



Board Report
October 16, 2025

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1. **Call to Order and Roll Call** (Presenters – Adairius Gardner, Latosha Higgins)
2. **Awards and Commendations** (Presenter – Jennifer Pyrz)
3. **Committee Chairperson Reports** (Presenters – Adairius Gardner)
 1. Service Committee Report – Adairius Gardner
4. **Regular Agenda** (Presenter – Adairius Gardner)
 1. A-1: Consideration and Approval of Minutes from the Board Meetings held on September 18, 2025
 2. A-2: Consideration and Approval of Introduction of Ordinance 2025-02 Authorizing the Acquisition of Real Property (Presenter – Brooke Thomas)
 3. A-3: Consideration and Approval of Professional Services Workplace Utilization Study (Presenter – Brooke Thomas)
 4. A-4: Consideration and Approval of 2026 Committee and Board Meeting Dates (Presenter – Jennifer Pyrz)
 5. A-5: Consideration and Approval of Annual Financial External Audit Report (Presenters – Brian Atkinson, Emily Balbach – Forvis/Mazars)
 6. A-6: Consideration and Approval of Swiftly Contract for Fleet Tracking Data (Presenter – Annette Darrow)
 7. A-7: Consideration and Approval of Far Eastside Bus Stop Improvements Design Services Task Order (Presenter – Rachel Wilson)
 8. A-8: Consideration and Approval of Business Process Mapping and Procurement Services for Payroll and Human Resources (Presenter – Bart Brown)
 9. A-9: Consideration and Approval for 2026 Annual Diesel Supply (Presenter – Devon Smith)
5. **Information Items** (Presenter – Adairius Gardner)
 1. I-1: Finance Report (Presenter – Bart Brown)
 2. I-2: Department Reports
6. **Adjourn** (Presenter – Adairius Gardner)

| BOARD MEMBER'S NAME | APPOINTMENT | TERM |
|---------------------|-------------|---------------------|
| Gregory Hahn | COUNCIL | 12/2/2024-8/5/2028 |
| Mary Ann Fagan | MAYOR | 8/4/2022-8/4/2026 |
| Adairius Gardner | MAYOR | 1/1/2025-12/31/2028 |
| Stephanie Quick | COUNCIL | 9/9/2024-8/5/2028 |
| Adrienne Slash | COUNCIL | 4/7/2025-3/3/2029 |
| Stan Smith | MAYOR | 9/1/2025-12/31/2028 |
| Richard Wilson | COUNCIL | 9/22/2025-9/22/2029 |

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*IndyGo*SM

October Board Meeting
Awards and Commendations



IndyGo September 2025 Safe Drivers

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



| Operator | Years of Safe Driving | Years of Service |
|------------------|-----------------------|------------------|
| Stephen Thein | 33 | 37 |
| Ray Wright | 23 | 35 |
| Kirk Thompson | 22 | 29 |
| Donald Ellison | 21 | 27 |
| Leo Scott | 21 | 23 |
| Alvin Knox | 16 | 16 |
| Bevelyn Anderson | 14 | 16 |
| Gregory Scott | 8 | 11 |
| Toccara Isabell | 6 | 8 |
| Robert Kenneth | 4 | 8 |

33 Years of Safe Driving



Stephen Thein
Coach Operator, Fixed Route
37 years of service to IndyGo

September Operations Employee of the Month

Arvinder Singh
Coach Operator, Fixed Route



Congratulations on
over 30 years of
dedicated service!!

Dexter Davis

Coach Operator, Fixed Route

Happy Retirement!!



*IndyGo*SM



Congratulations on 25
years of dedicated
service!!

Rodriguez McGuire
Coach Operator, Fixed Route

Happy Retirement!!

*IndyGo*SM

Congratulations on
over 46 years of
dedicated service!!

Darrell Watts
General Laborer

Happy Retirement!!



*IndyGo*SM

Welcome Stan Smith



SEPTEMBER 2025 SAFE DRIVER RECOGNITION AWARDS



In accordance with the National Safety Council's Preventable Accident Standard, we proudly recognize the following operators for demonstrating exemplary safe driving practices throughout September 2025. These individuals have maintained a clean driving record, free of preventable accidents, and have contributed significantly to our commitment to safety and excellence.

Each recognized operator will receive a National Safety Council patch, pin, and certificate as a token of appreciation for their outstanding dedication to safe driving.

Awardees List:

| Operator | ID# | Years of Safe Driving | Years of Service |
|-------------------------|------|-----------------------|------------------|
| Stephen Thein | 5963 | 33 | 37 |
| Ray Wright | 6979 | 23 | 35 |
| Kirk Thompson | 6014 | 22 | 29 |
| Donald Ellison | 1739 | 21 | 27 |
| Leo Scott | 5447 | 21 | 23 |
| Alvin Knox | 8191 | 16 | 16 |
| Bevelyn Anderson | 8194 | 14 | 16 |
| Gregory Scott | 8719 | 8 | 11 |
| Toccarra Isabell | 9075 | 6 | 8 |
| Robert Kenneth | 8977 | 4 | 8 |
| Samuel Young | 9271 | 6 | 7 |
| Jasmine Coles | 9565 | 2 | 6 |
| Floyd Houston | 9417 | 3 | 6 |
| Darnell Roberts | 9314 | 3 | 6 |



Indianapolis Public Transportation Corporation
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Indianapolis, IN 46222
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| | | | |
|--------------------------|-------|---|---|
| Terry Norfolk | 9731 | 4 | 5 |
| Harold Bedell | 10025 | 2 | 3 |
| Shirley King | 10275 | 2 | 3 |
| Kenneth McConnell | 10891 | 1 | 2 |
| Lavada Spaulding | 10488 | 3 | 2 |
| Diamond Hobbs | 11350 | 1 | 1 |
| Latesia Robinson | 11398 | 1 | 1 |
| Sean Saunders | 11117 | 1 | 1 |

We commend these operators for their commitment to safety and encourage all team members to continue striving for excellence on every journey. Your dedication keeps our roads safe and our community strong.

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Service Committee Chairperson Report – October 2025

To: Board of Directors
Through: President/CEO Jennifer Pyrz
From: Service Committee Chairperson Adairius Gardner
Date: October 16, 2025

ACTION:

A report of the meeting of the Service Committee held on October 9, 2025, presented at the Board of Directors meeting on October 16, 2025.

RECOMMENDATION:

Receive the report.

Adairius Gardner
Service Committee Chairperson's Report
October 9, 2025

The Service Committee met on October 9, 2025, at 8:30 AM. In attendance were Committee Chair Adairius Gardner and Member Stan Smith in person and Member Stephanie Quick virtually, establishing a quorum.

The Committee heard and accepted the following items:

1. I-1: Blue Line Construction Update (Presenter – Michael Schneider)
2. I-2: Mobility Advisory Committee (MAC) Update (Presenter – Chris Hollingsworth)
3. I-3: ADA Bus Stops – Progress Update (Presenter – Rachel Wilson)

Mr. Chair, that concludes the report.

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September Board of Directors Minutes

IndyGo

9/18/2025 4:00 PM EDT

@ 9503 E 33rd St- IndyGo HQ

Attendance

Present:

Members: Gregory Hahn, Adairius Gardner, Richard Wilson, Jr., Mary Ann Fagan, Adrienne Slash

Staff: Jennifer Pyrz, Bart Brown, Robert Frye, Justin Burcope, Brooke Thomas, Carrie Black, Annette Darrow,

Absent:

Members: Stephanie Quick and Stan Smith

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

[September Board Cover](#)

[September 2025 Board Agenda](#)

Chairperson Hahn called the meeting to order at 4:01 p.m. Mr. Frye then conducted the roll call. Five members were present, thus establishing a quorum.

2. Awards and Commendation (Presenter – Jennifer Pyrz)

[Awards and Commendations](#)

President and CEO Jennifer Pyrz gave an update on the Awards and Commendations for September 2025.

3. Regular Agenda (Presenter – Chairperson Hahn)

1. A-1: Consideration and Approval of Minutes from the Board Meeting held on August 21, 2025.

(Presenter – Gregory Hahn)

[August 2025 Board of Director Minutes](#)

Motion: Approval of Minutes from the Board Meeting held on August 21, 2025. Motion made by Director Slash and seconded by Director Fagan. Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE, Richard Wilson, Jr.-AYE, Mary Ann Fagan-AYE, Adrienne Slash-AYE. Motion carried 5-0.

2. A-2: Consideration of Approval of CSched On-Call Scheduling Services (Presenter – Annette Darrow)

[A-2 CSched On-Call Scheduling](#)

It was recommended that the Board authorize the President & CEO to execute a three-year contract with CSched for on-call scheduling services. The contract shall not exceed \$173,325.

Motion: Approval of CSched On-Call Scheduling Services. Motion made by Director Gardner and seconded by Director Wilson. Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE, Richard Wilson, Jr.-AYE, Mary Ann Fagan-AYE, Adrienne Slash-AYE. Motion carried 5-0.

3. A-3: Consideration of Approval of 6410 Charging Station (Presenter – Annette Darrow)

[A-3 6410 Charging Station](#)

It was recommended that the Board of Directors authorize the President and CEO to enter into an agreement with RIDE (formerly BYD) to make improvements to the 6410 College BRT charging station for an amount not to exceed \$128,000.

Motion: Approval of 6410 Charging Station as recommended by Director Wilson with an amendment to the staff recommendation to approve the President & CEO to enter into the agreement with RIDE but to not proceed with any work until the the Board is provided additional information. Motion seconded by Director Slash. Voice Vote: Gregory Hahn-AYE, Adairius Gardner-AYE, Richard Wilson, Jr.-AYE, Mary Ann Fagan-AYE, Adrienne Slash-AYE. Motion carried 5-0.

4. Information Items (Presenter – Chairperson Hahn)

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

[I-1: August 2025 Financial Summary](#)

[I-1: August 2025 Board Operating Financial Report](#)

The Board heard the Finance Report from Chief Financial Officer Bart Brown and received the report.

2. I-2: Department Reports

[HR Board Report September 2025](#)

[Risk and Safety Board September 2025](#)

[R-2 Planning and Capital Projects Report 2025-09](#)

[Foundation Report to IndyGo Board](#)

[August 2025 Operations Division 09.15.25](#)

[PA Board Report September 2025](#)

The Board received Department Reports for review.

5. Adjourn (Presenter –Gregory Hahn)

On the order of Chairperson Hahn and there being no objection, the meeting was adjourned at 4:26 pm.

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Date of Memo: October 07, 2025
Board Meeting: October 16, 2025

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: Board Chair Greg Hahn
FROM: Chief Development Officer Brooke Thomas
SUBJECT: Introduction of Ordinance 2025-02 Authorizing the Acquisition of Real Property for the Blue Line Project and Local Bus Stop Improvement Projects

ACTION ITEM A – 2

RECOMMENDATION:

It is recommended that the Board of Directors approve and adopt proposed Ordinance No. 2025-02 authorizing IPTC to acquire certain real property interests necessary for local bus stop improvement projects and for the Blue Line Bus Rapid Transit Project.

BACKGROUND:

IndyGo is implementing the ADA Transition Plan, presented to the Board of Directors in June 2021, for the improvement of local bus stops for compliance with ADA guidelines. The goal of the ADA Transition Plan is to make IPTC's bus network accessible.

IndyGo is also constructing the Blue Line, which will provide bus rapid transit (BRT) service along a 24-mile corridor between the Town of Cumberland, through Downtown, to the Indianapolis International Airport.

The Board has previously adopted ordinances approving the acquisition of real property interests for both the Blue Line and the local bus stop improvement projects. Since then, however, It has been determined that certain additional real property interests, both temporary and permanent, will need to be acquired by IPTC to construct these projects as designed.

DISCUSSION:

For construction of local bus stop improvements, there are 14 parcels from which an acquisition will be necessary, including permanent partial property acquisitions for public right-of-way and/or temporary easements for construction. For the Blue Line, the property acquisitions are for the construction of three new fixed route bus stops to replace existing Route 8 stops on Washington Street that will serve fixed routes 3 and 26 in the future. It is not anticipated that there will be any total property acquisitions, or acquisitions that involve the relocation of buildings or property users. These acquisitions generally consist of small areas where eight feet off the back of curb is required to fit a compliant boarding pad, and existing right-of-way is only four or five feet to the back of existing sidewalk. All permanent rights-of-way acquired will be transferred to the City of Indianapolis Department of Public Works.

IPTC will comply with applicable Federal Transit Administration and state statutory requirements for the acquisition of the needed property interests. Statutorily, the Board may acquire real property interests necessary or convenient for the operation of the transit system by grant, purchase, gift, lease, eminent domain, or otherwise. Ind. Code §§ 36-9-4-30 and -32. Although it would be a last resort, it is possible that IPTC may need to exercise the power of eminent domain to

acquire some of the necessary property interests. However, before eminent domain proceedings may be instituted the Board must adopt an ordinance which: (1) generally describes the property to be acquired, (2) declares that the public interest and necessity require the acquisition, and (3) declares that the acquisition is necessary for the establishment, development, extension, or improvement of the transit system. Ind. Code § 36-9-4-32.

Accordingly, Ordinance No. 2025-02 is being introduced at the Board's October 16, 2025, meeting to authorize IPTC to institute eminent domain proceedings, if necessary, to acquire any of the necessary property interests required for the local bus stop improvement projects and for the Blue Line project. A list generally describing those properties from which an interest is needed is attached to Ordinance 2025-02. It is not known at this time which of these properties will require eminent domain proceedings.

A copy of proposed Ordinance No. 2025-02 is attached to this memorandum.

Following introduction at the Board's October meeting, IPTC will publish a public notice to include (1) reference to the subject matter of the proposed ordinance, (2) that it is pending final action by the Board, (3) that the Board will hold a public hearing in November at which any person present will be given an opportunity to give testimony or evidence for or against the proposed ordinance, and (4) that the proposed ordinance is available for public inspection at the office of the Board, all as required by statute. Ind. Code § 36-9-4-24. The Board will then hold a public hearing at its meeting scheduled for November 20, 2025, to hear any testimony or evidence for or against the proposed ordinance, after which it may take final action, as required by Ind. Code § 36-9-4-25.

FISCAL IMPACT:

Property acquisitions and associated professional services will come from the annual capital budget appropriation for local bus stop improvements or the Blue Line project budget, as applicable.

DBE/XBE DECLARATION:

DBE/XBE goals are not applicable to real estate acquisitions.

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INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

ORDINANCE NO. 2025-02

An ordinance of the Indianapolis Public Transportation Corporation (IPTC) authorizing the acquisition of real property interests for local bus stop improvements.

WHEREAS, pursuant to Ind. Code §§ 36-9-4-30 and -32, the IPTC Board of Directors (the “Board”) may acquire by grant, purchase, gift, lease, eminent domain, or otherwise, real property interests necessary or convenient for the operation of IPTC’s urban mass transportation system (the “System”); and

WHEREAS, the Board may institute proceedings to acquire real property interests by eminent domain upon adoption of an ordinance as provided for in Ind. Code §§ 36-9-4-24, -25 and -32; and

WHEREAS, pursuant to Ind. Code § 8-25-4-2 and § 116-405 of the Revised Code of Indianapolis and Marion County, IPTC is developing and constructing a bus rapid transit (BRT) line known as the “Blue Line” in furtherance of the implementation of the Marion County Transit Plan to develop, extend and improve the System; and

WHEREAS, pursuant to its ADA Transition Plan, IPTC is constructing improvements at several local bus stops in order to make its bus network accessible to all users by bringing bus stops into compliance with the Americans With Disabilities Act (ADA) (the Blue Line and local bus stop improvement projects together referred to as the “Projects”); and

WHEREAS, the development and construction of the Projects require the acquisition of certain real estate interests, both temporary and permanent; and

WHEREAS, the Board finds that it is in the public interest and necessity that IPTC acquire those real property interests required to develop and construct the Projects.

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

SECTION 1. Findings and Purpose. The Board finds and declares that the public interest and necessity require the acquisition by IPTC of real property interests from those parcels identified on Attachment A, which is attached to and incorporated herein by reference, and that the acquisition thereof is necessary for improvement of the local bus stops and compliance with ADA regulations.

SECTION 2. Delegation of Authority. The Board authorizes and directs IPTC’s Chief Executive Officer to take all actions on behalf of IPTC, including the execution of all documents, instruments, certificates and other papers required, which are necessary and proper on the advice

and direction of IPTC’s legal counsel to acquire the real property interests identified on Attachment A, including by the exercise of the power of eminent domain.

SECTION 3. Evidence of Public Necessity. In accordance with Ind. Code § 36-9-4-32, the adoption of this Ordinance shall be conclusive evidence of the public necessity of the acquisition interests from those parcels of real property identified on Attachment A, and that the acquisition of said property interests has been planned in a manner most compatible with the greatest public good and the least private injury.

SECTION 4. Severability. If any provision of this Ordinance shall be held invalid or unenforceable by a court or other authority of competent jurisdiction, the provision shall be stricken from the Ordinance and all other provisions shall continue in full force and effect.

SECTION 5. Effective Date. This Ordinance shall be in full force and effect upon and after its adoption by the Board in accordance with Ind. Code §§ 36-9-4-24 and -25.

* * * * *

PASSED AND ADOPTED by the Board of Directors of the Indianapolis Public Transportation Corporation this ___ day of November 2025.

BOARD OF DIRECTORS
INDIANAPOLIS PUBLIC
TRANSPORTATION CORPORATION

By: _____
Gregory Hahn, Chair

ATTEST:

By: _____
Robert M. Frye, Chief Legal Officer

**ATTACHMENT A
TO
ORDINANCE NO. 2025-02
OF THE
INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION**

Far Eastside

- 4375 N Arlington Ave
- 6063 Williamsburg Ct
- 4402 N Arlington Ave
- 4366 N Arlington Ave
- 3201 N Arlington Ave
- 3202 N Arlington Ave
- 4007 N Sherman Dr
- 2601 Brookside Pkwy Dr

Near Eastside Phase 2

- 3575 N Keystone Ave
- 4420 E 21st Street
- 1101 N Arlington Ave
- 1105 N Arlington Ave
- 1134 N Rural Street
- 1138 N Rural Street

Blue Line

- 2802 E Washington Street
- 2822 E Washington Street
- 5901 E Washington Street



Date of Memo: October 07, 2025
Board Meeting: October 16, 2025

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 Professional Services for a Workplace Utilization Study

ACTION ITEM A – 3

RECOMMENDATION:

It is recommended that the Board of Directors authorize the President and Chief Executive Officer to execute a contract with DORIS in amount not to exceed \$150,000 to conduct a workplace utilization study.

BACKGROUND:

IPTC is at a critical juncture in evaluating its future real estate needs. To support this effort, the executive leadership team seeks the expertise of human ecologists to assess the current state of IPTC’s office spaces and provide informed recommendations regarding future workplace requirements.

DISCUSSION:

This study will be conducted by an independent third party and will utilize both quantitative and qualitative research methods to reassess IPTC’s office space needs. The scope of work includes:

- Qualitative research to understand employee interactions and workspace usage
- Usability study to evaluate the effectiveness of current office configurations

The study is expected to be completed within four months and will focus exclusively on administrative workspaces. Findings will inform the ongoing fiscal sustainability study and contribute to the 2026 capital program budget update.

FISCAL IMPACT:

Funding for this study is sourced locally and is included in the approved 2025 operating budget.

DBE/XBE DECLARATION:

The established participation goals for this procurement are: 15% MBE, 8% WBE, 3% VBE, and 1% DOBE. Due to the nature of the contract, no subcontracting opportunities are available, and XBE participation is not applicable.



Date of Memo: October 03, 2025
Board Meeting: October 16, 2025

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President and CEO Jennifer Pyrz
FROM: President and CEO Jennifer Pyrz
SUBJECT: Consideration and approval of Board of Directors meeting dates for 2026

ACTION ITEM A – 4

RECOMMENDATION:

It is recommended that the Board of Directors approve of the dates for its regular and committee meetings in 2026.

BACKGROUND:

State statute IC § 36-9-4-22 requires that the Board provide for regular meetings to be held at designated intervals throughout the year.

DISCUSSION:

The Board’s regular meetings in 2026 are proposed to be held on the third Thursday of each month at 4:00 p.m. In addition to its twelve regular monthly meetings, the Board will hold a second meeting in the month of July, on the fifth Thursday of that month, to accommodate a required public hearing on the proposed 2027 budget. The specific meeting dates and times are provided in the following table.

| 2026 Board Meetings | |
|---|-------------|
| Date | Time |
| Thursday January 15 | 4:00 p.m. |
| Thursday February 19 | 4:00 p.m. |
| Thursday March 19 | 4:00 p.m. |
| Thursday April 16 | 4:00 p.m. |
| Thursday May 21 | 4:00 p.m. |
| Thursday June 18 | 4:00 p.m. |
| Thursday July 16 (introduction of 2027 budget) | 4:00 p.m. |

| 2026 Board Meetings continued... | |
|---|-------------|
| Date | Time |
| Thursday July 30 (public hearing on 2027 budget) | 4:00 p.m. |
| Thursday August 20 (adoption of 2027 budget) | 4:00 p.m. |
| Thursday September 17 | 4:00 p.m. |
| Thursday October 15 | 4:00 p.m. |
| Thursday November 19 | 4:00 p.m. |
| Thursday December 17 | 4:00 p.m. |

The Finance Committee will meet in February, July and December as shown below. All Finance Committee meetings will be held at 3 p.m.

| 2026 Finance Committee Meetings | |
|--|-------------|
| Date | Time |
| Thursday February 19 | 3:00 p.m. |
| Thursday July 16 | 3:00 p.m. |
| Thursday December 17 | 3:00 p.m. |

The Service Committee will meet every other month on the even numbered months at 8:30 am. on the dates shown below.

| 2026 Service Committee Meetings | |
|--|-------------|
| Date | Time |
| Thursday February 12 | 8:30 a.m. |
| Thursday April 9 | 8:30 a.m. |
| Thursday June 11 | 8:30 a.m. |
| Thursday August 13 | 8:30 a.m. |
| Thursday October 8 | 8:30 a.m. |
| Thursday December 10 | 8:30 a.m. |

The Governance & Audit Committee will meet the first month of each quarter at 10:00 a.m. on the dates shown below.

| 2025 Governance & Audit Committee Meetings | |
|---|-------------|
| Date | Time |
| Thursday January 8 | 10:00 a.m. |
| Thursday April 9 | 10:00 a.m. |
| Thursday July 9 | 10:00 a.m. |
| Thursday October 8 | 10:00 a.m. |

All meetings are currently scheduled to be held in the IPTC East Campus Board Room located at 9503 E. 33rd Street, Building B, Indianapolis.

FISCAL IMPACT:

None

DBE/XBE DECLARATION:

Not applicable



Date of Memo: October 03, 2025

Board Meeting: October 16, 2025

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President and CEO Jennifer Pyrz
FROM: Director of Governance & Audit Brian Atkinson
SUBJECT: Consideration and approval of 2024 Annual Financial External Audit Report

ACTION ITEM A – 5

RECOMMENDATION:

It is recommended that the Indianapolis Public Transportation Corporation Board of Directors receive the 2024 Annual Financial External Audit Report.

BACKGROUND:

On June 26, 2025, Forvis Mazars LLP, Certified Public Accountants, issued the 2024 audit of the financial statements and compliance of the Indianapolis Public Transportation Corporation as of and for the year ending December 31, 2024.

DISCUSSION:

Action Item A – 5 presents the 2024 audit report of IPTC's financial statements and compliance, as prepared and presented by Forvis Mazars LLP, Certified Public Accountants. Representing Forvis Mazars LLP is Director of Nonprofit and Public Sector Emily G. Balbach.

The complete 2024 Annual Comprehensive Financial Report can be found at <https://www.indygo.net/wp-content/uploads/2025/09/2024-Annual-Report.pdf>

FISCAL IMPACT:

There is no fiscal impact associated with this action.

DBE/XBE DECLARATION:

Not applicable.

Forvis Mazars Report to the Board of Directors, Audit Committee, and Management

Indianapolis Public Transportation Corporation (IPTC)

Results of the 2024 Financial Statement Audit, Including Required Communications

December 31, 2024

Required Communications Regarding Our Audit Strategy & Approach (AU-C 260)

Overview & Responsibilities

| Matter | Discussion |
|---|---|
| Scope of Our Audit | <p>This report covers audit results related to your financial statements and supplementary information:</p> <ul style="list-style-type: none">• As of and for the year ended December 31, 2024.• Conducted in accordance with our contract dated May 8, 2025. |
| Our Responsibilities | <p>Forvis Mazars is responsible for forming and expressing an opinion about whether the financial statements that have been prepared by management, with the oversight of those charged with governance, are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP).</p> |
| Audit Scope & Inherent Limitations to Reasonable Assurance | <p>An audit performed in accordance with auditing standards generally accepted in the United States of America (GAAS) and <i>Government Auditing Standards</i> issued by the Comptroller General of the United States (GAGAS) is designed to obtain reasonable, rather than absolute, assurance about the financial statements. The scope of our audit tests was established in relation to the financial statements taken as a whole and did not include a detailed audit of all transactions.</p> |
| Extent of Our Communication | <p>In addition to areas of interest and noting prior communications made during other phases of the engagement, this report includes communications required in accordance with GAAS that are relevant to the responsibilities of those charged with governance in overseeing the financial reporting process, including audit approach, results, and internal control. The standards do not require the auditor to design procedures for the purpose of identifying other matters to be communicated with those charged with governance.</p> |
| Independence | <p>The engagement team, others in our firm, as appropriate, and our firm, have complied with all relevant ethical requirements regarding independence.</p> |
| Your Responsibilities | <p>Our audit does not relieve management or those charged with governance of your responsibilities. Your responsibilities and ours are further referenced in our contract.</p> |



| Matter | Discussion |
|---------------------------------|--|
| Distribution Restriction | <p>This communication is intended solely for the information and use of the following and is not intended to be, and should not be, used by anyone other than these specified parties:</p> <ul style="list-style-type: none"> • Board of Directors, Audit Committee, and Management • Others within the IPTC |

Government Auditing Standards

| Matter | Discussion |
|-----------------------------------|--|
| Additional GAGAS Reporting | <p>We also provided reports as of December 31, 2024, on the following as required by GAGAS:</p> <ul style="list-style-type: none"> • Internal control over financial reporting and on compliance and other matters based on an audit of the financial statements performed in accordance with GAGAS |
| Reporting Limitations | <p>Our consideration of internal control over financial reporting and our tests of compliance were not designed with an objective of forming an opinion on the effectiveness of internal control or on compliance, and accordingly, we do not express such an opinion.</p> |

Uniform Guidance Overview & Responsibilities

| Matter | Discussion |
|---|--|
| Scope of Our Audit | <p>We also provided reports as of December 31, 2024, on the following as required by U.S. Office of Management and Budget (OMB) Uniform Guidance:</p> <ul style="list-style-type: none"> • Opinion on compliance for each major federal award program • Report on internal control over compliance • Schedule of Expenditures of Federal Awards |
| Audit Scope & Inherent Limitations to Reasonable Assurance | <p>A compliance audit performed in accordance with OMB Uniform Guidance is designed to obtain reasonable, rather than absolute, assurance about whether noncompliance with the types of compliance requirements described in the OMB Compliance Supplement that could have a direct and material effect on a major federal award program occurred.</p> |



Other Information Accompanying the Audited Financial Statements

The audited financial statements are presented along with management's annual comprehensive financial report. Management, or those charged with governance, is responsible for preparing the annual report.

