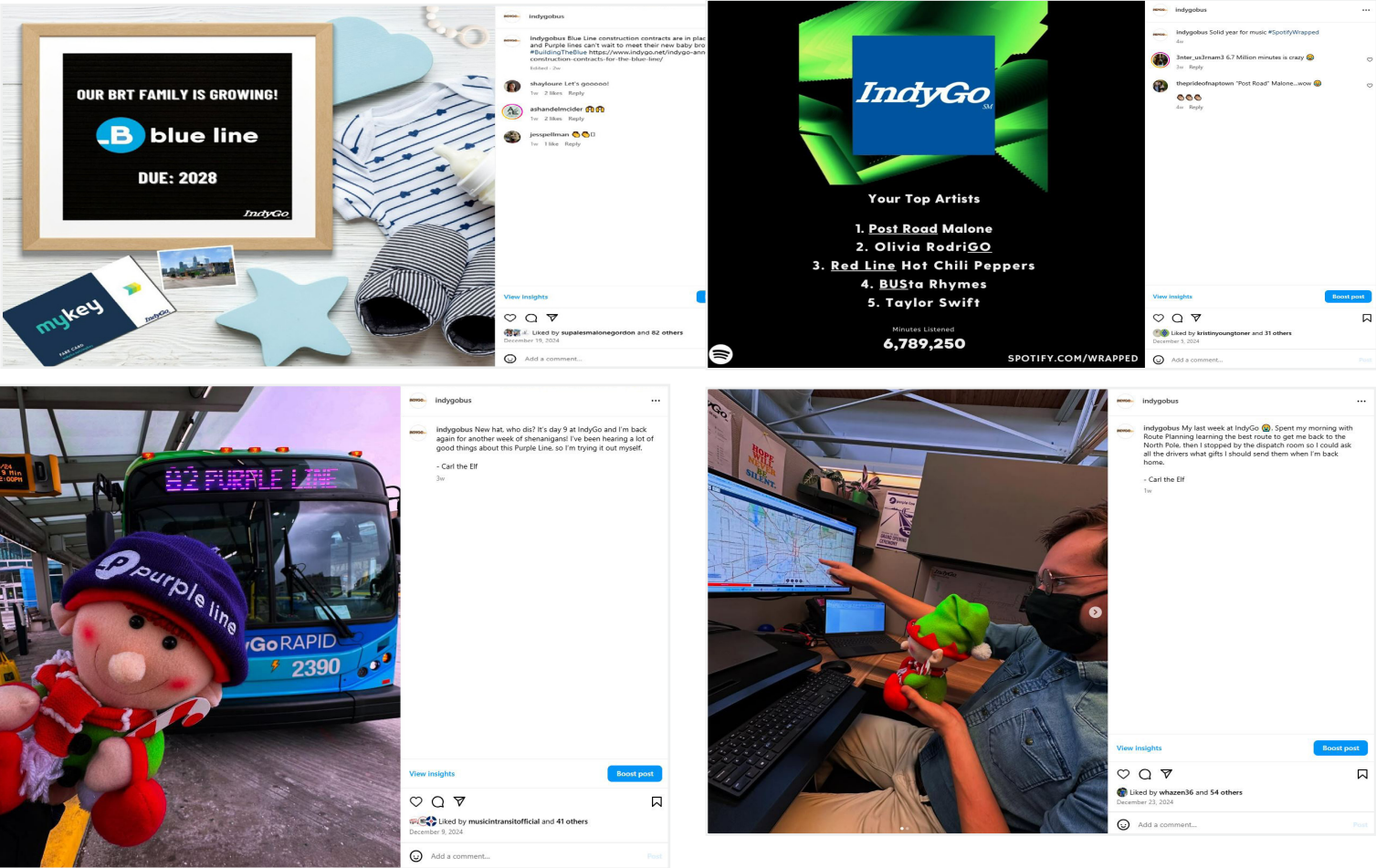
Facebook

- Had a total of 60,400 impressions
- 4,888 post engagements
- 11,854 page likes
- 13,936 current followers