We were not engaged to audit the information contained in the annual comprehensive financial report, and as a result, our opinion does not provide assurance as to the completeness and accuracy of the information contained therein.

As part of our procedures, we read the entire report to determine if financial information discussed in sections outside the financial statements materially contradicts the audited financial statements. If we identify any such matters, we bring them to management's attention and review subsequent revisions.

Auditor Objectives Related to Other Information

Our objectives related to the other information accompanying the audited financial statements were to:

- Consider whether a material inconsistency exists between the other information and the financial statements
- Remain alert for indications that:
 - A material inconsistency exists between the other information and the auditor's knowledge obtained in the audit, or
 - A material misstatement of fact exists or the other information is otherwise misleading
- Respond appropriately when we identify that such material inconsistencies appear to exist or when we otherwise become aware that other information appears to be materially misstated. Potential responsive actions would include requesting management to correct the identified inconsistency
- Include the appropriate communication in our auditor's report, disclosing the procedures performed on the Other Information, as well as the results obtained

Qualitative Aspects of Significant Accounting Policies & Practices

Significant Accounting Policies

Significant accounting policies are described in Note 1 of the audited financial statements.

With respect to new accounting standards adopted during the year, we call to your attention the following topics detailed in the following pages:

- GASB Statement No. 101, *Compensated Absences*

Unusual Policies or Methods

With respect to significant unusual accounting policies or accounting methods used for significant unusual transactions (significant transactions outside the normal course of business or that otherwise appear to be unusual due to their timing, size, or nature), we noted the following:

- No matters are reportable

Alternative Accounting Treatments

We had discussions with management regarding alternative accounting treatments within GAAP for policies and practices for material items, including recognition, measurement, and disclosure considerations related to the accounting for specific transactions as well as general accounting policies, as follows:

- No matters are reportable

Management Judgments & Accounting Estimates

Accounting estimates are an integral part of financial statement preparation by management, based on its judgments. Significant areas of such estimates for which we are prepared to discuss management's estimation process and our procedures for testing the reasonableness of those estimates include:

- Estimated useful lives of capital assets
- Risk management unpaid claims liability
- Actuarially determined net pension liability, and associated deferred outflows and inflows of resources as of year-end
- Actuarially determined other postemployment benefit obligations (OPEB)

Financial Statement Disclosures

The following areas involve particularly sensitive financial statement disclosures for which we are prepared to discuss the issues involved and related judgments made in formulating those disclosures:

- Note 6 - Long-term obligations
- Note 8 - Defined-benefit pension plan
- Note 9 - Other postemployment benefit plan

Our Judgment About the Quality of the Entity's Accounting Principles

During the course of the audit, we made the following observations regarding the Entity's application of accounting principles:

- No matters are reportable

Adjustments Identified by Audit

During the course of any audit, an auditor may propose adjustments to financial statement amounts. Management evaluates our proposals and records those adjustments that, in its judgment, are required to prevent the financial statements from being materially misstated.

A misstatement is a difference between the amount, classification, presentation, or disclosure of a reported financial statement item and that which is required for the item to be presented fairly in accordance with the applicable financial reporting framework.

Proposed & Recorded Adjustments

Auditor-proposed and management-recorded entries include the following:

- Adjustment to record accounts payable invoice

Uncorrected Misstatements

Some adjustments proposed were **not recorded** because their effect is not currently considered material. We request that all identified misstatements be corrected.

Uncorrected misstatements that were determined by management to be immaterial, both individually and in the aggregate, but more than trivial to the financial statements as a whole are included as an attachment to this communication.

While these uncorrected misstatements were deemed to be immaterial to the current-period financial statements, it is possible that the impact of these uncorrected misstatements, or matters underlying these uncorrected misstatements, could potentially cause future-period financial statements to be materially misstated.

Other Required Communications

Other Material Communications

Listed below are other material communications between management and us related to the audit:

- Management representation letter (see Attachments)

We orally communicated to management other deficiencies in internal control identified during our audit that are not considered material weaknesses or significant deficiencies.

Required Communications Regarding Internal Control (AU-C 265)

Consideration of Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements of IPTC as of and for the year ended December 31, 2024, in accordance with GAAS, we considered the Entity's internal control over financial reporting (internal control).

This consideration served as a basis for designing audit procedures that are appropriate in the circumstance for the purpose of expressing our opinion on the financial statements.

However, this consideration was **not** for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.

Accordingly, we do not express an opinion on the effectiveness of the Entity's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraphs and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit, we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Categorizing Deficiencies by Severity

Deficiency

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis.



Significant Deficiency

A significant deficiency is a deficiency, or combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.



Material Weakness

A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that material misstatements of the Entity's financial statements will not be prevented or detected and corrected on a timely basis.



Identified Deficiency

We identified a deficiency in internal control that we consider to be a deficiency.

Deficiency

- Audit adjustment - During the audit process, we proposed an adjustment to accounts payable and construction in progress related to an invoice that related to services performed in fiscal year 2024. IPTC's internal control environment did not timely detect this adjustment. We recommend IPTC to continue to refine their process regarding accruing accounts payable to ensure all balances are accurately and appropriately reported, especially as it relates to year-end financial statements.

Other Matters

Although not considered material weaknesses, significant deficiencies, or deficiencies in internal control over financial reporting, we also observed other matters and offer these comments and suggestions with respect to matters which came to our attention during the course of the audit of the financial statements. Our audit procedures are designed primarily to enable us to form an opinion on the financial statements and, therefore, may not bring to light all weaknesses in policies and procedures that may exist.

However, these other matters are offered as constructive suggestions for the consideration of management as part of the ongoing process of modifying and improving financial and administrative practices and procedures.

We can discuss these matters further at your convenience and may provide implementation assistance for changes or improvements.

GASB Statement No. 101, *Compensated Absences* (GASB 101)

The primary objective of GASB Statement No. 101 is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. This Statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. A liability should be recognized for leave that has not been used if (a) the leave is attributable to services already rendered, (b) the leave accumulates, and (c) the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. Leave is attributable to services already rendered when an employee has performed the services required to earn the leave. Leave that accumulates is carried forward from the reporting period in which it is earned to a future reporting period during which it may be used for time off or otherwise paid or settled.

The requirements of GASB 101 are effective for reporting periods beginning after December 15, 2023. Earlier application is encouraged.

GASB Statement No. 102, *Certain Risk Disclosures* (GASB 102)

Governmental Accounting Standards Board (GASB) Statement 102, *Certain Risk Disclosures*, requires governments to disclose information about certain concentrations or constraints that could affect services provided or the ability to meet obligations as they come due. Governments should start planning for compliance by identifying potential constraints and concentrations, assessing risks related to these factors, developing processes to evaluate and monitor disclosure criteria, and preparing to gather and present the required information in financial statement notes.

The requirements of this Statement are effective for fiscal years beginning after June 15, 2024, and all reporting periods thereafter. Earlier application is encouraged.

GASB Statement No. 103, *Financial Reporting Model Improvements* (GASB 103)

Governmental Accounting Standards Board (GASB) Statement No. 103, *Financial Reporting Model Improvements* (GASB 103), improves the financial reporting model by standardizing the presentation for various matters within governmental financial statements. The purpose is to eliminate diversity in practice and improve comparability. Impacted areas include management's discussion and analysis, unusual or infrequent items, the definitions and presentation of operating and nonoperating revenues and expenses in enterprise funds, presentation of major component units, presentation of budgetary comparison information, and financial trends information within the statistical section of separately issued financial reports.

The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is encouraged. Changes are required to be made retroactively to the earliest period presented.

GASB Statement No. 104, *Disclosure of Certain Capital Assets* (GASB 104)

Governmental Accounting Standards Board (GASB) Statement No. 104, *Disclosure of Certain Capital Assets*, (GASB 104), requires certain types of capital assets to be disclosed separately in the capital assets note disclosures. GASB 104 requires lease assets recognized in accordance with Statement No. 87, *Leases*, intangible right-to-use assets recognized in accordance with Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, subscription assets recognized in accordance with Statement No. 96, *Subscription-Based Information Technology Arrangements*, and intangible assets other than those three types to be disclosed separately by major class. In addition, GASB 104 requires additional disclosures for capital assets held for sale.

The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is encouraged. The requirements of this Statement should be applied retroactively to all periods presented in the basic financial statements, if practicable.

OMB Issues Updated Uniform Guidance

In April 2024, the Office of Management and Budget (OMB) issued revisions to the OMB Guidance for Grants and Agreements, which is now called the OMB Guidance for Federal Financial Assistance. The revisions impact several parts of the guidance and are intended to improve federal financial assistance management, transparency, and oversight through more accessible and easily understandable guidance.

Several key thresholds have been revised for the first time in over a decade, including raising the threshold for a single audit from expenditures of \$750,000 to \$1,000,000. The type A program threshold for entities expending awards from \$1 million to \$34 million is also raised from \$750,000 to \$1,000,000. In addition, the revision updates the cost accounting standards and disclosure statement to remove the requirement to submit a DS-2 disclosure statement in support of an indirect rate.

The effective date for the final guidance, including the increase in the single audit threshold, is October 1, 2024.

| Area | Previous Threshold or Rate | New Threshold or Rate |
|---|-----------------------------------|------------------------------|
| Single Audit or Program Specific Audit | \$750,000 | \$1,000,000 |
| Type A threshold for entities expending awards from \$1 million to \$34 million | \$750,000 | \$1,000,000 |
| Equipment that may be retained, sold, or otherwise disposed of with no further responsibility to the federal agency | \$5,000 | \$10,000 |
| Unused supplies required to be sold at the end of a grant award period | \$5,000 | \$10,000 |
| De Minimis indirect rate | 10% | 15% |
| Amount of subawards recipients can apply to the indirect rate | \$25,000 | \$50,000 |

Attachments

Management Representation Letter (Attachment A)

As a material communication with management, included herein is a copy of the representation letter provided by management at the conclusion of our engagement.

Schedule of Uncorrected Misstatements (Attachment B)

The detail of uncorrected misstatements identified as a result of our engagement are included herein.



Attachment A

Management Representation Letter

Representation of:

Indianapolis Public Transportation Corporation
1501 W Washington ST
Indianapolis, Indiana 46222

Provided to:

Forvis Mazars, LLP
Certified Public Accountants
820 Massachusetts Avenue, Suite 1370
Indianapolis, IN 46204

The undersigned ("We") are providing this letter in connection with Forvis Mazars' audit of our financial statements as of and for the year ended December 31, 2024.

We are also providing this letter in connection with:

- Your audit of our compliance with requirements applicable to each of our major federal awards programs as of and for the year ended December 31, 2024.

Our representations are current and effective as of the date of Forvis Mazars' report: June 26, 2025.

Our engagement with Forvis Mazars is based on our contract for services dated: May 8, 2025.

Our Responsibility & Consideration of Material Matters

We confirm that we are responsible for the fair presentation of the financial statements subject to Forvis Mazars' report in conformity with accounting principles generally accepted in the United States of America.

We are also responsible for adopting sound accounting policies; establishing and maintaining effective internal control over financial reporting, operations, and compliance; and preventing and detecting fraud.

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

Confirmation of Matters Specific to the Subject Matter of Forvis Mazars' Report

We confirm, to the best of our knowledge and belief, the following:

Broad Matters

1. We have fulfilled our responsibilities, as set out in the terms of our contract, for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America.
2. We acknowledge our responsibility for the design, implementation, and maintenance of:
 - a. Internal control relevant to the preparation and fair presentation of the financial statements that are free from material misstatement, whether due to fraud or error.
 - b. Internal control to prevent and detect fraud.

3. We have provided you with:
 - a. Access to all information of which we are aware that is relevant to the preparation and fair presentation of the financial statements, such as financial records and related data, documentation, and other matters.
 - b. Additional information that you have requested from us for the purpose of the audit.
 - c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
 - d. All minutes of governing body meetings held through the date of this letter or summaries of actions of recent meetings for which minutes have not yet been prepared. All unsigned copies of minutes provided to you are copies of our original minutes approved by the governing body, if applicable, and maintained as part of our records.
 - e. All significant contracts and grants.
4. We have responded fully and truthfully to all your inquiries.

Government Auditing Standards

5. We acknowledge that we are responsible for compliance with applicable laws, regulations, and provisions of contracts and grant agreements.
6. We have identified and disclosed to you all laws, regulations, and provisions of contracts and grant agreements that have a direct and material effect on the determination of amounts in our financial statements or other financial data significant to the audit objectives.
7. We have identified and disclosed to you any violations or possible violations of laws, regulations, including those pertaining to adopting, approving, and amending budgets, and provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for recognition and/or disclosure in the financial statements or for your reporting on noncompliance.
8. We have taken or will take timely and appropriate steps to remedy any fraud, abuse, illegal acts, or violations of provisions of contracts or grant agreements that you or other auditors report.
9. We have a process to track the status of audit findings and recommendations.
10. We have identified to you any previous financial audits, attestation engagements, performance audits, or other studies related to the objectives of your audit and the corrective actions taken to address any significant findings and recommendations made in such audits, attestation engagements, or other studies.
11. We have provided our views on any findings, conclusions, and recommendations, as well as our planned corrective actions with respect thereto, to you for inclusion in the findings and recommendations referred to in your report on internal control over financial reporting and on compliance and other matters based on your audit of the financial statements performed in accordance with *Government Auditing Standards*.

Federal Awards Programs (Uniform Guidance)

12. We have identified in the schedule of expenditures of federal awards all assistance provided (either directly or passed through other entities) by federal agencies in the form of grants, contracts, loans, loan guarantees, property, cooperative agreements, interest subsidies, commodities, insurance, direct appropriations, or in any other form.
13. We have disclosed to you all contracts or other agreements with service organizations, and we

have disclosed to you all communications from the service organizations relating to noncompliance at the service organizations.

14. We have reconciled the schedule of expenditures of federal awards (SEFA) to the financial statements.
15. Federal awards-related revenues and expenditures are fairly presented, both in form and content, in accordance with the applicable criteria in the entity's financial statements.
16. We have evaluated all recipient organizations that received federal funding and have correctly identified all subrecipients on the schedule of expenditures of federal awards.
17. We have identified the types of compliance requirements described in the *U.S. Office of Management and Budget (OMB) Compliance Supplement* regarding activities allowed or unallowed; allowable cost principles; cash management; eligibility; equipment and real property management; matching; level of effort, earmarking; period of performance of federal funds; procurement and suspension and debarment; program income; reporting; subrecipient monitoring; and special tests and provisions that are applicable to each of our federal awards programs. We have identified to you our interpretation of any applicable compliance requirements subject to varying interpretations.
18. We are responsible for complying, and have complied, with the requirements of Uniform Guidance.
19. We are responsible to understand and comply with the requirements of federal statutes, regulations, and the terms and conditions of federal awards related to each of our federal awards programs and have disclosed to you any and all instances of noncompliance with those requirements occurring during the period of your audit or subsequent thereto to the date of this letter of which we are aware. Except for any instances of noncompliance we have disclosed to you, we believe the entity has complied with all applicable compliance requirements.
20. We are responsible for the design, implementation, and maintenance of internal controls over compliance that provide reasonable assurance we have administered each of our federal awards programs in compliance with federal statutes, regulations, and the terms and conditions of the federal awards.
21. We have made available to you all federal awards (including amendments, if any) and any other correspondence or documentation relevant to each of our federal awards programs and to our compliance with applicable requirements of those programs.
22. The information presented in federal awards program financial reports and claims for advances and reimbursements is supported by the books and records from which our financial statements have been prepared.
23. The costs charged to federal awards are in accordance with applicable cost principles.
24. The reports provided to you related to federal awards programs are true copies of reports submitted or electronically transmitted to the federal awarding agency, the applicable payment system, or pass-through entity in the case of a subrecipient.
25. Amounts claimed or used for matching were determined in accordance with Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) regarding cost principles.
26. We have monitored any subrecipients to determine that they have expended federal awards in accordance with federal statutes, regulations, and the terms and conditions of the subaward and have met the audit and other requirements of the Uniform Guidance.

27. We have taken appropriate corrective action on a timely basis after receipt of any subrecipient's auditor's report that identified findings and questioned costs pertaining to federal awards programs passed through to the subrecipient by us.
28. We have considered the results of any subrecipient's audits received and made any necessary adjustments to our books and records.
29. We have disclosed to you any communications from federal awarding agencies and pass-through entities concerning possible noncompliance with the applicable compliance requirements for each of our federal awards programs, including any communications received from the end of the period of your audit through the date of this letter.
30. We have identified to you any previous compliance audits, attestation engagements, and internal or external monitoring related to the objectives of your compliance audit, including findings received and corrective actions taken to address any significant findings and recommendations made in such audits, attestation engagements, or other monitoring.
31. Except as described in the schedule of findings and questioned costs, we are in agreement with the findings contained therein and our views regarding any disagreements with such findings are consistent, as of the date of this letter, with the description thereof in that schedule.
32. We are responsible for taking corrective action on any audit findings and have developed a corrective action plan that meets the requirements of Uniform Guidance.
33. The summary schedule of prior audit findings correctly states the status of all audit findings of the prior audit's schedule of findings and questioned costs and any uncorrected open findings included in the prior audit's summary schedule of prior audit findings as of the date of this letter.
34. The reporting package does not contain any protected personally identifiable information.
35. No changes have been made in internal control over compliance or other factors that might significantly affect internal control, including any corrective action we have taken regarding significant deficiencies or material weaknesses in internal control over compliance subsequent to the period covered by the auditor's report.

Misappropriation, Misstatements, & Fraud

36. We have informed you of all current risks of a material amount that are not adequately prevented or detected by our procedures with respect to:
 - a. Misappropriation of assets.
 - b. Misrepresented or misstated assets, deferred outflows of resources, liabilities, deferred inflows of resources, or net position.
37. We have no knowledge of fraud or suspected fraud affecting the entity involving:
 - a. Management or employees who have significant roles in internal control over financial reporting, or
 - b. Others when the fraud could have a material effect on the financial statements.
38. We understand that the term "fraud" includes misstatements arising from fraudulent financial reporting and misstatements arising from misappropriation of assets. Misstatements arising from fraudulent financial reporting are intentional misstatements, or omissions of amounts or disclosures in financial statements to deceive financial statement users. Misstatements arising from misappropriation of assets involve the theft of an entity's assets where the effect of the theft causes the financial statements not to be presented in conformity with accounting principles

generally accepted in the United States of America.

39. We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, customers, regulators, citizens, suppliers, or others.
40. We have assessed the risk that the financial statements may be materially misstated as a result of fraud and disclosed to you any such risk identified.

Ongoing Operations

41. We have evaluated whether there are conditions or events known or reasonably knowable, considered in the aggregate, that raise substantial doubt about the entity's ability to continue as a going concern within one year of the date of this letter without consideration of potential mitigating effects of management's plans not yet fully implemented and concluded substantial doubt does not exist.
42. We acknowledge the current economic volatility presents difficult circumstances and challenges for our industry. Entities are potentially facing declines in the fair values of investments and other assets, declines in the volume of business, constraints on liquidity, difficulty obtaining financing or bonding, etc. We understand the values of the assets and liabilities recorded in the financial statements could change rapidly, resulting in material future adjustments to asset values, allowances for accounts receivable, capital, net realizable value of inventory,, etc., that could negatively impact the entity's ability to meet debt covenants or maintain sufficient liquidity.

We acknowledge that you have no responsibility for future changes caused by the current economic environment and the resulting impact on the entity's financial statements. Further, management and governance are solely responsible for all aspects of managing the entity, including questioning the quality and valuation of investments, inventory, and other assets; evaluating assumptions regarding defined benefit pension plan obligations, reviewing allowances for uncollectible amounts; etc.

Related Parties

43. We have disclosed to you the identity of all of the entity's related parties and all the related-party relationships of which we are aware.

In addition, we have disclosed to you all related-party transactions and amounts receivable from or payable to related parties of which we are aware, including any modifications during the year that were made to related-party transaction agreements which existed prior to the beginning of the year under audit, as well as new related-party transaction agreements that were executed during the year under audit.

Related-party relationships and transactions have been appropriately accounted for and disclosed in accordance with accounting principles generally accepted in the United States of America.

44. We understand that the term related party refers to:

- Affiliates
- Trusts for the benefits of employees, such as pension that are managed by or under the trusteeship of management
- Management and members of their immediate families
- Any other party with which the entity may deal if one party can significantly influence the management or operating policies of the other to an extent that one of the transacting parties might be prevented from fully pursuing its own separate interests.

Another party is also a related party if it can significantly influence the management or operating

policies of the transacting parties or if it has an ownership interest in one of the transacting parties and can significantly influence the other to an extent that one or more of the transacting parties might be prevented from fully pursuing its own separate interests.

The term affiliate refers to a party that directly or indirectly controls, or is controlled by, or is under common control with, the entity.

Litigation, Laws, Rulings & Regulations

45. We have disclosed to you all known actual or possible litigation and claims whose effects should be considered when preparing the financial statements. The effects of all known actual or possible litigation and claims have been accounted for and disclosed in accordance with accounting principles generally accepted in the United States of America.
46. We have no knowledge of communications, other than those specifically disclosed, from regulatory agencies, governmental representatives, employees, or others concerning investigations or allegations of noncompliance with laws and regulations, deficiencies in financial reporting practices, or other matters that could have a material adverse effect on the financial statements.
47. We have disclosed to you all known instances of violations or noncompliance or possible violations or suspected noncompliance with laws and regulations whose effects should be considered when preparing financial statements or as a basis for recording a loss contingency.
48. There are no regulatory examinations currently in progress for which we have not received examination reports.
49. We have no reason to believe the entity owes any penalties or payments under the Employer Shared Responsibility Provisions of the *Patient Protection and Affordable Care Act*, nor have we received any correspondence from the IRS or other agencies indicating such payments may be due.
50. We have not been designated as a potentially responsible party (PRP or equivalent status) by the Environmental Protection Agency (EPA) or other cognizant regulatory agency with authority to enforce environmental laws and regulations.

Nonattest Services

51. You have provided nonattest services, including the following, during the period of this engagement:
 - Preparing a draft of the financial statements and related notes and supplementary information
 - Preparing a draft of the schedule of expenditures of federal awards
 - Completing the auditee portion of the Form SF-SAC (Data Collection Form) through the Federal Audit Clearinghouse
52. With respect to these services:
 - a. We have designated a qualified management-level individual to be responsible and accountable for overseeing the nonattest services.
 - b. We have established and monitored the performance of the nonattest services to ensure they meet our objectives.
 - c. We have made any and all decisions involving management functions with respect to the nonattest services and accept full responsibility for such decisions.

- d. We have evaluated the adequacy of the services performed and any findings that resulted.
- e. We have established and maintained internal controls, including monitoring ongoing activities.
- f. When we receive final deliverables from you, we will store those deliverables in information systems controlled by us. We have taken responsibility for maintaining internal control over these deliverables.

Financial Statements & Reports

- 53. We have reviewed and approved a draft of the financial statements and related notes referred to above, which you prepared in connection with your audit of our financial statements. We acknowledge that we are responsible for the fair presentation of the financial statements and related notes.
- 54. With regard to supplementary information:
 - a. We acknowledge our responsibility for the presentation of the supplementary information in accordance with the applicable criteria.
 - b. We believe the supplementary information is fairly presented, both in form and content, in accordance with the applicable criteria.
 - c. The methods of measurement and presentation of the supplementary information are unchanged from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.
 - d. We believe the significant assumptions or interpretations underlying the measurement and/or presentation of the supplementary information are reasonable and appropriate.
- 55. With regard to other information that is presented in the form of our annual report:
 - a. We confirm that Annual Comprehensive Financial Report comprise the annual report for the entity.
 - b. We have provided you with the final draft of the annual report.

Transactions, Records, & Adjustments

- 56. All transactions have been recorded in the accounting records and are reflected in the financial statements.
- 57. The entity has appropriately reconciled its general ledger accounts to their related supporting information. All related reconciling items considered to be material were identified and included on the reconciliations and were appropriately adjusted in the financial statements. All intracompany (and intercompany) accounts have been eliminated or appropriately measured and considered for disclosure in the financial statements.
- 58. We have everything we need to keep our books and records.
- 59. We have disclosed any significant unusual transactions the entity has entered into during the period, including the nature, terms, and business purpose of those transactions.
- 60. We are in agreement with the adjusting journal entries you have proposed, and they have been posted to the entity's accounts.
- 61. We believe the effects of the uncorrected financial statement misstatements and omitted disclosures summarized in the attached schedule and aggregated by you during the current

engagement are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Governmental Accounting & Disclosure Matters

62. Interfund, internal, and intra-entity activity and balances have been appropriately classified and reported.
63. With regard to deposit and investment activities:
 - a. All deposit, repurchase and reverse repurchase agreements, and investment transactions have been made in accordance with legal and contractual requirements.
 - b. Investments are properly valued.
 - c. Disclosures of deposit and investment balances and risks in the financial statements are consistent with our understanding of the applicable laws regarding enforceability of any pledges of collateral.
 - d. We understand that your audit does not represent an opinion regarding the enforceability of any collateral pledges.
64. The financial statements include all component units, appropriately present majority equity interests in legally separate organizations and joint ventures with an equity interest, and properly disclose all other joint ventures and other related organizations.
65. We have identified and evaluated all potential fiduciary activities. The financial statements include all fiduciary activities required by GASB Statement No. 84, *Fiduciary Activities*, as amended.
66. Components of net position (net investment in capital assets, restricted, and unrestricted) and classifications of fund balance (nonspendable, restricted, committed, assigned, and unassigned) are properly classified and, if applicable, approved.
67. Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated or amortized.
68. We have appropriately disclosed the entity's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position/fund balance is available and have determined that net position is properly recognized under the policy.
69. The entity has properly separated information in debt disclosures related to direct borrowings and direct placements of debt from other debt and disclosed any unused lines of credit, collateral pledged to secure debt, terms in debt agreements related to significant default or termination events with finance-related consequences, and significant subjective acceleration clauses in accordance with GASB Statement No. 88.
70. We have identified and evaluated all potential tax abatements, and we believe there are no material tax abatements other than those that have been disclosed in the notes to the financial statements.
71. The entity's ability to continue as a going concern was evaluated and that appropriate disclosures are made in the financial statements as necessary under GASB requirements.
72. The supplementary information required by the Governmental Accounting Standards Board, consisting of management's discussion and analysis, pension, and other postemployment

benefit information, has been prepared and is measured and presented in conformity with the applicable GASB pronouncements, and we acknowledge our responsibility for the information. The information contained therein is based on all facts, decisions, and conditions currently known to us and is measured using the same methods and assumptions as were used in the preparation of the financial statements. We believe the significant assumptions underlying the measurement and/or presentation of the information are reasonable and appropriate. There has been no change from the preceding period in the methods of measurement and presentation.

73. With regard to pension and other postretirement benefits (OPEB):
- a. We believe the actuarial assumptions and methods used to measure pension and OPEB liabilities and costs for financial accounting purposes are appropriate in the circumstances.
 - b. We have provided you with the entity's most current pension and OPEB plan instrument for the audit period, including all plan amendments.
 - c. The participant data provided to you related to pension and OPEB plans are true copies of the data submitted or electronically transmitted to the plan's actuary.
 - d. The participant data that we provided the plan's actuary for the purposes of determining the actuarial present value of accumulated plan benefits and other actuarially determined amounts in the financial statements were complete.

General Government Matters

74. We have exercised due care in the preparation of the introductory and statistical sections included in our annual comprehensive financial report (ACFR) and are not aware of any information contained therein that is inconsistent with the information contained in our basic financial statements.

Accounting & Disclosure

75. All transactions entered into by the entity are final. We are not aware of any unrecorded transactions, side agreements or other arrangements (either written or oral) that are in place.
76. Except as reflected in the financial statements, there are no:
- a. Plans or intentions that may materially affect carrying values or classifications of assets, deferred outflows of resources, liabilities, deferred inflows of resources, or net position.
 - b. Material transactions omitted or improperly recorded in the financial records.
 - c. Material unasserted claims or assessments that are probable of assertion or other gain/loss contingencies requiring accrual or disclosure, including those arising from environmental remediation obligations.
 - d. Events occurring subsequent to the balance sheet date through the date of this letter, which is the date the financial statements were available to be issued, requiring adjustment or disclosure in the financial statements.
 - e. Agreements to purchase assets previously sold.
 - f. Arrangements with financial institutions involving compensating balances or other arrangements involving restrictions on cash balances, lines of credit, or similar arrangements.
 - g. Guarantees, whether written or oral, under which the entity is contingently liable.

h. Known or anticipated asset retirement obligations.

77. Except as disclosed in the financial statements, the entity has:

- a. Satisfactory title to all recorded assets, and those assets are not subject to any liens, pledges, or other encumbrances.
- b. Complied with all aspects of contractual and grant agreements, for which noncompliance would materially affect the financial statements.

78. We agree with the findings of specialists in evaluating the values of balances related to actuarially determined pension and OPEB related balances and have adequately considered the qualification of the specialists in determining the amounts and disclosures used in the financial statements and underlying accounting records. We did not give or cause any instructions to be given to the specialists with respect to the values or amounts derived in an attempt to bias their work, and we are not otherwise aware of any matters that have had impact on the independence or objectivity of the specialists.

Revenue, Accounts Receivable, & Inventory

79. Adequate provisions and allowances have been accrued for any material losses from:

- a. Uncollectible receivables.
- b. Excess or obsolete inventories.
- c. Purchase commitments in excess of normal requirements or at prices in excess of prevailing market prices.

Receivables

80. Adequate provisions and allowances have been accrued for any material losses from uncollectible receivables.

Estimates

81. We have identified all accounting estimates that could be material to the financial statements and we confirm the appropriateness of the methods and the consistency in their application, the accuracy and completeness of data, and the reasonableness of significant assumptions used by us in making the accounting estimates, including those measured at fair value reported in the financial statements.

82. Significant estimates that may be subject to a material change in the near term have been properly disclosed in the financial statements. We understand that "near term" means the period within one year of the date of the financial statements. In addition, we have no knowledge of concentrations, which refer to a lack of diversity related to employers, industries, inflows of resources, workforce covered by collective bargaining agreements, providers of financial resources, or suppliers of material, labor or services, or constraints, which refer to a limitation imposed by an external party or by formal action of a government's highest level of decision-making authority related to limitations on raising revenue, limitations on spending, limitations on the incurrence of debt, or mandated spending, existing at the date of the financial statements that would make the entity vulnerable to the risk of severe impact in the near term that have not been properly disclosed in the financial statements.

Fair Value

83. With respect to the fair value measurements of financial and nonfinancial assets and liabilities, if any, recognized in the financial statements or disclosed in the notes thereto:

- a. The underlying assumptions are reasonable and they appropriately reflect management's intent and ability to carry out its stated course of action.
- b. The measurement methods and significant assumptions used in determining fair value are appropriate in the circumstances for financial statement measurement and disclosure purposes and have been consistently applied.
- c. The significant assumptions appropriately reflect market participant assumptions.
- d. The disclosures related to fair values are complete, adequate, and in conformity with U.S. GAAP.
- e. There are no subsequent events that require adjustments to the fair value measurements and disclosures included in the financial statements.

Tax-Exempt Bonds

84. Tax-exempt bonds issued have retained their tax-exempt status.
85. We have notified you of any instances of noncompliance with applicable disclosure requirements of the SEC Rule 15c2-12 and applicable state laws.

GASB Statement 101, Compensated Absences

86. In connection with the adoption of GASB Statement No. 101, *Compensated Absence* (GASB 101), we represent that there is no material impact to the financial statements.



Jennifer Pyrz (Jun 26, 2025 15:27 EDT)

Ms. Jennifer Pyrz, President and CEO
Jennifer.pyrz@indygo.net



Bart Brown (Jun 26, 2025 12:37 EDT)

Mr. Bart Brown, VP of Finance/CFO
bbrown@indygo.net

Attachment:
Schedule of Uncorrected Misstatements and Omitted Disclosures



Attachment B

Schedule of Uncorrected Misstatements

Appendix B
Indianapolis Public Transportation Corporation
Summary of Uncorrected Misstatements and Omitted Disclosures, as applicable
As of and for the Year Ended December 31, 2024

Summary of Misstatements in the Financial Statements

| Description | Debit (Credit) Required to Correct the Financial Statements | | | | | |
|--|---|----------------------------------|--------------|-----------|----------|------------------------|
| | Assets and Deferred Outflows | Liabilities and Deferred Inflows | Net Position | Revenue | Expenses | Change in Net Position |
| Unrecorded misstatements - factual | 390,000 | - | (390,000) | (390,000) | - | (390,000) |
| Unrecorded misstatements - projected | - | - | - | - | - | - |
| Unrecorded misstatements - judgmental | - | - | - | - | - | - |
| Total uncorrected misstatements (Iron Curtain) | 390,000 | - | (390,000) | (390,000) | - | (390,000) |
| Impact of correcting prior period misstatements in prior periods (From Prior Period Table Below) | | | | - | - | - |
| Total uncorrected misstatements, assuming prior year misstatements were corrected in prior periods (Rollover) | | | | (390,000) | - | (390,000) |

Financial Statement Impact

| | Debit (Credit) | | | % Change |
|---|----------------|---------------|-----------------------------|----------|
| | As Reported | Misstatements | Subsequent to Misstatements | |
| Current Assets | \$ 298,526,318 | \$ 390,000 | \$ 298,916,318 | 0.13 % |
| Non-Current Assets and Deferred Outflows | 472,454,196 | - | 472,454,196 | - % |
| Current Liabilities | (32,440,244) | - | (32,440,244) | - % |
| Non-Current Liabilities and Deferred Inflows | (113,679,017) | - | (113,679,017) | - % |
| Current Ratio | (9.20) | | (9.21) | 0.11 % |
| Total Assets and Deferred Outflows | 770,980,514 | 390,000 | 771,370,514 | 0.05 % |
| Total Liabilities and Deferred Inflows | (146,119,261) | - | (146,119,261) | - % |
| Net Position | (624,861,253) | (390,000) | (625,251,253) | 0.06 % |
| General Revenues & Transfers | (203,751,441) | (390,000) | (204,141,441) | 0.19 % |
| Net Program Revenues / Expenses | 158,591,694 | - | 158,591,694 | - % |
| Change in Net Position | (45,159,747) | (390,000) | (45,549,747) | 0.86 % |

Unrecorded Misstatements Detail

| Account Number | Account Name | Financial Statement Line | Debit | Credit | Description |
|----------------|---------------------------|--------------------------|---------|---------|---|
| 1020801-D1 | General--AR-Accrual | Operations receivable | 390,000 | - | To record interest receivable for some cash accounts that had earned income as of year end that was not paid out. |
| 4070401-D1 | General--Revenue Interest | Investment income | - | 390,000 | To record interest receivable for some cash accounts that had earned income as of year end that was not paid out. |



Date of Memo: October 01, 2025
Board Meeting: October 16, 2025

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO, Jennifer Pyrz
FROM: Chief Operations Officer, Annette Darrow
SUBJECT: Swiftly Contract for Fleet Tracking Data

ACTION ITEM A – 6

RECOMMENDATION:

It is recommended the Board of Directors authorize the President and Chief Executive Officer to enter into a three-year contract with two optional one-year extensions with Swiftly for fleet tracking and transit signal priority (TSP) data services. The total cost of the three-year contract shall not exceed \$1,318,833. If both option years are exercised, the total contract amount shall not exceed \$2,493,462.

BACKGROUND:

Swiftly is a hardware-agnostic, cloud-based software platform that delivers real-time internal and external transit data. IPTC first implemented Swiftly in 2019 during the launch of the Red Line and the Marion County Transit Plan. The platform transforms billions of GPS data points into actionable insights, improving service reliability and rider confidence. Swiftly provides accurate real-time arrival predictions, live system operations monitoring, operator performance reports, runtime analysis, rider alerts, and backend analytics. These capabilities support schedule optimization, improved on-time performance, and cost reduction. The platform also powers IPTC’s Transit Signal Priority (TSP) system, which enhances service efficiency.

DISCUSSION:

This is a new contract to continue services with Swiftly who maintains real-time information services, allowing our new TSP system to run on the data provided. IndyGo launched the new TSP system in October 2024 on the BRT lines and will eventually implement it on some local routes to speed up service, allowing for greater efficiency and a better passenger experience.

A multi-year agreement with Swiftly offers cost savings between 10 and 33 percent and accommodates fleet expansion for the upcoming Blue Line service.

| Contract Year | Revenue Vehicles | Non-Revenue Vehicles | Cost Per Year |
|---------------|------------------|----------------------|---------------|
| Year 1 | Up to 148 | 65 | \$384,344.62 |
| Year 2 | Up to 175 | 65 | \$425,990.74 |

| | | | |
|---------------|-----------|----|--------------|
| Year 3 | Up to 226 | 65 | \$508,497.54 |
| Option Year 1 | Up to 226 | 65 | \$559,347.30 |
| Option Year 2 | Up to 226 | 65 | \$615,282.03 |

FISCAL IMPACT:

Funding for this contract is included in the approved Operating Budget through December 31, 2026.

DBE DECLARATION:

The established goals for this procurement are 15% MBE, 8% WBE, 3% VBE, and 1% DOBE; however, XBE participation is unavailable because there are no subcontracting opportunities.



Date of Memo: September 30, 2025

Board Meeting: October 16, 2025

BOARD MEMORANDUM

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

THROUGH: President and CEO Jennifer Pysz

FROM: Project Manager Rachel Wilson

SUBJECT: Consideration and approval of the Far Eastside Bus Stop Improvements Design Services Task Order Supplement

ACTION ITEM A – 7

RECOMMENDATION:

It is recommended that the Board of Directors authorize the President and Chief Executive Officer to execute Supplement #2 to the existing contract with Kimley-Horn and Associates Inc. for design and engineering services related to the Far Eastside Bus Stop Improvements Project in an amount not to exceed \$234,233. If approved, the total design cost for the project will be \$889,180.

BACKGROUND:

The Indianapolis Public Transportation Corporation has a long-range plan to enhance accessibility at local bus stops citywide. The Far Eastside Bus Stop Improvements Project represents the next phase of improvements scheduled for construction in 2026 and 2027. In July 2023, IPTC issued RFQ 23-03-475 for on-call Architectural and Engineering Services. An agreement was executed between IPTC and Kimley-Horn and Associates Inc. for street design and civil engineering services. These services include surveying, plan preparation, Americans with Disabilities Act (ADA) compliance, cost estimating, land acquisition services, bidding support, and construction support for improvements to 55 local bus stops. The initial cost was \$623,914. Supplement #1 was \$31,033 for geotechnical services.

DISCUSSION:

If approved, this supplement would expand the scope of work to include rear alighting concrete pads at 36 of the 55 bus stop locations and the addition of two new pedestrian traffic signals. This expanded scope requires additional surveying, geotechnical work, and land acquisition services.

FISCAL IMPACT:

This expenditure is included in the Capital Budget and will be funded through local sources. No additional funding is required beyond what has already been allocated.

XBE DECLARATION:

Kimley-Horn’s proposal for this task order includes a 43.3 percent commitment to participation by as follows:

- JQOL (MBE): 10.2 percent
- Resolution Group (WBE): 33.1 percent

The original fee was funded through a Federal Transit Administration (FTA) Areas of Persistent Poverty (AoPP) grant and included a DBE commitment of 47.7 percent.



Date of Memo: October 07, 2025
Board Meeting: October 16, 2025

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: President/CEO, Jennifer Pyrz
FROM: Chief Financial Officer, Bart Brown
SUBJECT: Business Process Mapping and Procurement Services for Payroll and Human Resources

ACTION ITEM A - 8

RECOMMENDATION:

It is recommended that the Board of Directors authorize the President and Chief Executive Officer to execute a one-year contract with Netlogix for Business Process Mapping and Procurement Services, in an amount not to exceed \$124,680.

BACKGROUND:

The Indianapolis Public Transportation Corporation (IPTC) currently utilizes Automatic Data Processing, Inc. (ADP) for payroll and human resources (HR) systems. ADP has notified IPTC of a required system upgrade, which would result in an estimated investment of \$1 million over the next several years.

The agency is conducting due diligence to determine whether reprocurring the associated software and services would better serve the public interest. To support this effort, IPTC will issue a Request for Information (RFI) to assess market alternatives and inform future decisions regarding technology and professional services.

DISCUSSION:

To support the RFI and future Request for Proposals (RFP) processes, IPTC staff have identified the need to document current business processes. These documented workflows will also support onboarding and training of new employees, development of technical documentation, and identification of opportunities to improve operational efficiency.

As part of this initiative, the team will evaluate data transfer workflows from IPTC's operator scheduling software, Hastus, to ensure seamless integration across platforms. The Statement of Work outlining the scope and deliverables is included for review with this action item.

FISCAL IMPACT:

This procurement will be fully funded through the operating budget using 100 percent local funds. The total contract amount shall not exceed \$124,680.

DBE/XBE DECLARATION:

The established participation goals for this procurement are:

- 15 percent Minority Business Enterprise (MBE)
- 8 percent Women Business Enterprise (WBE)
- 3 percent Veteran Business Enterprise (VBE)
- 1 percent Disability-Owned Business Enterprise (DOBE)

Netlogix is registered as a WBE business with the City of Indianapolis.



Date of Memo: October 10, 2025
Board Meeting: October 16, 2025

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation Board of Directors
THROUGH: President and CEO Jennifer Pyrz
FROM: Director of Fleet Services Devon Smith
SUBJECT: Consideration and Approval of Commitment for 2026 Annual Diesel Supply

ACTION ITEM A – 9

RECOMMENDATION:

It is recommended that the Board of Directors authorize the President and Chief Executive Officer to offer a commitment with the pre-qualified low bidder for a maximum of 1,710,000 gallons of premium ultra-low sulfur (ULS) diesel fuel to be delivered over a 12-month period starting January 1, 2026, through December 31, 2026.

BACKGROUND:

IPTC’s total fuel consumption is expected to be approximately 1,900,000 in 2026. The annual contract guaranteed minimum amount of 1,710,000 gallons represents 90% of total annual fuel consumption. When monthly fuel consumption is above the monthly guaranteed quantity, IPTC will purchase additional fuel at the market rate from the awarded supplier. This strategy avoids paying for fuel that is not delivered in lower volume months.

DISCUSSION:

Through a Request for Qualification (RFQ) process conducted earlier this year, IPTC established a list of pre-qualified fuel suppliers that would be eligible to competitively bid on fuel contracts for a three-year qualification period of 2026 through 2028). Keystone Cooperative and Gresham Petroleum were deemed to be qualified fuel suppliers. Keystone Cooperative is the incumbent fuel supplier. On October 6, 2025, IPTC issued an invitation to bid to the pre-qualified fuel suppliers with a bid opening scheduled for October 24, 2025. Upon review of the bids, a commitment will be given to the pre-qualified bidder offering the lowest price for a bulk purchase of ULS diesel fuel on IPTC’s behalf to secure pricing. After this commitment is made, IPTC staff will request that the Board approve a contract with the pre-qualified low bidder at its meeting scheduled for November 20, 2025.

FISCAL IMPACT:

The funding source for this procurement is through the Operating budget.

DBE/XBE DECLARATION:

The established goals for this procurement are 15% MBE, 8% WBE, 3% VBE, and 1% DOBE; however, XBE participation is unavailable because there are only two qualified vendors and there are no subcontracting opportunities.

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Information Update – September 2025 Financials Summary

To: Chair and Board of Directors
Through: CEO Jennifer Pyrz
From: Bart Brown, CFO and Justin Burcope, Budget Director
Date: October 10, 2025

Revenue

- Federal Assistance Revenue came in over budget for the month by \$105,390 (8.6%). YTD this revenue is over budget by \$2,222,788 (20.2%)
- Other Operating revenue category is under budget by \$141,897 (-50.2%) for the month. YTD for this revenue is under budget by \$655,412 (-25.7%).
- The passenger service revenue is over budget by \$33,287 (6.7%) for the month. For the year passenger service revenue is under budget by \$226,573 (-5.1%).
- PMTF Grant has been received for the year. Total received is \$11,369,828, which is the exact budget for 2025.
- Property Tax Revenue came in on budget for the month of September. YTD it is on budget.
- In September Local Income Tax came in at budget for the month and YTD.
- The Service Reimbursement Program revenue was on budget for the month and is under budget by \$3 for the year.

The Total Revenue for the agency is under budget by \$3,220 (-0.1%) for the month of September. YTD Total Revenue is over budget by \$1,340,800 (1.4%).

Expenditures

I) Personal Services

- Fringe Benefits are under budget for the month by \$434,115 (-23.9%). YTD it is under budget by \$3,972,945 (-21.8%).
- Overtime expenses were over budget by \$196,751 (59.3%) for the month. For the year this category is over budget by \$1,581,627 (47.7%).
- September Salary expenses are under budget by \$294,965 (-6.9%) for the month. YTD it is under budget by \$4,128,130 (-9.6%)

The Personal Services category is under budget by \$532,329 (-8.3%) for the month of September. It is under budget for the year by \$6,519,649 (-10.1%)

II) Other Services and Charges

- Claims were over budget by \$654,690 (180.4%) for the month. For the year this category is under budget by \$1,127,189 (-33.0%).

- For the month of September, the Miscellaneous Expense category is under budget by \$75,305 (-71.0%). YTD is under budget by \$337,964 (-31.1%).
- In September, the Purchased Transportation category is over budget by \$7,749 (0.1%). For the year it is over budget by \$486,02 (5.2%)
- For the month the “Services” expense category is under budget by \$759,818 (-33.6%). YTD this category is under budget by \$11,021,833 (-41.0%).
- For the month, utility expenses are over budget by \$65,719 (29.3%). For the year utilities are under budget by \$81,555 (-4.0%).

Overall, the Other Services & Charges category is under budget by \$106,965 (-2.7%) for the month. YTD this category is under budget by \$12,082,521 (-28.2 %).

III) Materials & Supplies

- The Fuel and Lubricant category is under budget by \$148,014 (-26.4%). YTD it is under budget by \$1,296,682 (-25.6%).
- For the month of September, the Maintenance Materials category is under budget by \$111,030 (-20.3%). It is under budget for the year by \$154,049 (-3.1%).
- Other Materials and Supplies category is under budget by \$80,013 (-78.3%) for the month. For the year it is under budget by \$781,224 (-72.3%).
- Tires & Tubes category is under budget in September by \$17,146 (-25.7%). Accounting accrues expenses in lieu of absence of actual invoices for the month. When the invoices are received, the accruals reverse the next month. YTD it is under budget by \$274,754 (-38.5%).

For the month, the Total Materials and Supplies category is under budget by \$356,204 (-27.9%). For the year it is under budget by \$2,506,709 (-21.2%).

In September, the overall, total expenditures came in under budget by \$995,499 (-8.5%). Year to date expenditures are under budget by \$21,108,879 (-17.7%).

FY 2025 NON-BUDGETED REQUESTS

| Date | Expenditure Description | Department | Expense Category | Amount |
|------------|--|-----------------------------|----------------------|--------------|
| 01/31/2025 | Paratransit Fleet Inspection | Mobility Services | Contractual Services | \$33,420 |
| 02/25/2025 | Extend Ecolane Agreement | Mobility Services | Contractual Services | \$142,742.50 |
| 03/24/2025 | Repair walls and purchase of doors for boiler room at 1501 W. Washington | Capital Planning & Projects | Capital | \$21,029 |
| 06/06/2025 | Additional engineering for Trench Drain project | Capital Planning & Projects | Contractual Service | \$20,000 |
| 06/16/2025 | Additional work for Trench Drain project | Capital Planning & Projects | Contractual Service | \$10,060 |

RECOMMENDATION:

Receive the report.