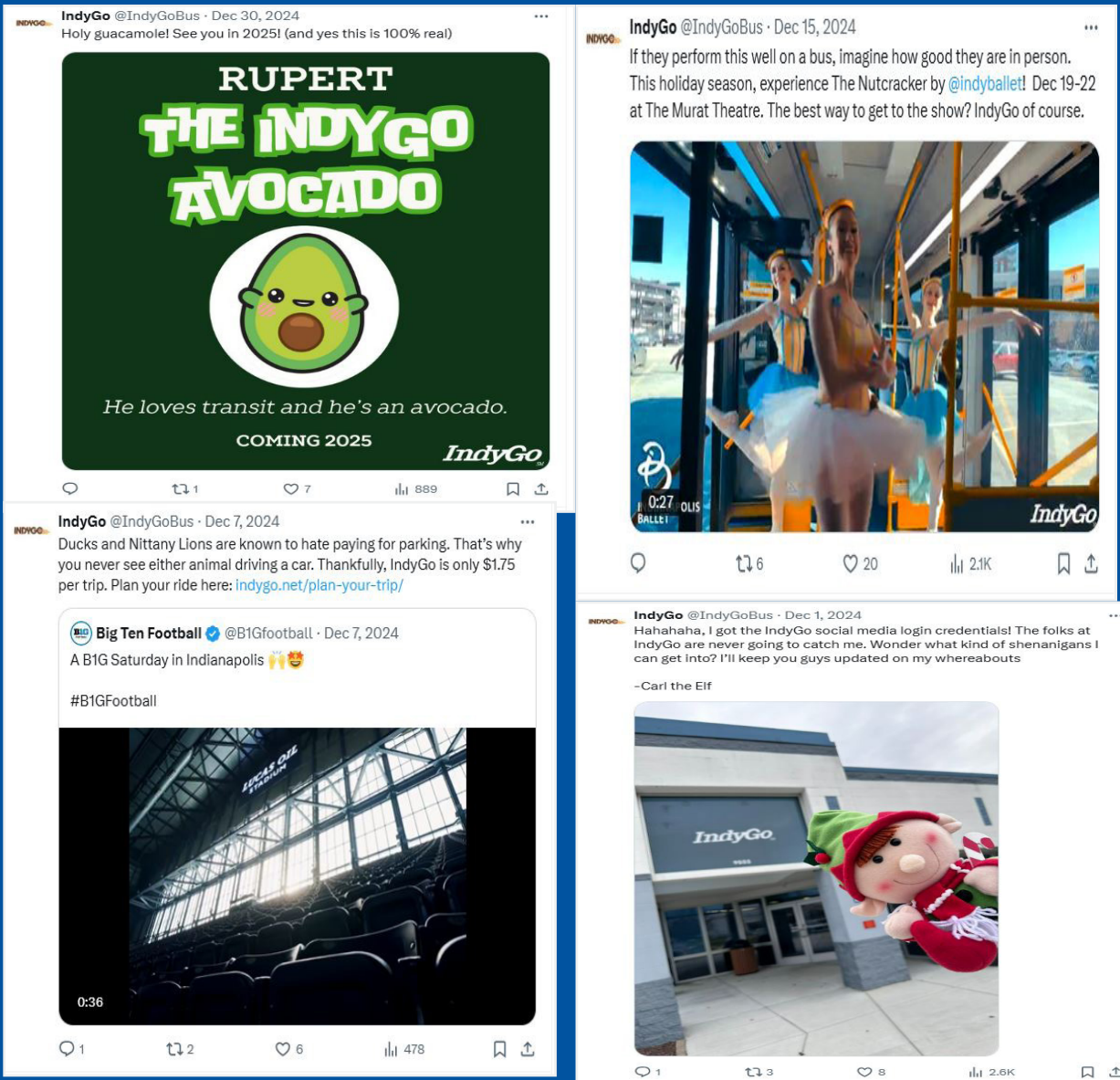
Instagram

- Generated 29,100 impressions (3,295 more than November)
- 1,690 total engagements (429 more than November)
- 5.8% engagement rate
- 4,771 current followers (41 more than November)



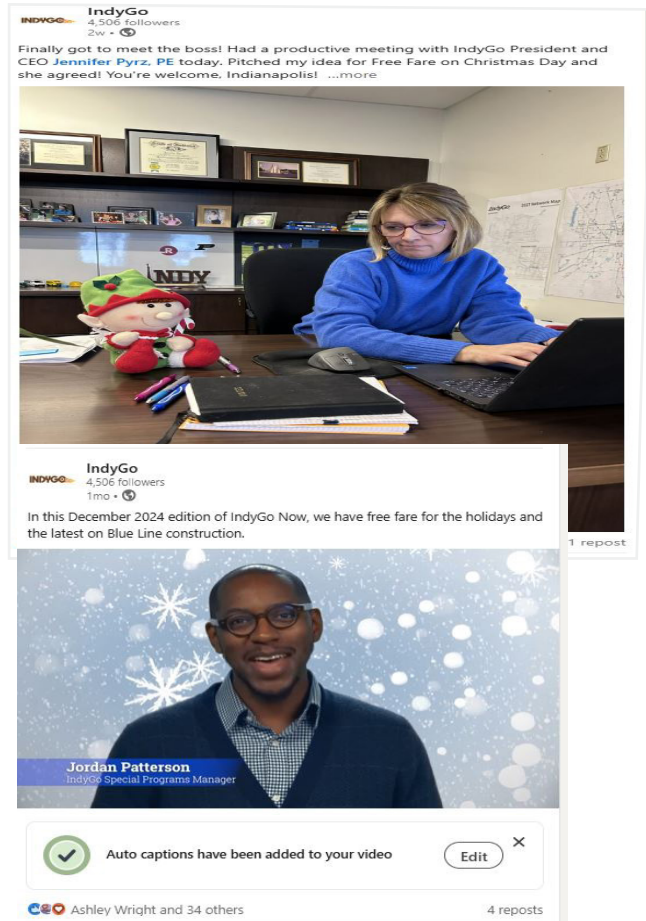
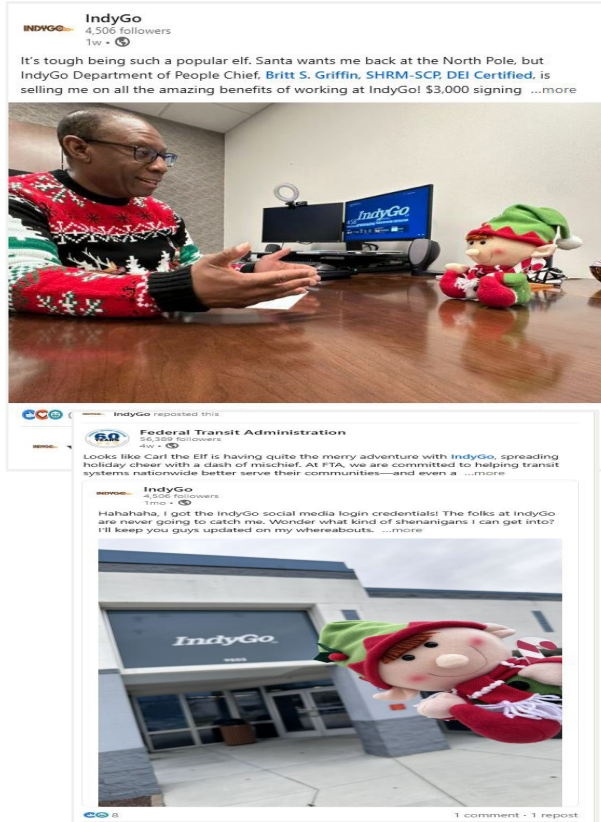
Twitter

- Had a total of 20,700 organic impressions
- Earned an average of 667 impressions per day
- 6,817 current followers (6 more than November)



LinkedIn

- Generated 16,500 impressions
- 1,500 total engagements, 9% engagement rate
- 91 new followers, 4,504 total followers

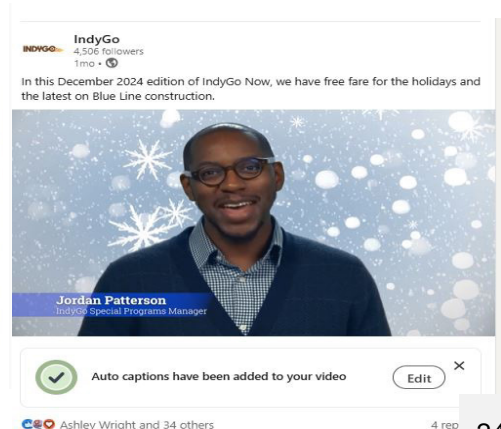


Video Data

Total Video Views: 39,109

Top 3 December Videos

- IndyGo x Indy Ballet- 16,174 views
- Blooper Reel- 2,447 views
- IndyGo Now- 2,834 views