Indianapolis Public Transportation Corporation
 Budget to Actuals (Comparative Statement) - IndyGo
 For the Nine Months Ending Tuesday, September 30, 2025

10/7/2025 2:33 PM
 Period Selected: 9

| | Current Month | | | | YTD | | | | PRIOR YTD Actual |
|---|---------------------|----------------------|---------------------|----------------|----------------------|-----------------------|------------------------|----------------|------------------------|
| | Actual | Budget | Budget | Budget | Actual | Budget | Budget | Budget | |
| | | | Variance | Variance | | | Variance | Variance | |
| | | \$ | % | | | \$ | % | | |
| Operating Revenue | | | | | | | | | |
| Federal Assistance | 1,329,506.00 | 1,224,115.50 | 105,390.50 | 8.61 | 13,239,828.00 | 11,017,039.50 | 2,222,788.50 | 20.18 | 13,004,961.00 |
| Other Operating Income | 140,914.39 | 282,811.67 | (141,897.28) | (50.17) | 1,889,892.99 | 2,545,305.03 | (655,412.04) | (25.75) | 2,989,461.42 |
| Passenger Service Revenue | 527,056.63 | 493,769.35 | 33,287.28 | 6.74 | 4,217,351.06 | 4,443,924.63 | (226,573.57) | (5.10) | 4,712,085.27 |
| PMTF Revenue | | | | | 11,369,828.00 | 11,369,828.00 | 0.00 | 0.00 | 11,369,828.00 |
| Local Property & Excise Tax Revenue | 3,442,401.50 | 3,442,401.50 | | 0.00 | 30,981,613.50 | 30,981,613.50 | 0.00 | 0.00 | 31,967,949.57 |
| Local Transit Income Tax Revenue | 4,076,242.62 | 4,076,242.62 | 0.00 | 0.00 | 36,686,183.58 | 36,686,183.58 | 0.00 | 0.00 | 52,901,351.53 |
| Service Reimbursement Program | 22,083.00 | 22,083.33 | (0.33) | (0.00) | 198,747.00 | 198,749.97 | (2.97) | (0.00) | 198,747.00 |
| Total Operating Revenues | 9,538,204.14 | 9,541,423.97 | (3,219.83) | (0.03) | 98,583,444.13 | 97,242,644.21 | 1,340,799.92 | 1.38 | ##### |
| Operating Expenses | | | | | | | | | |
| Personal Services | | | | | | | | | |
| Fringe Benefits | 1,384,338.79 | 1,818,453.97 | (434,115.18) | (23.87) | 14,244,128.39 | 18,217,073.71 | (3,972,945.32) | (21.81) | 14,509,105.35 |
| Overtime | 528,480.26 | 331,728.83 | 196,751.43 | 59.31 | 4,898,915.60 | 3,317,288.31 | 1,581,627.29 | 47.68 | 4,305,669.60 |
| Salary | 3,982,858.38 | 4,277,824.09 | (294,965.71) | (6.90) | 38,649,910.11 | 42,778,240.89 | (4,128,330.78) | (9.65) | 37,306,137.17 |
| Total Wages and Benefits | 5,895,677.43 | 6,428,006.89 | (532,329.46) | (8.28) | 57,792,954.10 | 64,312,602.91 | (6,519,648.81) | (10.14) | 56,120,912.12 |
| Other Services & Charges | | | | | | | | | |
| Claims | 1,017,545.43 | 362,855.33 | 654,690.10 | 180.43 | 2,288,508.98 | 3,415,697.97 | (1,127,188.99) | (33.00) | 2,616,301.72 |
| Miscellaneous Expenses | 30,821.00 | 106,126.59 | (75,305.59) | (70.96) | 749,517.13 | 1,087,481.86 | (337,964.73) | (31.08) | 706,590.86 |
| Purchased Transportation | 1,045,081.24 | 1,037,331.95 | 7,749.29 | 0.75 | 9,822,007.61 | 9,335,987.55 | 486,020.06 | 5.21 | 9,834,719.26 |
| Services | 1,499,015.89 | 2,258,834.44 | (759,818.55) | (33.64) | 15,883,293.38 | 26,905,126.26 | (11,021,832.88) | (40.97) | 13,035,430.82 |
| Total Utilities | 289,886.03 | 224,166.66 | 65,719.37 | 29.32 | 1,935,945.02 | 2,017,499.94 | (81,554.92) | (4.04) | 1,335,553.68 |
| Total Other Services & Charges | 3,882,349.59 | 3,989,314.97 | (106,965.38) | (2.68) | 30,679,272.12 | 42,761,793.58 | (12,082,521.46) | (28.26) | 27,528,596.34 |
| Materials & Supplies | | | | | | | | | |
| Fuel & Lubricants | 413,349.67 | 561,363.58 | (148,013.91) | (26.37) | 3,755,590.39 | 5,052,272.22 | (1,296,681.83) | (25.67) | 4,620,634.30 |
| Maintenance Materials | 435,013.06 | 546,043.39 | (111,030.33) | (20.33) | 4,804,299.27 | 4,958,348.51 | (154,049.24) | (3.11) | 5,150,489.68 |
| Other Materials & Supplies | 22,182.45 | 102,196.26 | (80,013.81) | (78.29) | 299,183.20 | 1,080,407.50 | (781,224.30) | (72.31) | 459,449.82 |
| Tires & Tubes | 49,437.33 | 66,583.33 | (17,146.00) | (25.75) | 438,325.19 | 713,079.18 | (274,753.99) | (38.53) | 427,967.17 |
| Total Materials & Supplies | 919,982.51 | 1,276,186.56 | (356,204.05) | (27.91) | 9,297,398.05 | 11,804,107.41 | (2,506,709.36) | (21.24) | 10,658,540.97 |
| Total Operating Expenses | ##### | 11,693,508.42 | (995,498.89) | (8.51) | 97,769,624.27 | 118,878,503.90 | (21,108,879.63) | (17.76) | 94,308,049.43 |

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Report to the IndyGo Board

To: IndyGo Chair and Board of Directors
From: IndyGo Foundation Executive Director, Emily Meaux
Date: October 9, 2025

STRATEGIC PLAN GOAL 1. Raise \$2 million in sustainable, community-supported annual revenue that equally supports IndyGo and the IndyGo Foundation’s operations and programming

- The Golf Outing raised a net of approximately \$85,000 (final numbers in the works) to go towards operating support of the Foundation.
- We have started working with a fundraising consultant who will start meeting with prospects in October.
- We are still short of our annual operating goal and are in the final stretch of the fiscal year. We have several rounds of solicitations and cultivation touchpoints planned.
 - Golf thank you letters to all participants with photos (if available)
 - Solicitation letters to family foundations and wealth advisors
 - Solicitation letters to lapsed donors
 - Thanksgiving appreciation card
 - Giving Tuesday video campaign

| Donor Cycle | Activity | Achievement YTD as of 10/9/2025 | Performance Indicator |
|--|---|--|-----------------------|
| Prospect Management & Cultivation | Meetings with Donors & Prospects | 23 | Progressing |
| | Attendance at Community & Networking Events | 22 | On Track |
| Solicitation | Grant Applications Submitted | 63 \$1,193,000 in requests | On Track |
| | Successful Grant Applications | 11 \$409,500 granted (\$546,000 pending) | Progressing |
| | Individual Solicitations | 228 | Progressing |
| | Corporate Solicitations | 1,771 | Progressing |
| Stewardship | Grant Reports & Post-Event Reports | 22 Working on Golf Impact Report in October | On Track |
| | Routine Communications & Updates | Monthly Newsletters, Weekly Social Posts, Annual Report Mailed Golf TY letters w/pictures | On Track |



Indianapolis Public Transportation Foundation
PO Box 30072
Indianapolis, IN 46230
www.IndyGoFoundation.org

STRATEGIC PLAN GOAL 2. Operate sustainable, measurable programs focused on increasing community awareness, funding, and ridership

2025-26 Nonprofit Grant applications close on October 31.
<https://www.indygo.net/foundation/iptf-nonprofit-resources/>

STRATEGIC PLAN GOAL 3. Solidify the board of directors' governance structure and role and to accelerate the Foundation's vision

The Foundation Board will consider two board member prospects at the October meeting. If approved, we will present them to the IndyGo Board in November.

STRATEGIC PLAN GOAL 4. Streamline annual operations to seamlessly execute programming and fulfill fundraising responsibilities

Emily has been meeting regularly with IndyGo leadership to create a recommendation for the IndyGo and IndyGo Foundation Boards proposing how the two organizations can better work together.

Upcoming

- October 28: Board meeting with budget presentation
- December 5: Board meeting



People & Culture (HR) Summary Report – October 2025

To: Chair and Board of Directors
Through: President/CEO Jennifer Pyrz
From: Britt S. Griffin
Date: October 9, 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 and belonging while supporting a balanced attention to work and personal life.

Key Strategic Focus Areas

| Our People | Our Culture | Operational Excellence | Data-Driven Decision Making |
|--|---|--|---|
| Develop strategies focused on attracting, developing, and retaining our people | Develop and implement programs and initiatives that enhance employee experience, engagement, and agency culture | Develop processes and tools that result in continually sustainable improvement | Analyze data, identify trends, and develop and implement comprehensive people & culture strategies that turn strategic insight into actionable outcomes |



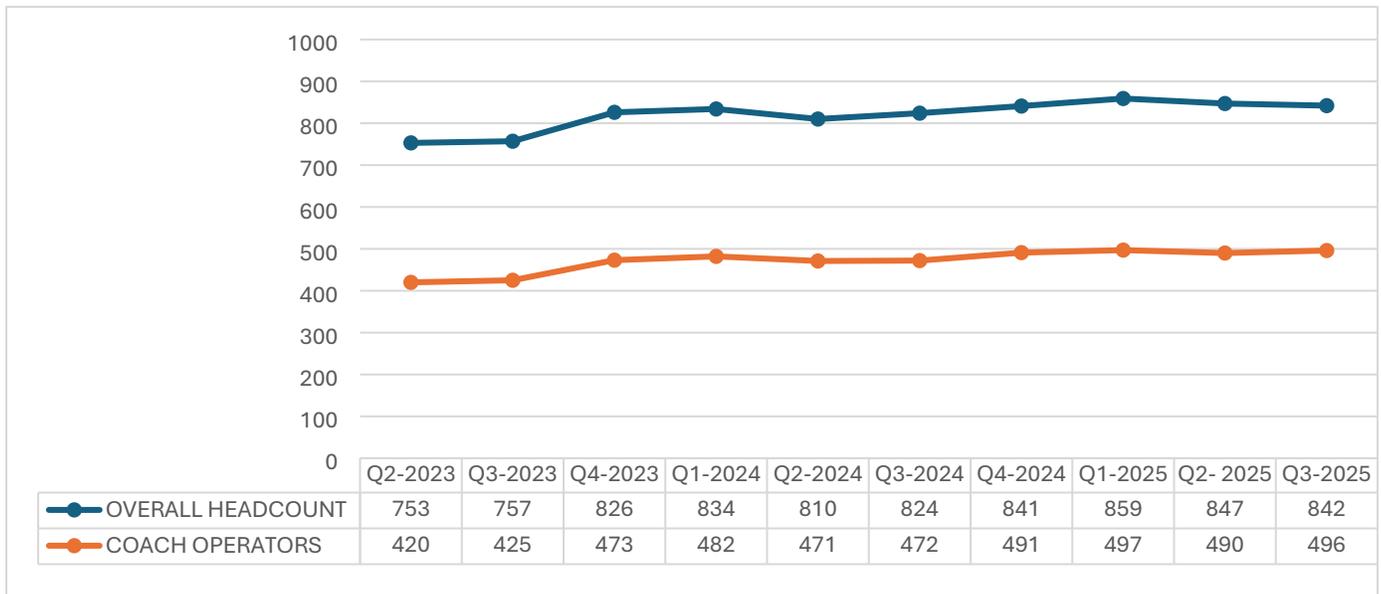
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1. Employee Population Breakdown

| | |
|-------------------------|-----|
| IndyGo Employees: | 845 |
| Union Employees: | 642 |
| Non-Union: | 203 |
| Coach Operators: | 452 |
| Coach Operator Trainee: | 47 |

As of 10/01/2025

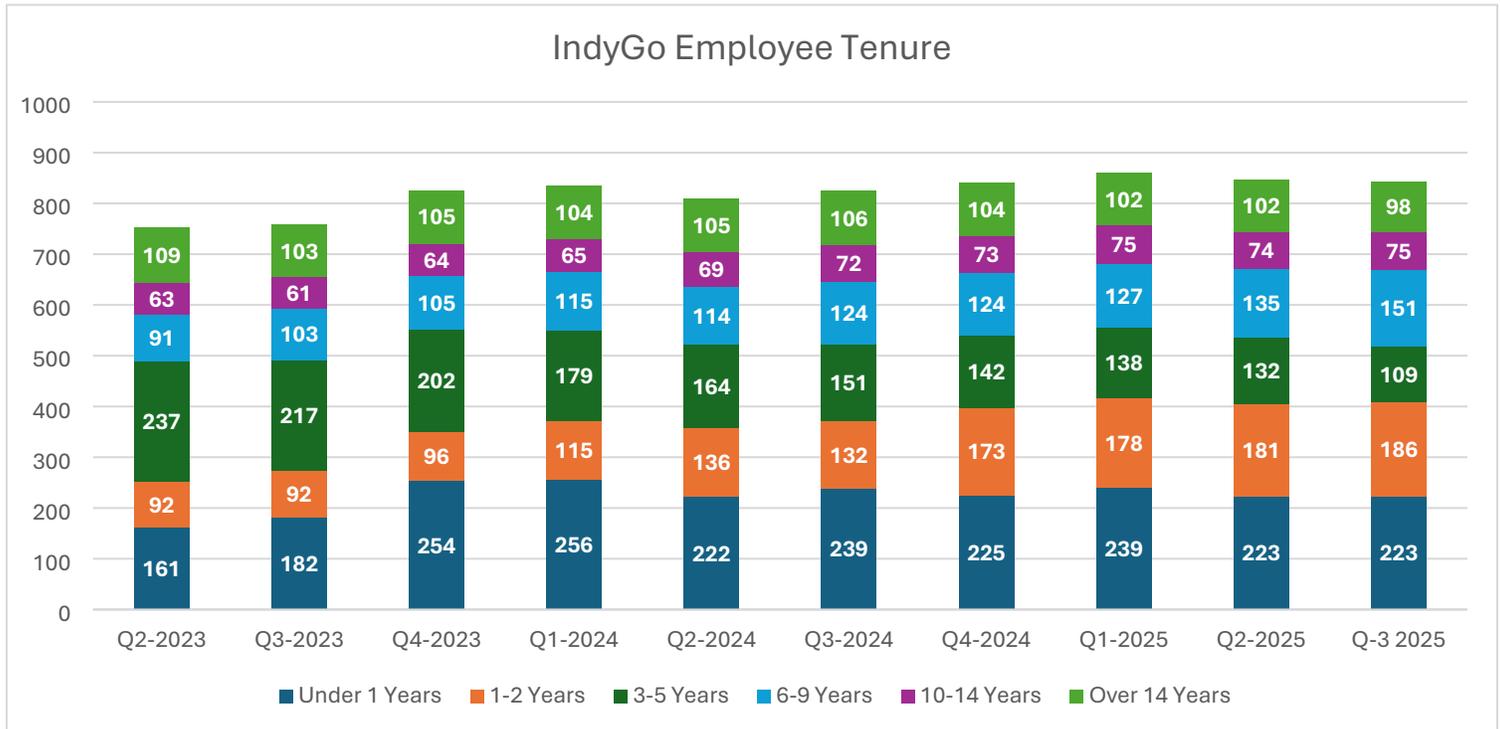
2. Total Average Headcount by Quarter



In Quarter 3, Coach Operators and Trainees accounted for approximately 58.9% of IndyGo’s total headcount.



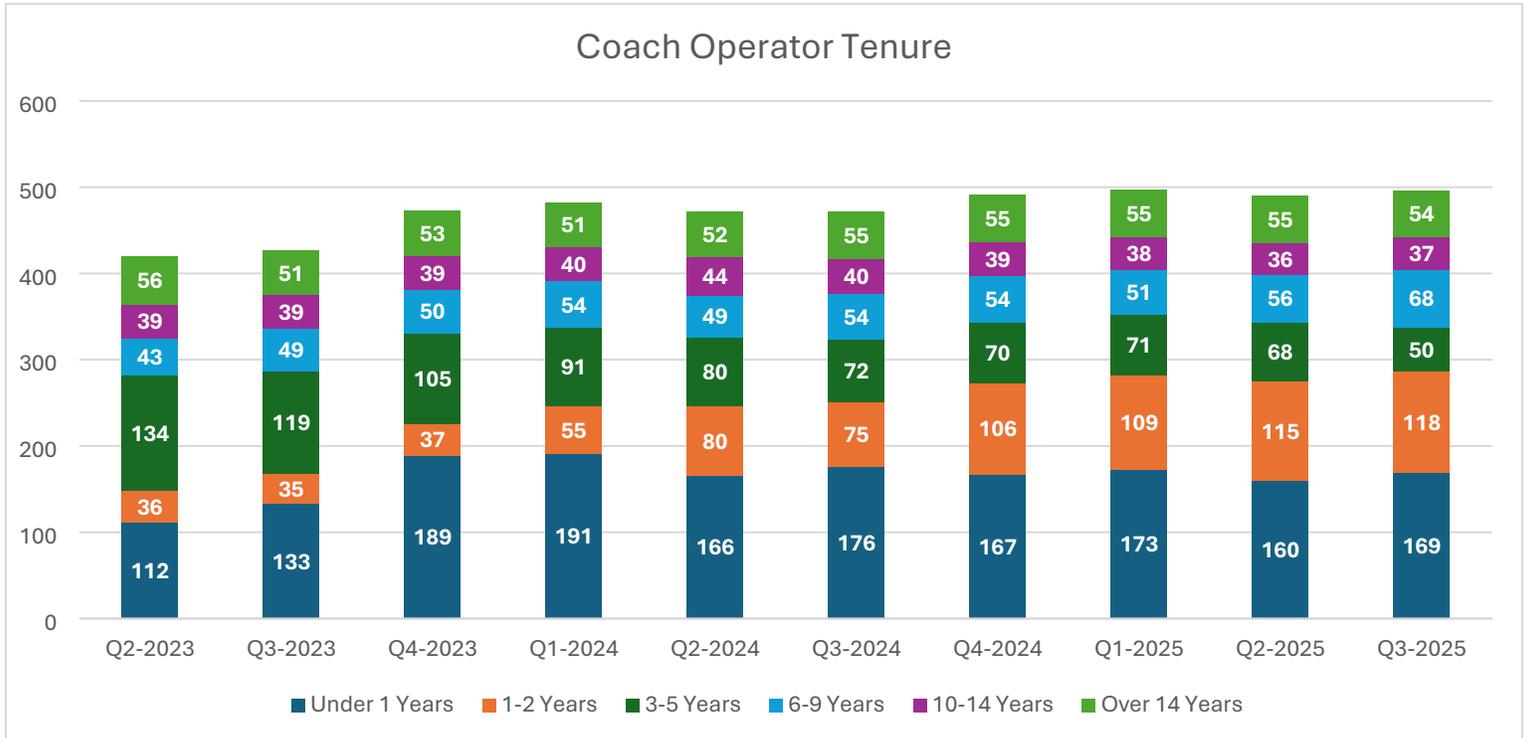
3. Headcount by Tenure by Quarter



| IndyGo Employee Tenure | | | | | | | |
|------------------------|---------------|-----------|-----------|-----------|-------------|---------------|-----------------|
| PERIOD | Under 1 Years | 1-2 Years | 3-5 Years | 6-9 Years | 10-14 Years | Over 14 Years | Total Headcount |
| 2023 | 30.67% | 11.64% | 24.48% | 12.73% | 7.76% | 12.73% | 825 |
| 2024 | 26.75% | 20.57% | 16.88% | 14.74% | 8.68% | 12.37% | 841 |
| Q1-2025 | 27.82% | 20.72% | 16.07% | 14.78% | 8.73% | 11.87% | 859 |
| Q2-2025 | 26.33% | 21.37% | 15.58% | 15.94% | 8.74% | 12.04% | 847 |
| Q3-2025 | 26.48% | 22.10% | 12.95% | 17.93% | 8.90% | 11.64% | 842 |



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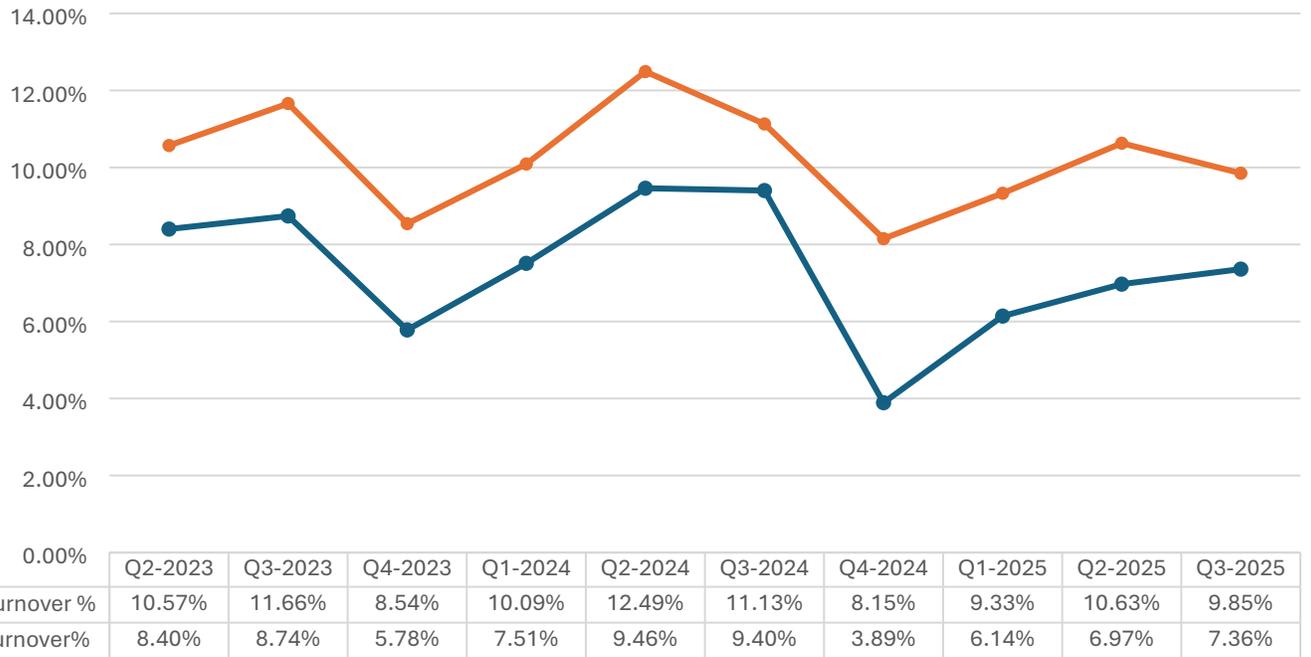


| Coach Operator Tenure | | | | | | | |
|-----------------------|---------------|-----------|-----------|-----------|-------------|---------------|-----------------|
| PERIOD | Under 1 Years | 1-2 Years | 3-5 Years | 6-9 Years | 10-14 Years | Over 14 Years | Total Headcount |
| 2023 | 39.83% | 7.84% | 22.25% | 10.59% | 8.26% | 11.23% | 472 |
| 2024 | 34.01% | 21.59% | 14.26% | 11.00% | 7.94% | 11.20% | 491 |
| Q1-2025 | 34.81% | 21.93% | 14.29% | 10.26% | 7.65% | 11.07% | 497 |
| Q2-2025 | 32.65% | 23.47% | 13.88% | 11.43% | 7.35% | 11.22% | 490 |
| Q3-2025 | 34.07% | 23.79% | 10.08% | 13.71% | 7.46% | 10.89% | 496 |



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4. Turnover-Coach Operators vs Overall

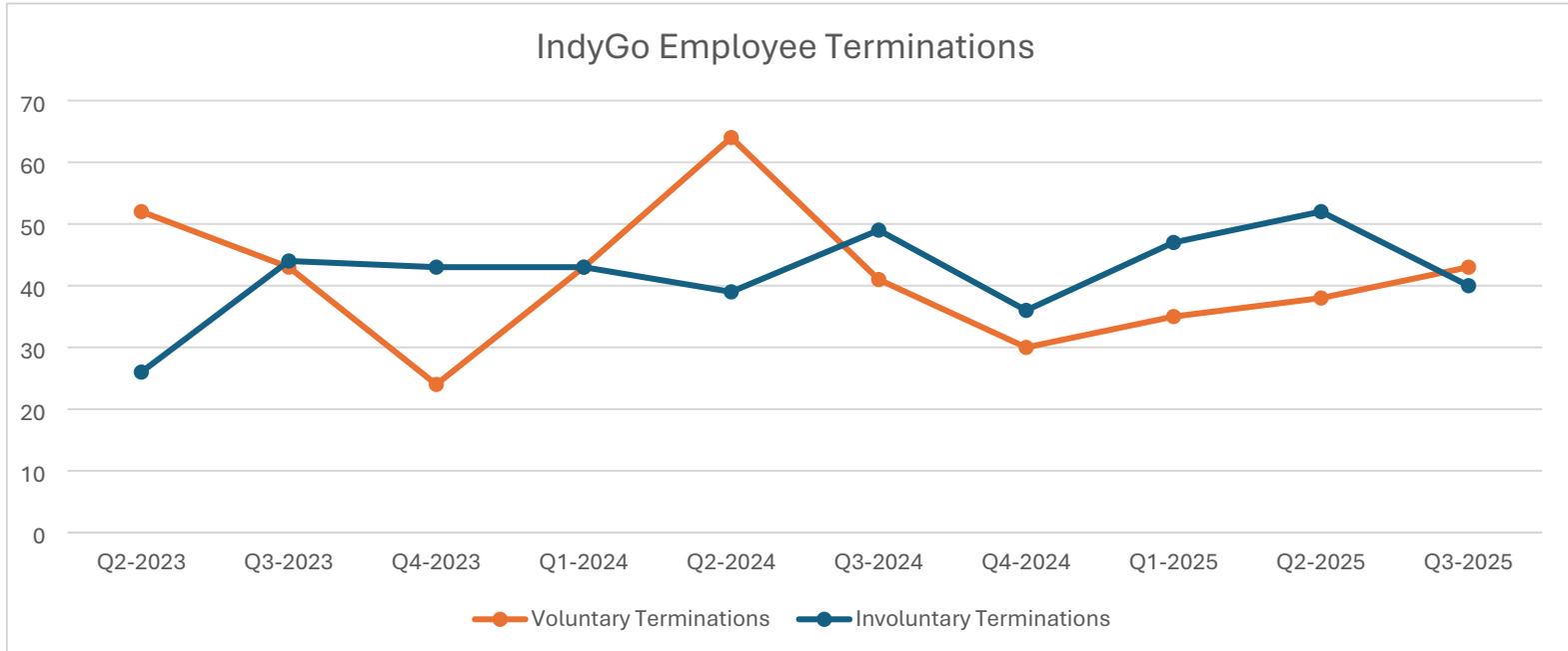


| Period | Average Headcount | Overall Terminations | Overall Turnover % | Coach Terminations | Coach Turnover% |
|----------|-------------------|----------------------|--------------------|--------------------|-----------------|
| Q2-2023 | 737.84 | 78 | 10.57% | 62 | 8.40% |
| Q3-2023 | 755.00 | 87 | 11.66% | 66 | 8.74% |
| Q4-2023 | 795.87 | 67 | 8.54% | 46 | 5.78% |
| Q1-2024 | 852.14 | 84 | 10.09% | 64 | 7.51% |
| Q2-2024 | 824.78 | 103 | 12.49% | 78 | 9.46% |
| Q3-2024 | 808.37 | 90 | 11.13% | 76 | 9.40% |
| Q4-2024 | 822.52 | 62 | 8.15% | 32 | 3.89% |
| Q1- 2025 | 846.85 | 79 | 9.33% | 52 | 6.14% |
| Q2-2025 | 846.78 | 90 | 10.63% | 59 | 6.97% |
| Q3-2025 | 842.35 | 83 | 9.85% | 61 | 7.36% |