Email Marketing:

NEWSLETTER

- 25,591 recipients (7,346 more than November)
- 3.77% CTR
- 4.97% open rate



The newsletter graphic features a blue header with the text "INSIDE" in white and the "IndyGo" logo in blue. Below the header is a dark blue banner with "December 2024" in white. The main content area has a white background with the title "IndyGo Celebrates the Season of Giving with Fare-Free Rides for the Holidays" in bold. The text describes fare-free service on Christmas Day and New Year's Eve, including schedules and contact information. A large blue section with white and green text highlights "FREE FARE For the Holidays!" with details for Christmas Day and New Year's Eve. The footer includes the "IndyGo" logo, contact information, and a note about rider exemptions.

INSIDE *IndyGo*SM

December 2024

IndyGo Celebrates the Season of Giving with Fare-Free Rides for the Holidays

During the season of giving, IndyGo is showing its thanks to riders by giving back and providing fare-free service all day on Christmas Day. Fixed route and IndyGo Access services will follow Sunday schedules on Christmas Day, with Customer Care Center hours from 7 a.m. to 4 p.m. and the Care Center Desk hours from 9 a.m. to noon. New Year's Eve will also be fare free after 8 p.m. and follow regular schedules.

Finally, fixed route and IndyGo Access services will follow Sunday schedules on New Year's Day, **but with regular fare required.**

FREE FARE *For the Holidays!*

» **Christmas Day** | Free fare all day
Sunday schedule

» **New Year's Eve** | Free fare after 8 p.m.

*IndyGo*SM Questions? Call Customer Care at 317.635.3344 or visit IndyGo.net

IndyGo Access Premium Rider Exemptions
Set to Expire January 2025

CREATIVE PROJECTS

- 10 requests completed via IndyGo Helpdesk
- 78 requests completed via other mediums
- 98 total creative requests completed

Outreach Summary: December 2024

In December, IndyGo reached more than 800 community members through in-person outreach as it focused on Transit Ambassador engagement at community events and Travel Trainings with partners.

IndyGo collaborated with Ivy Tech's Student Registration Event, connecting with more than 200 students and staff who will use the Purple and Red lines to travel between the school's Indianapolis and Lawrence campuses. Students who visited the table at the event were encouraged to board the Ivy Tech-wrapped BRT bus, where Transit Ambassadors taught them how to use MyKey to pay their fare, board and exit the bus and request a stop. The IvyCares office even distributed MyKey cards, which were provided by the IndyGo Foundation, to students who rode the bus.

Transit Ambassador outreach also included supporting riders on routes impacted by major service changes in October 2024 and distributing updated Wellness in Transit information. Additionally, they attended events at Indy Community Yoga, Central Public Library, Carriage House

and the MLK Community Center to promote transit use. Finally, they also assisted in documenting signage errors and technology issues at BRT platforms and along BRT routes.

Lastly, Indiana University School of Nursing students received travel trainings in December. On Dec. 4, students rode Route 10 from their campus to Rabble Coffee, while an afternoon group took Route 37 to Garden Table. Both groups visited the Carson Transit Center along the way. Discussions during both trips centered around how public transit relates to public and individual health. Indianapolis Public Schools (IPS) also took advantage of a travel training around this time and benefitted greatly from the information.



IndyGo Outreach Specialist Kayla Bledsoe and Transit Ambassador Mark Petrison performed outreach at a Southeast Community Services (SECS) event serving homeless folks! This event was organized by our own Transit Ambassador Charles Motley!



IndyGo hosted two travel trainings with different student groups from the Indiana University School of Nursing, sharing how to ride IndyGo's services, what routes to take to their destinations and more! (The afternoon group is pictured)



Members from the Shortridge High School Family and Community Engagement Liaisons program, which is a part of IPS, participated in an IndyGo travel training. During the training, participants rode IndyGo's BRT system to the Carson Transit Center and back to practice riding the bus. This will allow them to provide additional support to parents and students who use public transportation to travel to and from school.



IndyGo attended the Ivy Tech Student Fair to promote the Purple Line's services to those who travel to the school's Lawrence campus and North Meridian Center. The team talked with participants about how to ride and pay for IndyGo's BRT routes.

**DECEMBER OUTREACH
PROJECTS**

Date:	Event:
Tuesday, December 3	Ivy Tech Student Fair
Wednesday, December 4	IU School of Nursing Travel Training
Monday, December 9	Travel Training: IPS
Friday, December 20	Holiday Breakfast for the Unhoused
Saturday, December 21	Hope for Christmas Tabling

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Board of Finance Report
January 16, 2025

www.IndyGo.net
317.635.3344

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1. **Call to Order and Roll Call** (Presenters – Greg Hahn, Robert Frye)
2. **Regular Agenda** (Presenter – Greg Hahn)
 1. A-1: Consideration and Approval of Board of Finance Recommendation (Presenter – Bart Brown)
3. **Adjourn** (Presenter – Greg Hahn)

Our next Board Meeting will be Thursday, February 20, 2025; 4pm

In accordance with the Americans with Disabilities Act, the Indianapolis Public Transportation Corporation is required to provide reasonable accommodations to persons with disabilities interested in attending public meetings.

Accommodations are available upon request to persons with disabilities who require alternately formatted materials, auxiliary aids, or reasonable modifications to policies and procedures to ensure effective communication and access to public meetings. Accommodations are also available for Individuals with limited English proficiency (LEP). If you require an accommodation to attend the meeting or access the materials, please contact Carrie Black by email at

Carrie.Black@indyGo.net. Please allow at least two business days to arrange for accommodations.

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INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION INVESTMENTS

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

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

During the year ending December 31, 2024, IPTC held interest bearing demand deposit accounts, interest bearing savings accounts and certificates of deposits with Indiana financial institutions. Demand deposits are fully insured by the Federal Depository Insurance Corporation or by the Indiana Public Deposits Insurance Fund.

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

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

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

Deposits: IPTC maintains cash deposits and certificates of deposit with area financial institutions. A summary of these deposits at December 31, 2024 is attached.

Average Bank Balances by Financial Institution:

Chase, N.A.	12,499,891.90
Fifth Third Bank	114,995,507.12
National Bank of Indianapolis	35,045,058.01
BNY Mellon - Trustee Account	63,458,110.26
Regions Bank	26,371,566.77
Old National Bank	31,719,854.42
PNC Bank	21,146,227.99
Total	305,236,216.46

Average Bank Balances by Fund:

General Fund	41,880,102.20
Debt Service Fund	7,882,376.41
Cumulative Capital Fund	50,361,474.63
Bond Proceeds Fund	63,458,110.26
Federal Stimulus Fund	141,654,152.97
Total	305,236,216.46

Average Return on Investment: 4.02%

Average Balance of Interest Earning Accounts	\$296,313,524.95
Investment Earnings	\$11,911,808.73

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Investment Earnings	11,911,808.73

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (INDYGO)
REPORT OF END OF MONTH BALANCES & EARNINGS BY FINANCIAL INSTITUTION
FOR THE YEAR ENDING DECEMBER 31, 2024

Institution	Fund	January	February	March	April	May	June	July	August	September	October	November	December	YTD Interest Earnings Total Return	Ave EOM Bal YTD Earnings Ave Return
CHASE, N.A.															
Chase * Cash/Investment Balance Earnings	General Fund 628555146	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	1,040,315.10 0.00	0.00	1,040,315.10 0.00
Chase * Cash/Investment Balance Earnings	General Fund 100082102837	2,500,000.00 0.00	2,500,000.00 0.00	2,500,000.00 0.00	2,500,000.00 0.00	2,500,000.00 0.00	2,500,000.00 60,000.00	2,560,000.00 0.00	2,560,000.00 0.00	2,560,000.00 0.00	2,560,000.00 0.00	2,560,000.00 0.00	2,560,000.00 0.00	60,000.00	2,530,000.00 5,000.00
Chase * Cash/Investment Balance Earnings	Debt Service Fund 700039006204	4,597,141.14 0.00	4,597,141.14 0.00	7,132,449.14 0.00	8,400,103.14 0.00	9,667,757.14 0.00	5,555,061.14 0.00	6,822,715.14 0.00	8,090,369.14 0.00	9,358,023.14 0.00	10,625,677.14 0.00	11,893,331.14 0.00	7,848,748.35 0.00	0.00	7,882,376.41 0.00
Chase High Yield Cash/Investment Balance Earnings	Cumulative Fund 2330430816	1,038,983.21 1,541.78	1,040,427.67 1,444.46	1,041,973.89 1,546.22	1,043,472.46 1,498.57	1,045,023.21 1,550.75	1,046,526.16 1,502.95	1,048,081.44 1,555.28	1,049,639.04 1,557.60	1,051,079.61 1,440.57	1,052,463.10 1,383.49	1,053,737.47 1,274.37	1,054,997.47 1,260.00	17,556.04	1,047,200.39 1,463.00
Cash/Investment Balance Earnings	TOTAL	9,176,439.45	9,177,883.91	11,714,738.13	12,983,890.70	14,253,095.45	10,141,902.40	11,471,111.68	12,740,323.28	14,009,417.85	15,278,455.34	16,547,383.71	12,504,060.92		12,499,891.90
Rate	TOTAL	1,541.78	1,444.46	1,546.22	1,498.57	1,550.75	61,502.95	1,555.28	1,557.60	1,440.57	1,383.49	1,274.37	1,260.00	77,556.04	6,463.00

FIFTH THIRD BANK:															
Fifth Third Bank Cash/Investment Balance Earnings	Cumulative Fund 7652203527	29,407,492.91 96,221.82	29,514,116.83 106,623.92	31,672,491.19 100,145.36	32,771,315.07 69,709.38	27,960,629.61 110,746.29	31,710,263.57 101,119.41	32,840,226.00 100,847.93	26,003,632.77 117,614.36	27,150,195.38 117,448.11	28,267,791.70 88,481.82	29,381,900.27 84,994.07	32,766,200.30 82,366.68	1,176,319.15	29,953,854.63 98,026.60
Fifth Third Bank Cash/Investment Balance Earnings	Cum Investment Mgr 6668297	18,946,764.07 35,187.96	18,975,702.76 29,268.90	19,024,076.86 16,801.40	19,160,699.44 126,620.14	19,224,075.48 24,909.84	19,304,077.46 46,166.42	19,399,599.07 39,074.87	19,445,470.62 512.34	19,609,463.96 117,283.64	19,674,955.95 72,494.57	19,729,358.54 32,778.53	19,830,790.96 83,130.44	624,229.05	19,360,419.60 52,019.09
Fifth Third Bank Cash/Investment Balance Earnings	Federal Stimulus Cares 9883992	33,166,099.18 137,348.16	33,140,877.29 31,043.11	33,223,368.61 19,808.82	33,343,568.54 163,747.90	33,491,170.96 43,893.15	33,604,852.67 54,843.92	33,890,517.00 142,238.42	34,047,053.81 30,637.87	34,295,042.69 128,314.82	34,302,771.33 100,218.90	34,372,703.48 48,510.52	29,580,271.82 167,764.87	1,068,370.46	33,371,524.78 89,030.87
Fifth Third Cash/Investment Balance Earnings	General Fund 7654027049	31,617,743.35 157,505.82	15,963,562.75 168,834.01	15,774,313.98 81,407.14	14,884,104.28 34,401.71	9,869,236.85 56,476.87	25,349,190.71 48,651.49	19,765,397.14 86,351.55	19,476,094.93 101,209.20	16,669,975.35 57,494.30	13,815,636.36 68,802.63	16,612,726.40 47,642.78	24,866,133.07 40,128.62	948,906.12	18,722,009.60 79,075.51
Fifth Third Cash/Investment Balance Earnings	General Fund 7653171806	3,891,097.10 7,554.74	5,128,630.19 12,122.87	828,571.24 15,020.16	1,478,936.39 2,114.34	2,142,060.61 3,984.18	9,180,970.15 6,326.03	10,139,711.77 30,029.94	5,771,130.44 34,861.61	7,890,300.15 35,421.58	173,433.10 20,706.56	735,433.23 12,715.55	1,227,903.03 1,154.85	182,012.41	4,049,014.78 15,167.70
Fifth Third Cash/Investment Balance Earnings	Blue Line Reserve 76556797300	10,205,338.52 37,455.85	10,242,801.35 37,462.83	10,277,555.96 34,754.61	5,300,560.75 37,462.83	5,320,443.72 34,754.61	10,338,975.74 18,532.02	10,373,485.55 37,721.19	10,411,206.74 37,721.19	10,448,762.91 37,721.19	10,483,528.24 34,765.33	10,515,806.68 29,931.84	10,545,738.52 29,931.84	377,855.85	9,538,683.72 31,487.99
Cash/Investment Balance Earnings	TOTAL	127,234,535.13 471,274.35	112,965,691.17 385,355.64	110,800,377.84 267,937.49	106,939,184.47 419,598.26	98,007,617.23 259,893.30	129,488,330.30 275,639.29	126,408,936.53 433,052.52	115,154,589.31 322,556.57	116,063,740.44 493,518.62	106,718,116.68 385,469.81	111,347,928.60 258,919.89	118,817,037.70 404,477.30	4,377,693.04	114,995,507.12 364,807.75