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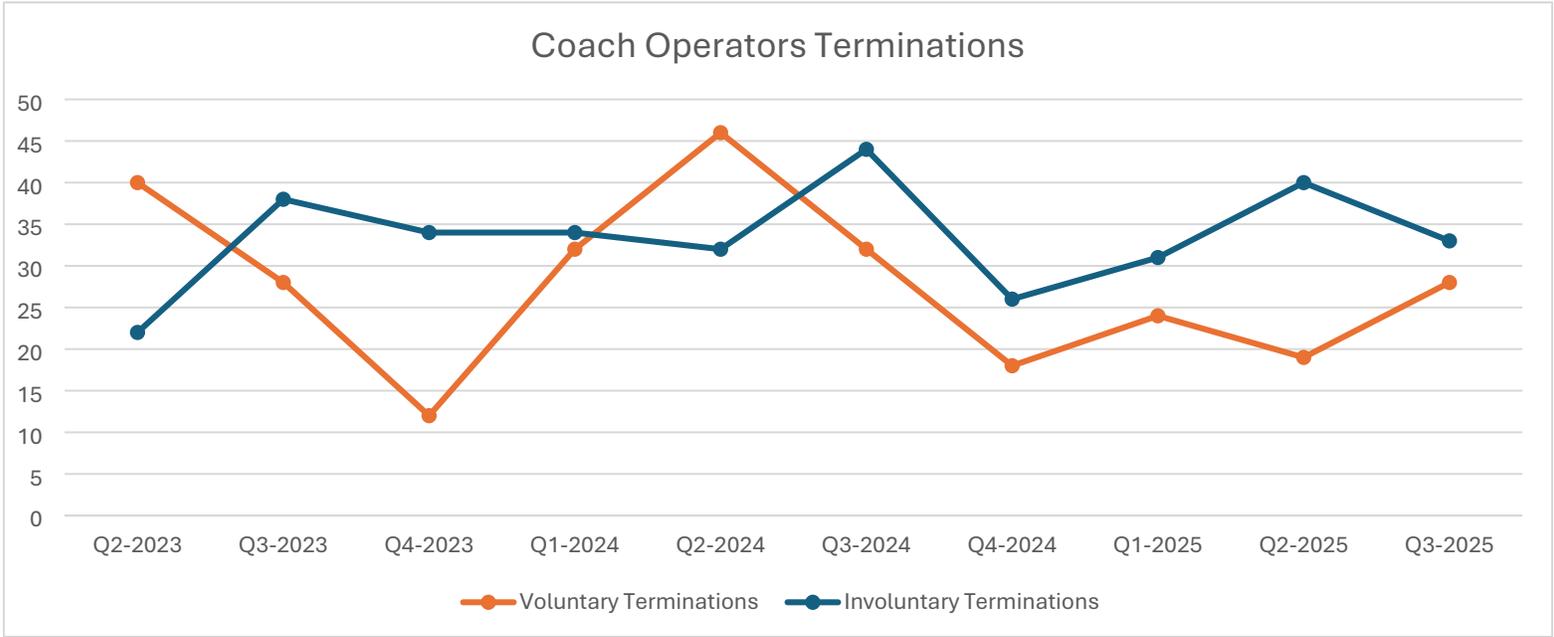
5. Voluntary vs. Involuntary Turnover



| PERIOD | Total Terminations | Voluntary Terminations | Involuntary Terminations | Not Specified |
|---------|--------------------|------------------------|--------------------------|---------------|
| Q2-2023 | 78 | 52 | 26 | 0 |
| Q3-2023 | 88 | 43 | 44 | 1 |
| Q4-2023 | 68 | 24 | 43 | 1 |
| Q1-2024 | 86 | 43 | 43 | 0 |
| Q2-2024 | 103 | 64 | 39 | 0 |
| Q3-2024 | 90 | 41 | 49 | 0 |
| Q4-2024 | 67 | 30 | 36 | 1 |
| Q1-2025 | 82 | 35 | 47 | 0 |
| Q2-2025 | 90 | 38 | 52 | 0 |
| Q3-2025 | 83 | 43 | 40 | 0 |



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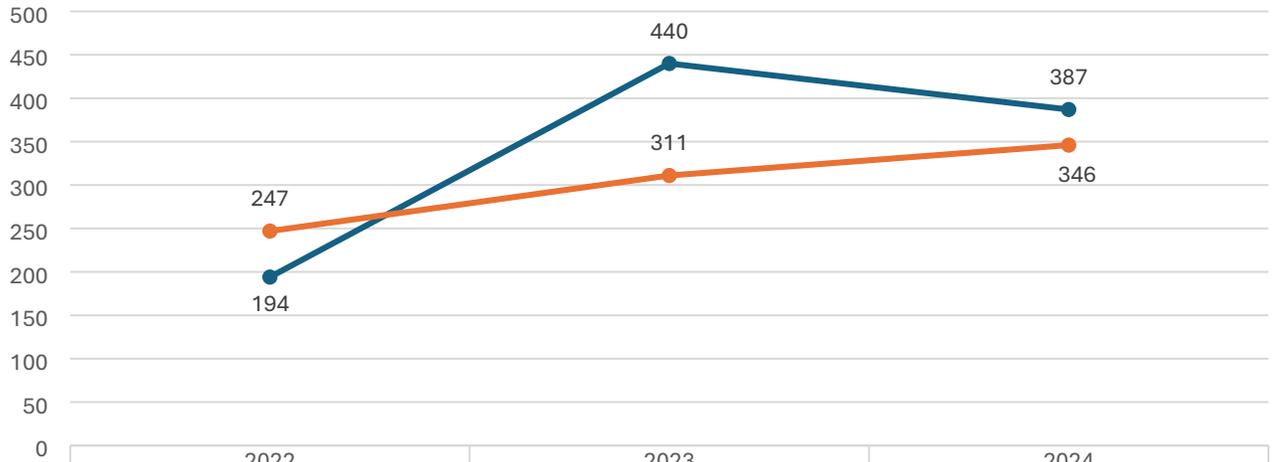
| PERIOD | Total Terminations | Voluntary Terminations | Involuntary Terminations | Not Specified |
|---------|--------------------|------------------------|--------------------------|---------------|
| Q2-2023 | 62 | 40 | 22 | 0 |
| Q3-2023 | 67 | 28 | 38 | 1 |
| Q4-2023 | 47 | 12 | 34 | 1 |
| Q1-2024 | 66 | 32 | 34 | 0 |
| Q2-2024 | 78 | 46 | 32 | 0 |
| Q3-2024 | 76 | 32 | 44 | 0 |
| Q4-2024 | 44 | 18 | 26 | 0 |
| Q1-2025 | 55 | 24 | 31 | 0 |
| Q2-2025 | 59 | 19 | 40 | 0 |
| Q3-2025 | 61 | 28 | 33 | 0 |



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6. Hires vs Turnover

Overall Hires vs. Turnover



● HIRES
● TERMINATIONS

| | 2022 | 2023 | 2024 |
|--------------|------|------|------|
| HIRES | 194 | 440 | 387 |
| TERMINATIONS | 247 | 311 | 346 |

| PERIOD | HIRES | TERMINATIONS |
|---------|-------|--------------|
| 2023 | 440 | 311 |
| 2024 | 387 | 346 |
| Q1-2025 | 104 | 82 |
| Q2-2025 | 91 | 90 |
| Q3-2025 | 78 | 83 |



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Planning & Capital Projects Report, October 2025

To: President & CEO Jennifer Pyrz
From: Chief Development Officer Brooke Thomas
Date: October 9, 2025

STRATEGIC PLANNING

Safe Routes to Transit Survey – 2025

Between September 22 and September 26, IndyGo conducted a “safe routes to transit” survey designed to gain insight into what it is like to wait for the bus, and the conditions that exist when walking or biking to and from a bus stop or station. Surveyors were deployed across six of IndyGo’s local bus routes: 2 - East 34th St, 10 - 10th Street, 25 - W 16th Street, 30 – 30th Street Crosstown, 34 – MLK/Michigan Road, and 87 – Eastside Connector. This survey will inform the Safe Streets and Roads for All Near-Miss Analysis that the City of Indianapolis is conducting along six of its high-injury network corridors. More about the near-miss analysis on the following pages. The results of this survey should be available before the end of the year.

American Bus Benchmarking Group – Annual Meeting

IndyGo staff attended the annual meeting of the American Bus Benchmarking Group (ABBG) in Spokane, Washington the week of September 29. The ABBG annual meeting is an opportunity for all members to convene, discuss key performance indicators and benchmarking, and discuss challenges/opportunities in small groups. Spokane provided tours of their downtown transit center, their new zero emission bus terminal, and end-of-route charging for their new BRT line. From this meeting, IndyGo staff will follow up with members on any items that are relevant to existing or potential IndyGo initiatives.

Sponsored Rides

IndyGo had a strong start to the 2025–2026 school year, beginning with our annual Back-to-School event hosted at the CTC in July and continuing throughout August. This year, 12 area high schools/programs and one junior high are participating in the program, representing approximately 1,500 students. Partner schools include Believe Circle City, Indianapolis Metropolitan (Indy Met), Purdue Polytechnic (Englewood and Broad Ripple), Herron Schools (Classical, Riverside, and Preparatory), the four main IPS High Schools (Arsenal Tech, Crispus Attucks, George Washington, Shortridge), and the combined Graduation Academy/Simon Youth Academy, and the Unified Student Supports (USS) Team, which also fall under the IPS umbrella. As a reminder, these students have unlimited access to IndyGo’s entire network, for a full twelve months, and at no direct cost to them or their families.

ENGINEERING & CONSTRUCTION

Purple Line Bus Rapid Transit

The construction management team is in the process of ensuring compliance with contractual obligations by finalizing all open contract items, completing any mandatory warranty work, and collecting the necessary documentation required to close out the project.

Blue Line Bus Rapid Transit

Utility relocations and other construction activities continue throughout the project corridor, as do the community engagement team's outreach meetings. Much of the construction activity is focused on the downtown area between IndyGo's West Campus and the Central Business District, and east of I-465. The next major closure is the westbound closure of Washington Street from Harding Street to Belmont Avenue. This closure will begin once the utility relocations that are needed in this area are complete. Storm sewer work near Pogue's Run has begun, which includes lane closures on Washington Street and a complete closure of northbound College Avenue. This condition started in mid-September and is expected to be in place throughout the remainder of this year. The project team is actively monitoring traffic on detour routes and working with the Indianapolis Department of Public Works to adjust signal timing to minimize delays, where possible. The I-65/70 Off-Ramp is expected to be closed for a weekend in mid-October to perform work on the storm trunkline in that area.

Local Route Transit Signal Priority

A cloud-based transit signal priority (TSP) system, the same system that was installed along the Purple Line corridor, is being installed along 43 signalized intersections along Route 37 - Park 100. Staff still anticipate that this work will be completed before the end of the year. Once implemented, IndyGo will closely monitor, evaluate, and publish route metrics to inform future network improvements. These evaluations will also be used to determine the return on investment for maintaining a system that uses real-time data from the transit vehicle to detect the presence of a bus and make on-demand signal adjustments.

Julia M. Carson Transit Center Washington Street BRT Docking

Construction of two BRT docking bays on the Washington Street side of the CTC is anticipated to begin in early 2026. Once completed, the bays will offer passenger amenities like those found at IndyGo BRT stations. There will be one platform that is long enough to add two new bus bays, both of which are designed to accommodate IndyGo's 60' articulated buses. One boarding area is expected to be used by the Blue Line BRT route when it opens in 2028. The other can be used as a contingency bay for any BRT route. The Indianapolis Regional Hearing Examiner recommended this project for Regional Center approval in September. An invitation for bid for the construction contract should be released before the end of this month, which means that an award could be issued as soon as December.

Local Bus Stop Improvements

IndyGo continues to improve local bus stops with the goal of ensuring that the agency's approximately 2400 local bus stops are ADA-compliant. Priority continues to be given to bus stops that are the least compliant. There are currently seventy-eight (78) bus stops on the near eastside where construction will be completed this fall. Fifty-five (55) bus stops on the far east side are in the design phase and are slated for construction in 2026. Both IndyGo and the City of Indianapolis Department of Public Works continue to pursue grant funding from multiple entities for this ongoing effort. IndyGo was recently

awarded \$350,000 from the 2025 Indianapolis Neighborhood Improvement Partnership Grant Program offered by the city, which it will use to fund the construction of local bus stops on the far east side of Indianapolis.

Safe Streets and Roads for All (SS4A) Near-Miss Analysis

In March, IndyGo began a near-miss analysis project to gather data about road user interactions at key bus stops and intersection locations. Video footage from each location will be combined with survey data to make informed decisions about future infrastructure investments, operational improvements, or both. The recording took place in July and August. The final report will be provided to the USDOT, the grantor that provided much of the funding for this work, before the end of the calendar year.

FACILITY PROJECTS

1501 - Trench Drains

This project will replace four collection pits with narrower trench drains. Construction on the center drain is anticipated to restart before the end of October and be completed before construction on the remaining drains. This phased approach is less disruptive to operations. Barring further unseen circumstances, this project will be completed by the end of Q12026.

1501 - Duesenberg Building Window Restoration

This project has reached substantial completion and is currently in the project closeout phase. It is on schedule and under budget, even after expanding the scope to replace several windowpanes.

1501- Women's Locker Room Improvements

This project will update the women's locker room at 1501 W Washington Street to make it more accessible, functional, and comfortable for employees. The cost of this work is being spread over two fiscal years to offer flexibility within the capital program budget. Staff still anticipate being able to award a contract for construction in Q12026, which would keep this project on schedule.

1501 - North Parking Lot Asphalt Replacement Project

This project will replace the asphalt surface of the north parking lot at the 1501 W. Washington Street facility. IndyGo is in receipt of the 100% drawings and specifications and expects to issue an invitation for bid for the construction phase before the end of this month. If successful, staff will be prepared to present an action item for this project at the regularly scheduled December Board meeting.

1501 - Access Drive to South Parking Lot Storage Area Asphalt Replacement Project

This project will improve the existing access drive and gated entrance for the south parking lot at 1501 W Washington Street. The asphalt surface will be replaced with concrete, providing a more durable and sustainable surface for IndyGo buses moving to and from the parking lot. IndyGo is in receipt of the 100% drawings and specifications and expects to issue an invitation for bid for the construction phase before the end of this month. If successful, staff will be prepared to present an action item for this project at the regularly scheduled December Board meeting.

East Campus Fleet Operations and Maintenance Facilities

This project will result in the addition of a bus maintenance and storage facility at IndyGo's East Campus location. This project is funded, in part, by a federal grant awarded under the FTA's Buses and Bus Facilities Program. The formal grant agreement with the FTA was executed on September 5, 2025. The project team is approaching the 30% design phase before the end of the year. IndyGo recently received FTA's concurrence on the property appraisals and extended an offer to purchase to the Owner. Staff anticipate being able to move forward with a solicitation for a construction manager as constructor who will provide preconstruction and construction services for this project before the end of this year or right after the first of the new year.

East Campus – Building C Demolition Project

As part of the East Campus expansion project, IndyGo needs to demolish the former Cafeteria and Dormitory buildings that are attached to Buildings A and B. This project will be completed in two phases. The first phase includes planning, investigation services, and bid documents. The second phase will require procuring a demolition contractor. This work would occur in the second half of 2026, after IndyGo's paratransit operations have been consolidated at a nearby facility that is being leased by the agency.

Respectfully submitted,

Brooke Thomas, AICP

Chief Development Officer

DATE: October 10, 2025

BOARD MEETING DATE:

TO: President and Chief Executive Officer Jennifer Pyrz

THROUGH: Chief Legal Officer Robert Frye

FROM: Director of Risk and Safety Brian Clem

SUBJECT: Risk and Safety Division Board Report – October 2025

The Risk and Safety Division oversees compliance with Federal Transit Administration (FTA) regulations, including the Drug and Alcohol Program (49 CFR Part 655) and the Safety Risk Reduction Program under the Public Transportation Agency Safety Plan (PTASP, 49 CFR Part 673). This report also reflects performance against key performance indicators (KPIs) outlined in the FTA's National Public Transportation Safety Plan (NPTSP).

Drug and Alcohol Program

- IndyGo remains in full compliance with FTA and Department of Transportation (DOT) regulations.
- Calendar Year 2025 Random Testing Rates:
 - Drug: 58%
 - Alcohol: 15%
- Two new hire orientation classes completed substance abuse awareness and policy training.
- Year-to-date, 817 drug and alcohol tests have been conducted, including pre-employment, random, post-accident, and reasonable suspicion testing.
- All Section 5307 transportation subrecipients (Johnson, Hendricks, Hamilton, and Hancock Counties) completed quarterly testing requirements at the defined rates.

Safety Management System (SMS) Activities

- Monthly facility safety assessments were conducted at all five IndyGo properties.
- Four near-miss hazards were reported in September by employees; two have been resolved, and two are undergoing software mitigation in coordination with the Connected Vehicle Technology (CVT) and Avail.
- Year-to-date, 46 near-miss reports have been submitted by employees on the lookout to identify potential hazards and eliminate incidents and accidents.

Safety and Security Committee (SSC)

- The IndyGo Safety and Security Committee is to meet on October 16, 2025, to review safety trends and current risk reduction strategies. This committee is comprised of five union members represented by local ATU 1070 and five management directors from different divisions within IndyGo. The committee is a guiding voice in improving safety performance for IndyGo.
- The SSC is responsible for setting safety risk reduction targets using a three-year rolling average of National Transit Database (NTD) data, as required under the Bipartisan Infrastructure Law (49 U.S.C. § 5329).

SEPTEMBER 2025 SAFE DRIVER'S RECOGNITION



National Safety Council Safe Driver awards are the recognized trademark of professional drivers who have proven their skill in avoiding traffic collisions, and for those operators who exemplify excellence in safety, professionalism, and commitment to the highest standards. Through consistent safe driving practices, these individuals are awarded a patch, pin, and certificate as a symbol of their achievement and dedication to a safer community. The following Operators are recognized for their safe driving for September 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 who have achieved this milestone. Your performance contributes to helping to make public transportation safer each day.

| Operator | ID# | Years of Safe Driving | Years of Service |
|-------------------|-------|-----------------------|------------------|
| Stephen Thein | 5963 | 33 | 37 |
| Ray Wright | 6979 | 23 | 35 |
| Kirk Thompson | 6014 | 22 | 29 |
| Donald Ellison | 1739 | 21 | 27 |
| Leo Scott | 5447 | 21 | 23 |
| Alvin Knox | 8191 | 16 | 16 |
| Bevelyn Anderson | 8194 | 14 | 16 |
| Gregory Scott | 8719 | 8 | 11 |
| Toccara Isabell | 9075 | 6 | 8 |
| Robert Kenneth | 8977 | 4 | 8 |
| Samuel Young | 9271 | 6 | 7 |
| Jasmine Coles | 9565 | 2 | 6 |
| Floyd Houston | 9417 | 3 | 6 |
| Darnell Roberts | 9314 | 3 | 6 |
| Terry Norfolk | 9731 | 4 | 5 |
| Harold Bedell | 10025 | 2 | 3 |
| Shirley King | 10275 | 2 | 3 |
| Kenneth McConnell | 10891 | 1 | 2 |
| Lavada Spaulding | 10488 | 3 | 2 |
| Diamond Hobbs | 11350 | 1 | 1 |
| Latesia Robinson | 11398 | 1 | 1 |
| Sean Saunders | 11117 | 1 | 1 |



Public Transportation Agency Safety Plan (PTASP) Required Safety Risk Reduction Program Measures:

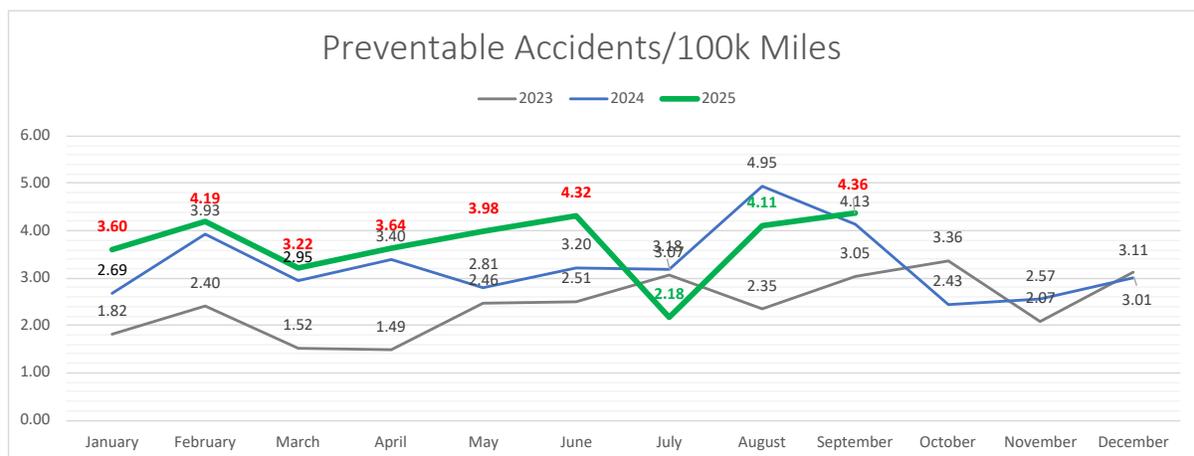
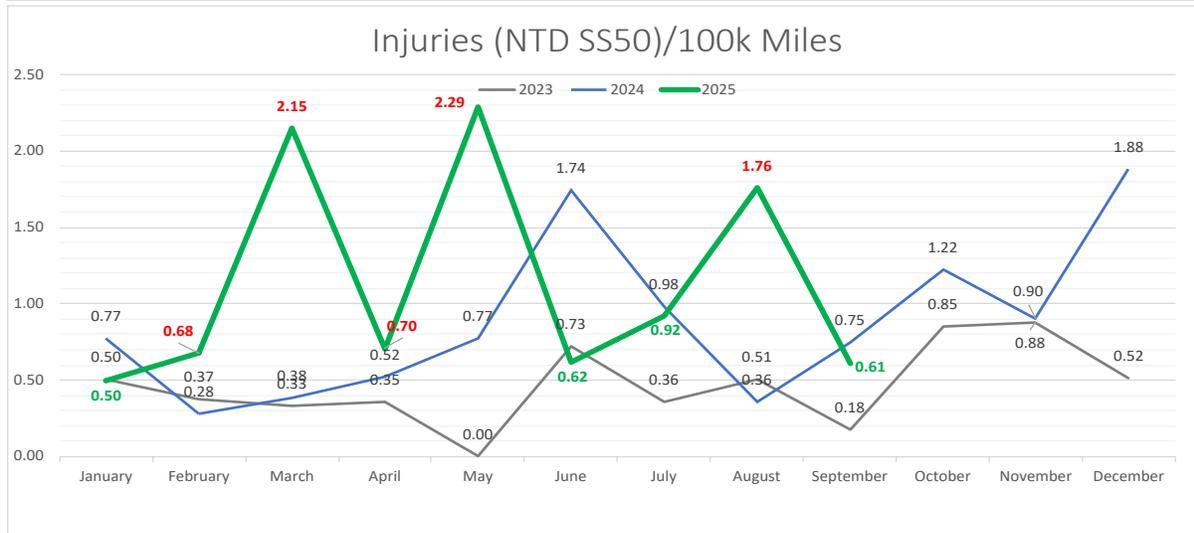
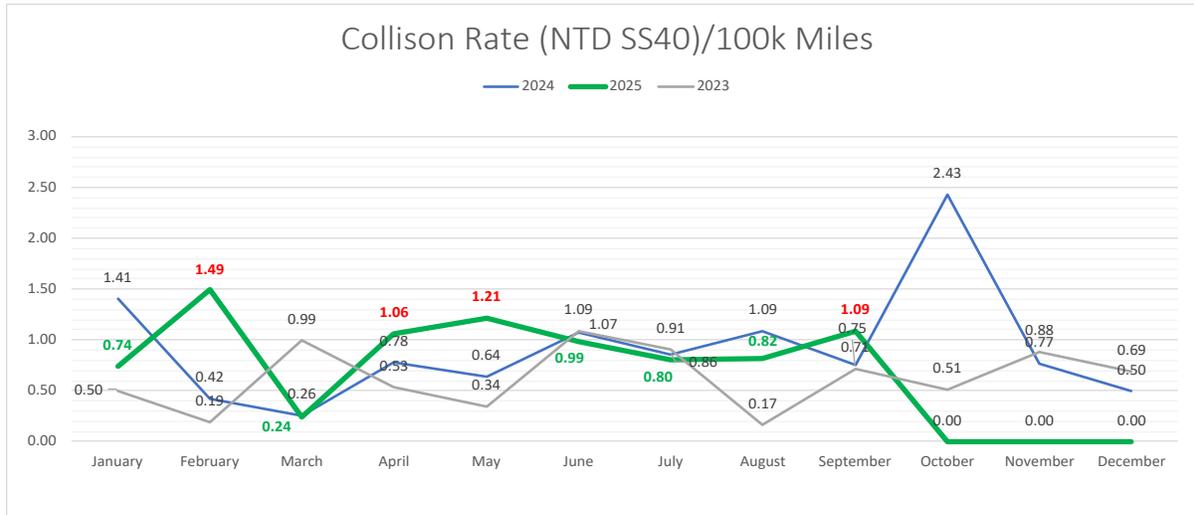
Indianapolis Public Transportation Corporation (IPTC), IndyGo, established a procedure per the FTA National Public Transportation Safety Plan, and the updates from the Bipartisan Infrastructure Law to include in their Agency Safety Plan a safety risk reduction program for transit operations. These safety 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.