BNY MELLON:															
Bond Issue 2018A Cash/Investment Balance Earnings	Bond Proceeds Fund 419777	750,848.50 3,255.51	754,107.14 3,258.64	757,160.53 3,053.39	3,320.90 3,269.29	5,543.02 2,222.12	5,566.58 23.56	5,589.76 23.18	5,613.90 24.14	5,638.08 24.18	5,660.83 22.75	0.00 22.30	13.24 13.24	15,212.30	191,588.54 1,267.69
Bond Issue 2021D Cash/Investment Balance Earnings	Bond Proceeds Fund 935990	1,007,082.40 4,366.46	1,011,453.05 4,370.65	1,015,548.40 4,095.35	1,019,933.37 4,384.97	1,024,186.12 4,252.75	1,028,600.04 4,413.92	1,032,885.80 4,285.76	1,037,338.50 4,452.70	1,041,797.23 4,458.73	1,045,993.95 4,196.72	0.00 4,121.26	2,466.15 2,466.15	49,865.42	855,607.08 4,155.45
Bond Issue 2021D Cash/Investment Balance Earnings	Bond Proceeds Fund 308939	61,879,451.43 268,294.14	62,148,003.98 268,552.55	62,399,640.36 251,636.38	60,822,410.52 269,430.79	61,081,403.52 258,993.00	61,344,644.59 263,241.07	61,600,241.68 255,597.09	61,865,796.08 265,554.40	62,131,710.91 265,914.83	62,381,999.32 250,288.41	62,137,470.60 245,788.46	44,112,240.16 228,534.83	3,091,825.95	60,325,417.76 257,652.16
Bond Note 24 Cash/Investment Balance Earnings	Bond Proceeds Fund 9033512	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	25,025,962.52 25,962.52	25,962.52	25,025,962.52 25,962.52
Cash/Investment Balance Earnings	TOTAL	63,637,382.33 275,916.11	63,913,564.17 276,181.84	64,172,349.29 258,785.12	61,845,664.79 277,085.05	62,111,132.66 265,467.87	62,378,811.21 267,678.55	62,638,717.24 259,906.03	62,908,748.48 270,031.24	63,179,146.22 270,397.74	63,433,654.10 254,507.88	62,137,470.60 249,932.02	69,140,682.07 256,976.74	3,182,866.19	63,458,110.26 265,238.85

NBOFI															
NBOFI Cash/Investment Balance Earnings	Insurance Reserve 1478403	876,723.25 2,915.37	879,459.33 2,736.08	882,388.90 2,929.57	885,195.87 2,806.97	888,067.48 2,871.61	890,829.26 2,761.78	893,675.66 2,846.40	896,460.36 2,784.70	898,920.31 2,459.95	901,291.60 2,371.29	903,592.36 2,300.76	905,913.07 2,320.71	32,105.19	891,876.45 2,675.43
NBOFI Cash/Investment Balance Earnings	Investment 60105487	33,527,600.59 99,816.54	33,498,120.28 90,046.68	33,634,496.28 90,320.43	33,640,953.68 122,650.41	33,823,815.31 98,263.59	33,994,460.13 96,512.18	34,225,302.64 107,549.83	34,459,341.36 59,239.99	34,664,024.02 57,191.26	34,667,901.91 59,506.12	34,783,985.62 59,506.12	34,918,176.87 59,506.12	1,082,327.36	34,530,456.08 84,461.39
Cash/Investment Balance Earnings	TOTAL	34,404,323.84 102,731.91	34,377,579.61 82,782.76	34,516,885.18 93,250.00	34,526,149.55 125,457.38	34,711,882.79 101,135.20	34,885,289.39 99,273.96	35,118,978.30 151,295.23	35,355,801.72 110,334.53	35,562,944.33 65,241.45	35,569,193.51 61,611.28	35,687,577.98 59,492.02	35,824,089.94 61,826.83	1,114,432.55	35,045,058.01 92,869.38

Regions Bank															
Regions Bank Cash/Investment Balance Earnings	Crsra Investment 1001023865	20,832,587.80 14,389.26	20,849,685.77 34,543.12	20,932,968.61 7,653.87	20,969,001.50 34,570.53	21,078,782.14 77,596.76	21,174,103.47 64,216.53	21,322,719.73 99,604.63	21,446,918.22 17,197.41	21,595,344.99 191,904.21	21,578,726.34 31,618.88	21,645,115.57 5,350.55	21,734,416.58 153,044.93	731,690.68	21,263,364.23 60,974.22
Regions Bank Cash/Investment Balance Earnings	Money Market 0346712755	5,000,000.00	5,015,248.56	5,039,131.64	5,060,058.40	5,080,386.06	5,098,817.50	5,120,408.63	5,140,104.71	5,160,073.29	5,178,181.01	5,194,399.97	5,211,620.70		5,108

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (INDYGO)
REPORT OF END OF MONTH BALANCES & EARNINGS BY FINANCIAL INSTITUTION
FOR THE YEAR ENDING DECEMBER 31, 2024

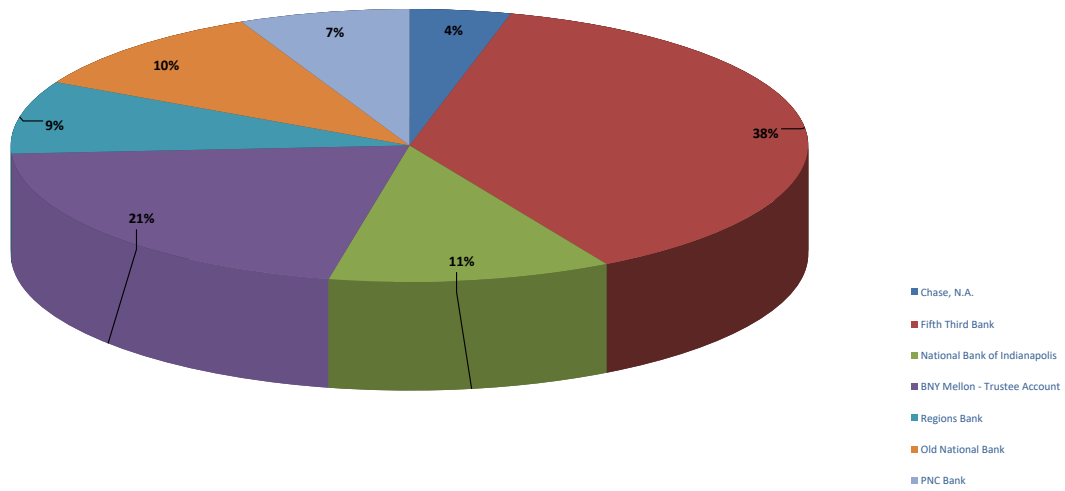
														YTD Interest Earnings Total Return	Ave EOM Bal YTD Earnings Ave Return
<u>Institution</u>	<u>Fund</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>		
Earnings		1.37	15,248.56	23,913.08	20,956.76	20,357.66	18,461.44	21,621.13	19,726.08	19,998.58	18,137.72	16,248.96	17,250.73	211,922.07	
Cash/Investment Balance	TOTAL	25,832,587.80	25,864,934.33	25,972,100.25	26,029,059.90	26,159,168.20	26,272,920.97	26,443,128.36	26,587,022.93	26,755,418.28	26,756,907.35	26,839,515.54	26,946,037.28		26,371,566.77
Earnings	TOTAL	14,390.63	49,791.68	31,566.95	55,527.29	97,954.42	82,677.97	121,225.76	36,923.49	211,902.79	49,756.60	21,599.51	170,295.66	943,612.75	78,634.40

<u>Old National Bank</u>															
Old National Bank	Old Nat Investment														
Cash/Investment Balance	710204017	31,119,425.69	31,035,707.82	31,216,407.94	31,264,151.62	31,401,985.56	31,512,397.05	31,790,706.30	31,969,564.54	32,298,660.96	32,253,750.51	32,326,802.83	32,448,692.16		31,719,854.42
Earnings		175,371.75	52,505.16	201,351.27	141,618.37	80,069.06	85,741.60	155,212.48	76,675.19	286,505.66	57,741.77	88,220.47	139,341.36	1,540,354.14	128,362.85
Cash/Investment Balance	TOTAL	31,119,425.69	31,035,707.82	31,216,407.94	31,264,151.62	31,401,985.56	31,512,397.05	31,790,706.30	31,969,564.54	32,298,660.96	32,253,750.51	32,326,802.83	32,448,692.16		31,719,854.42
Earnings	TOTAL	175,371.75	52,505.16	201,351.27	141,618.37	80,069.06	85,741.60	155,212.48	76,675.19	286,505.66	57,741.77	88,220.47	139,341.36	1,540,354.14	128,362.85

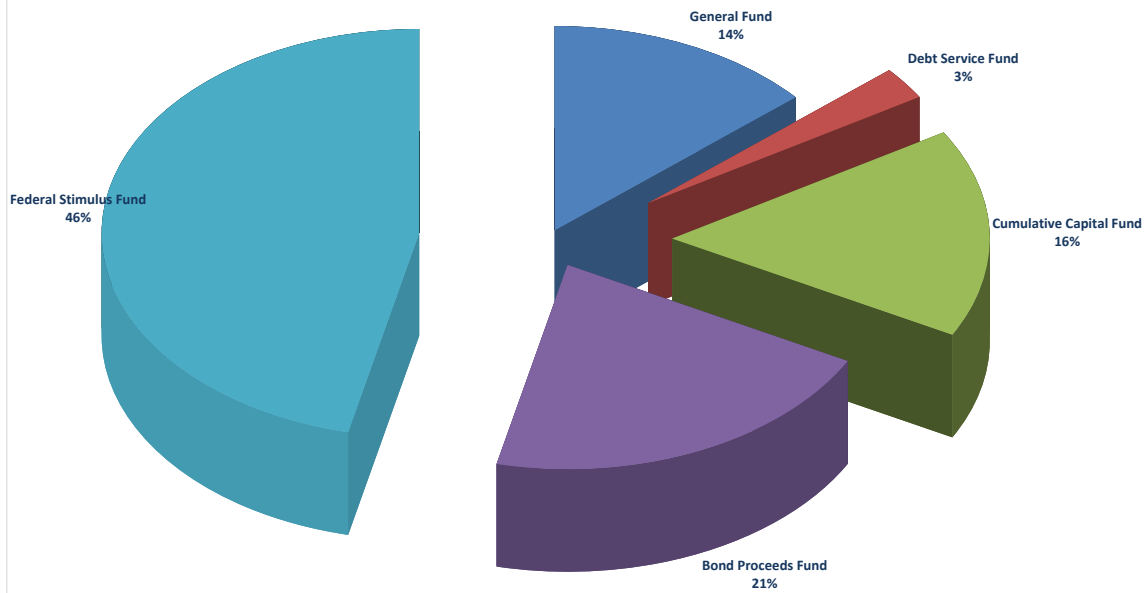
<u>PNC Bank</u>															
PNC Bank	PNC Investment														
Cash/Investment Balance	20750688441533	20,779,210.76	20,741,512.54	20,817,444.54	20,809,995.05	20,929,450.84	21,032,527.33	21,195,245.32	21,339,005.03	21,471,885.39	21,468,997.10	21,540,980.63	21,628,481.29		21,146,227.99
Earnings		64,844.60	45,611.78	48,842.00	80,458.53	53,835.79	52,156.49	99,779.43	58,729.71	45,705.78	42,385.72	40,903.53	42,040.66	675,294.02	56,274.50
Cash/Investment Balance	TOTAL	20,779,210.76	20,741,512.54	20,817,444.54	20,809,995.05	20,929,450.84	21,032,527.33	21,195,245.32	21,339,005.03	21,471,885.39	21,468,997.10	21,540,980.63	21,628,481.29		21,146,227.99
Earnings	TOTAL	64,844.60	45,611.78	48,842.00	80,458.53	53,835.79	52,156.49	99,779.43	58,729.71	45,705.78	42,385.72	40,903.53	42,040.66	675,294.02	56,274.50