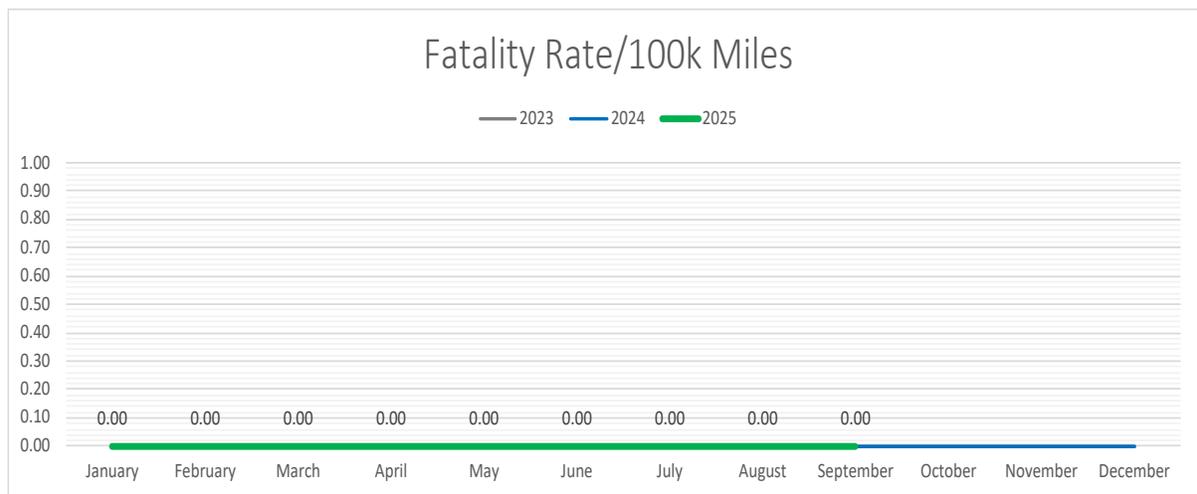
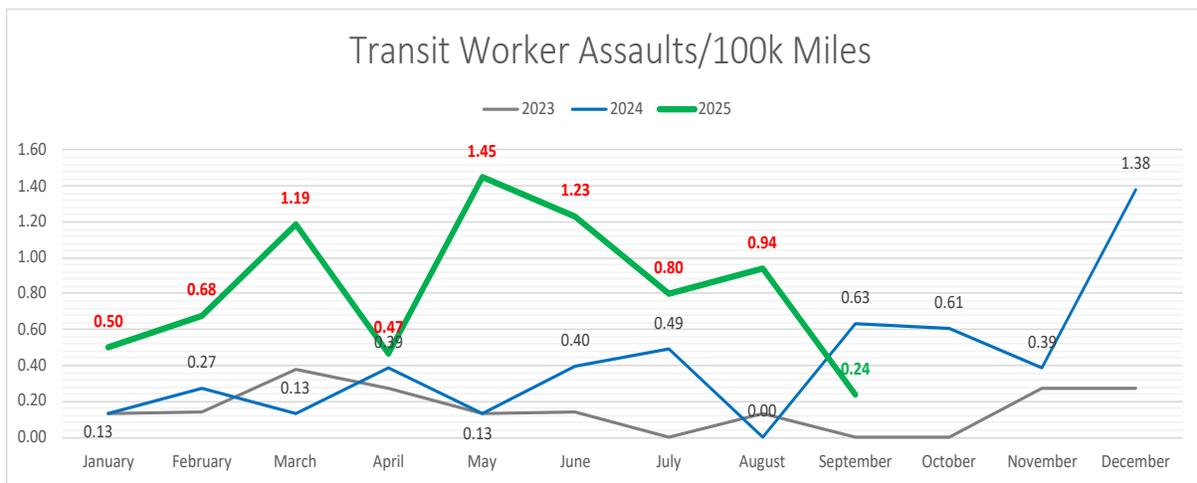
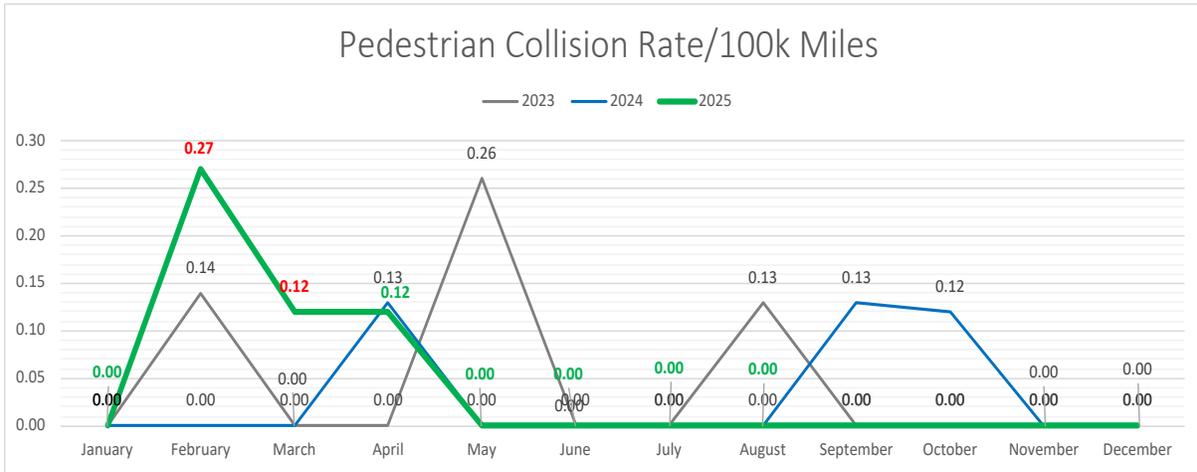
| 2025 Risk Reduction KPIs | | | January | February | March | April | May | June | July | August | September |
|-------------------------------------|---|---|---------|----------|-------|-------|------|------|------|--------|-----------|
| Measure | Definition | Risk Reduction Goal | January | February | March | April | May | June | July | August | September |
| Major Events | This includes all safety and security major events as defined by the NTD. | Reduce NTD Major Events. | 10 | 16 | 20 | 15 | 29 | 13 | 15 | 22 | 14 |
| 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 | 1.24 | 2.16 | 2.39 | 1.76 | 3.5 | 1.6 | 1.72 | 2.58 | 1.7 |
| 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 | 0.74 | 1.49 | 0.24 | 1.06 | 1.21 | 0.99 | 0.8 | 0.82 | 1.09 |
| 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. | 0.00 | 0.14 | 0.12 | 0.12 | 0 | 0 | 0 | 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 | 7.57 | 1.22 | 0.24 | 1.06 | 0.96 | 0.86 | 0.8 | 0.7 | 1.09 |
| Fatalities | This includes all fatalities as defined by the NTD | Zero vehicle and employee fatalities | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 |
| Injuries | This includes all injuries as defined by the NTD. | Reduce NTD Injuries to workers and passengers. | 4 | 5 | 18 | 6 | 12 | 1 | 8 | 15 | 5 |
| 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 | 0.5 | 0.68 | 2.15 | 0.7 | 1.45 | 0.12 | 0.92 | 1.76 | 0.61 |
| 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. | 1.49 | 1.08 | 1.79 | 1.64 | 1.45 | 1.23 | 0.92 | 1.76 | 1.57 |
| Assaults on Transit Workers | This includes all assaults on transit workers as defined by the NTD. | Target is ZERO Operator assaults. | 4 | 5 | 10 | 4 | 12 | 4 | 7 | 8 | 2 |
| 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. | 0.5 | 0.68 | 1.19 | 0.47 | 1.45 | 0.49 | 0.8 | 0.94 | 0.24 |
| Preventable Accidents | This includes all preventable accidents for all mode, per the National Safety Council (NSC) definition of a preventable accident | Reduce Preventable Accidents. 5% decrease from prior year, <294 | 29 | 31 | 27 | 31 | 33 | 35 | 19 | 35 | 36 |
| Preventable Accidents Rate | This includes all preventable accidents for all mode, per the National Safety Council (NSC) definition of a preventable accident per VRM | Reduce Preventable Accidents Rate. 5% decrease from prior year, <3.11 | 3.6 | 4.19 | 3.22 | 3.64 | 3.98 | 4.32 | 2.18 | 4.11 | 4.36 |

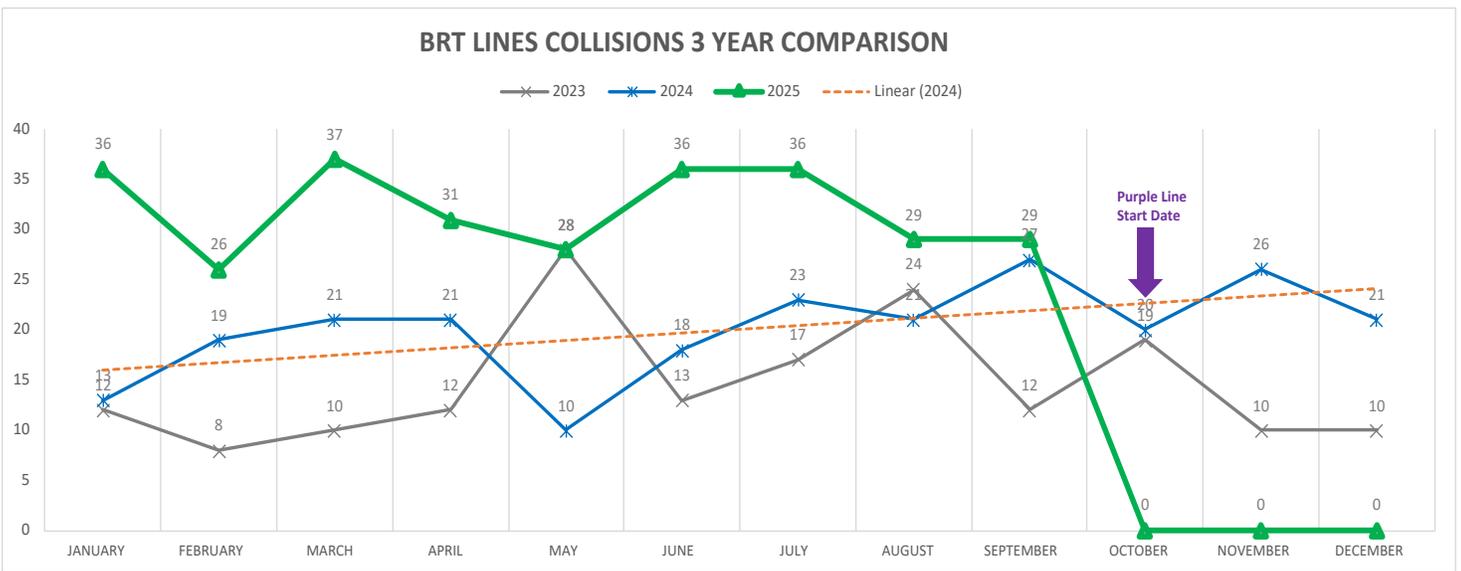
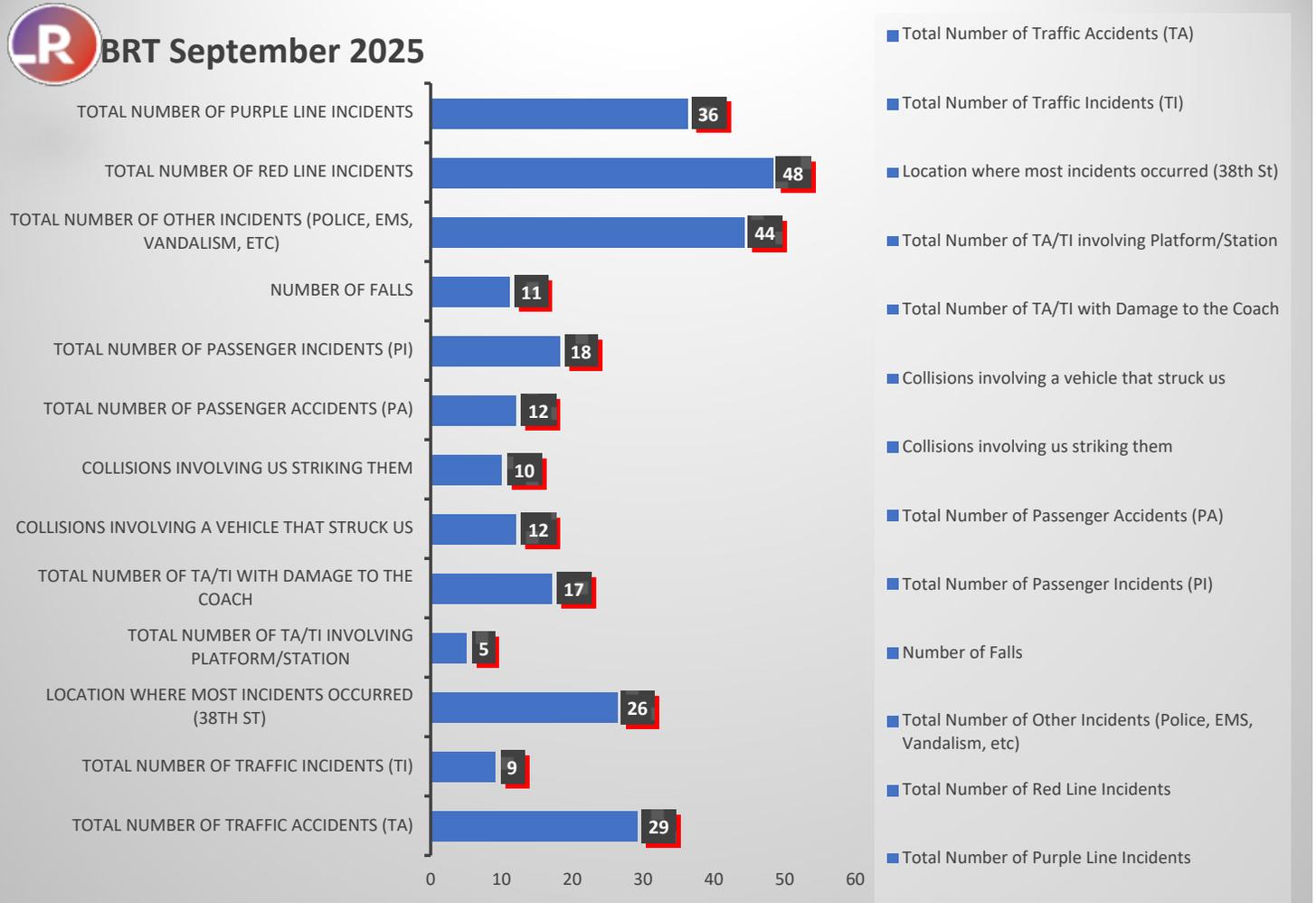
• VRM= Vehicle Revenue Mile

Safety and Accident Data

August - 3-Year Rolling Comparison - All Modes:







End of Report



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Operations Division Report – September 2025

To: Jennifer Pyrz, President and CEO
From: Annette Darrow, COO
Date: October 14, 2025

SERVICE PLANNING

SCHEDULING AND PLANNING:

The operator bid 2510 change took effect on October 12; timing adjustments have been made to Routes 8, 10, 21, 26, and Red (90) and Purple (92) Lines, including a frequency increase for Saturday trips on Route 26, from 75 to 30-minute frequency. The increase in frequency will help passengers who need to transfer along the route, as route 26 has transfer locations with fourteen IndyGo routes.

Service Planning continues to assist Capital Projects with land entitlements for the Eastside Mobility Hub. The property currently owned by IndyGo was successfully rezoned in early June. In late July, the City issued the necessary permits for work to proceed on the parcels IndyGo currently owns. IndyGo has now entered into discussions to purchase a portion of the abutting property to the east. That owner has consented to allow access to the parcel as well as consent to move forward with land use entitlements (rezoning) for the Eastside Hub improvements on this parcel. Service Planning is assisting with the rezoning of this second parcel to allow for the construction of the planned eastern access drive (to Meijer). The first hearing in this second zoning process will be held on October 23rd.

Engineering (75% Drawings) is progressing on the Far Eastside bus stop improvement package (78 stops). This package requires supplemental design to accommodate rear door alighting at most of the proposed stops as well as three mid-block pedestrian crossings. The package is expected to be bid in 2026, combining the budget previously set aside for this construction of this project in 2025 with proposed new funding for 2026. Construction is wrapping up on the Near Eastside bus stop improvement package (89 stops). The Near Eastside package is all but complete, with only a few stops remaining that have been delayed due to difficulty in obtaining rights-of-entry. Service Planning will be requesting Board approval to acquire, if necessary, by condemnation, temporary right-of-way to allow completion of those final stops in the package, as well as some fixed route stop upgrades in the Blue Line corridor.

OPERATION PERFORMANCE:

A new process to better track inductive charging is also in development, with an expected rollout by January 2026. This system will help the Fleet, Maintenance, and Transportation teams identify bottlenecks in inductive charging sessions and take timely corrective or preventive actions. The current process requires extensive manual effort, which we aim to reduce by 75% - 80% through automation. And it will also include the introduction of data-driven recommendations for improving charging efficiency. Other ongoing initiatives including APC validation, the bus stop inventory management system, and a new ridership analysis tool continue to progress, though at a slower pace. A significant focus at this stage is on hiring new Data Analysts, as a Pilot Interview Process is underway to make DA assessments more technically focused. This effort involves multiple departments and is shaping how future assessments for these roles will be conducted. We are also working closely with the Capital Planning, Fleet, and Maintenance teams on externally consultant-led studies that contain rich data with significant analytical potential. The goal is to generate insights and recommendations that can meaningfully reduce operating costs across the organization.

FIXED ROUTE RIDERSHIP:

| Sep-24 | Sep-25 | % Change | IndyGo Fixed Route Ridership | YTD 2024 | YTD 2025 | % Change |
|----------------|----------------|-----------------|-------------------------------------|------------------|------------------|-----------------|
| 10,453 | 9,977 | -4.6% | 2 E. 34th St. | 76,698 | 79,499 | 3.7% |
| 26,524 | 29,728 | 12.1% | 3 Michigan St. | 226,751 | 205,487 | -9.4% |
| 8,466 | 9,473 | 11.9% | 4 Community North | 71,422 | 70,269 | -1.6% |
| 11,104 | 10,494 | -5.5% | 5 E. 25th | 99,951 | 79,799 | -20.2% |
| 5,053 | 5,671 | 12.2% | 6 N. Harding | 48,161 | 45,729 | -5.0% |
| 92,557 | 76,700 | -17.1% | 8 Washington St. | 810,520 | 670,407 | -17.3% |
| 69,649 | 71,964 | 3.3% | 10 10th St. | 596,261 | 567,067 | -4.9% |
| 6,000 | 9,893 | 64.9% | 11 E. 16th St. | 34,845 | 74,091 | 112.6% |
| 5,948 | 6,756 | 13.6% | 13 Raymond | 54,169 | 49,612 | -8.4% |
| 11,350 | 11,564 | 1.9% | 15 W 34th St | 98,230 | 84,552 | -13.9% |
| 8,108 | 7,616 | -6.1% | 16 Beech Grove | 72,063 | 66,926 | -7.1% |
| 4,043 | | | 18 Broad Ripple | 39,453 | | |
| 16,711 | 12,727 | -23.8% | 19 Broad Ripple | 154,579 | 96,729 | -37.4% |
| 10,814 | 10,206 | -5.6% | 21 East 21st St. | 93,948 | 85,760 | -8.7% |
| 7,096 | 8,558 | 20.6% | 24 Mars Hill | 63,253 | 63,864 | 1.0% |
| 15,476 | 16,174 | 4.5% | 25 W. 16th St. | 102,438 | 124,409 | 21.4% |
| 22,414 | 24,480 | 9.2% | 26 Keystone | 191,934 | 191,442 | -0.3% |
| 7,000 | 6,804 | -2.8% | 28 St. Vincent | 63,776 | 52,733 | -17.3% |
| 6,632 | 5,442 | -17.9% | 29 County Line Road * | 57,907 | 44,803 | -22.6% |
| 5,405 | 11,024 | 104.0% | 30 30th St. Crosstown | 49,339 | 78,174 | 58.4% |
| 9,788 | 9,802 | 0.1% | 31 US 31 | 85,299 | 73,558 | -13.8% |
| 21,635 | 20,253 | -6.4% | 34 ML King/Michigan Rd. | 183,192 | 159,392 | -13.0% |
| 25,867 | 25,294 | -2.2% | 37 Park 100 | 230,358 | 193,266 | -16.1% |
| 6,677 | 5,852 | -12.4% | 38 W 38th St. | 65,717 | 49,882 | -24.1% |
| 57,222 | | | 39 E. 38th St. | 506,961 | | |
| 5,890 | 5,762 | -2.2% | 56 Emerson | 52,489 | 45,552 | -13.2% |
| | 10,525 | | 82 East 82nd Street | | 79,414 | |
| 6,048 | | | 86 86th Street Crosstown | 54,210 | | |
| 7,573 | 9,879 | 30.5% | 87 Eastside Connector | 69,186 | 73,507 | 6.2% |
| 102,530 | 76,574 | -25.3% | 90 Red Line - BRT | 924,640 | 710,730 | -23.1% |
| | 80,173 | | 92 Purple Line - BRT | | 803,686 | |
| 2,639 | | | 901 Nora | 15,223 | | |
| 6,683 | 4,483 | -32.9% | Others | 35,891 | 85,603 | 138.5% |
| 603,355 | 593,848 | -1.6% | Total | 5,228,864 | 5,005,942 | -4.3% |

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

Note: This data may be updated in the future based on new findings or changes to our data sources. YTD ridership may be updated from prior periods due to buses being probed after the 10th of each month, and this report being published. Monthly changes will not be replaced by the original.

TRANSPORTATION SERVICES

EMPLOYEE OF THE MONTH- COACH OPERATOR: ARVINDER SINGH #11308

Arvinder consistently demonstrates exceptional customer service and a proactive approach to his role. Throughout his daily operations, he engages with passengers in a friendly and professional manner, ensuring their needs are met. When he encounters questions from passengers that he cannot address on the spot, he promptly reaches out over the radio for assistance, ensuring he can provide accurate and helpful information. His dedication to resolving concerns not only enhances the passenger experience but also reflects his commitment to excellence in his position. Arvinder's unwavering initiative and capability make him a true asset to the team



90% CLUB – COACH OPERATOR: SHAMIKA PASSLEY

The operators who achieve an on-time performance rating of 90% or better during the month are entered into a drawing held each month. The winner receives an extra personal day.

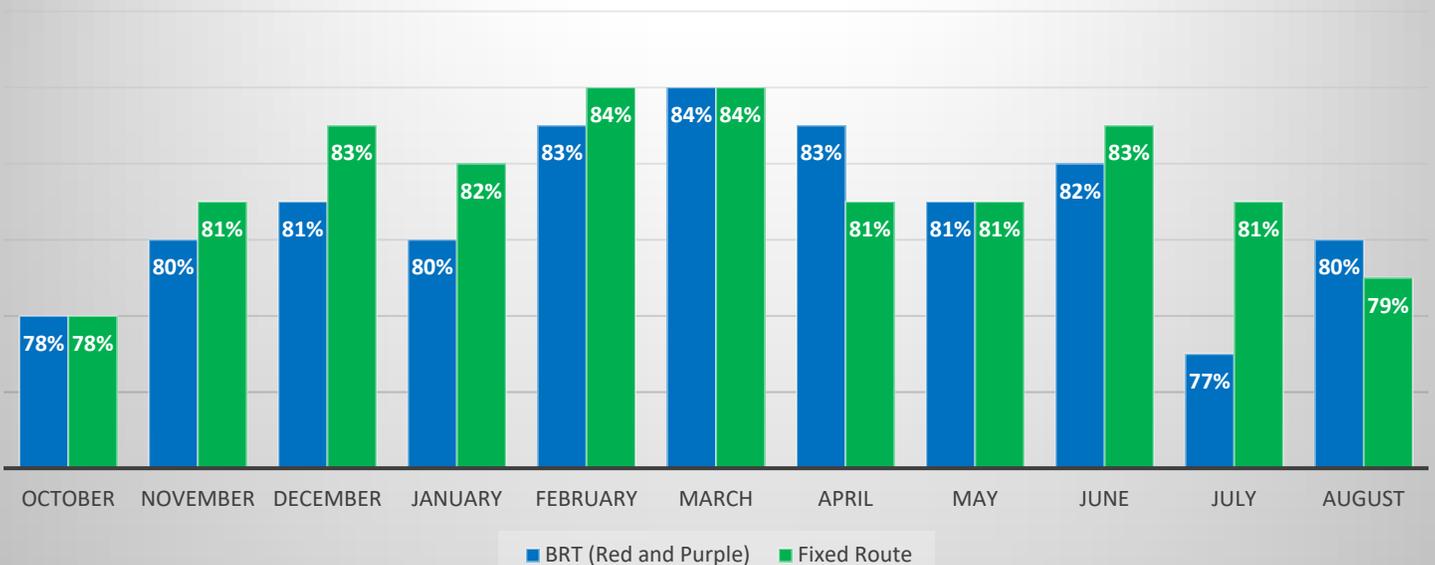
Spence, Mary
 Gray, Patrick
 Griffin, Ardis
 Hurt, Anthony
 Hazen, William
 Wilson, James
 Houston, Floyd
 Davis, JC
 Gardner, Onesha
 Mitchell, Anthony
 Boston, Joel

Davidson, Kizzy
 Person, Paul
 Niange, Serigne
 Wooden, Tony
 Passley, Shamika
 Mcleod, Timothy
 Corwin, Christopher
 Anderson, Cherron
 Gardner, Charles
 Johnson2, Michael
 Rowe, Patrick

Booker, Thomas
 Sherman, Jackson
 Chest, Mornice
 Rahimi, Baryalai
 Alexander, Damon
 Hurns, Michelle
 Spain, Antwon
 Green, Nichelle
 Clarke-Harris, Shakima
 Motley, Dontesz
 Hood, Jonathan

Adkins, Phillip
 Glinsey, Arthur
 Ellison, Donald
 Scott, Gregory
 Johnson2, Daralice
 Kearney, Kevin
 Vinson, Cherika
 Jackson, Calvin
 McGill, Latoya

On Time Performance Last 12 Months



FLEET SERVICES AND VEHICLE MAINTENANCE

FLEET SERVICES:

In September, 36 vehicle requests were received for the motor pool. These are non-revenue vehicles available for business use.

There were 182 buses detailed in September, of the 212 available. This is an 84.85% completion rate, a 4% decrease versus the prior month. The goal is to detail every bus at least once per month.

IPTC has logged 6,311,687 miles YTD.