Cash/Investment Balance	GRAND TOTAL	312,183,905.00	298,076,873.55	299,210,303.17	294,398,096.08	287,574,332.73	315,712,178.65	315,066,823.73	306,055,055.29	309,341,213.47	301,479,074.59	306,427,659.89	317,309,081.36		305,236,216.46
Earnings	GRAND TOTAL	1,106,071.13	893,673.32	903,279.05	1,101,243.45	859,906.39	924,670.81	1,222,026.73	876,808.33	1,374,712.61	852,856.55	720,341.81	1,076,218.55	11,911,808.73	992,650.73

Average Bank Balances by Financial Institution



AVERAGE BANK BALANCES BY FUND



Indianapolis Public Transportation Corporation (IndyGo)

INVESTMENT POLICY STATEMENT

I. Purpose and Philosophy

This Investment Policy Statement ("IPS") is set forth to establish the investment objectives and guidelines for Indianapolis Public Transportation Corporation (IndyGo). This IPS also will serve as the primary basis for evaluation of the performance of the investment manager engaged by IndyGo.

The Finance Committee of IndyGo recognizes that the ultimate responsibility for prudent investment decisions and satisfactory investment performance of IndyGo rests with the IndyGo Board of Directors. This responsibility is best achieved by "managing the investment management function" rather than by "being the portfolio manager." IndyGo believes that the best approach is to:

- A. Establish an investment philosophy.
- B. Set policy guidelines and objectives.
- C. Appoint a qualified investment manager.
- D. Monitor investment results to ensure that policy objectives are being met.
- E. Communicate with those responsible for investment results.

All investment actions and decisions must be based solely on the best interests of IndyGo.

II. Definitions

Finance Committee – subcommittee of the Board of Directors.

Investment Manager – Controller for the Indianapolis Public Transportation Corporation

Portfolio Manager(s) – organizations that make investments in portfolios of securities on behalf of clients under the investment objectives and parameters the client has defined. A portfolio manager may handle all activities associated with the management of client portfolios, from day-to-day buying and selling of securities to portfolio monitoring, transaction settlement, performance measurement, and regulatory and client reporting.

Indiana Code – code of laws for the U.S. state of Indiana. The contents are the codification of all the laws currently in effect within Indiana.

III. Policy Objective

The objective of the policy of IndyGo to invest funds in a manner that will provide the highest investment return possible while maintaining the maximum security of the principal and meeting cash flow demands. All investments will conform to the applicable laws and regulations governing the investment of public funds.

IV. Investment Objectives

The investment objectives of IndyGo are:

- A. Conform to all applicable legal requirements including, but not limited to, IC 5-13.
- B. Shall be undertaken in a manner that seeks to preserve capital. At no time should the safety of the portfolio's principal investment be impaired or jeopardized.
- C. Investment portfolio is to remain sufficiently liquid to enable IPTC to meet those operating requirements that might be reasonably anticipated.
- D. Yield/Return on investment should generate the highest available return without sacrificing the first three objectives outlined above.

V. Responsibilities of the Finance Committee

The Finance Committee and Investment Manager are responsible for the review and oversight of IndyGo investments. These responsibilities include:

- A. Establishing investment management objectives;
- B. Formulating and adopting investment guidelines and limitations;
- C. Monitoring and evaluating portfolio managers;
- D. Ensuring and documenting compliance with the IPS.

VI. Investment Manager Responsibilities

The Investment Manager is responsible for making investment decisions. The specific duties and responsibilities of the Investment Manager are:

- A. Implement these guidelines to achieve the objectives of IndyGo as outlined in this IPS;
- B. Notify IndyGo's Finance Committee should circumstances occur in which the Investment Manager believes the guidelines need to be modified to achieve the objectives;
- C. Meet or outperform the benchmarks which are described herein;
- D. Direct the portfolio manager(s) to invest and manage the assets under their supervision in accordance with the guidelines and limitations outlined in this IPS;
- E. Exercise full investment discretion with respect to buying, managing and selling assets held in the combined portfolio;
- F. Communicate to IndyGo Board all changes pertaining to the portfolio it manages;
- G. The Investment Manager will report any and all occurrences of non-compliance with this IPS;
- H. The Investment Manager will meet in-person with the IndyGo Finance Committee, at minimum, on a yearly basis.

VII. Duty of Care and Diversification

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation but for investment, considering the probable safety of their capital as well as the probable income to be derived.

IndyGo's investment portfolio shall be diversified by institution, investment instruments, and by maturity schedule as much as is practical and prudent.

VIII. Authorized and Suitable Investments

A. United States Government Securities

1. Securities backed by the full faith and credit of the United States Treasury or fully guaranteed by the United States and issued by any of the following:

- a. The United States Treasury.
- b. A federal agency.
- c. A federal instrumentality.
- d. A federal government sponsored enterprise. (IC 5-13-9-2(a)(1))

2. Securities fully guaranteed and issued by any of the following:

- a. A federal agency.
- b. A federal instrumentality.
- c. A federal government sponsored enterprise. (IC 5-13-9-2(a)(2))

B. Municipal Securities - Municipal securities issued by an Indiana local governmental entity, a quasi-governmental entity related to the state, or a unit of government, municipal corporation, or special taxing district in Indiana, if the issuer has not defaulted on any of the issuer's obligations within the twenty (20) years preceding the date of the purchase. (IC 5-13-9-2(a)(3))

C. Money Market Mutual Funds - Investments commonly known as money market mutual funds that are in the form of securities of or interests in an open-end, no load, management- type investment company or investment trust registered under the provisions of the federal Investment Company Act of 1940, as amended (15 U.S.C. 80a et. seq.). (IC 5-13-9-2.5(a))

1. *Depositories*. Investments in money market mutual funds, described in IC 5-13-9-2.5(a), shall be made through depositories designated by the State Finance Committee as depositories for state deposits under IC 5-13-9.5. (IC 5-13-9-2.5(b))

2. *Portfolio.* The portfolio of an investment company or investment trust described in IC 5-13-9-2.5 (a) must be limited to the following:

- a. Direct obligations of the United States
- b. Obligations issued by any of the following:
 - i. A federal agency.
 - ii. A federal instrumentality.
 - iii. A federal government sponsored enterprise.
- c. Repurchase agreements fully collateralized by obligations described in subdivisions (a) or (b) directly above. (IC 5-13-9-2.5(c))

3. *Rating.* The form of securities of or interests in an investment company or investment trust described in IC 5-13-9-2.5(a) must be rated as one of the following:

- a. AAAM, or its equivalent, by Standard and Poor's Corporation or its successor.
 - b. Aaa, or its equivalent, by Moody's Investors Service, Inc., or its successor.
- (IC 5-13-9-2.5(d))

4. *Final Maturity.* The form of securities of an investment company or investment trust described in IC 5-13-9-2.5(a) is considered to have a stated final maturity of one day. (IC 5-13-9-2.5(e))

5. *Transaction Confirmations.* The State Board of Accounts may rely on transaction confirmations evidencing ownership of the form of securities of or interests in an investment company or investment trust described in IC 5-13-9-2.5(a). (IC 5-13-9-2.5(f))

D. Repurchase Agreements - IndyGo may enter into repurchase agreements with depositories designated by the state Finance Committee as depositories for state deposits under IC 5-13-9.5 so long as the agreements involve the political subdivision's purchase and guaranteed resale of any interest-bearing obligations issued, or fully insured or guaranteed, by the United States; a United States government agency; an instrumentality of the United States; or a federal government sponsored enterprise. (IC 5-13-9-3(b))

1. *Definition.* A repurchase agreement is defined as an agreement:

- a. Involving the purchase and guaranteed resale of securities between two parties; and
- b. That may be entered into for a fixed term or arranged on an open or continuing basis as a continuing contract that:

- i. operates like a series of overnight repurchase agreements;
- ii. is renewed each day with the repurchase rate and the amount of funds invested determined daily; and
- iii. for purposes of this article, is considered to have a stated final maturity of one day. (IC 5-13-9-3(a))

2. *Collateral.* The amount of money in this type of agreement must be fully collateralized by interest-bearing obligations as determined by their current market value. This must be determined daily by the depository. (IC 5-13-9-3(b)) If the market value of the obligations being held as collateral falls below the level required under IC 5-13-9-3(b) or a higher level established by agreement, the depository shall deliver additional securities to the political subdivision to make the agreement collateralized to the applicable level. (IC 5-13-9-3(c)) The collateral involved in a repurchase agreement is not subject to the maturity limitation provided by IC 5-13-9-5.6. (IC 5-13-9-3(c))

3. *Ownership.* To ensure that ownership of securities acquired under a repurchase agreement is vested in the governmental unit and to meet the requirements of IC 5-13-9, the repurchase agreements shall be so written as to:

- a. Vest title of securities in the name of the governmental unit;
- b. Described the specific securities acquired; and
- c. Represent a safekeeping receipt for the securities so acquired.

E. Other Authorized Investments

- 1. Obligations issued, assumed, or guaranteed by the International Bank for Reconstruction and Redevelopment or the African Development Bank. (IC 5-13-9-3.3)
- 2. The local government investment pool established by IC 5-13-9-11 and known as TrustINDiana.
- 3. Certificates of deposits, transaction accounts, and other interest-bearing deposit accounts under the conditions and procedures stated in IC 5-13-9.

IX. Prohibited Investments/Other Restrictions

The investing officer may not purchase securities on margin or open a securities margin account for the investment of public funds. (IC 5-13-9-9)

The total outstanding investments with maturity dates past two (2) years must not exceed twenty-five percent (25%) of the total portfolio of public funds invested by IndyGo, including balances in transaction accounts. (IC 5-13-9-5.7)

X. Maturity of Investments

The investing officer may make investments having a stated final maturity for not more than five (5) years after the date of purchase or entry into a repurchase agreement. (IC 5-13-9-5.7)

XI. Manner of Investing Funds / Interest Earnings

Investments shall be made by fund. All interest devised from IndyGo's investments shall be receipted into the fund of which they are a part unless required otherwise by IC 5-13-9-6. Interest on investments should not be added automatically to the investment. Instead, interest on investments should be paid to IndyGo at each maturity date and posted to the appropriate fund. Notwithstanding the above, the terms of an existing bond resolution must be followed. The bond resolution should be reviewed, and its terms and conditions adhered to without exception.

XII. Accounting of Investments & Reporting

The Director of Accounting shall maintain an inventory of monthly obligations and securities reports to be made available to the IndyGo Board of Directors upon request clearly provide the following information regarding the investment portfolio; types of investments; depository institutions; principal balances; maturity dates; rates of return; purchases; and sales.

The Director of Accounting shall make an annual written report to IndyGo's Finance Committee summarizing IndyGo's investments during the previous calendar year. The report must contain the name of each financial institution, government agency or instrumentality, or other person with whom IndyGo invested money during the previous calendar year. (IC 5-13-7- 7)

XIII. Investment Policy Term, and Modifications

This Investment Policy terminates four (4) years from the date of enactment. However, the policy shall be reviewed, at minimum, annually by the Finance Committee at which time the board may terminate the policy, readopt the policy, or make modifications thereto. Due consideration will be given to new laws or other conditions that impact this policy and any necessary changes may be made to this policy at any time during the year in response thereto.

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