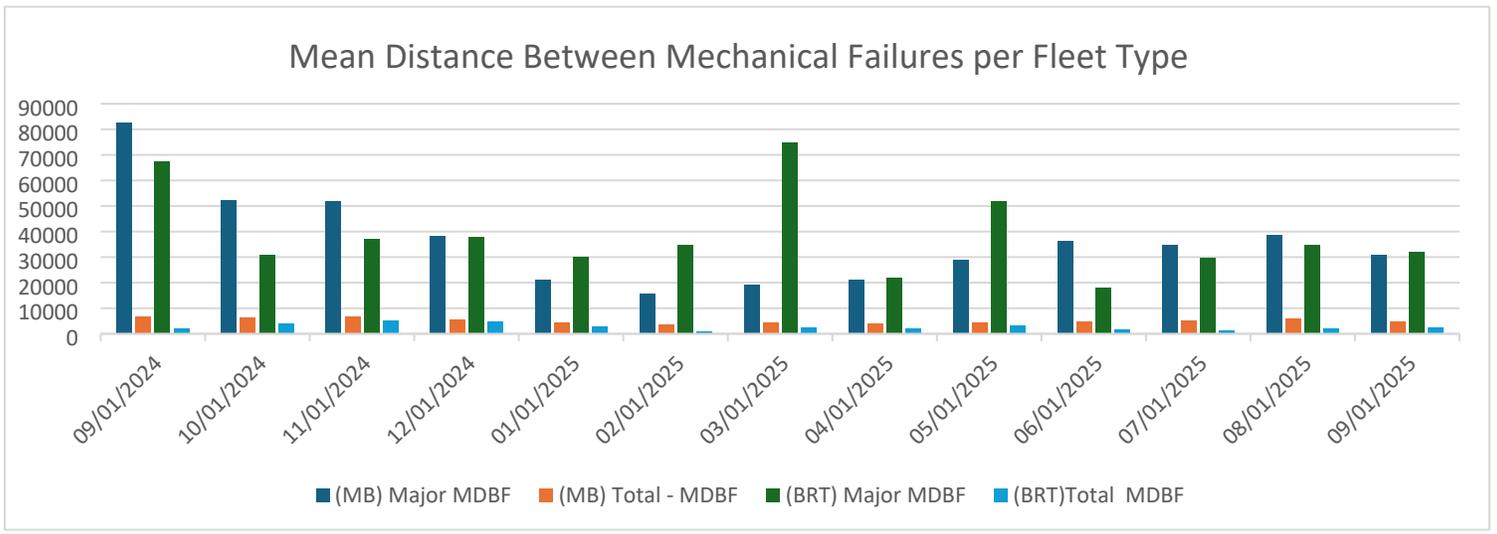
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | TOTAL |
|-------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|
| 2025 | 722,415 | 648,282 | 705,071 | 698,560 | 706,584 | 674,750 | 728,993 | 729,345 | 697,687 | | | | 6,311,687 |
| 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 |

FLUID USAGE SUMMARY:

| FLUID TYPE | September 2025 | September 2024 | September 2023 |
|-----------------|----------------|----------------|----------------|
| ATF (qt) | 167 | 132 | 54 |
| COOLANT (qt) | 932 | 871 | 1,647 |
| ENGINE OIL (qt) | 777 | 837 | 677 |
| DIESEL (gal) | 133,827 | 142,084 | 130,667 |

| FLUID TYPE | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | Sep | OCT | NOV | DEC | YTD |
|------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----|-----|-----|----------------|
| ATF | 157 | 72 | 200 | 163 | 139 | 93 | 154 | 154 | 167 | | | | 978 |
| COOLANT | 944 | 903 | 1,122 | 1,064 | 1,087 | 1,028 | 986 | 1,277 | 932 | | | | 7,425 |
| DEF | 4,761 | 4,456 | 4,455 | 4,247 | 4,223 | 3,949 | 3,986 | 4,063 | 3,935 | | | | 30,154 |
| DIESEL | 131,219 | 119,853 | 135,505 | 136,398 | 133,877 | 134,572 | 145,802 | 143,139 | 133,827 | | | | 934,563 |
| ENGINE OIL | 945 | 765 | 841 | 732 | 744 | 683 | 832 | 679 | 777 | | | | 5,389 |
| UNLEADED | 2,103 | 1,675 | 1,644 | 1,631 | 1,578 | 1,786 | 2,402 | 2,532 | 1,961 | | | | 12,949 |

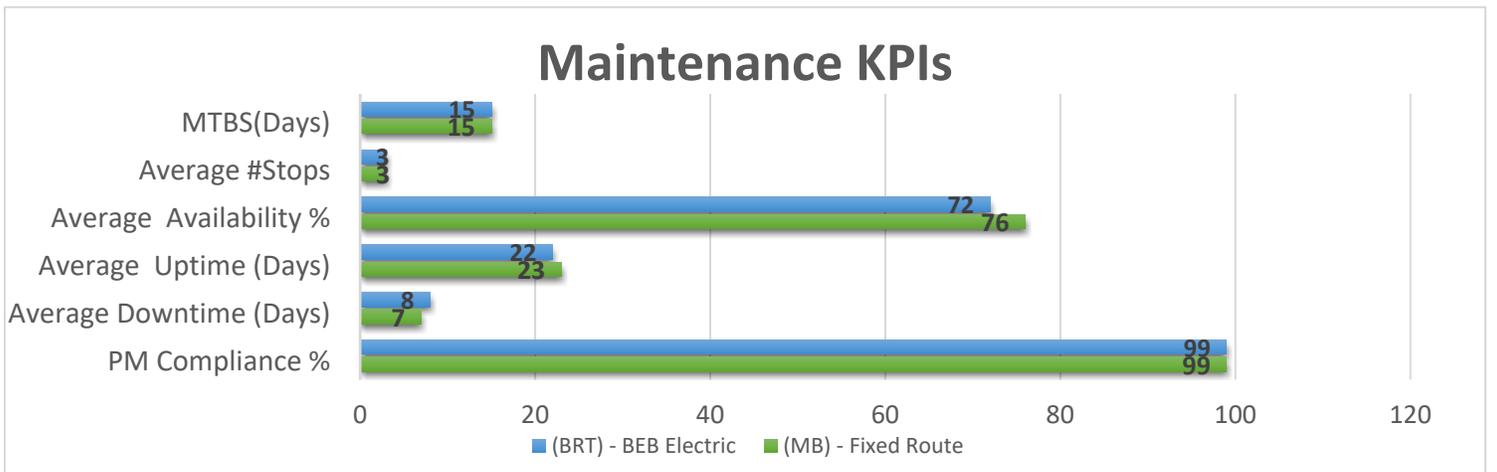
PREVENTATIVE MAINTENANCE



Mean Distance Between Mechanical Failures per Fleet Type

BRT and MB Mean Distance Between Failures Report

| DATE | (MB) Major MDBF | (MB) Total - MDBF | (BRT) Major MDBF | (BRT)Total MDBF |
|-----------|-----------------|-------------------|------------------|-----------------|
| 9/1/2024 | 82645 | 6959.5 | 67566 | 2047 |
| 10/1/2024 | 52218 | 6404.1 | 31046 | 3881 |
| 11/1/2024 | 51750 | 6900.0 | 37264 | 5140 |
| 12/1/2024 | 38310 | 5566.4 | 37991 | 4749 |
| 1/1/2025 | 21227 | 4453.2 | 30090 | 2839 |
| 2/1/2025 | 15684 | 3582.1 | 34709 | 1006 |
| 3/1/2025 | 19329 | 4622.1 | 74928 | 2629 |
| 4/1/2025 | 21262 | 3986.6 | 21937 | 1944 |
| 5/1/2025 | 29008 | 4558.4 | 52120 | 3327 |
| 6/1/2025 | 36439 | 4955.6 | 17920 | 1581 |
| 7/1/2025 | 34835 | 5091.2 | 29662 | 1369 |
| 8/1/2025 | 38594 | 6075.0 | 34618 | 2013 |
| 9/1/2025 | 31001 | 5000.1 | 32059 | 2709 |



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:



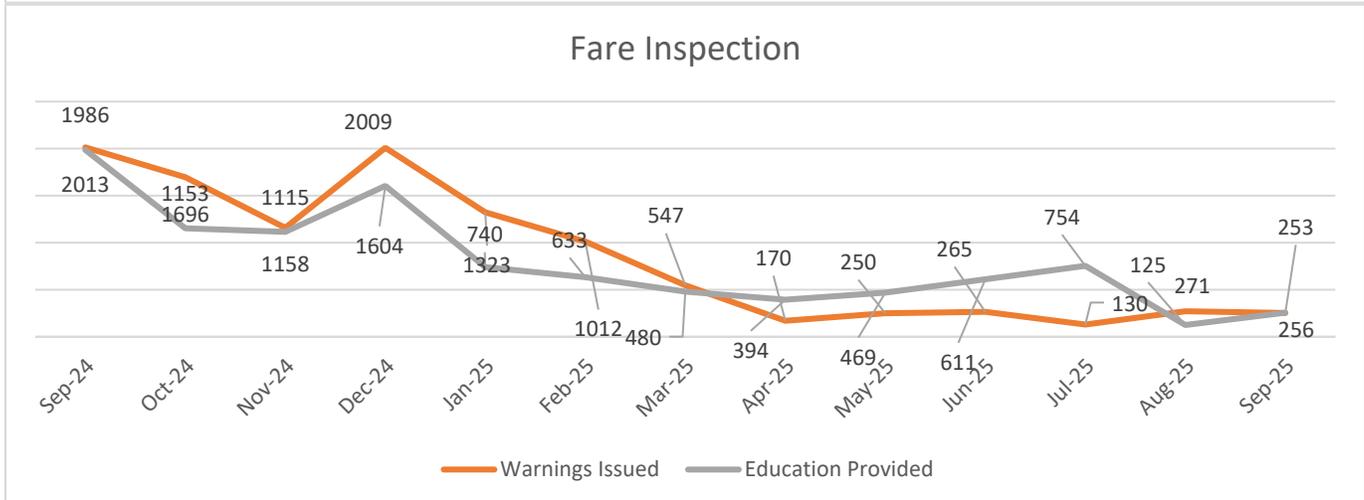
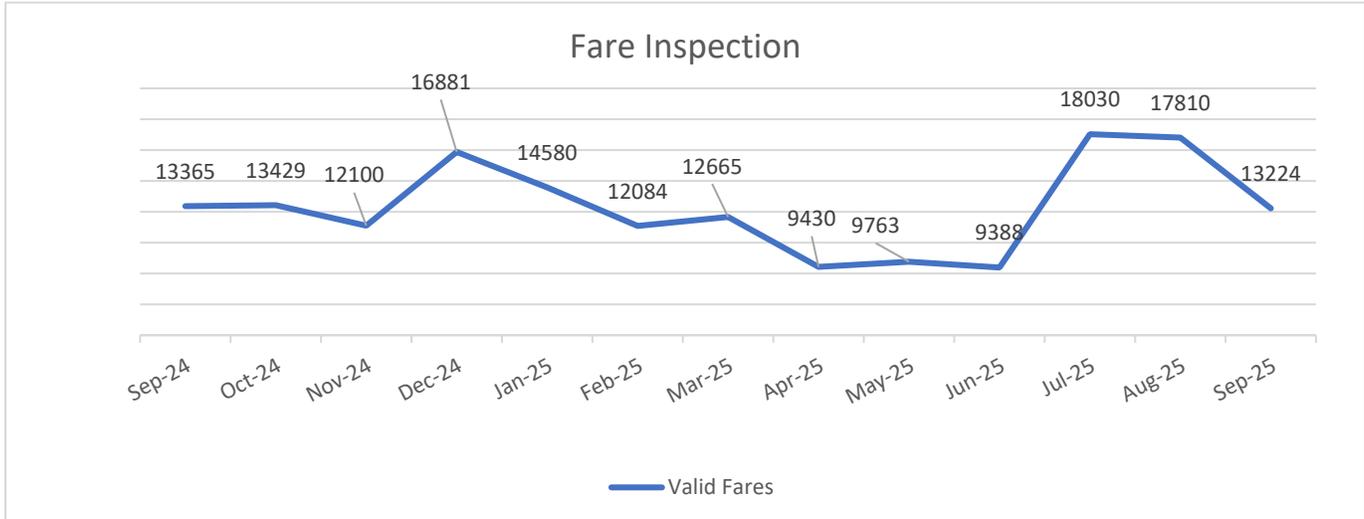
BRT LINE SECURITY:

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.

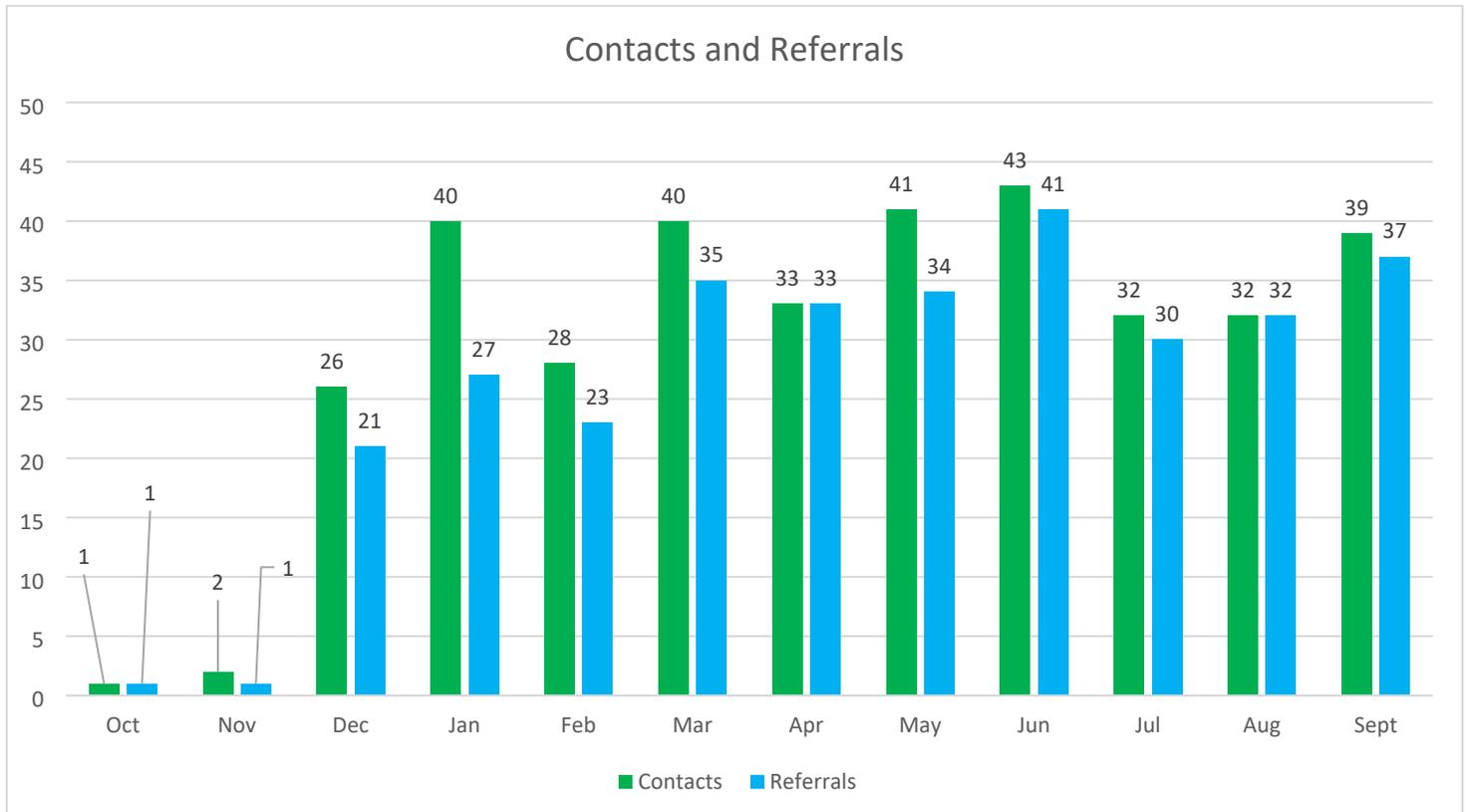


| September | Passenger Contact | Notifications | Educations |
|-----------|-------------------|---------------|------------|
| Monthly | 13,224 | 253 | 256 |
| Weekday | 11,418 | 237 | 201 |
| Saturday | 1,121 | 7 | 46 |
| Sunday | 685 | 9 | 9 |

| 2025 YTD | Passenger Contact | Notifications | Educations |
|----------|-------------------|---------------|------------|
| Monthly | 116,974 | 4,221 | 5,002 |
| Weekday | 104,438 | 3,854 | 4,342 |
| Saturday | 4,575 | 196 | 278 |
| Sunday | 7,897 | 334 | 424 |

SOCIAL SERVICES COORDINATOR REPORT:

The information below will show statistical information for those who have been assisted since the implementation of the program. The bottom number is the total number of contacts made with passengers. The top number represents the number of referrals made during those contacts. Referrals are where the passenger was referred to places such as the Horizon House, Rdoor, Wheelers Outreach, etc., for services. Some passengers declined a referral or just wanted general information about the bus system.



TRAINING

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.

SEPTEMBER 2025 CLASSES:

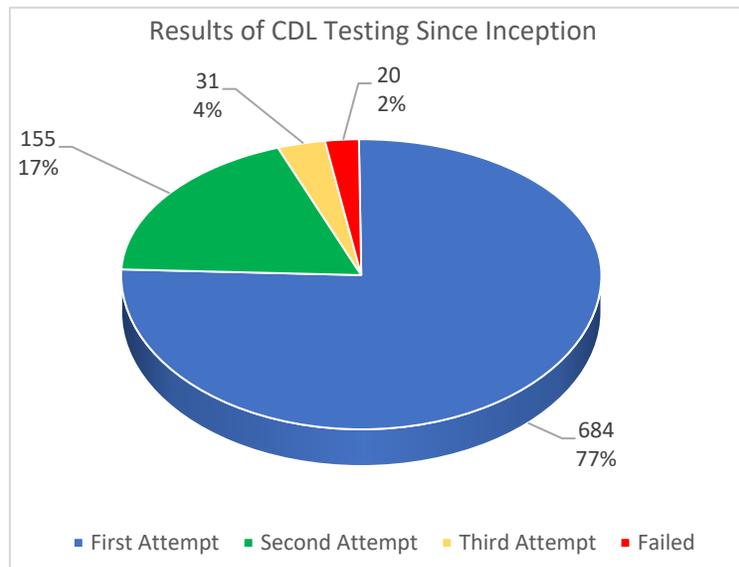
Trainees with Permit – 21

Licensed (CDL) - 3

The IndyGo Academy trains new employees who 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 | 13 | 10 | 3 | 0 | 0 |
| February | 9 | 5 | 3 | 1 | 0 |
| March | 15 | 13 | 1 | 1 | 0 |
| April | 30 | 26 | 2 | 1 | 0 |
| May | 15 | 11 | 3 | 0 | 0 |
| June | 21 | 13 | 6 | 2 | 0 |
| July | 16 | 15 | 1 | 0 | 0 |
| August | 10 | 10 | | | |
| September | 21 | 18 | 2 | 0 | 0 |
| October | | | | | |
| November | | | | | |
| December | | | | | |

September test percentages: Passed on first attempt – **85.71%**

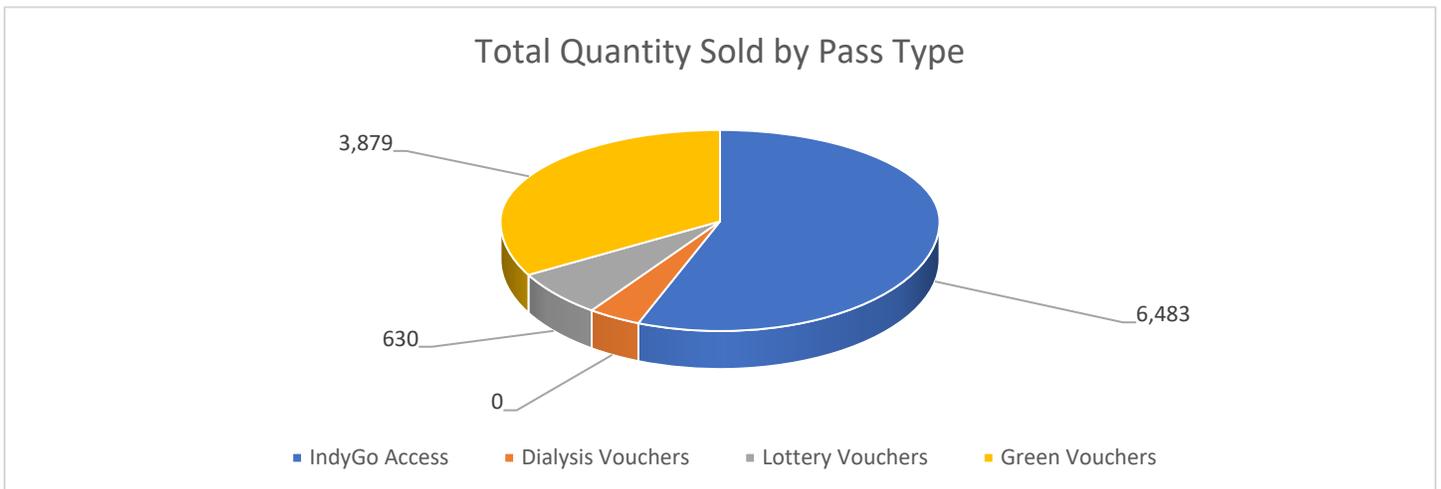


INDYGO ACCESS RIDERSHIP

IndyGo Access recorded a total ridership of 14,296 passengers, reflecting a remarkable 22.3% year-over-year increase. This surge in ridership can be attributed to several key factors, including staffing that ensures reliable service and a steadfast commitment to customer service. By improving staffing levels, IndyGo Access has been able to provide more consistent and timely transportation, which has significantly boosted passenger confidence and satisfaction. Additionally, the focus on customer service has fostered a positive experience for riders, encouraging repeat usage and contributing to the overall growth in ridership.

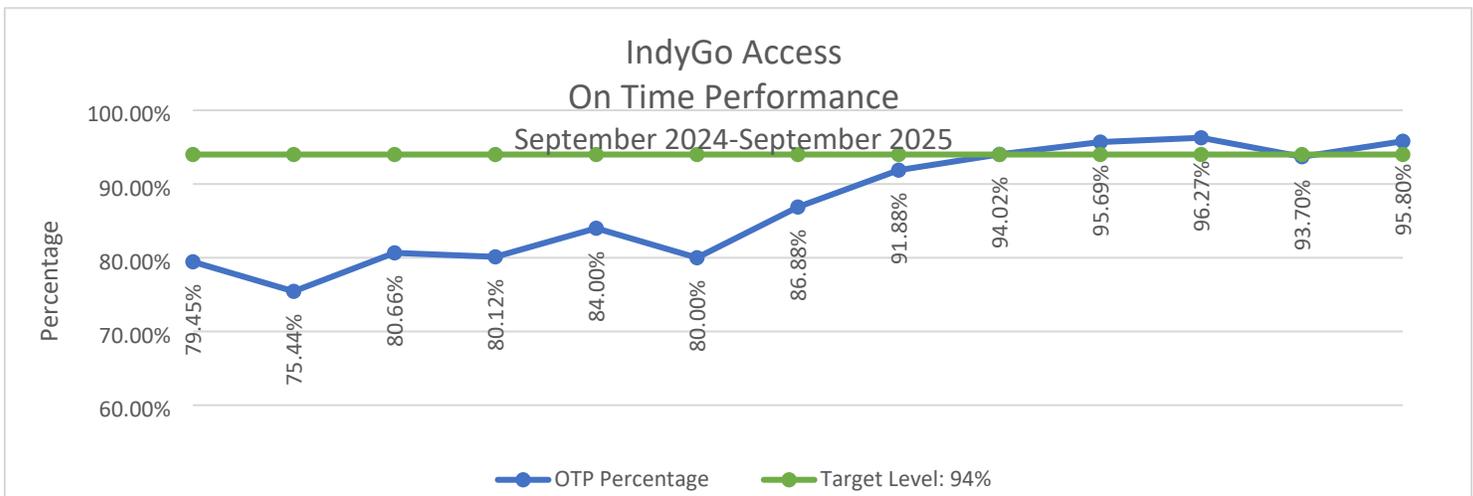
TOTAL QUANTITY OF PASSES PURCHASED

Pass purchases rose by 2.1% month-over-month, totaling 10,992. This growth can be attributed to several factors, including the option for centers to buy passes in bulk through our finance department and a customer preference for passes over cash. Our vouchers, which offer a one-seat ride and are highly valued by customers, incur direct costs to IndyGo. With improved and more reliable service from MV Transportation, the mobility services team will review the voucher program and present recommendations to the Board of Directors for potential reductions.



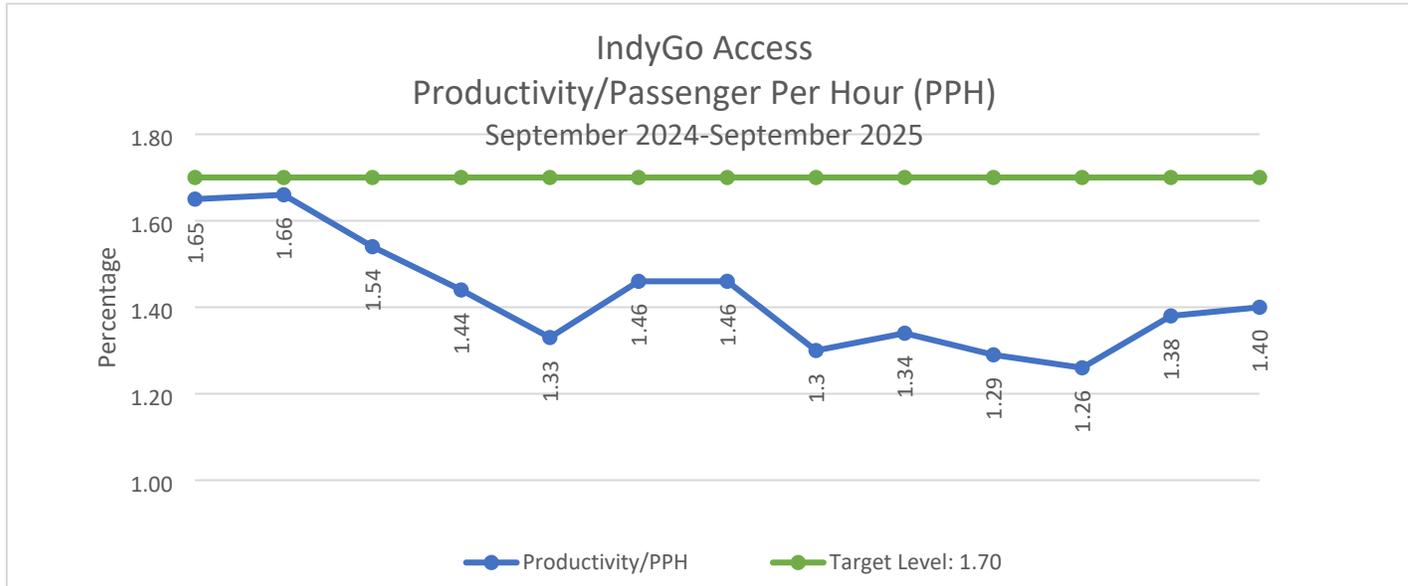
ON-TIME PERFORMANCE (OTP)

MV has improved on-time performance (OTP), to 95.8%, a significant 17.2% increase from the previous year. This impressive progress showcases dedication to enhancing service reliability for our customers.



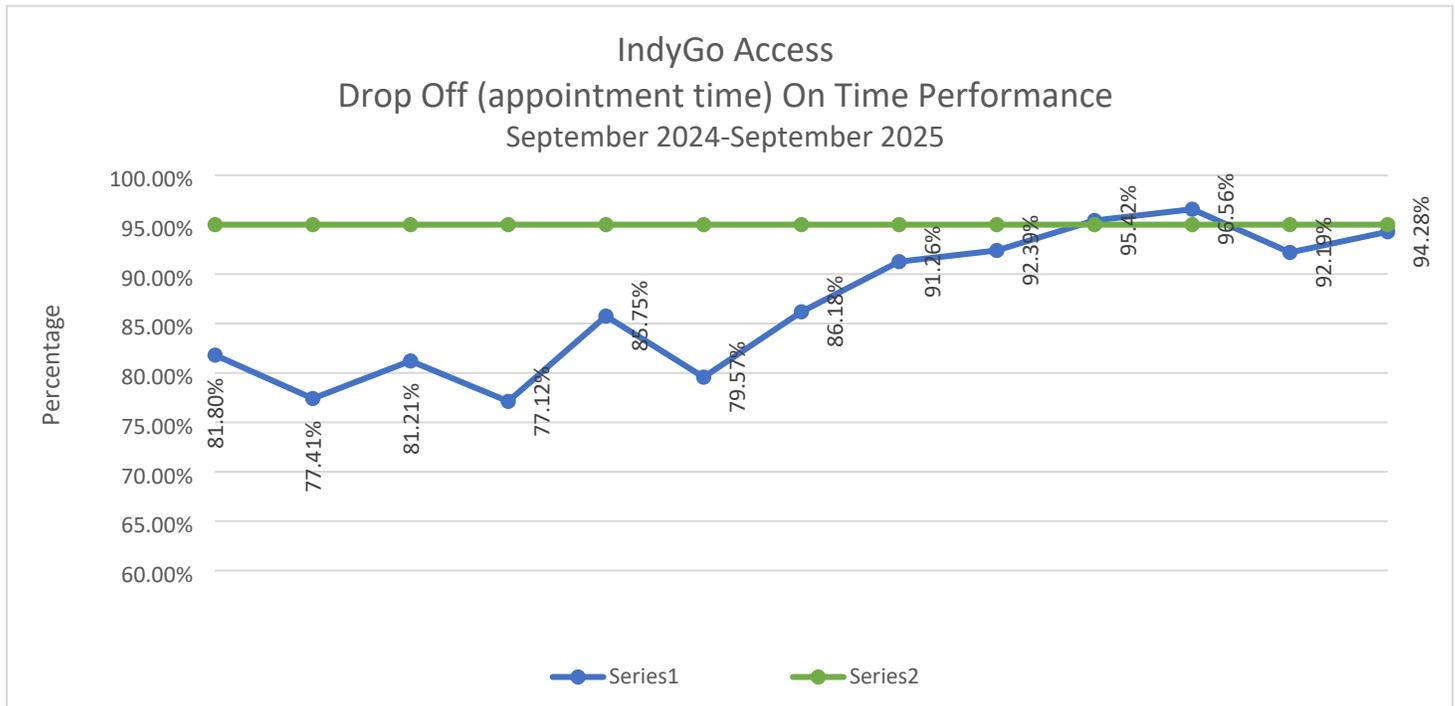
Productivity/Passenger Per Hour (PPH)

In September 2025, our passenger-per-revenue-hour (PPH) ratio reached 1.40, reflecting a 1.4% increase compared to the previous month. This shift can be attributed to various factors, including scheduling challenges and ongoing efforts to improve system performance. We continue to see a slight month-over-month increase in productivity, with the goal set at 1.70.

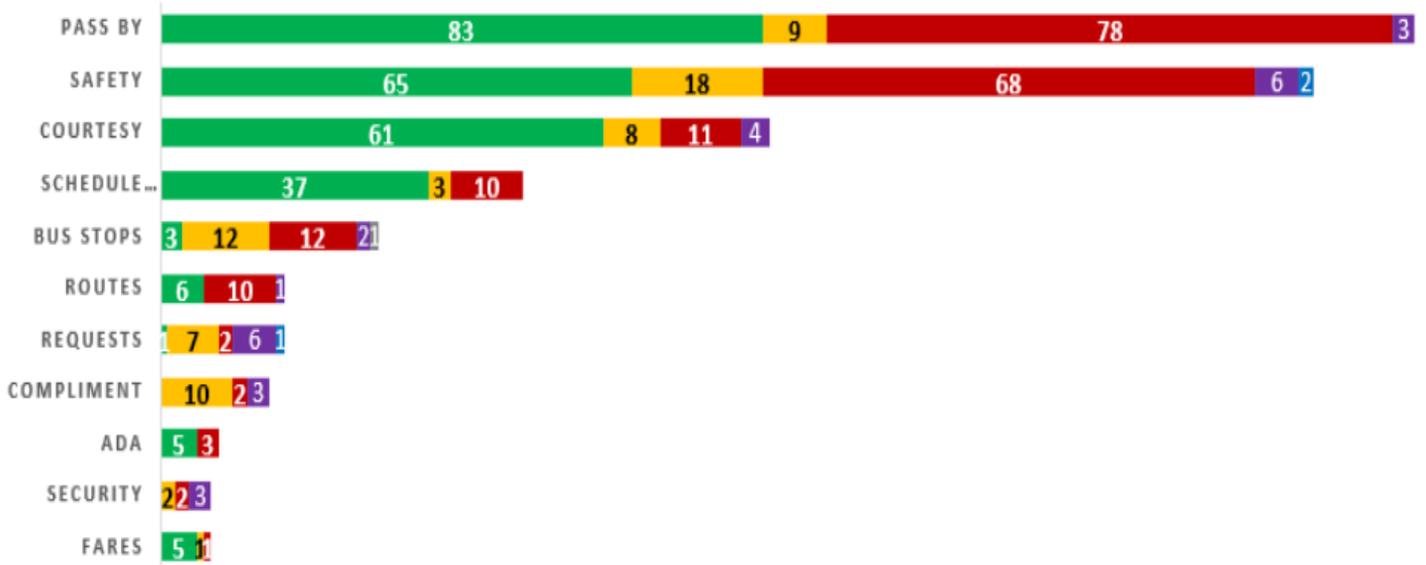


OTP – Drop Off (Appointment Time)

In September 2025, our drop-off for appointment time reached an impressive 94.28%, showcasing a remarkable 13.2% increase year-over-year! This significant progress reflects the commitment to improving service reliability through better scheduling and ongoing enhancements in drop-off on-time performance. Nonetheless, MV Transportation remains focused on ensuring our customers arrive at their appointments safely and on time, and we're excited to continue building on this momentum for even greater achievements ahead!



TICKET STATUS BY CATEGORY



| Category | | ☰ | 🔍 |
|---------------------|-----------------|---|---|
| 0 | ADA | | |
| Bus Stops | Compliment | | |
| Construction | Courtesy | | |
| Facility Maint... | Fares | | |
| Legal | My Key | | |
| Pass By | Requests | | |
| Routes | Rules | | |
| Safety | Schedule Adh... | | |
| Security | Suggestion | | |
| Title VI / Civil... | Vehicle Main... | | |

October 2025 Board Report



IndyGo
SM

To: Chair and Board of Directors
From: Carrie Black, Chief Public Affairs Officer

CONSIDERATION OF PUBLIC AFFAIRS REPORT FOR October 2025

ISSUE:

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

RECOMMENDATION:

Receive the report.

SUMMARY:

In September, the Public Affairs Department continued outreach around IndyGo's **updated fare policy**, hosting open houses at the Carson Transit Center (CTC), conducting bus outreach and introducing a new community toolkit on IndyGo's website. The department also announced additional **Blue Line construction** updates, IndyGo's new chief operations officer and **upcoming October service adjustments**, while closing out the eighth season of **Food in Transit**. Additionally, Public Affairs promoted attendance for the **Teammate Fall Town Hall** and supported participation in the Circle City Classic Parade. These efforts were in addition to the department's ongoing work managing creative projects, generating more than **200,571 social media engagements and impressions** across all platforms and reaching more than **2,000 individuals** through public outreach.

Attachments

Contributing Staff includes:
Carrie Black, Chief Public Affairs Officer
Lisa Soard, Director of Communications
Ari Kasle, Head of Digital Media
Ashlynn Neumeyer, Communications Manager
Ashley Wright, Creative Design Specialist
Kayla Bledsoe, Outreach Specialist
Mara Drown, Public Affairs Specialist

INDYGO.NET WEBSITE STATISTICS:

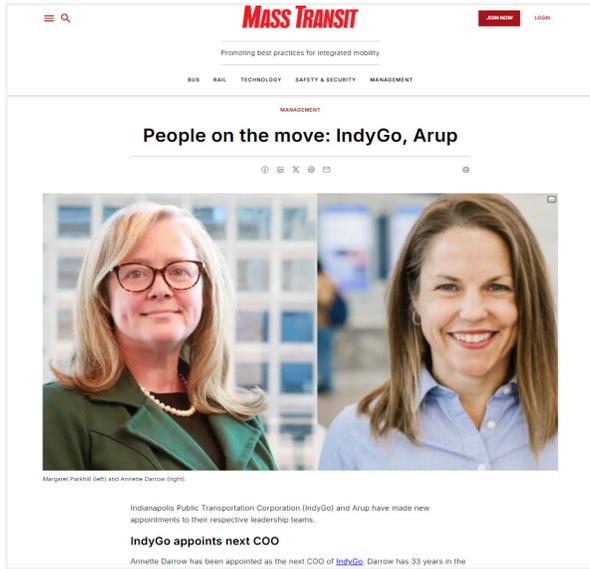
9/1/2025-9/30/2025

| | |
|---|----------------------|
| Page Views | 229,560 |
| Bounce Rate | 48.14% |
| Total Users | 45,695 |
| Average Page views Per User | 5.25 |
| Total Sessions | 95,179 |
| Total Monthly Sessions Comparison to Previous Year | (Down) 13.57% |

Mobile Share

| Date | Mobile | Desktop | Tablet |
|-------------|---------------|----------------|---------------|
| Sept-25 | 50.3% | 48.8% | 0.9% |
| Aug-25 | 60% | 38% | 1% |
| Jul-25 | 61% | 37.9% | 1.1% |
| June-25 | 57.9% | 41.1% | 1% |
| May-25 | 57% | 42% | 1% |
| April-25 | 53.3% | 45.7% | 1% |
| Mar-25 | 67% | 32% | 1% |
| Feb-25 | 61% | 38% | 1% |
| Jan-25 | 65% | 34% | 1% |
| 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% |

Media Mention Highlights



Construction for IndyGo Blue Line hits small businesses on Indy's east side



By Adam Schumers

Published 5:15 PM EDT, Sept. 26, 2025. Last updated 5:00 AM EDT, Sept. 26, 2025.

Adam Schumers - I'm the In Your Community reporter for East Side Indy.

INDIANAPOLIS — Ongoing construction for IndyGo's Blue Line is bringing major changes to parts of Indianapolis' east side — and big headaches for the small businesses trying to survive along the corridor.

Work is currently underway along Washington Street. When finished, the Blue Line will feature smoother roads, upgraded curb ramps and new sidewalks — improvements meant to benefit bus riders, pedestrians, motorists and cyclists.

NEWS

Just what is happening on East Washington Street? Blue Line construction explained

By Ryan Murphy

Indianapolis Star

Updated Sept. 25, 2025, 12:00 p.m. ET



What's the deal with East Washington Street construction?

Here's what to know.

Change lanes. Detour. Change lanes again. Swoosh to avoid a car that's swerving to avoid a pothole. Pray for your shocks and struts as you scuttle along the patchworked pavement.

For months, that's been the daily experience for people who depend on East Washington Street for their commutes.

The city is re-engineering one of the east side's major arteries to make way for the Blue Line, a 24-mile bus line between Cumberland and the Indianapolis International Airport. More than half of the route will make

We're always working to improve your experience. Let us know what you think.

Topics include:

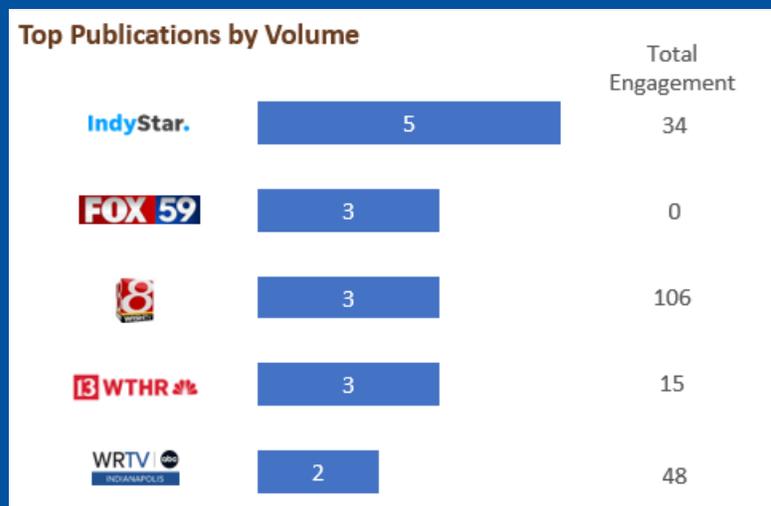
In September 2025, media coverage of IndyGo featured stories about Blue Line construction and IndyGo appointing a new Chief Operating Officer (COO).

Other coverage highlighted the opening of the two-way conversion project on New York and Michigan streets, and IndyGo's 2026 budget.

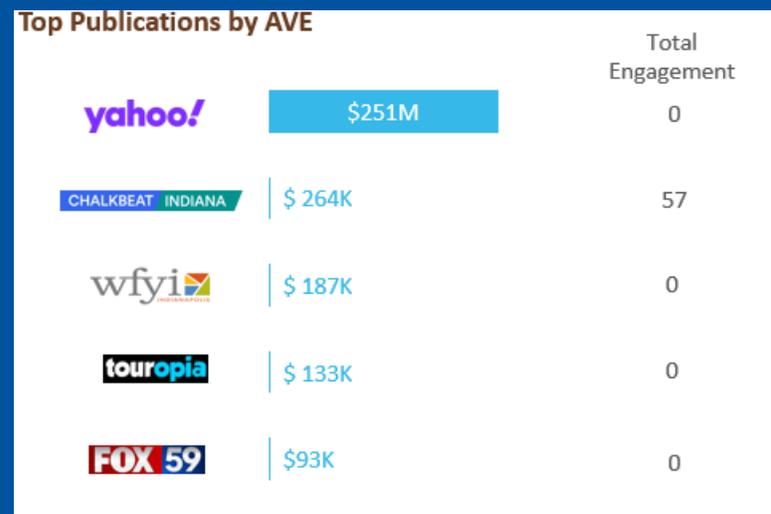
The graph below shows the top media outlets that published stories about IndyGo in September and the total potential viewership for each station or publication. The agency reached more than 177 million viewers through these channels.



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



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 \$251,677,000



Social Performance:

Facebook

- Generated 134,444 impressions
- 2,196 post engagements
- 11,847 page likes
- 14,095 current followers (49 more than August)

IndyGo
Published by Ari Kastle · September 24 at 8:57AM · 🌐

When the school day is over, the BRT station is clearly the place to be. Of all riders, 7% are students. IndyGo is proud to partner with local high schools helping them... See more



See insights and ads Boost post

MIBOR Realtor Association and 221 others 13 comments 20 shares

IndyGo
Published by Instagram · September 18 at 12:52PM · 🌐

Are these pics of one of the Great Lakes? Nope, it's street flooding in Irvington. Thankfully the infrastructure improvements created by the Blue Line will fix it! indygo.net/blue-line/



See insights and ads Boost post

60 24 comments 2 shares

Like Comment Share

IndyGo
Published by Lisa Soard · September 15 at 1:32PM · 🌐

IndyGo Announces Partial Washington Street Closure at College Avenue for Blue Line Construction... See more



See insights and ads Boost post

43 15 comments 5 shares

Like Comment Share

IndyGo
Published by Ari Kastle · September 7 · 🌐

Good luck to the Colts this year! #ForTheShoe



**WE'RE
RIDE
OR
DIE**

INDYGO
INDY | MIA | SEASIDE | INDY

See insights and ads Boost post

30 2 comments 2 shares

Instagram

- Generated 44,958 impressions
- 911 total engagements
- 2.0% engagement rate
- 5,089 current followers (21 more than August)



Twitter

- Generated 5,319 organic impressions
- Earned 60 engagements
- 6,724 current followers

IndyGo @IndyGoBus · Sep 3
 You're sitting in traffic and not getting paid for it? That's so embarrassing. Apply now- indygo.net/employment/

Sitting in traffic without getting paid

Sitting in traffic while getting paid

INDYGO

IndyGo @IndyGoBus · Sep 9
 We're not saying you need to take the bus to work every single day, but look how much gas money you can save by taking the bus to work just ONE DAY per week. 🤪

Commuting to work on the bus instead of a car for just 1 day a week will save you \$316/year in gas cost alone.

| Weekly Transportation Method | Gas money saved |
|------------------------------|--------------------|
| 🚗🚗🚗🚗🚌 | = \$316 per year |
| 🚗🚗🚗🚌🚌 | = \$632 per year |
| 🚗🚌🚌🚌🚌 | = \$948 per year |
| 🚗🚌🚌🚌🚌🚌 | = \$1,264 per year |
| 🚌🚌🚌🚌🚌🚌 | = \$1,580 per year |

INDYGO

IndyGo @IndyGoBus · Sep 10
 What if we told you that 65% of trips on public transit directly benefit the local economy? Well, you shouldn't believe everything you hear at first, because it's actually 87%!

MYTH

65% OF TRIPS ON PUBLIC TRANSIT DIRECTLY BENEFIT THE LOCAL ECONOMY.

FACT

IT'S ACTUALLY 87%.

INDYGO

IndyGo @IndyGoBus · Sep 15
 National Hispanic Heritage Month begins today! We honor and celebrate the histories, cultures and contributions of the Latinx community in Indianapolis and across the country. Consider taking IndyGo to one of the many celebrations we'll be highlighting this month!

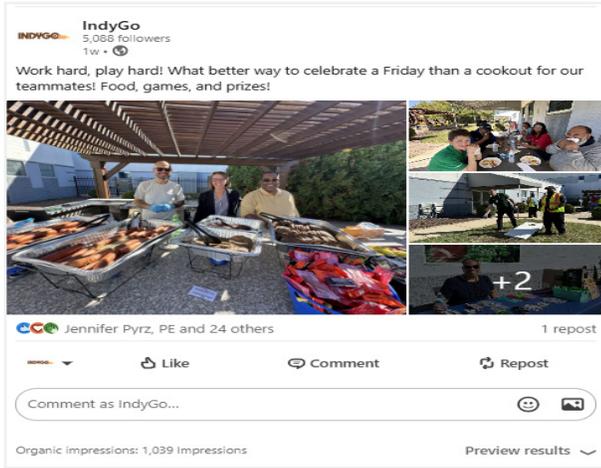
NATIONAL HISPANIC HERITAGE MONTH

SEPT. 15 TO OCT. 15

INDYGO
 ROLLING SINCE 1976

LinkedIn

- Generated 11,970 impressions
- 713 engagements; 5.9% engagement rate
- 26 new followers; 5,088 total followers

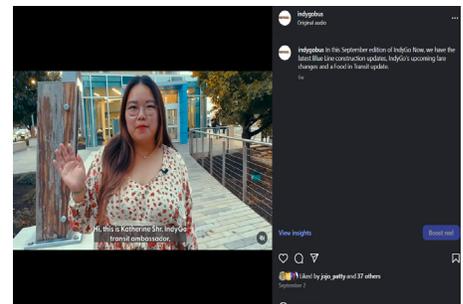
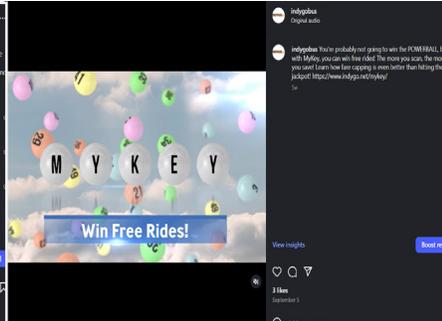


Video Data

Total Video Views: 11,030

Top 3 September Videos

- IndyGo Now- 4,190
- Simulators- 3,355
- Lottery KyKey- 1,480



Email Marketing:

NEWSLETTER

- 31,627 recipients
- 49.46% click-to-open rate
- 4.39% open rate



The image shows a preview of an email newsletter. At the top, there is a dark blue header with the word "INSIDE" in white. To the right is the "INDYGO 50e" logo, where "50" is large and stylized with colorful, concentric lines, and "e" is in a smaller font with an arrow. Below the header, the text "ROLLING SINCE 1975" is displayed in a bold, sans-serif font. To the right of this text is a large, stylized "50" graphic with colorful, concentric lines, and the word "Years" is written below it. In the bottom left corner of the newsletter preview, there are social media icons for Facebook, Twitter, LinkedIn, and YouTube, along with the text "IndyGo.net/50th". Below the newsletter preview, the text "October 2025" is displayed in a large, white, sans-serif font. Below that, the main title of the newsletter is "IndyGo Announces Upcoming Service Adjustments for October 2025". The body of the newsletter contains the following text:

On Sunday, Oct. 12, IndyGo will implement schedule adjustments to improve on-time performance and alignment changes to respond to ongoing infrastructure projects. The most significant change will be the end of the long-term Route 8 detour at the Little Eagle Creek bridge at Tibbs Avenue.

Schedule Changes:

Routes 8, 10, 21, 26, 90 (Red Line) and 92 (Purple Line) will undergo minor timing adjustments to improve schedule adherence. Route 8 will add an early Saturday trip from the Julia M. Carson Transit Center (CTC) to the airport, along with a new daily schedule reflecting detour changes. On Saturdays, Route 26 will operate every 30 minutes, improved from its previous 75-minute frequency.

Alignment Changes:

With the City's Little Eagle Creek bridge project nearing completion this fall, Route 8 will

CREATIVE PROJECTS

- 12 requests completed via IndyGo Helpdesk
- 72 requests completed via other mediums
- 84 total creative requests completed

Outreach Summary: September 2025

In September, IndyGo initiated outreach efforts related to the new fare policy, concluded the eighth season of Food in Transit and promoted increased ridership during the National Week Without Driving initiative. IndyGo reached nearly 2,000 riders and community members.

The agency hosted its first New Fare Policy Open Houses at the Carson Transit Center, where riders received information about the upcoming changes and instruction on using MyKey. Transit Ambassadors and outreach staff were also present on buses, distributing flyers and responding to questions during rider commutes.

In partnership with the Office of Public Health Division of Community and Nutrition and Food Policy and Kheprw Institute, IndyGo hosted the final weeks of Food in Transit. In just four months, nearly 750 households and 2,000 individuals received free, local and fresh produce. More than 8,000 pounds of produce were distributed.



IndyGo and the Office of Public Health and Safety (OPHS) Division of Community and Nutrition and Food Policy have wrapped up the eighth season of Food in Transit, a program that provided free, fresh, locally-grown produce and meal kits to the community at the Carson Transit Center (CTC).

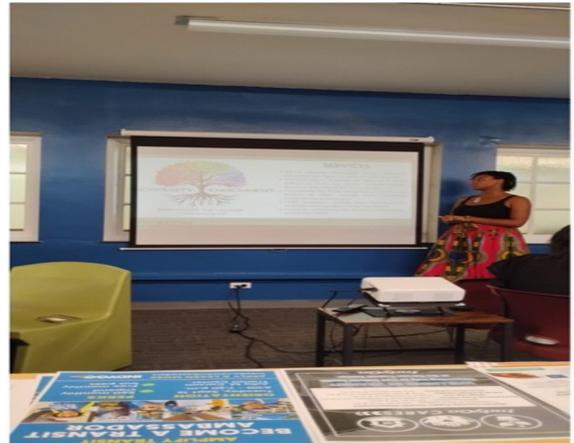


Transit Ambassadors Alesha Peterson and Jowanna Peterson have been hitting the streets and buses, connecting with riders, sharing helpful information and making sure everyone has a smooth experience on our transit system. Whether it's answering questions, providing resources or just offering a friendly smile, they're dedicated to keeping our community moving confidently.

IndyGo also participated in a partnership-based initiative for the National Week Without Driving. Transit Ambassadors Courtney Hawk and Seth Johnson served as panelists during the kickoff event and joined two other multimodal users to discuss their experiences utilizing public transit. Additional transit ambassadors and the ridership experience & outreach manager staffed an informational table, answering questions and assisting new riders participating in the initiative. The agency was one of several partners including Central Indiana Cycling, Indianapolis Metropolitan Planning Organization, Health by Design, Pacers Bikeshare and Central Indiana Regional Transportation Authority.



Transit ambassadors and outreach staff were available at the Carson Transit Center (CTC) on the second Thursdays and Saturdays of each month to inform riders about the new fare policy.



Transit Ambassador Mark Petrisson attended a Boots on the Ground meeting to share information about our IndyGo Cares programs, including Wellness in Transit and Food in Transit. Attendees also learned about opportunities to join IndyGo's Transit Ambassador program, which connects residents with resources and support throughout the city's transit system.

SEPTEMBER OUTREACH PROJECTS

| | |
|---|-----|
| 9/9/2025 Food in Transit | 80 |
| 9/10/2025 Boots on the Ground Meeting | 30 |
| 9/11/2025 New Fare Open House | 70 |
| 9/13/2025 New Fare Open House | 30 |
| 9/16/2025 Transit Ambassador Orientation | 13 |
| 9/20/2025 Art Squared Fest | 800 |
| 9/23/2025 Food in Transit | 115 |
| 9/24/2025 United Northeast Community Purple Line Presentation | 30 |
| 9/25/2025 PROPEL Indy Public Meeting | 20 |
| 9/26/2025 10th Street Art Crawl | 150 |
| 9/27/2025 Shepherd Community Center Kid's Day | 100 |
| 9/30/2025 Week Without Driving Kick-Off Panelist Discussion | 60 |

Bus Outreach: September 2025

| Bus Outreach Name | Number of Riders Reached |
|---|--------------------------|
| New Fares Outreach - Red & Purple Line | 120 |
| New Fares & Blue Line Bus Outreach - Route 8 | 100 |
| New Fare Bus Outreach - Route 2, 11, 25, 26, 38 | 150 |
| Bus Stop Audits | 5 |